

A CITY WALKABLE

+ REIMAGINING SPATIAL JUSTICE THROUGH ACCESS AND PUBLIC SPACE IN NORTH END EAST LONDON

by Lerys Imelda Hendricks
 Supervisors Hedwig Croijmans and Dr. Kathryn Ewing

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**A CITY WALKABLE
REIMAGINING SPATIAL JUSTICE THROUGH ACCESS AND PUBLIC SPACE
IN NORTH END EAST LONDON**

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1.

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2.

Great grandmother and great uncle De Beers Road.



3.

Grandfather wedding day - De Beers Road



4.

Uncle Paul- Bayswater Road.



5.

Father

Father & family - Scholls Lane



6.

Grandmother at Queens Park



7.

Father & family - Scholls Lane.



8.

Grandmother - De Beers Road



9.

Uncle Paul - Bayswater Road

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I would also like to remember my grandmother Mavis Hendricks. May your dear soul rest in peace. I missed talking to you and wished I could've interviewed you about North End.

I dedicate this dissertation to the new addition to our family Baby Siana, my godchild. I am so excited to see you grow and take on this world. Born on the 11 October 2022, in Singapore.



“Those must be comfortable shoes; I bet you could walk all day in those shoes and not feel a thing. I wish I had shoes like that,” says Forrest Gump. The comfortable shoe lady responds, “My feet hurt,” and continues reading her book. “My mama always said you can tell a lot about a person by their shoes, where they are going, where they been. I’ve worn a lot of shoes ” Forrest Gump -1994



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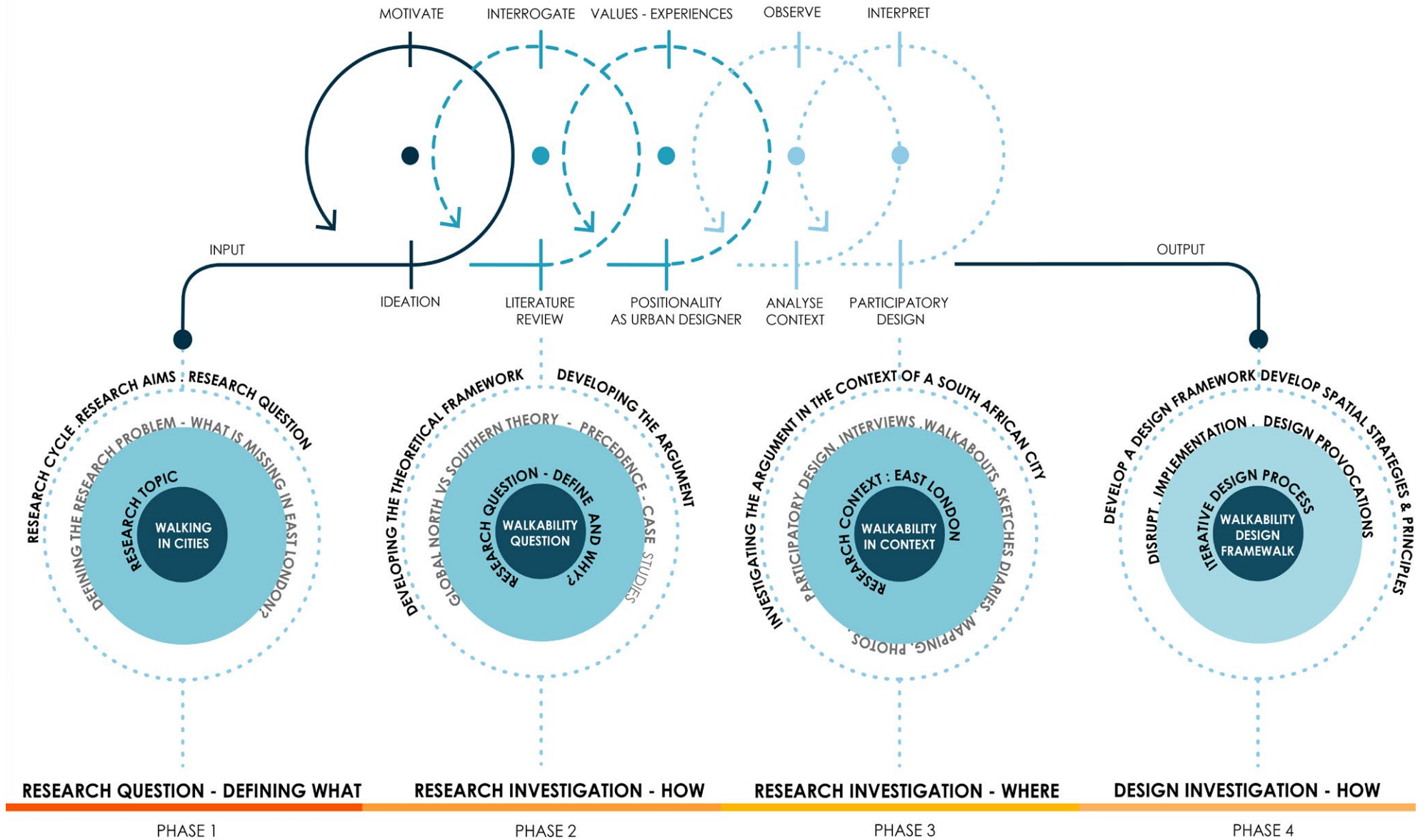
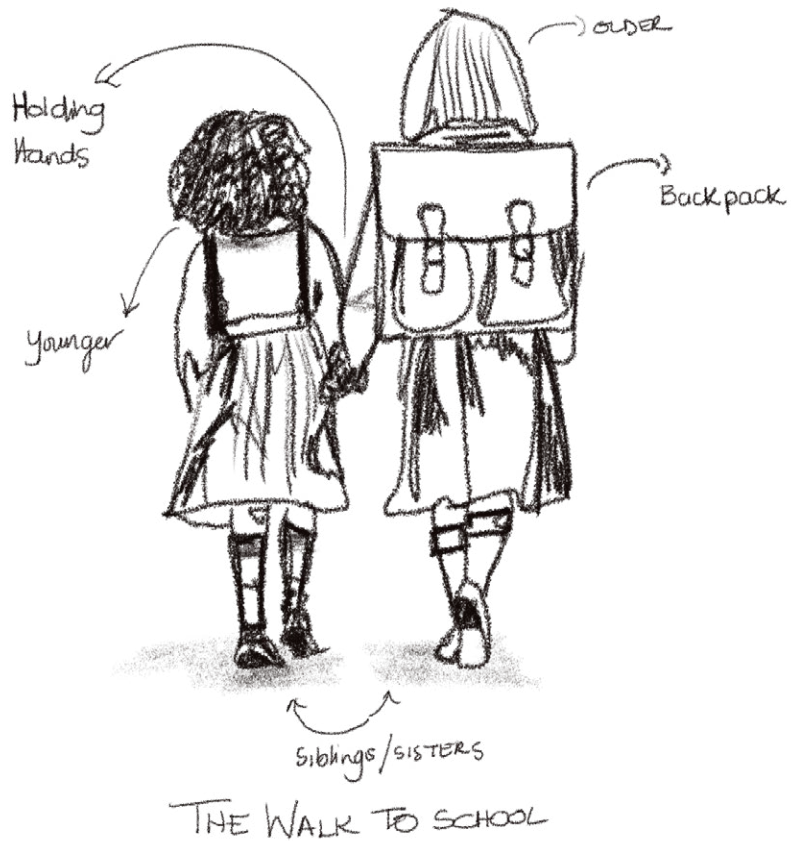


Figure 11: Structure of Document Diagram
Source: Author (2022)



+ PHASE 1

- [ABSTRACT]
- [THE RESEARCH TOPIC]
- [THE PROBLEM STATEMENT]
- [RESEARCH AIMS & RESEARCH QUESTIONS]
- [THE PROBLEM STATEMENT]



EXECUTIVE SUMMARY

[A CITY WALKABLE]

[WALKABILITY]
 [NORTH END]
 [EAST LONDON]

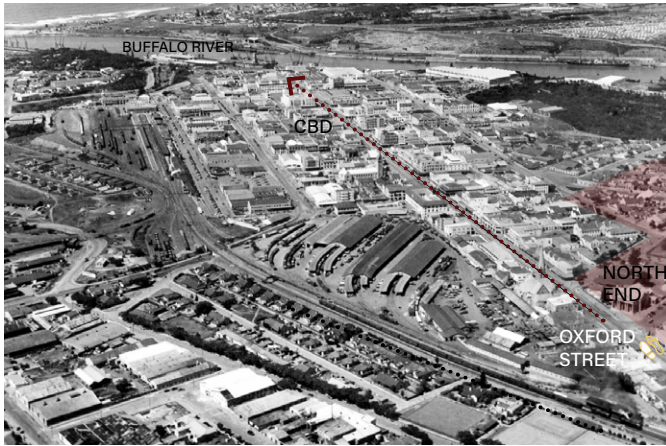


Figure 1.2: North End previously within walking distance to CBD.
 Source : <https://www.flickr.com/photos/hilton-t/3822719327>



Figure 1.3: Image of North End's proximity and position to the CBD current.
 Source : Author(2022)

A city walkable is about re-imagining spatial justice through access and public space in North End, East London, South Africa. The research was born out of questioning the state of East London's public space, car dependency, and its inner-city decay. Questioning what is sorely missing in East London, that could potentially transform this city into an attractive city, led to two points.

Firstly, a walkable city is attractive. For a city to be walkable its streets must be comfortable, safe interesting, and offer choice. The urban environment must foster walkability. Secondly, before Apartheid, non-white people lived in the city. North End was a mixed-race community that was integrated into the city because of its proximity and its urban fabric. The previous community never needed to own a vehicle to access amenities. They felt safe walking day and night.

North End was a walkable, mixed-use neighbourhood. However, due to the Group Areas Act of 1950, people were forcibly removed from the city and relocated to what is now known as townships. Townships are predominately

residential and are disconnected from city amenities. People are forced to rely on public transport or private vehicle for mobility. Townships are not mixed-use, and streets do not foster walkability.

By removing people from the city, Apartheid removed walkability. The fundamentals of living in a city are access to the convenience of amenities and work. Denying access to the city is a spatial injustice. This denial has resulted in a lack of walkable streets, unsafe public spaces, and car dependency. Since the forced removals of 1950' North End has been rezoned as a light industrial area.

The research aimed to unlock the potential for walkability in East London. North End is re-imagined not only a walkable neighbourhood, but as a neighbourhood that is integrated with both township areas and the CBD through the use of urban mixed use corridors . Thus creating a city that is spatially just. This makes North End a strategic place in the city which has the potential to become East London's 'knuckle'. Through various interventions, spatial strategies, and framework a more just , walkable city is envisioned.

THE RESEARCH TOPIC [A CITY WALKABLE]

whats
missing
in the city

[CONTEXTUALISING THE TOPIC]
[WHATS MISSING IN EAST LONDON]
[PERSONAL POSITIONALITY]

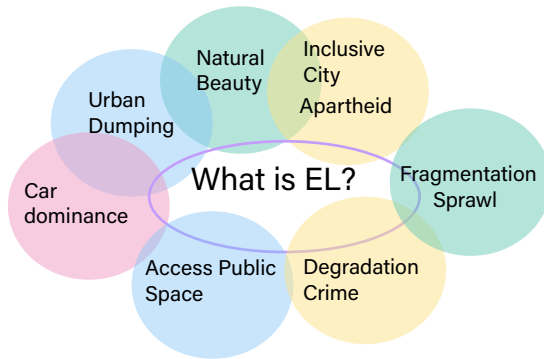


Figure 2.1: Diagram of unpacking issues within East London
Source : Author (2022)

PERSONAL POSITIONALITY

East London is my hometown, a seaside city located within the Eastern Cape along the East coast of South Africa. I have many personal observations and experiences that have shaped and informed my research topic choice of "A City Walkable." The reasons are as follows:

East London has a distinct urban segregation heritage As described by Nel (1991), that makes the city the most segregated before Apartheid in South Africa. I grew up in a racially divided township in East London called Buffalo Flats, which is predominantly coloured. We couldn't access everyday amenities on foot. Schools, churches, and spaza shops are still the only amenities. Townships are predominantly residential and lack good quality open green space. Public transport or a privately owned vehicle is the only means of access to and from the township. People walk not because they want to but only because they have to. Walking is also perceived as an unsafe act and not this multi-layered social act informed by the urban environment.

Traveling abroad and walking through cities that are safe and walkable opened my eyes to what is lacking within East London currently. What East London needs is safe, attractive, active, integrated public spaces that are accessible on foot regardless of race, class and gender.

My concern with the state of my hometown made me question how walkable and safe the streets and public spaces in East London are. Public space has been neglected, vandalized, and not valued in the last decade. As a result, urban dumping and criminal acts occupy space. Robots have been vandalised throughout East London. In addition, the city is congested with cars resulting in fewer walkable areas. However, my experience of the Central Business District growing up was positive.

As a child I could window shop, attend annual street carnivals, and walk downtown. Public spaces were neat and clean, and maintained. I experienced the city by walking the city and felt safe in public areas.

My grandmother worked at a camera shop on the corner of North and Oxford Street, and as kids, we would always visit her and go shopping in town with my mother. My sister and I would take a taxi to town to meet up with my other grandmother at month's end for payday spoils and lunch at *Le Vals* in Oxford Street. My father would take my sister and I to the Public Library to read and research for our school projects. Landmarks had value and downtown had a civic presence that has been lost over the years.

My father's family grew up in North End and were part of the forced removals of 1950. I grew up hearing stories and memories of living within North End. My mother, now retired, taught at a school located in North End called St. Johns Road Primary School. Both my sister and I attended preschools in North End. However, I could not understand the constant reminiscing of the area since it is essentially an industrial area with churches and schools lodged in between. Thus through walkability, questions of access, spatial justice, and exclusion are brought forward to understand the current context. The study intends to redress the urban spatial implications of past spatial decisions that have shaped how people in East London experience walking in the city.

THE PROBLEM STATEMENT
[WHY RESEARCHING WALKABILITY
IN EAST LONDON MATTERS?]

The Group Areas Act of 1950, modernist city planning, and the decentralization of the city center have had social, economic, and spatial implications on the walkability of East London. The forced removals of The Group Areas Act segregated communities into categories of race and separated communities into new mono-functional urban neighbourhoods. These neighbourhoods were positioned away from the city. This was a moral and spatial injustice that destroyed equity, inclusivity, and the right to access the city by foot. East London has the spatial implications of three layers that are as follows:

Firstly, The Group Areas Act of 1950 destroyed a community known as North End. The North End community was situated within walking distance to the CBD. It was a cosmopolitan community that was vibrant (Rangasamy, 2018). People were not reliant upon public transport for means of access to the city. People could access the city by foot and were close enough to city amenities for shopping, recreation, and cultural activities. Today the North End is currently zoned as an industrial area and forms part of the spatial buffer to the city. The social facilities are the structures that survive the removals. They are still beacons for community.

Secondly, modernist city planning exacerbated the segregation of the apartheid government by reinforcing the separation of neighbourhoods into mono functions. Highways were introduced into the city to connect areas spatially, but conversely, they created spatial barriers. Dewar & Uytendogaardt (1991) describe connector

routes (highways) as structuring elements that create spatial separation, not integrated. The arteries reinforce apartheid spatial buffers. Lastly, East London's city centre is currently car dominant. Roads and public spaces are prioritised for the vehicle, not the pedestrian, and pedestrian infrastructure is virtually non-existent. Public space is undervalued and undefined contributing to the lack of ownership of the city and its residents, resulting in public space resembling, as Trancik(1986) describes, a city with lost undefined areas that are barriers for people.



Figure 3.1: Composite historical map of the North End integrated with Queens Park and the CBD. Source : Author (2022)



Figure 3.2: East London 1954 Market Square a parking lot. Source : Daniel Strohl (2020) <https://www.hemmings.com/stories/2020/12/15/east-london-south-africa-1954>



Figure 3.3 :Neglected and vandalized Oriental Plaza business area in North End. Source : Author (2022)

RESEARCH AIMS
[ESTABLISHING THE QUESTIONS]

[ACCESS + PEOPLE + PUBLIC SPACE]

“Walkability is both an end and a means, as well as a measure. While the physical and social rewards of walking are many, walkability is perhaps most useful as it contributes to urban vitality and most meaningful as an indicator of that vitality” - Speck (2013)

RESEARCH AIM

The research aims to understand the spatial implications of the consequences of segregation, separation, and exclusion in the city of East London and, in particular North End. The objective is to understand how walkability can inform and improve neighborhoods in East London.

Secondly, to investigate the physical and spatial elements that influence the city’s walkability.

Lastly, it seeks to evaluate how spatially just the city is by understanding who has access to public amenities and public spaces and who is excluded from accessing the city.



Figure 4.1: The Comfortable Walk
Source : Author(2022)

MAIN RESEARCH QUESTIONS

- 1.) Can you redress spatial injustice through walkability?
- 2.) How can walkability inform and improve the neighbourhoods in East London?

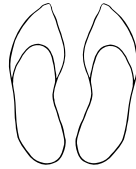


Figure 4.2:What's Missing in the City?
Source: Author (2022)



05

THE METHODOLOGY [APPLIED RESEARCH METHODS]



CITY + RHYTHM + SHOES

READING THE CITY THROUGH
WALKING THE CITY

+ ENGAGED APPROACH

**IF YOUR SHOES COULD TALK,
WHAT WOULD THEY TELL YOU?**

THE METHODOLOGY

This research aims to understand the viewpoints, daily experiences, and feelings of multiple participants therefore the research frame of analysis is social constructionist. The main methodology of the research is qualitative. The research methodology strategy is action research. The nature of action research is cyclical and reflective.

Action research has 4 main processes: data collection, interpretation, action and developing strategies for practice. The intent of the research is to interpret walkability from the research methods, develop and test strategies which then is translated into a design framework.

[QUALITATIVE]
[PROCESS DRIVEN]
[ITERATIVE]

[Social Construction]
[INTERPRETIVE]



[HERMENEUTICS]
[ANALYSE TO UNDERSTAND]
[PHENOMENOLOGY]
[EXPERIENCE OF SPACE]



[ACTION RESEARCH]
[DATA COLLECTION]
[INTERPRETATION]
[ACTION]
[DEVELOPING STRATEGIES]



[OBSERVATION]
[INTERVIEWS]
[CASE STUDIES]
[WALK ABOUTS]
[MAPPING]

DATA OBTAINED

A theoretical framework has been developed to guide the research. The theoretical framework was derived from Literature reviews. The research reviewed global north and southern theory on walkability and framed the research in spatial justice theory. Southern theory is most relevant to South African cities.

Spatial data was obtained through open-source maps, department maps, and spatial development frameworks, photograph related to walkability which are available to the public. Interviews conducted aimed to obtain local knowledge from different perspectives to understand the everyday urban walking experiences.

Main method was through asking if your shoes could talk what would they tell you ?
Reading the city through walking the city.



Site walkabouts, walk diaries, observation, photography to understand site specific data.

Interviews were conducted to obtain local knowledge from different perspectives (urban actors) to understand the everyday urban walking experiences.

Past participatory mapping and storytelling was arranged to understand the historical layer of walkability, stitched together in a social map.

Old newspaper articles, memoirs and historic mapping to understand the morphology of the city as well as urban experiences.

The results combined into a consolidated Urban maps to inform design decisions.

METHODS ACTION BASED

Figure 5.1: Methodology social construction diagram.
Source : Author(2022)

ETHICAL CONSIDERATIONS [APPLIED RESEARCH METHODS]

[LIMITATIONS]
[PROFESSIONAL APPROACH]

ETHICAL CONSIDERATIONS

Any photos captured were done respectfully without compromising any individual's identity. Walkabouts on site were arranged with prior consent.

To minimize any harm, consent forms were provided to gain full permission from participants. In the interviews, questions are structured to inform design decisions and not to be insensitive to any participant.

Participants had the right to remain autonomous. Any participant that wanted to stop the exercise, was free to do so. The study refrained from exposing any sensitive or personal information. Any feedback from the study will be provided upon request.

Data will be disposed of according to the University of Cape Towns protocols and standards to ensure no damage to any persons identity or opinion.

LIMITATIONS

Covid 19 restrictions at the time did not limit fieldwork, telephonic interviews and walk diaries were referred to. Walkabouts were done accompanied by certain willing participants

In order to minimise any harm to myself I could not take photos while walking and focused on the main roads when doing walkabouts. I walked with a partner that is familiar to the area for local knowledge. In places that I did not feel safe I drove around with a partner to collect data. Safety was the biggest limitation to the capturing data.

PROFESSIONAL APPROACH

As an urban designer my approach to the research will be to analyse the present conditions through the lens of both walkability and spatial justice. By understanding the past conditions that inform the present and formulate an appropriate response, in the form of a framework, from the outcome of the research. The approach is engaged iterative, cyclical, critical and layered. The Intent is to seek spatial justice through walkability.

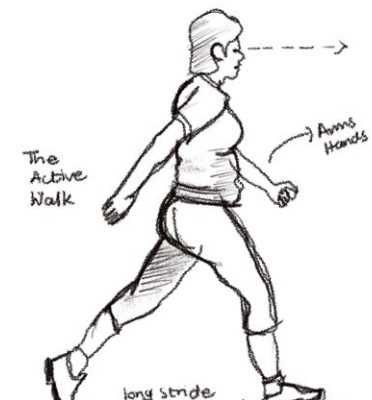
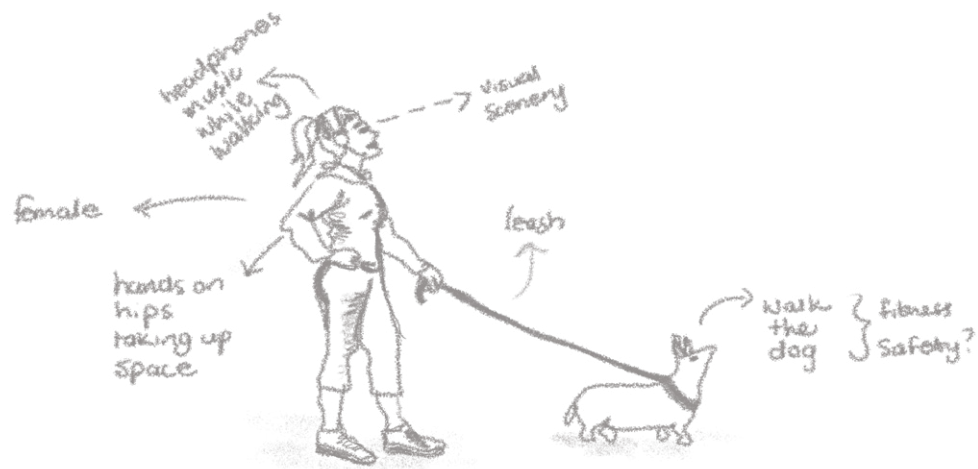


Figure 61: The Active Walk Source : Author (2022)



+ PHASE 2.1 LITERATURE REVIEW

- [DEFINING WALKING IN CITIES]
- [THE ACTION OF WALKING]
- [DEFINING PEDESTRIAN]
- [SPATIAL INJUSTICE]
- [RACIAL SEGREGATION]
- [FORCED REMOVAL ILLUSTRATION]
- [DEFINING SPATIAL INJUSTICE]
- [DIAGRAMS OF SPATIAL INJUSTICE]
- [LOST CITY SPACE]
- [THE BEACONS OF LIGHT]
- [TOWARDS A SPATIALLY JUST CITY]
- [THEORETICAL FRAMEWORK]





07

DEFINING WALKING IN CITIES

[THE ACT OF WALKING]
[THE EVERYDAY URBAN WALK]
[LITERATURE REVIEW]

Walkability has gained a lot of traction around the world because of the need to have people-oriented development. This is due to the functional city planning of the Modernist movement. The functional city destroyed streets and replaced them with roads, large open spaces, and highways. According to Gehl (2011), The functionalist ideologies of city planning paid no attention to the psychological and social aspects of the design of streets, buildings, cities, and public spaces. The result of which created destruction of place. The urban fabric was disrupted by highways and large car parks. The city-scale changed and thus became less humanized, and more car orientated. This was experienced globally throughout many cities.

Physical factors that influence urban walking according to Gehl (2011) are the proximity of places, experienced distances, acceptable distances, walking routes, the scale of open space, public space, surveillance, automobile traffic, barriers, crowds, changes in street level, paving materials, street surface conditions, dimensions of the street, room for walking, the building interface and space for special demands when walking (Wheelchair, pram access).

In many travel blogs, certain words used to describe urban walking are amble, wander, stroll, promenade and flaneur. Middleton (2020) questions this view of walking as a leisure activity that is romanticised in the context of everyday urban walking and states that leisure walking has a history of being exclusionary to certain user groups. "The romanticism that positions walking as an accessible, democratic, inclusive, and emancipatory urban practice. A romanticism that extolls the positive virtues of walking across academic research and the arenas of policy and practice" (Middleton, 2022, p.1). This is especially true in the context of South Africa due to Apartheid spatial planning and the legacy thereof. The context of walking in this research is East London, South Africa.

Middleton (2022, p. 121) says that urban walking is a "social practice" that involves encounters that "socially and materially co-produce everyday walking" and that the act of walking shines a light on inequalities of contemporary urban living. This was made clear by Covid 19 lock-downs around the world. People experienced their neighbourhoods socially and economically completely different during the harsh restrictions. Middleton (2022) describes urban walking as an everyday urban practice that intersects with gender, class, ethnicity, age, and disability. She also states that there is everyday politics associated with urban walking and that the micro-politics in space either include or exclude user groups from "navigating the city on foot". The gendered experience of walking is performed in a play called Walk and walk: South Africa which took place in Grahamstown. The performance brought to light the gendered nature of walking

in South Africa and the experiences of walking in South Africa as a woman. "Walking is a pause as well as a movement. If *flânerie* encourages letting go of the mundane everyday life to seek out newness and freedom, walking in *Walk and Walk: South Africa* is about seeking a movement from stasis and forming collective solidarities to address gendered violence. Walking is a scream. It is not about looking out for a shock, but a desperate call for safety and familiarity that is free from dangerous encounters". (Shakes, 2017, p.186, as cited in Arora, 2020, p.29)

Defining urban walking is complex because it involves multiple user groups that are fundamentally either included or excluded from walking in the city. It is also influenced by spatial structures in cities and both functionally and socially co-produced. Historically Walking in South Africa was limited to certain areas only. So right of access to the city by foot was unjustly denied.



Figure 71 :The Social Walk Source: Author(2022)



08

THE ACTION OF WALKING [THE ACT OF MOVING IN SPACE] [WALKING AS THE VERB]

[UNPACKING TERMINOLOGY]
[LITERATURE REVIEW]
[LIFE BETWEEN BUILDINGS]



Figure 8.1: Illustration 'The necessary walk'
Source : Author (2022)

Walking's primary function is moving from point to point. This forward motion implies a very linear orientation with a destination. The reason for walking differs with activity and for participants. Gehl (2011, p.133) defines walking as "a type of transportation" as well as "a way to get around" or a method of "being present in the public environment". Walking is described by Parnell & Pieterse (2014) as "the most neglected form of physical mobility in cities globally even though more people travel by foot than any other form of transport".

Walking is also regarded as a healthy form of exercise that is free, sustainable, and accessible to all able persons. It is a type of cardiovascular activity that is beneficial for both the mind and body. Walking's social function is of gathering in space. The phrase 'brisk walk' denotes an active walk. Marches are walks that are collective and usually for an activist purpose.

Other factors that also influence walking are the weather, seasons, and times of the day. Walking happens in streets, in homes, within buildings, in public spaces etc. and is not purely functional. It is multi-dimensional and depends on different actors that walk. Actors such as children, youth, elderly, gender, different races, and different ethnicities. The context and the reason for walking as well as the person walking are always different.

The movement by people in the cities can best be classified by Gehl (2011, p.9) as "necessary activities, social activities, optional activities, and resultant activities." The combination of the necessary, social, and optional activities as

Gehl (2011, p. 9) states, becomes the resultant activities an urban dweller experiences. The necessary activities are everyday tasks that participants have no choice but to do. Examples of these, when translated to walking, are walking to school, to the shop, to work, to fetch water etc. Social activities are often a "direct consequence of people moving" around in public spaces and "depend on the presence of others in public spaces" (Gehl, 2011, p.12). Examples of these can be walking to visit a friend and walking en route to a social gathering.

In this way, Gehl (2011) implies that there is a direct correlation between the relationship between the environment and people's activities, as well as the function and the place. Should the quality of the environment be poor the optional activities will be poor as well as the resultant activities. Walking is intrinsic to how humans experience space in the natural and urban environment. It is a place-specific activity that has an array of factors that influence and affect the act, inclusivity, and accessibility of walking. People experience walking individually and personally. It is therefore much for complex than just a form of traveling in a city.

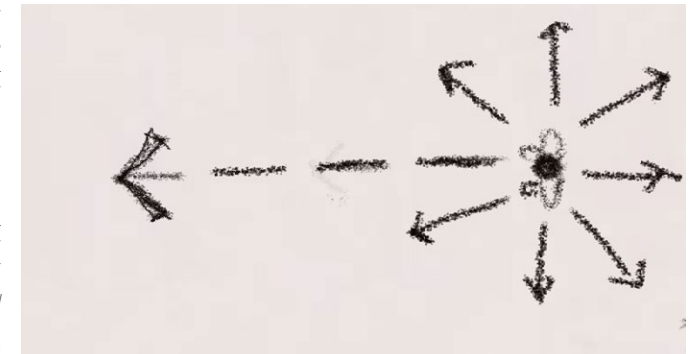


Figure 8.2: Linear progression in walking . A point in space
Source : Author (2022)

DEFINING PEDESTRIAN [LITERATURE REVIEW]

PEDESTRIAN PRACTICES
PEDESTRIAN INFRASTRUCTURES

A term used to describe a person that walks in an urban environment is pedestrian. A Pedestrian is defined as a person walking traveling on foot (walking, running) walking on a road or pavement. Sidewalks and crosswalks are an important form of pedestrian infrastructure. They provide dedicated space for people to walk and feel safe on roads. Pedestrians also need space to move depending on the volume of people. When streets become chaotic, they usually do not have sufficient space dedicated to pedestrian activity. *"The provision of wider, paved, and lit pavements would facilitate walking, lessen social exclusion, and even ease pressure on motorised transport."* (Sietchiping, et al. 2012, as cited in Parnell & Pieterse, 2014, p134)

Pedestrians that disobey traffic laws and cross streets in between stoplights are seen as rule breakers and are classified as jaywalkers. Jaywalking is defined by Norton (2007, as cited in Middleton, 2011p. 64) as "a person who does not know how to walk in a city. He argues that "legitimising jaywalking as an illegal practice it made US city streets become spaces of circulation for the motor car at the expense of the pedestrian." In Africa, pedestrian experiences are often

"Lots of money and muscle have gone into improving sidewalks, crossing signals, streetlights, and trash cans, but how important are these things, ultimately in convincing people to walk? If walking was just about creating safe pedestrian zones, then why did more than 150 main streets pedestrianised in the sixties and seventies fail almost immediately? There is more to walking than just making safe pretty space for it".

Speck (2013, p.10)

chaotic and sidewalks are negotiated with traders and cars. Parnell & Pieterse (2014, p134) describe a stereotyped busy street as *"Compressed thousands of square meters of a road-cum-street market clogged with vehicles, pedestrians, and street vendors under sun umbrellas. Pedestrian and vehicular traffic is not segregated; whether road users are on two feet or four wheels, the only rule is to stray, bump and curse. The chaos of public space can become iconic."* There does not seem to be a division amongst mobility in busy crowded streets.

In the context of South Africa, pedestrian infrastructure is conceived functionally just like roads and highways are conceived. The term 'infrastructure' is predominately physical roadworthy objects used for pedestrian safety. The main function seems to be to protect pedestrians from car crashes and fatalities in the urban environment. Though necessary in the African context. It does not necessarily create walkable environments.

In open spaces in South Africa, the desire lines often tell the story of a pedestrian practice. Large open spaces are divided into quadrants. in order to take the shortest distance when walking to a destination. The journey is

often unsafe, these spaces lack enclosure and surveillance.

South Africa has a shortage of adequate safe and connected pedestrian infrastructure. Is pedestrianising roads enough to create a city walkable? According to Speck (2013), focusing solely on sidewalks and pedestrian infrastructure doesn't necessarily create a walkable environment that people are attracted to.



Figure 9.1: Pedestrian Infrastructures along sidewalks
Source: Author(2022)



“What happened to the physical North End – that cocooned East London hamlet that tripled as suburb, ghetto and throbbing town? Except for waning memories, not much! Unidentifiable rubble, raging weeds and knee-high grass, and grey, characterless light industrial edifices trample roughshod over this residential grid where people once lived so closely everyone knew everyone’s business and the odour of their breath too. And what happened to these intimate people? They had been strewn by the rough winds of Apartheid into various racial pockets – Braelyn, Buffalo Flats, Ghost Town and Mdanstane. Yet when they speak today, the spirit of North End comes alive. As a physical entity and as a situated and settled community, North End no longer exists. It has been destroyed. ” (Cornelius, 2008,p8-9)



10

FRAMING SPATIAL INJUSTICE

[THE MAKING OF EAST LONDON]

[COLONIAL RULE]

[APARTHEID RULE]

[POST APARTHEID/DEMOCRACY]

Spatial injustice can be categorised into three political and territorial eras within East London and South Africa: Colonial, Apartheid, and Democracy. Each has a specific unjust geography and consequence that informs the spatial layer in all South African cities. The study will contextualise the spatial injustice concepts previously discussed in the context of East London.

COLONIAL RULE

According to (Nel, 1991), East London had an ingrained spatial injustice pattern of segregation before the Group Areas act of 1950. Racially segregated areas were first initiated due to Military colonial rule under the British. Nel(1991p60) states, "Urban racial segregation in East London has a distinctive heritage, making the city one of South Africa's most segregated Pre-union era." Resulting in East London already attaining racially segregated locations before 1948.

The colonial ruler's rationalisation of segregation, exclusion, and territorial control was based on considerations of health related to black and Asian communities and the commercial rivalry of Asian communities. But, as Nel (1991,p61) describes, the

real reason was due to "Insecure Minority control, which meant the erection of racial barriers an inevitable and enduring tendency." Segregation was designed to exclude unnecessary and undesirable people from urban milieu- notions of class and racial -differentiation found clear expression in British colonial urban policy and planning." Acts were used to legalise territory control, and enforce segregation.

Act used to implement control:

The 1923 Natives (urban Areas Act)

APARTHEID RULE

According to (Soja, 2010b), Apartheid was a process that produced extreme unjust geography that was a system of spatial and territorial control based on a former racist regime. Through legislation, ideological rationalization, segregation, and boundary-making, the Apartheid government achieved a landscape that was and currently still is unequal.

Soja (2010a) describes this consequential geography as an urban causality that has lasting effects on the contemporary urban landscape of South Africa. Nel (1991) States that North End was a previously mixed-race neighbourhood and that coloured and Indian people had, before 1927, escaped all forms of racial residential segregation. North End was predominately coloured and Indian communities. Duncan Village was a predominantly black community and still is. According to Nel (1991), The Department of Social Welfare commission found North End to have slum conditions, and urban renewal strategies were used to substantiate the forced removals for urban gentrification.

Thus, forcibly removing and shifting people.

Act used to enforce control:

The 1950 Group Areas Act

POST APARTHEID /DEMOCRACY

Since then, North End was rezoned as a light industrial /business area, and since the forced removals, there have been very few communities living within North End. The place with communities now became an added buffer space for accessing the city. Distance becomes a reality and forces people to rely on public transport and Vehicles to access urban amenities.

Democracy attempted to redress the wrongs of the past. Most notably, the RDP housing perpetuated the strategy and urban principle of single residential neighbourhood planning, separately zoned following the urban planning of modernist thinking of separation. This model of living did not consider the implications of walking or walkability, the demographics of people that could not afford a vehicle or a home and were forced to rely on public transport for access to the city. East London still has the residue of Apartheid, its urban planning ideologies, and boundaries-making. Hence people are still excluded.



11

RACIAL SEGREGATION [RACIAL EXCLUSION FROM CITY] [FORCED REMOVALS]

Since the disestablishment of the 23 hectare area in 1960's, the Oriental Plaza has been built and the rest of the ground left dormant. The North-West highway was built which dissects North end into two sections, and its ancillary roads. Refer to Figure 11.2, post removal

Black communities were first moved from West Bank to East Bank 'location' under colonial rule. Then from Braelyn and Duncan Village to Mdanstane after apartheid.. Some families remained in Duncan village. Indian communities were displaced to Braelyn from North End. Coloured communities were displaced to Parkside, Pefferville, and Buffalo Flats.

All relocated communities are placed in suburban dormitory single-zoned residential areas known in South Africa as townships. North End was the longest and slowest forced removal process in the country due to shifting people. (Cornelius, 2008)

Figure 11.4 illustrates the concept and strategy for urban design and planning in South Africa implemented in all South African cities. Figure 11.1 is a map of the history of racial segregation in East London. Figure 11.3 is an image of the new housing structures erected for people in Pefferville. This area was known as the "Rooi Hell"

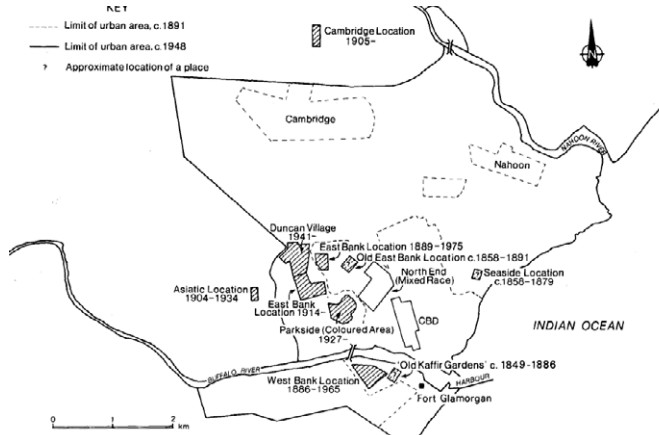


Figure 11.1 A map of the segregation in East London:
Source: Nel(1991)



Figure 11.2: A map North End After forced removals :
Source: BCM(1987)

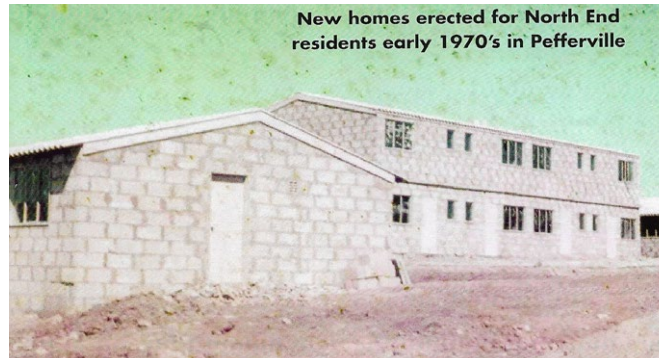


Figure 11.3: Image of homes erected due to forced removals :
Source: Rangasamy(2018)

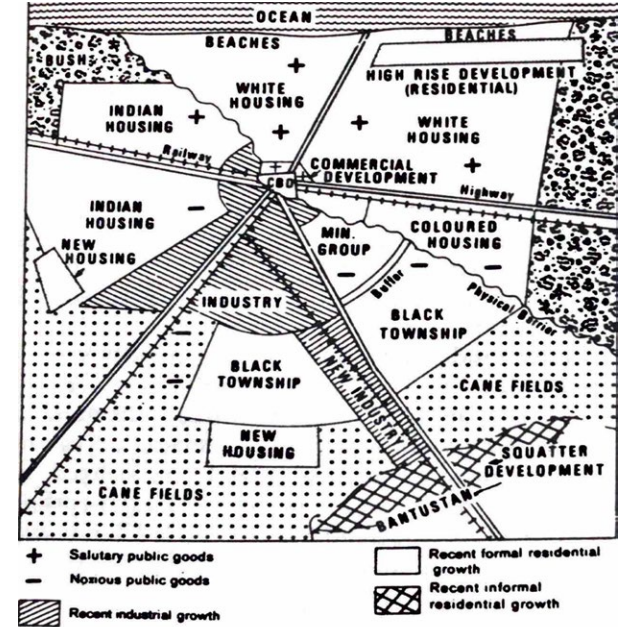


Figure 11.4: A Graphic Model of the Apartheid City : Source:
Davies(1976) & McCarthey (1986)

GROUP AREAS ACT - DIVISION MAKING TOOLKIT

Mahajan(2014)

- + Buffer strips, railway, river open space and highways
- + Racially segregate people.
+ Created a spatial divide
- + Used zoning to as part of buffer eg. industry
- + Created townships - poorer communities
- + Destroyed access to the city through walking.
- + Designed as Dormitory Townships

12

FORCED REMOVAL

[ILLUSTRATION DIAGRAM]

[POLITICAL ORGANISATION OF SPACE]

[LOCATIONAL DISCRIMINATION]

RAILWAY,
RIVER,
WETLANDS

NORTH END
POSITION IN CITY
PREVIOUSLY MIXED
AREA

CBD ONCE
INTEGRATED NOW
BE COMES LOST
AND ISOLATED

PREVIOUSLY
PROCLAIMED
WHITE ONLY
AREAS

PEOPLE MOVED FROM BRAELYN TO MDANSTANE COMPLETELY INACCESSIBLE AREA

TOWNSHIPS LOCATED IN BETWEEN HILLS AND VALLEYS

LANDSCAPE BECOMES BARRIER. OVERCOMING DISTANCE NOW A REALITY

PREVIOUS LOCATIONS NOW TURNED INTO TOWNSHIPS AND CONSTANTLY RELOCATING PEOPLE DUE TO ACTS

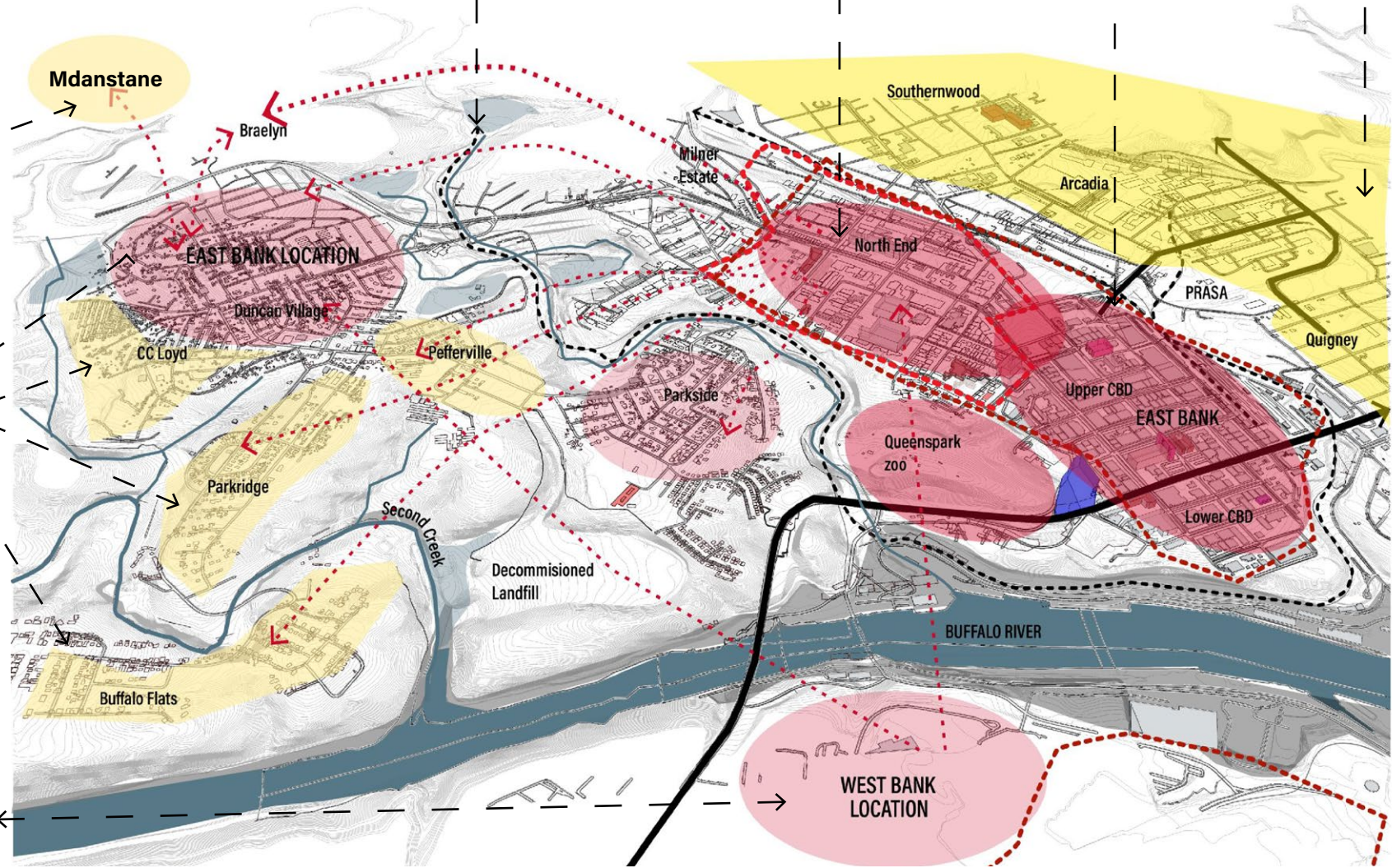


FIGURE 12.1 : Drawing illustrating where people were relocated to Post Group Areas Act SOURCE: Author 2022



“Like most residents, we were forced to move into small matchbox houses. Pain that still lived in our hearts. My eldest sisters still have vivid nightmares in trying to hold up the collapsing walls and pillars of the house as the bulldozers wreak havoc and destroy our once beloved home. The inhuman and cruel government destroyed our homes, destroyed our community, and left dust and memories” – Kenny Rangasamy

(Rangasamy,2018)

DEFINING SPATIAL INJUSTICE [TERMINOLOGY]

[WHAT IS SPATIAL INJUSTICE ?]

In East London as a walkable city, one must first understand the past implications of the apartheid model of city planning and its impact on North End and its extents. Walkability depends on a more humane urban fabric and is supported by urban elements that foster a walkable environment. The thesis focuses on the literature on Spatial Justice to unpack context in spatial terms. Democracy and human rights are defined by (Soja, 2010a) as the basics of spatial justice, which builds upon Lefebvre's notion of the right to access the city. He states that "the spatiality of justice and injustice" happens at multiple scales for different reasons and in a particular urban setting. He also highlights the effects of the planning and urban tools as having an "urban spatial causality." He uses terms of Geography to describe the context and the purpose of the injustice as a production that eventually has an effect experienced spatially. Thus, "the production of unjust geographies" has lasting effects that can be experienced physically in space or socially. As Soja(2010) described, spatial justice has the following qualities: this thesis will refer to.

[QUALITIES OF SPATIAL INJUSTICE]

SOJA (2010a)

- + Locational Discrimination
- + The political organisation of space
- + Outcome and Process of distribution patterns
- + Geographically uneven development
- + Everyday workings of an urban system

[FORCES THAT PRODUCE INJUSTICE]

SOJA (2010a)

- + Race, gender, and class

[PRINCIPLES OF SPATIAL THINKING]

SOJA (2010a)

- + **Ontological spatiality of being**
We are all spatial as well as social beings
- + **The social production of spatiality**
Space is socially produced and, therefore, can be socially changed
- + **Socio-spatial dialectic.**
"Recognize that the geographies in which we live can have a negative as well as a positive consequence."

[CONCLUSIONS]

According to (Soja, 2010b.p 32), geography has to be studied at "multiple scales in different social contexts" to seek spatial justice. In creating change or transformation, one must locate the "specific conditions of urban life to achieve more equitable access of all residents to social resources and advantages that the city provides" (Soja,2010b).

According to Soja(2010a), an intervention should "be strategically positioned" since "the correct selection of sites of intervention is a crucial decision." Pure and complete access, equity, democracy "pure distributional justice" Soja(2010a) are unattainable within a city.

[SITE SELECTION]

The strategic position I have chosen in East London for intervention is North End. The specific condition I am referring to is access to the city. The lens through which this thesis approaches access is through walkability to create a form of spatial justice. The design intervention is thus a response to previous distributional patterns of unjust geographies collectively created by past design strategies of locational discrimination, political organisation of space, and geographically uneven development throughout East London.

LOST CITY SPACE

[HOW THE FORCED REMOVALS CREATED

“Generally speaking lost spaces are the undesirable urban areas that are in need of redesign – anti-spaces making no positive contribution to the surrounding users. They are ill defined, without measurable boundaries, and fail to connect elements in a coherent way.”(Trancik, 1986,pp3-4)

CONTEXT

In South Africa the policy of the Apartheid created an urban city typology with characteristics of segregation, sprawl, fragmentation and car dominance. These characteristics as (Cooke et al, 2019)describeswhen combined underpin the spatial problems that negatively affect the development of South African cities as a coherent urban space.

The residue of the master plan of both Apartheid and Modernist City planning created the emergence of “lost spaces” or “anti-spaces” (Trancik, 1986) both within East London’s city center, township areas and in particular North End.



Figure 15.1: North End Illustration of 'Lost Space'. Source: Author(2022)

DEFINING LOST SPACE

(Trancik, 1986) defines lost space as left-over unstructured landscapes that is unused, abandoned, vacant, leftover, underutilised , loosely composed and wasted spaces. These no-man’s land spaces are against what he describes as the “flow of pedestrian activity”.They interrupt and break pedestrian connections to important destinations in the city. They create gaps in spatial continuity and create unpleasant uncomfortable walking environments that are as (Trancik, 1986)describes as disjointed and disorientating walking experience.

EXAMPLES OF LOST SPACE

Lost Spaces are typically as follows:

- + Deteriorated parks, residual areas,
- + Large parking lots,
- + The edges of freeways,
- + Large open spaces with overgrown grass
- + And abandoned buildings.

These lost spaces attract urban dumping, urban blight, crime, are placeless and are unsafe spaces for people to move through on foot. These ‘ante-spaces’ therefore do not foster a walkable city as in the case of North End and much of East London.

HOW LOST SPACE IS CREATED

Trancik (1986) Describes the loss of positive urban space due to five major problems in cities as follows:

- (1) **Dependence on the automobile**
Due to suburban living
Large storage of cars
Car parking lots
Roads replacing streets
Streets no longer essential urban places
Highways that cut through cities
Highways create huge areas of lost space.
Mobility, motion and the automobile be come tools for isolation
- (2) **The Modern Movement**
The attitude of architects of the Modern Movement toward open space
- (3) **Zoning and land-use policies**
Urban renewal period that divides city
- (4) **Public and private responsibility**
For the public urban environment
- (5) **An abandonment Land of industrial,**
Military, railway reserves
Or transportation sites in the Inner core of the city.

16



THE BEACONS OF LIGHT

[LOST SOCIAL FACILITIES]
[REMAINING SOCIAL FACILITIES]

The religious, cultural and educational establishments like Immaculate conception, St Johns Road Primary School and North End Soccer stadium survived the forced removals and proved to be resilient to the destruction of North End. North Enders maintain a connection to their former place of abode through these social facilities (Thomas,2008). These 'beacons' are the points of place, memory and public space that serve as both landmarks and anchors of memory.They activate North End in an urban acupuncture way . They retain a strong sense of community, sense of place and serve as a reminder of a neighbourhood that was once walkable.

REMAINING SCHOOLS



Figure 16.1: St Johns Road Primary School. Source: Author (2022)

St Johns Road Primary school is a school that is of heritage value since it is over 100 years old. According to Thomas(2008), the primary school was at the centre of both North End and within the larger coloured and indian community. St Johns is an urban school and offered relief from the tight urban houses in the form of public space. It still serves children from township areas. St Johns Road Primary School is located along the only road into the townships from North End and sits on the corner of a major intersection. Currently children struggle to cross over this dangerous intersection and St Johns Road has no appropriate space for children, due to industry.

REMAINING SPORT/ RECREATION



Figure 16.2: North End Soccer Stadium Source: Google Earth (2022)

According to Rangasamy(2008) Soccer in North End evolved over a period of 103 years. According to Thomas(2008) *"boys played football on the streets and lanes and in a few 'big yards' and vacant grounds that dotted the neighbourhood"*. Before being upgraded to a stadium , North End Soccer stadium was known as the *" green opposite factory road"* Currently North End Stadium hosts many soccer tournaments, in particular the Easter Tournament that takes place once every 4 years bringing together many people from Cape Town, Gqebera and Kimberely. The soccer matches on a Sunday afternoon is still a tradition practiced by the community.

REMAINING RELIGIOUS PLACES



Figure 16.3: Immaculate Conception Catholic Church Source: Sarah Kingon (2014)

Halley, a former Deputy Major and former North End resident, describes while accompanying foreign delegates on a tour through the city the question of missed matched character of North End by asking *"Why are there so many churches in this industrial area?"* (as cited in Thomas,2008, p.5), to which he had responded that many faithful people had once lived in the area and that the remaining spiritual institutions (mosques, churches, temples) were and still are the *"beacons"* for former community members. Many North Enders still attend religious services at these religious landmarks. These are buildings have the language of an urban landmark.



17

MAP OF BEACONS

[LOST SOCIAL FACILITIES]
[REMAINING SOCIAL FACILITIES]



Figure 171: Historical businesses Oriental Plaza. Source: Google Earth (2022)



Figure 172: St Johns Road Primary School. Source: Author (2022)



Figure 173: Previous St Francis Xavier School. Source: Author (2022)



Figure 17.8: North End historic landmarks
Source: Author (2022)

- Historic landmarks
- Historic houses
- Railway
- River
- Existing buildings
- Study Area
- Historic Remaining Roads



Figure 17.4: North End Soccer Ground
Source: Google Earth (2022)



Figure 17.5: Kwatandu Bantu shop
Source: Author (2022)



Figure 17.6: Nestle factory
Source: Google Earth (2022)



Figure 17.7: Immaculate Conception Catholic Church
Source: Sarah Kingon(2014)

A City Walkable [East London]



18

TOWARDS A SPATIALLY JUST CITY [PERFORMANCE QUALITIES] [JUST PRINCIPLES]



Figure 18.1: The Big Peace march down Oxford Street 29/09/1989
Photo: Rangasamy(2018)

Creating a more 'just city' Fainstein (2010) promotes the use of the principle of 'equity' instead of 'equality'. She believes that equity is a standard for evaluating public decisions. Equity, in her opinion, refers to the distribution of benefits materially and non-materially derived from public policy. She further states that equity in policy implies "fairness" in two ways: "Who benefits and to what extent? Fainstein

(2010) uses the example of Amsterdam to describe living within an equitable city. She describes Amsterdam as a capitalist city that meets the essential needs of its citizens. The needs of people of "health, housing, safety, individual freedom, sustainable living, and transportation." She is concerned with equity principles to provide basic human needs, services, and opportunities and can create freedom.

(Dewar, 2019,p57) states that a spatially just city must be concerned with "*Performative aspects of human habitats as a whole*." She argues that to achieve a just city, one has to be involved with other performance qualities such as: "Environmental, socioeconomic sustainability, spatial integration, a sense of place, choice and resilience." He argues that spatial manifestation of colonialism and modernism creates settlement patterns within southern Africa that are a spatial and structural problem. The settlement problems are as follows: Separation of uses, the belief that the automobile frees people, object building, mass industrialisation, and a functional outlook on planning cities. However, he does provide six concepts that a just city needs, which he has derived from Kevin Lynch(1981). He states that "*spatial justice implies access to opportunities*."

Previously North end in East London provided people with these spatial justice principles of performance qualities that the study analyses in the following two sections. Through memory mapping, storytelling, and urban spatial elements that foster walkability.

THE JUST CITY - PRINCIPLES FAINSTEIN (2010)

- + Inclusivity Include people in process of neighbourhood design
- + Democracy - Physical environment & Social Relations
- + Equity. - being fair and impartial in urban environment
- + Access. - Ease of accessing the city socially, economically etc.
- + Diversity - Acceptance of others & social composition of places
- + Just policy - Public participation

Fainstein(2020)

THE JUST CITY - PRINCIPLES DEWAR(2019)



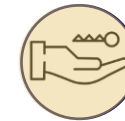
ECOLOGICAL JUSTICE:

Respecting nature and putting it first.
Development guided by ecological principles.



GENERATIVE POWER:

High densities generate vibrant local market and (economic, social, cultural, and recreational power)
Hierarchy of access
Continuity of access breaks down the economic dependence of local areas.
Access routes can be linked to many local areas.



EQUITY OF ACCESS:

The ability to access opportunities in an area.
Access relates to mobility.
Equitable forms of access include
Movement of people on foot
Distances provide access by public transport
Mixed uses of activity that promotes polycentrism
Relates to access to resources.



LIVABILITY:

People live dignified
Good quality public space
Poor people rely on public space.
Most living happens in public spaces such as
Good sidewalks, streets, squares, institutions.
Places for people to study, socialise, play,
Space must be well defined
Humanly scaled
Multi-functional, comfortable
Natural surveillance
Provide shade
Providing dignity to the settlement



CHOICE:

People have a choice in a just environment
Choice not imposed
A choice of lifestyle
Privacy gradient from public to private.



+

19

THEORETICAL FRAMEWORK
[CONCLUSION DIAGRAM]

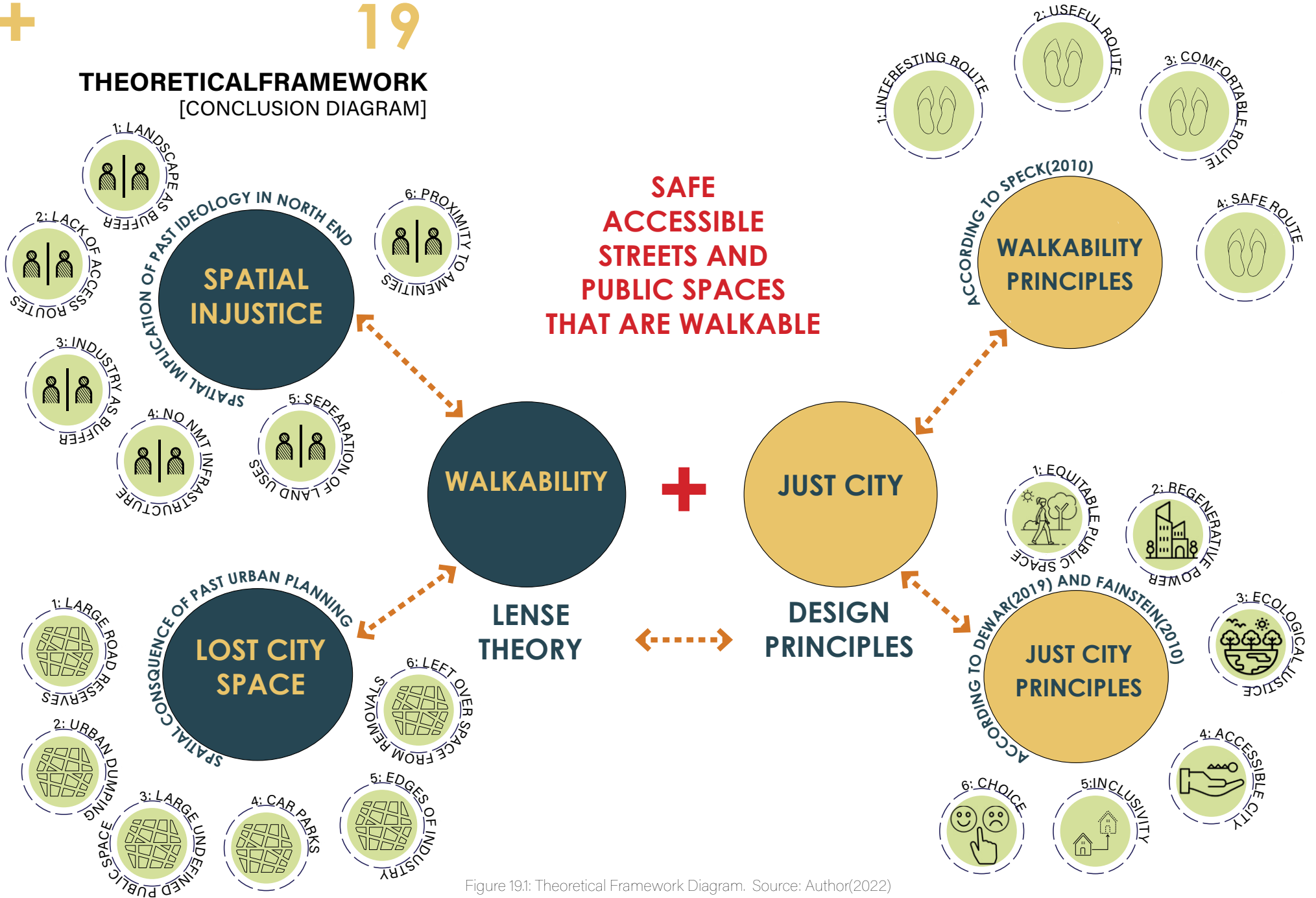


Figure 191: Theoretical Framework Diagram. Source: Author(2022)



20

CASE STUDIES
[GLOBAL NORTH URBAN FABRIC]CITIES OF GLOBAL NORTH
CONCEPTS OF WALKABILITY
NMT AND HEALTH BENEFITS

FIGURE 20.1 Map of Global North Author (2022)

GENERAL THEORY OF WALKABILITY

Jeff Speck, an American planner, created his theory of walkability by defining four main conditions that makes the act of walking favourable. The four conditions are: (Speck,2013, P.10)

1. *It must be useful*
2. *It must be safe*
3. *It must be comfortable*
4. *It must be interesting*

Useful denotes to necessary activities along streets .
Safe denotes pedestrian practices protection from vehicles and safe movement through public spaces.
Comfortable denotes that the buildings must create a sense of enclosure and create an outdoor living room.
Interesting means sidewalks and facades lining streets must be attractive with ample surveillance .
 Most urban walking in South Africa is "Useful" While the biggest deterrent of walking is safety



FIGURE 20.2: Bruges traditional city Source: Author (2022)

THE TRADITIONAL CITY -INTEGRATED FABRIC

- + Buildings define street edges and are dense.
- + Streets terminate in public spaces with landmarks.
- + Streets are organic and have a hierarchy.
- + Landmarks buildings are visible and
- + Hierarchy of movement routes and public space.
- + Legibility of space.
- + The city has a variety of spaces and is mixed in use
- + Distances walkable and accessible by foot/bicycle.

Gehl (2011)

Within traditional cities streets were first and foremost defined by buildings. Buildings created a sense of enclosure and collectively create the structure of the city. Squares were positioned alongside public social facilities and landmarks creating a very legible and human scaled environment for walkability . South African urban form is different to that of many traditional European cites like Bruges, The downtowns of South African cities are the only places that are spatially relatable to the traditional city fabric.

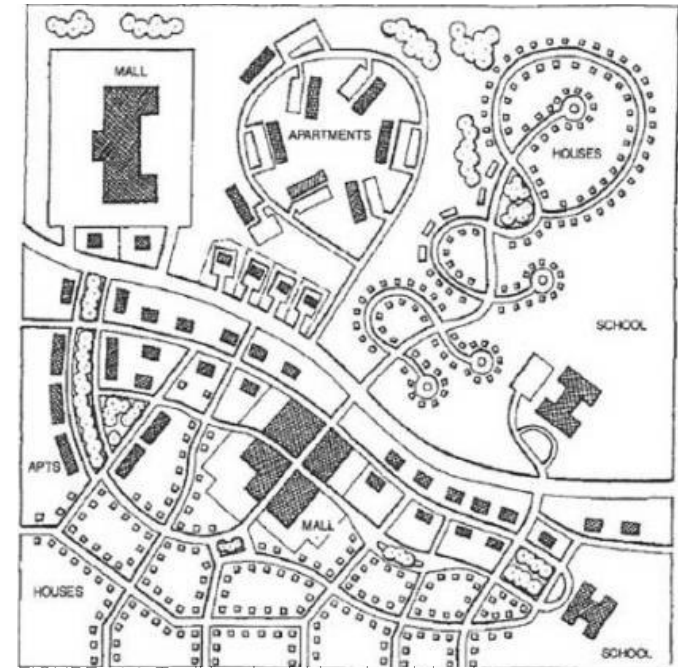


FIGURE 20.3: Traditional neighbourhood development vs suburban sprawl Source:Frumkin et al (2004)

SUBURBURBAN - DISCONNECTED FABRIC

- + Buildings do not define street edges. Objects in landscape
- + Highways for cars that create barriers for people
- + Large open spaces in between buildings
- + Shopping malls as Business centers
- + Schools and churches the landmark buildings
- + Low density leapfrog pattern of streets
- + Land separated into different zones e.g. residential
- + Distances to amenities far thus a car is necessary

Frumkin et al (2004)

America's spatial structure and city composition is very similar to that of South Africa. Much of South Africa resembles modern-day low-density sprawling suburbia . According to Frumkin et al (2004, p.2) " *There is a relative scarcity of both walkable "town center" neighbourhoods and public open spaces. Distances between things are large, which makes walking and biking impractical, and the low density makes mass transit uneconomical*"

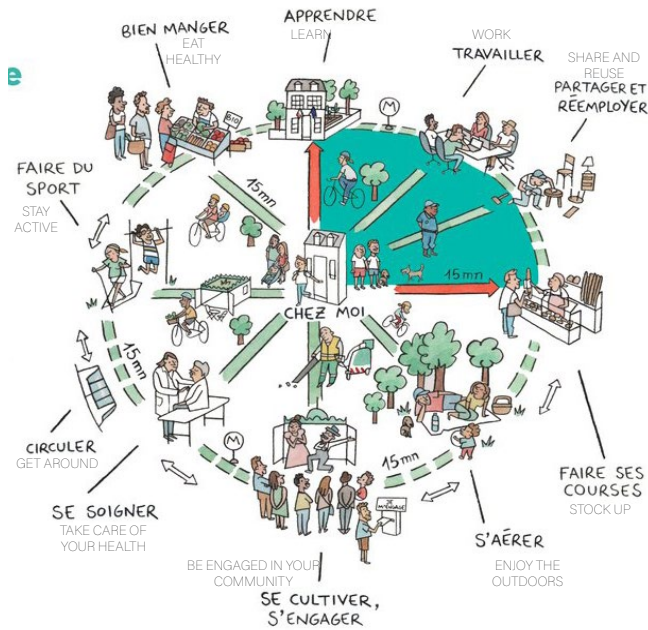


Figure 20.4 : The 15 Minute city Source: Paris En Commun

THE '15 - MINUTE CITY' PRINCIPLES

3 KEY FEATURES

- + Rhythm of the city should follow the human not the car.
- + Each square meter should serve a purpose.
- + Neighbourhoods should be designed to thrive

4 GUIDING PRINCIPLES

- + Ecology - Green sustainable city
- + Proximity - Reduce the distance to other activities
- + Solidarity - Creating community network links
- + Participation - Actively involve citizens in developing the neighbourhood form (Moreno (7:53))

The concept of the 15 minute city was developed by Carlos Moreno, a French university professor. It was developed to redress the dysfunctions created by modernist spaces. Moreno's main concern is with creating a more "Humanised, healthy pleasant urban life". 15 minutes is regarded as reasonable time to walk or cycle to amenities such as food, culture, leisure and recreation. In order for 15 minutes to be possible a certain density is required and mix of uses in close proximity. North End, before the forced removals, used to be a 15 minute walking neighbourhood close to all necessary amenities.



Figure 20.5: Barcelona Superblock Source: Author (2022)

BARCELONA SUPER BLOCK -SCALE

- + 9 Blocks collective combined to form a super-block
- + 9 block size 400m x 400m
- + Vehicles are limited to the (red) main mobility route only
- + Playgrounds for children incorporated into the streets
- + Buildings define the streets
- + Mixed amenities, social gathering spots
- + Internal streets for pedestrians (green streets)
- + Urban block - grid street layout.

(Postaria, 2021)

The pilot project of the 9 blocks showed an increase in pedestrian activity by 10% and increase in cycling by 30%. Since 2016 Barcelona has implemented 6 new "super-block" with this concept. Stakeholders allowed for public participation to validate the pilot project. Cars are only allowed to ride at 10km/h through the super blocks. Slowing down speeds make people the priority within public spaces and provide a sense of safety for those crossing busy intersections and streets

(Postaria, 2021)



Figure 20.6 : Cycling in Copenhagen: Source: Mindfulfeet.com

NMT AND ITS HEALTH BENEFITS

- + Infrastructure for cyclists throughout Copenhagen.
- + Integration of non motorised transport -mobility justice
- + Reduce cars on road
- + Reduce carbon emission by reducing vehicles
- + Public spaces are for people
- + Spaces are accessible
- + Mixed uses higher density
- + Street textures vary

Lifesized city (7:53)

Non Motorised Transport is of high importance within Copenhagen, reflected in the NMT infrastructure provided for its residents. According to (Frumkin et al, 2004) a reason why the concept of walkability is favoured is due to the environmental benefit of having cleaner air and less greenhouse gas emissions. In South Africa the heavy reliance on cars for transport results in higher air pollution, contributing to respiratory diseases. Time spent in traffic equates to higher chances of collision. Many south Africans commute to work and are stuck in congested mobility routes for hours. This is a loss of precious time.



21

CASE STUDY

[WALKABILITY WITHIN AFRICA]

GLOBAL SOUTH

[OPINIONS AND EXPERIENCES]

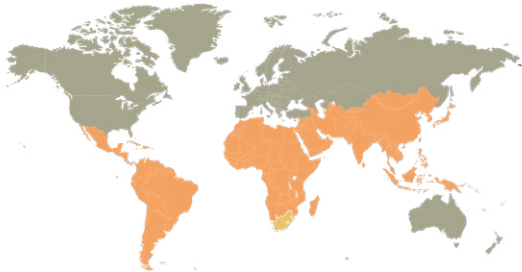


Figure 21.1: Map of Global South Source: Author (2022)

Walking in Africa is perceived more as a necessary activity than an optional activity. It is discussed under urban modes of mobilities (public transport). Walking in Africa is “the most used and most neglected form of physical mobility.” Parnell & Pieterse (2014, pp. 139). African cities are car-dependent and motorised transport is promoted by planners and managers. *“This ignores and disadvantages cyclists and pedestrians”* (Sietchiping et al, 2012).

The investment from cities generally goes to bulk infrastructures such as road widening, new roads, and Bus Rapid transit and NMT isn't given much attention. Walking is not conceived as a measure of access to amenities, a leisure activity, or the quality of street space. This is probably the most fundamental difference in how it's perceived in the Global North. Necessity is the main driver of focus in South Africa and Africa.

Public transport in Africa and South Africa is often inadequate, dangerous, challenging, and costly. People often must commute long distances in cities that

“Africans walk out of necessity than by choice, for longer distances, and in worse conditions. Poverty, coupled with the unaffordability, unreliability, and poor coverage of public transport, explains the prevalence of walking., be it daily or towards the weekend when wages have been spent and there is no money left for fares. Many impoverished Africans living in fringe urban settlements walk long distances on domestic errands, to work or to transport termini. All-weather surfaces are a rarity in poor and peri-urban neighbourhoods. Slow and unpleasant walking among street traders and motorised transport is made worse by fear of actual, attack., especially at night; women, elderly people and children are the most victimised”. Parnell & Pieterse (2014, pp. 139-140)

are connected primarily by the minibus and buses. Non-Motorised Transport, in particular walking, is often overlooked because it “not viewed as a fundamental option and legitimate activity in public and private transport discussions.” It also has an economic status attached to those that use NMT. Sietchiping et al/cities 29(2012, pp. 184) states that most women in Sub-Saharan Africa depend on public and personal transport (walking) and that because women are the predominant users it could be the reason why its gained little attention. According to Sietchiping et al/ cities, 29 (2012, pp. 184) promoting walking and cycling for short distances can “support urban density, a mixed land use pattern and increase integration in neighbourhoods.”

Females are in African city's often feel unsafe walking alone. According to a female tourist trying to wander the streets of Cape Town and take pictures. *“I could only go to streets that were swarmed with tourists and had to make sure that I was back home before the close of the working day. Walking on the streets with a bulky camera was an invitation to theft, mugging and/or physical attacks.”* (Arora, 2020, p. 24). Through this experience, Arora (2020) noticed that the streets of Cape Town are defined by *“Dangerous spots, spaces where mugging, theft, murder, harassment, drug deals, sex work take place with a kind of intensity and regularity and the daily rhythm of residents follow a set of unwritten rules around them. There is a starkly visible difference between those who walk and those who do not walk.”* (Arora, 2020, p. 24)



Figure 21.2: Lack of pedestrian infrastructure in the Global South Photograph: Simon Dawson/Bloomberg/Getty Images

HOW WALKABILITY IN AFRICA IS VIEWED AS ACCESS THROUGH MOBILITY

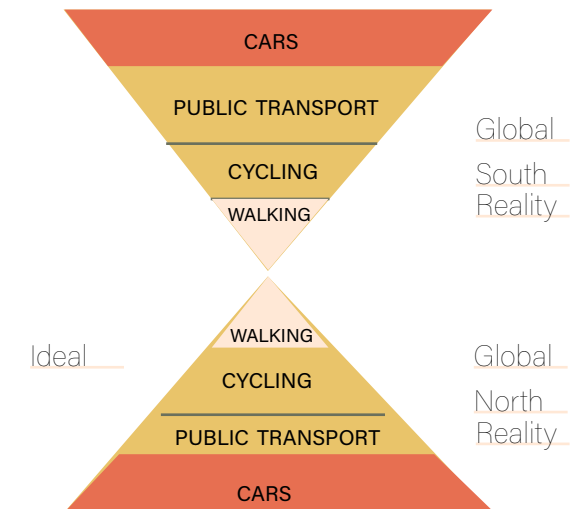


Figure 21.3 Walkability in the Global South infographic Source: Author(2022)



Figure 21.4: RDP Housing in Soweto Source: Denise Scott Brown

THE DEMOCRATIC CITY - THE JUST CITY?

- + Attempt to redress spatial unjust geographies
- + RDP housing - mass housing
- + Response to informality and urban growth.
- + Still residentially zoned - separately zoned
- + Located on urban peripheries away from city
- + A sea of monotonous buildings that don't build the street.

"Reconstruction and Development Program, South Africa's initial overarching post apartheid policy framework, set the goal, in its founding document, of " Breaking down apartheid geography through land reform, more compact cities, decent public transport and the development of industries and services that use local resources and /or meet local need" (NPC 2011. Section 4.33 as cited in Mahajan, 2014)

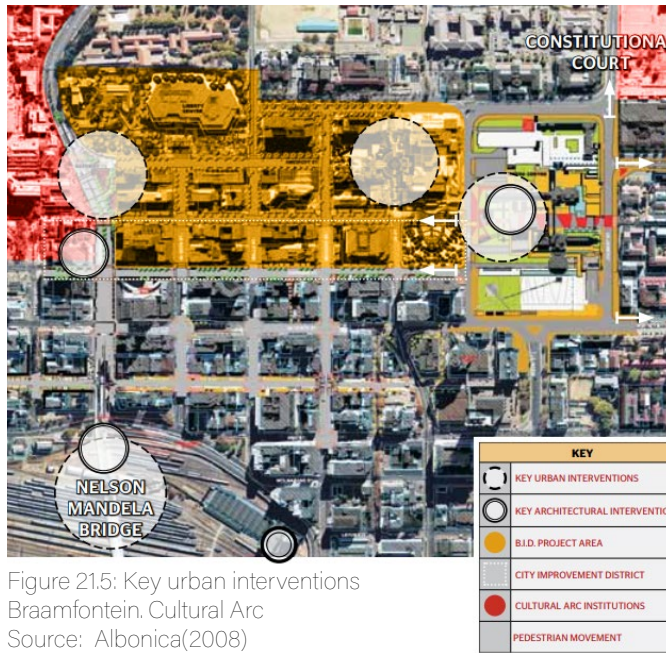


Figure 21.5: Key urban interventions Braamfontein. Cultural Arc Source: Albonica(2008)

BRAAMFONTEIN REGENERATION

Albonica(2008)

Rethinking Braamfontein:

- + Recovering streets and lost spaces
- + Encouraging people to use public space
- + Predominance of cultural, educational & Research institutions
- + Reintegrate Braamfontein with the city.

Approach:

- + Multi layered and innovative
- + Rescript public spaces –Creating a system of linkages
- + Cultural arc concept. - connecting destinations of Newtown and Constitution Hill.

Economic Implementation:

- + Upgrade, regenerate and consolidate development.
- + Collective process of stakeholders

Use of Architectural interventions

- + First intervention the Nelson Mandela Bridge.
- + Feeds affluent northern suburb to city.
- + Second Wits art gallery to dissolve security barricades and reintegrate with city.
- + Third Metro-link Reception Centre – public interface and legible entry.



Figure 21.6: Pedestrian Spaces, BRT roads between stations Source: Karl Fjellstrom, Far east Mobility (2004)

THE CONNECTED CITY - BOGOTA

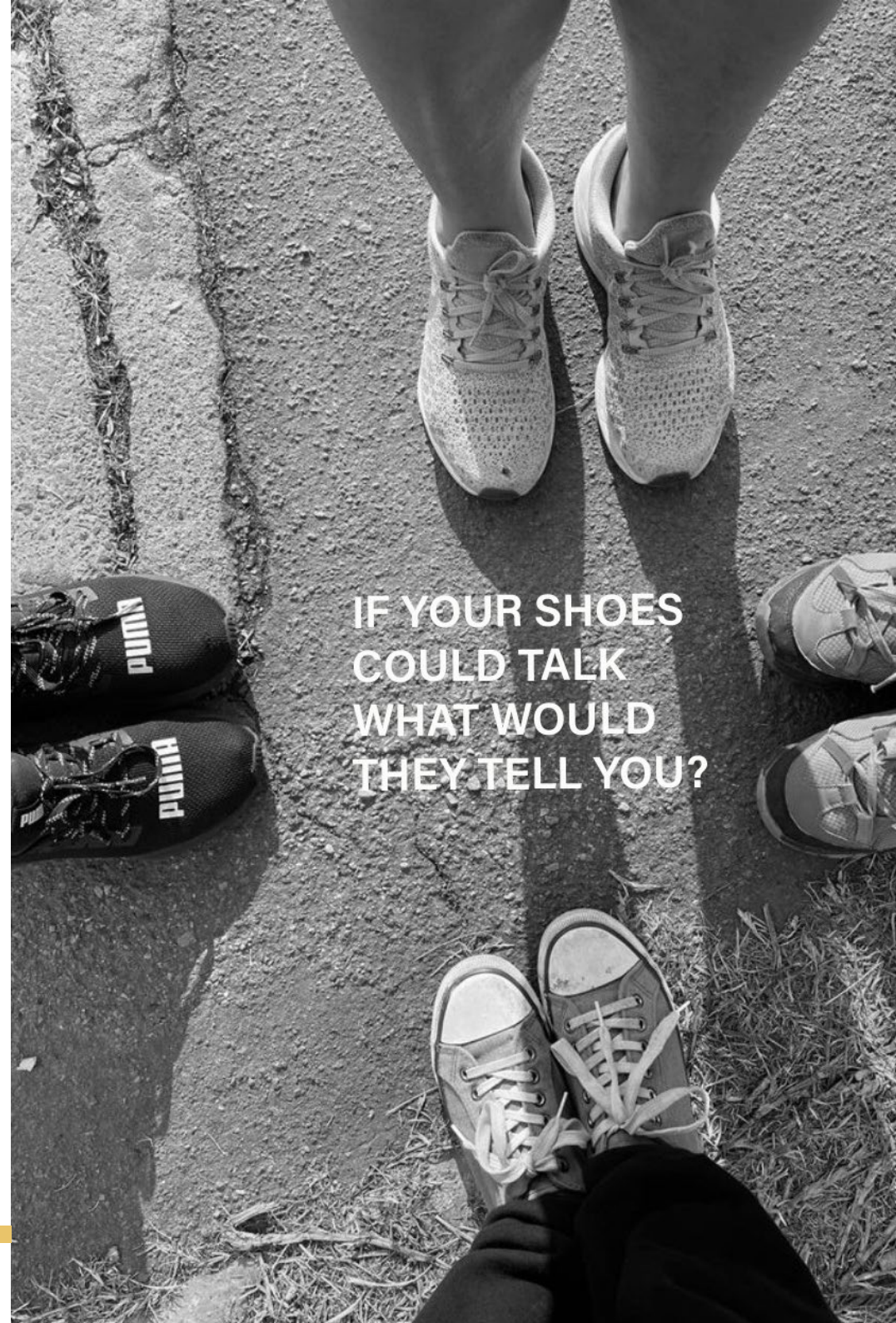
- + Public transport upgrade neighbourhoods
- + Street texture change
- + Space given over to the pedestrian
- + All modes of transport catered for.
- + Safer spaces for pedestrians
- + Integration through public transport is achieved .

Fainstein(2020)

Integration through multiple mobilities is a form of mobility justice. Creating choice of mobility creates access to amenities. By acknowledging the pedestrian it creates equality in urban form through pedestrian infrastructure. A city that is regarded a walkable city from the Global South

+ PHASE 2.3

[RESEARCH INVESTIGATION - HOW]
[INTERVIEWS, WALKABOUTS]
[PAST & PRESENT SOCIAL MAPPING]



IF YOUR SHOES
COULD TALK
WHAT WOULD
THEY TELL YOU?

MAPPING WALKABOUT 1

[READING THE CITY THROUGH WALKING]
[THE EVERYDAY URBAN WALK]

WALKABOUT 1: SIMONE KLAASEN AND HER LITTER BUSTERS

WALKABOUT OBSERVATIONS

Relatively safe to walk during the day, due to the strong sense of community. Unsafe along the open field and police station. Grass maintenance is an issue.

NMT infrastructure is virtually nonexistent - lack of shading and space for people to cycle and walk on pavements that have overgrown grass.

Community dumping is an issue but thanks to Simone and her litter busters crew they help raise awareness of the importance of environmental upkeep and foster a sense of pride in neighbourhood.

This is a township and the typical neighbourhood pattern. A few economic shops and amenities exist within this area besides schools and churches.

Simone walks for health and fitness. She passes her church and says prayers, greets community, and has conversations with them while walking. Walking stimulates social interaction and surveillance as well as upkeep in the neighbourhood and health of mind and body.

She calls one spot the "Cliffs of Buffalo Flats". The spot has uninterrupted views of the Buffalo River but sadly a dumping site due to buildings not facing the natural amenity

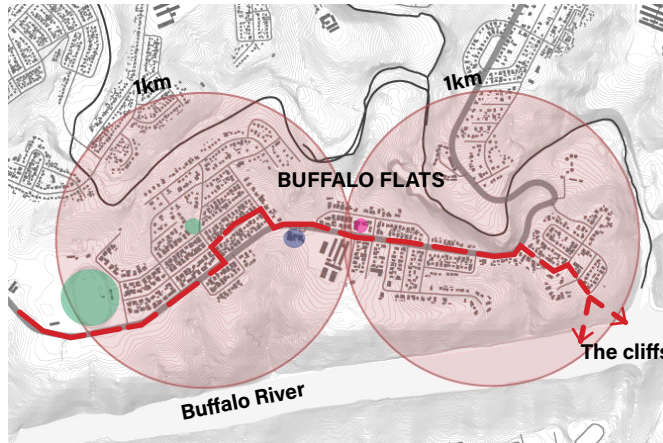
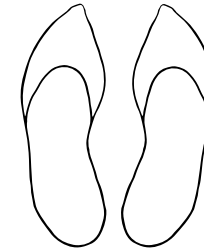


Figure 22.1: Walking Route 1 in Buffalo Flats Source: Author(2022)



IF YOUR SHOES COULD TALK WHAT WOULD THEY TELL YOU?

"Life is about stepping to a beat, we walk for strength and we walk for healing"
Simone Klaasen (2022)



Figure 22.2: Photo collage of walking with the 'Litter Busters' and to the Cliffs of Buffalo Flats Source: Author(2020)

MAPPING WALKABOUT 2

[READING THE CITY THROUGH WALKING]
[THE EVERYDAY URBAN WALK]

WALKABOUT 2: AMENDA CANHAM LIVING IN PEFFERVILLE

WALKABOUT OBSERVATIONS

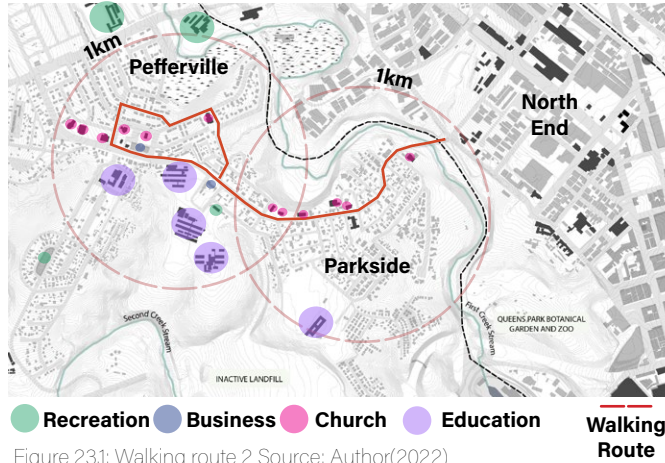
Amenda was very apprehensive walking in her neighbourhood since she feels unsafe walking alone. While walking, she relaxed and enjoyed the action of walking. She found the exercise was great and eventually felt safer after greeting a few people along the way.

Amenda only drives in East London since she feels safer in a vehicle than in the streets. Driving in a vehicle is a form of protection for women. Gangsters and poverty is rife in her area.

Streets in Pefferville are dumping grounds and have sewerage spilling into them. Dumping happens predomanently along open green areas. In Pefferville, there few pavements. The existing pavements are uneven and broken. People end up walking in the road.

Many people walk in the streets, and children play in the streets. However, day drinking and night drinking make streets unsafe. There is an over supply of bottlestores as amenity. Pefferville lacks good safe and clean public space.

Amenda loves green areas and prefers walking in Selborne with her boyfriend and dog. Selborne is greener, cleaner, and has pavements and feels safer.



IF YOUR SHOES COULD TALK
WHAT WOULD THEY TELL
YOU?

"Its been a long walk and a long journey and they are tired and worn and weary. They would tell me when its time to rest. They would tell me how they have protected my feet how comfortable they have tried to make me and they have been faithful and reliable and probably be asked to not be thrown away when they old "
Amenda Canham (2022)



Figure 23.2: Walking route 2 visual surroundings in Pefferville Source : Author(2022)

MAPPING WALKABOUTS

[READING THE CITY THROUGH WALKING]
[THE EVERYDAY URBAN WALK]

WALKABOUT 3: LIDYA SHOPPING IN THE CBD

WALKABOUT OBSERVATIONS

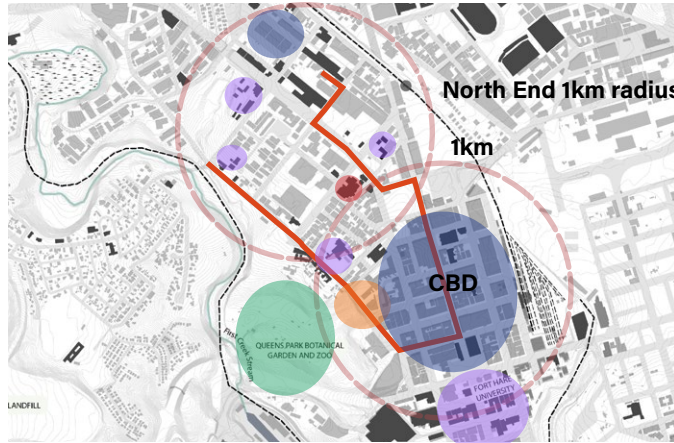
I asked Lidya to accompany me on a walkabout in the CBD and North End since she shops in town.

She warned me not to bring my phone and valuables since there are many "tsotsies" that will grab your bag and run away with your valuables. According to Lidya she only goes month end to town and does not 'Jikaleza ' around, because its not safe.

I noticed pavements were very narrow for all the trading happening on the sidewalks. Most of the traders are women. The vendors completely suffocate the sidewalks leaving very little space for people to walk.

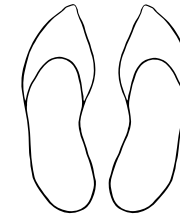
Taxis occupy much space within the road and have many ranks in the CBD and in North End at the Oriental Plaza. Crossing the road in Town was a nightmare since there are no pedestrian crossings since roads are extremely wide. Vehicles don't stop for people.

Finally our last stop within North End at the Oriental plaza felt very unsafe and unwelcoming. The Oriental Plaza has too much open space, buildings are derelict, and the area looks neglected and undefined



● Recreation ● Business ● Taxi ● Education ● Hospital

Figure 24.1: Walking Route 3 in the CBD Source : Author(2022)



IF YOUR SHOES COULD TALK WHAT WOULD THEY TELL YOU?

"The shoes I like to wear is sandals they pretty and comfortable "
Lidia(2022)

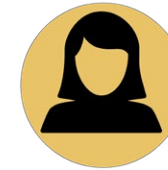


Figure 24.2: Walking Route 3 visual surroundings at the Oriental Plaza North End Source : Author(2022)

CONSOLIDATION INTERVIEWS THE NEIGHBOURHOOD [WALKING IN THE CITY CENTRE] [FEMALE PERSPECTIVE]

One method used to collect data was to interview a vulnerable user group about their experience of walking within their neighbourhood to gain a better understanding of the user experience on foot. A group of women were interviewed with consent see annexure for consent forms.

MEET THE PARTICIPANTS OF INTERVIEWS



Jane Canham
AGE 24
Sales Assistant
Resides in Pefferville
Parkside Community Hall involvement



Lesley Anne Foster
AGE 65
Executive Director
Masimenyane womens NGO
Southernwood



Amenda Canham
AGE 34
Director & Sales Manager in Arcadia
Resides in Pefferville



Rachel Canham
AGE 34
Self Employed
Resides in Pefferville



Lidya Manyase
AGE 55
Domestic Worker in Buffalo Flats
Resides in Reeston



Womens Group
AGE 20-50
Ginger Love Business owners
Resides in Buffalo Flats
Community Activists

QUESTIONS ABOUT THE PARTICIPANTS NEIGHBOURHOOD EXPERIENCES

	QUESTION	LIDYA	AMENDA	FEMALE FOCUS GROUP	RACHEL	LESLEY ANNE	JANE
a	What was your experience of walking during the pandemic?	Stay at home, only basics no butchery available	I did not walk much stayed indoors but when I did have to walk, it was nice & quiet as everyone was indoors	Not much walking could really go anywhere to afraid. Police were present. Lots of street crime	I remained indoors during pandemic	Stayed indoors	Most of the people in my area do not comply with Covid regulations. As a result, I stayed indoors.
b	Did you work from home?	No work in buffalo flats	Yes	Yes	Yes	Yes	No
c	Could you access amenities (shops, medical, retail) in your neighbourhood?	No clinic empilweni , so mobile clinic no parks, no shops no nothing only shebeens	No, I had to travel out of my neighbourhood to access these.	No amenities only essentials	No, not in my Neighbourhood	Yes, I live in accessible areas.	Yes, I could
d	Do you walk in your neighbourhood	No, I don't walk in Reeston	No, it is unsafe	Yes	Yes	Yes, with dog	No
e	What streets do you like to walk through?		none	Greenpoint & Melbourne Road	I walk in Windyridge Road	To Eastern Beach and in Stirling	No, I do not have any streets I like walking in
f	What places do you like to walk to?	Church in scenery Park Go to King R70 from town R45 to the farm	Walk the dog around Selbourne	The cliffs of buffalo Flats – view of the Buffalo River. Green point club house, to a friend, church	To Olive Street in Parkside	Eastern Beach Beachfront. Most park areas. Crazy about trees	On the beach
g	What do you like about the above mentioned	No Tsotsis, Emfinos in the farm. Safe on farm. Clean and feel safe	Its is a safe & quiet neighbourhood	Exercise, meeting friends, Seeing green space	It's where my friend's house is located. I get to spend time with her.	Exercise good for mental health love nature	Clean fresh air and not too many people around
h	What places/spaces/streets bother you and why?	Reeston- not nice place too far. Walking past cemeteries. Places with 'Isotsies'	Parkside Pefferville. The streets in these 2 Areas are always dirty & neglected. There are potholes everywhere, litter & sewage running down the streets. unsanitary	Streets with filth, drugs and scrap yarding. A lot of that in north End. CBD streets with vendors. All the vandalism, The potholes in streets. The cable theft, the Vandaised robots	Pefferville -its filthy and has high levels of poverty and crime	Quigney. Areas or spaces that are not safe for women – safer streets for women. Townships are not safe at night	My area is Pefferville its dirty mostly the roads and people dump waste anywhere making the unsafe for kids to play
i	Are you close to amenities that interest you/ or that you need?	No Libraries	No – I must drive To them	No – must drive for everything you need	No	Yes, I am	No not really.
j	What distance makes walking attractive to you?	15 to 20 minutes	1km -3km Nothing above 5km	3km walk – 15 to 20 minutes.	None. I dislike walking. I walk because I must.	3km -15, 20-minute walk	No comment

Figure 25.1: Table.1 created of responses from the interviews conducted. Source : Author(2022)



26

PARTICIPANTS

CONSOLIDATION INTERVIEWS

THE PRESENT CITY

[WALKING IN THE CITY CENTRE]
[FEMALE PERSPECTIVE]

QUESTIONS ABOUT THE PRESENT CBD

In order to understand what are the challengings in accessing th CBD and walking the city, I have interviewed a particular user group which is known to be part of the most vulnerable in society, females. Their perspectives are their own and collectively bring to light the current challenges to accessing the city on foot.

MAIN TAKE AWAY POINTS

- + General consensus of feeling its unsafe to walk alone as a female in East London.
- + No proper transport system. There are no buses. People are forced to have a vehicle. Traffic is bad and unsafe for pedestrians
- + Urban dumping, neglect of buildings seems to be a turn off from using CBD
- + Positive green spaces and natural amenity seems to help make a city attractive to walk in
- + The main attractive place to shop in is the malls and not the CBD due to its feeling of safety
- + The most dangerous spaces to walk around in are all located in the townships.



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Resides in
Pefferville



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womens NGO
Southernwood



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Resides Pefferville



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Self Employed
Resides Pefferville



Lidya Manyase
AGE 55
Domestic Worker
Resides Reeston



Womens Group
AGE 20-50
Ginger Love
Resides
Buffalo Flats

QUESTIONS ABOUT THE PRESENT CBD & THE CITY CENTRE

	QUESTION	LIDYA	AMENDA	FEMALE FOCUS GROUP	RACHEL	LESLEY ANNE	JANE
a	What is your present image of East London as a city?	Looks Horrible – Town is dirty a lot of papers everywhere	In need of care, upgrade Buildings dilapidated open spaces full of litter, overall, a bad image	Broken city, Heading towards collapse. Amenities vandalised. Lack of law enforcement under current government.	Its crime infested and highly polluted	Poorly managed by the municipality Nobody is taking responsibility, no community responsibility.	Dangerous Unsafe, words come to mind
b	Has this always been the image of East London?	Always Dirty	No	No Before democracy yes during Apartheid places were safer for walking, even though there was racial discrimination you did feel safe.	NO	The history of the city was built around the needs of white people. Which meant stopping the influx from rural areas. Now people are flooding in and there is not enough infrastructure	No, Over the years East London become worse
c	What urban spaces in the city do you like?	King Williams Town	Vincent Park, James Pearce Park	The Beachfront	The Boardwalk	Mostly Park areas. Crazy about trees it enhances beauty in the city.	Nahoon Reef
d	What urban spaces in the city don't you like?	Reeston, My neighbourhood because it is far away (RDP- area)	East London CBD	The Market place by Shoprite in CBD no pavement place to walk, you must give way for the vendors/palletes, the new Mall in town people get robbed there	The CBD	Downtown where the taxis take over – cannot walk through those spaces.	CBD Town
e	Do you walk in the city?	Yes, I have no choice but to walk	Seldom Exercise	No, it's not safe only out of necessity and for exercise in the morning or afternoon but not in the CBD	Seldom	Love walking walk to eastern beach and walk to Vincent with kids if knees allow it with dog	seldom
fab	What place(destination) do you walk often to?	Church in Scenery Park. But its far. Walk to taxi stop.	Exercise in Seabourne Vincent	For Exercise. To church to a friend's house.	Visit friend and church	Dirty places – but the city needs educational programmes for cleaning. Since many People in informal settlement don't live dignified	Shops, church & friends
g	Do you own a vehicle?	No	YES	Yes -ALL	No	Yes	No
ij	Do you use public transport? How much does it cost.	Yes, Taxis no buses Quantum – R200 a week, R40 a day R800 a month	Not Often Uber/Bolt	Don't use public transport except Uber/Bolt	Yes Uber bolt	No	Yes R20 Anywhere
k	How do cars affect the city?	A lot of cars and no robots due to vandalism	No Proper transport system people use cars	Affordability of owning a vehicle. Affect town negatively- taxis traffic jams but you need the to get around East London	Contribute Air pollution	The taxis take over the CBD they rule the CBD, Clog the roads	Traffic is bad in EL.
l	Can you walk at night?	No, definitely not in Reeston, Nowhere to go at night walking in night only if you want a drink	Not at all it is unsafe	No	No	In my area but in Township not safe	No
m	Where do you shop	In CBD only month end. No Jikaleza because there is a lot of 'Isoties' in town.	At shopping malls	All the malls except for Town, There's a female walking in the mall group because people do not feel safe walking	Amalinda Shopping Mall	Vincent, Hemmingways	Hemmingways Mall
n	Why do you prefer shopping there?	Once a month at month end shopping. Good specials. Affordable	It convenient Sale	Safely not tripping over vendors, neat clean. Access to everything you need.	It's Safer more Central and Convenient	Groceries and Nails in CBD	It is safer
o	Do you think East London has potential to be an attractive city?	East London not smart. Town not safe cant walk with money in bag	Absolutely	Yes, absolutely but not under the current municipally that doesn't care	I'm uncertain	EL has potential to be better doesn't look appealing. Just having an attractive entrance.	Yes, very much
p	What makes a city an attractive place?	Just feeling safe and affordable spaces. Good public transport. No "Isoties" month end.	Parks and Public Gardens, safe areas to walk. Clean & tidy Areas quiet Living spaces	The Seaside beachfront, Airport, Harbour, the weather, the people, A Clean city an affordable city. Functional and safe, good transport	It must be neat and clean and low crime levels	A balance between business, dwellings, natural resources, recreational facilities and Health and Wellbeing.	EL has beautiful beaches
r	Are there landmarks in the city you regard as special?	No, I don't know	The Museum, The city All, Nahoon point	The beachfront, city Hall. The current landmarks are not recognised they are fenced due to vandalism of good landmarks	No	The Beachfront	No
st	Could women and children walk alone	No, cannot have anything in bag as women people grab bag.	Not at all. Would not advise	No.	No	They Could but they cannot walk alone women are not safe. In broad daylight in CBD women abducted in CBD.	No, it's not safe for women & children
u	Which streets/roads in the city are the safest to walk in	In Buffalo Flats	Beach Road, Nahoon, Beatty Road, Seabourne	None.	Gonubie Main Road	In my area, Stirling, there are cameras all over. I walk with my dog and Bunkers hill is very green.	I'm not sure
w	Which streets/roads in the city are the most dangerous to walk in?	Spunzana dangerous. Graveyard. Tombstone walk. Buffalo Street lots of cars.	Parkside Main Road Oxford Street in Town	Buffalo and Oxford Street.. Quigney due to drugs. St Pauls Road in North End due to foreign nationals. Drug house. Streets in Outban flats in Pefferville, Duncan Village	Anywhere in CBD and main Road	Quigney. There are drug dealers and foreign nationals. High human trafficking. Most streets in Townships are dangerous. And most dangerous at night.	Places like Parkside and Duncan Village are very dangerous to walk alone

Figure 26.1: Table.2 created of responses from the interviews conducted. Source : Author(2022)



27

PARTICIPANTS

CONSOLIDATION INTERVIEWS THE ACT OF WALKING [WALKING IN THE CITY CENTRE] [FEMALE PERSPECTIVE]

QUESTIONS ABOUT THE PRESENT CBD

In order to understand what are the challenges, attractions and hindrances to walkability, I have interviewed a particular user group which is known to be part of the most vulnerable in society, females. Their perspectives are their own and collectively bring to light the current challenges of walking in general.

MAIN TAKE AWAY POINTS

- + General consensus of feeling its unsafe to walk alone as a female in East London. Hearing mens whistles while walking creates creates anxiety and feeling of unsafety.
- + Sidewalks are important and completely lacking . Inconsistent and damaged pavements are dangerous and deter walking.
- + Urban dumping, neglect of buildings, smells deters women from walking.
- + Positive green spaces and natural amenity seems to help make a city attractive to walk in
- + Buildings are important for along walking routes.
- Lighting and shading are important for walking
- + There is a lack of trees for shading.



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QUESTIONS ABOUT THE EXPERIENCE OF WALKING

QUESTION	LIDYA	AMENDA	FEMALE FOCUS GROUP	RACHEL	LESLEY ANNE	JANE
a	When you walk what attracts you?	I walk because I must	The scenery of the area, the trees & Natures Beauty	Streets that are clean and lovely Landscaping	Simply the thought of reaching my destination	Good for mental health, Clean Roads
b	When you walk do you feel safe? If not, why?	Yes, want to see places I go to. When I walk past bushes, I don't feel safe	No, Crime rates in East London are very high as a female I do not feel safe walking, even during the day	Yes, during the day and in group with a walking buddy but not at night!	No, the area in which I walk is not safe, high crime rate.	Yes, with dog and surveillance No, my area has a lot of Gangsters
c	What visual items affect your walking?	Tall grass and large open spaces	Street signs(visible) Trees, animals' buildings	Areas that are filled with filth, Areas or spaces that don't feel safe.	Strangers I become uncertain of their intentions. Also, a safe walking space, I.e., Pavement	Distance to amenities Buffalo Street is no easy to walk through congestion, taxis Street Vendors
d	How is your experience affected by your gender, age, race, social status?	I always walk but you don't feel safe walking as a woman	It is not safe to walk alone as a young female, especially in a previously underprivileged area where many are still poor	As a woman you cannot always walk alone.	I feel unsafe as a coloured woman	Women are always highly alert to the possibility of danger. Hence, I walk with my Dog Women cannot walk in the street alone at night!
e	What aspects make walking uncomfortable?	When places are far you feel scared, bushes no lights at night and when it rains	The stench of the dumping sites around the area. The fact that people are robbed of their belongings when they walk	Pavements that are damaged, inconsistent paths. The lack of pavement space. Forced into the road.	Th lack of pavement, as I must sometimes walk in the street and into traffic road.	Men's whistling when walking, Long tall grass Far distances Areas that have drugs – Gulgney
f	What aspects make walking attractive?	No comment	Getting some fresh air and sun getting in the exercise	Green spaces Nature, trees, exercise, Friendly faces, sea	Seeing people, I know	Nice maintained green beach – blind River Having a group of friends to walk with
g	Do you think it is necessary to be close to amenities (shopping, recreation, entertainment) in the city?	Yes	Yes. To be able to easily walk/access these areas without the difficult of needing transport	Yes, we forced to drive to get our daily necessities, it would be more convenient to be close to shopping facilities. The facilities in township are not good.	Yes	Yes, very important Yes
h	Is colour important when walking in the city?	No comment	Yes	Yes, Brightens up space	Definitely	Yes (Green) Yes
i	Is shade important for walking in the city?	Shade not as important	Green (Nature)	Yes, but in Buffalo Flats there are trees. In Nahoon there's is	Yes	Yes Yes
j	Is a sidewalk important for walking in the city?	Pavement is important but in Reeston there is no pavement	Yes	Women cannot cycle not safe Sidewalks are very important, But as a woman you cannot push a baby in the pram the sidewalks uneven	Yes	Extremely important Yes
k	Is lighting important in walking in the city?	Yes, especially when you are walking at night	Yes, Street signs and traffic lights as well as streetlights contribute to feeling more comfortable & safer while walking	Especially at night it is safe, Creates a feeling of a safe space.	Yes	Lighting is extremely important, Sight for a woman is extremely NB adequate lighting, Yes
l	Is surveillance important in walking in the city?	If there are no people, you must look over your shoulder	Yes, Adds to feeling safe while out walking	From the houses yes Especially if you do not know the route and place.	Yes	Surveillance is NB Yes
m	Who are main users of street	Children they play in the street	Pedestrians anyone needing to get from point A to Point B	It varies. In the morning women walk to walk win groups, In the afternoon Kids walk home from school.	Commuters	In the CBD – women traders are the shoppers, and they are trading in the street The community
n	Are streets great to play in?	See cars you must move out the way when you play	No streets are meant for vehicles	Streets are political spaces	No	Not conducive for playing No
o	Are streets social spaces?	No	Not really but people do congregate in them	Not at all	Yes	They are not social spaces No
p	Are Buildings important for walking in streets?	I don't know	Yes	Yes, we love to look at beautiful Carvings in buildings	yes	 Yes
q	How do cars affect your experience of walking, crossing streets?	See the car move out the way. You must wait for the car to give you permission to cross the road	You must be very careful, cars in south Africa do not give way to pedestrians	You must be vigilant always, Taxis are a problem, Youngsters race and speed in Township loud and are inconsiderate to safety and peace. Must be alert when crossing the road. No right of way for runners and	There are hardly traffic lights due to vandalism Most drivers don't care for pedestrians, It takes a while to cross the street.	Cars are not the problem I try my best to stay clear from people when walking or crossing the street.
r	How has highways affected the city?	I don't know	It has made it noisy contribute to air pollutants	Major traffic jams, They have enough road space	It takes up a huge space and they aren't meant for pedestrians.	They help you get around without them you cannot Helps us get to places faster.

Figure 271: Table.3 created of responses from the interviews conducted. Source : Author(2022)

CONCLUSIONS OF INTERVIEWS AND WALKABOUTS

[OUTCOMES]
[FEMALE PERSPECTIVE]
[SOCIAL MAPPING]

MAIN TAKEAWAY POINTS

- 

Safety is the biggest factor for walkability
- 

Walking infrastructure uneven pavements dangerous crossings, Lighting, surveillance
- 

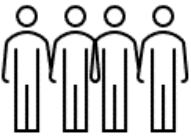
Urban dumping Neglect, vandalism, crime long grass
- 


Distance to amenities and danger walking
- 


Apartheid, Forced Removals, Industry Segregation and separation


Figure 28.1: Main take away points. Source : Author(2022)


PROCESS OF WALKABOUTS, INTERVIEWS, STOREYTELLING, MAPPING


- 


4 Men mapping North End
- 


3 sisters interview
- 


3 walkabouts
1X library archives
- 


4 Female Educators
- 


1 Womens NGO and previous North Ender
- 


2 focus women group interviews
- 


1 Male Principal
- 

1 Womens NGO and Creche for Moms and Babies in North End
- 

2 Ward Councillors
- 

Litter busters
Community Activist and regular neighbourhood walker
- 

1 Lady that uses CBD
2 previous Female residents of North End
- 

Town Planning Department
Spatial Frameworks
Transport Engineer
- 

Due to safety I drove around and took photos & Videos

Figure 28.2: Conclusions of interviews conducted. Source : Author(2022)

SPATIALISATION OF MAPPING & WALKABOUTS

[READING THE CITY THROUGH WALKING]

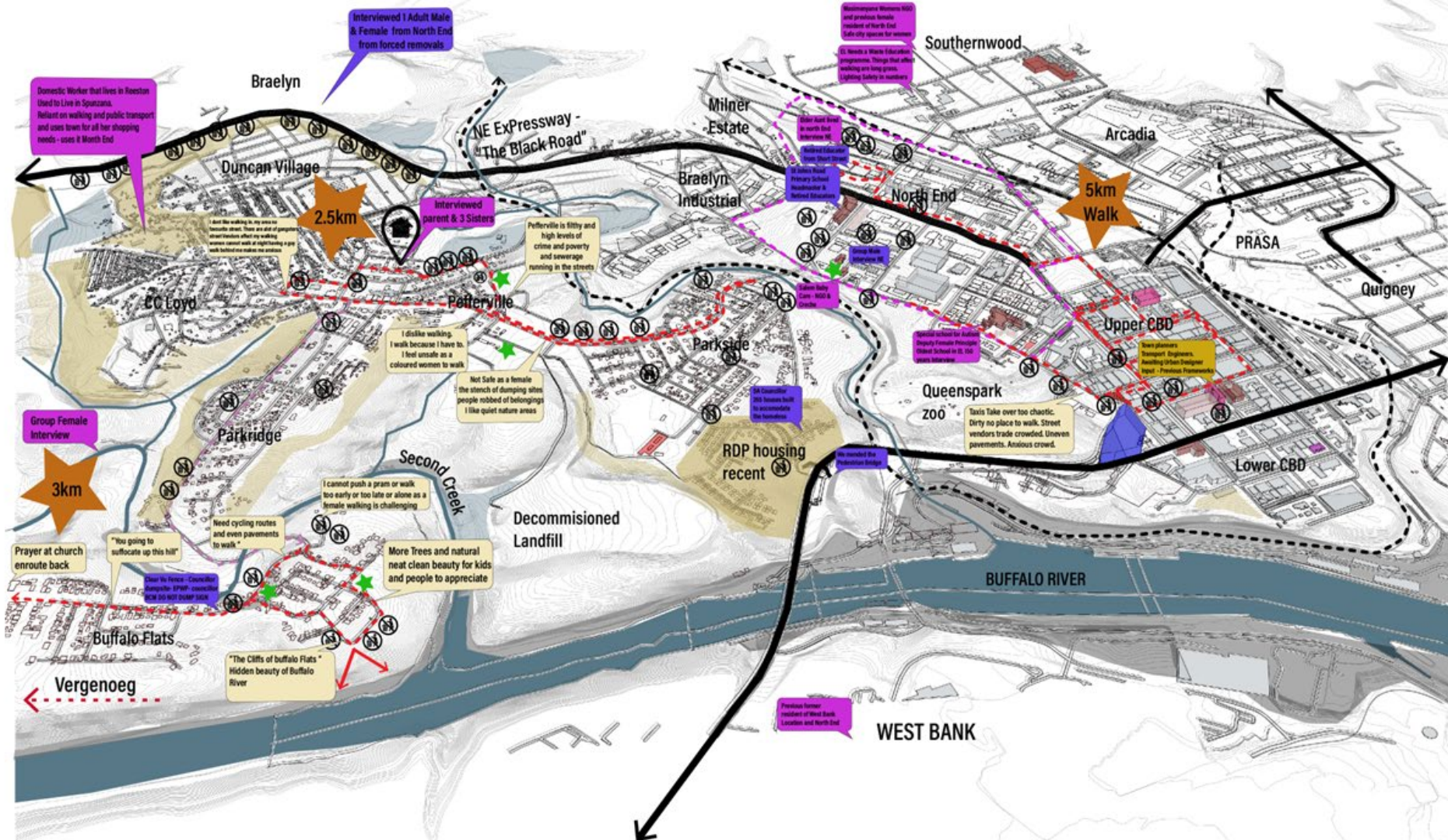


Figure 291: Spatialised illustration of mapping and walkabouts Source : Author(2022)



“North End was known as East London’s ‘District Six’. It was a vibrant, cosmopolitan suburb, very close to East London’s beachfront and city centre. It was renowned for a mix of residents. Yet racial or ethnic conflicts were virtually unheard of because of its strategic position, North End was a highly valued and regarded as prime real estate. By the 1960’s North End was declared an industrial zone. This was the beginning and end of The North End.” – Mathevan Naidoo

Thomas(2008,p8-9)

CONSOLIDATION INTERVIEWS THE PREVIOUS NORTH END [STOREY TELLING] [MEMORY PERSPECTIVE]

INTERVIEWS ABOUT THE NORTH END

To understand the previous neighbourhood character of North End, a focus group of previous residents of North End participants was interviewed. They shared their lived experience of walking within North End. They explained North End lifestyle and relationship with the CBD. Through storytelling, past participatory mapping, photo sharing, memory mapping, emotions, and insights, the good old memories were shared. With the help of my uncles, aunts and my father, I could unpack the memory of the North End and understand why this area is so near and dear to people's hearts. This ultimately culminates in two spatialised memory maps to understand the urban spatial conditions that once fostered walkability. Their perspectives are their own and collectively bring to light the invisible layer of the past. That remains in the heart of North Enders See the annexure for consent forms.

MAIN TAKE AWAY POINTS

- + HOUSES WERE SPACIOUS
- VERANDAS HAD A STEP ON TO THE PAVEMENT
- ZINC AND WOODEN HOMES
- PEOPLE FELT SAFE LIVING WITHIN THE CBD

QUESTIONS ABOUT LIVING IN NORTH END

QUESTION	LESLEY ANNE	GRAHAM JEKELS	Granddads Sister	Grandmothers sister	FOCUS GROUP	RAMAN KHAN
a What were the houses like in North end?	Houses had nice grounds and large yards. Toilets at the back veranda	Spacious and big enough for families. Lived in community	Lovely you felt safe you could sleep with the door unlocked.	Good, wood and Iron houses add. No brick houses	Very Spacious	Spacious and close to everything you need.
b How many rooms did the houses have?	3 bedrooms large lounge lovely imbuia furniture that couldn't take with after removals	3 to 4 bedrooms lounge, dining Room Kitchen	3-bedroom house lounge kitchen and pantry – nice size house.	3 bedrooms Outside toilet veranda	4 Bedrooms spacious. Big Dining room	3 to 4 bedrooms Kitchen dining
c How many people lived in a house?	Many people lived in a house whole family	Extended and immediate families sometimes.	10 people we had parties in Cross Street	10 or more lived in a house together	Whole families	The whole family
d Did houses have front porches/stoep/terrace?	Front verandas and step onto the street	Verandas. Leave milk jug on pavement and money on jug and it got refilled by milk man no theft.	Verandas. Sheltered pavement. East London was nice and neat.	Yes verandas.	Veranda Brick and Concrete. Wall Wood & Iron. Wooden Floors. Vinyl. Veranda was the boundary	Verandas
e Did Houses have high walls or did they face the street?	They had walls but not high.	1m high walls at the back of the house.	We congregate on the verandas socially	Houses faced the street with from verandas	Zinc Fence – High	1m high walls at the back of the house.
f Did Houses have garages or did cars park in driveway or street?	No garages	No garages	No garages	Park in street – High walls	Park in Yard. If there was no yard in the street. Not as many vehicles back then	No garages
g Did the streets have sidewalks?	Pavements yes both sides	Pavements on both sides	Pavements on both sides. Stone gutters	Yes, they	Yes, both sides of streets 1m had sidewalk but streets were very narrow.	
h What materials were houses built with?	Zinc and Iron	Zinc and Iron Wood and Iron	Zinc and Iron	Zinc & Iron Houses	Zinc and Iron houses	Zinc and Iron

Figure 30.1: Table.4 Consolidation of interviews conducted. Source : Author(2022)



Figure 30.2: Mapping the past and reading memoirs of The North End Source : Author(2022)



CONSOLIDATION INTERVIEWS THE PREVIOUS NORTH END

QUESTION	LESLEY ANNE	GRAHAM JEKELS	GRANDFATHER SISTER	GRANDMOTHER SISTER	FOCUS GROUP	RAMAN KHAN
a How accessible was the city to people before Group Areas Act of 1950?	Very accessible Good positive public open spaces accessible to you except the beaches that were segregated	Very Accessible to you. You could walk anywhere you wanted to.	Freedom, cost of living was cheaper. Much more affordable. Could walk to where you wanted to	Could walk very accessible. Wilsons Factory. Take Kensington Road and get straight into Oxford and down to the Bioscope. To shelly beach	Very. We Walked for pleasures. Bioscope 10-15 minutes from town. Walk to school to Beach to church to Soccer	Walked from short street down Bayswater through Kensington into Oxford street
b How did forced removals affect your everyday experience of the city?	No cost to travel. People dislocated from city. Places are far – distance of the city?	Families were separated, friends were separated it made people very sad and now you have a torn apart community	Moved to Braelyn hole in everyone's heart. No one wanted to leave	It didn't bother me the apartheid laws. We moved to buffalo Flats and families split some families were considered white	Pushed out. One year went to 3 schools. Broke down church. Broke communication between people.	Heart sore but now we have our own houses and get to design the way we want
c Did you walk more in North End? What was walking like in North End	Absolutely	It was a pleasure to walk in North End. Walked 10000 steps without realising it h end.	We Walked everywhere and walked a lot. We walked to shelly beach because we were not allowed in Marina Glen	Safe walk to Milner hotel for dances and matinee in Cross Street. Springbok bioscope. Larks Bioscope in Porter Street. Walked no buses no taxis	No place was far. No need to have money for public transport. It was pleasant to walk for all reasons work, school, social, recreational	Yes, walked walking facilitated business, community and camaraderie
d How did separation of races into various neighbourhoods affect the city?	So disruptive and destructive. Destroyed safety net, community and culture	Moving a community was a lack of respect. Affected your life and liberty. People were placed into inferior living conditions	You were not allowed to marry interracial when the immorality act.	Not good for children growing up. Growing up segregated and separated	Spilling family and friends. Broke up communities. Made people conscious of colour.	Isolate friends only saw each other at weddings and funerals. social life affected
e What were the local landmarks in North End? Are they still there today?	The Queens Park and the BKB building – Wilsons Rowntree, Schools, churches	The churches and schools. Old only Coloured and Indian Hotel - Milner Hotel. St Johns that's over 100 years old	. The most important was the churches. St Francis Xavier and the covenant school with the nuns.	Bioscope. The Queens Park, the churches, tennis courts	Milner hotel (watering holes) North End Soccer Stadium, Churches, Mosques, Temples. Bioscopes gone. Indian Pallet, German markets and the corner shops	Oxford corner, Cuthbert, Garlicks, city hall, Drill Hall, Churches, Mosques, Kwalandubantu, Queens Park Wilsons Rowntree sweet factory have the smell of the peppermint crisps
f What urban spaces/places did you enjoy going to?	Church at Saviours, the German markets, the drill Hall, City Hall for dances, Photos in the Queens Park now you can't do that anymore.	Tennis Courts, dances,	City Hall, cinema Bioscope, Victory cinema, The Colosseum, Springbok Bioscope, Separated in Races	Tennis courts. Everything was so close "Just up the road" to the Milner hotel and in the city hall for dances	Bioscope, North End Soccer, city Hall for dances, Drill Hall, The Easter tournament at North End soccer club Watch all the live bands. The Coons carnival	We could walk to Eastern Beach because the Orient was for whites only. The Blind River Beaches were segregated.
g Were streets vibrant?	Streets were very vibrant, and each street had its own character	Yes, they were children played in the streets and the street corners were social places	Yes of course. Could hear the music on radios, records parties in the houses very homely, Braai Vleis on in house and the soccer clubs always lively	Full of people	Most streets were. Breaeside Road, Scholls Lane	Yes, socially and economically. Streets were narrow and they called then lanes and you could play in them
h Could you walk at night?	Yes, we would walk down the Oxford Street on a Sunday night for window shopping.	Yes, whole families would walk down Oxford Street at night on a Sunday to do window shopping and some to the beach and back in the evening it was safe	You could walk at night. Free to visit people. Mothers could walk with children straight down Oxford Street at night it was safe.	Could walk at night in Oxford street. Walk to Drill Hall and Dairy Den and Eskimo hut	Yes, a lot we could window shop at night on Sundays. Walk right down Oxford Street for window shopping and family walks.	Yes, everyone's door was open
i Did you feel safe in North End?	Yes, with all the restrictions there was a measure of safety. Community looked out for you.	Yes	Very Safe	Never felt unsafe in north End	Yes, very safe	Yes, very safe
j Can you describe the street character?	Nice wide streets and narrow lanes.	Narrow lanes with houses on either side	Intimate and homely with nice group of people	community	Narrow, Stone gutters, tarred roads. No potholes, Streetlights. The pavement was the stage not many trees, House faced the street with verandas	Strong Sense of community

Figure 31.1: Table 4 Consolidation of interviews of The North End Source : Author(2022)

INTERVIEWS ABOUT THE FORCED REMOVALS AND WALKING IN NORTH END

k. Did people own cars?	Yes, but not many drivers	Some families yes	No same did. Taxi drivers	No family didn't own cars	Not many families didn't need to	Some did yes
l. How many people lived in a house? Describe house?	Zinc and iron not the fanciest but safe in those homes	As big as the family	Amount of children dependant on each family we were 10. Those days people had big families	Whole family	Big families lived in one house. Everyone lived under one roof. Houses very spacious and big	The whole family
m. What were the materials and services each house had?	Wood and Iron house and toilets	Wood and Iron house and toilets	Wood and Iron house and toilets	Wood and Iron house and toilets	Toilets were outside in Veranda heat everything primer stove.	Wood and Iron house and toilets
n. Did you need public transport?	Not really	Not really	No, you didn't need. Could catch the bus even though it was segregated. Black people were not allowed on buses. Sometimes the bus was empty and back rows full, but you could get on the bus.	Not really worked for the bus company at the traffic department	No not really. But the public buses non white people were only allowed to sit right at the back of the bus and sometimes if the last rows were full and the whole bus was empty the buses wouldn't allow you to ride due to your race.	No all the butcheries, Okay bazars city cleaners' churches and schools were close by
o. What was your main mode of mobility?	Walking, Very few owned vehicles	Walking	Walking was main mode of transport and was the most dignified	Walking and buses, ferry across from West Bank but mainly walked	Walking – buses then cars	Walking
p. What was the purpose of walking?	To church, discos, schools, shop, visiting soccer the park	School chop church disco,	To shop, to visit people at church. Cross street was such a lovely street		Enjoying walking for pleasure.	For every activity
q. Could children walk alone in the streets?	Yes, schools were vibrant places	Yes, children played the streets	We played in the streets, netball, tennis hockey	Yes	Yes, children played in the streets, netball, tennis hockey	People played in the streets
r. Could women walk alone in the streets?	Yes, you could always vigilant, but you could.	Yes, they could	Women Could walk alone. It was a pleasure walking. You walked and talked. Walked to the beach with a basket on a Sunday	Yes, without chauffeurs	Most women didn't work they were housewives do most women would walk alone during the day	Yes
u. Were there streetlights at night?	Yes, there were	Yes, there were	Yes, not like now with loadshedding	Yes, lamp poles. Big globes. We walked as a whole crowd to the Drill Hall	Yes – pavement way was the stay under the streetlights	Play badminton under the streetlights
v. What would you like to see North End become should it be redesigned?	You can never get the real North End back it gone that community is gone. The churches and schools are what survived	Just safer because its not safe for you to walk around anymore and cleaner. There is a lot of scrapyards all over north end and the image of the area is not looking good.	Neighbours were good to each other people mixed with each other camaraderie	I wish it could be what it was bus tis gone	More amenities for Kids, Just done up like the Old Biscuit Mill in Cape Town. Were it starts attracting people again in a new way.	Give back land but in a structured way central to living in the city. North End Museum venue we need
w. How would you like North End to be remembered spatially?	Just a safer city and rather focus on township areas that really need attention. Safer streets for women and children and for people in general	As a place of community but much of North End has been destroyed.	Good memories. We had freedom. Allowed to move around. Now confined to house and depend on people to take me to shop.	To go back and live there it was so nice, we were mixed race and people were integrated	More amenities for the Kids, St Johns to be looked after since we all taught there. No one had an option in rethinking or redesigning North End your voice was never heard or even considered.	For its camaraderie not racially
x. What physical structures are important for the memory of North End that still exist today?	The churches, schools and soccer stadium and queens Park Zoo	The churches, Little Park, The Queens Park the schools and mosques and temples	Oxford corner, Cuthbert, Garlicks, city hall, Drill Hall, Churches we walked in high heels. Higher bands for the discos at the city a hall, Milner Hotel – Talent night on Wednesday	The churches and schools	The Soccer's fields, churches and schools that is not celebrated. The industry has overpowered the memory of these social spaces still used today.	The schools and in the hearts of people
y. Am I correct in saying that North End was and still is the gateway to the city and townships?	Yes	Yes, People from Duncan Village used to pass through North End a lot.	Yes	Yes	Yes	Yes
z. How has highways affected the city/North End?	You need them to get around. Buffalo Street was always historically the only street that black people would use in town and could access and it still is predominately used by black people and still oxford Street.	Just dangerous for people to cross Breaeside Road now replaced with the highway and houses and part of the little park was removed. Luckily immaculate Conception was not removed.	It was built after Apartheid. A lot of Traffic now. They removed the area the buses used to be, and the Indian market called the pallet and the businesses. Maclean street was removed and so was the school and part of the little park	Destroyed the house and church and little park	The highways exacerbated the forced removals. St Johns Road primary school lost the boys toilet and have had drainage problems ever since the highways. Divide North End.	The floods of 1970. There were drownings that took place. Businesses suffered. Breaeside road. St Johns was affected.

Figure 31.2: Table 5 Consolidation of interviews of The North End Source : Author(2022)



32.1

HISTORIC IMAGERY [CHARACTER OF STREETS] [ARCHITECTURE OF NORTH END]

HISTORICAL LOCALITY MAP - MEMORY MAPPING

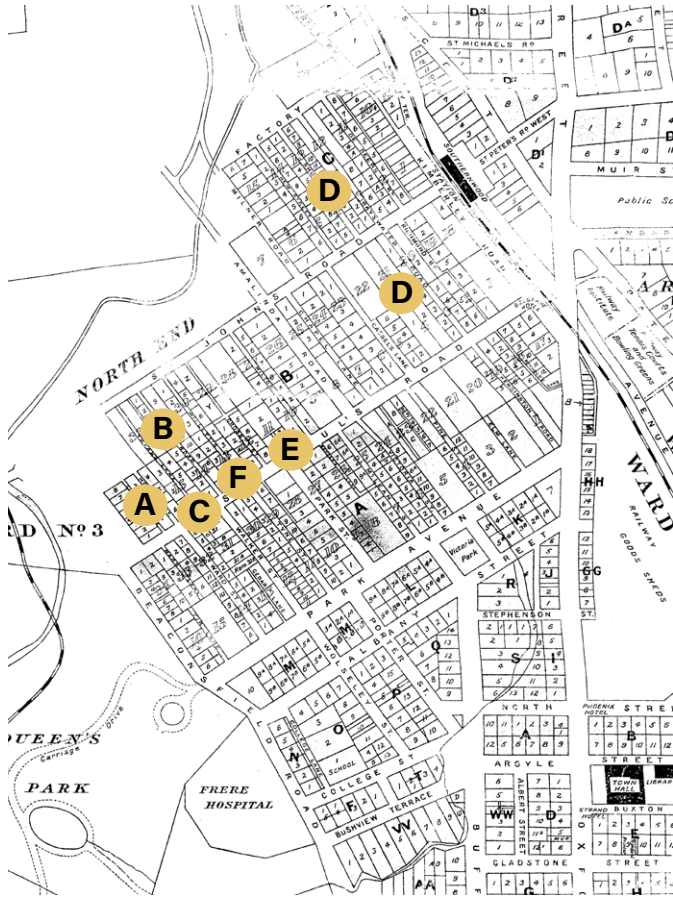


Figure 32.1.7: Street names and Land parcels in North End
Source: Khandoo (1954)



Figure 32.1.1: Clarks Hollow bottom of St Pauls Road
Source: Rangasamy (2018)



Figure 32.1.2: Ryans Lane during demolition.
Source: Rangasamy (2018)



Figure 32.1.3: Houses in St Pauls Road
Source: Rangasamy (2018)



Figure 32.1.4: Aerial image over Nestle Factory and surrounds
Source: Khandoo(1960)

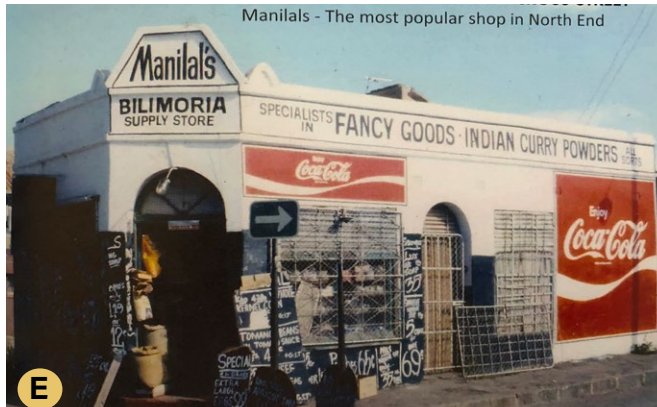


Figure 32.1.5: Manilal's Corner shop St Pauls and Cross Street.
Source: Rangasamy (2018)



Figure 32.1.6: 1960 street scene at Dhanas corner social use.
Source: Jegels(2008)



32.2

HISTORIC IMAGERY [CHARACTER OF STREETS] [ARCHITECTURE OF NORTH END]

HISTORICAL LOCALITY MAP - MEMORY MAPPING

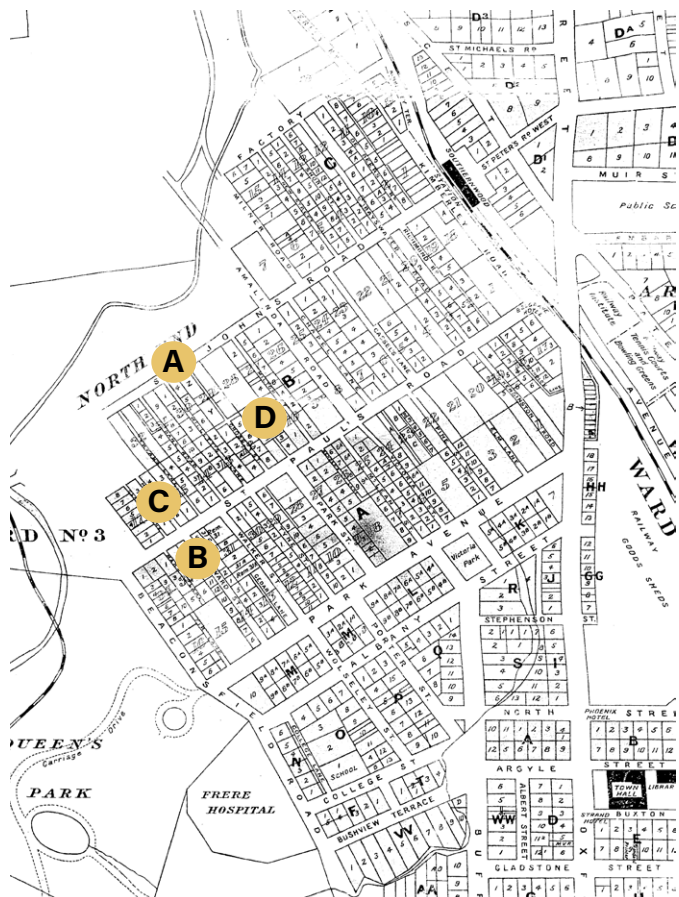


Figure 32.2.1: Street names and Land parcels base map
Source: Khandoo (1954)



Figure 32.2.2: Perspective of St Johns Road houses build the street

Source: Rangasamy (2018)



Figure 32.2.3: Perspective of Marks Lane
Source: Rangasamy (2018)



Figure 32.2.4: Perspective of Hope Street
Source: Rangasamy (2018)



Figure 32.1.5: Perspective of Scholls Lane
Source: Rangasamy (2018)



Figure 32.2.6: North End homes before demolition
Source: Rangasamy (2018)



33.1

MEMORY WALKABOUT [MEMORY OF WALKABILITY] [MEMORY MAPPING] [NORTH END BEFORE FORCED REMOVALS]

CONCLUSIONS ABOUT THE NORTH END PART 1

North End had 27 lanes and streets that created a sense of place. These lanes were more intermittent and were humanly scaled to the pedestrian. Thin streets terminate in wider higher ordered street. The urban fabric had legibility and social life followed.

North End had mixed-use fabric with industry and residential fabric integrated. Fine and coarse grains were integrated. All social facilities were part of the fabric in close walkable proximity. No one needed a vehicle. Mobility through walking was dignified.











The houses define the street edges positively. While the industry becomes the infill and also builds the edges. People walked to work, churches, schools, and hospitals. On weekends they walked to the Queens Park Botanical Garden, soccer practice at North End Soccer Stadium, and to the 'Bioscope' as entertainment.

Street corners were activated by corner shops that also served the purpose of social spaces. The corner shops activated the streets. The street corners were where the micro-scale businesses operated within a neighbourhood.

Living, working, learning, shopping, and playing were layered and integrated into the fabric; this layering of functions with residential created each other in such a way that constantly. If people wanted to go to the beach, they would walk down Oxford Street.



Figure 33.1: Memory mapping of the North End Source : Author(2022)

- 
RUSSELL HENDRICKS STREET : SCHOLLS LANE
 Walks to school, bioscope through the park to the German market. visits his dad who has a tailor shop in Oxford Street.
 - 
SYDNEY NASH STREET : BAYSWATER ROAD
 Walk to school soccer practice the corner shops in st Paul's road and the night life hot spots
 - 
ANONYMOUS PARKSIDE
 Walk to work at Wilsons rowntree sweet factory lived in Parkside.
 - 
GRANDMOTHERS SISTER STREET : DE BEERS ROAD
 Walked to school at the convent and to get fish crumbs at her favorite shop. She loved to play in th little park and Queens park
 - 
GRANDFATHERS SISTER STREET : BAYSWATER RD
 Walked to church and watched the games at soccer practice. Liked to attend dances in Oxford Street at the city hall
-  **MEMORY WALKING ROUTE 1**
 -  **MEMORY WALKING ROUTE 2**
 -  **MEMORY WALKING ROUTE 3**
 -  **MEMORY WALKING ROUTE 4**
 -  **MEMORY WALKING ROUTE 5**



33.2

MEMORY OF WALKABILITY [URBAN AMENITIES] [SPATIAL STRUCTURE FOSTERED WALKABILITY]

CONCLUSIONS ABOUT THE NORTH END PART 2

Sundays were reserved for Soccer, Picnics at Queens Park, and Sunday evening window shopping took place. A walk down Oxford street in the evening was a ritual for most families. Night activity took place at dances at the city hall, Drill Hall, and Milner Hotel. The CBD also benefited from having people live close to where they work. Night rituals, daily rituals, weekend rituals that meant constant activity, constant surveillance

Schools were situated within the urban environment. Open space was limited to what was necessary to provide amenities. Consistent walking day and night in streets and public spaces fostered community and safety through surveillance.

North End was a neighbourhood integrated with all spheres of life. It was a walkable community, and now it has become a neglected city space with a single function of a light industrial area. North End was a livable neighbourhood, that had choice, was accessible, had amenities, and a sense of place within the community.

- **BUSINESSES**
- **CORNER SHOPS**
- **THE GERMAN MARKET**
- **SPECIAL PLACES**
- **SCHOOLS**
- **WALKING ROUTES**
- **THE LITTLE PARK**

MAPPING AMENITY AND SPATIAL STRUCTURE



Figure 33.2.1: Mapping special places of the North End Source : Author(2022)

HISTORIC ST JOHNS ROAD

Streets defined by residential buildings, their verandas and factory facades.



Figure 33.2.2: St Johns Road fire insurance maps Charles E. Goad (1931)

HISTORIC ST PAULS ROAD

Footprints of Industry and Residential fabric mixed with social facilities. A mix of coarse and fine grain.

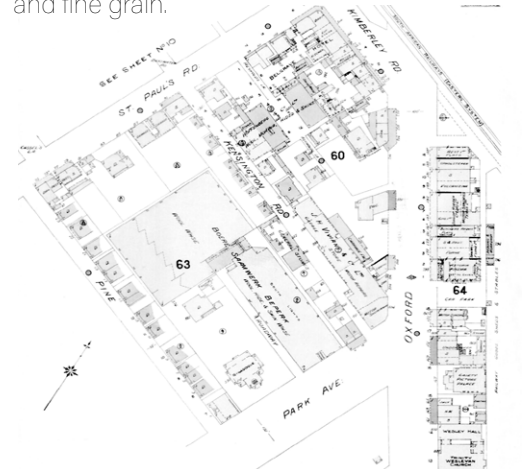
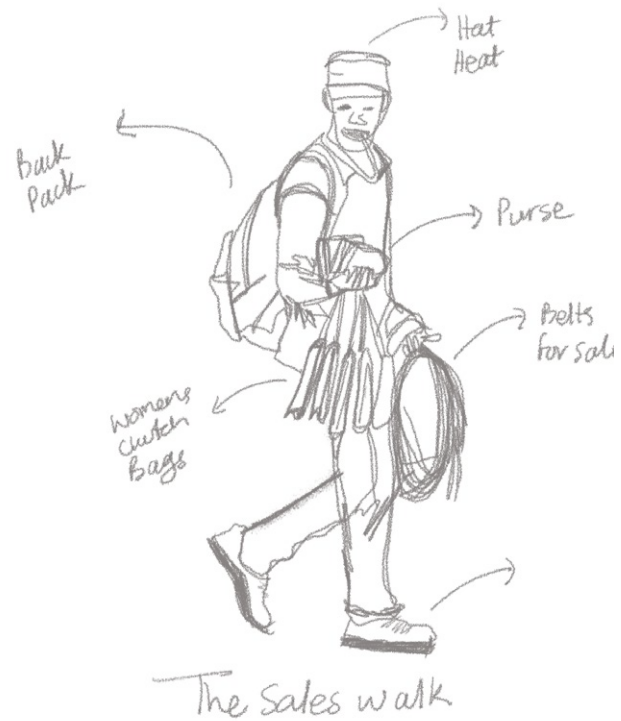


Figure 33.2.3: St Pauls Road fire insurance maps Charles E. Goad (1931)



+ PHASE 3
[RESEARCH INVESTIGATION - WHERE]





34

MACRO CONTEXT ANALYSIS [EAST LONDON] [CURRENT CITY SCALE]

+ 60,6 million
Population
Census (2022)



+ 6,562 053
Population
Census (2011)



BUFFALO CITY
+ 755,200
Population
Census (2011)



+ 156 835
Population
Census (2011)



EAST LONDON
+ 267,007
Population
Census (2011)

NORTH END AND EXTENTS
+ 443
Population
Census (2011)

Figure 34.1: Locating North End
Source : Author(2022)

East London is located within Buffalo City within the Buffalo City Metropolitan Municipality . East London is a coastal city located on the East Coast of South Africa along the Indian Ocean. It has the only river port in South Africa known as the Buffalo River. At the city scale, North End is situated within the center of the city that has a radial spatial structure. The majority of the population is located within the township areas. The townships have completely sprawled out of city limits. The city suffers from urban sprawl and has started to form gated communities on the periphery. The township areas are highly reliant on public transport at this scale. Most residents need vehicles to move throughout the city. At this scale the city is completely unwalkable. As the city grows it exacerbates urban sprawl.

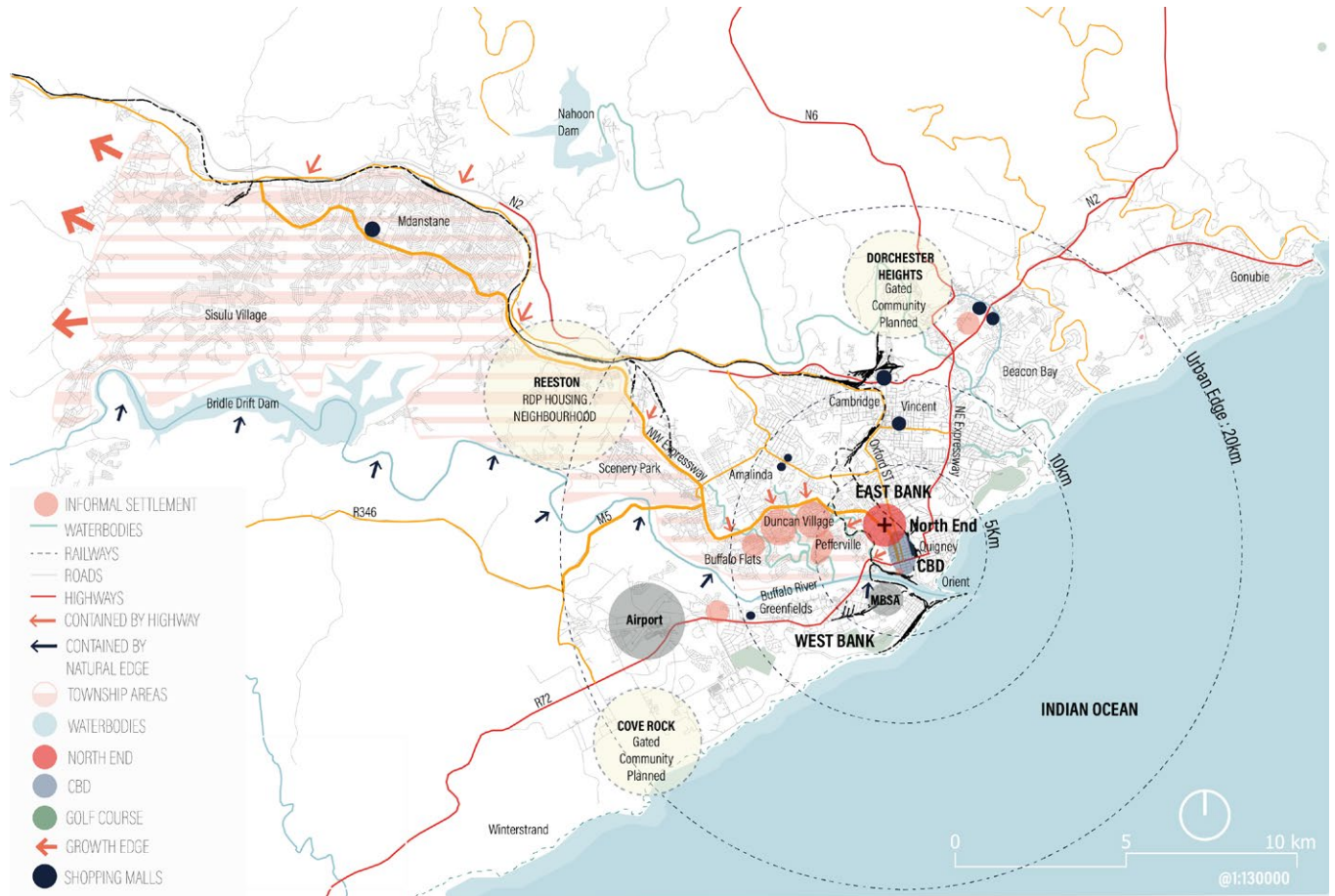


Figure 34.2: North End in relation to the Buffalo City Source : Author(2022)

RESEARCH INVESTIGATION- DEFNING WHERE [PHASE 3]





35

DEMOGRAPHICS

[EAST LONDON]

LOCATION - NORTH END KNUCKLE WITHIN CITY

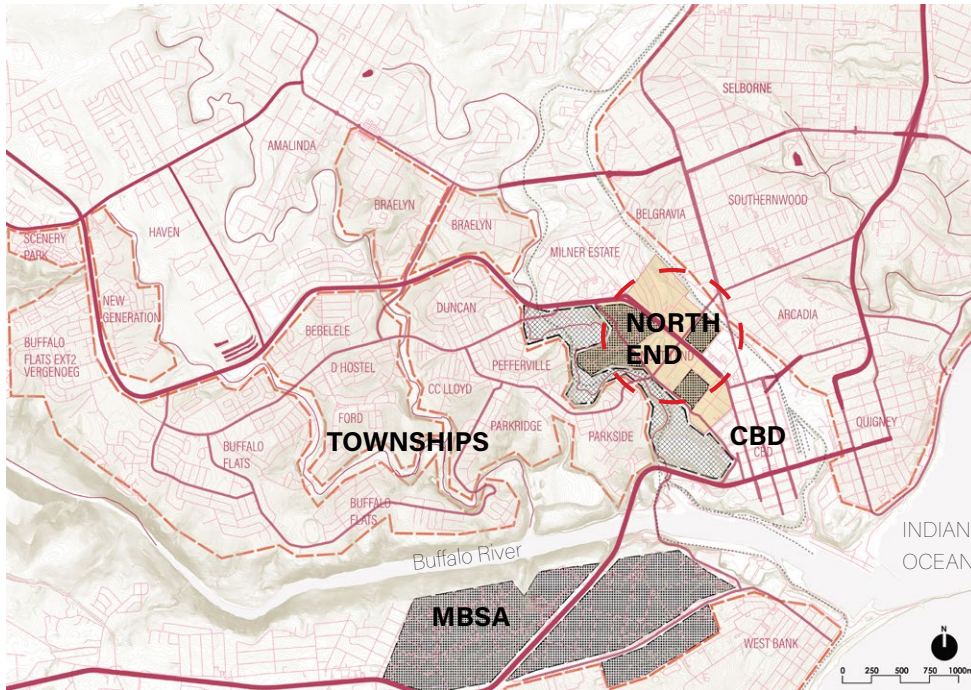


Figure 35.1: North End location in relation to CBD and Townships Source : Author(2022)

DEMOGRAPHIC - EAST LONDON 1 DOT = 50 PEOPLE

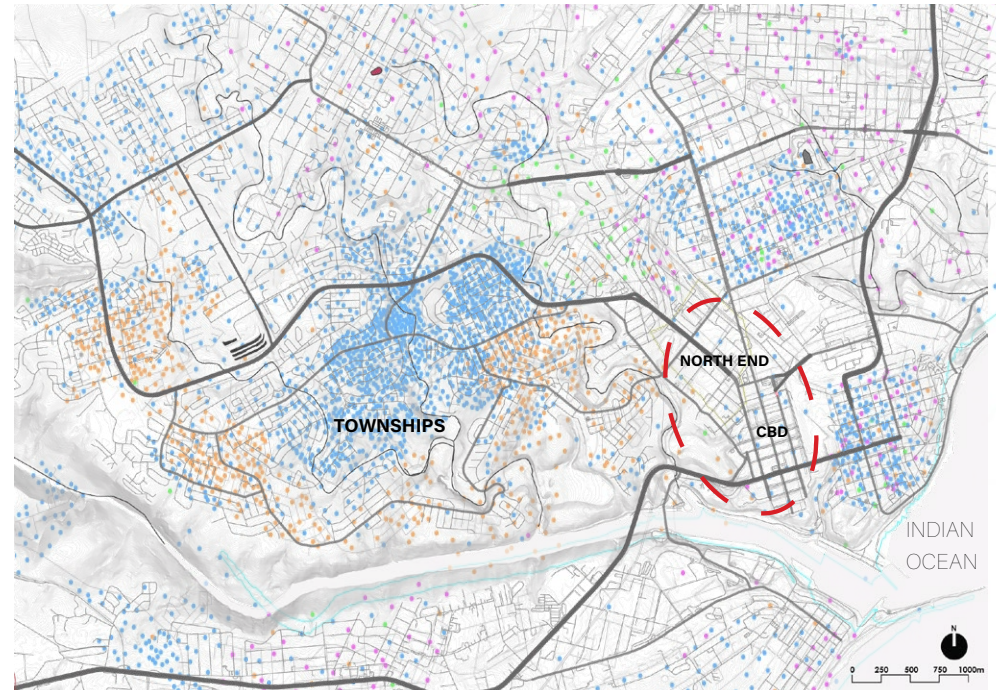


Figure 35.2: Racial dot map of East London Source : Firth(2011) adopted by Author(2022)



Source : Census(2011)

1040	CBD POPULATION
443	NORTH END POPULATION
11 258	QUIGNEY POPULATION
10 439	SOUTHERNWOOD POPULATION
1306	SELBORNE POPULATION
222	ARCADIA POPULATION
1224	BELGRAVIA POPULATION



Source : Census(2011)

2768	PARKSIDE POPULATION
3312	PARKRIDGE POPULATION
4782	BRAELYN POPULATION
5227	BEBELELE POPULATION
1757	DHOSTEL POPULATION
6420	DUNCAN VILLAGE POPULATION
21 769	BUFFALO FLATS POPULATION



36.1

MORPHOLOGY OF NORTH END [HISTORICAL DEVELOPMENT] [MORPHOLOGY OF THE CITY]

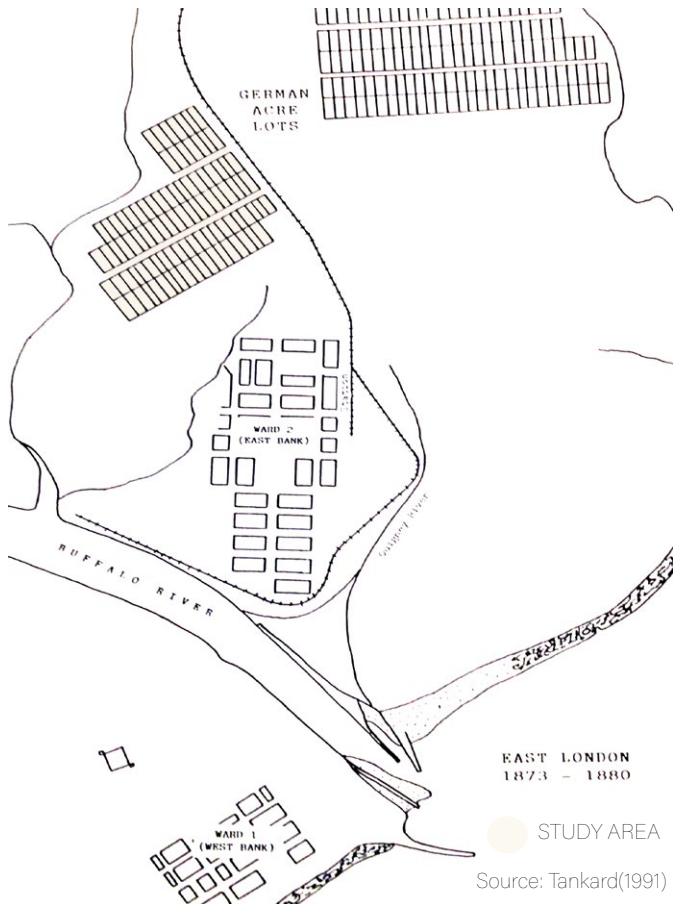


FIGURE 36.1.1: EAST LONDON 1873-1880

North End began as 'German Acre lots' as farming lots that were not spatially linked to the city and had no services. The city was divided into two wards, namely the East Bank and West Bank. The Buffalo River is the main structuring element. The lots are divided into rectangular land parcels. The lots are contained by the stream on the left and the railway on the right.

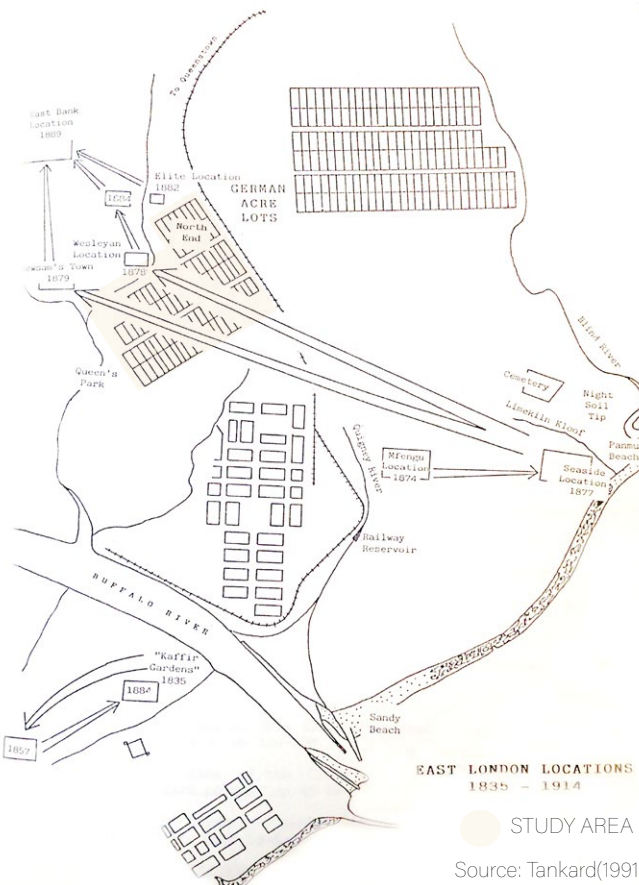


FIGURE 36.1.2 : EAST LONDON 1835-1914

In this period the German Acre lots are renamed North End. North end still is bound by natural stream and railway. Racial segregation of areas formed in this period. The town is still more rural and less urban. City was already creating territorial boundary making

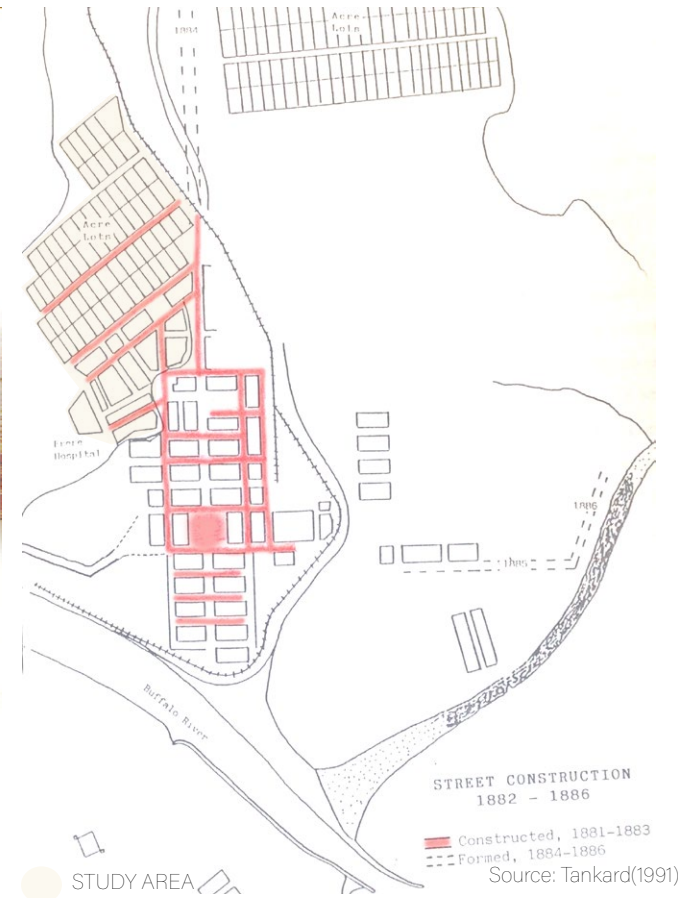


FIGURE 36.1.3 : EAST LONDON 1882-1886

Street construction began in 1882-1886 indicated in red. The central business district becomes spatially connected to the acre lots. The gap between the city and the acre lots are filled in with land parcels. The main artery of the city remains Oxford Street and only extends till the lots. Frere hospital is in the integrated area. A public square defined in the center.

36.2

MORPHOLOGY OF NORTH END [HISTORICAL DEVELOPMENT] [MORPHOLOGY OF THE CITY]



FIGURE 36.2.1 : EAST LONDON 1895-1914

North End spatial structure has significantly changed from permeable and integrated fabric. North End is extended to integrate with the CBD.

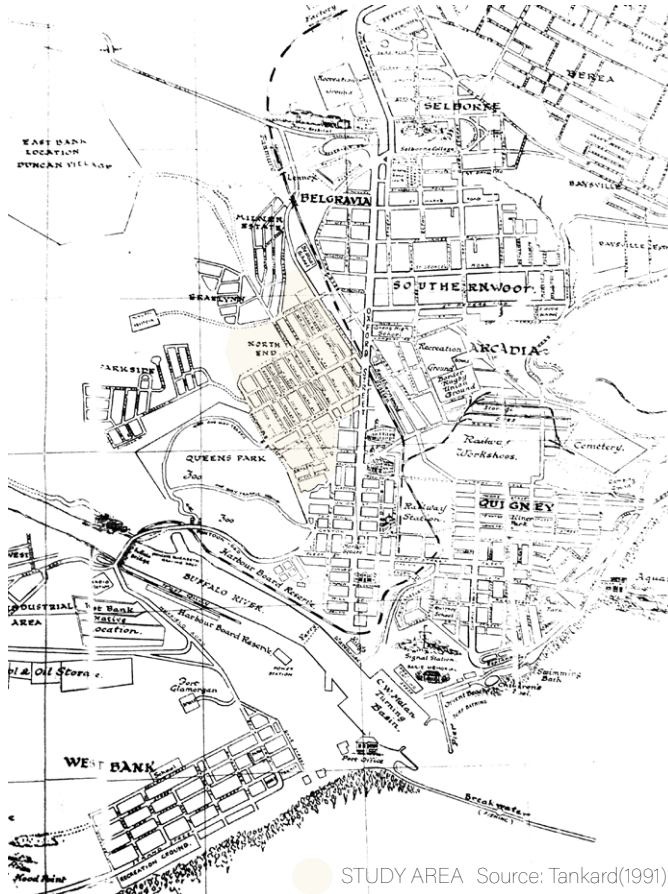


FIGURE 36.2.2 : EAST LONDON 1915-1948

The city is now fully developed and locations are established. North End is still a mixed area. Accessible to all city amenities. Queens Park Botanical Garden is a major green public space. Although much of Oxford Street and the beaches are not allowed for non-white people. Furniture in Oxford Street was unapproachable to non-whites.

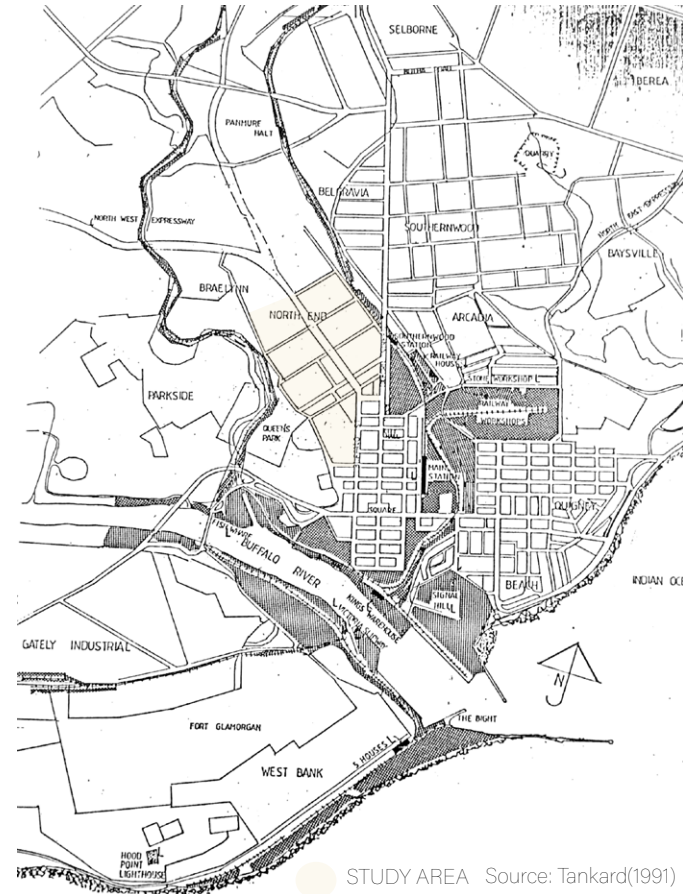


FIGURE 36.2.2 : EAST LONDON 1990

Post forced removal, the area is filled with light industry. North End's spatial structure has significantly changed from permeable and integrated fabric to disconnected and unwalkable due to industry. The presence of the main highway, North West Expressway, divides North End within itself.

HISTORIC AERIAL TIMELINE OF FORCED REMOVALS

[1954] PAST IMAGE OF EAST LONDON

The Group Areas Act of 1950. North End and surrounding areas have not changed. No relocation or demolition has taken place. Township houses have not been built.



North End Study Area .

Figure 37.1: East London 1954 Historic aerial timeline of forced removals Source: <http://www.cdngiportal.co.za/> Adopted by Author(2022)



37.2

HISTORIC AERIAL TIMELINE OF FORCED REMOVALS

[1972] HISTORIC IMAGE OF EAST LONDON

Residential units are being constructed towards the west of the city. Both North End and Duncan Village have not been demolished yet. People have not been relocated.



 North End Study Area .

Figure 37.2: East London 1974 Historic aerial timeline of forced removals Source: <http://www.cdngiportal.co.za/> Adopted by Author(2022)



37.3

HISTORIC AERIAL TIMELINE OF FORCED REMOVALS

[1982] HISTORIC IMAGE OF EAST LONDON

Duncan Village homes demolished to make townships. People relocated from Duncan Village to Mdanstane developing towards west side. North End has not yet been demolished.



North End Study Area .

Figure 37.3: East London 1982 Historic aerial timeline of forced removals Source: <http://www.cdngiportal.co.za/> Adopted by Author(2022)



37.4

HISTORIC AERIAL TIMELINE OF FORCED REMOVALS

[1990] HISTORIC IMAGE OF EAST LONDON

People have been relocated to townships. North End has undergone demolition. North End has been rezoned as a light industrial area. North West Expressway cuts through North End and connects to Buffalo Road



North End Study Area .

Figure 37.4: East London 1990 Historic aerial timeline of forced removals Source: <http://www.cdngportal.co.za/> Adopted by Author(2022)

HISTORIC AERIAL TIMELINE OF FORCED REMOVALS

[2022] CURRENT IMAGE OF EAST LONDON

North end has remained a light industrial area. It now has the residue of apartheid. This residue is reflected in lost open space and Social facilities that are lost in the industry



North End Study Area .

Figure 37.5: East London 2022 Historic aerial timeline of forced removals Source: <http://www.cdngportal.co.za/> Adopted by Author(2022)

CONTEXT ANALYSIS
[NORTH END CURRENT]
[STREET PERSPECTIVES]



Figure 38.1: Locality 1: Google Earth(2022)



Figure 38.2: Locality 2: Google Earth(2022)



Figure 38.3: Locality 3: Google Earth(2022)



Figure 38.4: Current perspective of St Johns Road Source: Google Earth(2022)



Figure 38.5: Current perspective of St John's Road & NW Expressway intersection. Source: Google Earth(2022)



Figure 38.5: Current perspective of the Oriental Plaza. Source: Google Earth(2022)



Figure 38.6: Current perspective of the North West Expressway Source: Google

This structure was commissioned by the apartheid government to separate non-white businesses from downtown. The structure is currently unsafe and dilapidated

CONTEXT ANALYSIS
[NORTH END CURRENT]
[STREET EDGES AND CHARACTER]

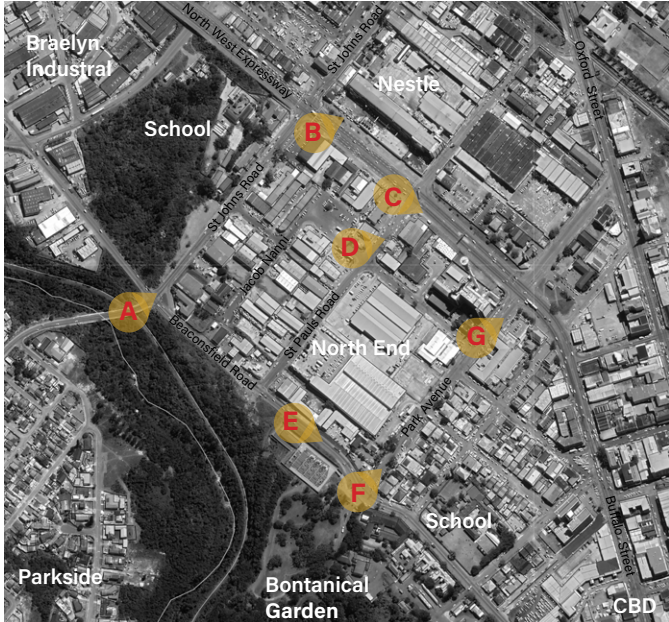


Figure 39.1 : North End Location Source Author (2022)



Figure 39.2: Beaconsfield Road no pavements Source: Author (2022)



FIGURE 39.3 : Gateway to Townships over only entrance Source: Author (2022)



Figure 39.4 : Corner of St Park and St Pauls Road Source: Author(2022)



Figure 39.5 : Only botanical garden, The Queens Park Source: Author(2022)



Figure 39.6 : Clearview fencing interface at corner Source: Author (2022)



Figure 39.7 : Corner trading along the Highway Source: Author (2022)



Figure 39.8 : Park Avenue - very wide road Source: Author (2022)

CONTEXT ANALYSIS
[NORTH END]
[STREET IMAGES]

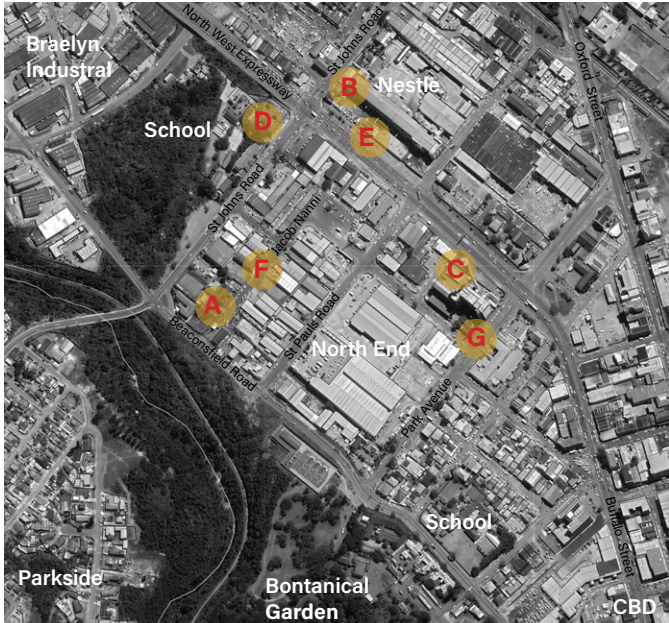


Figure 40.1 : North End Location base map
Source Author (2022)



Figure 40.2 : Back of the Hospital building Park Avenue
Source: Author(2022)



Figure 40.3: Landmark Building NW Expressway
Source: Author (2022)



Figure 40.4 : Heritage school now School for Disabled
Jacob Nanni Place Source: Author (2022)



Figure. 40.5 : Traders along the Highway next to Nestle
NW Expressway Source: Author(2022)



Figure 40.6 : Street Perspective in Jacob Nanni Place
Source: Author (2022)



Figure 40.7: KwaTandu Bantu Heritage building St Johns Road
Source: Author(2022)



Figure 40.8 : St Johns Road Primary School Heritage
St Johns Road Source: Author(2022)

CASE STUDY
 [URBAN BLOCK SIZES]
 [EXPERIENCE ZONE]

BLOCK SIZES IN NORTH END ARE LARGER
 PEDESTRIANS RESPOND BETTER TO A
 SMALLER BLOCKS IN A FINER GRAIN
 CASE STUDY OF CITY BLOCKS AROUND THE
 WORLD

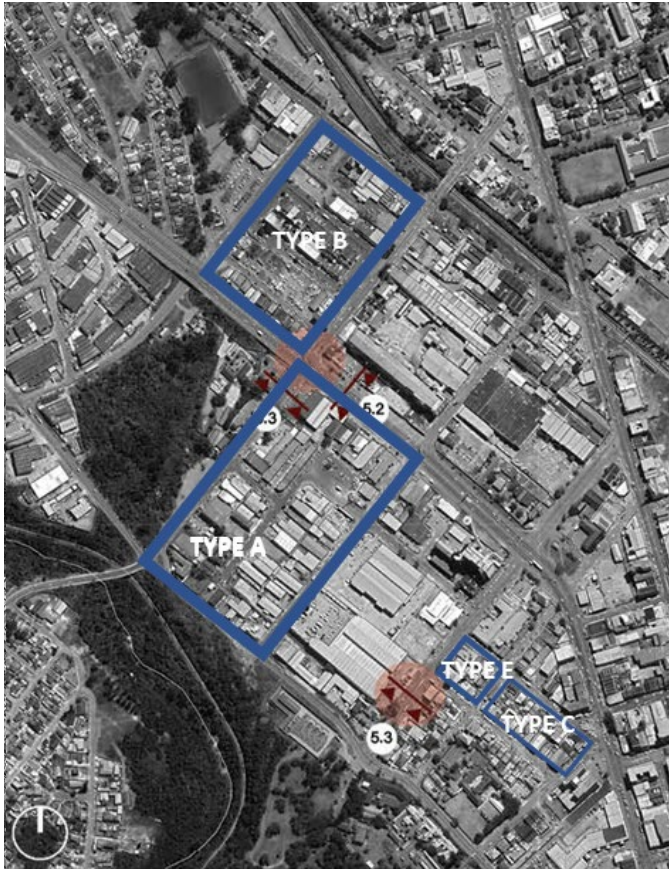


Figure 41.5 : Locality map block sizes
 Source: Author(2022)

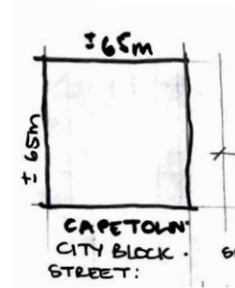


Figure 41.2: CAPE TOWN CITY BLOCK SIZE
 Source: Author(2022)

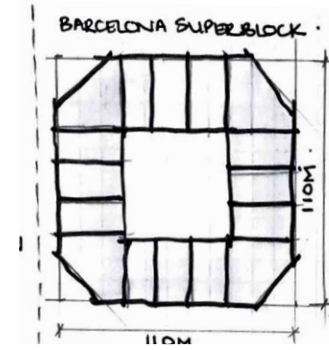


Figure 41.1. : BARCELONA BLOCK SIZE
 Source: Author(2022)

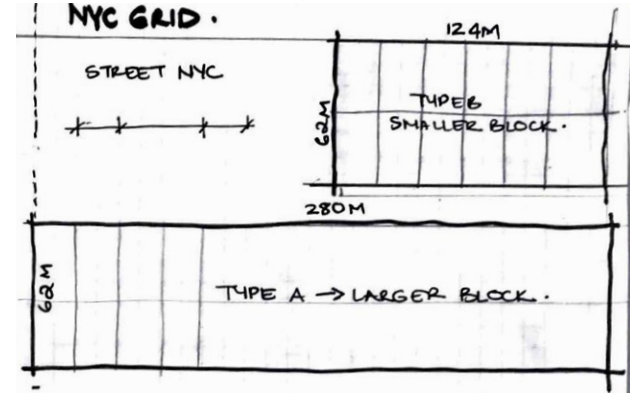


Figure 41.3 : NEW YORK CITY BLOCK SIZE
 Source: Author(2022)

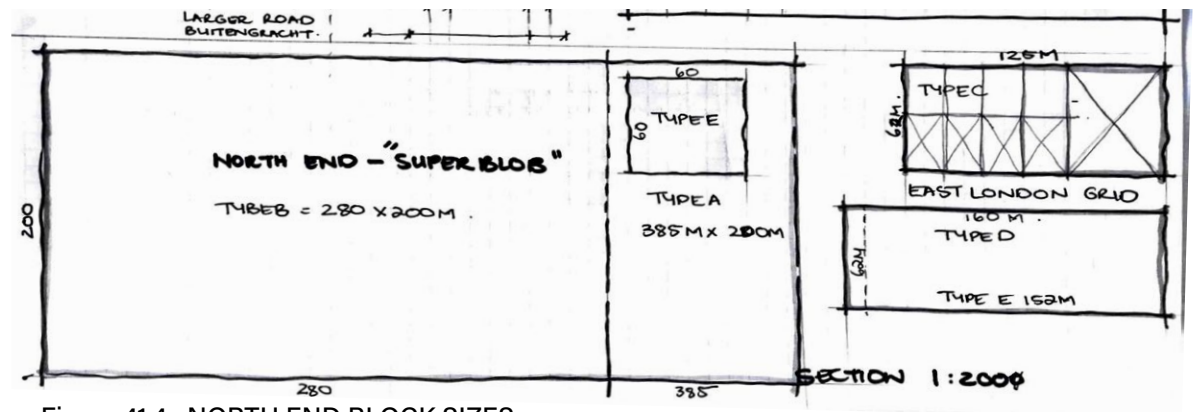


Figure 41.4 : NORTH END BLOCK SIZES
 Source: Author(2022)

CONTEXT ANALYSIS
 [NORTH END - STREET SCAPE]
 [EXPERIENCE ZONE]

The experience zone is the physical space a pedestrian or person experiences public space. The perspectives show the building edges to the streets, building character and thresholds.



Figure 42.1 : Locality map of experience zone
 Source: Author(2022)



Figure 42.2 : JUMBO WHOLESALER INTERFACE AND EDGES TO THE STREET - Source: Author(2022)



Figure 42.3: NORTH WEST EXPRESSWAY " BLACK ROAD " - THE GREAT NESTLE WALL - Source: Author(2022)



Figure 42.4 : ST JOHNS ROAD & NORTH WEST EXPRESSWAY INTERSECTION Source: Author(2022)

CONTEXT ANALYSIS
 [NORTH END - STREET SECTIONS]
 [EXPERIENCE ZONE]

- + Street sections - Physical urban environment
- + Role of the building interface to the street.
- + The road width relative to human scale.
- + Enclosure to street and privacy thresholds



Figure 43.1 : Locality map of street sections
 Source: Author(2022)

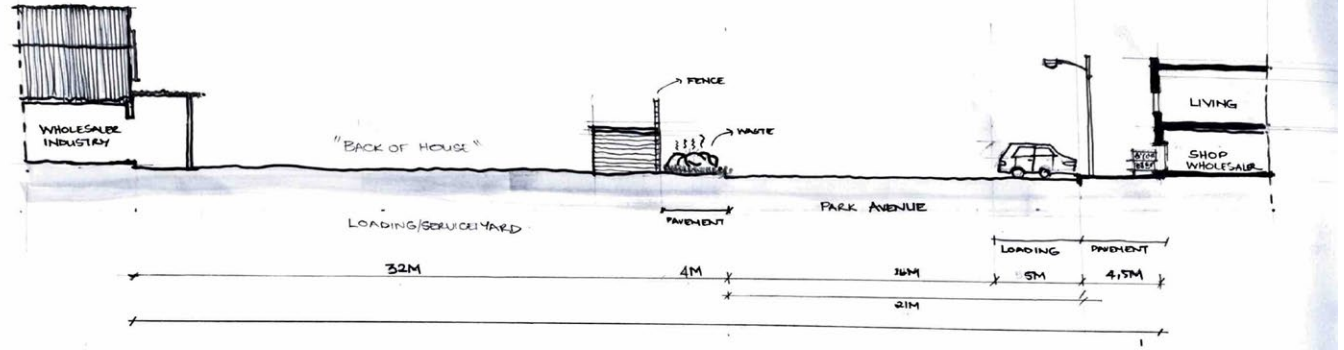


Figure 43.2 : JUMBO WHOLESALER INTERFACE AND EDGES TO THE STREET

Source: Author(2022)

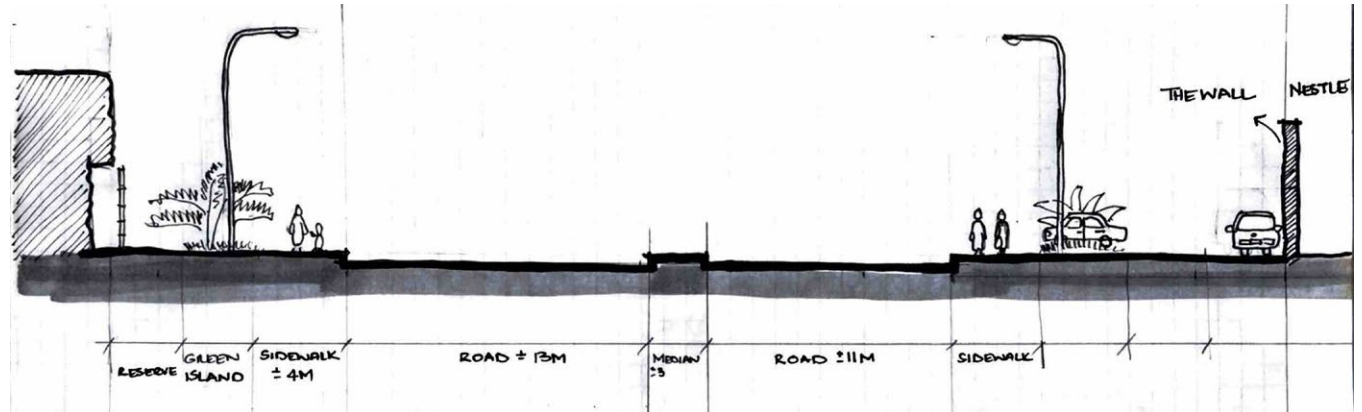


Figure 43.3: NORTH WEST EXPRESSWAY "BLACK ROAD" CURRENT

Source; Author(2022)

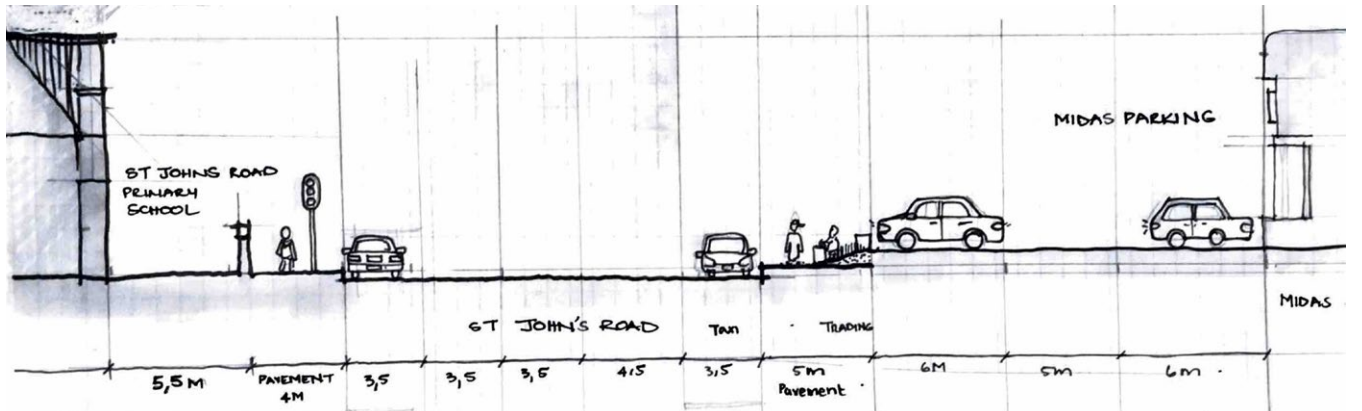


Figure 43.4 : ST JOHN'S ROAD & NORTH WEST EXPRESSWAY INTERSECTION

Source: Author(2022)



44

CONTEXT ANALYSIS
[PRECINCT SCALE]
[CURRENT FUNCTIONS]



Figure 44.1: North End Analysis Source: Author(2022)

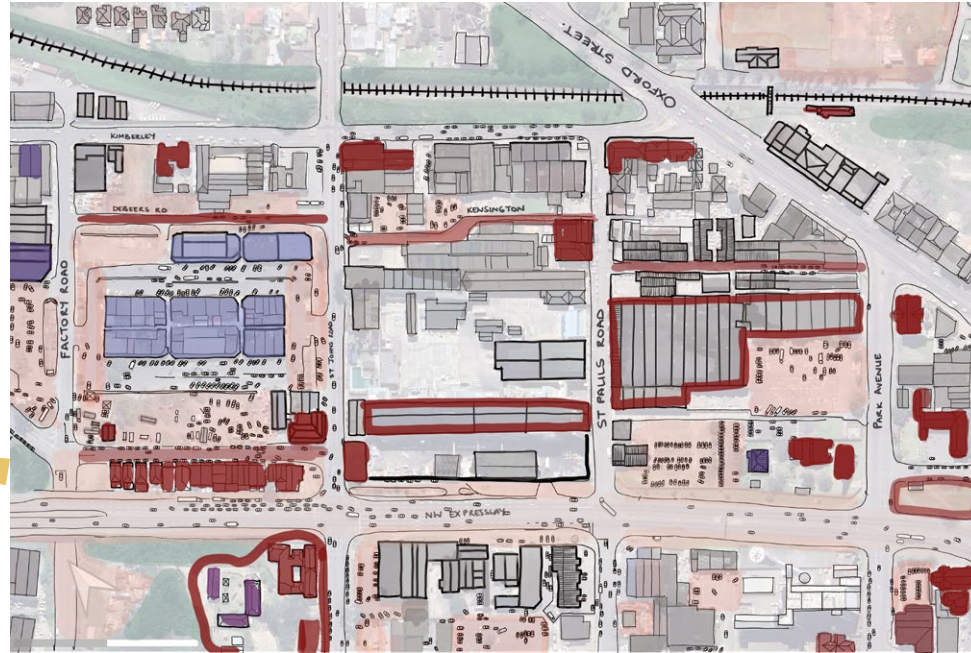


Figure 44.2: Spatial Analysis 1 and uses. 1:2000 Source: Author (2022)



Figure 44.3: Spatial Analysis 2 and uses. 1:1000 source: Author(2022)

LEGEND

- HERITAGE PLACES
- LOST SPACES
- SCHOOLS
- SHOPS

- ECONOMIC WAREHOUSE
- LIGHT INDUSTRY
- CHURCHES
- HERITAGE PLACES
- MOTOR CAR WORKSHOPS
- RESIDENTIAL
- SCHOOLS



45

CONTEXT ANALYSIS [PRECINCT SCALE] [CHARACTER ANALYSIS]



Figure 45.1: Location of Precinct 1 analysis Source: Author (2022)

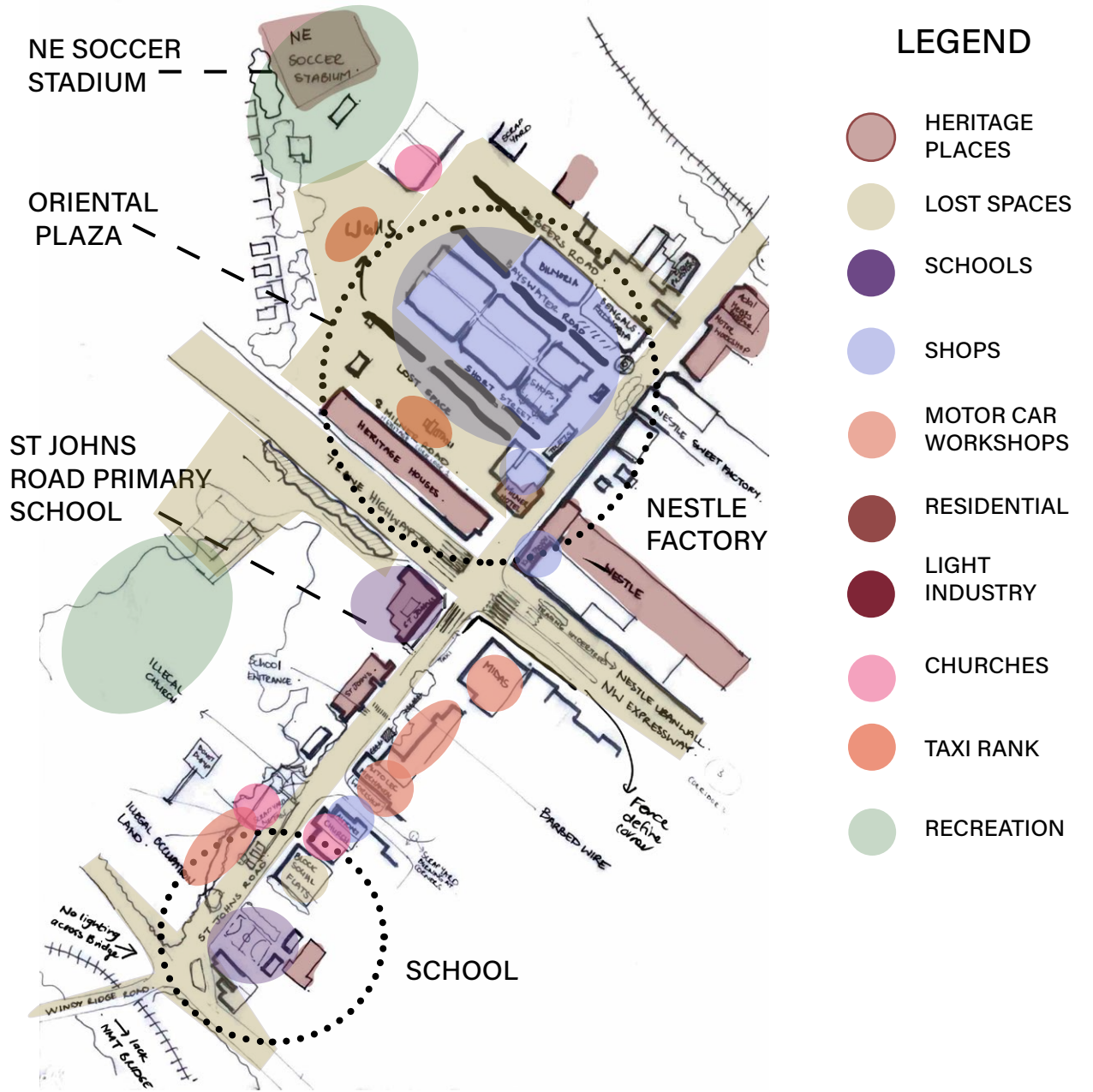


Figure 45.2: Precinct spatial analysis 1 and uses. Source Author(2022)

MACRO CONTEXT ANALYSIS

[3D CONTEXT ANALYSIS]
[LANDSCAPE, GEOGRAPHY]

The landscape in East London is the first structuring element of this city. The terrain valleys and streams structures neighbourhoods and defines the spatial structure of the city. During apartheid the landscape was negatively used as tool for division. The Buffalo River separates the East Bank from the West bank. However the landscape as a source of amenity has largely been lost a missed opportunity for views and enjoying nature. Townships are situated within the most hilly terrain. This makes integration of neighbourhoods within the city fabric difficult to attain.

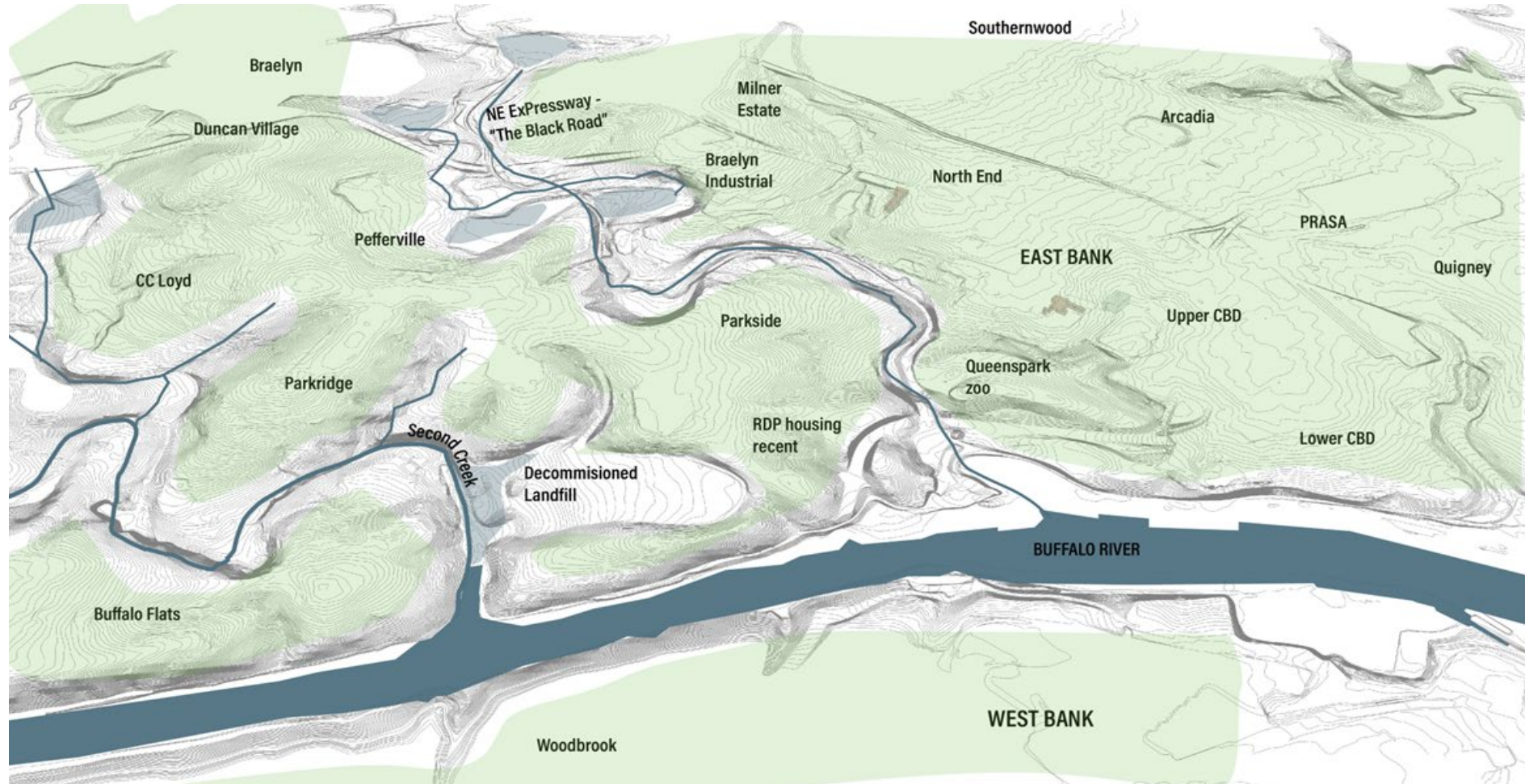
3D FORM ANALYSIS OF THE FIRST STRUCTURING ELEMENT OF EAST LONDON - THE LANDSCAPE

Figure 46.1: Landscape as the first structuring element. Source: Author(2022)

MACRO CONTEXT ANALYSIS

[3D CONTEXT ANALYSIS]
[MOVEMENT MOBILITY]

The second structuring element is the movement routes. North End has roads that are not currently integrated with fabric around the neighbourhood. The concept of once entrance and movement route and one exit for townships limits access to the city.

3D FORM ANALYSIS OF THE SECOND STRUCTURING ELEMENT OF EAST LONDON - THE MOVEMENT ROUTES

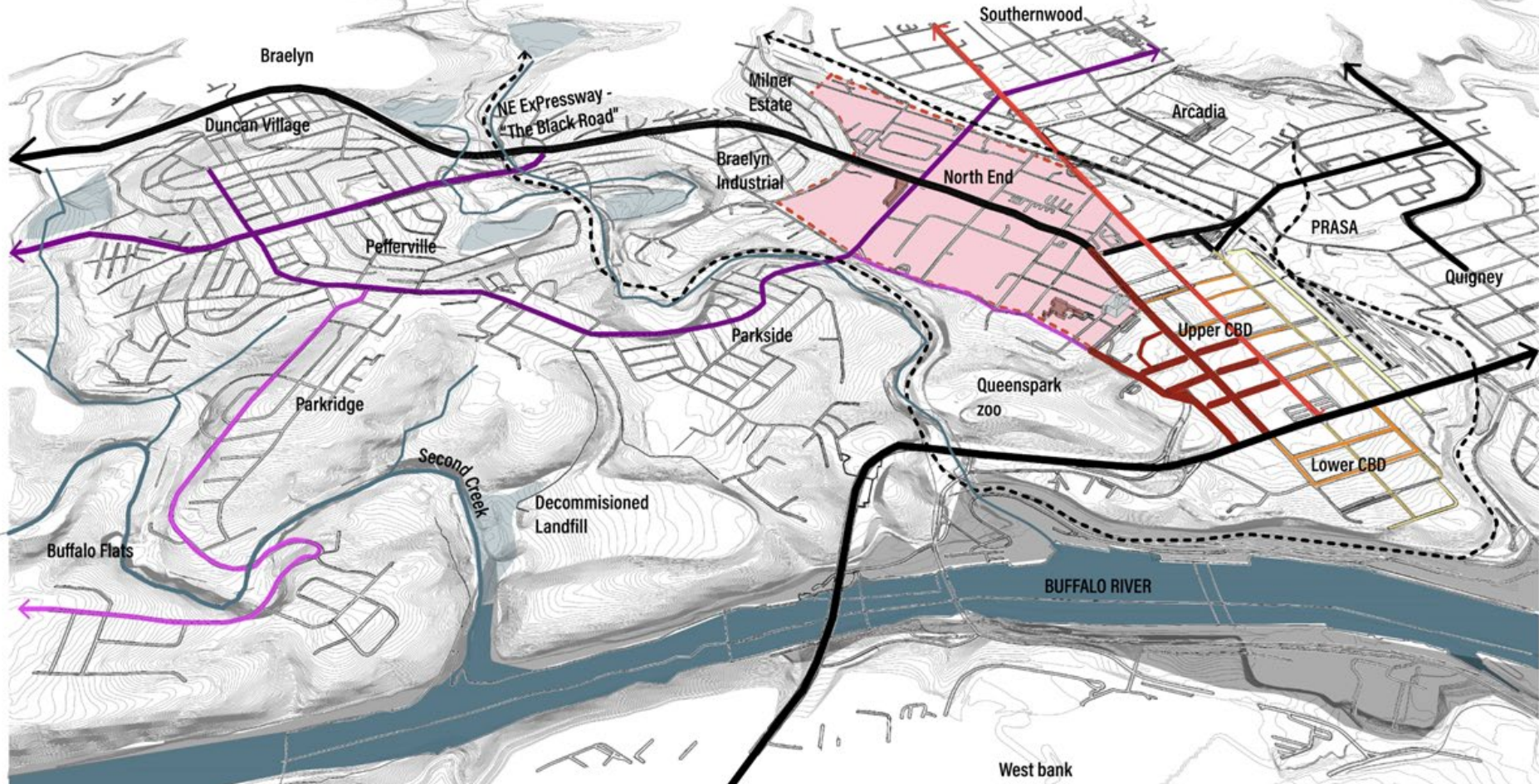


Figure 47.1: Movement as the second structuring element Source:Author(2022)

- Study Area North End
- Primary Pedestrian Intensity Township
- Secondary Pedestrian Intensity Township
- Few Pedestrian Intensity
- Light Pedestrian Intensity
- Medium Pedestrian Intensity
- High pedestrian Intensity
- Intense pedestrian movement due to trading and taxi
- Highway



48

CONTEXTUAL MAPPING LANDSCAPE AND MOBILITY

[MAPPING CONSTRAINTS & OPPORTUNITIES]

LANDSCAPE AS FIRST STRUCTURING ELEMENT

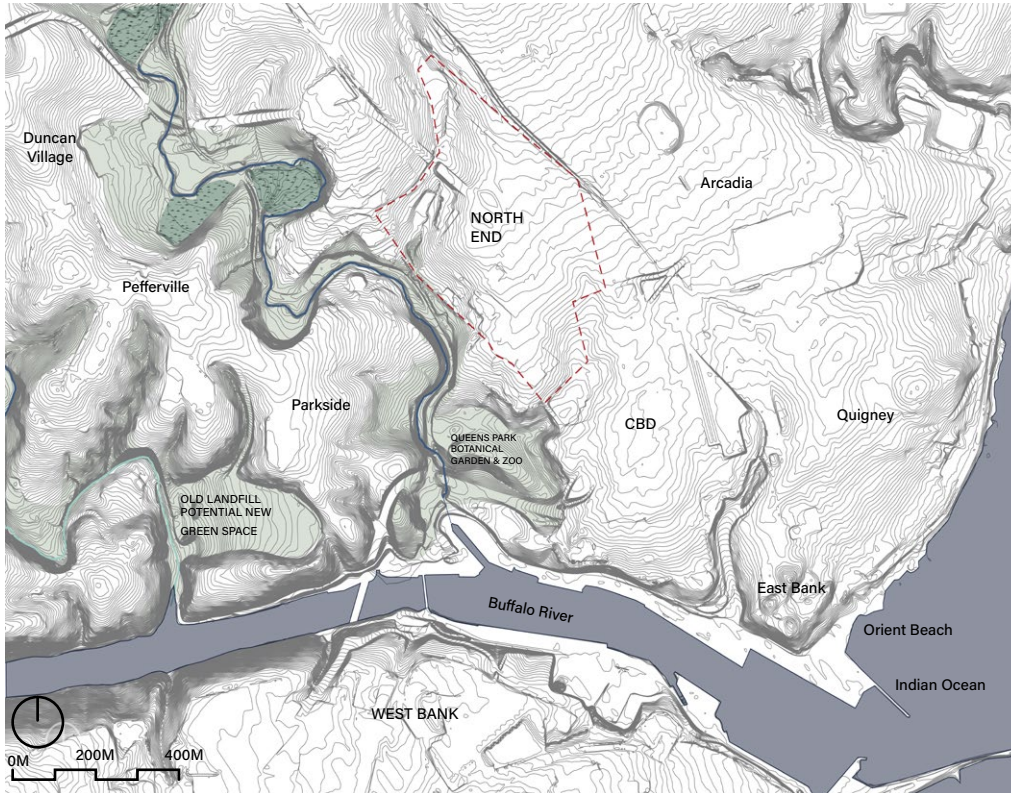


Figure 48.1: Landscape structuring elements.

Source: Author(2022)

LEGEND

- | | |
|-----------------------------|------------------|
| NORTH END STUDY AREA | WETLANDS |
| VALLEYS HIGHLIGHTED | 1 METER CONTOURS |
| INDIAN OCEAN/ BUFFALO RIVER | COASTAL EDGE |
| | STREAMS/RIVERS |

MOVEMENT AS SECOND STRUCTURING ELEMENT

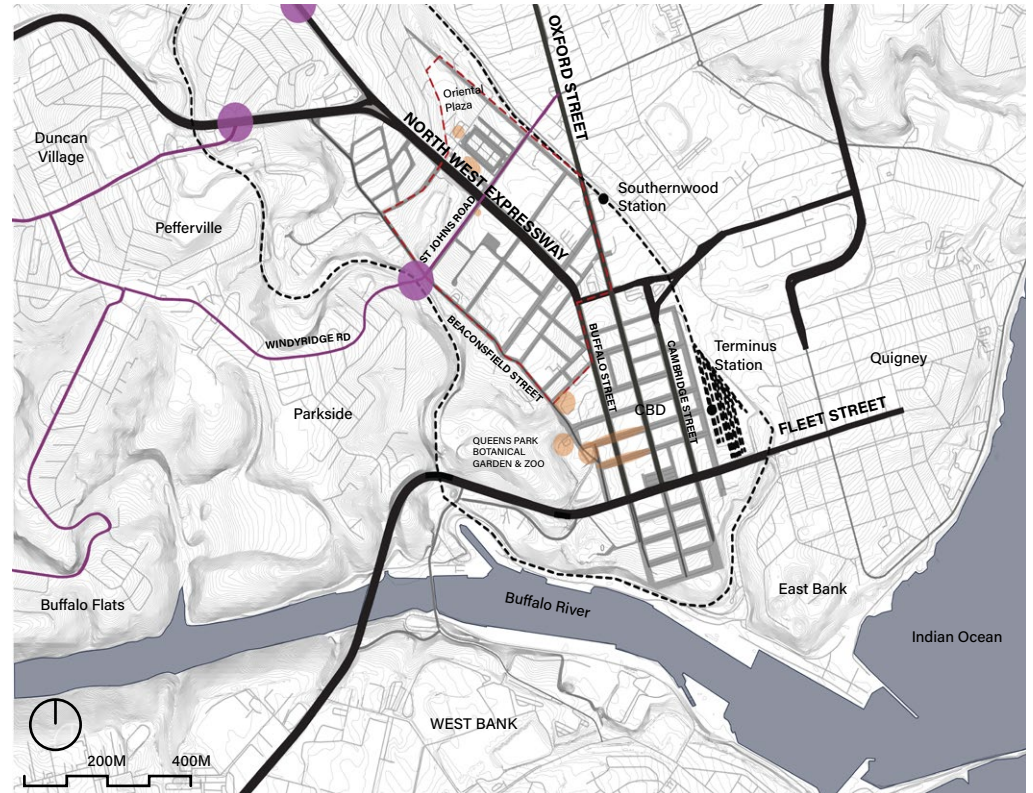


Figure 48.2: Movement structuring elements.

S

Source: Author(2022)

LEGEND

- | | | |
|-----------------------------|-----------------------|------------------|
| NORTH END STUDY AREA | TOWNSHIP ACCESS ROADS | 1 METER CONTOURS |
| INDIAN OCEAN/ BUFFALO RIVER | TERTIARY ROADS | COASTAL EDGE |
| HIGHWAYS | ONE ENTRANCE ONE EXIT | STREAMS/RIVERS |
| PRIMARY ACCESS ROADS CBD | RAILWAY | TAXI RANKS |
| SECONDARY ROADS | STATIONS | |

CONTEXTUAL MAPPING FABRIC AND HERITAGE

[MAPPING CONSTRAINTS & OPPORTUNITIES]

Most of North Ends fine grain was removed during the forced removals. Larger coarser grain of industry has taken the place of residential fine grain. Finer residential grain is situated within the township areas. The city Centre has large commercial city blocks - city grain. The historical fabric now wedged in between the coarseness of industry.

MAPPING THE GRAIN OF FABRIC



Figure 49.1: Grain of fabric

Source:Author(2022)

MAPPING HERITAGE LANDMARKS AND PLACES

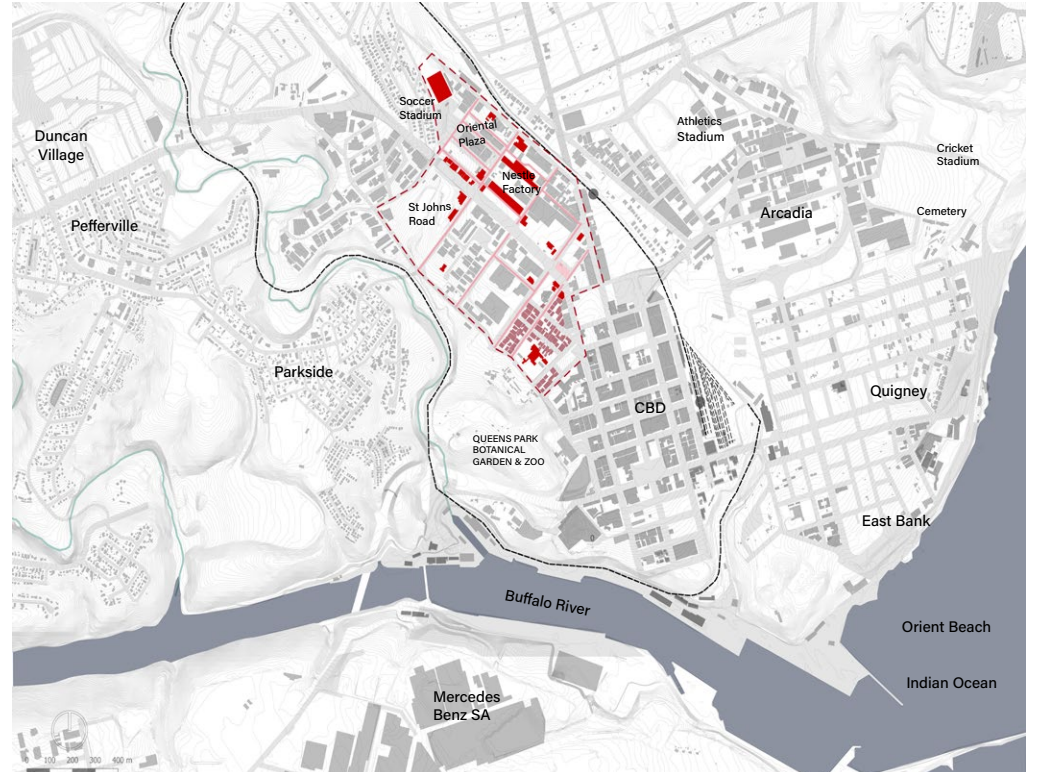


Figure 49.2: Mapping Heritage.

Source:Author(2022)

LEGEND

- NORTH END STUDY AREA
- INDIAN OCEAN/ BUFFALO RIVER
- RAILWAY
- STATIONS
- COASTAL EDGE
- SOCIAL FACILITIES
- MOBILITY ROUTES
- RIVERS
- INDUSTRIAL GRAIN
- RESIDENTIAL GRAIN
- HISTORIC GRAIN
- CITY COMMERCIAL GRAIN

LEGEND

- NORTH END STUDY AREA
- INDIAN OCEAN/ BUFFALO RIVER
- RAILWAY
- STATIONS
- COASTAL EDGE
- STREAMS/RIVERS
- HERITAGE STREETS
- HERITAGE LANDMARKS
- HISTORIC HOUSES



50

CONTEXTUAL MAPPING PEDESTRIAN MOVEMENT AND SOCIAL FACILITIES [MAPPING CONSTRAINTS & OPPORTUNITIES]

PEDESTRIAN MAIN MOVEMENT ROUTES

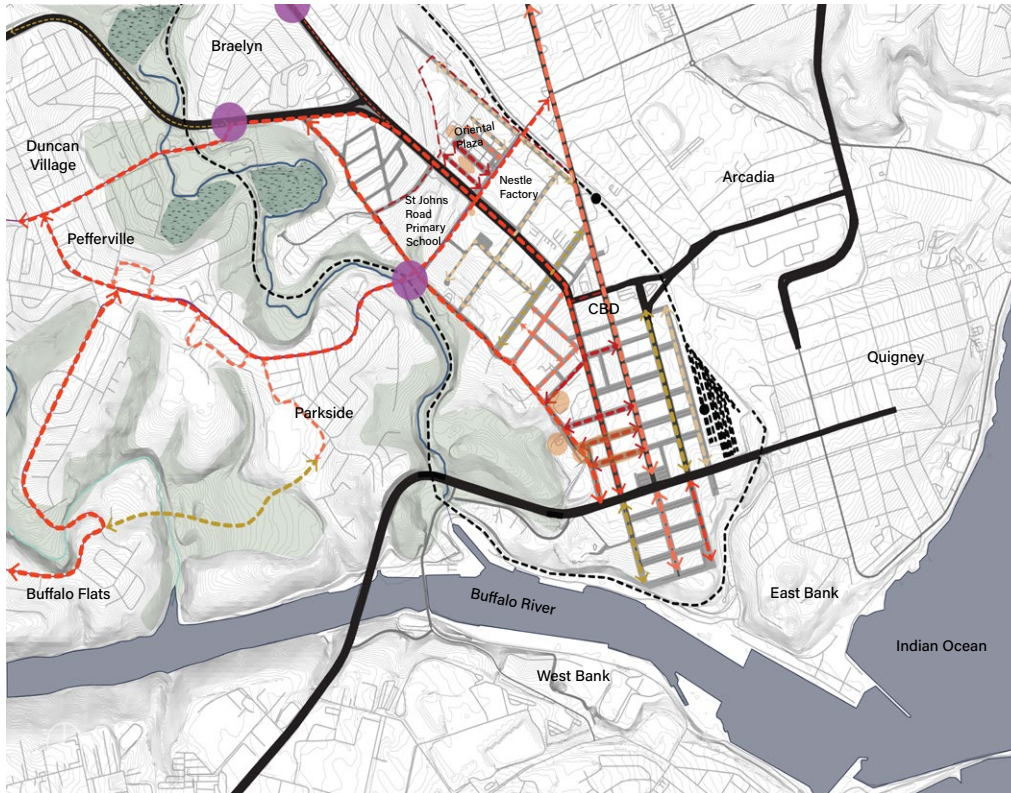


Figure 50.1: Mapping pedestrian movement.

Source: Author(2022)

Many social facilities are lodged in between the industry in North End. the social facilities are active used public spaces that are magnets for people. However, they are not well connected and the surrounding streets have poor public space. The oriental plaza is an apartheid structure that was built for the small businesses and shops of Indians. This area is in need of transformation as it is dilapidated and is surrounded by poor public space. Another opportunity is the North End soccer stadium, the old tennis courts and The Queens Park Botanical Gardens.

SOCIAL FACILITIES AND USES

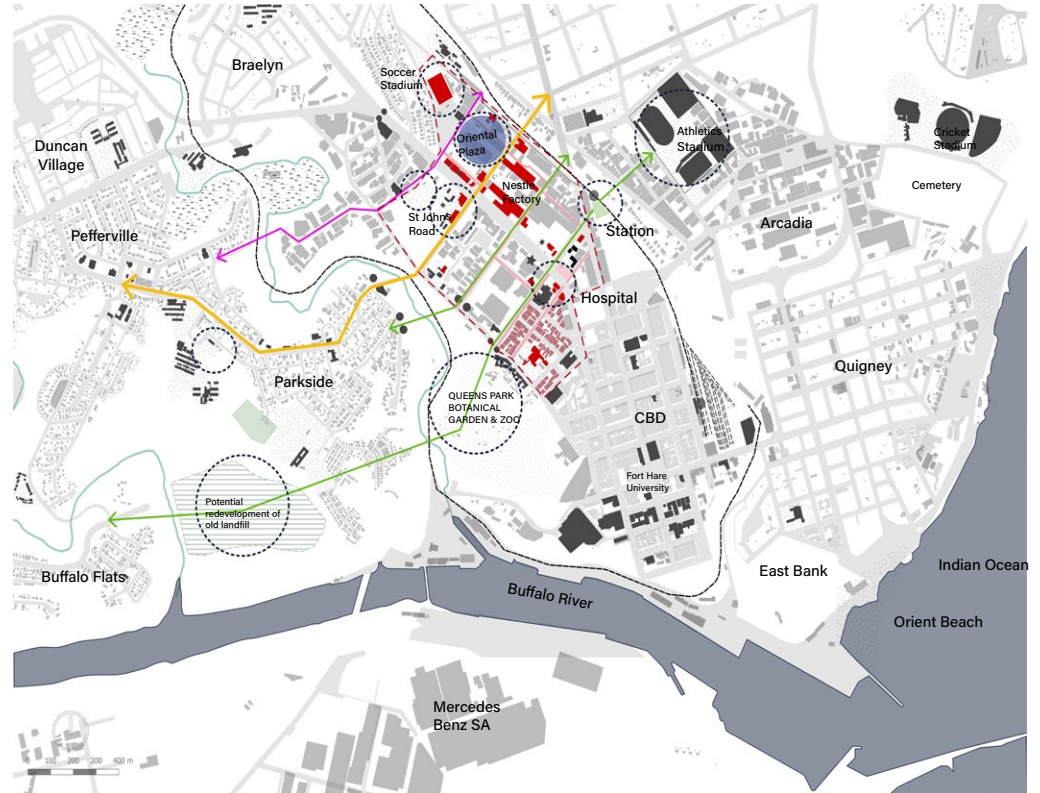


Figure 50.2: Mapping Social facilities

Source: Author(2022)

LEGEND

- NORTH END STUDY AREA
- INDIAN OCEAN/ BUFFALO RIVER
- RAILWAY
- STATIONS
- COASTAL EDGE
- STREAMS/RIVERS
- TAXI RANKS
- INTENSE PEDESTRIAN MOBILITY
- HIGH PEDESTRIAN MOBILITY
- MEDIUM PEDESTRIAN MOBILITY
- LOW PEDESTRIAN MOBILITY
- VERY LOW PEDESTRIAN MOBILITY
- WETLANDS

LEGEND

- NORTH END STUDY AREA
- INDIAN OCEAN/ BUFFALO RIVER
- RAILWAY
- STATIONS
- COASTAL EDGE
- EDUCATIONAL INSTITUTIONS
- RECREATIONAL AMENITIES
- SOCIAL FACILITIES
- HERITAGE LANDMARKS
- HOSPITAL/CLINIC FACILITIES
- ORIENTAL PLAZA BUSINESS CENTRE SHOPPING MALL



51

CONTEXTUAL MAPPING LOST SPACE AND CRIMINAL ACTIVITY [MAPPING CONSTRAINTS & OPPORTUNITIES]

LOST CITY SPACE

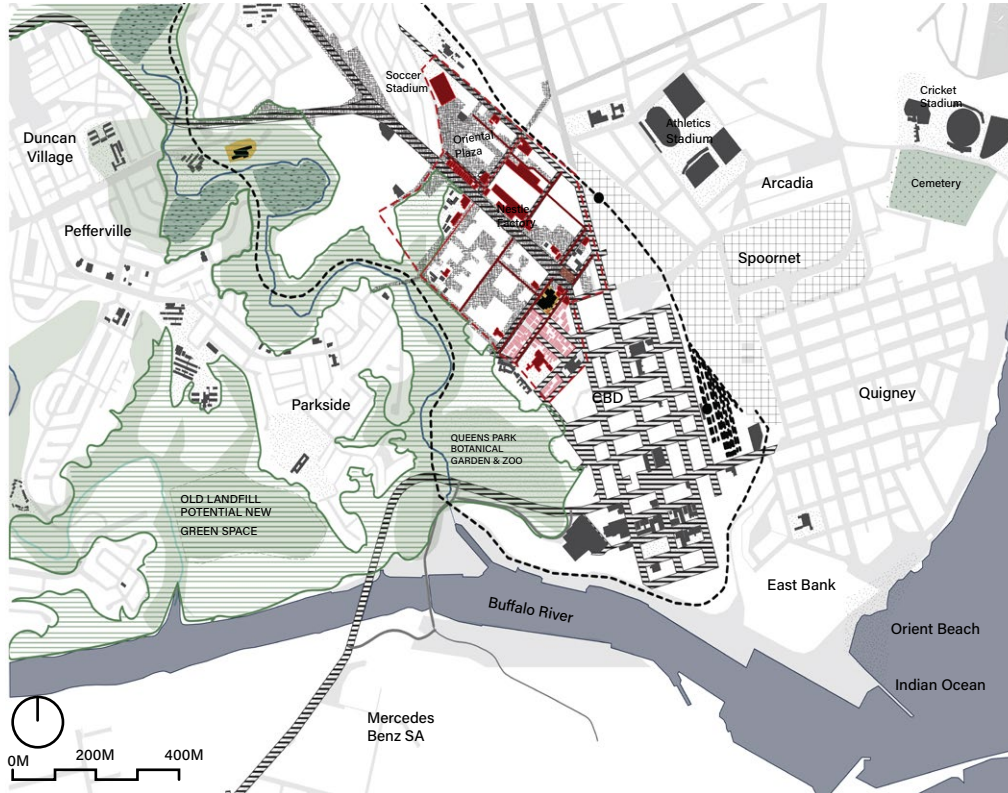


Figure 51.1: Mapping Lost Space.

Source:Author(2022)

LEGEND

- NORTH END STUDY AREA
- INDIAN OCEAN/ BUFFALO RIVER
- RAILWAY
- STATIONS
- COASTAL EDGE
- STREAMS/RIVERS
- HERITAGE STREETS
- HERITAGE LANDMARKS
- LOST OPEN SPACE RAILWAY RESERVE
- LOST GREEN SPACE APARTHEID BUFFER GREEN
- WETLAND
- LOST SPACE DUE TO HIGHWAY CAR DOMINANT SPACE
- LOST CITY SPACE DUE TO FORCED REMOVALS
- LOST GREEN SPACE APARTHEID BUFFER GREEN
- WETLAND

CRIMINAL ACTIVITY IN LOST CITY SPACE

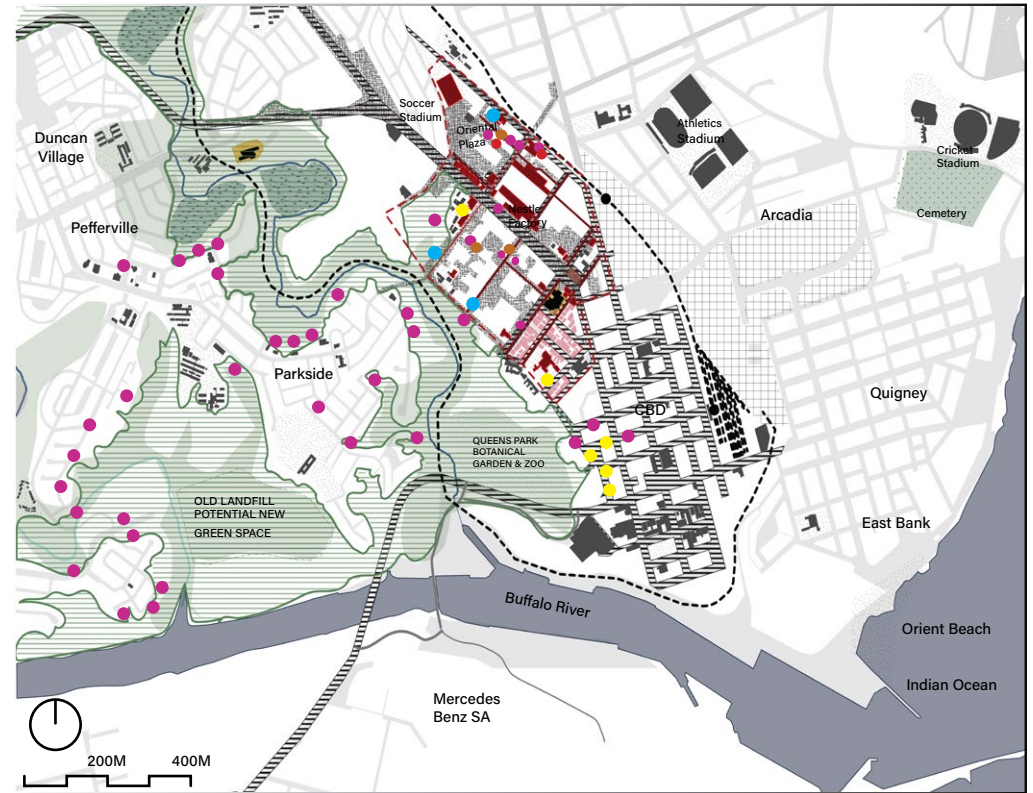


Figure 51.2: Mapping unwanted criminal activity.

Source:Author(2022)

LEGEND

- CRIMINAL ACTIVITY : THEFT
- FIRES - SOURCING SCRAPMETAL
- URBAN DUMPING
- CRIMINAL ACTIVITY : FIREARMS
- ILLEGAL SCRAP YARDING

As previously mentioned within the literature review, North End and East London suffer from an absence of good quality public space. This can be attributed to large, lost, open and underutilised spaces. These spaces are predominately occupied by vehicles and create placeless unsafe spaces that often attract unwanted behaviour as mapped below. Much of the illegal activity seems to occur within these lost spaces.



52

CONTEXTUAL MAPPING DIAGRAMS

[BUBBLES & BUFFERS & OPPORTUNITIES]

DIAGRAM OF BUBBLES AND BUFFERS

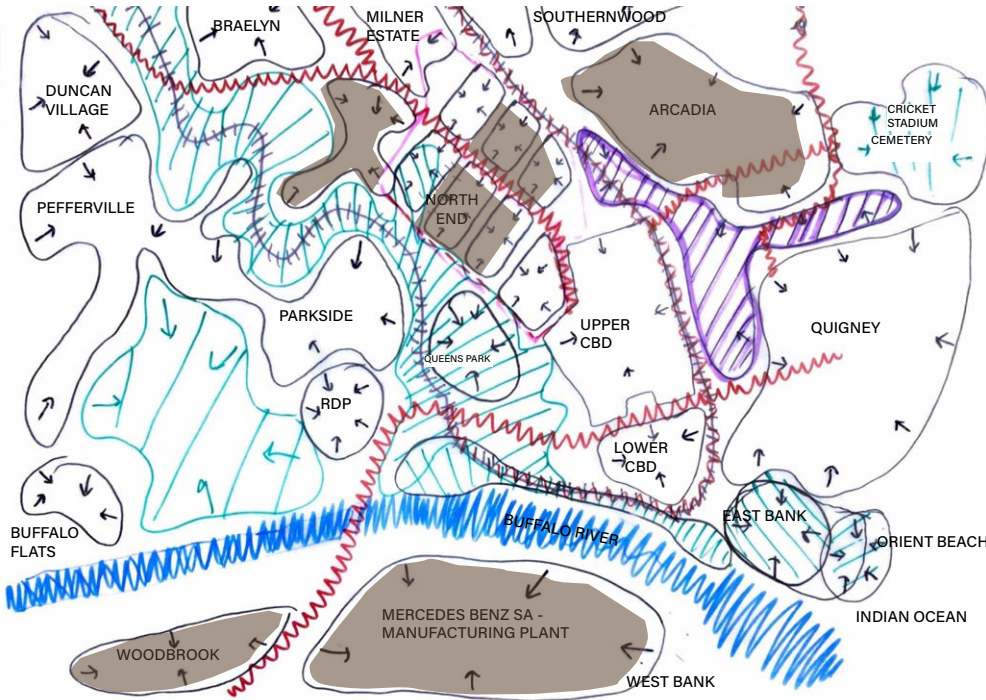


Figure 52.1: Diagram of bubbles and buffers

Source: Author(2022)

+ BUFFERS

Highways are barriers & spatial separators. They are buffers to pedestrians. Industry, railway and green open space as buffer.

+ INTROVERTED BUBBLES

Fragmented fabric due to the buffers. These bubbles are introverted and are not integrated with the rest of fabric. This results in exclusion from amenities.

LEGEND :

- Barrier and buffer - railway and railway reserve space
- Highway space separators
- Green landscape buffer spaces
- Isolated green space
- River as barrier to access and integration
- Industry

DIAGRAM OF INTEGRATION OPPORTUNITIES

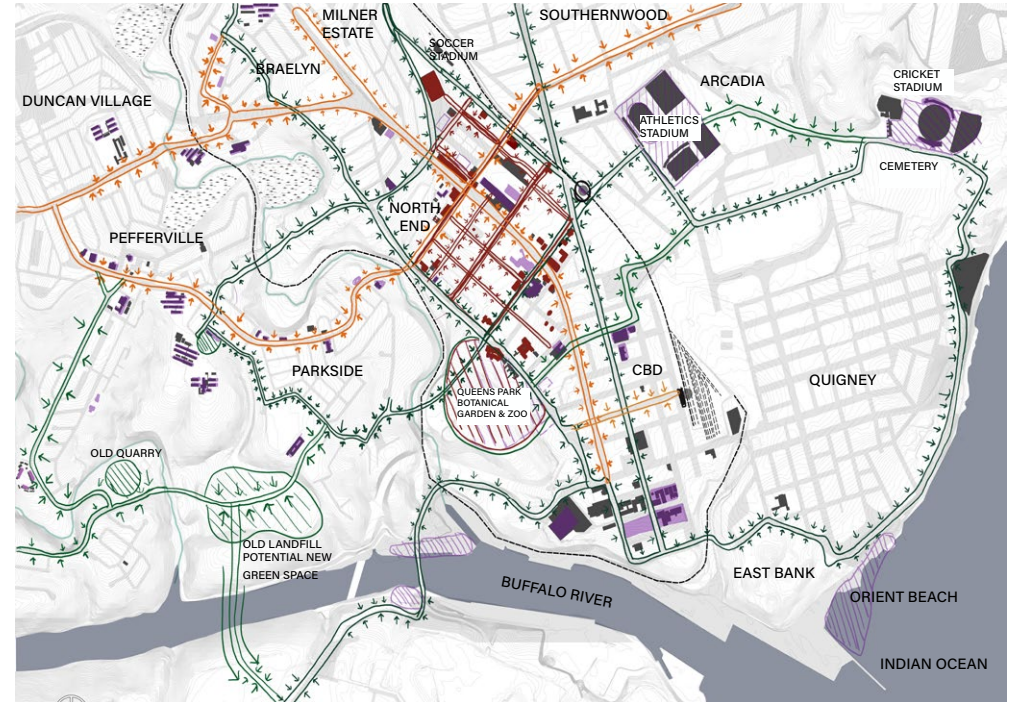


Figure 52.2: Diagram of integration opportunities.

Source: Author(2022)

LEGEND :

- Heritage corridors that connect internal Heritage special social Beacons
- Corridors that connect the green public spaces as urban green integra-
- Intensive mixed use corridors as main integrators
- Heritage Social Facilities
- Educational Social Facilities
- Recreational Social Facilities

The composite constraints and Informants is the conclusion of all the mapping. The social facilities within North End represent an opportunity for connection. These have been identified as nodes of opportunity.

COMPOSITE CONSTRAINTS AND INFORMANTS

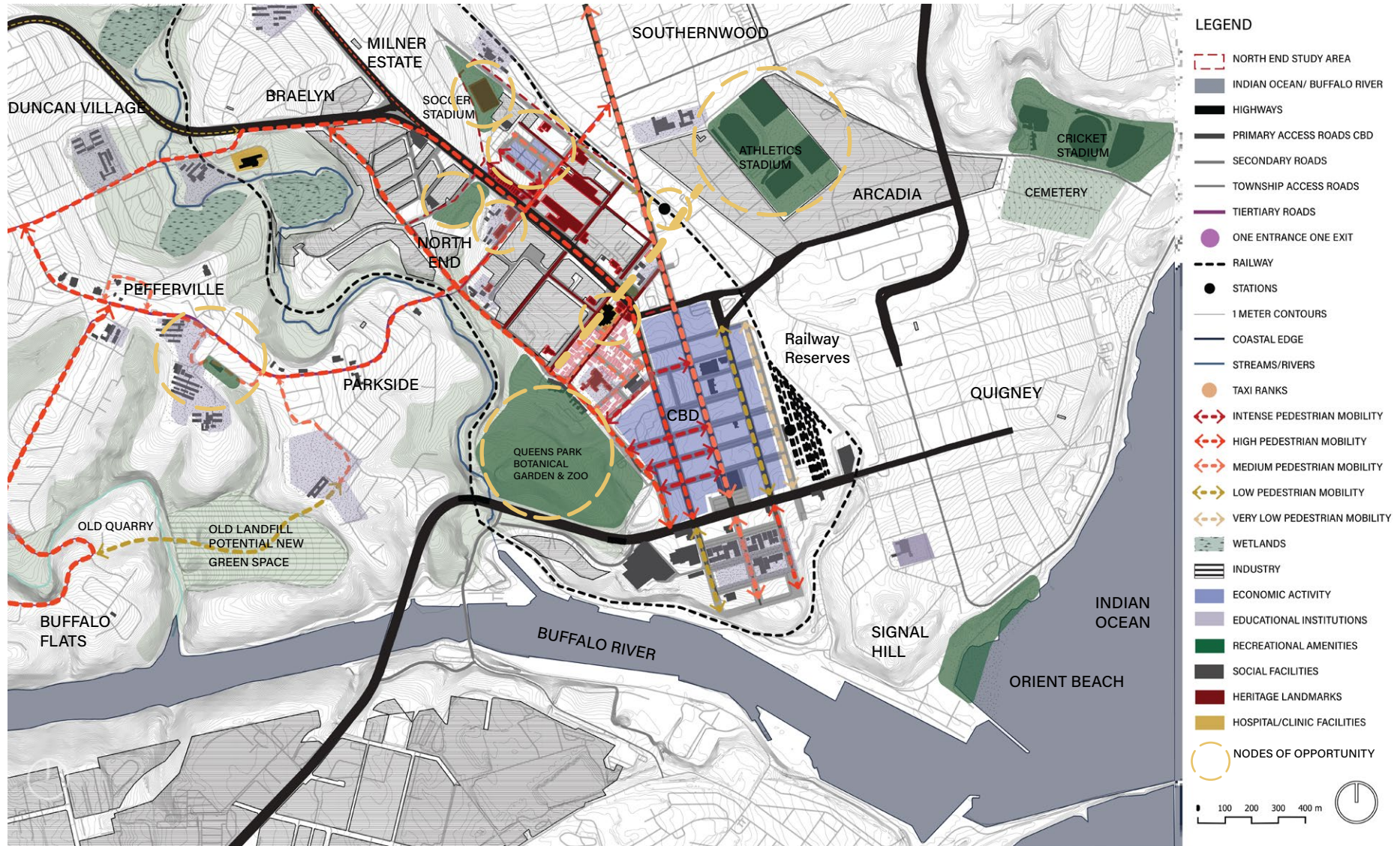
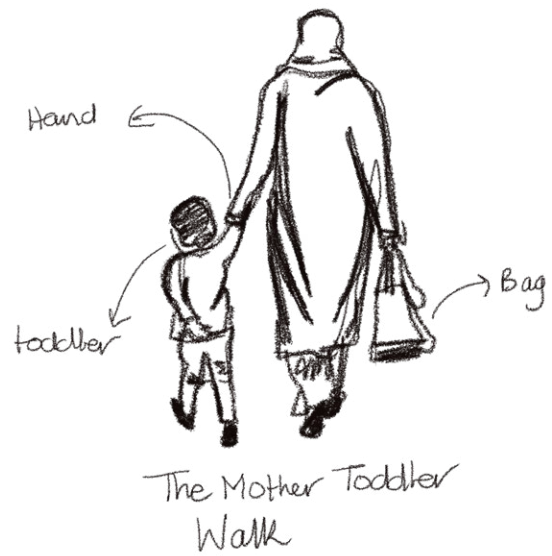


Figure 53.1: Composite constraints and informants

Source: Author(2022)



“Street corners served as social institutions for North Enders, from songsters and gentlemen-like gangsters to gossiping housewives and playful children. The corners developed at every corner sporting a shop. With few social outlets, gangs of friends naturally gravitated to the corners.” – Thomas(2008)



+ PHASE 4

[DESIGN PROVOCATIONS]





54

PLACEMAKING TOOLKIT 1 THE CORNER BUILDING TYPOLOGY

[PREVIOUS ELEMENTS USED TO FOSTER WALKABILITY IN NORTH END]

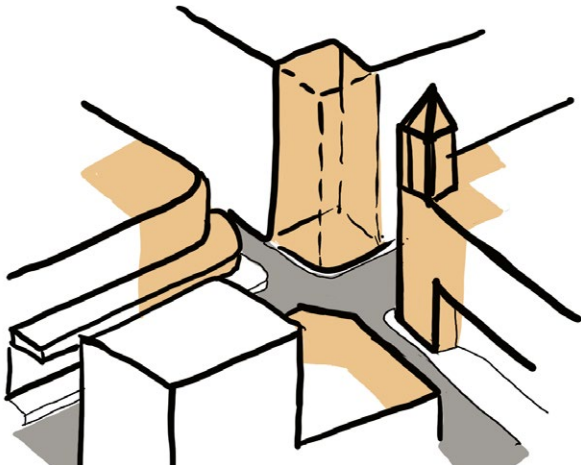


FIGURE 54.1 : 3D illustration of the different types of corner articulation. This helps to hold edges and create legibility. Source: Author(2022)

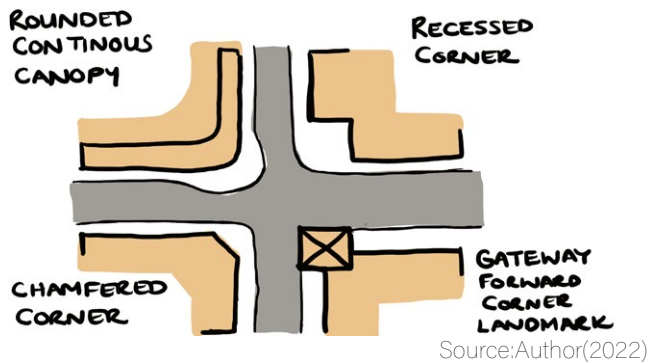
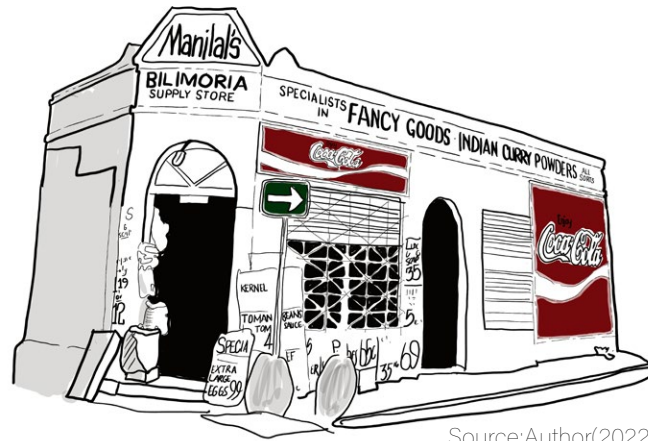


FIGURE 54.2: Plan view of the place-making toolkit. Each articulation creates a different response to the pavement and street.

The presence of corner shops found on so many street corners in North End, which were expressed by using the chamfered building edge, doubled up as social hot-spots for the community. These corner shops were situated along the main roads. The lanes terminate in a higher order road and responded well to foot-traffic. These corner shops also facilitated businesses and were the termination of the urban wall, and gateway to the lanes. The intersections defined by corner typology of buildings help facilitate social and economic opportunity for interaction. Within the urban areas corners and intersections need definition and articulation. It should respond to the pedestrian, create visual legibility and continuity. North End currently lacks this articulation. It is in need of corner articulation.



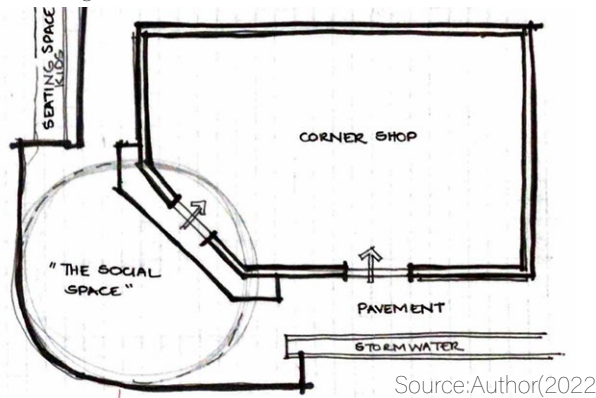
Source: Author(2022)

FIGURE 54.3 : 3D illustration of a corner shop in North End Bilimoria. Corners are great for advertising and the building becomes a canvas for advertisement.



Source: Author(2022)

FIGURE 54.5 : 3D illustration of the continuous corner with chamfered building corner. The canopy wraps around the building which helps to create continuity.



Source: Author(2022)

FIGURE 54.4 : Plan view of the social space the corner shops in North End provided.



Source: Author(2022)

FIGURE 54. 6: 3D illustration of the chamfered building edge that announces entrance and humanly scaled.

PLACE-MAKING TOOLKIT 2 THRESHOLDS AND PRIVACY GRADIENTS

[PREVIOUS ELEMENTS USED TO FOSTER WALKABILITY IN NORTH END]

Thresholds in North End were important for defining what is public and what is private. The residential buildings created this gradient without needing high walls to articulate edge. The street section shows the thresholds created by verandah's. The verandah's created a semi-private space. This allowed people to "sit along the street" and created surveillance along the street. People could enjoy the outdoor rooms. The section shows how edge is articulated and how important interface is for the street. The urban wall is the verandah and this forms a positive edge to the street. The lampposts define the pavement to street edge and are humanly scaled. People can comfortably interact with each other. Urban elements of step, stoep, verandah used.



Source: Author(2022)

Figure 55.2: Verandahs used for seating. Verandahs also double up as social spaces within the family and help create surveillance. People lived out on the street and had a relationship in urban space.

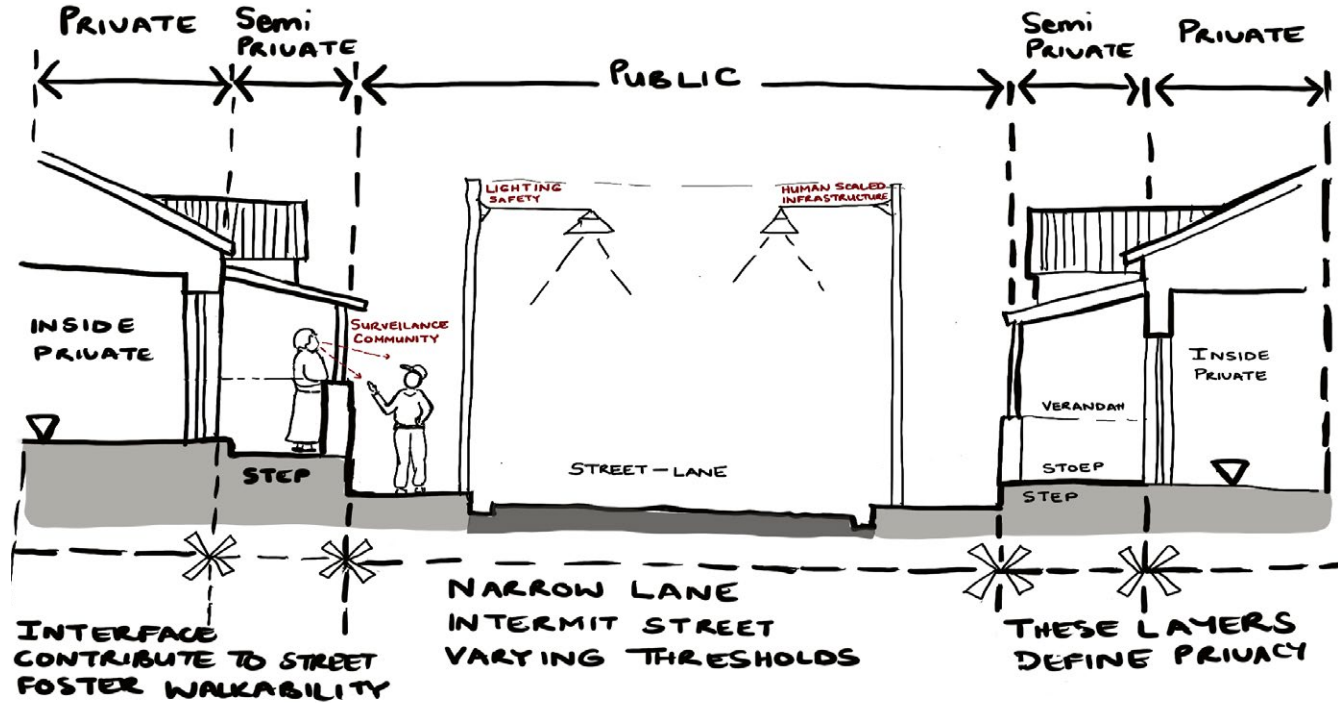


Figure 55.1: A street section of the privacy gradient. The buildings articulate and define the street.

Source: Author(2022)

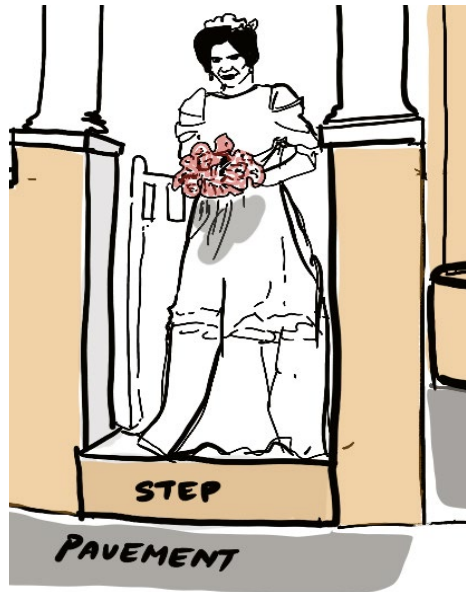


Figure 55.3: My grandmother on her wedding day. The step is threshold to the street and the entrance to the 'stoep' defined by pillars. boundary scaled to the person.

Source: Author(2022)



Figure 55.4: My aunt sitting on the step for a photo. This indicates how child friendly these urban spaces were.

Source: Author(2022)

PLACE-MAKING TOOLKIT 3 THE URBAN WALL :THE ARCHITECTURE OF ENCLOSURE [PREVIOUS ELEMENTS USED TO FOSTER WALKABILITY IN NORTH END]

Buildings within North End collectively created continuity in urban form. The buildings created street enclosure and street articulation. The most important buildings were situated in terminating points or along higher order roads or at the termination of a street axis. The building form of these social institutions were the language of landmarks. This helped with urban legibility. Public space around these social institutions were celebrated. The residential buildings created the urban wall. There was this notion of background buildings and foreground buildings. By creating a sense of enclosure this encourages walkability. It creates a sense of safety and scale.



Figure 56.1: Street perspective of Scholls Lane houses that created the urban wall and street enclosure.
Source: Author(2022)



Figure 56.2: A diagram of visual continuity created by enclosure.
Source: Author(2022)



Figure 56.3: Previous St Francis Xavier School terminating a street.
Source: Author(2022)



Figure 56.4: Pillars used to define entrance of the street. Opening and fenestrations faced the street.
Source: Author(2022)

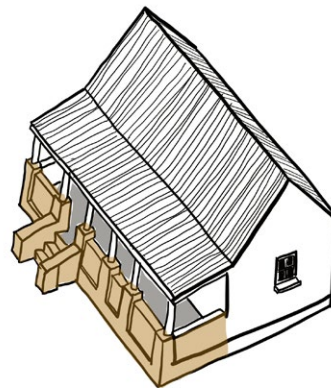


Figure 56.5: The boundary wall used to create the street enclosure. Collectively these houses had the same language.
Source: Author(2022)

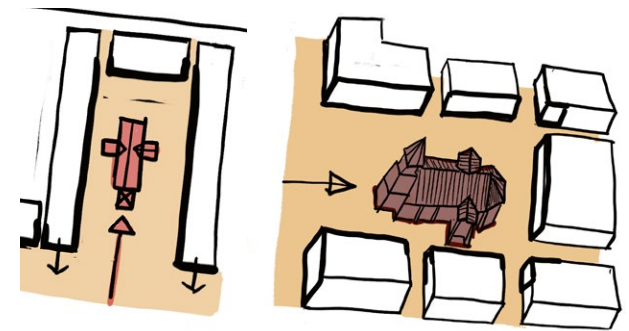


Figure 56.6: Background to foreground buildings. This helps to create squares. Landmark buildings create a sense of identity, these social places reflect the social and cultural values of the neighbourhood
Source: Author(2022)

PLACE-MAKING TOOLKIT 4
MIXED USE NEIGHBOURHOOD
URBAN VARIETY, CHOICE AND VITALITY
 [PREVIOUS ELEMENTS USED TO FOSTER
 WALKABILITY IN NORTH END]

North End was previously mixed use in land-use and grain. Industrial buildings mixed with the residential fabric. By creating variety in fabric choice was increased. Since the forced removals North End has been single zoned for light industry and business. The residential fabric lined the edges of industry which helped to reduce the scale of industry more humanely. The industrial interface to the street helped build the street. Since the forced removals urban vitality has been lost. Mixing land uses helps reduce distances for travel. This also increases choice and urban vitality. This variety in building type and uses encourages walkability and reduces the need for car dependency.

PREVIOUS BUILDING MASSING

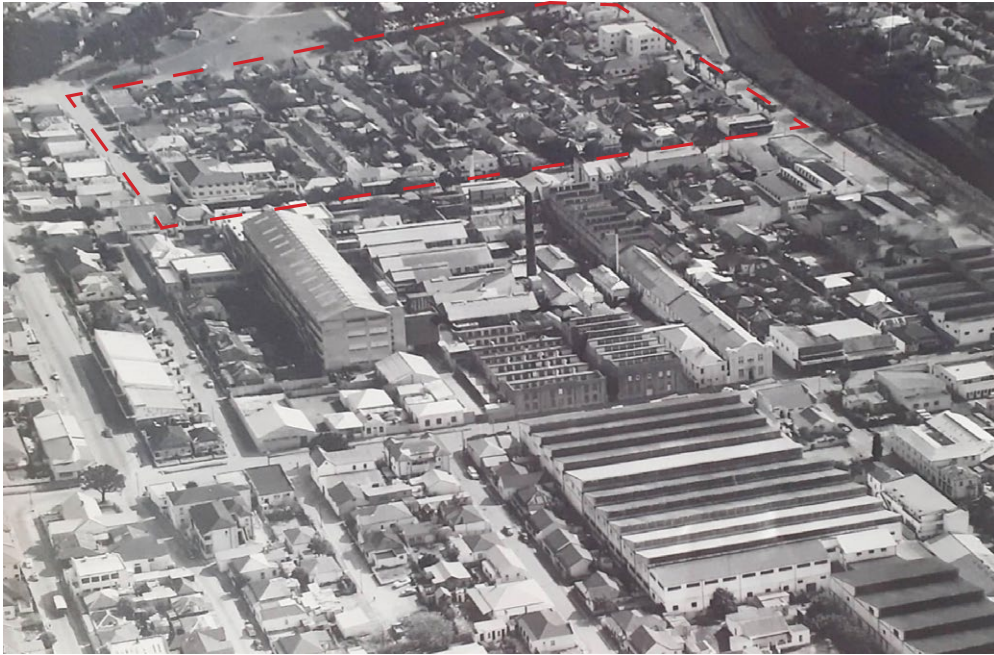


FIGURE 57.1: RESIDENTIAL BUILDINGS INTEGRATED WITH INDUSTRY

Source: Khandoo(2022)

STUDY AREA IN 1954

CURRENT BUILDING MASSING

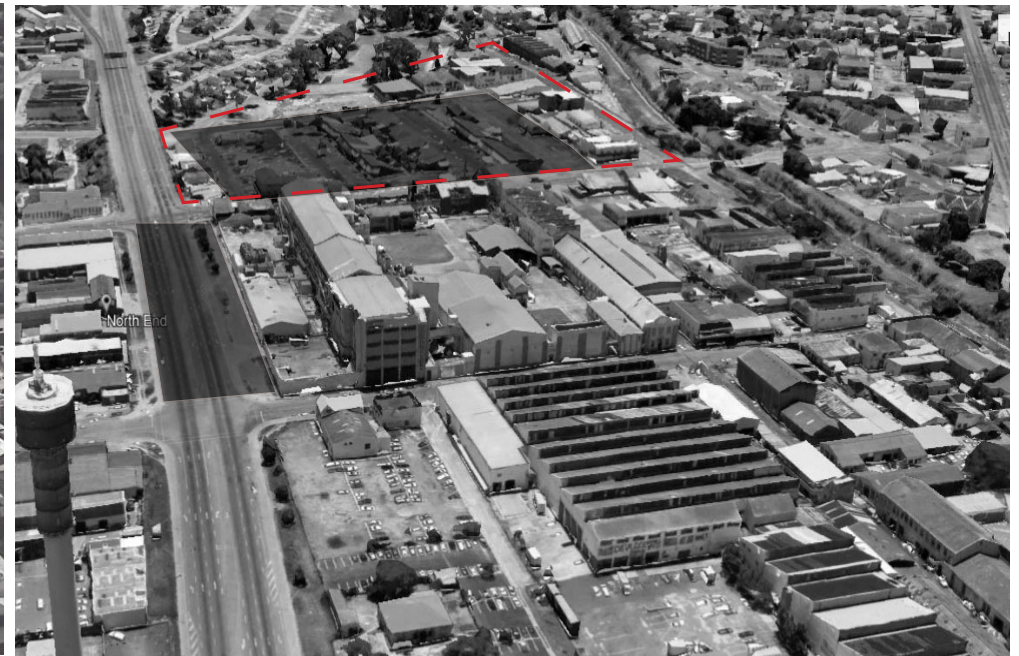


FIGURE 57.2: VOIDS CAUSED BY FORCED REMOVALS AND HIGHWAYS

Source:Google Earth (2022)

58

PLACE-MAKING TOOLKIT 5 THE URBAN GRAIN : TEXTURE OF THE NEIGHBOURHOOD

[PREVIOUS ELEMENTS USED TO FOSTER WALKABILITY IN N.E]

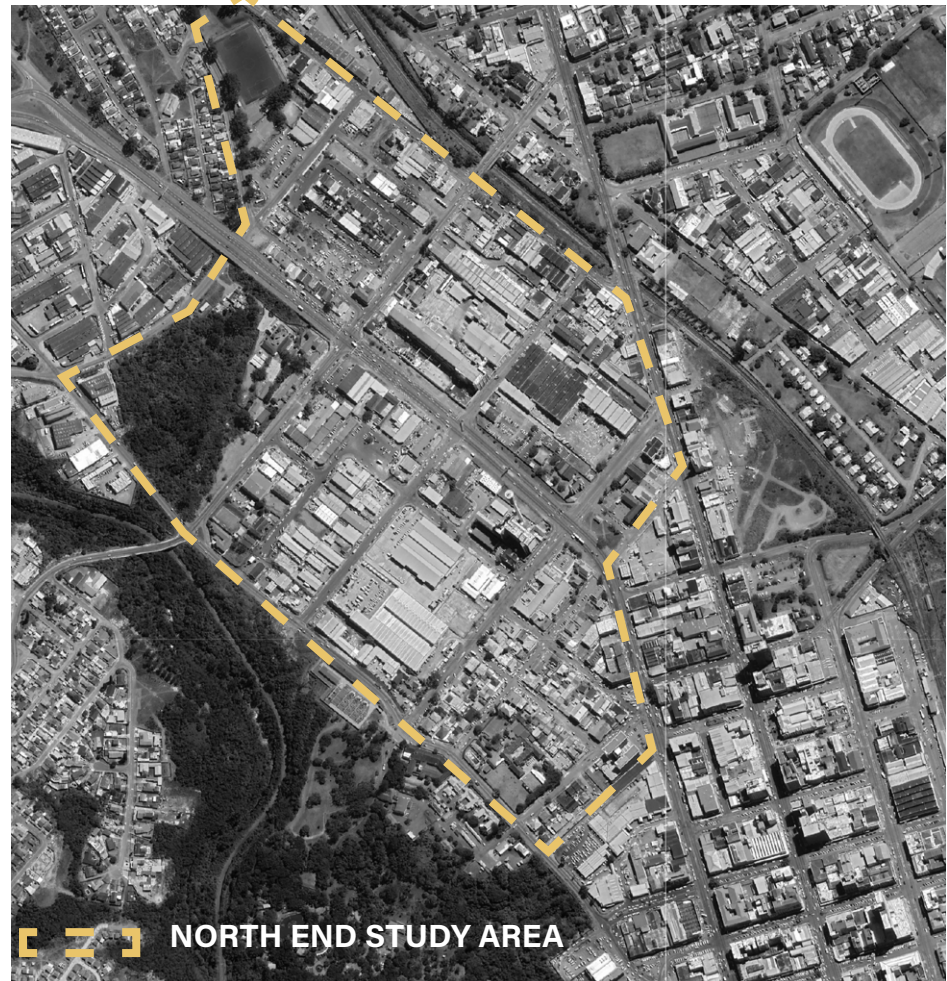
+ FINE GRAIN FABRIC

STUDY AREA IN 1954



+ COARSE GRAIN FABRIC

STUDY AREA IN 2022



The fine grain within previous North End was the significant factor to aiding a more walkable neighbourhood. This created a texture in the city that supported urban living. Fine grain encourages walking. Fine grain encourages social interaction and allows for a more inclusive space for people. Businesses thrive better within a finer fabric. Coarse grain does not encourage walkability due to large blank facades and scale of building to person.

Figure 58.1 Historic grain of fabric

Source: <http://www.cdngportal.co.za/>
modified by Author(2022)

Figure 58.1 Current Coarse city grain of fabric

Source: BCMM modified by Author(2022)

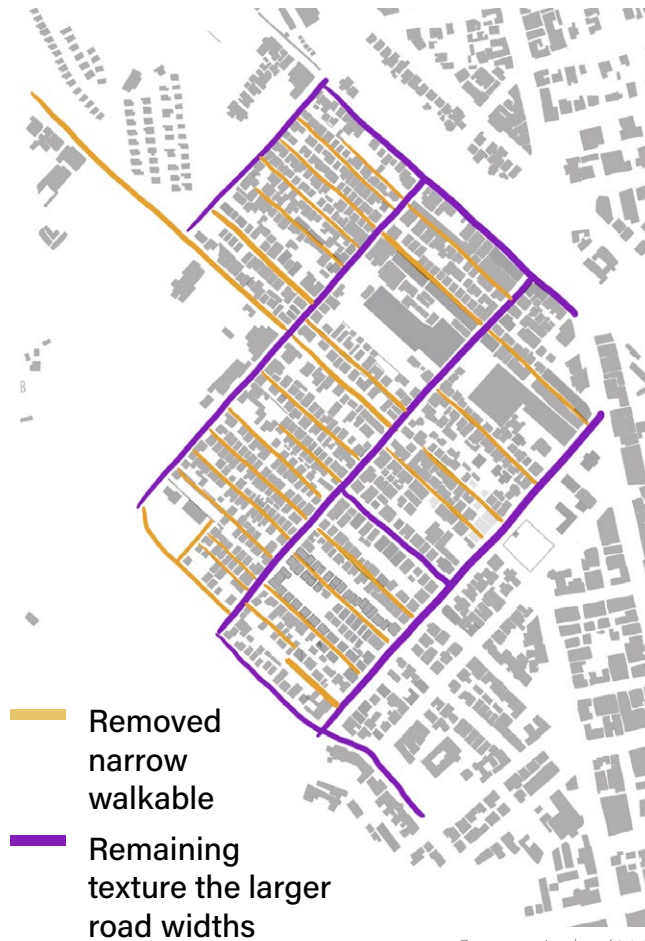
PLACE-MAKING TOOLKIT 6
THE STREETS OF PLACE :
27 LANES - STREETS AS SOCIAL SPACES
 [PREVIOUS ELEMENTS USED TO FOSTER
 WALKABILITY IN N.E.]



Source: Author(2022)

Figure 59.1 The 27 lanes names

The streets in North End were social spaces and served as the outdoor rooms. Living extended onto the street. Families identity were tied to streets or lanes. North End consisted of 27 Lanes. Street names still hold so much meaning and memory for previous North Enders. These thin narrow streets were humanly scaled to a persons movement on foot. The thin narrow streets/lanes terminated into a much wider road. The streets historically held hierarchy. Street spaces were not built for the vehicle which created a more walkable texture. The narrow width of a street fostered urban life and created a texture that was once walkable.



Source: Author(2022)

Figure 59.2: Removed and remaining street texture.



Source: Author(2022)

Figure 59.3: Figure ground of the grain of fabric before forced removals

DESIGN MANIFESTO [FABRIC OF THE CITY] [TEXTURE]

The design manifesto reflects on the past, and present to create a vision of what could be. The word chosen was texture. Material chosen was fabric and thread. Yellow thread represents the walkable texture removed. Purple represents the historic texture remaining. Turquoise represents that social institutions that survived the forced removals.

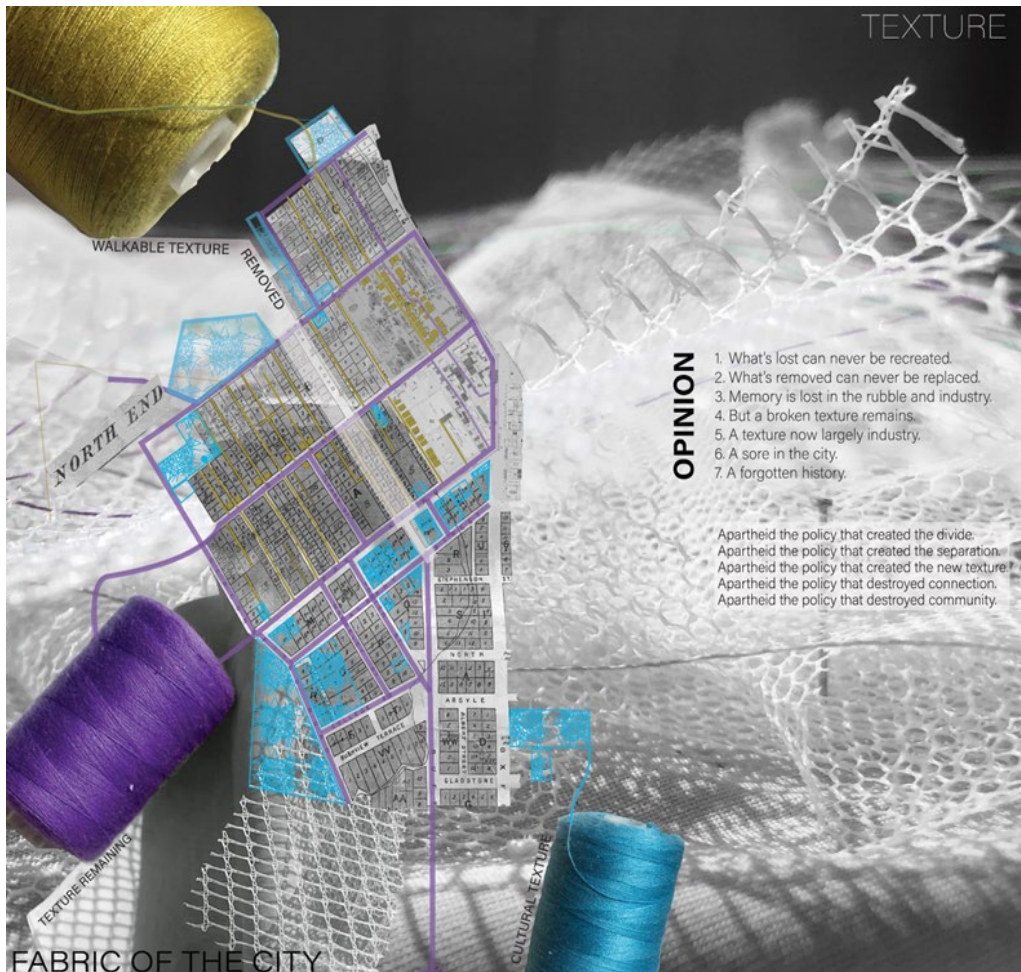


Figure 60.1: Manifesto part 1

MANIFESTO

VISION

- A fabric for people
- A fabric that's spatially just
- A fabric that's socially connected
- A fabric environmentally just
- A fabric that remembers
- A fabric that's safe
- A fabric that's integrated
- A fabric that's community

A fabric that's walkable

Source: Author(2022)



Figure 60.2: Manifesto part 2

Source: Author(2022)



61

URBAN DESIGN CONCEPT [SPATIAL STRATEGIES] [PHASING PLAN]

SPATIAL STRATEGIES

- + OVERARCHING STRATEGY IS CREATING A SYSTEM OF HIERARCHICAL MIXED USE CORRIDORS THAT INCREASE ACCESS AND INTEGRATION.
- + INCREASING ACCESSIBILITY THROUGH NEW ADDITIONAL EAST WEST CORRIDORS
- + INTEGRATING NORTH END WITH THE TOWNSHIP AREAS THROUGH IMPROVED LINKAGES
- + WITHIN NORTH END CREATE HERITAGE CORRIDORS THAT RESPECT THE OLD FABRIC AND SOCIAL INSTITUTIONS LARGELY LOST WITHIN THE INDUSTRY
- + INCREASING CONNECTIVITY THROUGH NEW ROUTES BEING ESTABLISHED WITHIN NORTH END AND EAST WEST NEIGHBOURHOODS.
- + UTILIZING VACANT LAND FOR FUTURE MIXED USE OPPORTUNITIES AND INCREASING DENSITY FOR LIVING WITHIN THE AREA. GROUND FLOORS TO BE ACTIVATED
- + IMPROVE ON NMT INFRASTRUCTURE ALONG CORRIDORS TO INCREASE SAFETY FOR PEDESTRIANS
- + CREATE ENCLOSURE THROUGH USE OF URBAN WALLS AND THRESHOLDS TO CREATE BETTER INTERFACES TO THE STREET
- + USE OF GREEN STRUCTURING ELEMENTS TO LINK SOCIAL FACILITIES AND CREATE A SOFTER URBAN ENVIRONMENT.
- + BRING PEOPLE BACK TO NORTH END AND CELEBRATE THE EXISTING SOCIAL FACILITIES SPATIALLY

“ The modernist model was the promotion of land use separation, and corridors are the opposite of this. By definition they are intensely mixed use zones. Corridors are more about promoting accessibility than mobility.”(Dewar, 2015pp237) “ Corridors are effective mechanisms for breaking down Urban fragmentation and increasing integration; they can be used to tie many local areas into an integrated system” (Dewar, 2015pp239)

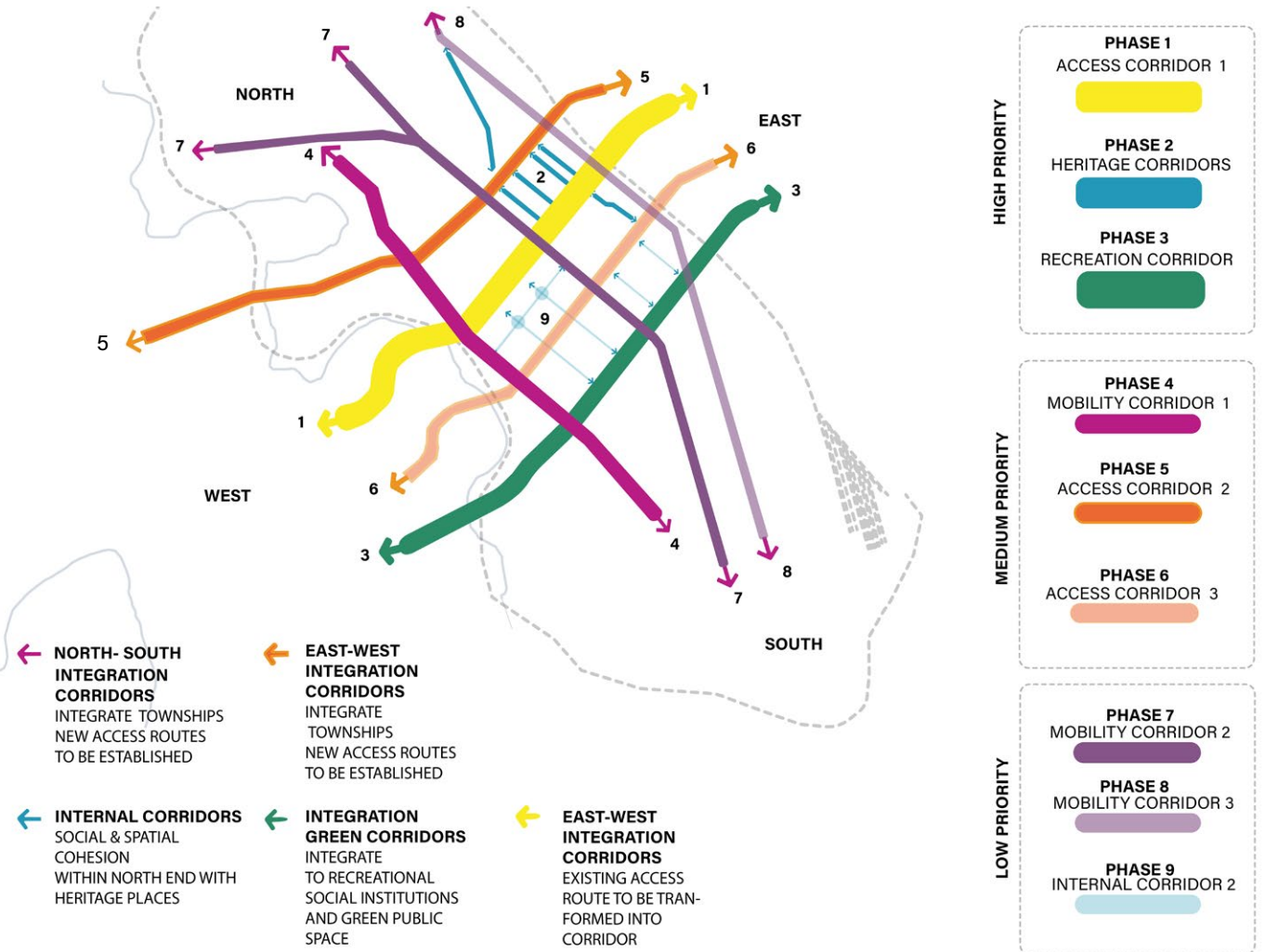


Figure 61.1: Urban design concept diagram of mixed-use urban corridors to increase linkage.

Source: Author(2022)

62 GUIDELINES

URBAN DESIGN FRAMEWORK [STRATEGY 1] [MIXED USE URBAN CORRIDORS]

1. Buildings to create enclosure through the use of continuous facades creating an urban wall.
2. Buildings to create thresholds and better interfaces to the street.
3. Buildings to have an activated ground floor.
4. Buildings to be 2 to 4 storey walk-ups
5. Buildings to have residential component above.
6. Streets to include adequate pavement and shade for pedestrians

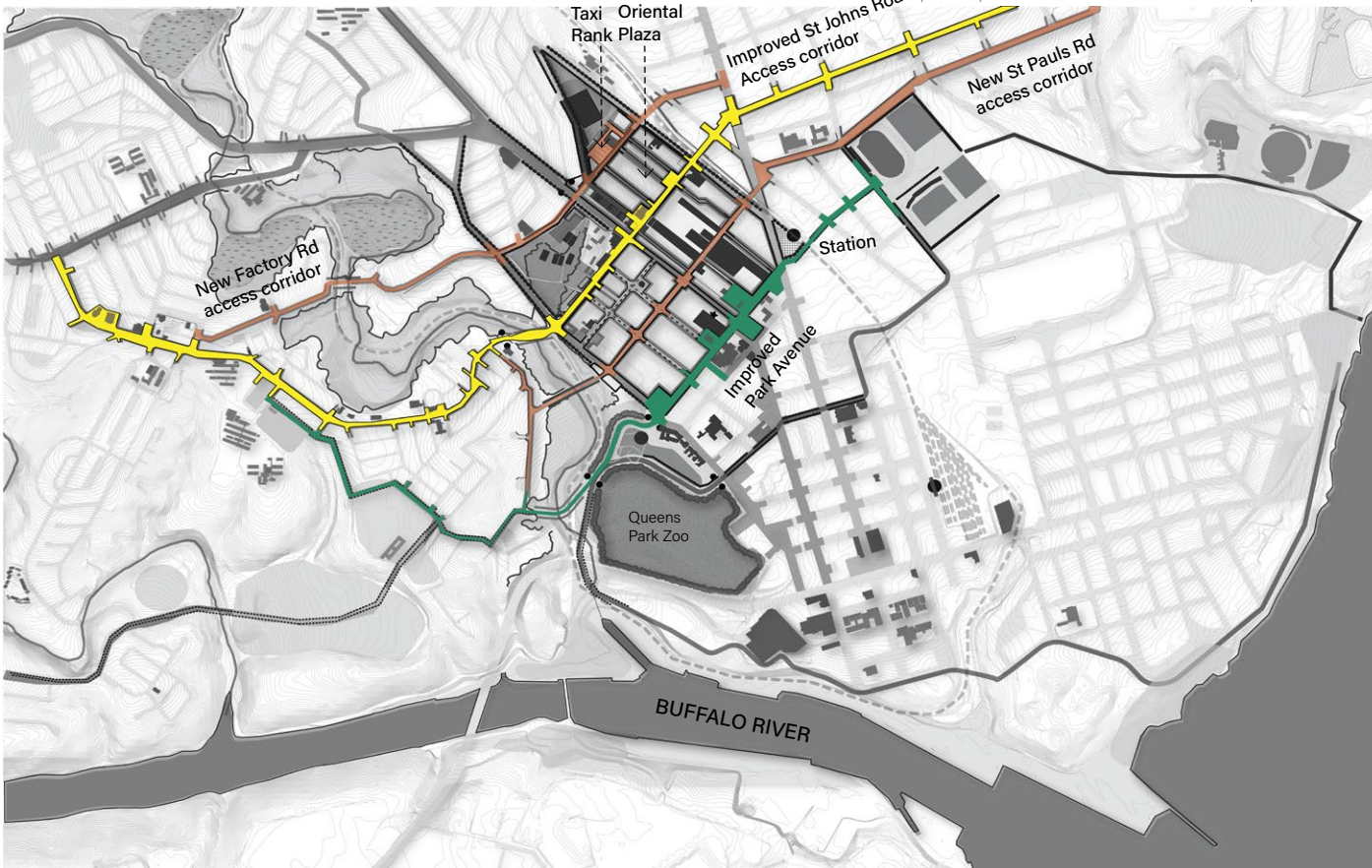


Figure 62.4: Spatial strategy 1 - East-West integration corridors.

STRATEGY 1

1. INCREASING ACCESSIBILITY THROUGH NEW ADDITIONAL EAST WEST CORRIDORS
2. INTEGRATING NORTH END WITH THE TOWNSHIP AREAS THROUGH IMPROVED LINKAGES
3. IMPROVE ON NMT INFRASTRUCTURE ALONG CORRIDORS TO INCREASE SAFETY FOR PEDESTRIANS

LEGEND

- Mixed use economic and living and access corridor . Existing access route.
- Proposed new mixed use economic and living and access corridor
- Proposed new mixed use urban green access corridor



Figure 62.1: Mixed living and economic corridors, use buildings and an active ground floor shops that face the street. Source: <https://www.pinterest.co.uk/pin/151926187418740053/>



Figure 62.2: Ground floor to allow for trade along the pavement. Source: <https://upload.wikimedia>.

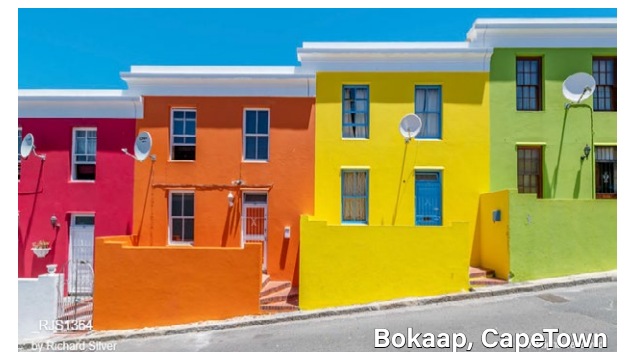


Figure 62.3: Buildings to create an urban wall. Residential buildings to have a positive interface to the street. Source: Silver (2019)

63 GUIDELINES

URBAN DESIGN FRAMEWORK [STRATEGY 2] [MIXED USE GREEN CORRIDORS]

1. Trees to be scaled to the pedestrian.
2. Trees to line streets and create shaded canopies.
3. Buildings to have an activated ground floor.
4. Buildings to be 2 to 4 storey walk-ups.
5. Residential component to be located on ground floor.
6. Streets to include adequate pavement and shade for pedestrians.
7. Landscape elements to be used - street furniture.
8. Sustainable urban drainage system used in along these streets.

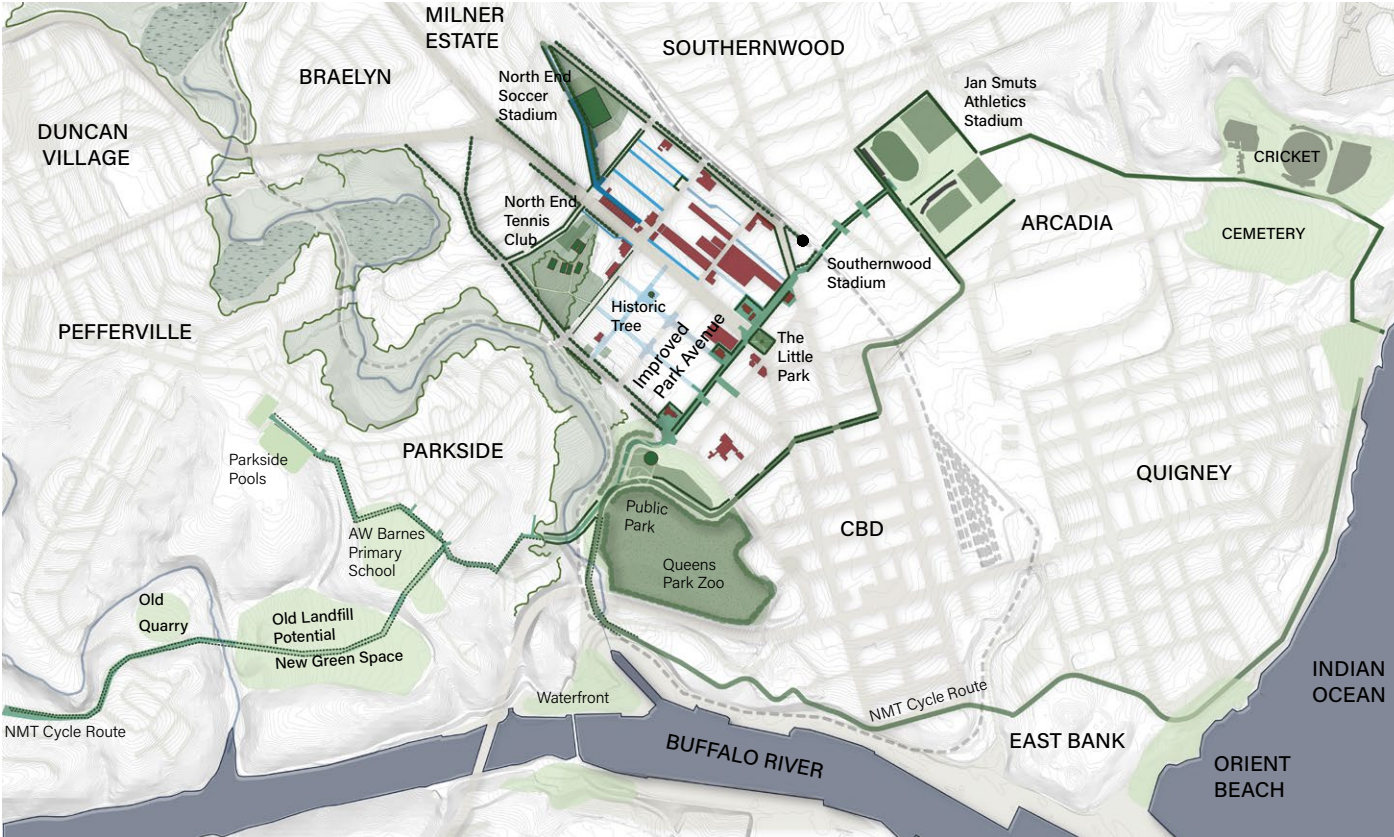


Figure 63.1: Spatial strategy 2 - Green access corridors.

STRATEGY 4

1. USE OF TREES AS GREEN STRUCTURING ELEMENTS TO LINK RECREATIONAL FACILITIES AND CREATE A SOFTER URBAN ENVIRONMENT.
2. IMPROVE ON NMT INFRASTRUCTURE ALONG CORRIDORS TO INCREASE SAFETY FOR PEDESTRIANS.
3. LINK AND INTEGRATE GREEN RECREATIONAL FACILITIES.
4. USE THE QUEENS PARK ZOO AS A THOROUGHFARE

LEGEND

- Primary Recreational Social facility .
- Secondary Recreational Social facility .
- Trees and green structuring elements
- Proposed new mixed use urban green access corridor

0 100 200 300 400



Kanto, Tokyo, Central Tokyo
Figure 63.2: Trees creating shade along street.
Source: <https://www.ambassadors-japan.com/en/tokyodailylife/37/> (2022)

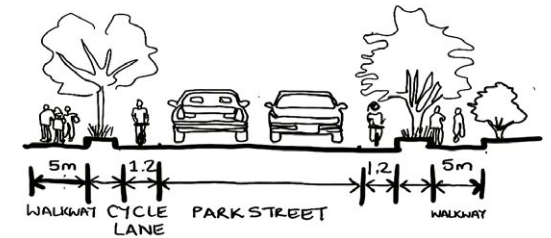


Figure 63.3: Thresholds for pedestrian and cyclists movement. Dimensions attached for size of roads
Source: Author(2022)



Tawa Town, New Zealand
Figure 63.4: Street furniture and soft landscaping to be used.
Source: <https://www.urbaneffects.co.nz/casestudies/tawa-town-centre-improvement-project/> (2019)

64 GUIDELINES

URBAN DESIGN FRAMEWORK [STRATEGY 3] [HERITAGE URBAN CORRIDORS]

1. Restaurants to be used to activate Ground Floor
2. Buildings used to hold space.
3. Buildings to have an activated ground floor and residential above
4. Buildings to be 2 to 4 storey walk-ups.
5. Residential component to be located on ground floor.
6. Streets to include adequate pavement and shade for pedestrians.
7. Street art to be used to create visual vibrancy in strategic places.
8. Spaces to be articulated to be more humanised in scale and space

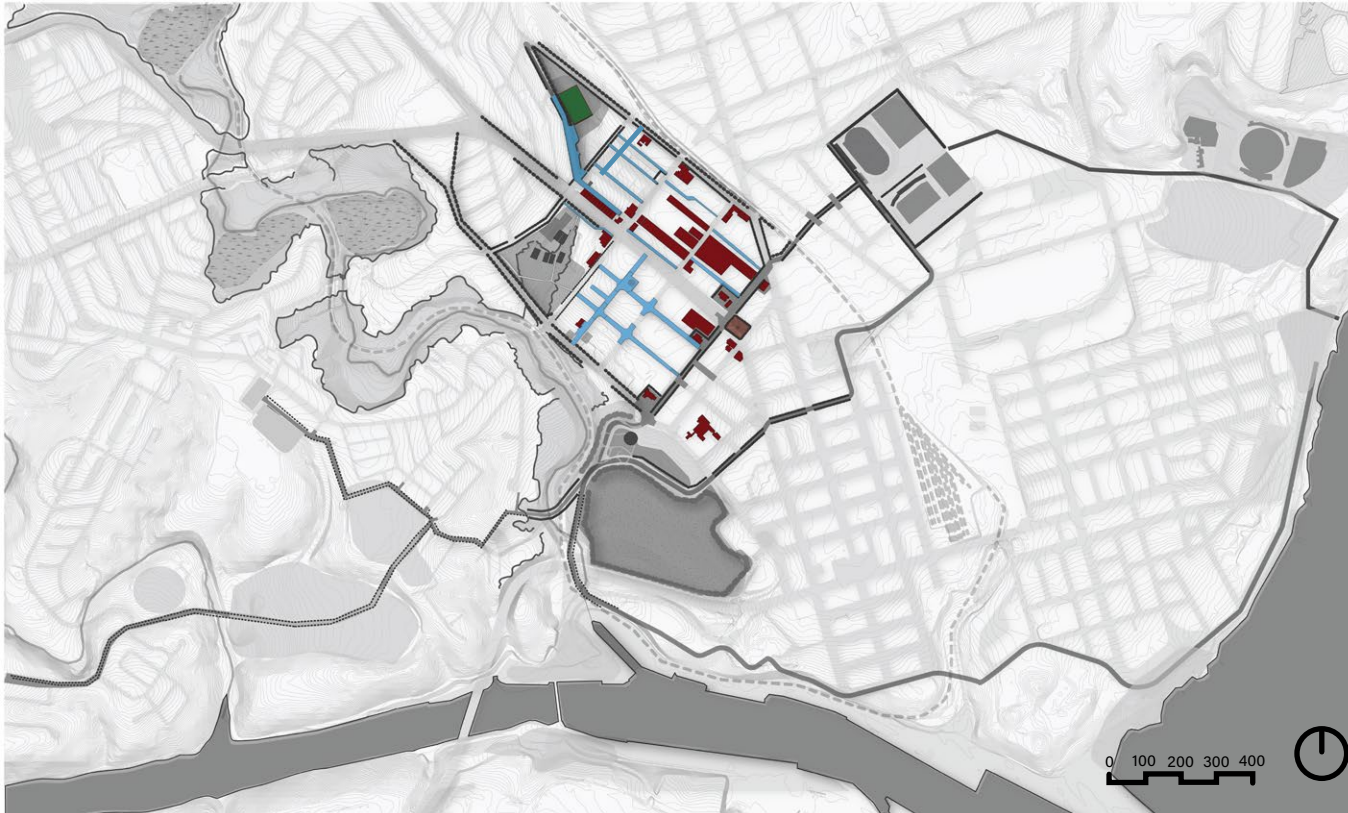


Figure 64.1: Spatial strategy 3 - heritage corridors.

STRATEGY 3

1. WITHIN NORTH END CREATE HERITAGE CORRIDORS THAT RESPECT THE OLD FABRIC AND SOCIAL INSTITUTIONS LARGELY LOST WITHIN THE INDUSTRY.
2. STREETS AND EXISTING HERITAGE FACILITIES TO BE DECLARED AS HERITAGE PROTECTED AREAS.
3. HERITAGE CORRIDORS TO BECOME CULTURAL HOT-SPOTS

LEGEND

- HERITAGE LANDMARKS
- HERITAGE CORRIDORS
- NORTH END RECREATIONAL FACILITIES
- EXISTING SOCIAL FACILITIES



Figure 64.2: Bokaap - Streets respected. Heritage cultural quarter. Colourful bright character.
Source: <https://www.neverendingvoyage.com/vegetarian-restaurants-cape-town/>



Figure 64.3: Corner cafes and restaurants activate ground floor space day and night
Source: <https://www.viator.com/Istanbul-attractions/Istiklal-Street/d585-a8869?m-cid=33953&tsem=true&supci=-1127990040&supag=1236950660435739&su>



Figure 64.4: Streets for art change in surface treatment.
Source: <https://www.pinterest.se/pin/664914332468847995/>

65

URBAN DESIGN FRAMEWORK [STRATEGY4] [ACCESS THROUGH BRIDGES] GUIDELINES

1. Bridges to be inclusive of mobilities
2. Bridges to be safe for pedestrians
3. Bridges to be brightly light at night
4. Bridges to be landscaped and colourful
5. Bridges to include NMT movement

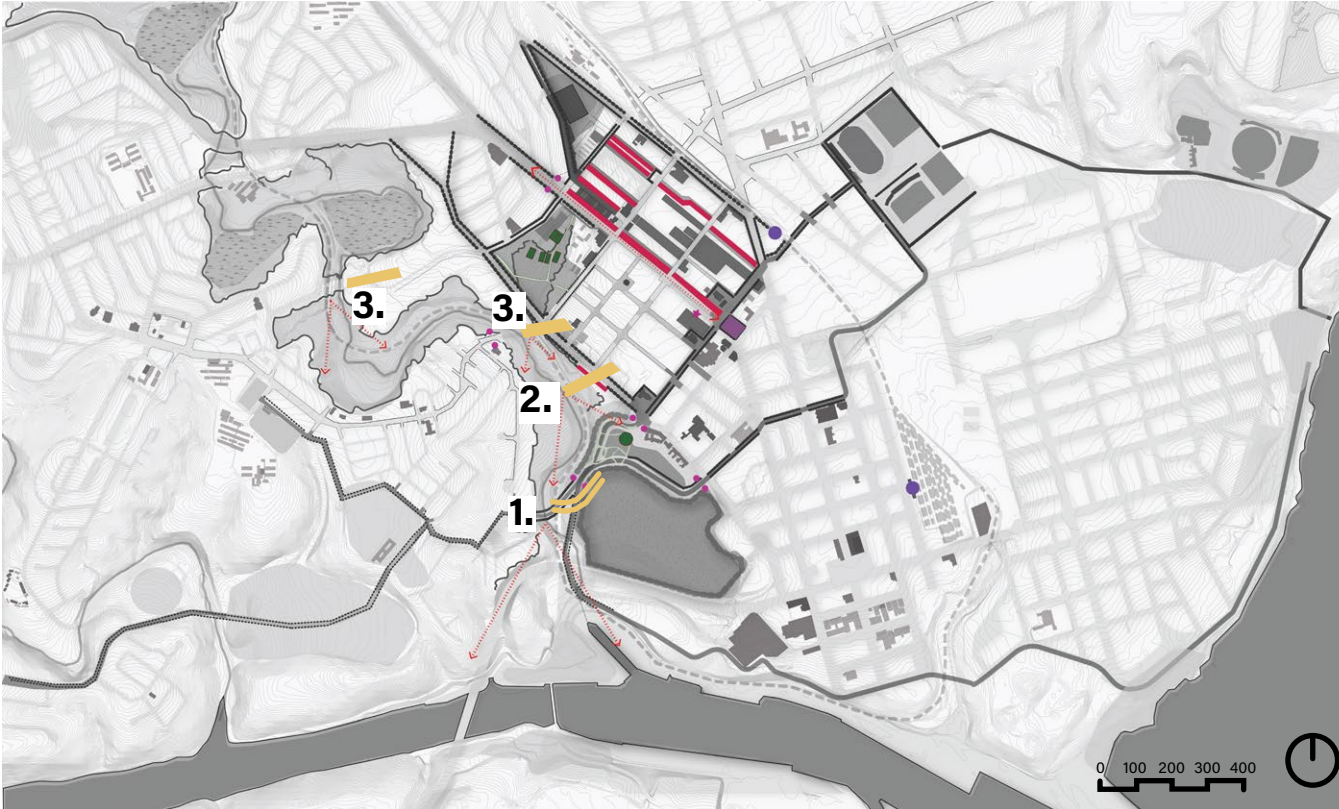


Figure 65.1: Spatial strategy 4 - Access through bridges

Source: Author(2022)

STRATEGY 4

1. CREATING MORE ACCESS POINTS WITH BRIDGES DUE TO THE LANDSCAPE BEING A BARRIER
2. IMPROVE ON NMT INFRASTRUCTURE ALONG CORRIDORS TO INCREASE SAFETY FOR PEDESTRIANS.
3. UTILIZING VISTAS AND VIEWS AS A POSITIVE ELEMENT
4. CREATING GATEWAY POINTS
5. CREATING RESIDENTIAL INFILL BASE ON THE HISTORIC GRID

LEGEND

- New pedestrain oriented bridges
- Vistas views
- Gateways
- New mixed use infill based on historic grid



Figure 65.2: Bridges used as a landscaping element. Creating connection and access.

Source: <https://za.pinterest.com//504966176948786114/>

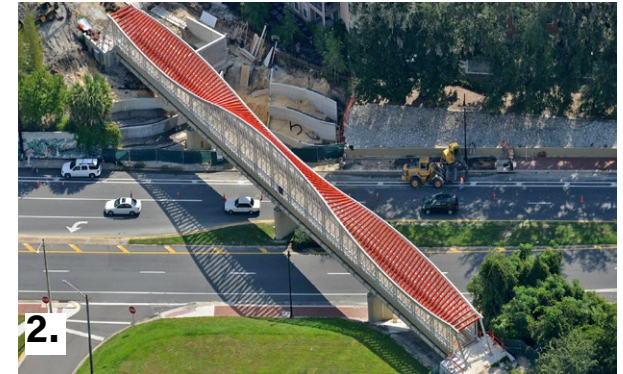


Figure 65.3: Bridges that are colourful <https://www.flickr.com/photos/78171537@N07/7889884822>



Figure 65.4: Bridges that are brightly light at night and attractive places

Source: <https://www.shutterstock.com/image-photo/>

66 GUIDELINES

URBAN DESIGN FRAMEWORK [STRATEGY 5] [URBAN MOBILITY CORRIDORS]

1. Pavements to include NMT signage
2. Pavements to include NMT infrastructure.
3. Safer crossings for children.
4. Mobility routes to become inclusive of other modes of transport therefore multimodal
6. Parking bays can be reclaimed for parklets or public space
7. Reduce where necessary road widths for vehicles

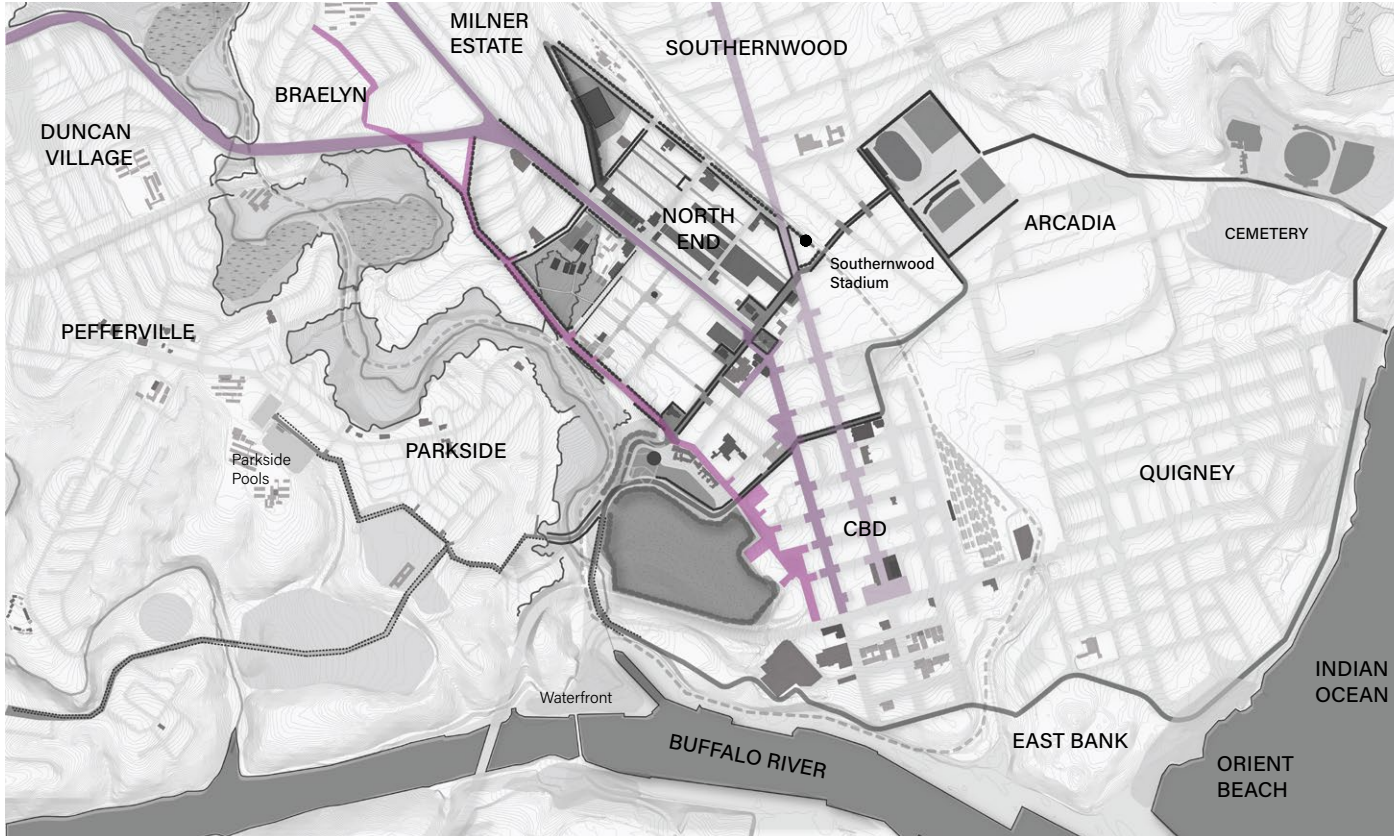


Figure 66.1: Spatial strategy 5 - Urban mobility corridors.

STRATEGY 5

1. IMPROVE ON NMT INFRASTRUCTURE ALONG CORRIDORS TO INCREASE SAFETY FOR PEDESTRIANS.
2. REDUCE THE WIDTH OF EXPRESSWAY WHEN ENTERING NORTH END WITH PINCHING POINTS.
3. REDUCING NUMBER OF LANES NECESSARY FOR VEHICULAR MOVEMENT

LEGEND

- MOBIILITY CORRIOR 1
- MOBIILITY CORRIOR 2
- MOBIILITY CORRIOR 3
- SOCIAL FACILITIES
- EXISTING STREETS

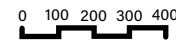


Figure 66.2: Inclusive mobility routes for people. NMT infrastructure. Source: <https://za.pinterest.com/pin/408560997439261857/>



Figure 66.3: Safe crossings for children. NMT routes for children. Source: <https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/crosswalks/>



Figure 66.4: Parklets transformed into a space for people Source: <https://downtownbelleville.ca/parklets-patios-parking-and-pooches/>.

URBAN DESIGN FRAMEWORK [CONSOLIDATED STRATEGIES] [MIXED USE URBAN CORRIDORS]



Figure 671: Urban Design Framework.

Source: Author(2022)

LEGEND

HIGHER DENSITY EDGES	RECREATION PLACES	MOBILITY CORRIOR 1	GATEWAYS
HERITAGE CORRIDORS	OCEAN	MOBILITY CORRIOR 2	STATION
ACCESS CORRIDOR 2 &3	RECREATION PLACES	MOBILITY CORRIOR 3	RAILWAY
BUILDING INFILL	HERITAGE LANDMARKS	SOCIAL FACILITIES	TREES

0 100 200 300 400

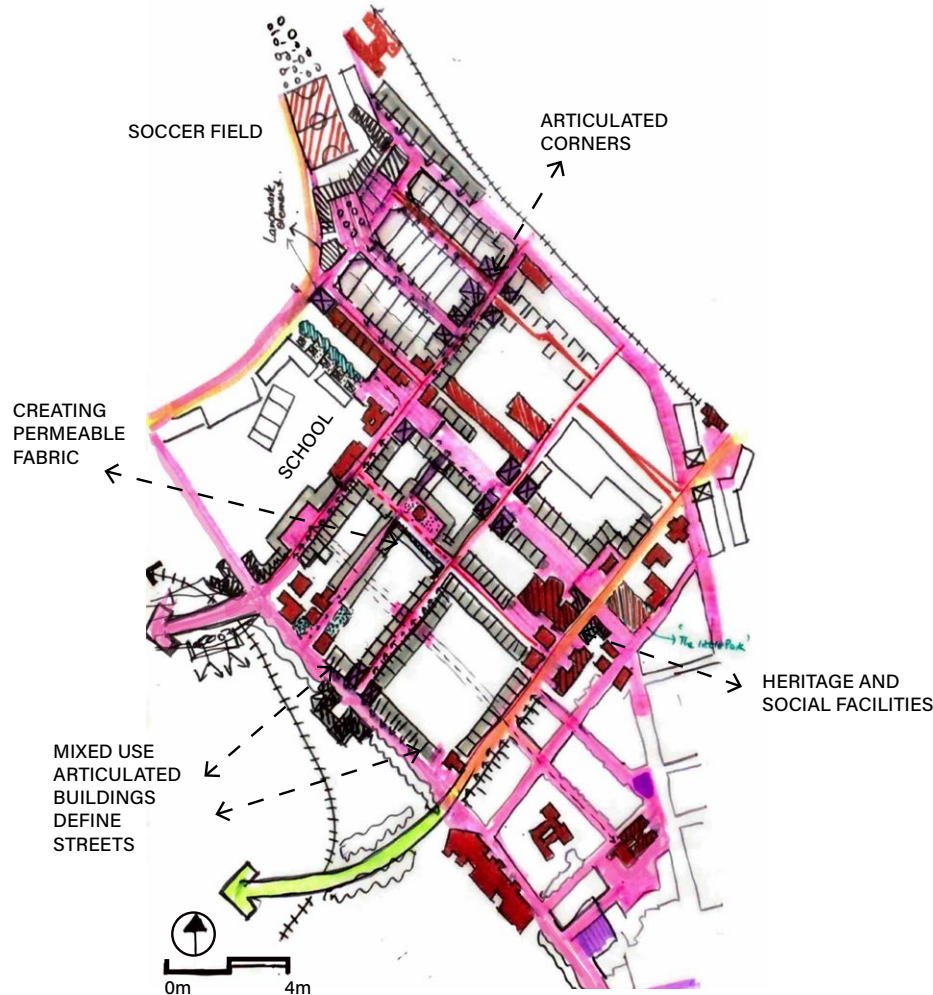


NORTH END THE KNUCKLE

North End is 'the knuckle' within the city due to its strategic position. North Ends' location between the old centre and the neighbouring township areas is thus very strategic. The diagram of the status quo of East London indicates that the city is fragmented and in need of connection due to the landscape and urban barriers. North End is still a buffer since it's rezoning as a light industrial area. Thus the urban design concept creates integration through mixed-use corridors to surrounding neighbourhoods. Therefore 'the buffer' now becomes 'the knuckle.'

The area with the residue of past spatial injustices now becomes the integrator. Mixed-use corridors not only encourage a better North End but start to reimagine what spatial justice is. Creating walkable access routes that are humanly scaled and connected within the city fabric encourages safe access routes to the city for people.

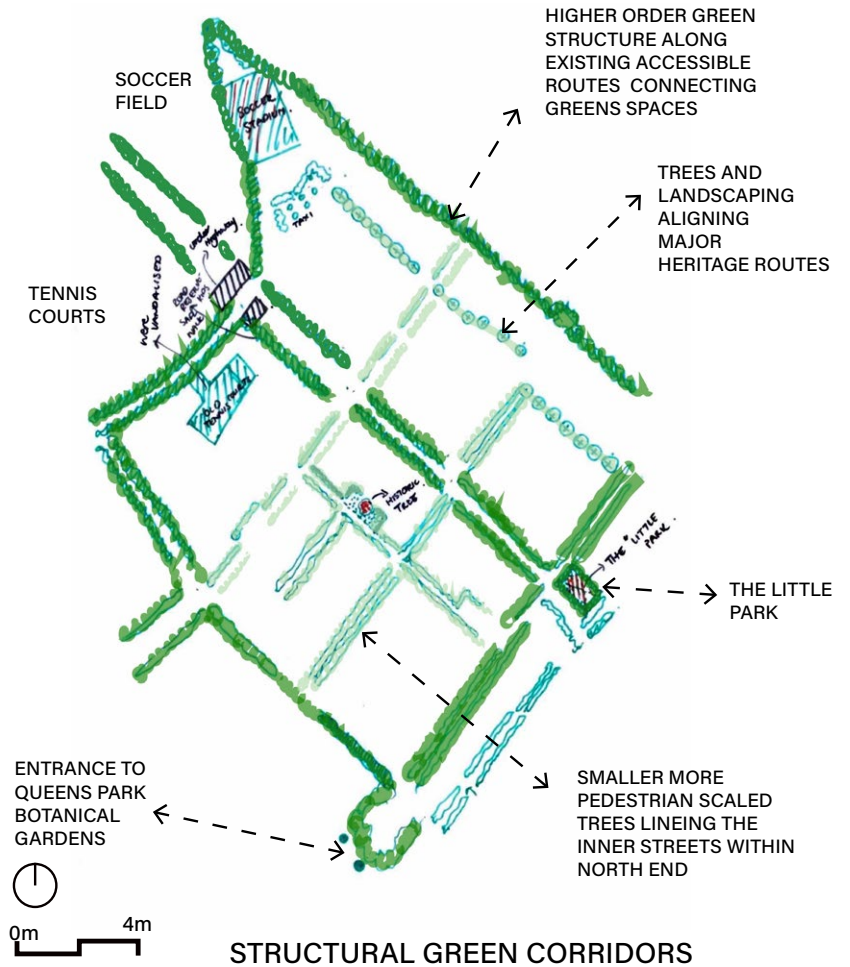
URBAN DESIGN FRAMEWORK
[PRECINCT SCALE]
[CONCLUDING SKETCHES]



PUBLIC SPACE MIXED USE URBAN WALLS, CORNERS ARTICULATED

Figure 68.1: Precinct framework mixed use urban walls

Source: Author(2022)



STRUCTURAL GREEN CORRIDORS

Figure 68.2: Structural Green Corridors

Source: Author(2022)

URBAN DESIGN FRAMEWORK
 [PRECINCT SCALE]
 [MIXED USE URBAN CORRIDORS]

URBAN EDGES AND PROPOSED NEW BUILDING MASSING

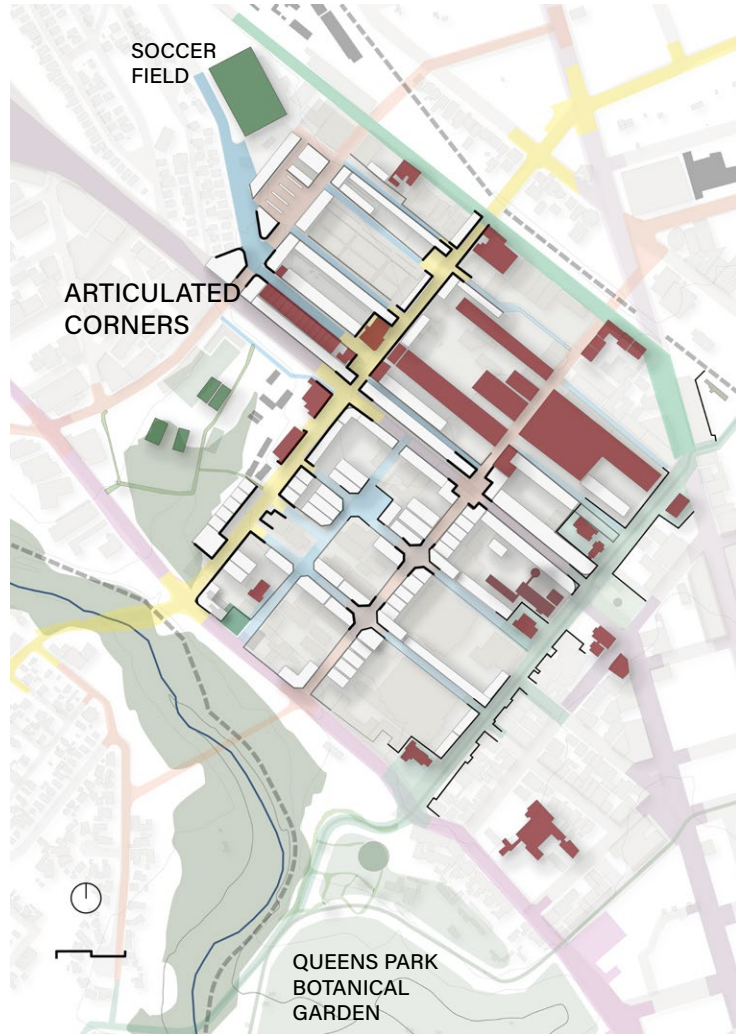
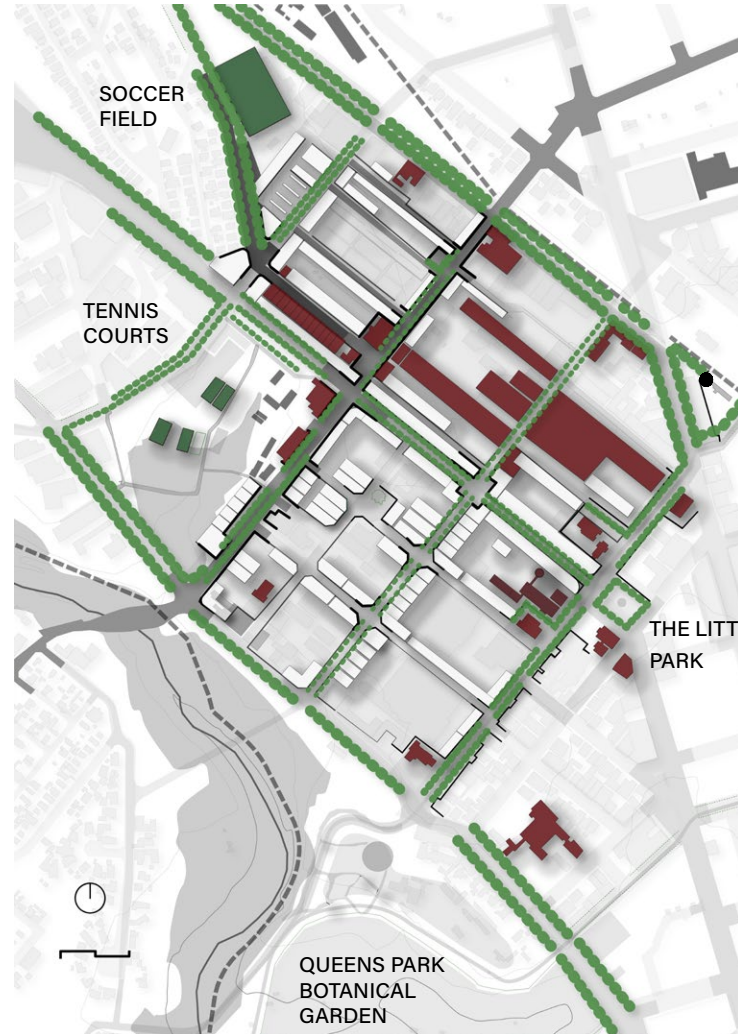


Figure 69.1: Urban Edges and Proposed new building massing
 Source: Author(2022)

PROPOSED GREEN NETWORK



LEGEND

- URBAN EDGES
- STATION
- RAILWAY
- TREES
- MOBILITY CORRIDOR 1
- MOBILITY CORRIDOR 2
- MOBILITY CORRIDOR 3
- SOCIAL FACILITIES
- RECREATION PLACES
- STREAM
- HERITAGE LANDMARKS
- EXISTING BUILDINGS
- PROPOSED NEW BUILDINGS
- ACCESS CORRIDOR 2 & 3
- BUILDING INFILL
- HERITAGE CORRIDOR
- MAIN ACCESS CORRIDOR

Figure 69.2: Proposed Green Network
 Source: Author(2022)

IMPLEMENTATION PHASING [DETAILED DESIGN]

PHASING STRATEGY

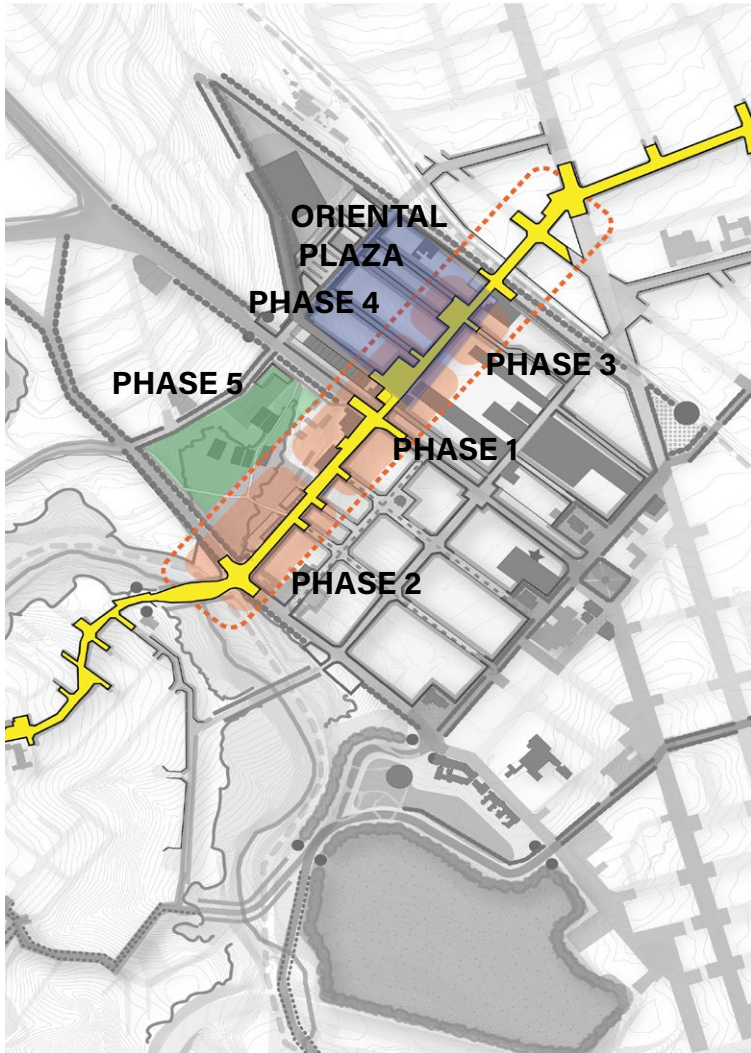


Figure 70.1: Phasing of access corridor 1
Source: Author(2022)

FOCUS CORRIDOR PRECINCT SCALE

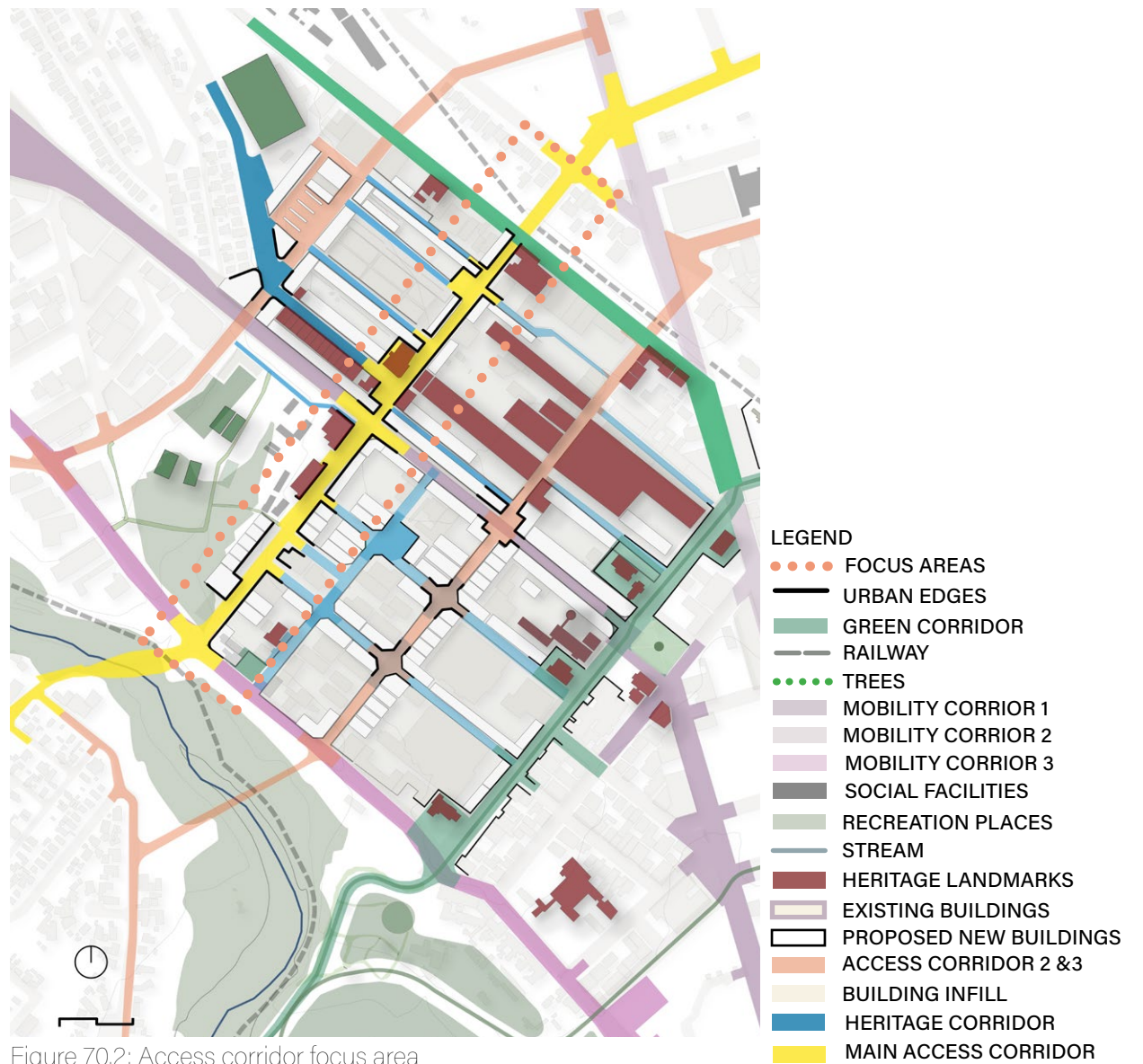


Figure 70.2: Access corridor focus area
Source: Author(2022)

DETAILED DESIGN PHASE 1

SAFER INTERSECTIONS AND ARTICULATED GATEWAY

ST JOHNS ROAD & NORTH WEST EXPRESSWAY INTERSECTION

EXISTING



Figure 71.1: Existing Intersection. Source: Author(2022)

PROPOSED

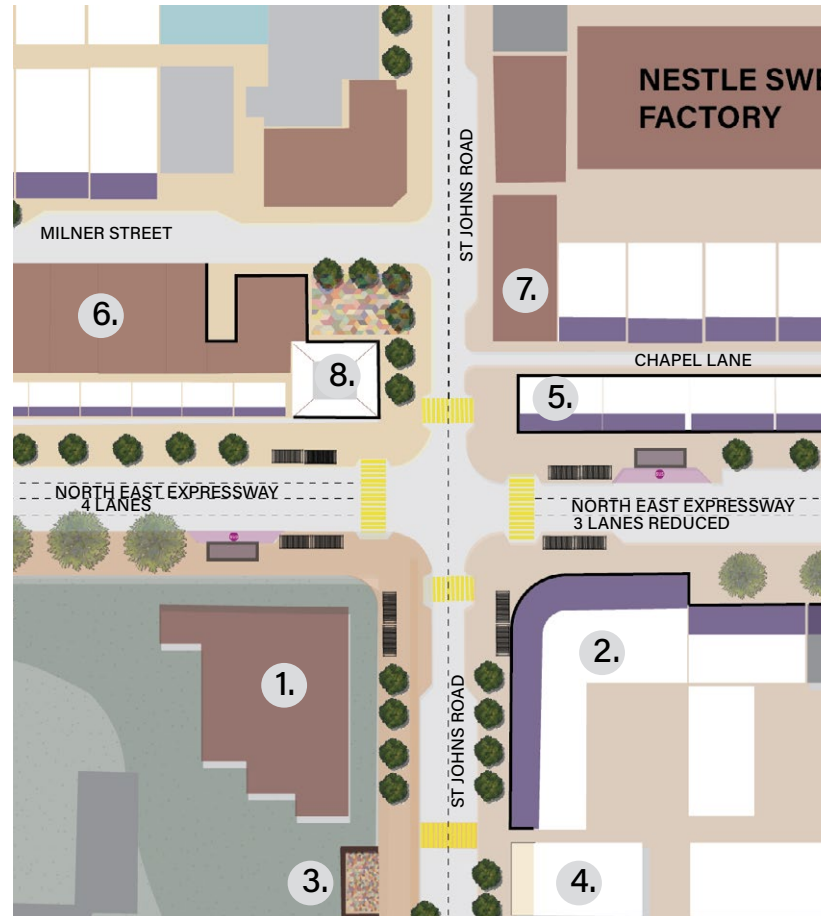
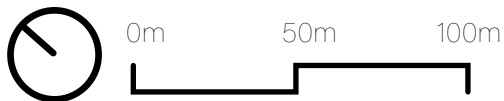


Figure 71.2: Proposed new safe intersection. Source: Author(2022)

LEGEND

- 1. St John's Road Primary School
- 2. New proposed mixed use building defining corner
- 3. New proposed waiting area for school children
- 4. Proposed mixed use building activated ground floor
- 5. Proposed Mixed use Buildings create urban wall
- 6. Existing Heritage Buildings
- 7. Existing Kwatandu Bantu Shop
- 8. New proposed building to articulate corner.
- Living Interface with verandah
- Cultural Interface
- Economic Interface
- Existing Interface
- Heritage Interface
- Educational Interface
- Transport trading Interface
- New NMT inclusive pavements
- Bus stop
- Bus stop shelter
- Proposed mixed use buildings
- Proposed Public ablutions
- New pedestrian crossing
- New Container for trading



DETAILED DESIGN PHASE 2

ARTICULATING LOST OPEN SPACE ALONG SIDE ST JOHNS ROAD PRIMARY SCHOOL

EXISTING



Figure 72.1: Existing Condition. Source: Author(2022)

PROPOSED



Figure 72.2: Proposed new condition. Source: Author(2022)

LEGEND

- 1. Proposed new community facility
- 2. New proposed mixed use building defining street edge
- 3. Existing sports field
- 4. Existing school for the disabled. Previous historic school
- 5. New proposed waiting area for children
- 6. New proposed residential densification
- 7. Existing industrial building
- 8. New proposed landscaped route to tennis courts
- Living Interface with verandah
- Cultural Interface
- Economic Interface
- Existing Interface
- Heritage Interface
- Educational Interface
- Transport trading Interface
- New NMT inclusive pavements
- Bus stop
- Bus stop shelter
- Proposed mixed use buildings
- Proposed Public ablutions
- New crossing
- New Container for trading





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DETAILED DESIGN PHASE 3

URBAN TRANSFORMATION OF ORIENTAL PLAZA ALONG ST JOHNS ROAD

EXISTING



Figure 73.1: Existing condition. Source: Author(2022)

PROPOSED

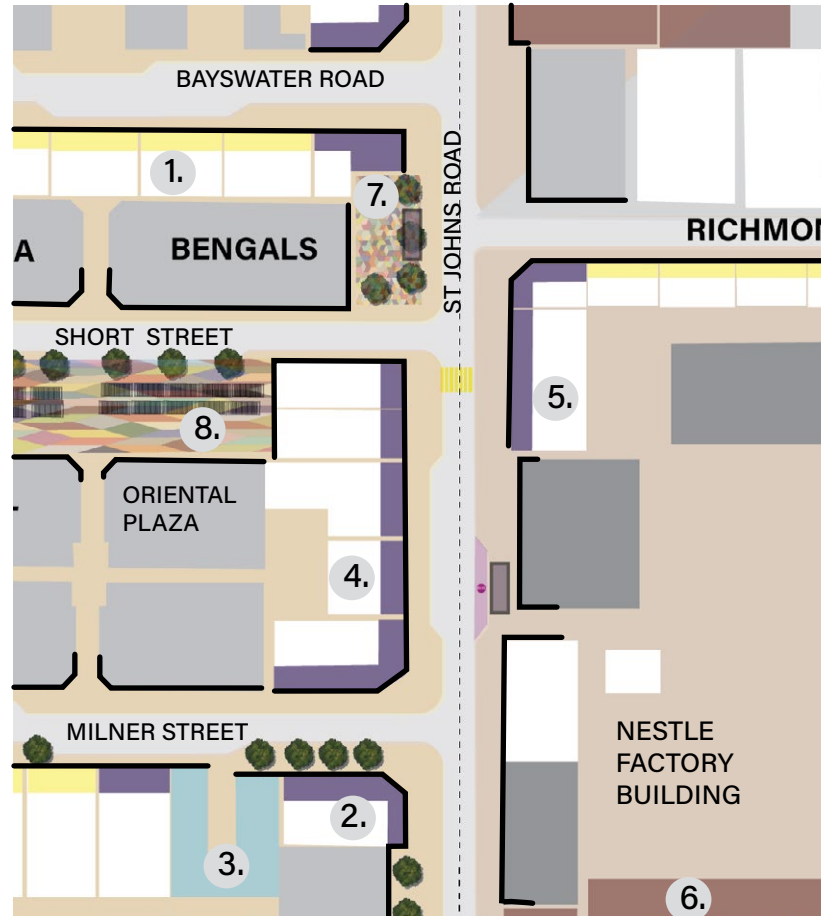
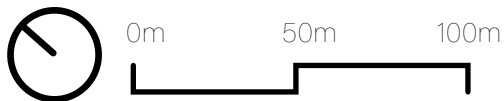


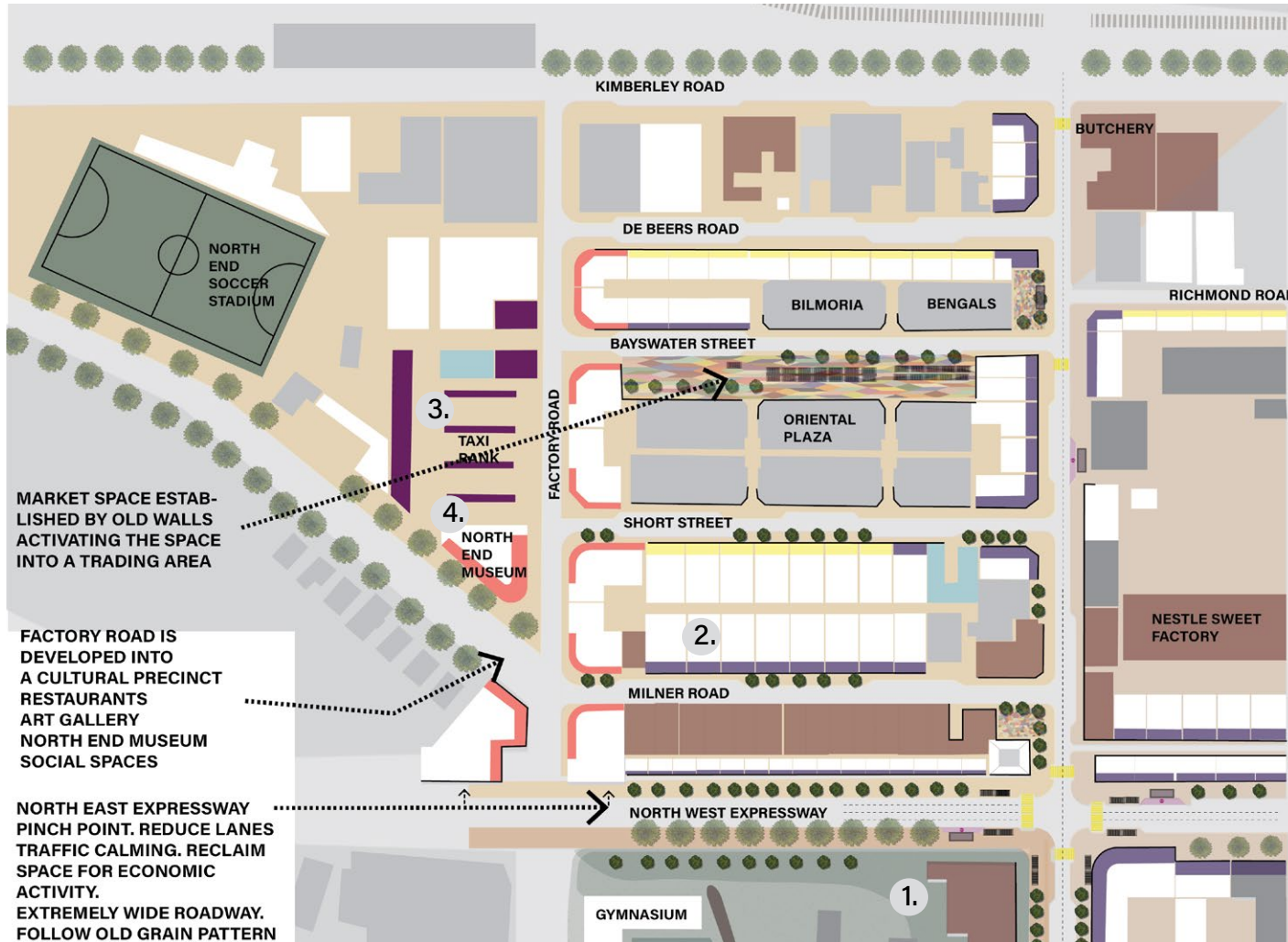
Figure 73.2: Proposed response to street. Source: Author(2022)

LEGEND

- 1. Proposed living mixed units
- 2. New proposed mixed use building defining corner
- 3. Proposed new public ablutions
- 4. Proposed corner mixed use building Economic ground floor
- 5. Proposed Mixed use Buildings create urban wall
- 6. Existing Heritage Buildings
- 7. Public space with 27 lanes mural
- 8. New proposed outdoor market space
- Living Interface with verandah
- Cultural Interface
- Economic Interface
- Existing Interface
- Heritage Interface
- Educational Interface
- Transport trading Interface
- New NMT inclusive pavements
- Bus stop
- Bus stop shelter
- Proposed mixed use buildings
- Proposed Public ablutions
- New crossing
- New Container for trading



DETAILED DESIGN PHASE 4 UPGRADING THE ORIENTAL PLAZA



1. St John's Road Primary School
 2. New proposed mixed use building defining street edges
 3. Proposed consolidation of taxi rank
 4. Proposed new North End Museum
 5. Proposed Mixed use Buildings create urban wall
 6. Existing Heritage Buildings
 7. Proposed entrance to soccer Stadium
 8. New proposed mixed use buildings with cultural ground floor
- Living Interface with verandah
 - Cultural Interface
 - Economic Interface
 - Existing Interface
 - Heritage Interface
 - Educational Interface
 - Transport trading Interface
 - New NMT inclusive pavements
 - Bus stop
 - Bus stop shelter
 - Proposed mixed use buildings
 - Proposed Public ablutions
 - New crossing
 - New Container for trading

Figure 74.1: Upgrading the Oriental Plaza. Source: Author(2022)

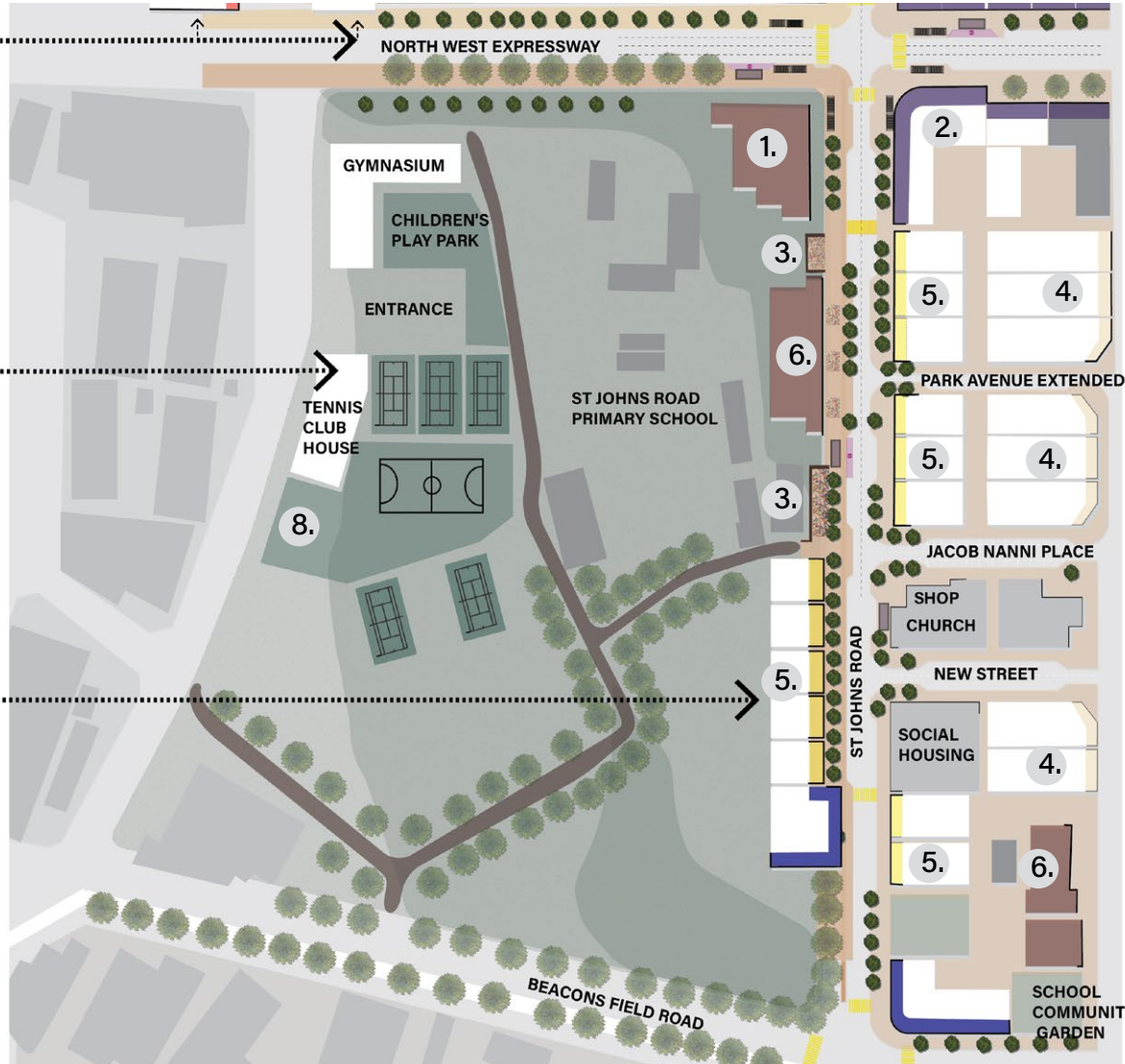
DETAILED DESIGN PHASE 5 UPGRADING THE TENNIS COURTS IN FACTORY ROAD

NORTH EAST EXPRESSWAY
PINCH POINT. REDUCE LANES
TRAFFIC CALMING. RECLAIM
SPACE FOR ECONOMIC
ACTIVITY.
EXTREMELY WIDE ROADWAY.
FOLLOW OLD GRAIN PATTERN

SCHOOL ENTRANCE BETTER
DEFINED PAVEMENT TO
HAVE ARTWORK

REFURBISH THE OLD
HISTORICAL TENNIS COURTS.
DEVELOP EXTEND INTO A
RECREATION CHILDREN
FRIENDLY SPACE.
CAN SERVE AS AFTER-HOURS
SERVE SURROUNDING TOWN-
SHIPS AND SCHOOLS WITHIN
NORTH END

MASSING ELEMENTS USED TO
ARTICULATED THE CORNER
COMMUNITY FACILITY TO TER-
MINATE CORNER AND BECOME
GATEWAY BUILDING TO CITY



1. St John's Road Primary School
 2. New proposed mixed use building defining corner
 3. New proposed waiting area for school children
 4. Proposed mixed use building activated ground floor
 5. Proposed Mixed use living with verandah create an urban wall
 6. Existing Heritage Buildings
 7. Proposed community facility
 8. Proposed new sports facility that can be used by the school
- Residential Interface
 - Cultural Interface
 - Economic Interface
 - Existing Interface
 - Heritage Interface
 - Educational Interface
 - Transport trading Interface
 - New NMT inclusive pavements
 - Bus stop
 - Bus stop shelter
 - Proposed mixed use buildings
 - Proposed Public ablutions
 - New crossing
 - New Container for trading

Figure 75.1: Proposed upgrading of the Tennis Courts.

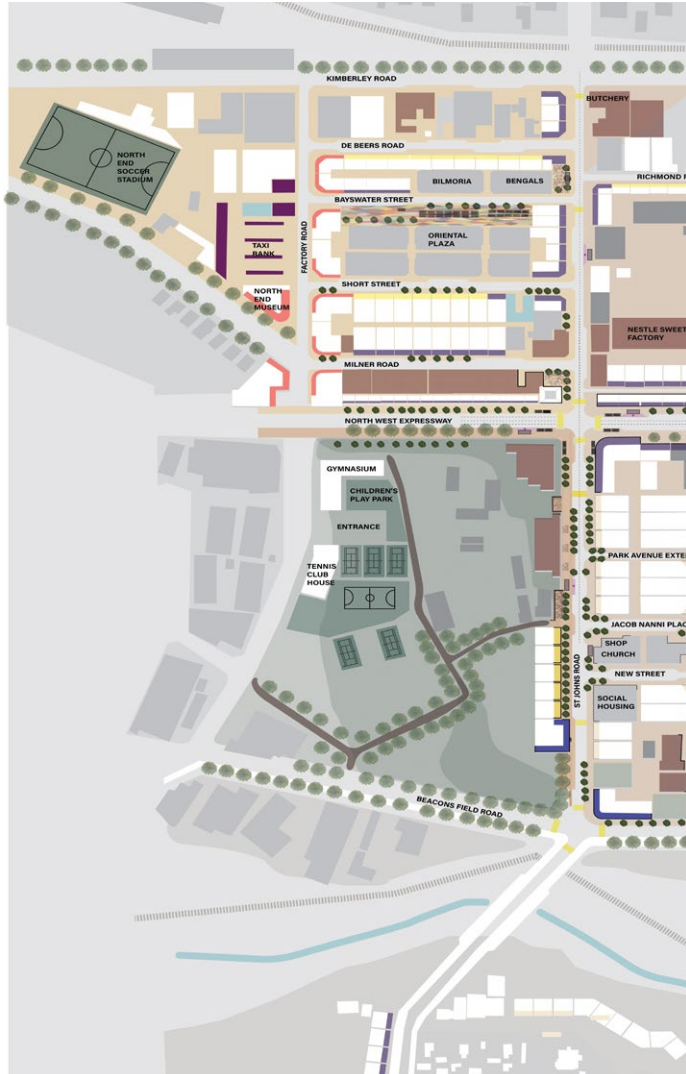
Source: Author(2022)

IMPLEMENTATION FRAMEWORK

PHASE 1

PHASE 2

PHASE 3 & 4



SHORT TERM-(0-5YEARS)

1. BUS STOPS
2. SAFE WALK TO STREET
3. TREE PLANTING & STREET LIGHTS
4. PACKAGE LOST SPACES FOR REDEVELOPMENT
5. CLEAR PEDESTRAIN CROSSINGS
6. REINSTATE SCHOLAR PATROL

MEDIUM TERM (5-10 YEARS)

1. UPGRADE PAVEMENT
2. REDUCE SPEED WITH PAVEMENT ARTICULATION
3. INCLUDE NMT DEDICATE PLACE FOR TRADING

LONG TERM (10-20YEARS)

1. REDEVELOP NORTH END
2. BRING PEOPLE BACK
3. ESTABLISH INTERACTIVE EDGES
4. MIXED USE INFILL ALONG THE NESTLE WALL
5. REDUCE THE WIDTH OF THE EXPRESSWAY

SHORT TERM-(0-5YEARS)

1. BIG WALKS AWARENESS
2. SAFE WALK TO STREET
3. TREE PLANTING & STREET LIGHTS
4. REMOVE ILLEGAL STRUCTURES
5. PAVEMENTS FOR CHILDREN
6. PAVEMENT ART FOR CHILDREN
7. STREET FURNITURE
8. REMOVE SCRAP YARD FROM OPEN SPACE

MEDIUM TERM (5-10 YEARS)

1. UPGRADE PAVEMENT
2. REDUCE SPEED WITH PAVEMENT ARTICULATION
3. INCLUDE NMT DEDICATE
4. PACKAGE LOST SPACES FOR REDEVELOPMENT

LONG TERM (10-20YEARS)

1. REDEVELOP NORTH END
2. BRING PEOPLE BACK
3. ESTABLISH INTERACTIVE EDGES
4. MIXED USE INFILL ALONG THE NESTLE WALL
5. REDUCE THE WIDTH OF THE ST JOHNS ROAD
6. INCREASE RESIDENTIAL DENSITY
7. NEW ENTRANCE TO TENNIS COURTS
8. NEW BRIDGE CONNECTION
9. EXTEND MIXED USE STRUCTURES INTO PARKSIDE

SHORT TERM-(0-5YEARS)

1. STREET CARNIVALS
2. USE STREET ART
3. TREE PLANTING
4. STREET LIGHTS
5. ART MURAL
6. COMMEMORATE NORTH END DAY
7. HISTORICAL WALKS RAISE AWARENESS

MEDIUM TERM (5-10 YEARS)

1. REPAVE SURFACES
2. UPGRADE FACILITIES
3. UPGRADE THE PLAZA
4. FORMALISE AND CONSOLIDATE TAXI RANK
6. PACKAGE LANDPARCELS WITH GUIDELINES
7. NORTH END MUSEUM

LONG TERM (10-20YEARS)

1. INCREASE DENSITY
2. BRING PEOPLE BACK
3. UPGRADE THE SPORT FACILITIES
4. ENCOURAGE ENTERTAINMENT
5. ENCOURAGE RESTAURANTS
6. ENCOURAGE CULTURAL ACTIVITIES

Figure 76.1: Consolidated detailed design. Source: Author (2022)



77

PROCESS MODEL AND VISION PERSPECTIVES



Figure 77.1: Process model framework.
Source:Author(2022)

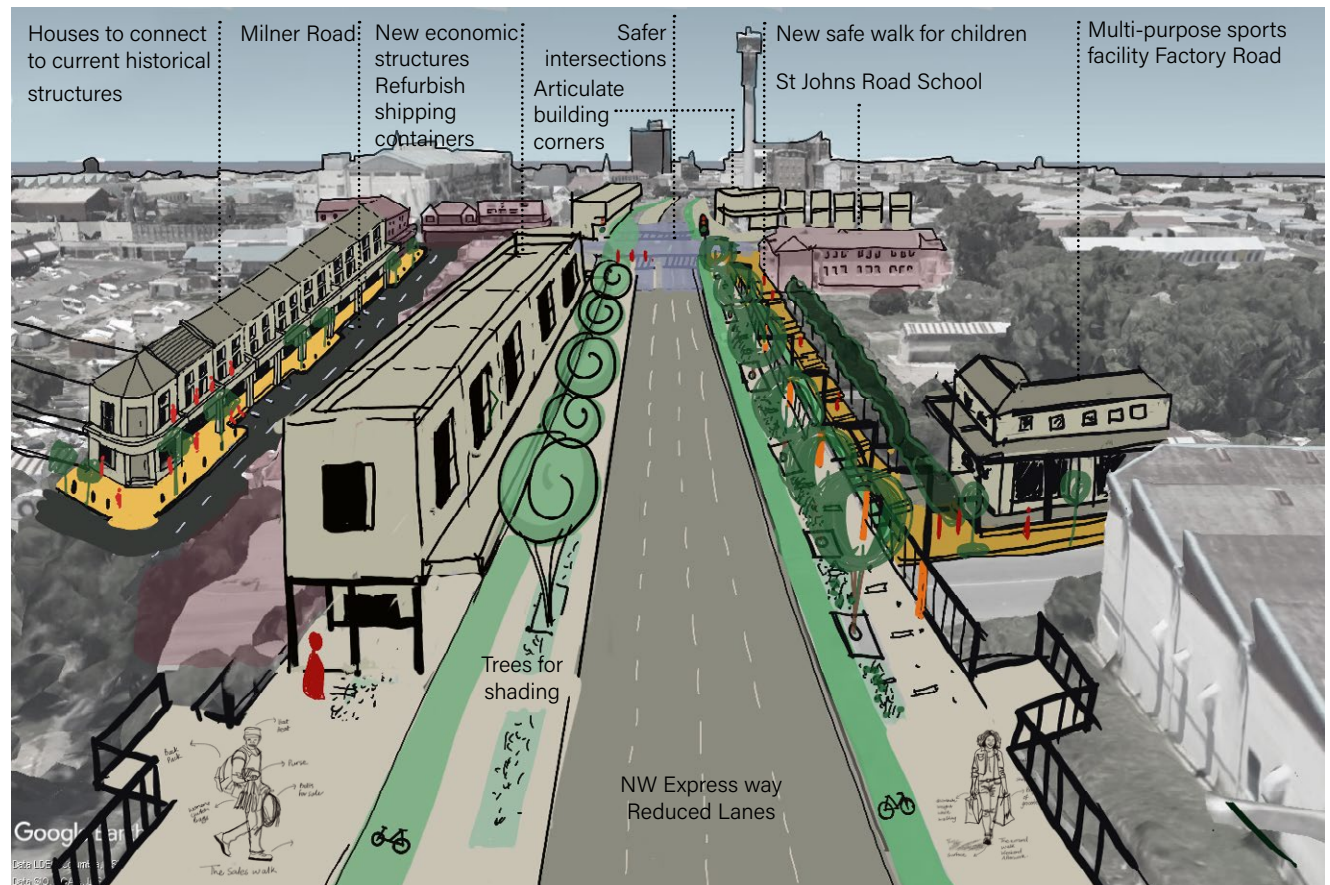


Figure 77.2: Section A-A vision perspective of phase 1 along the NW Expressway, Milner Road, St Johns Road and Factory Road.
Source:Author(2022)

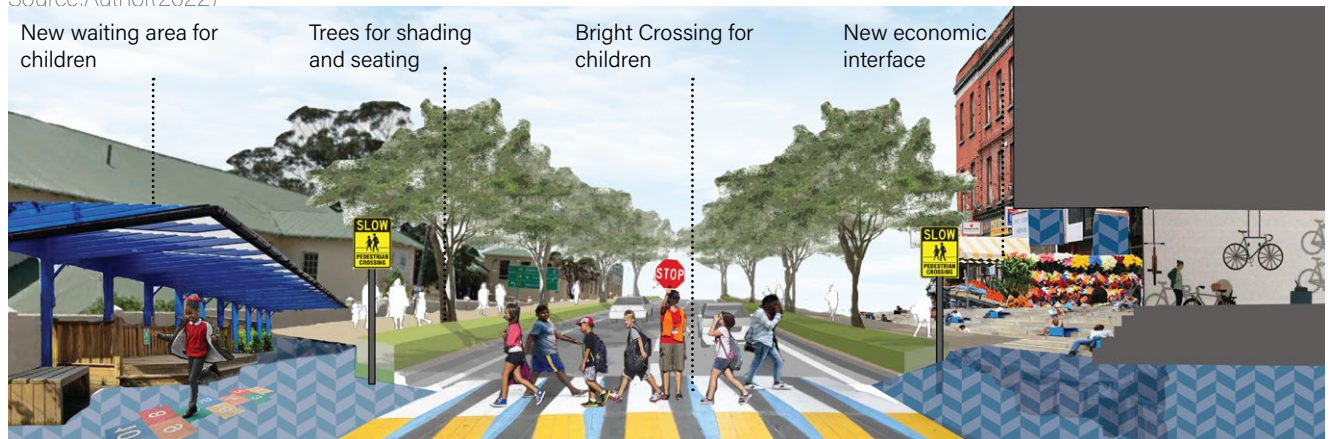


Figure 77.3: Section B-B vision perspective of phase 2 along St Johns Road

Source:Author(2022)

FRAMEWORK MODEL IMAGES

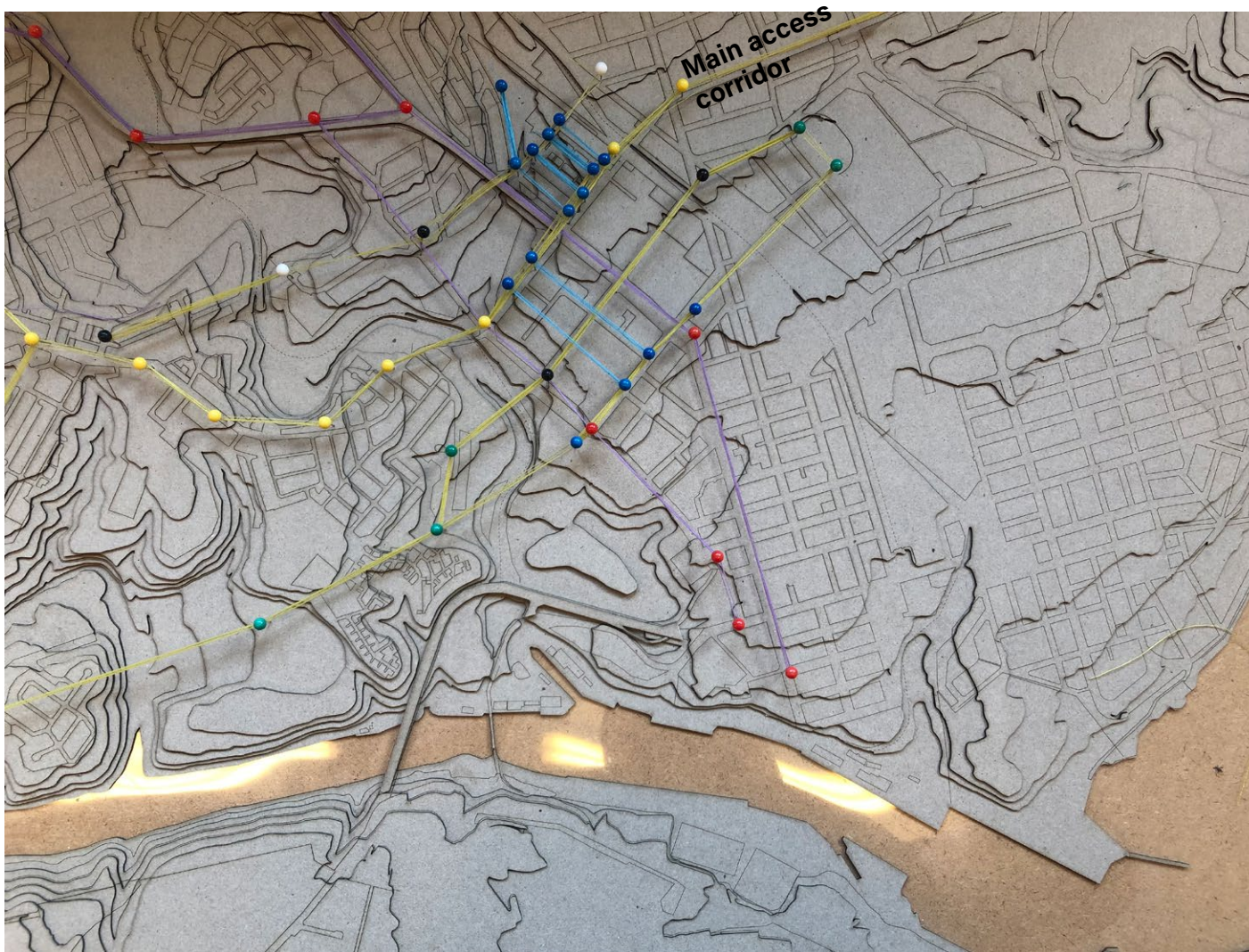
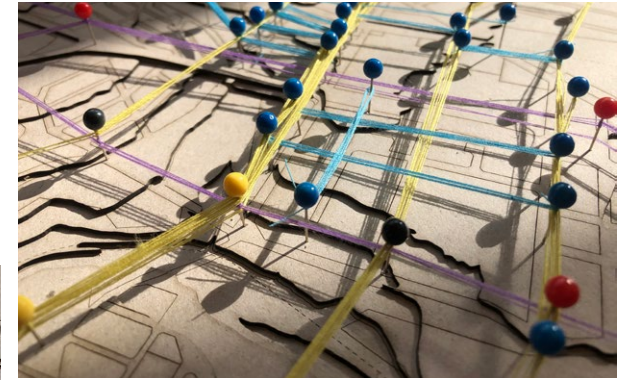
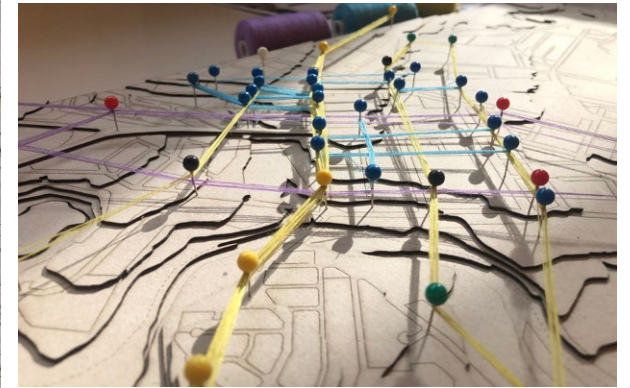


Figure 78.1: Framework model. Image 1

Source:Author(2022)

Figure 78.2: Framework model image 2
Source:Author(2022)Figure 78.3: Framework model image 3.
Source:Author(2022)Figure 78.4: Framework model image 4.
Source:Author(2022)

A City Walkable [East London]

CONCLUSION

Spatial justice can be achieved using walkability principles. East London has the residue of past spatial apartheid planning. The city has struggled to create a more urban unity and provide people with good quality public space that is walkable. Walkability's real focus is on the performance of a neighbourhood. In order for a place to become walkable it has to be safe. Walkability is a neighbourhood model that questions how people experience their everyday urban activity. It's about the neighbourhood experience and urban vitality. The urban framework proposed spatial strategies that can once again foster walkability. Using previous place-making urban elements (borrowed from the past) it can achieve spatial justice. North End can become an attractive place to reside in. It can offer people choices, amenities, and proximity.

The ripple effect will have transformed and improved not only North End, but the city centre will once again become attractive. North End was the gateway to the city and can become the knuckle. North End can once again become a mixed-use neighbourhood that is integrated into the city. It can become the integrator to the townships. This is a crucial step in creating access to the city for people within the townships and creating a more spatially just city.



Figure 79.1: Conclusion mixed used walkability graphic . Source:Author(2022)

ANNEXURES 80.1

ETHICS APPLICATION FORM & CONSENT FORMS

Application for Approval of Ethics in Research (EIR) Projects
Faculty of Engineering and the Built Environment, University of Cape Town

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	
Department	APG
Preferred email address of applicant:	
If Student	Your Degree: e.g., MSc, PhD, etc.
	Credit Value of Research: e.g., 60/120/180/360 etc.
	Name of Supervisor (if supervised):
If this is a research contract, indicate the source of funding/sponsorship	
Project Title	

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			
SUPPORTED BY	Full name	Signature	Date
Supervisor (where applicable)	Dr Kathryn Ewing		16/05/2022
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).		signed officially	
Chair: Faculty EIR Committee For applicants other than undergraduate students who have answered YES to any of the questions in Section 1.		signed officially	

Page 1 of 1

Figure 80.11: Ethics application form. Source:Author(2022)

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

I will not wish my name to be used just the streets... just the streets that I lived.

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: STELLA HENDRICKS

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

Student name and Signature

LEYS HENDRICKS signed officially

DATE: 15 July 2022

Figure 80.12: Consent form 1.

Source:Author(2022)

CONSENT FORM: NGO/SPORTS ORGANISATION

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me by engaging community members and walking through neighbourhoods in East London.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

Yes

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

NGO Representative name and Signature:

Lesley Ann Foster signed officially

Should you wish that the research is shared with you once completed, please include your phone number and email address:

NGO Participant/Representative mobile number and email address:

0833252497 fosterlesleyann1956@gmail.com

Student name and Signature

LEYS HENDRICKS signed officially

DATE: 16 July 2022

Figure 80.13: Consent form 2.

Source:Author(2022)

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

yes

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature:

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

061 1158770 Cainhamj00@gmail.com

Student name and Signature

Jane Cainham LERYS HENDRICKS

DATE: 15 July 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: DEEPA GARGAN signed

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

Student name and Signature

LERYS HENDRICKS officially signed

DATE: 19 July 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

No name to be mentioned & Anonymous

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: Phyllis officially signed

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

Student name and Signature

Lerys Hendricks officially signed

DATE: 10 July 2022

Figure 80.2.1: Consent form 3. Source:Author(2022)

Figure 80.2.2: Consent form 4. Source:Author(2022)

Figure 80.2.3: Consent form 5. Source:Author(2022)

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: SIDNEY J. NASH signed officially

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

Student name and Signature

LELYS HENDRICKS

DATE: 22 JULY 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature:

Lidyia L.M.
Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

Student name and Signature

LELYS HENDRICKS

DATE: 16 JULY 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: signed officially

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

TESSA BOTHA, SIMONE KLAASEN, LUCHE KLAASEN, JAYLEEN NEL
Student name and Signature

LELYS HENDRICKS signed officially

DATE: 21 JULY 2022

Figure 80.3.1: Consent form 6. Source: Author(2022)

Figure 80.3.2: Consent form 7. Source: Author(2022)

Figure 80.3.3: Consent form 8. Source: Author(2022)



80.4

ANNEXURES.4

CONSENT FORMS PARTICIPANTS

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: Officially signed

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

GRAHAM JEKES · Officially signed

Student name and Signature

LERYS HENDRICKS

DATE: 18 JUL 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature: CLIVE HENDRICKS & RUSSELL signed

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

RUSSELL HENDRICKS Officially signed

Student name and Signature

LERYS HENDRICKS · Officially signed

DATE: 22 JULY 2022

CONSENT FORM: PRINCIPAL/EDUCATOR

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with your experience and knowledge of your school's walkability and neighbourhood from the opinion of an Educator / Principal.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Principal/Educator name and Signature: A. Hargraves Officially signed

Should you wish that the research be shared with you once completed, please include your phone number and email address:

Principal / Educator mobile number and email address:

064 844 0443 hargravesa4@gmail.com

Student name and Signature

LERYS HENDRICKS

DATE: 18 JULY 2022

Figure 80.4.1: Consent form 9. Source:Author(2022)

Figure 80.4.2: Consent form10. Source:Author(2022)

Figure 80.4.3: Consent form 11. Source:Author(2022)



80.5

ANNEXURES.4

CONSENT FORMS PARTICIPANTS

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature:

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

083 950 2235 rachelcanham2@gmail.com

Student name and Signature

RACHEL CANHAM Officially signed

DATE: 15 July 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature:

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

Officially signed

Student name and Signature

Lerys Hendricks

DATE: 9 July 2022

CONSENT FORM: PARTICIPANT

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.

A copy of the form can be given to the respondent if they request it.

My name is **Lerys Imelda Hendricks**. I am studying Urban Design at the University of Cape Town. I am doing research on **Walkability in East London** as part of my master's programme, and I would like to ask you some questions to help me with my research. This project will be conducted under the supervision of Dr. Kathryn Ewing (UCT, South Africa).

Please understand that you do not have to participate, and your participation is voluntary. The choice to participate is yours alone. If you choose not to participate, there will be no negative consequence. If you choose to participate, but wish to withdraw at any time, you will be free to do so without negative consequences. However, I would be grateful if you would be able to assist me with my research.

I would like to use your name, designation, images, film or audio clips and possibly direct quotes in my research project. The collected data will be used to inform my design project, which will remain the property of the University of Cape Town.

Please indicate yes or no below to give or withhold your permission for me to use your full name/designation/words in my research project.

Yes No

Do you agree for the interview being recorded/filmed and the use of your voice and face?

Yes No

I hereby declare the following on the use of these recordings

.....

If you want to end the interview at any point you are free to do so. My supervisor is Dr. Kathryn Ewing, and her contact details are Kathryn.Ewing@uct.ac.za

Participant/ Representative name and Signature:

Should you wish that the research is shared with you once completed, please include your phone number and email address:

Participant/Representative mobile number and email address:

AMENDA CANHAM 072 646 7694 breczy.canham@yahoo.com

Student name and Signature

AMENDA CANHAM Officially signed

DATE: 16/07/2022

Figure 80.5.1: Consent form 12. Source:Author(2022)

Figure 80.5.2: Consent form13. Source:Author(2022)

Figure 80.5.3: Consent form 14. Source:Author(2022)

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