



## Rethinking Park Spaces in Johannesburg:

*Decolonising the African Urban Landscape through Public Space Design*

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#### Declaration

I, Nkosilenhle Mavuso, hereby declare that this discourse is my own, unaided work. It is being submitted for the Degree of Master of Urban Design at the University of the Witwatersrand, Johannesburg. It has not been submitted before for any degree or examination in any other university.

Signed on this, the \_\_\_\_\_ day of \_\_\_\_\_ 2017

Signature \_\_\_\_\_ Nkosilenhle Mavuso



## **Tibongo** (Acknowledgements)

To the Lord Almighty Christ Jesus, I give all the glory and honour to you for giving me the strength and ability to do this project.

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### **Imvula'mlomo<sup>1</sup>: Opening up the Conversation**

May I be allowed to rant...?

I write this with anger, frustration and disheartenment, as I am constantly confronted with the struggles of my people, inflicted on them through this colonial landscape. I look at the city and its construct and feel a massive detachment. I see Black skins and bodies all around me though, so what is the problem?

I ask myself, why does no one seem to relate? Why does no one seem to see me as an equal, as a brother, as a friend? Where is this liberation they talk about? Why are there only Black bodies that I see on the streets everywhere hustling and grinding, struggling to make ends meet, whilst White bodies zoom up and down in the 'haven' of their vehicles, trying to escape this perceived 'hell hole' that their very forefathers created.

It is here where I remember the work of Frantz Fanon (1963): *Black Skins, White Masks*; and start to realise that it is the very (physical) construct of this city that is against my people. This city was never made for Black people; never imagined, conceptualised, designed and built for them. They are mere strangers and foreigners in their own land, in the land of their ancestors, the land of their forefathers. This city is indeed a *White City with Black Faces* (to reinterpret Fanon's title).

Fanon always used the expression of space and its delineation to describe the concept of colonialism. Colonisation according to him "... was materialised in the physical limitation of space of the colonised, and the making of the colonised into the quintessential evil" (Pillay, n.d., pg.2). In his explanation of the "racially divided world of colonialism" (ibid), he always placed spatiality and spatial characteristics of cities at the forefront of the oppression that black people faced (and very well continue to face).

As I took up in this journey of investigation of Parks in inner-city Johannesburg, the reality of the continued oppression of Black people started me dead in the eye. My search for understanding and knowledge of how these spaces operate, how they were planned and designed and how they came to be what they are today; perceived as no go areas, ridden with crime, rapes and drug abuse, led me to an array of nostalgic narratives of how central Johannesburg and its parks used to be for white beneficiaries of colonialism;

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<sup>1</sup> In my culture (*SiSwati*), before any engagement on serious matters of land acquisition/ownership, there is a custom of opening up the conversation called *imvulamlomo*, where whosoever is presenting his/or her case must introduce themselves by narrating the praises of his/her forefathers (*Tinanatelo*) and offer a gift in the form of money or any other valuables to the contingency being negotiated with. This act frames your position in the discussions from a place of history and belonging in that land through your forefathers, giving you the power to request and negotiate ownership of land in the area under discussion.

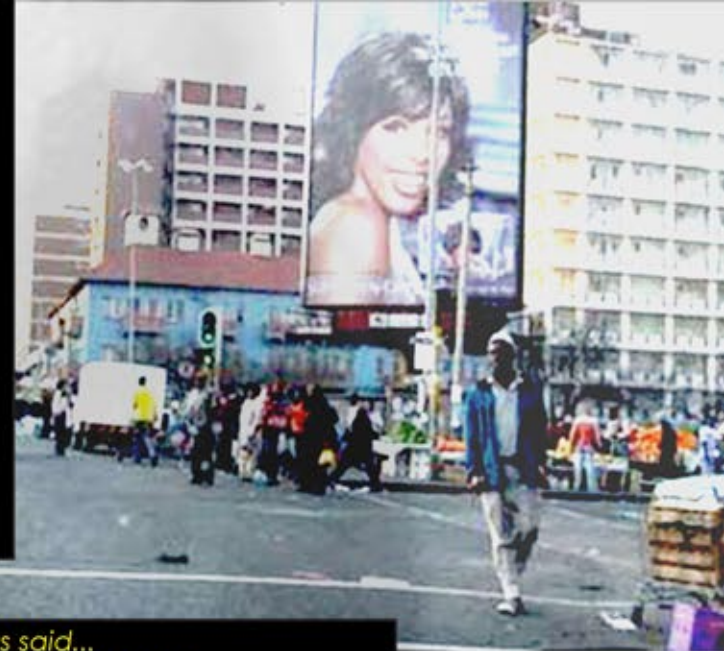
The quotes and images below are taken from a blog called "Joubert Park, Then And Now; Part of the Death of Johannesburg Series". They represent the views of mostly anonymous blog commentators on their personal views on the state of Johannesburg Innercity, as portrayed in the images above.



Alex said...

"It is such a pity to see such a wonderful park destroyed. I moved from Rhodesia to South Africa in 1978 and our first accommodation was in Koch Street, Joubert Park... I am really distressed as to how the New South Africans have managed to destroy everything that is wonderful..."

Logic would have it that when things are handed to you on a platter, look after it, but no. We will have no history or magnificence left, the New South Africans will see to that, and then still beg for more as the "Previously Disadvantaged" even though they are now the 'Advantaged' they still want hand-outs".



Anonymous said...

"Is this Johannesburg? It could have been any other African city. Then people tell you SA will NEVER get like the rest of Africa!"



Anonymous said...

"Wow, as a white south African I remember the good old days, man was it good, walk to Hillbrow and the city centre, catch a few movies have lunch, and dinner, a few drinks and walk home after midnight without any incident, if you like I can send a few pics of where i live looks like, ha what a joke, I don't even think pigs live and behave in such a disgusting manner, the ruling majority will amount to nothing. You make me sick!!!!!!!!!!!!!!!"

Anonymous said...

"This is 100% African HELL"



"Looking at these pictures I immediately think to myself, 'THESE are the people they say are our EQUALS???"

Anonymous said...

i cant even see a park. Is there a park behind all that rubbish. ??? We should rub it in their faces by sending pictures like the Apartheid Joubert to Black newspapers. But the blacks will just find a way to blame whites

**Figure 1:** Johannesburg Inner-city - The so called Black Hell Hole  
Sourced from "Joubert Park, Then and Now; Part of the Death of Johannesburg Series" and edited by Author.  
<http://dojjoubertpark.blogspot.co.za/2006/07/joubert-park-part-i.html>  
(accessed 30/07/2016)



My shock and awe at such racial slur and ignorance led me to this sad conclusion;

*'You are on your own 'Black Child'. This is (still) the Black man's struggle, not the struggle of the illusion of a rainbow nation "for all" that the post-apartheid city sold to you'.*

It is within this context that I frame my research report; a young Black mind in pursuit of spatial justice for his people whom the evils of colonialism have turned into strangers and even enemies. My fire was fuelled. My vision wasn't deterred and in the words of Nom'Ay Matola (2016) (see below) where I found strength;

True decolonisation will only be achieved when the spatial organisation of post-colonial Johannesburg has developed a 'humanist consciousness', where the thoughts and actions of the everyday black masses are given space and power to thrive; 'where these masses (themselves) are agents of change' (Pillay, n.d., pg.3).

In the words of Fanon himself;

***"By penetrating its [the colonial world's] geographical configuration and classification we shall be able to delineate the backbone on which the decolonised society is reorganised"*** (Fanon, 2004, pg.3)

My work, through this thesis, is to actively work towards the deconstruction and reconstruction of the physical grip of colonial/apartheid Johannesburg that continue to hold back the progression of black people. And I do this unapologetically so; without fear or doubt.

The vision is to break the physical confines of the continuously oppressive post-apartheid city, and create in it a new Green Oasis that will restore dignity, ownership, and belonging of Black people and represent their **true** liberation (in space) in post-colonial Johannesburg'.

***"Their disdainful vocal tones penetrated through my fingers, and ran down the palms that were pressed hard against my innocent ears. They could no longer shield what I did not want to hear.***

***So I asked the question to the answer that I foolishly feared: 'Why are they so angry mama?'"***

***She caught another tear. 'Because the black bodies they despise are burning the monuments they value, my dear. Because we are disrupting whiteness and restating that what we are'"***

Nom'Ay Matola (2016)

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## Executive Summary

This report is an investigation of urban parks as public space in Johannesburg inner-city. It investigates the current situation of a deteriorating degree of public space in Johannesburg due to growing levels of privatisation and incapacity of the public sector to design, manage and maintain good quality, inclusive and safe public open spaces in the city. My research aims at being a radical re-imagining of Inner-city of Johannesburg, through urban design, in how the inner-city can be (spatially) transformed and reconfigured through open public space, as part of the decolonization agenda for African cities.

In my study, I investigate the nature of urban parks in Johannesburg's inner-city, in an attempt to understand the ways they are being used by different user groups and how this is affected by the way they are physically designed and managed. It presents three chosen parks of study; Joubert Park, End Street Park (North and South), and Nugget Street Park, located in Doornfontein Johannesburg, and look into the chosen park's connectivity and accessibility to streets and other public spaces.

I assess how the parks' location and proximity to activities and public infrastructure/amenities (such as housing units, retail outlets, schools and public transport interchanges) affects the number and type of users that use them as well as the kind of activities within them. As part of this assessment will be the issue of safety and security within parks and how current management approaches have been used to address the issue.

I, through my research, question current urban design and management approaches; aimed at achieving increased levels of use and safety in terms of the impact they have had on the city's public open spaces.

Questions are asked on the effectiveness of safety measures such as fences, gates and security cameras and personnel and how they impact on the degree of 'publicness' and safety in the city's public open spaces.

As part of its aim of understanding the nature of parks in the inner-city of Johannesburg, the research reviews existing literature that has been written on public space/public park use and design and the 'ideal' approaches to good design and management. It focuses on the ideal of an 'Open City' and questions of 'publicness' in park use and management.

The notion of decolonising Johannesburg as an African city (in its current neo-apartheid segregatory form) is also interrogated. Questions are asked on the definition of what African urban space is and the principles of its form and function, based on precolonial African city examples. The principle of common space and collective ownership and use is discussed as an essential principle that framed the configuration of african public space, which was lost in the introduction of colonial city formations.

The report<sup>1</sup> presents an analysis of End Street North and South Park located on the north and south ends of the railway line along Nugget Street in Doornfontein. It assesses the process in which End Street South Park was (re)designed and upgraded in 2009 as part of the Ellis Park precinct development for the 2010 World cup, and critically assesses the outcomes of its design in terms of both the successes and failures of the upgrade.

In the analysis the report illustrates how though the park's upgrade reduced violent crimes such as muggings in the park, the park contains illicit activities such as gambling and drug use spots along its edges and corners.

The use of high fencing in the new design and deployment of private security in the park was found not to be entirely solving issues of safety in the park. Although the fence was intended to assist in the management and control of who accesses and uses the park for safety reasons, it contributes towards creating hidden spaces for gambling, drug use and bullying to occur away from the eyes of the public.

The analysis of End Street North Park involves the documentation of the End Street North Park upgrade pilot project that tests a participatory approach to park design and management for safety. The objective of the project was to demonstrate an integrated stakeholder approach to public space design and management that involves sector contributions from different city departments as well as engagement with city residents and other park users in designing a safe, inclusive and sustainable public space through participatory tools and methods.

This set of findings from End Street North and South Parks reveal that park use and safety issues cannot be completely addressed through design and installation of physical safety measures such as high fences, law enforcement and regulation of use by security guards or park managers alone.

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<sup>2</sup> The report has benefited from CUBES support and ongoing engagement with Johannesburg City Parks and Zoo, within the NRF-funded research programme 'Practices of the State in Urban Governance' (96277) coordinated by Prof. Claire Bénit-Gbaffou. It has also used information from the 3rd year ARPL3012 Urban Design class project, conducted by Solam Mkhabela, and focused on park uses in Joubert Park and End Street South Park.

In response to this, the report essentially looks into the interface between the physical, social and management aspects of park design that are specific to the study area. It proposes a strategic urban design framework that seeks to transform Johannesburg's parks into spaces of democracy, learning, exchange of knowledge and wealth as well as African socio-cultural expression.

The report indeed proposes a radical and aggressive urban design framework and/or strategy towards transforming inner-city Johannesburg's spatial fabric through urban park and open public space design. Part of this process involves looking into alternative design related ways of dealing with aspects of use and safety in parks as well as aspects of public participation, community co-design and co-management processes.

### 1.1. Setting the Scene: Introduction and Research Outline

The inner-city of Johannesburg has a severe lack of open space and parks to cater to its existing and rapidly increasing population. This high population size has caused a strain on its currently limited amount of open spaces and parks, with some park spaces being over-utilised and rapidly degenerating in physical condition. The inner-city is also experiencing a deteriorating rate of accessibility, safety and 'freedom' of use in its open public spaces, due to growing levels of privatisation and the challenges of managing and maintaining public (open) spaces in the city, by both government and the private sector.

The focus of my study is on three chosen parks; Joubert Park, Nugget Street Park and End Street North and South Parks with the major transport nodes; Park Station, Noord Taxi rank and Doornfontein station and looks into the chosen park's connectivity and accessibility to other public spaces and adjacent streets that connect to them.

I assess how the parks' location and proximity to activities and public infrastructure/amenities (such as housing units, retail outlets, schools and public transport interchanges) affects the number and type of users that use them as well as how these users engage and feel in them.

The report is composed of 8 Chapters. Firstly it illuminates the importance of parks as public spaces in Johannesburg Inner-City and how they are an essential part of the social life and fabric of communities. The next section follows with a discussion on the continuous challenge faced in the city of Johannesburg in designing and managing its public spaces particularly with regards to ensuring safety and their increased use.

The report argues, based on a constructive critique of the historic colonial approach to the way parks were conceptualised and designed to function, for a more inclusive and grounded approach to urban park design that responds to the current predominately black African populations that reside and make use of inner-city Johannesburg on a daily basis.

The report focuses on the design aspect of parks. It argues for a more holistic, inclusive and participatory design approach, demonstrating how it could mitigate some of the negative outcomes that park design has on park uses and on its long-term management. Whilst the participatory design (and management) approach is not a complete solution to current challenges faced in Johannesburg's parks, it is argued to improve knowledge and understanding of the contested nature of public space in the city and how design can aid in achieving increased accessibility and publicness of the parks.

The report also gives an account of the of End Street North community co-design process undertaken by Johannesburg City Parks and Zoos (JCPZ) as a pilot project that tested out a more inclusive, collaborative and community engagement based approach towards park design and management. Here it outlines the aims and objectives of the project and gives an account of some of the issues raised in the various stakeholder engagement meetings and workshops and how the process attempted to drive forward an integrated urban approach to safer and more inclusive parks.

As part of the interrogation of the idea of a community co-design process for inner-city parks, the report also looks into the design upgrade process of End Street South Park and gives a narrative of the findings on the successes and failures of the park's upgrade in 2008.

From a normative and analytical perspective, this part of the report provides a critique of the End Street South Park design process and outcomes, arguing that park safety and management issues cannot be completely addressed through employing security guards, high fences, law enforcement and regulation of use by private sector management alone, without involving resident communities, local businesses and institutions.

The concluding section of this part of the report provides recommendations based on the critique of the design process and current conditions of the park, of how a more participatory design approach can be used to mitigate some of the negative outcomes of park design and management.

Based on the empirical data collected and conclusions made from these case studies, the report then presents the development of design concepts for the re-imagination of inner-city Johannesburg through an urban design framework centred around of a park open public space system that seeks to better connect the site's chosen parks to streets, transport routes/interchanges and spaces of trade. The urban design framework then informs the final urban design proposals for three chosen precincts along what is called a African Green Gateway Promenade.

## 1.2. Background & Problem Statement

The early 20th Century saw the prevalence and rising prominence of privatisation in the forms suburbanisation, gated communities and mega malls in the peripheries of South Africa's large cities, which led to what scholars began to call the slow death of inner-cities and the use of public space within them (Nemeth and Hollander, 2010; Banerjee, 2001). The value and occupation of gated and internalised private spaces such as estates and shopping malls, since the end of the apartheid regime in 1994, grew in great margins in South African cities, as it did in American and (some) European cities (Nemeth and Hollander, 2010).

Due to this, the quality of open public spaces in South Africa's inner-cities began to languish and they have been perceived as chaotic, filthy, unsafe and undesirable spaces where homeless people sleep and criminals engage in illicit activities (such as gambling and drug trade). This has particularly been the case with open public spaces in the city of Johannesburg's inner-city in the post-apartheid period.

Though the inner-city experienced a massive flight of white populations who used to occupy dense high rise areas such as Hillbrow, the city did not lose its overall high population numbers as a large number of black African populations, that were previously restricted, began to move into the inner-city (Barnard & Young, n.d.).

The current population size of (official) inner-city residents is estimated to be approximately 217 000, with over 800 000 commuters travelling in and out of the city on a daily basis (ibid). Due to this increase in population in the inner-city, it has been experiencing a strain on its limited amount of open spaces and parks, with park spaces in particular being over-utilised and rapidly degenerating (ibid).

In response to this the City of Johannesburg, in its year 2000 Mayoral term, shifted its focus towards inner-city regeneration and, alongside the Johannesburg Development Agency (JDA), formulated an Inner-City Regeneration Strategy in February 2003. This strategy aimed at attracting investment back into the inner-city through upgrading the physical conditions and maintenance of its public spaces (CoJ Inner-city Regeneration Charter, 2007).

Within these, the public open spaces and/or parks in the inner-city were targeted for physical upgrades and redesign (e.g. eKhaya Park and End Street Park). Despite the efforts of the inner-city regeneration strategy, there still remains a great amount of public spaces that are in need of intervention and this report aims at developing a framework towards how these interventions can be best undertaken.



Figure 2: Homeless sleeping in Jubert Park  
source: <http://www.jholve.com/65/203343/> (Accessed August 2015)



### 1.3. Urban Design and Management of Inner-City Public Spaces: The Continuous Challenge

Johannesburg's park spaces are in a state of deterioration due to low levels of maintenance and supporting infrastructure. Despite the improvements that have been made over the past decade in a number of public spaces in the inner-city, there still exists a largely negative form of use and negative perception of public spaces in the inner-city, particularly with that of parks. Characterised by high metal fences, lack of street furniture and underutilised recreational facilities, certain parks in the inner-city of Johannesburg are in need of intervention and a different approach both in terms of physical design and management.

Fences, gates and policing have been the traditional way of regulating/controlling park spaces and discouraging encroachment and illegal activities. The value of these traditional enforcement methods such as fences, however, is increasingly being questioned as a long-term solution to achieving public space safety (Brandon & Wells, 1992, pg.557). Coupled with that is growing criticism of the exclusion of so called 'undesirable' people such as the homeless and street traders who use the parks on a daily as a resource or place of refuge, "without providing them with alternatives, is increasingly viewed as politically infeasible and ethically unjustifiable" (*ibid*).

The existing lack of social cohesion between residents and users of the inner-city (Simone, 2004) has weakened the level of social control within public parks hence allowing illegal activities such as muggings, drug-dealing and rape to occur in many instances within these spaces. This has led to the growing perceptions (and in many cases realities) of lack of safety in some of Johannesburg's park spaces deprives a large majority of the city's population (particularly women and children) who feel vulnerable and at risk of being mugged should they enter into these parks. This deprivation of the ability to freely use public space in the city, I argue, is a reincarnation of the oppressive nature of the apartheid regime where certain marginalised groups were denied their right to the city through oppressive forces that prevent them from freely using public space.



**Figure 3: Johannesburg Metro Police confiscating trading stock from Street Traders**  
Source: [http://www.thenewage.co.za/cms/gall\\_content/2012/1/2012\\_1\\$thumbimg117\\_Jan\\_2012\\_081552677-II.jpg](http://www.thenewage.co.za/cms/gall_content/2012/1/2012_1$thumbimg117_Jan_2012_081552677-II.jpg) (Accessed August, 2015)



**Figure 4: Johannesburg Metro Police petrolling streets in Innercity searching for illegal Street Traders**  
Source: <http://images.enca.com/enca/Traders.jpg> (Accessed August, 2015)

In light of this, the provision of well-functioning and maintained urban parks (and public space in general) in post-apartheid Johannesburg has been earmarked as one of the key aspects that can be used to redress the inequalities of the apartheid regime – grounded in racial discrimination within space – as well as the clear contrast in the presence and absence of green open spaces between the 'leafy', northern white suburbs and the dusty, under-served southern black townships (Crankshaw & Parnell, 2002).

With regards to the design process and management approach to inner-city parks there is a current gap in the research and/or knowledge gathering and decision making phases of public space design that determine what eventually goes into parks. This is a result of current deficiency in city governance where decision making processes on public infrastructure are made with haste and a lack of understanding in how current city users use and perceive public spaces as well as with little or no engagement with communities, business owners and other stakeholders in city spaces.

There therefore needs to be a shift in how designers and managers in the city understand and perceive the use and value of public parks and the (context based) needs and preferences of its users.



Figure 5: Noord Street Johannesburg  
Photo Credit: A. Mandyanda (2015)



#### 1.4. The Importance of Parks as Public Spaces in Johannesburg Inner-City

Németh and Hollander (2010), state that the availability of public space and its degree of use is a critical element in achieving citizenry and fair representation in the city. By allowing city users to 'claim' and freely use space is an act of creating public space where different social groupings in the city become 'public'. This idea of public space has however declined over the last few decades of the post 20th century.

Since the end of the apartheid regime in 1994 the quality of open public spaces in South Africa's inner-cities began to languish and is now often perceived as chaotic, filthy, unsafe and undesirable spaces where homeless people sleep and criminals engage in illicit activities (such as gambling and drug trade). This has particularly been the case with open public spaces in the city of Johannesburg's inner-city in the post-apartheid period.

*"Public Parks are an essential part of the social life and fabric of communities across the world. They are a heavily used and much loved public asset that enhances the character identity and vitality of local neighbourhoods, towns and cities"* (Neal, 2013, pg.5).

According to Jacobs & Appleyard (1987), it is of utmost importance to emphasise public spaces within the city and that the design of these spaces prioritises their use and access by pedestrians. The inner-city has for many years had only one notable (developed park) of reasonable size in the form of Joubert Park, and has only recently conducted an upgrade of six parks (Donald MacKay Park, JL de Villiers Park, Mitchell Park, Edith Cavell Park, Metro Park and End Street South Park) as part of a regeneration programme conducted by the City of Johannesburg (CoJ) to restore them to local communities.



Figure 6: Built Form and Street Activity in Downtown Johannesburg  
Photo Credit: P. Liphosa (2015)





Despite these notable upgrades, inner city parks, for the most part, continue to be few in number, small in size and difficult to manage and maintain. Issues of lack of cohesion, levels of poverty and homelessness, issues of safety, issues of density and highly mobile/transient communities in the inner-city have rendered public space management there more challenging than in any other part of the city. Parks (and public spaces in general) therefore continue to be the centre of issues faced in the inner-city and the City is faced with the daunting task of managing them.

It is however important to recognise that the task of providing and managing urban parks is a difficult one, particularly within a developing city such as Johannesburg where government has a limited budget (often targeted towards infrastructure and housing backlogs) and highly relies on generic model of income generation or cost-recovery that are quite irrelevant when dealing with public open space.

This is made even harder within an African city context such as Johannesburg where high urban inequality prevails and often leads to high levels of violence and crime occurring in public spaces. It is even more daunting in the inner city where the urban conditions often mean there is less community cohesion and control than in suburban spaces (Simone, 2004). This sad (but undoubtedly true) fact greatly affects and limits the harmonious and democratic use of parks in inner-city and highlights the need for research and innovation in conceptualising more appropriate and inclusive approaches to park design and management.



### 1.5. Research Objective – Towards an 'Afrocentred' Urban Design Approach to Parks

The research investigates a more 'African' urban design approach to urban park design that will aid in improving the use and management of parks in inner-city Johannesburg. It however does not look at parks as isolated (physical) entities but looks into the various dimensions that contribute towards the maximum utilisation of an urban park, which involves various context determined socio-economic, cultural and political or administrative aspects.

Part of this process involves a critical interrogation of current state and public entity practices in how they design and manage park spaces, which is inclusive of public participation, community co-design and co-management processes (if any).

The research contributes towards the limited research and literature base that currently exists on the value and use of public open space in Sub-Saharan Africa and use the case of inner-city Johannesburg to build a possible methodology and framework towards public open space design and management in this context.

Through the findings and recommendations of the project, I hope to contribute towards the (gradual) transformation of Johannesburg's parks into spaces of democracy, exchange of ideas and money as well as socio-cultural expression and learning. Proposing alternative ways of designing for natural surveillance and conceptualising community based methods of managing and ensuring safety within park spaces is amongst the also be amongst the main goals of the research.

### 1.6. Research Question

**In what ways can urban design be used to construct an 'African' "publicness", within the urban parks of Johannesburg's inner-city?**

#### 1.6.1. Sub-questions

- What are the desired uses of public spaces/parks by inner-city users and residents?
- How do different social groups perceive safety in Johannesburg's parks?
- What are the social and physical conditions/elements that shape how people use inner-city parks?
- What are the benefits and challenges of a community participation/engagement approaches to inner-city park design spaces?



**Figure 7: Street Performances at Wanderers Taxi Rank in Innercity Johannesburg**  
Photo Credit: P. Liphosa (2015)



## 2. Historic Analysis: Park Development in Colonial/Apartheid Johannesburg

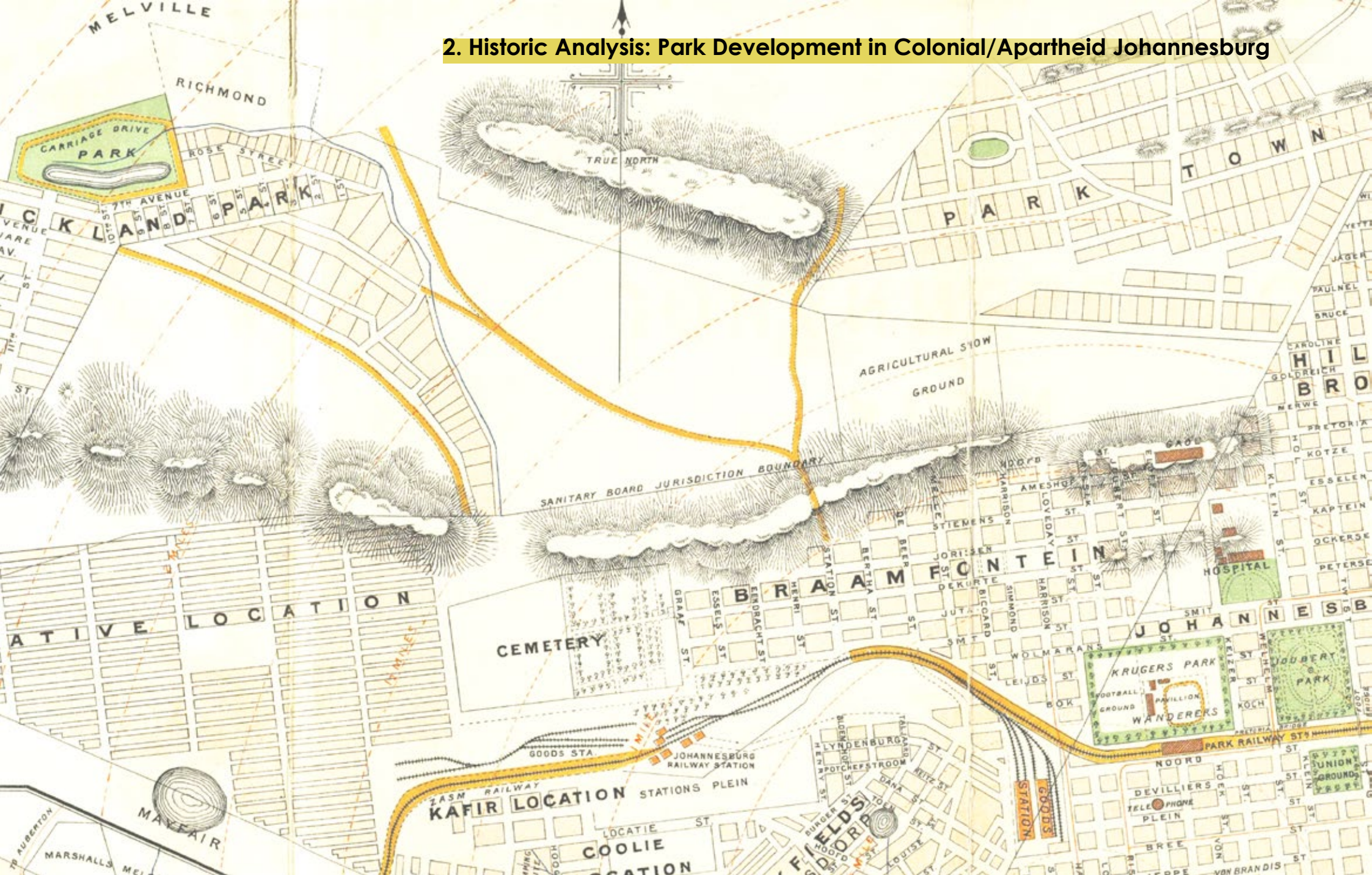


Figure 8: Map of Johannesburg and its Surrounds in 1896

Source: <https://johannesburg1912.files.wordpress.com/2014/07/braamfontein-1896-map-and-surrounds.jpg> (accessed 20/10/2016)



## 2.1. Engaging in History: A look back at Parks in Colonial Johannesburg

Johannesburg was established as a city right after the discovery of gold in 1886 in the Witwatersrand area. Doornfontein was one of the prominent affluent suburbs in the city for the white minority. White people lived in the lap of luxury with access to parks which includes Joubert Park (a then Christmas carol functional space). In the 1950s, after the establishment of apartheid in 1948, light industry was established in the inner-city Johannesburg, south of the railway line to exasperate the economic crisis of the 1930s.

Additionally, this railway infrastructure was used to implement the apartheid system, along with the Group Areas Act of 1950. The railway line along with the mining belt served as buffer the black working class in the south and the upper class white northern suburbs of the city (this function and structure exists till today).

Environmental hygienism was also essential within the area which led to the creation of Nugget Street and Pullinger Kop parks in 1956. In the year 1960, South Africa gained independence and the city as a whole experienced progressive industrialization which led to more people coming into the city.

However, it was in 1994, after democracy there was rapid urbanization due to the abolishment of the Group Areas Act, allowing for Black people to move into the inner-city parts of the city. In the late 1980s, in the loom of the collapsing state of the apartheid regime, the city experienced mass migration of white city dwellers away from the city centre due to the rapidly growing influx of the black population into the innercity.

The growth of the black working class led to the increased exodus of the white population over the years into the northern parts of the city such as Parktown. This white flight and suburban sprawl to the north was exacerbated by Fordism and the growing use of the motor vehicle, which allowed for the creation of the link from suburbia to the inner-city.

This rapid urbanization led to the influx of black, coloured and Portuguese immigrants into the inner-city area as a place to live and work. The consequence of this rapid population growth was however increased urban decay due to the pressure that it placed in housing infrastructure as well as increased criminal activity in the late 1990s to early 2000s.

The City of Johannesburg municipality, in 2005 then took up the initiative to regenerate and revitalize the inner-city area by attracting private investors such as the African Housing Company (AFHCO) to develop property and housing, particularly in the Doornfontein, around End Street Park in 2008.



"I could tell you how many steps make up the streets rising like stairways, and the degree of the arcades' curves, and what of zinc scales cover the roofs; but I already know this would be the same as telling you nothing. The city does not consist of this, but the relationship between the measurements of space and event of its past..."  
 – (Calvino, 1972: 10)

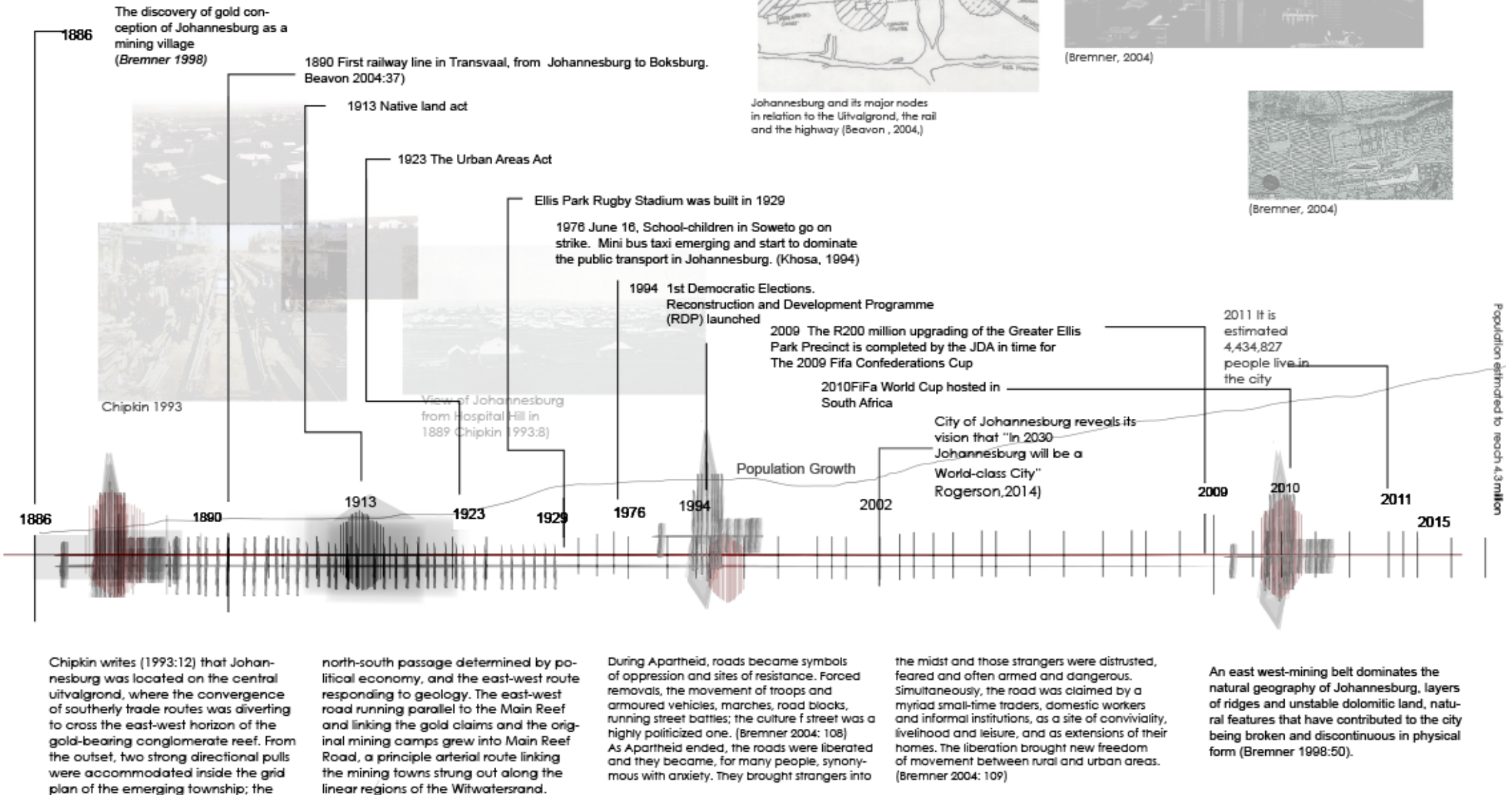


Figure 9: Historic Timeline of Development of Johannesburg from 1800s to 2015 (Author, 2016)

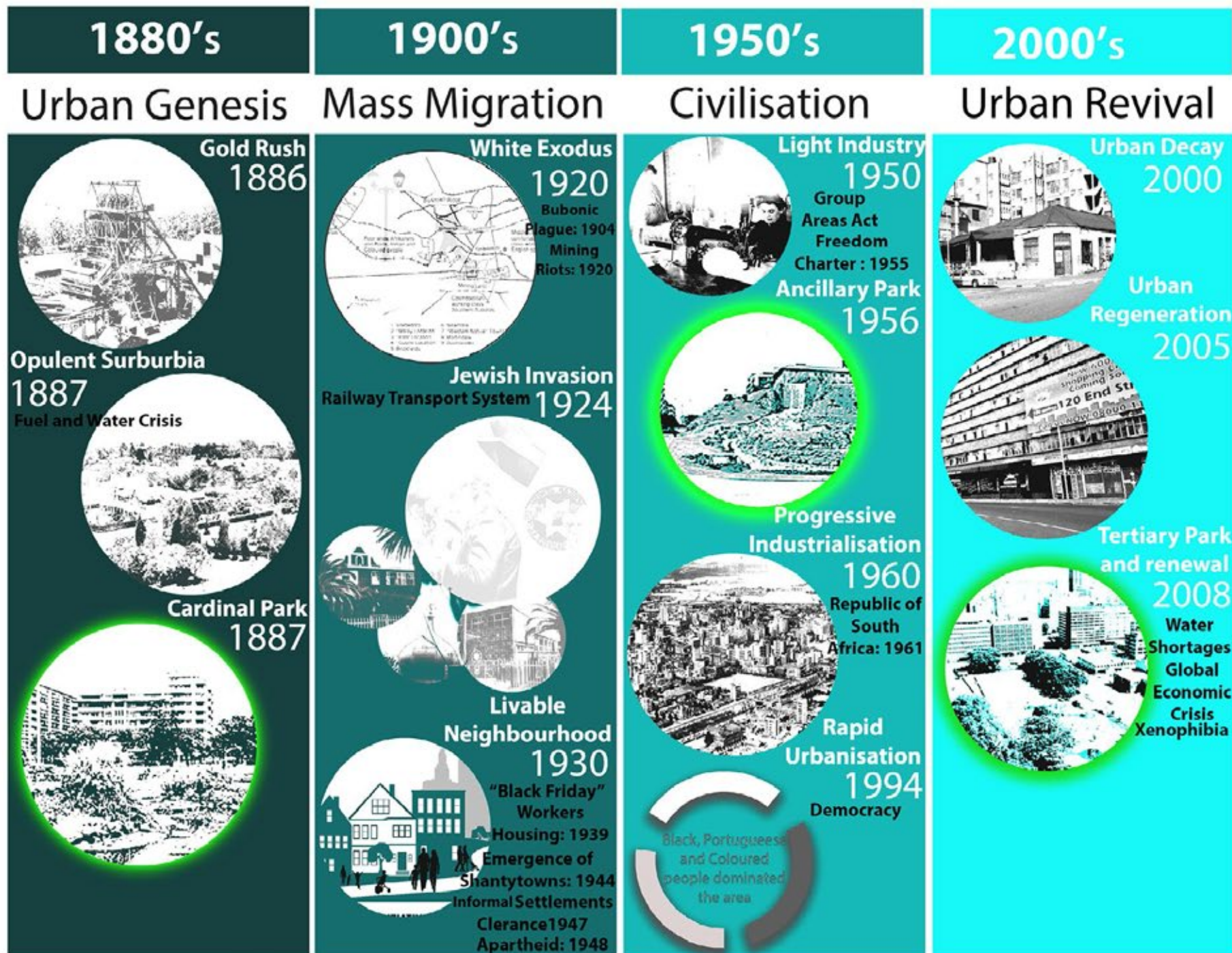


Figure 10: Infographic of the historic timeline of developments in the Johannesburg inner-city area dating from the 1880s to the early 2000s (Author, 2016)



According to Mbembe (2004, pg.373);

"The idea of the metropolis in European thought has always been linked to that of "civilization" (a form of existence as well as a structure of time) and capitalist rationalization. Indeed, the Western imagination defines the metropolis as the general form assumed by the rationalization of relations of production (the increasing prevalence of the commodity system) and the rationalization of the social sphere (human relations) that follows it".

This European idea or thought towards metropolitan space was at the core of the planning and design of the built form of old central Johannesburg in the late 1880's during the time of the gold rush, which included the planning and design of its open spaces. "Like every colonial town, it found it hard to resist the temptation of mimicry, that is, of imagining itself as an English town and a pale reflection of forms born elsewhere" (Mbembe, 2004, pg.375).

In 1888, large parts of the now Park Station area/precinct was planned and allocated as green open spaces comprising of "block of stands for the development of sports grounds and playing fields" and parks (Bruwer, 2006, pg.103). This included the establishment of Wanderers' Club and Sports Ground (in what is now the Park Station Complex), Union Grounds (established in 1897 after it had been market square and Cosmopolitan Park) and Joubert Park (established in 1887).



**Figure 11: Painting of Joubert Park area done by Gloria Hodge showing the area in 1886**

Source; <http://theheritageportal.co.za/article/our-city-fathers-ought-be-protecting-and-defending-joubert-park> (Accessed 20/08/2016)



**Figure 12: "Union Grounds , Circa 1903" (Source; Bruwer, 2006, pg.106).**





**Figure 13: "The old Wanderers' Ground illustrating the historic cricket oval; taken in 1939"**  
(Source; Bruwer, 2006, pg.111).



**Figure 14: "View of the Johannesburg Art Gallery (JAG), showing the railway tracks south of the Art Gallery"**  
(Source; Bruwer, 2006, pg.117).

The expanse of these spaces was also unusually generous in relation to short street block typology of the rest of the city as the grounds were equivalent to about eight to twelve street blocks (Bruwer, 2006). The open space system was also planned in a way where the grounds and parks were in conversation with each other. The Wanderers and Union Grounds were the centre of sporting and social activities for all of Johannesburg's white residents (ibid) with Joubert Park being designed and laid out to echo an 18th century English landscape, symbolic of a "paradise" to (only) be enjoyed by white Europeans and their children (Marias, 2013).

Fast forward to present day Johannesburg, many of these spaces still exist in the shape and form that they were in colonial times. The white populations that largely occupied the inner-city left to occupy the leafy suburbs in the north of the city, "leaving behind an infrastructure now occupied, inhabited, or used by blacks in ways sometimes radically different from its original purposes" (Mbembe, 2004, pg.399). In what Simone (2004) refers to as a case of the 'black townships moving in' in the early 1990s, downtown Johannesburg experienced a change in its demographic composition and physical condition and more its urban pulse and intensity.

The old colonial European city started to "visually resemble other African cities in their aftermath of decolonization" (Mbembe, 2004, pg.400), in a concoction of formal and informal typologies, economies and mobilities. The change in demographic in the city, after the white minority regime of apartheid was abolished, saw the development of an African metropolis as black populations inhabited large parts of the inner-city (such as Hillbrow, Berea and Yeoville), resulting in large spatial and infrastructural changes in the city (Simone, 2004).





**Figure 15: The Ornate Fountain inside Joubert Park in the 1950s**

Source; <http://theheritageportal.co.za/article/our-city-fathers-ought-be-protecting-and-defending-joubert-park> (accessed 20/08/2016)



**Figure 16: "The Bandstand and sitting area inside Joubert Park"**

Source; <http://theheritageportal.co.za/article/our-city-fathers-ought-be-protecting-and-defending-joubert-park> (accessed 20/08/2016)



**Figure 17: "The conservatory located in Joubert Park"** (Source; Bruwer, 2006, pg.106).

*"It can be argued that race here became, in and of itself, both a force of production and a relation of production. As such, race directly gave rise to the space Johannesburg would become, its peculiarities, contours, and form. Space became a social and a racial relationship, one that was additionally inherent to the notion of property"* (Mbembe, 2004, pg.380).

## **2.2. The design of Joubert Park: A Green Oasis for 'Whites' in Colonial Johannesburg**

Joubert Park was laid out and established in 1887 after Jan Elloff, the commissioner of the newly proclaimed mine camp felt the need for a park in the area (Bruwer, 2006). It was named after P J Joubert, the 1889 Commandant General of the South African Republic (ZAR). The origins of its concept were rooted in the Victorian period, though the Park was fully developed during the Edwardian years (Munro, 2015).

The Park was built from the beginning to represent white supremacy and colonial power through its design, form and management. Its design and physical definition as a park space was articulated through elements such as flower beds, a water fountain and trees that were planted, nurtured and grew over time. The park was always fenced and enclosed, with paved walkways running north-south and east-west through it "for the good citizens to promenade along" (ibid).

*"The layout was the circle and the cross, an archetypal design form. The design was a harkening back to the perfect English garden, a symbol that pleased the newly arrived Randlords"* (Marias, 2013, pg.143).

Marias (2013) expresses how the park was always a well maintained and managed space that was used by different races and classes including blacks and the homeless. However, racial discrimination was already eminent in the Park by as early as 1919 where strict rules prohibited blacks from using the same toilets as whites and to sit in the park's benches or play on the park's equipment.

*"Conveniences for white park users were already erected in 1911. While black people could use the park, it was not clear from the archives where people would relieve themselves....The city was built to the best colonial practices and having shared facilities would not have fallen into this paradigm"* (Marias, 2013, pg.145).

Kathy Munro (2015) in her article on the history of Joubert Park (written in response of plans to transform it into a temporary taxi rank) writes about how the park was managed and her mother's experiences in Joubert Park during these times;

*"At the weekends you could chill out and meet up with boyfriends, listen to free music in public or visit the Art Gallery. She sits on the lawn in Joubert Park daringly wearing shorts. For my mother, everything that was good about Johannesburg was encapsulated in the pleasures enjoyed in Joubert Park. Joburg life was her oyster".z*



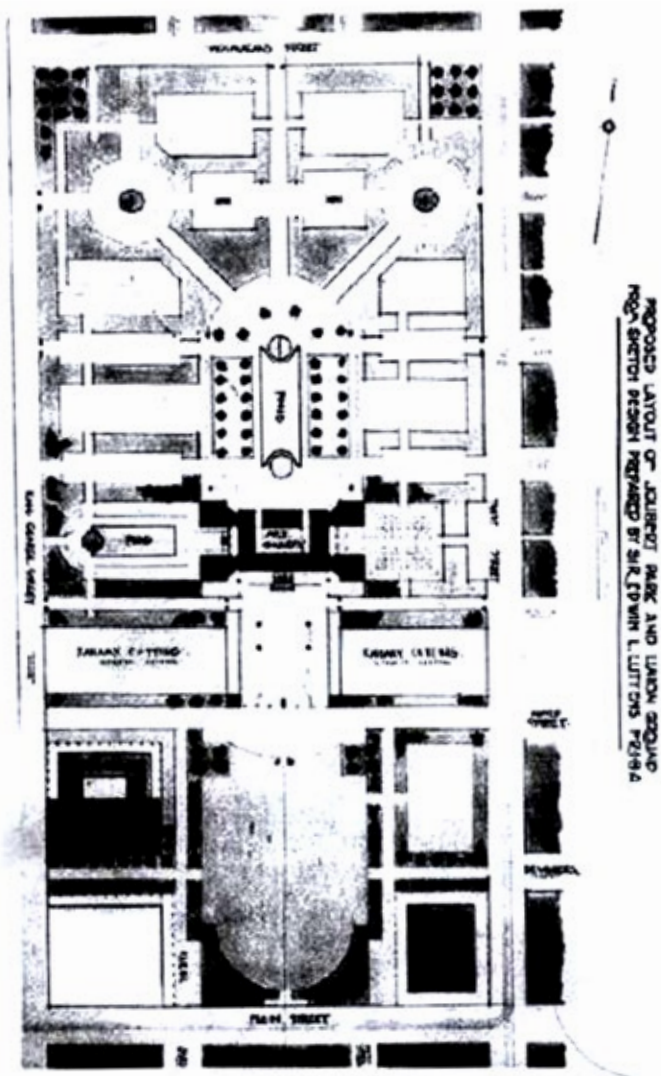


Figure 18: "Site plan showing the proposed original layout and extent of Joubert Park prepared by Edwin Lutyens, architect of the Johannesburg Art Gallery" (Source; Bruwer, 2006, pg.108).

Munro's rendition describes the nature of Joubert Park during the early period of Joubert Park's existence as a space that was made to represent and serve white Europeans and their supremacy over black natives, in the way it was planned and managed. The expression of her mother's pleasures of "chilling out", meeting friends and lovers and listening to music represents the privileges that whites had in the inner-city in colonial and apartheid years, at the expense of black Africans.

Use of public facilities such as toilets and use of benches and water fountains was separated according to race in a way to micro-manage and control the space in a discriminatory manner to ensure maximum comfort to whites. This is admitted to by Munro (2015) herself as she states that;

*"Such discrimination is an indelible blot on the City's history"*

In post-colonial and post-apartheid Johannesburg (where racial laws against black people have been abolished) this freedom of use and expression for the now black majority that use and occupy the park is still limited by similar discriminatory approaches to park management that are now based on an economic rather than a racial basis.

The socio-economically marginalised such as the homeless, waste pickers/recyclers and street traders are often evicted from public spaces and restricted from using them in very similar militant and discriminatory ways to those of colonial and apartheid times

Though the racial apartheid laws no longer exist in the park (and the racial composition is predominantly black) this now neo-apartheid 'socio-economically' driven discrimination of use of public space is still rendered towards black populations in the inner-city, effectively perpetuating the status quo of racial segregation and discrimination of colonial and apartheid times.

### 2.3. Looking back to Look Forward: Reinterpreting Colonial Public Space Design in the Park Station-Joubert Park Precinct

Edwin Lutyens, the architect who designed the Johannesburg Art Gallery (JAG) located within Joubert Park, designed the urban plan for the Joubert Park greater area which proposed the covering of the railway line to connect Joubert Park with the then Union Grounds (now MTN Noord Taxi Rank) to allow the green open space network to surround the JAG (Bruwer, 2006).

Lutyens's plan envisioned Joubert Park and the Union Grounds converging into one grand-scale Park upon the closure of Noord Street, creating further pedestrian major and minor public space connections north and south. The plan proposed a broad forecourt covering the railway dugout to the width of the centre block, with formal lawns, edged with stone landscaping and green lawn spaces linking north and south into Joubert Park (*ibid*).

*"A broad forecourt from the gallery's portico was to bridge the railway (cutting), and would have given space to view the...south elevation (of the JAG) in contrast to the cramped roadway and oblique views which have always impaired perception of its architectural qualities"* (Bruwer, 2006, pg.108).



**Figure 19: "The new Park Station complex (1946-1965) with the Paul Kruger Building to the left and the old South African Airways Rotunda building to the right (both still exist today)".** (Source; Bruwer, 2006, pg.113)

Lutyens' design of the JAG facing southward looking towards the railway tracks is criticised even today for having a bad relationship with the Park (Bruwer, 2006; Munro, 2015). His design was informed by his plan for the Joubert precinct area which proposed a redesigned and extended Joubert Park (up to 20 acres wide) however that ended up not happening due to the Johannesburg Town Council of that time opting not to close off Noord Street and bridge the railway.

Adjacent to the Joubert Park precinct was the Park Station Complex which was developed in 1932 from a space that was previously Wanderers Sports Grounds (now the Wanderers is a long distance and cross boarder taxi rank). According to Bruwer (2006, pg.110), the new station development "became a textbook illustration of the country's segregation laws" where spaces in the station were designed for white middle class users (similarly to the design of Joubert Park) only such as "the Blue Room restaurant, leading to the (whites-only) concourse, for New Year's Eve dinners or for enjoying a night out on the town, while black commuters were relegated to a separate entrance and the most basic facilities" (*ibid*).

Park Station therefore became the pinnacle of Johannesburg's white exclusivity and supremacy, in its function as a space that brought in thousands of both black and white commuters into the city on a daily. 16 million people were said to be already using the station by 1932 when it opened, which tripled to 50 million by the early 1940s (*ibid*).



**Figure 20: "Above image illustrates Johannesburg Park Station Main Concourse (1928-32) that was designed for white passengers only. Image to the left illustrating Black commuters entering Johannesburg Park Station, in their own designated area separate from whites"** (Source; Bruwer, 2006, pg.110).



As the number of commuter passengers grew over the years, so did the need to come up with a plan for the growth and development of the downtown area as a centre for business and high density residential living in 1938, centred around the further development and expansion of Park Station itself as a main transport node.

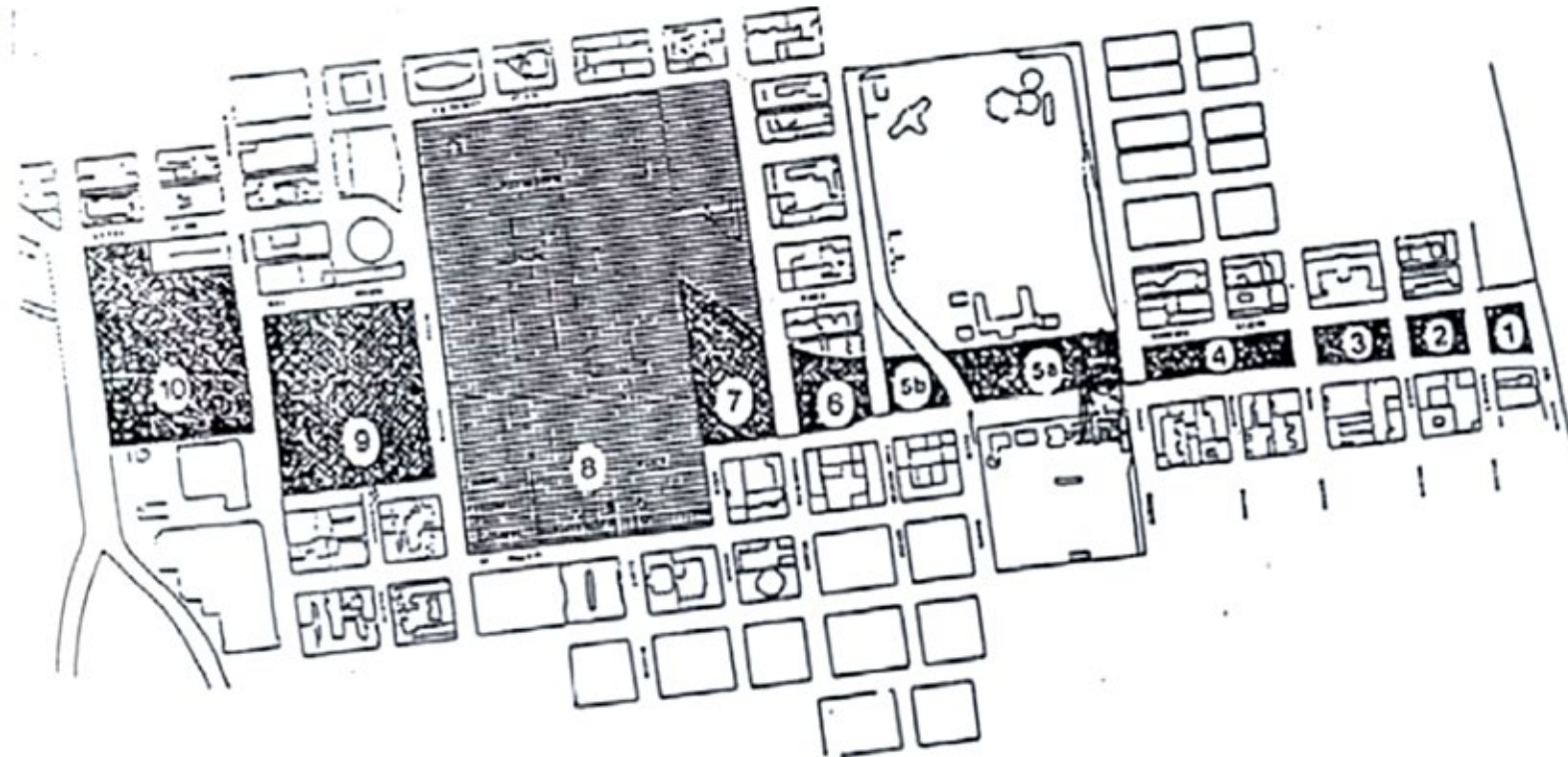
According to Beavon (2001) (as quoted in Bruwer, 2006), the plan to strengthen the downtown area was a "visionary but practical plan by a group of private town planners and architects published not long before the Second World War in 1938" (Bruwer, 2006, pg.111). With regards to the extension of the Park Station building itself, a decision was made by engineers to extend the existing station to take up part of the old Wanderers' Ground, instead of building a new independent station adjacent to the old one.

The plan over and above all proposed a main east-west railway line through Johannesburg parallel to what is now the east - west M2 motorway, to be torn up and re-laid south of the CBD (ibid). The railway running from Braamfontein to Jeppe was proposed to be removed and turned into a 'majestic' boulevard with trees and green spaces that would run north and west connecting Park Station to Ellis Park via Joubert Park and the then Union Grounds to the Wanderers and on to the massive new Braamfontein Park (ibid).

This proposed linear green public space boulevard would then be framed by a set of high and upper-middle-income housing looking onto the parks, with high-end restaurants and shops as well as great sporting activities, all happening within a walking distance in the Central Business District (CBD).

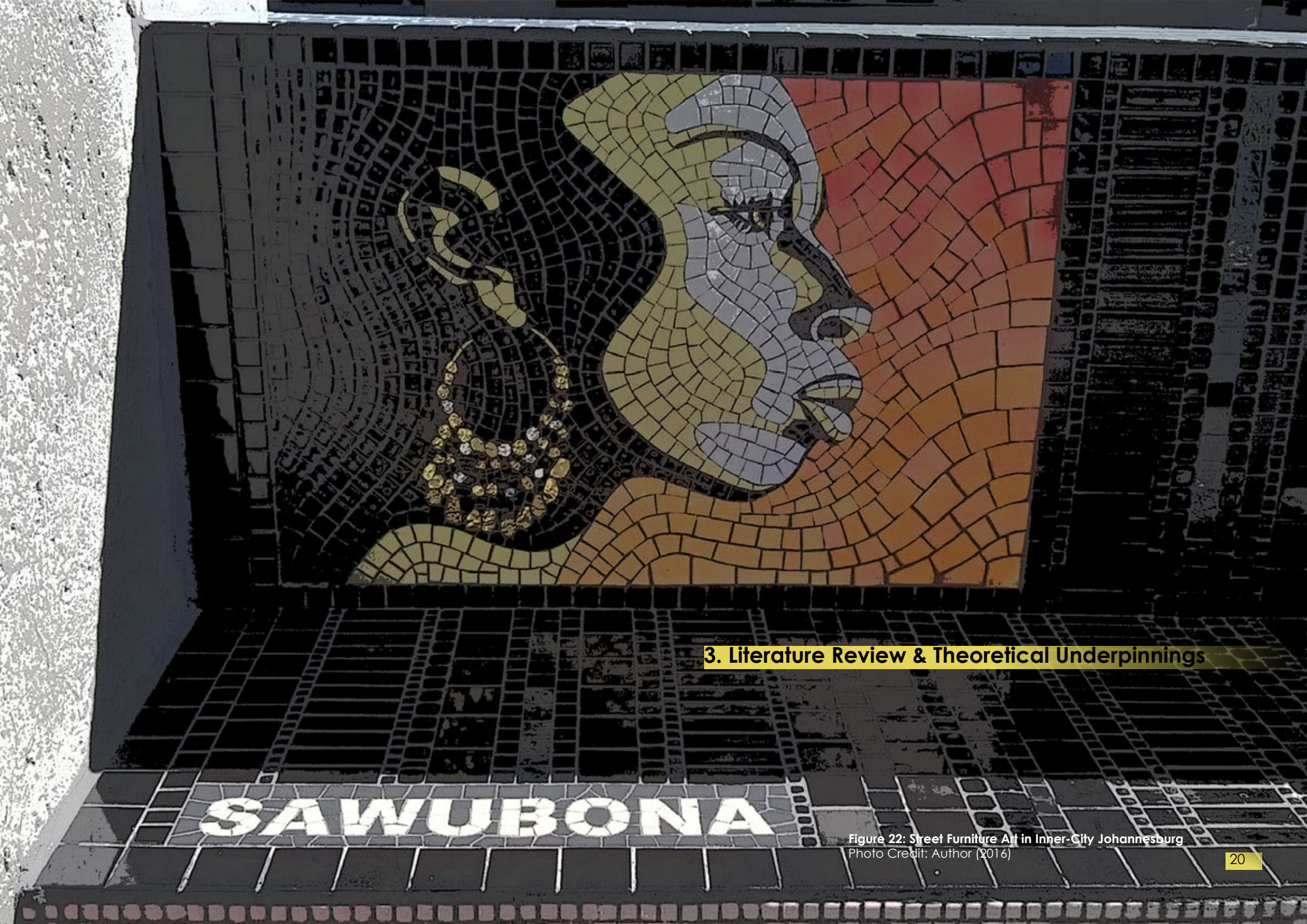
This historic rendition of the development urban design plans for Johannesburg at the time of its inception is therefore of great significance to my urban design framework/proposal to understand how the Park Station to Joubert Park areas were initially planned and developed. There are many lessons and principles that can be learnt from and re-interpreted in envisioning a future for Johannesburg within this area(s), centred on the principles of open public space connections as proposed by the aforementioned plans.

Had these plans been implemented according to Bruwer (2006, pg.111), "Johannesburg might even now have rivalled the great southern-hemisphere cities of Sydney and Melbourne".



**Figure 21: "Map showing the various SATS and parcels earmarked for redevelopment in the 1988 report by the Council's Planning Department, titled Guidelines: Proposed Decking of the Railway Line: End Street to Queen Elizabeth Bridge" (Source; Bruwer, 2006, pg.114).**





### 3. Literature Review & Theoretical Underpinnings

Figure 22: Street Furniture Art in Inner-City Johannesburg  
Photo Credit: Author (2016)



In attempt to understand the nature of parks in the inner-city of Johannesburg (in relation to their social, administrative and physical design aspects) this chapter reviews existing literature that has been written on public space/public park use and design and the 'ideal' approaches to good design and management.

A critical assessment is made on the time, context and conditions in which this literature was written and how these factors influenced the meaning of public space and principles of public space design associated with them within the writings. This is done in order to make comparisons between these theoretical principles within the contexts they were written in and ultimately draw conclusions on their usefulness within the global South context in which the inner-city of Johannesburg is located.

### 3.1. The Open City Ideal and questions of "Publicness"

According to Németh and Hollander (2010) public spaces are the 'lifeblood of cities' (pg.21), where city dwellers or visitors are made/allowed to interact and engage with what Dahaene and De Cauter (2008) call "otherness" (pg.4). Beyond their physical attributes of openness and 'free accessibility', public spaces should (in principle) be places of (social) interaction that allow individuals from different walks of life, different backgrounds, economic standings and different socio-cultural identities.

From a socio-political point of view, public spaces should be places that allow the expression of diverse interests, perspectives and/or opinions (Németh and Hollander, 2010; Schmidt & Németh, 2010), where individuals can educate or learn from the 'other' in the spirit of 'true urbanity' (Németh and Hollander, 2010, pg.21).

According to Németh and Hollander (2010), public spaces represent 'open-minded cities', where unexpected experiences and encounters are appreciated and embraced rather than prevented. They argue that for a city and its spaces to be deemed 'truly' public, they should be full of freely accessible spaces that allow for these unplanned encounters (Németh and Hollander, 2010, pg.21).

As early as the 1920s, during the times of the International Congress of Modern Architecture (CIAM), open public spaces, particularly green park spaces, were deemed the 'lungs of the city' and were regarded as highly essential as a principle of modern town planning (Banerjee, 2001).

Urban park systems were probably the only exception to the otherwise privatized world of city building. Barnujee (2001) writes explicitly about the meanings and functions of public parks in the 19th and 20th century.

Although writing on the American context, the initial purposes and symbolic meanings of public space and how it ought to be used resonate to the context of Johannesburg. According to Barnujee (2001), public parks in America sought to represent values of civil pride, freedom, social interaction and diversity.

Parks and open spaces in American cities were during this time identified with recreation, physical and mental health, communion with nature, and the like, making them a public good and service (Barnujee, 2001, pg.11). They were seen as an important aspect of achieving 'publicness', safety and belonging for city dwellers.

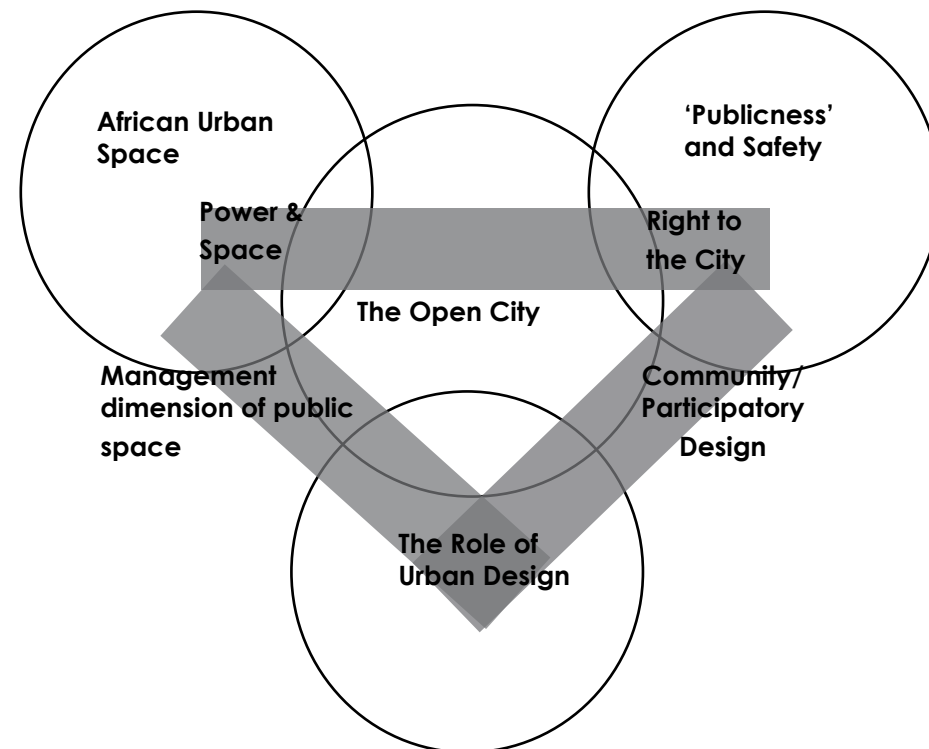


Figure 23: Conceptual Framework: The Open City Ideal (Author, 2016)

'Publicness', according to Németh and Hollander (2010), can be defined as the availability of public space and its degree of accessibility and use within an urban context. It is a critical element in achieving citizenry and fair representation in the city. Barnujee (2001) however opposes the existence of the idea of 'publicness' and so called 'social interaction' in American public parks, arguing that in reality the values of freedom, civic pride, social interaction and diversity in these spaces turned out to be a mere rhetoric as they reflected everyday realities of race, income and class inequality.

Van Deusen Jr (2002) supports Barnujee's (2001) argument on the 'decline in the public realm' (pg.12) in American cities, that happened through increased privatisation of public space and the growing development of suburbs and shopping malls, by discussing to how public space has shifted from being somewhat 'open' to somewhat 'closed' (Van Deusen Jr, 2002, pg.150). He argues that urban designers themselves have become agents of 'privatized public space' production due to the growing political and economic pressures for (supposed) economic development in cities (*ibid*).

Banerjee (2001) argues that none of these privately owned and managed public spaces can be deemed as truly public, and that the idea of 'publicness' in them is rhetoric and in reality non-existent. No matter how (physically) 'open' and accessible or free these spaces seem to be, not all of these open spaces are in the public realm if they are closely guarded by law enforcement and strict private management that comes in the form of security personnel and closed circuit television cameras environments (Banerjee, 2001, pg.12).

Allowing city users to 'claim' and freely use space is an act of creating public space where different social groupings in the city become 'public' (*ibid*). This idea of public space has however declined over the last few decades of the post 20th century.

The growing dominance of automobile use in cities contributed to the growing flight of middle to upper class from the city centres to outer (suburbia) parts of the city, which saw the decline in the (social and civic) value of public spaces a growing dominance of shopping mall developments arising as a 'new' form of 'public space'. This has been a growing trend in American cities as discussed by Banerjee (2001) and has been a dominant feature in the city of Johannesburg as well.

In attempt to revive the inner-city and its spaces the City of Johannesburg (CoJ) has since the early 2000s been focusing its attentions on the regeneration/ renewal of the inner-city through the support from (mainly) the large corporate companies, financial institutions and private developers that still wanted to retain their presence in the CBD (Johannesburg Inner City Urban Design Implementation Plan, n.d; Barnard and Young, n.d).

These renewal projects however have seen public space become more and more privatized. The design and management of these spaces have resembled the same kind of 'closed' or fortified public spaces discussed by Banerjee (2001) on public spaces in American cities. The use of fences, gates and security guards for safety and management by private owners have been the main feature of new open spaces and parks in the inner-city and have restricted the freedom of use and expression.

Open spaces that are largely utilised by the homeless, religious groups, informal traders and waste pickers and simply the majority black urban poor have now been identified by the city as problematic and are deemed as unwanted in the public realm. As argued by Van Deusen Jr (2002) public spaces have increasingly become linked to commodity exchange and the generation of revenue for cities. This has therefore meant that the focus on public space design and management in cities such as Johannesburg has been on achieving economic development and less about issues of inclusivity, social justice and freedom of expression.

This according to Van Deusen Jr (2002, pg.149) "... suggests that space, not people, is the important resource that generates value in the city". The ways in which public parks in Johannesburg's CBD are being designed are now about "securing space from the public rather than for it" (Németh and Hollander, 2010, pg.22). This therefore raises questions on whether the access to and use of parks and open spaces in inner-city Johannesburg is now only a privilege and not a right (Banerjee, 2001)?



### 3.2. Defining Urban Design – Meanings of the practice of design within the SA context

Carmona *et al*, 2003 (pg.vii) defines urban design from a broad perspective where its function or role is based on facilitating and guiding the process of making better places for people than would otherwise be produced. In their definition they stress four points that frame the professional stance of urban design as one that;

- Is for and about people
- emphasises the value and significance of 'place'
- operates in the 'real' world, with its field of opportunity constrained and bounded by economic (market) and political (regulatory) forces
- above all a process

The question that arises however is whether Urban Design as practiced in cities of the global North and defined in northern urban design literature is the same or contrary to that of the global south context such as in cities in Africa? Due to the lack of urban design theory on public spaces that has been derived from the global south context, it is important that urban designers working in African countries (such as South Africa) understand the meaning of African urban space (social, economic, cultural or political meaning) and what public space means to the African people that occupy and use these spaces on a daily.

More importantly, it is crucial for urban designers to understand how this socio-economic, cultural or political meaning of African public spaces is affected by the actual physical environment that urban design intervention creates.

"All urban designers - both knowing and unknowing - need a clear understanding of how their various actions and interventions in the built environment combine to create high quality, people-friendly, vital and viable environments; or, conversely, poor quality, alienating or simply monotonous ones" (Carmona *et al*, 2003, pg.vii).

For this to happen, according to Van Deusen Jr, 2002 (pg.454), there must first be an examination of the context in which our public spaces are created and managed both the various agents of spatial change in the city (including public city officials and private developers) and how those positively or negatively influence the process of place making in the African city.

The pursuit by city officials to increase the competitiveness and attractiveness of African cities through the design and beautification of their public open spaces will be in vain if the citizens of these cities do not identify and have a stake hold in these spaces. I argue, through my research, that the more African cities pursue attracting new (up market) residents and businesses (in the name of promoting economic development) through the privatisation of the public realm and "invasive and exclusive security measures" (Van Deusen Jr, 2002, pg.150), the higher the degree of socio-economic struggle, exclusion, lack of representation and justice in African cities will be.

One of the fundamental concepts that can be raised is what the impact that urban regeneration and/or renewal of public open space, through urban design intervention, has had on the degree of publicness of open spaces in the inner-city of Johannesburg (as an African city) and how their design and management have in certain ways perpetuated gentrification and socio-economically exclusive spaces in the inner-city that are to the detriment of its black African low income users and dwellers.

Urban design has the ability to (if done appropriately) improve the ease of access to open spaces through community-intensive neighbourhood-scale design, where the community plays an integral role in formulating design concepts and deciding on how the space will be controlled (Banerjee, 2001). Through the use of creative ways of community-engagement and co-design strategies, urban design can provide a multitude of the inner-city's (currently) socio-economically and politically marginalised African communities with the opportunity to take part in the formation or improvement by freely expressing of their opinions and viewpoints (Németh and Hollander, 2010).

By creating these spaces of interaction between diverse African groups within the design process, urban design can act as a tool to promote open dialogue, active citizenship and a wider scope of political representation in the design and management of the inner-city's open public spaces. This hence raises a research interest in investigating the role of urban design in creating such spaces and what this development trend will mean for the future of open public spaces of Johannesburg as an African City.

### 3.3. Defining African Urban Space

In conceptualizing the definition of what African urban space is, Simone (2004, pg.407) characterises it as consisting of incessantly flexible, diverse and mobile spaces that operate without clearly delineated notions of how the city is to be inhabited and used. A key aspect to how African urban space operates, according to Simone (2004, pg.407), lies in its non-linearity, complexity and unpredictability, as well as in the "ability of its residents to engage in complex combinations of objects, spaces, persons, and practices".

During the pre-colonial period, the composition of African space validated itself through personal and humanist values (Lloyd, 2003). Social hierarchy in African space was embedded in culture of community and collective ownership of space rather than the individual ownership of land and the alienation of the other that post-colonial cities have developed. The determinant of pre-colonial African spatial form was therefore based on the relationship humans had with physical space (Zimmerman, 1999).

Simone (2004) argues that African cities largely go against the conventional, linear forms of urban life, which are largely based on individualism and social division of labour (as seen in global north cities), but rather consist of a complex system of diverse activities that manifest through a range of flexibly configured landscapes (Simone, 2004, pg.409).

An important feature of what defines African urban space has also been based on the circulation of goods and commodities, as well as the constant process of buying and selling, which all happened in the public realm, largely known as the common space or the 'commons'.

This activity was largely embedded in a tradition and culture of indifference and equality when it came to use of public space, where both the elite and commoners would be able to use space freely for their social, economic and cultural benefit. It is therefore questioned where these spatial qualities have been lost through the adoption of European spatial planning tradition of spatial 'order, segregation and individualism during and post the colonial era?

#### 3.3.1. Inclusion and Exclusion in present day African cities

African cities have a history of racial discrimination & segregation that occurred during colonisation (and apartheid) where indigenous black populations were enslaved and removed from their native land by European colonist nations such as Great Britain, Holland, Germany, Portugal and France.

A great majority of African countries have since the early 20th century achieved independence from colonial/apartheid rule and adopting a democratic governance system, with South Africa being amongst the latest to gain democratic freedom in 1994. African countries are however still faced with various urban social ills such as growing population sizes and high levels of inequality and exclusion that have persisted (and at times grown) from the colonial era.

Despite the democratic liberation of Africans, in them attaining rights to freely vote and access spaces in the city, there is still a large gap between the rich and the poor which is largely based on the spatial configuration of cities and the limited freedom to access and use spaces in the city by the black urban poor to develop themselves socio-economically.



Figure 24: Top view of Street Trading activity in Noord Street  
Photo Credit: P. Liphosa (2015)





**Figure 25: Taxi and Pedestrian activity on Nugget Street, Johannesburg**  
Photo Credit: A. Mandyanda (2015)

### 3.4. Decoding Public space in Johannesburg Inner-city as a Post-colonial 'African' City

Africa, amongst other regions in the global south, is currently faced with challenges of rapid population growth in its urban areas which is often not adequately met by the required infrastructure needed to sustain these high (and ever-growing) populations. According to Steyn (2007) there has been a loss of the studies that look closely at African urban forms and socio-spatial arrangements that are unique to the context and that can be improved on to help in reducing present day urban ills.

This report looks into the notion of urban design codes in terms of their meaning, purpose and use. It looks into the issue of inclusion and exclusion in the design and management of public spaces in African cities and questions how urban design codes have been used to benefit African dwellers in the city. It asks what types of Urban Design approaches that can be formed decode the colonial nature of spaces in African cities such as Innercity Johannesburg and if there is a need to formulate new forms of Design Code for 'African' urban space.

This section therefore discusses the meaning and use of urban design in terms of what it means in terms of regulation or non-regulation, planning or non-planning and formal and informal ways in which cities perform; with particular reference to Johannesburg, one of Africa's largest cities. Conclusions are then drawn on which design codes apply best to the African context and what that would mean for the future and sustainability of its cities.

Growing calls for transformation and decolonisation of spaces in African cities have come up in recent times, particularly in South Africa, where bids to remove colonial symbolism in the form of street names and heritage statues have been made (e.g. Rhodes Must Fall campaign). Current ideas and theoretical concepts on possible urban solutions to the challenges faced within African cities are largely derived from western or Eurocentric planning and urban design models and are often inappropriate in responding to the needs of local populations (van Rensburg & Da Costa, 2007). As stated by Mbembe (2004, pg.373);

*"The idea of the metropolis in European thought has always been linked to that of "civilization" (a form of existence as well as a structure of time) and capitalist rationalization. Indeed, the Western imagination defines the metropolis as the general form assumed by the rationalization of relations of production (the increasing prevalence of the commodity system) and the rationalization of the social sphere (human relations) that follows it".*

It is through this western definition of an urban metropolis and a western approach to space design and regulation that results to the restriction of use and evictions of the black urban poor (the so-called 'undesirables') from public spaces in the city e.g. informal traders, homeless, beggars, waste pickers & recyclers etc.

It is on this basis that I argue for the need to redefine and re-imagine the Johannesburg metropolis as one that responds to the needs and conditions of the black African populations that predominantly occupy it. I argue against the modernist regulatory approach to public space design & management that is said by Zack & Silverman (2007) to be one of the main causes of urban exclusion in African urban spaces such as Johannesburg inner-city.

### **3.5. Need to re-imagine the design of African urban space**

In response to the growing calls to decolonise African urban space and increase its responsiveness to the context specific needs of its most vulnerable citizens, there is a need to re-imagine how old and new spaces in the city are designed or redesigned to be more accommodative of these citizens.

There needs to be a stronger pursuit of creating particular spaces that are linked to the specific identities, functions, lifestyles, and properties that become legible for specific everyday users or occupants of African spaces at given places and times; what Henri Lefebvre calls "representations of space" (Simone, 2004, pg.409). African cities such as Johannesburg in South Africa are rapidly developing into locked and concealed spaces with high walls/fences and security boom gates that can only be accessed by a certain economic elite.

The city of Johannesburg, according to Mbembe & Calburn (n.d) is no longer discoverable by its surfaces and requires either guts or the racial, cultural and economic keys to penetrate. What urban design codes have done, particularly in the post-apartheid era, is to exacerbate the culture of exclusion and inequality by encouraging (through private developments) the growth of shopping malls and mini cities behind walls (otherwise known as gated estates).

In addition to the segregated and sprawling environments for the wealthy designed by private developers, public developments for black poor/underprivileged communities have also developed sprawling fields of a treeless RDP houses that often located in peripheral areas that lack public space and adequate links to public transport and amenities such as schools, clinics and jobs.

*"The crux of the matter is that we, as a city and as a society, all deal in these coded conditions all the time. This is a common culture that once deconstructed and opened to critical scrutiny, could be used to beneficial strategic design effect in order to bring about a more balanced urban environment" (Mbembe & Calburn, n.d, pg.68)*



*"According to conventional imaginaries of urbanization, which locate urban productivity in the social division of labor and the consolidation of individuation, African cities are incomplete. In contrast to these imaginaries, African cities survive largely through a conjunction of heterogeneous activities brought to bear on and elaborated through flexibly configured landscapes"* (Simone, 2004, pg.409).



**Figure 26: View of Alexandra Township in northern Johannesburg**  
Photo Credit: GIZ (2016)



### 3.6. Enhancing situational approaches to designing for African public space

Many writings on designing for public spaces, such as those from Jane Jacobs and Oscar Newman, refer to concepts such as eyes on the streets as the most efficient ways of creating open, safe and public environments. However, these writings base these principles on the global north context with lower populations, lower socio-economic deficiencies and crime rates as well as lesser historical embedded inequalities based on racial discrimination as seen in the African context.

It is therefore often problematic to assume that these principles can be applied to have the same positive impact in African urban spaces such as inner-city Johannesburg, Lagos or Maputo, where high population densities are present within contexts of rife poverty and low socio-economic opportunities.

As was mentioned in section 2.3.1, Simone (2004, pg.407) defines African urban spaces as flexible, diverse and mobile spaces that operate without the delineated conventional notions of how the global north ideal of how a city is 'supposed to be used or occupied. He argues in this that it is in this non-linearity and complexity that makes it difficult (if not futile) to design for African public space using conventional European ideals of urban design codes or guidelines.

In interpreting what Simone argues in design terms would simply mean, designing for African public space that is open and flexible enough to adapt to the complex combinations of people, objects, spaces, and practices that Africans often engage in, in their everyday.

Urban design principles such as eyes on the street often assume that the more people there are on or looking towards the streets, the more safer these spaces will be, with natural surveillance being present. However, experiences in African cities such as Johannesburg and Lagos reveal that some of the highest amount of theft and violence happen in places with the highest amount of people on the streets.

Noord street in downtown Johannesburg is one of the busiest, high density, high intensity streets in the city, with intense trading and mobility (vehicular and pedestrian) activity. However it is amongst the most dangerous streets/public spaces in the CBD area as pick pocketing, mugging, car theft and violence are often the order of the day. It is therefore apparent that the principle of visual policing doesn't necessary apply in this context as it would in the global north context that Jacobs and Newman were referring to.



**Figure 27: Noord Taxi rank informal market, Johannesburg, South Africa.**

Source: <https://africawitness.files.wordpress.com/2013/03/tomato-vendors.jpg?w=700&h=466> (Accessed 29/09/2015)



**Figure 28: Computer Village, Lagos, Nigeria.**

Source: <http://jideodukoya.com/blog/wp-content/uploads/2011/10/Day10-computer-village.jpg> (Accessed 29/09/2015)





**Figure 29: Informal street trading on Oshodi Market in Lagos.**

Source: <http://www.nzdl.org/gsd/collect/cdl/archives/HASHa162.dir/p233a.jpg> (Accessed 29/9/2015)

Urban spaces in Africa have in post-colonial times experienced a rapid influx of populations that are largely unknown and mobile (moving between the rural and urban). This has occurred in spaces with very limited capacity (management and infrastructure) under often unstable socio-economic and political conditions.

State administrations and civil institutions in African cities have, due to this, lacked political and economic power to fully control and/or regulate the diverse forms of activities that take place within their cities (e.g. buying, selling, residing, producing etc.) to the bounded or designated spaces that design codes prescribe, that are to be carried out by designated actors (Simone, 2004).

How effective then is it to apply and enforce conventional design codes to spaces such as this where there is very little certainty and very few fixes?

What happens when municipalities are weak and are unable to enforce the application of design codes; or when they desire the generation of revenue through private investments in developments that go against the greater needs of its vulnerable citizens (Zack & Silverman, 2007, pg.4)?

### 3.7. To Code or Decode African urban space?

In light of the critiques of urban design codes, particularly in their limitations in responding to the dynamic nature of African urban spaces such as in the city of Lagos, it is useful to question whether to code or decode urban spaces in Africa through urban design.

The design code is based on the broader idea of design guidance that is defined as a "generic term for a range of tools that set out design parameters with the intention of better directing the design of development" (Banerjee & Loukaitou-Sideris, 2011, pg.288).



**Figure 30: Taxi and pedestrian congestion in Oshodi Market in Lagos**

Source: <http://nigerianstalk.org/wp-content/uploads/2011/12/lagos-nigeria.jpg> (Accessed 29/9/2015)

According to Zack & Silverman (2007) design codes are based on a master planning approach that dictates urban development by stating limitations on type of land uses, parameters of building blocks and open/public spaces and so on.

"Design codes are tools to set the detailed urban design parameters of projects across the different scales of design intervention, from street and block sizes and layouts to landscape and architectural concerns, towards a coordinated vision of place" (Banerjee & Loukaitou-Sideris, 2011, pg.295).

There are different forms of guidance that range between more generic forms that relate to large areas and/or undefined sites to more specific smaller the scale of application that has a greater degree of specificity. The same code can give a prescription at various levels of intervention that can be applied to different parts of the site. However, in as diverse as the code can be, its power ultimately lies in the system of implementation which includes its levels of enforcement (CABE, n.d, pg.5).

According to Carmona in Banerjee & Loukaitou-Sideris (eds) (2011, pg.315), design codes seek to achieve; better designed development, with less opposition locally and a more level playing field for developers, less uncertainty with the planning process, streamlined regulatory processes and a more coordinated development process, built on consensus instead of conflict.

Design codes however have various limitations. Although they can be highly prescriptive and provide a high level of detailed design guidance, they are not legally defined and bound in spatial ordinance or policy which makes the power of them being enforced is very low. Design codes therefore cannot be a 'blue-print' for development as the term 'guidance' in itself suggests that they only provide a sense of direction for, rather than a final solution to a design problem (Banerjee & Loukaitou-Sideris, 2011).

Critiques against design codes have been made criticising codes for not being "effective" or responsive to individual cases but rather being carried out as a procedural approach designed to be an "efficient" system (Zack & Silverman, 2007). Other limitations to design codes, particularly in how they apply to African cities, are that they are;

- inflexible and not well adapted to situations that do not fit the assumptions imbedded in the particular code
- not suited to fast tracked development or to exceptional circumstances
- assume that the state has power to fully enforce codes & regulate land use practice according to the provisions of the code, which in terms of development that occurs in African cities is not always true

Zack & Silverman (2007, pg.4) give an account of the downfalls of trying to enforce design codes in the African context stating that "the truncated process of economic modernization at work in African cities has never fully consolidated apparatuses of definition capable of enforcing specific and consistent territorial organizations of the city". In such situations citizens' needs are often met precisely (through unregulated/informal means) because these regulatory systems failed.

Gotz and Simone ( in Zack & Silverman, 2007) therefore argue that the modernist approach of applying design codes that desires certainty, streamlining, little opposition and socio-spatial fixity are inappropriate for the highly fluid urban conditions that characterise African cities. They argue that there needs to be a decoding of certain spaces in African cities that have fix types of uses and rather move towards designing particular spaces that allow 'African urban actors' to construct their own (multiple) spaces of operation.

In conclusion to the discussion, the following questions can be raised in response to debates on designing and decoding African Urban spaces;

- Can a different kind of city be achieved that would be based on connectivity and notions of commonality and mutuality?
- Can urban design in our context, in light of colonial and apartheid history, be used as a political act that moves towards developing design codes that embrace current practices of urban residents in Africa; such as using sidewalks as production or trading spaces, use of parks or open spaces for waste collection and recycling, creation of affordable spaces for living in the backyards of houses or subdivision of internal rooms? (Mbembe & Calburn, n.d)

This therefore creates a basis for an argument for the adoption of this kind of shared knowledge, language into urban design codes that will better respond to the density, cultures and richness of African space (*ibid*). It is through this adoption of knowledge and increased understanding of African culture of manipulation of space and adaption of infrastructure that African urban spaces can be recoded; in order to make it possible for Africans to expand their spaces of economic and cultural operation and allow them to become spaces of increased cultural expression and wealth (Simone, 2004).



#### 4. Research Approach, Methods and Findings



Figure 31: Children playing inside End Street North Park, Johannesburg  
Photo Credit: GIZ (2016)

#### 4.1. Research Approach/Method

This chapter outlines the chosen approach to conducting my research fieldwork and gives a detailed account of my findings. I undertook my field work study using an applied research approach together with qualitative data obtained from the outcomes of my empirical field work. I, through my research, worked with Johannesburg City Parks and Zoos (JCPZ) who engaged in a pilot project to upgrade End Street North Park, with the aim of rethinking and reformulating its approach to park design and management, particularly in parks in Johannesburg inner-city.

JCPZ, through this park upgrade pilot project, are looking to improve their research and knowledge management unit and develop new strategies of designing and managing park spaces in Johannesburg inner-city. Through my engagement with JCPZ I was able to carry out my applied research approach and obtain insight and understanding on current state practice in terms of park design and management.

Also, to gain a closer understanding of the intersection between spatial design outcomes and state governance practices I used my involvement in the pilot project as an opportunity to look into the relationships between government and community agencies meet 'at the table' and discuss local issues with regards to the design and management of their parks.

I looked into the visions and objectives that different interest groups have with regards to what they desire for their park spaces and how they would like for them to be designed and managed. Within this engagement with the state and communities I evaluate the strengths and weaknesses of the current community participation process undertaken by the state and local communities and recommend alternative approaches in engaging in the community participation process of park designs.

The structure of my research involved the following approaches/methods of research:

- Applied Research
- Community Engaged Participatory Research
- Precedent Study

#### 4.2. Applied Research Method - Community Co-Design Participation Pilot Project

Applied research was the main research approach I used in conducting my investigation of the selected park spaces in Inner-city of Johannesburg. According to Creswell (2003, pg.18) this method is referred to as a mixed methods approach and "...employs strategies of inquiry that involve collecting data either simultaneously or sequentially to best understand research problems". Within the applied research I made use of both quantitative and qualitative methods.

I worked on a park upgrade pilot project through an engagement with Johannesburg City Parks and Zoos (JCPZ), who in 2015 embarked on the project to improve their knowledge of the parks they manage and develop new strategies of designing and managing parks in Johannesburg inner-city.

The aim of my engagement was to be practically be involved in a state led, multi-stakeholder park design project that would help me understand current state practice with regard to park design and management. I was therefore, through this project, able to be involved in a form of applied research and used the project as an opportunity to have a first-hand experience of a park community co-design process.

My applied research took place in two phases:

##### 4.2.1. Phase 1: Site analysis (based on Empirical Observation)

In collecting data on what the main issues experienced in the park are, I engaged in a rigorous on the ground, exploratory and community based research where I used empirical observation to investigate the current physical conditions of the parks and how different types of people use the space and interact with each other through the use of its facilities. I engaged in a socio-spatial analysis of different types of users and how physical elements within the parks influence and/or shape how they use, interact and feel within these spaces.



My quantitative research approach involved collecting data on the demographic composition of park users in the selected inner-city parks through make use of existing data collected in city of Johannesburg frameworks and reports as well as academic journals. This type of data collection helped me to quantify the amount of usage of the chosen inner-city parks as well their type of users (race, gender, income group etc.).

#### 4.2.2. Phase 2: Community Co-Design and Participation

As was mentioned in the introduction of this chapter, through my engagement in the End Street North pilot project with Johannesburg City Parks and Zoos, I was part of the planning and community co-design process of a Park redesign and upgrade project which gave me the opportunity to critically analyse and reflect the planning, design and participatory methods that were tested through the project to improve current practices.

Over and above park design and use, I obtained insight on maintenance and long term management issues/challenges that the City faces in managing its park spaces. I was able to critically assess the roles that different stakeholders in both local government and community organisations play in determining the final outcome of the physical design and management of parks in the inner-city.

Through observation in multi-stakeholder meetings and engagements I was able to get insight the visions and objectives of the different interest groups that were involved have with regards to what they desire for their park spaces and how they would like for them to be designed and managed.

My work with JCPZ on the pilot project helped me to experience and evaluate the strengths and weaknesses of the community co-design/participation approach to the redesign of park spaces that seeks to achieve improved safety, park use and respond to the needs of a variety of groups.

This level of engagement allowed me an opportunity to experience first-hand and participate in local planning processes of public space community centred design and understand the different dynamics that exist within the community participatory process of public space development and design.

As part of the outcomes and conclusions of my engagement, I have to acknowledge that maximum use and safety in park spaces is not something that can be achieved or 'fixed' solely through design. It requires a rigorous back and forth process between multiple stakeholders to build shared value, ownership and knowledge on the park as a public space, through the collaborative design process.



Figure 32: Notices for Community engagement in End Street North Park Design put up by JCPZ  
Photo Credit: Author (2016)

The main ethical consideration of my study was to maintain neutrality and a high level of transparency in my involvement with both the state (JCPZ) and the community (Park users) that I engaged with;

- I had to take caution and be sensitive towards the extent of my interrogation and documentation of my interviewee's backgrounds and how they use the space. A lot of the park users were homeless, school going children and traders who may not be comfortable with me documenting their activities in the park spaces through photographs.
- I in some instances had to make hand drawn sketches of the park activities rather than take photographs to ensure the anonymity of certain users. Part of this sensitivity was to ensure the anonymity with state officials and/or communities who fear that their participation in the research may be to their detriment in certain ways.

- I also attempted not to raise any expectations amongst the respondents on my research improving their current state of conditions and economic statuses in and around the park spaces and made it clear that the data collected is intended for academic purposes only.

#### 4.3. The End Street North Park Pilot Project: Testing an Integrated Stakeholder Engagement Approach for Park Design

Johannesburg City Parks and Zoos (JCPZ) has embarked on a pilot project to rethink and reformulate its approach to park management, particularly in parks in Johannesburg inner-city. JCPZ, in partnership with, the Johannesburg City Safety Programme (JCSP), Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) and the United Nations Human Settlements Programme (UN-Habitat), is planning in particular on implementing programmes focused on promoting active community participation in maintaining and looking after the city's parks.

This project is aimed at coming up with a creative approach of creating safer parks in the inner-city whilst also empowering its communities and investing in longer term management.

The main vision/ goal of the project is to build safe, accessible, inclusive, vibrant and environmentally sustainable public spaces whilst achieving the objective of deepening citizen involvement in improving the management aspects of open spaces. Over and above park design and use, the pilot project will test out best practices in community based maintenance and long term management of park spaces.



**Figure 33: Children playing inside End Street North Park, Johannesburg**  
Photo Credit: GIZ (2016)



**Figure 34: School children writing what they would like to be added in Park as part of ESN Park Design Community Participation process.**  
Photo Credit: Author (2016)





**Figure 35: Nugget Street, Doornfontein residents discussing what the issues in the area are with JCPZ, as part of ESN Park Design Community Participation process.**

Photo Credit: Author (2016)

Questions that were asked by JCPZ and its partners in the beginning of the project included;

- How can we best ensure quality and safety of parks?
- How can inner-city parks be made attractive for women and children to use?
- How can some of the users and small enterprises be brought in to 'co-own and manage the parks?
- How can the parks be activated through programming and temporary events?
- How to integrate the parks with each other and with pedestrian and bicycle networks?
- What needs to be let go first so that something new can emerge?
- How to facilitate processes that will enable change with tight timeframes?

These questions were followed by an outline of what needed to be done in the early stages of the project. This included;

- Generating base line studies including spatial analysis, behavioural mapping, stakeholder mapping for all parks.
- Exploring the interrelation between urban planning & management.
- Developing a comprehensive plan including design, management, regulations and finances.

A short list of parks that had particular problems and assets and would make of a very interesting and informative study and/or project to test a public sector, private sector and civil society involvement approach was then drawn as priorities for the Johannesburg Safer Parks project.

Amongst these parks were Jager Park, Edith Cavell Park, End Street Park, Pullinger Kop Park and Joubert Park. End Street North Park was then chosen as a first priority, and through a partnership with UN-Habitat, to test a new participatory approach that will strengthen community and stakeholder relationships towards park design and management.

As part of the End Street North Pilot project, JCPZ conducted a stakeholder engagement workshop that aimed at bringing together various relevant stakeholders from within the City of Johannesburg's departments and strengthening the City's internal coordination towards undertaking this park improvement pilot project. Part of the stakeholders that were deemed relevant and important in being involved in the project included;

- Johannesburg City Parks (JCPZ) (Main stakeholder)
- City of Johannesburg (CoJ) Region F Office
- Johannesburg Development Agency (JDA) Development Facilitation Unit
- Johannesburg City Safety Programme (JCSP)
- Johannesburg Environmental Health Department
- Johannesburg Social Development
- City of Johannesburg (CoJ) Development Planning Unit
- Johannesburg Metropolitan Police Department (JMPD)

Part of the discussions in the workshop involved looking into past and/or present challenges of community/ stakeholder engagement in managing parks in the city. Successes in community involvement were said to be often seen in northern suburbs, where community members have knowledge, resources, strong sense of ownership, interests and value for parks as environmental assets.

This was contrasted to inner-city and townships parks' experiences of community engagement, where some of the highlighted challenges included;

- Dealing with homelessness, drug abuse and crime in parks. Inner-City and township communities often have a lack of involvement from crucial stakeholders that need to deal with social ills in their parks e.g. Homeless shelters, Rehabilitation facilities, contractors/employers, law enforcers, waste pickers/recyclers.
- Most Inner-city parks were upgraded 8 years ago and have since physically deteriorated.

- Park improvement projects in the inner-city and in townships (or other low income communities) are often not sustainable due to lack of will for volunteering amongst community members as they often have high needs and high expectations for jobs or other income generating opportunities.

- Inner- city region (Region F) is the most populated and dynamic region with the highest amount of needs however City government policies and budget allocations treat all regions the same.

Based on these challenges part of the objectives of the workshop was to formulate an integrated stakeholder's engagement approach and come up with a set of tools and guidelines to improve inner-city park use and safety. Some of the key areas of focus included;

- Building community value and sense of ownership on parks in the inner-city
- Forming a comprehensive urban park management plan that will involve the City, business owners and surrounding residents.

- Conducting a continuous engagement process with communities in the inner-city due to their transitional nature
- Consideration of a collaborative institutional management of spaces
- Get investors/developers to buy in to bad buildings around the park

In response to the above mentioned areas of focus, a strategy proposal was put on the table which suggested the following;

- Sharing of all information, plans and strategies affecting the park and the Doornfontein area at large amongst all City Departments involved, ensuring an integrated institutional management approach.
- Plan/design the stakeholder and community engagement process
- Arrange meetings with developers on purchasing of bad buildings
- Undergo stakeholder and context analysis as well as an urban inspection of surrounds
- Identify clear forums and work streams in which discussions have to take place.



**Figure 36: Pedestrians walking past fenced edge of ESN Park**  
Photo Credit: GIZ (2016)



**Figure 37: Jeppestown Street Patrollers talking to Nugget Street Residents about safety issues in and around ESN Park**  
Photo Credit: GIZ (2016)



**Figure 38: Health care workers teaching youth on HIV/AIDS prevention inside ESN Park**  
Photo Credit: GIZ (2016)



#### 4.3.1. Presenting End Street North Park: A Contested Space in a Dynamic Neighbourhood

End Street North (ESN) park is located in Doornfontein on the north end of the railway tracks. Its surrounding buildings consist of more commercial than residential use with various night clubs, gambling houses, shebeens and brothels, on its western edge. It is also surrounded by various learning institutions such as IH Harris Primary School, Ethembeni Children's Home and the University of Johannesburg's Doornfontein Campus. Though these schools are directly adjacent to the park, they do not officially make use of it during schooling hours as they have their own green playing fields and spaces.

The park lies along Nugget Street, a major arterial that links Doornfontein to Johannesburg CBD, where many people (mainly workers, school children and students) walk and drive past every day. It has a number of informal traders on its edge selling sweets, snacks and cigarettes as well as mini bus taxis that are informally parked on the streets adjacent to the park.

A railway line and Doornfontein Passenger Rail Agency of South Africa (PRASA) station intersects End Street North and End Street South parks. ESN park is adjacent to a primary school and playground area on one side and adjacent to a night club/ gambling house, shops and block of high density residential buildings on the other side.

**Geometry:** The park is linear in its extent with little to no park furniture. The park is over 4500m<sup>2</sup> in extent and is located on erf 5113 Johannesburg and owned by the City of Johannesburg. There are no distinguishing features except trees close to the middle of the park and along its perimeter. Most of the surface is grassed; however, a large patch of bare ground remains. A section of the park was surfaced with asphalt for a children's play area; however, theft of steel has resulted in the stolen play gym equipment not being replaced.

**Facilities:** There are no facilities inside the park. Development of facilities may however be limited due to the size of the park. Three sides of the park are bordered by public roads and the volume of traffic and even illegal parking is a problematic issue. Safety of school children crossing the road during the day to and from school has been highlighted by the community as a key concern.

**Users:** The park serves the surrounding residential neighbourhoods of Doornfontein and Hillbrow and is a through fare for many commuters using taxi and rail; school and tertiary students at University of Johannesburg Doornfontein campus; homeless persons and waste pickers.

**Condition:** The park is developed, but run-down with no park furniture and visible signs of a lack of regular management, which translates into safety and security risks for its users. Maintenance of the park is the responsibility of JCPZ.



Figure 39: Panoramic view of ESN Park along Nugget Street, Doornfontein, Johannesburg  
Photo Credit: J. van de Bussche (2016)

The Doornfontein area is undergoing change where old industrial warehouse buildings are gradually being transformed into residential and commercial buildings. Upon analysis of its users and amenities the ESN Park seems to be a place of contestation in the types of users that it has and its surrounds. The park itself is fairly underutilised, however it is often occupied by a number of homeless people and informal waste pickers who assemble their waste there and also use the park as a place to sleep.

The time where the park is mostly busy is in the late afternoon where young boys play football and a few young people sit and rest in the park. However organisations such as IH Harris Primary School try and enforce control over who can use the park. It has a metal fence surrounding it and is completely locked on all its edges. The park is supposed to be only open upon receiving permission from the school to whosoever wants to rent it out for use during the day.

However, it has been vandalised and opened by the waste pickers to create an entrance on a small corner on its southern end. The surrounding night clubs and shebeens are also a contentious part of the surrounds of the park as they are deemed to be inappropriate use/activity to be situated next to a park. Although they operate mostly during the night, they are said to be very problematic to the park and are very noisy during late night hours to surrounding residents.

This can therefore be seen to have a potential negative impact on the area that is line to benefit from the new park upgrades of End Street North Park and Nugget Street Park in the coming years. The new park developments themselves could also be problematic if no socio-economic change occurs in the area, where people are still poor and unemployed, as current residents may not value the public space if it does not help towards solving their socio-economic issues.

In line with the CoJ's Corridors of Freedom (CoF) densification plan, the Doornfontein area is earmarked by a set of developers who are set to redevelop bad buildings in the area, in projects worth approximately R200 million (The Star, 2015). These future developments are set to benefit the End Street Park as well as future businesses set to be located around the park are interested in investing into the park's upgrade, particularly with the prospect of new customers coming from the new accommodation being built nearby.

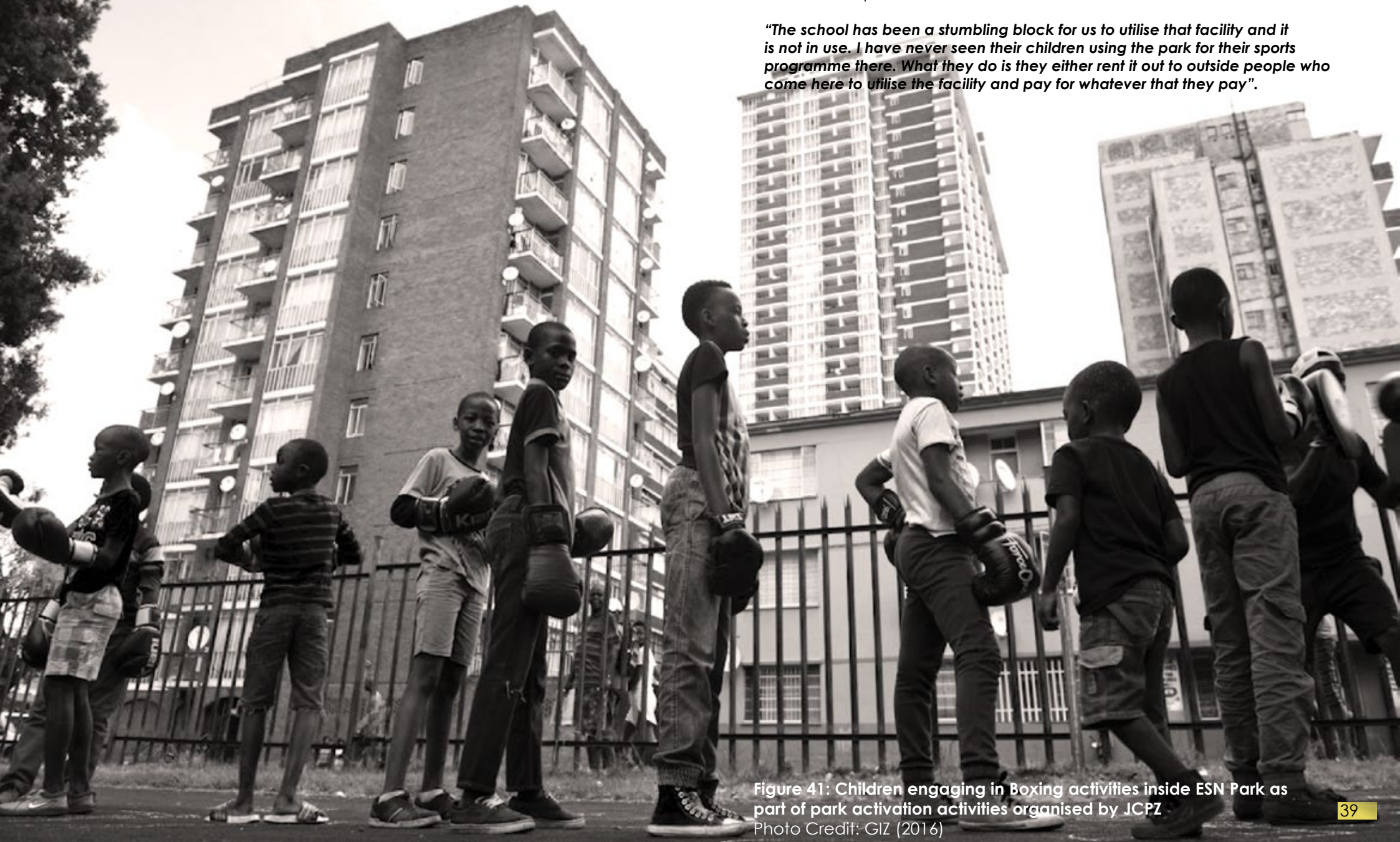


Figure 40: High rise apartment blocks adjacent to ESN Park, where majority of park users reside. Photo Credit: GIZ (2016)



According to an NGO called the Inner City Ambassadors (ICA) that facilitates soccer related activities for children in the inner-city, the programmes and activities in End Street North Park have been prohibited by the IH Harris School who own the park.

***"The school has been a stumbling block for us to utilise that facility and it is not in use. I have never seen their children using the park for their sports programme there. What they do is they either rent it out to outside people who come here to utilise the facility and pay for whatever that they pay".***



**Figure 41: Children engaging in Boxing activities inside ESN Park as part of park activation activities organised by JCPZ**  
Photo Credit: GIZ (2016)



#### 4.4. The ESN Pilot Project Public Participation Process

The End Street North Park (ESN) Upgrade Pilot project managed to undertake various community based activities in the park that include a MineCraft workshop and weekend 'Park Activation' activities such as a "Meet your Neighbour" event and a boxing tournament that aimed at bringing residents together through games and learning exercises.

In September 2015 JCPZ held a facilitation session with relevant city departments and relevant parastatals to formulate a project vision and a roadmap to define the goals, objectives, and the desired end project.

The following objectives were determined for the task team:

- Establish task team,
- Define roles
- Project roadmap and next steps; and
- Establish procedures for the integration of End Street North Park into the broader strategy.

In October 2015 Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), a German government support programme, provided project management assistance and a community participation service provider 'Sticky Situations' was commissioned to facilitate multi-stakeholder engagement and mapping key role in understanding the activities within the park and its users, as well as identifying challenges and opportunities. 3rd Year Wits Urban Planning students also provided inputs into park assessments of some Inner City parks, including ESN Park.

The MineCraft workshop, through the help of the UN-Habitat Public Space Programme and the Wits University Tshimololong TechnoHub, was conducted in November 2015 over a period of two days where residents, school children, neighbouring stakeholders and users of End Street North Park were trained to use and 'play' on the Minecraft tool and used it to craft designs and materials for the facilities and activities they would like to have in the park.

Through the help of the UN-Habitat Public Space Programme and the Wits University School of Digital Arts (Tshimololong Techno hub) JCPZ aimed to ensure that skills related to MineCraft as a participatory tool for urban design and planning remained in the City of Johannesburg municipality for future projects beyond the ESN Park upgrade.

Workshops were held with the core team (JCPZ, Public Safety, JDA) and Sticky Situations to understand various stakeholder engagement approaches (art, mapping, focus groups etc.). Workshops were also held with IHS primary school to understand their safety issues with End Street Park, whilst meetings with Councillors and JCPZ were also held to sensitise them regarding the project and get input on their vision for the park.



**Figure 42: JCPZ officials engaging Nugget Street residents as part of ESN Park Design Community Participation process.**

Photo Credit: GIZ (2016)



**Figure 43: Doornfontein community participating in mapping & key stakeholder identification exercises on ESN Park design**

Photo Credit: GIZ (2016)



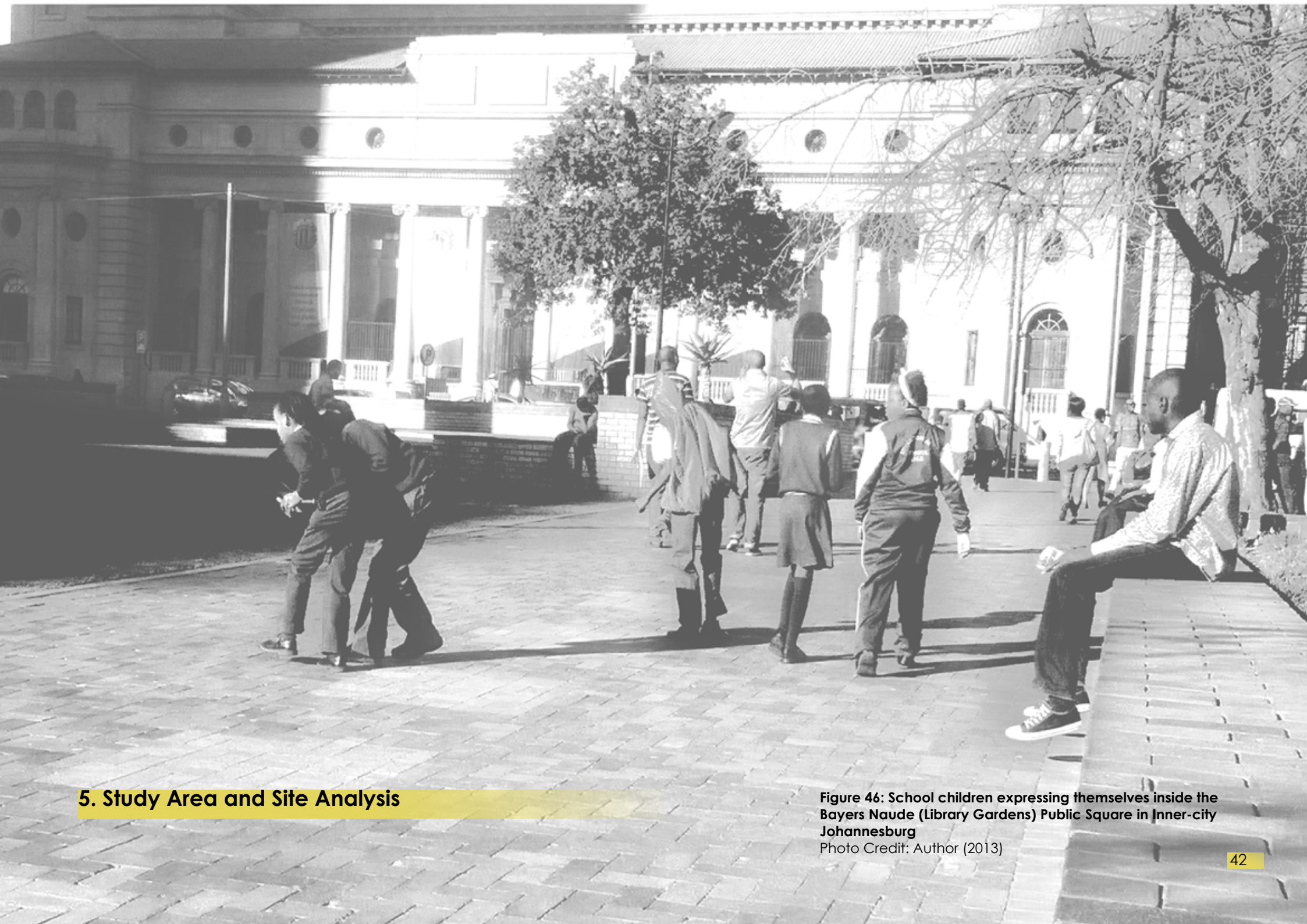
**Figure 44: Doornfontein community members and GIZ officers engaging in mapping & key stakeholder identification exercises on ESN Park design**

Photo Credit: GIZ (2016)



The community participation process effectively fed into the outcome of the final proposed design layout and also fed into a broader city strategy for future initiatives for parks and open space developments in the inner-city. Once this information was collected, the professional landscape designer from Landshapes Design landscape architects incorporated this information and finalised the final design layout for the park.





## 5. Study Area and Site Analysis

Figure 46: School children expressing themselves inside the Bayers Naude (Library Gardens) Public Square in Inner-city Johannesburg  
Photo Credit: Author (2013)



### 5.1. Locating the study area in context

The Johannesburg Inner-city, where the area of study is located, is located in Region F, on the eastern edge of Johannesburg and is placed exactly on the north growth axis (Gautrain lines) as well as connected to a network of Bus Rapid Transport (BRT) routes.

The Inner-city is also located close to various economic and trade nodes in Johannesburg which are located northwards in the northern suburbs such as Rosebank, Sandton and Midrand. These areas also locate Gautrain stations which act as a fast and efficient way of connecting into the inner-city hence saving on time and cost of travel.

Johannesburg inner-city is also located on the northern edge of the city's old mining belt and is at the core of urban regeneration efforts located eastwards of the city. The Inner-city is rather well connected to both the industrial belt and the north, through an expanding variety of transport mode such as bus rapid transit and taxi lines.

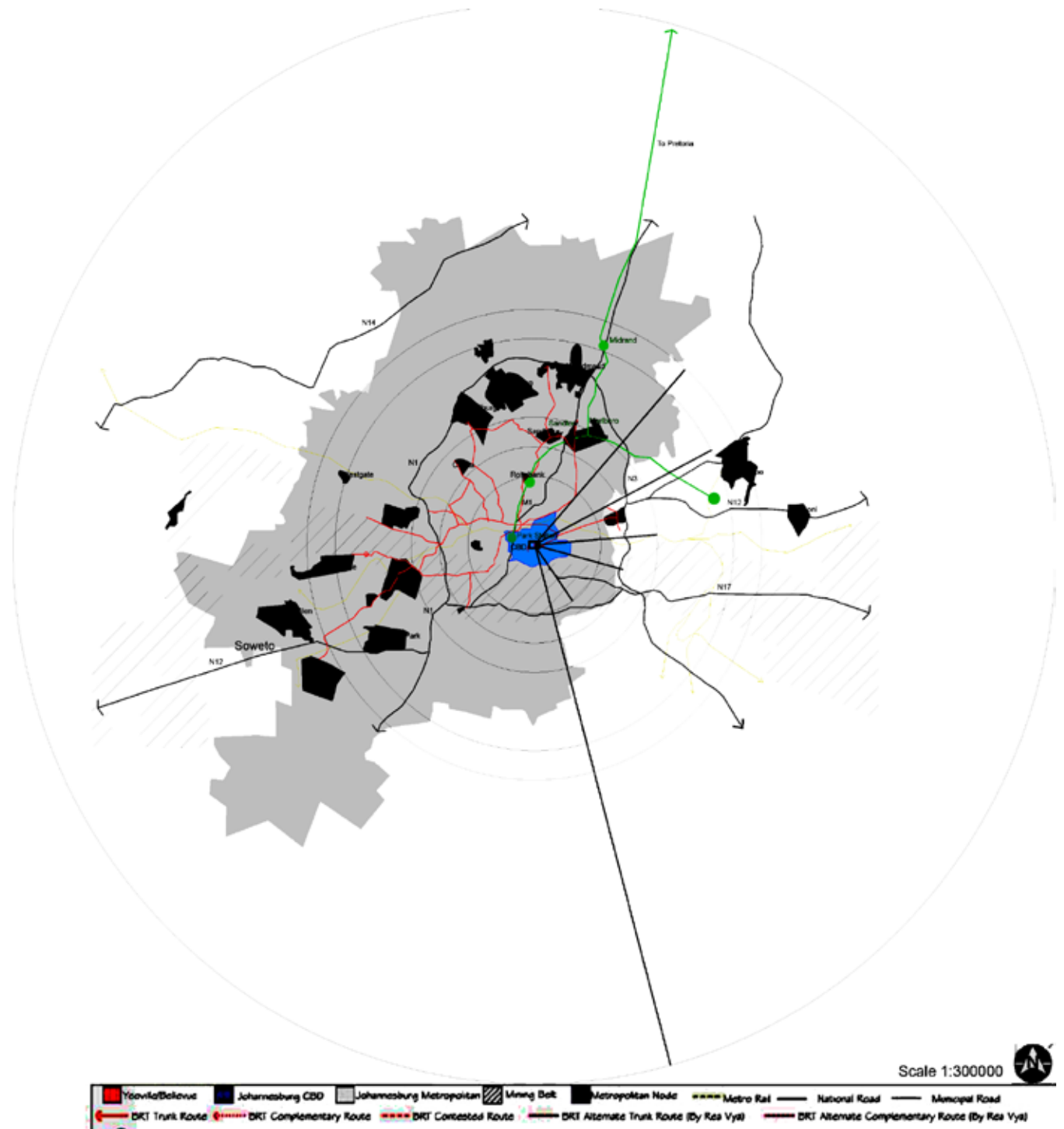


Figure 47: Map locating Johannesburg Innercity within the City of Johannesburg Regional context (Author, 2013)

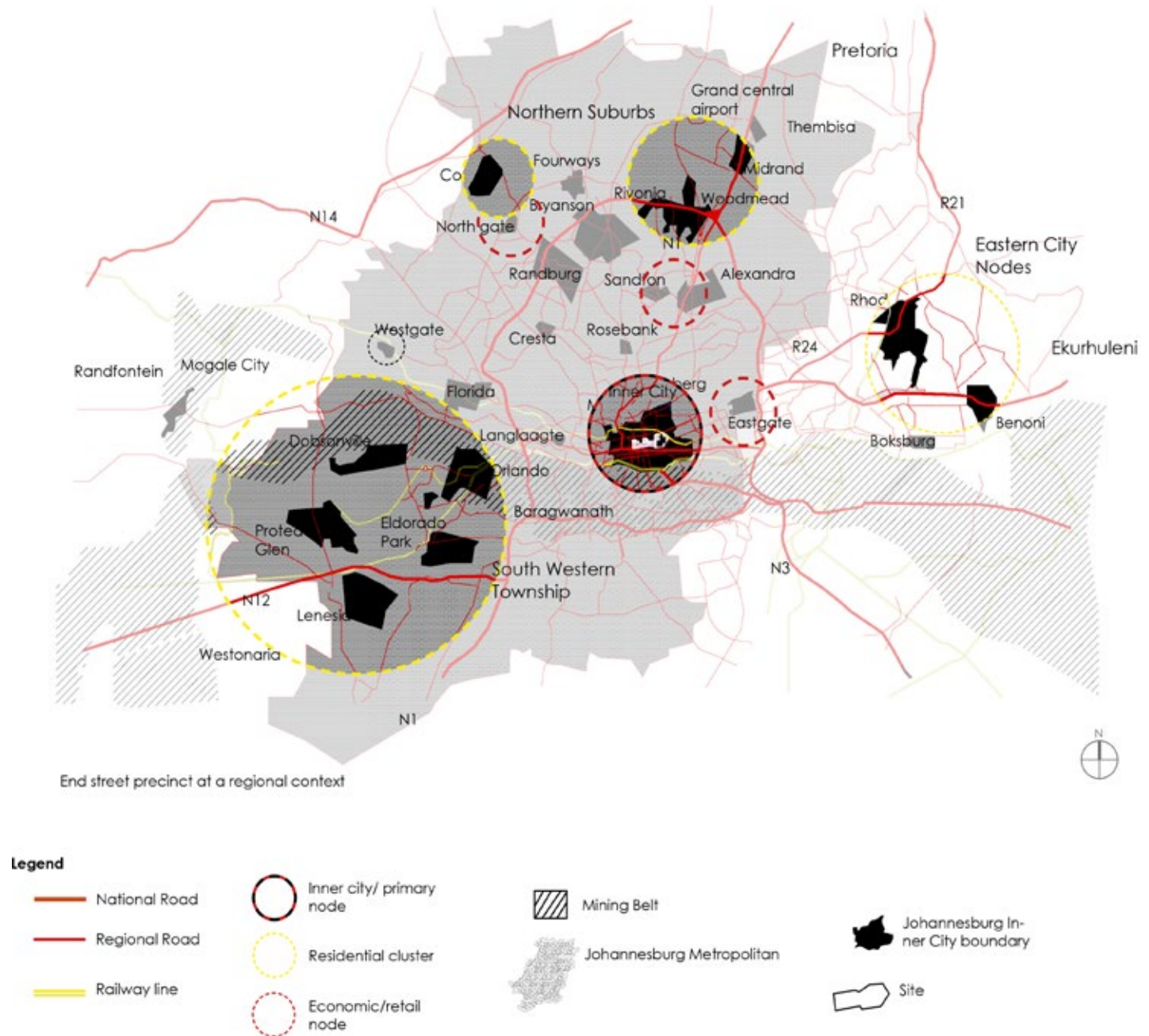
Johannesburg, in its strive to become a "World Class African city" is still faced with the problem of car dominance within its vicinity. Streets and other public spaces in most cases have very little priority given to pedestrians, who hold the majority in terms of actors within the city. The problem is further perpetuated by the city's lack of an efficient public transport system that should give people without vehicles easy and affordable access to the inner-city and its public spaces.

Though substantive strides have been taken by the city to put public transport infrastructure (through the introduction of the BRT and Gautrain rapid transport systems that connect the innercity and its regional context well), the city still leaves a lot to be desired in terms of the development of public spaces and how they connect to these new public transport systems.

The city still lacks greatly in terms of how its public transport systems connect and complement public spaces and provide people with increased opportunity and choice in how they engage and utilise the city's assets in a socio-economic, cultural and environmentally sustainable manner.

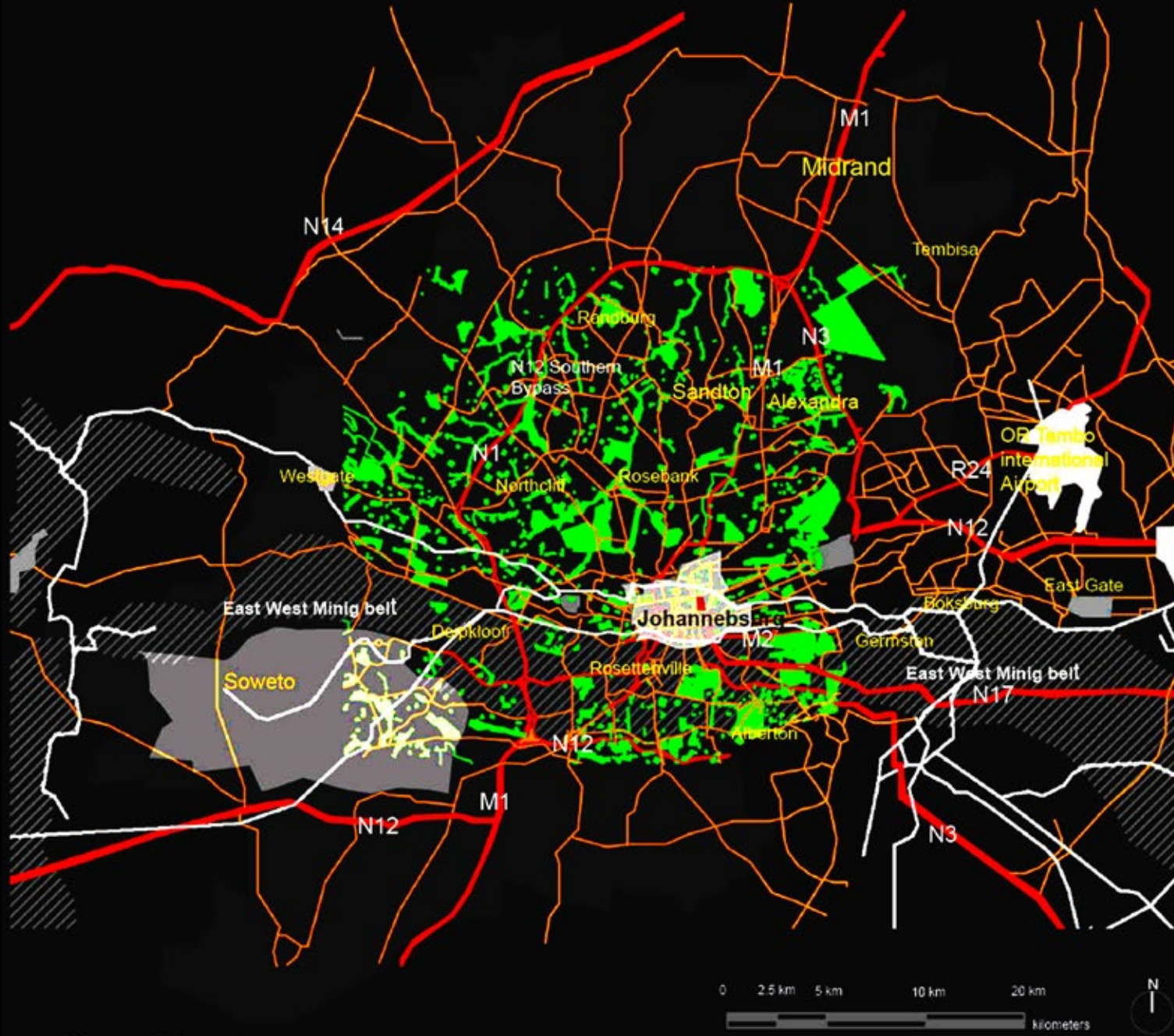
The aim of the project therefore, in light of this, is to provide an urban design concept through intervention within the confines of the Johannesburg CBD that will connect people to public spaces through various motorised and non-motorised transport modes.

The aim is to create a system of walkable areas and transport interchanges that will increase the efficiency in performance of the city in relation to the pedestrian more than the motorist. In that it will create a city whose mandate truly is "Forward with the people".



**Figure 48: Johannesburg Innercity within the City of Johannesburg Regional context and other surrounding nodes such as Soweto, Midrand and Sandton CBD (Author, 2016)**





Open spaces in Johannesburg

#### LEGEND



Open spaces (parks, vacant land, stadiums, cemeteries, nature conservation areas; public squares)



East West Mining belt

Railway line

Major routes

National routes

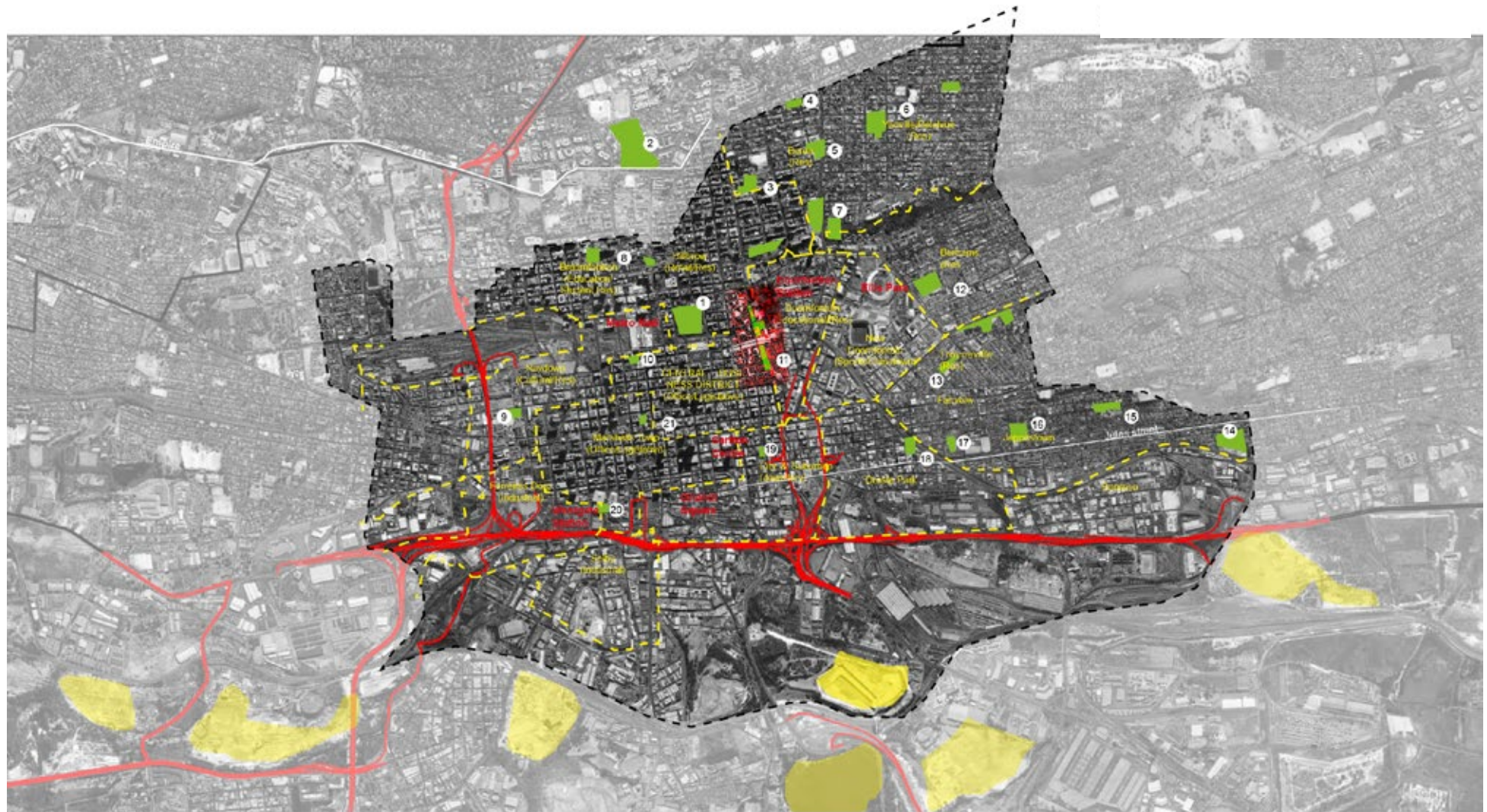
Figure 49: Open Park Spaces within the City of Johannesburg located within its Metropolitan context (Author, 2016)

Currently, Johannesburg can be labelled as what Jan Gehl (2003: 14) refers to as the "invaded city". The "invaded city" has a single use, where traffic has taken precedent, drastically changing and impacting on the availability of public spaces such as parks.

The Johannesburg Metropolitan area has over 2000 parks, with less than 20 of these being located in the innercity. Its current population size is estimated that an excess of 198,143 people live in the Inner City (figure not entirely accurate as people living in the Inner City on a temporary basis are unknown), with over 800 000 commuters travelling in and out of the city on a daily basis (CoJ RSDF, 2011, pg. 18).

This has led to a strain on the limited amount of open spaces available in the innercity, resulting in an impoverished form of public space that has left behind only the most necessary of activities, where people walk between spaces "because they have to, not because they want to" (Gehl, 2003: 14).





End Street Park as it sits amongst other parks in the innercity of Johannesburg

#### LEGEND

- Existing Parks
- National routes
- Site
- The Inner City Boundary according to the city of Johannesburg
- Innercity Districts according to the City of Johannesburg

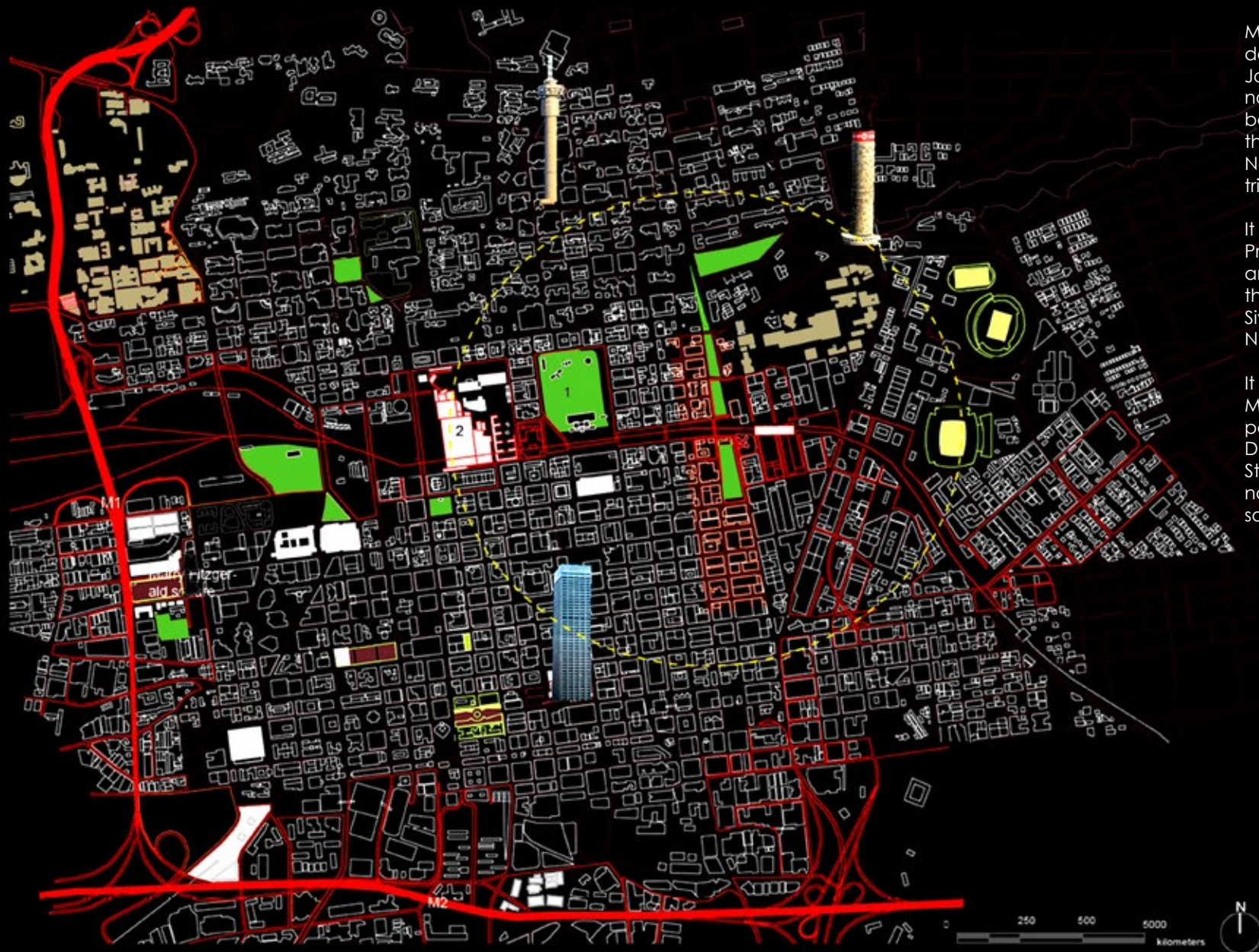
#### Existing Parks

- |                |                    |                      |                    |                                                    |
|----------------|--------------------|----------------------|--------------------|----------------------------------------------------|
| 1 Joubert Park | 5 J.L. de Villiers | 9 Central Place      | 13 Maurice Freeman | 17 Bertha Solomon Oval                             |
| 2 Pieter Roos  | 6 Yoeville Park    | 10 Atteli Gardens    | 14 Vieters         | 18 Clifton                                         |
| 3 Alec Goschel | 7 Donald Mackay    | 11 End Street (Site) | 15 Abe Bailey      | 19 Port Plain                                      |
| 4 Mitchell     | 8 Sappi            | 12 Fuller            | 16 Murry           | 20 Standard Bank (Private)                         |
|                |                    |                      |                    | 21 Park behind Rissik Street Post Office (Private) |



Figure 50: Park Spaces within Johannesburg Innercity located within its local context (Author, 2016)





My site mediates the islands of the derelict left over space created by the Johannesburg railway line, dividing the north and south of the site. Located in between Doornfontein is south-east of the central City area, the inner-city and New Doornfontein, it boards on the triangular stretch of "Uitvalgrond".

It is made out of the Education Precinct which is located in Doornfontein and is bordered by Saratoga Avenue to the north, the railway edge to the south, Sivewright Expressway to the east, and Nugget Street to the west.

It also comprises of a part of the Manufacturing Precinct which is located partly in New Doornfontein and partly in Doornfontein. It is bordered by Nugget Street in the west, the railway line in the north and east and Market Street to the south.

- 1 Joubert Park
- 2 Parks Station
- 3 Noord Str. Shopping Centre
- 4 Noord Str. Taxi Rank
- 5 Doornfontein Station
- 7 Ponte Tower
- 8 Ellis park stadium
- 9 University of Johannesburg Doornfontein Campus

Wayfinding

Area of study

Figure 51: Park Spaces within Johannesburg Innercity located within the context of its landmarks, major institutions and transport nodes(Author, 2016).



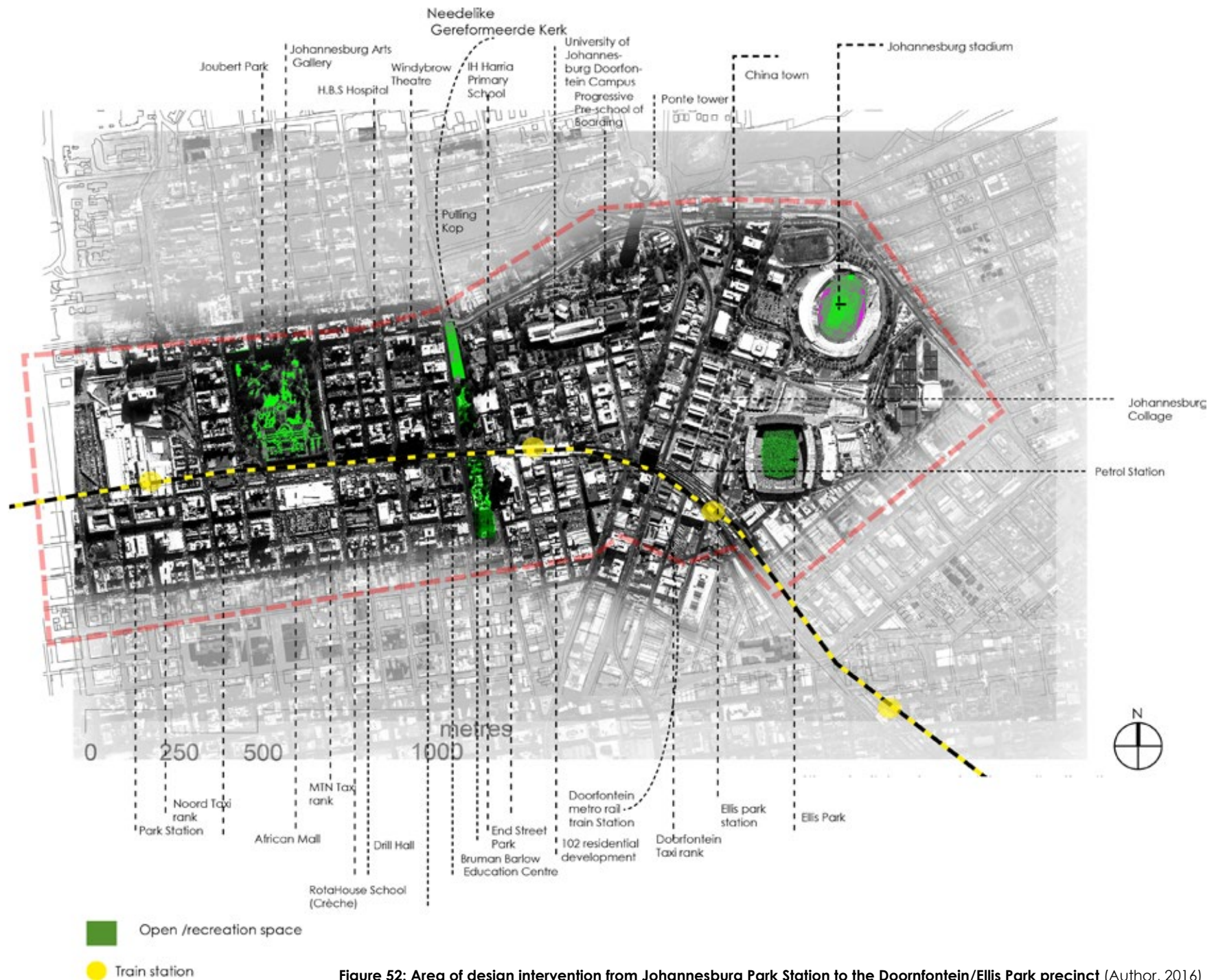


Figure 52: Area of design intervention from Johannesburg Park Station to the Doornfontein/Ellis Park precinct (Author, 2016)





The focus area of project is Johannesburg Park Station, Doornfontein train station, **Joubert Park**, **End Street Park** and **Nugget Street Park**.

They form part of a network of parks, squares, streetscapes, and recreational facilities found in Johannesburg's innercity which are currently (largely) fragmented, fenced off/privatised and not well connected to streets and public transport infrastructure



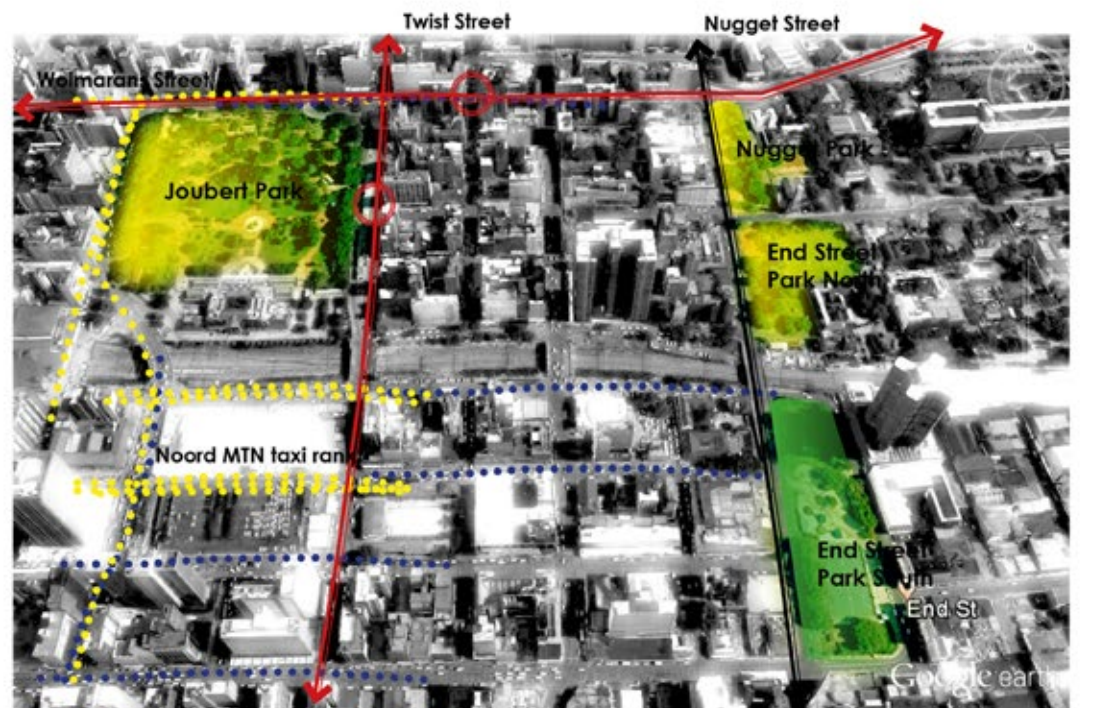
Joubert Park



End Street Park North



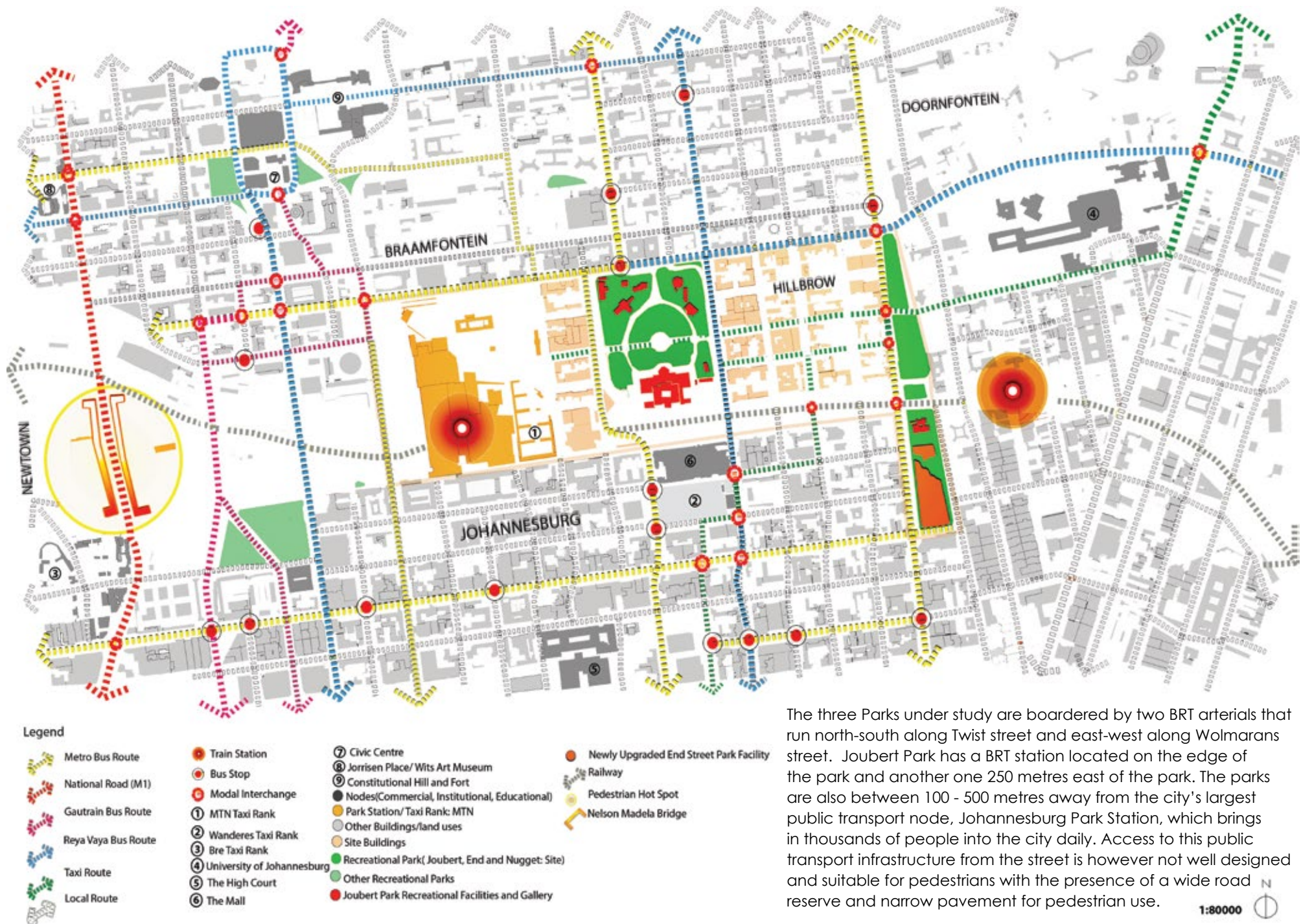
End Street Park South



↔ BRT Route   ↔ Major Road   ○ BRT Station   ..... Mini Bus Taxi Concentration   ..... Pedestrian Concentration

Figure 53: Focus of study area from Johannesburg Park Station to the Doornfontein/Ellis Park precinct (Author, 2016)





The three Parks under study are bordered by two BRT arterials that run north-south along Twist street and east-west along Wolmarans street. Joubert Park has a BRT station located on the edge of the park and another one 250 metres east of the park. The parks are also between 100 - 500 metres away from the city's largest public transport node, Johannesburg Park Station, which brings in thousands of people into the city daily. Access to this public transport infrastructure from the street is however not well designed and suitable for pedestrians with the presence of a wide road reserve and narrow pavement for pedestrian use.

1:80000

Figure 54: Movement Patterns and Nodes (Author, 2016)



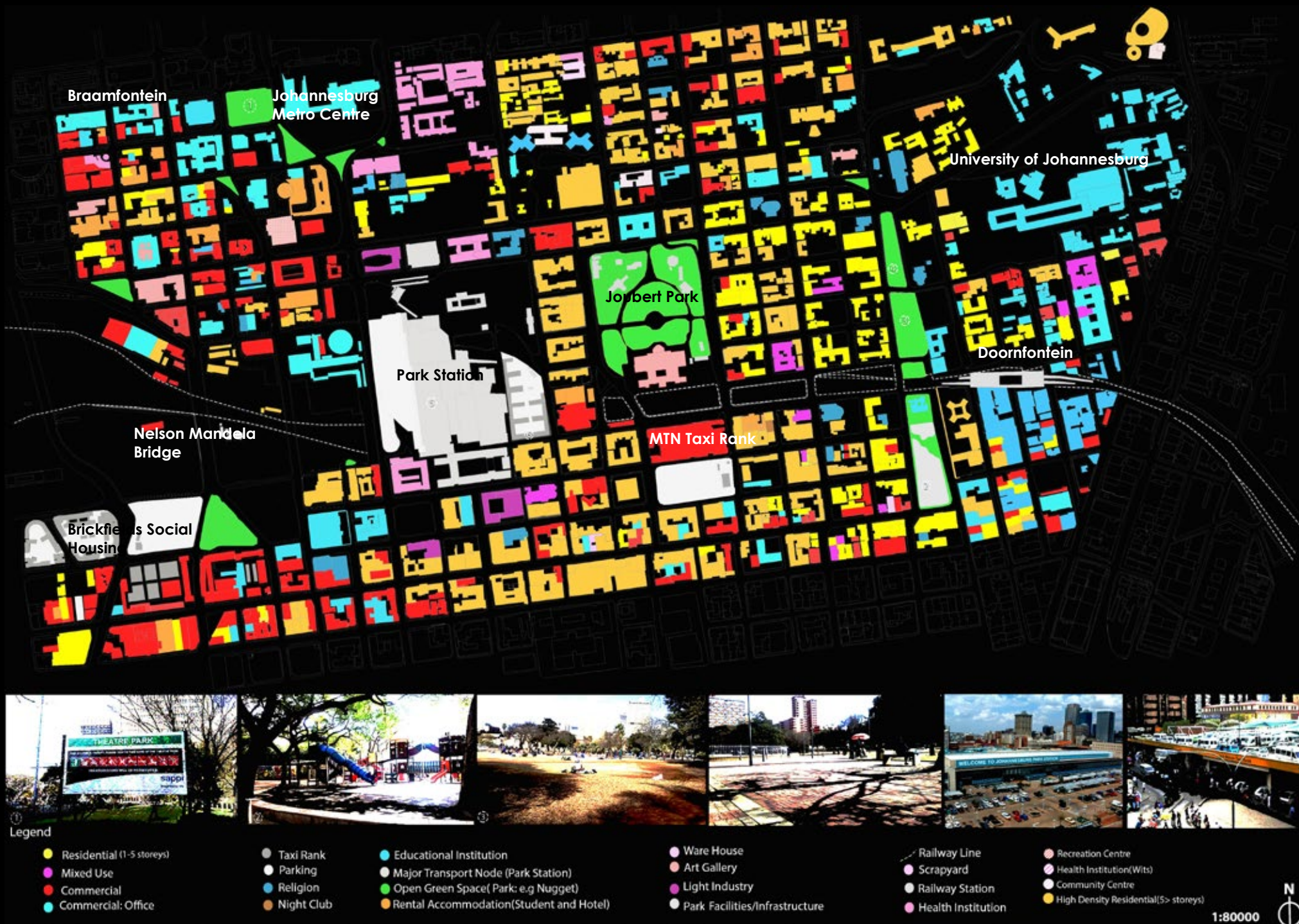


Figure 55: Land Use and Activity Composition (Author, 2016)





The study area sees an influx of visitors and regular users on a daily basis. Different users ranging from workers to students to traders to mere visitors traverse the site seeking access to goods, services and public transport.

In addition, the presence of schools and religious institutions attracting visitors and other people into the area provides an untapped opportunity for business and entertainments venues (Albonico Sacks, 2009).

1:80000

Figure 56: Urban Pulse and Everyday Rhythms (Author, 2016)





**Figure 57: Urban Form (Solids)** (Author, 2016)

The above drawing illustrates the figure ground typology of Johannesburg innercity. From the drawing it is indicative that the building configuration in the area is of a course grain texture as there is not much space between the buildings.

In most cases the whole block is covered with buildings therefore only leaving the streets and the occasional public space open. It is evident that the area is permeable as there are many roads bisecting through the urban landscape.

A buildings relationship with the street defines whether or not it is a comfortable environment. Although the buildings have some vegetation in front of them and a fair amount of pedestrian walkways, some buildings have little interaction with the street. This lack of interaction significantly hampers the quality of the public realm and hampers an individual's experiences in the city.



**Figure 58: Urban Form (Voids)** (Author, 2016)

When inverting the figure ground diagram, the innercity reveals having a dense building configuration, with the open space system being discontinuous and barely relating to people's movement and core points of concentration.

The space between buildings varies, comprising of different road reserve and public space proportions. Pedestrians and non-motorised transport are prioritised only within parks and squares. The buildings that encompass the site demonstrate a range of building typologies ranging from residential, institutional, commercial and retail building typologies.

The lack of a consistent open space system needs to be addressed through the restructuring of buildings as well as further densification in a manner that pronounces streets and public transport routes as a part of the open space system. The edge conditions of the site as well as building densities therefore needs to be radically re-imaged and reconfigured in a vigorous manner.





*The availability of public space and its degree of use is a critical element in achieving citizenry and fair representation in the city. By allowing city users to claim and freely use space is an act of creating public space where different social groupings in the city become 'public' (Carmona et al, 2003).*

**Figure 59: Inncity users playing Giant Chess inside Joubert Park**

Source: <https://odugudes.files.wordpress.com/2013/06/2013-06-09-14-42-03-sa-joburg-chess1.jpg>  
(Accessed 12/07/2015)



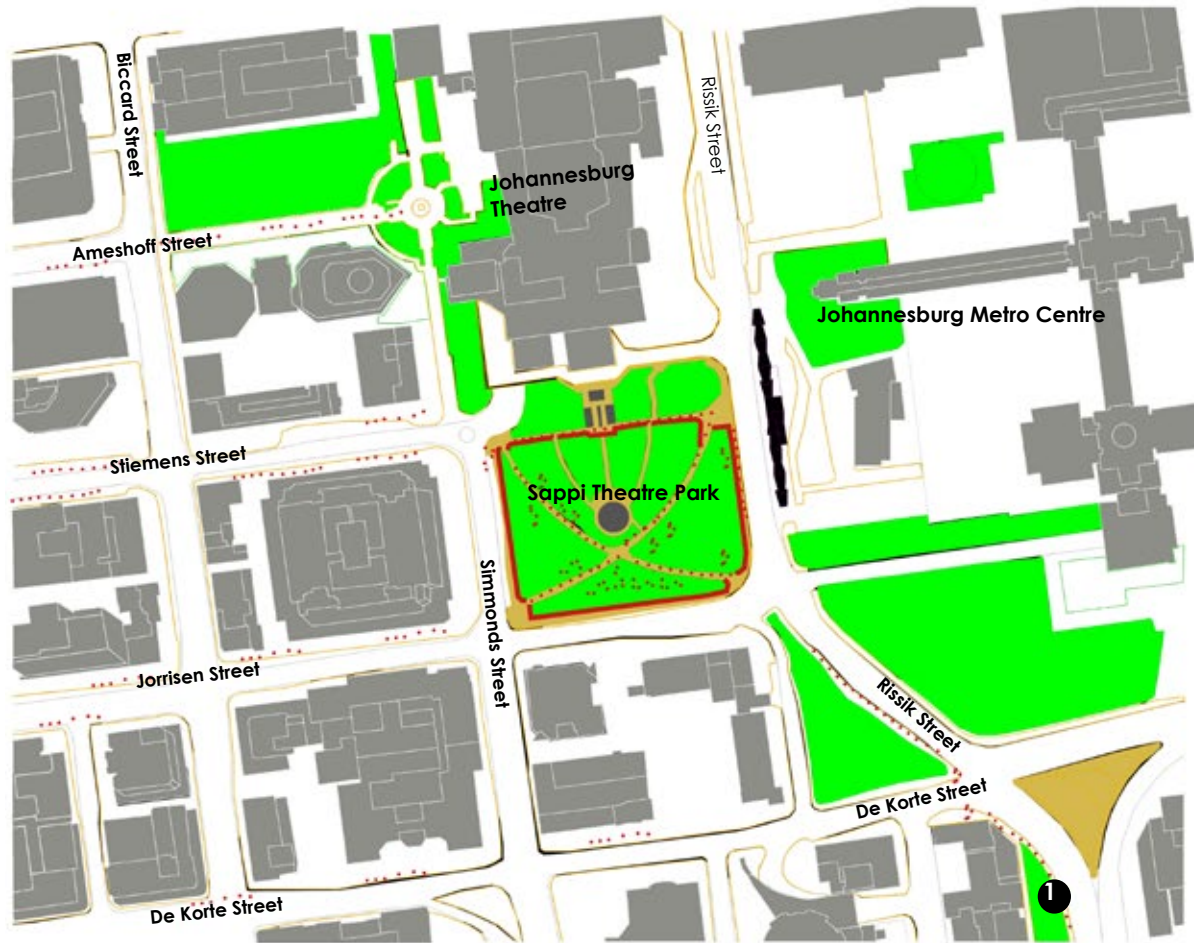


On each day and at different hours I walked through the site of investigation taking different routes. The aim here was to gain a subjective character of the area and see how the user groups change during the day.



Figure 60: Transect Walk - A Investigation of the chosen Innercity Urban Parks (Author, 2016)





**Figure 61: Perimeter and pedestrian intensity/activity mapping in and around Sappi Theatre Park**

Sappi Park acts as the link in the transition between Braamfontein and Inner-city Johannesburg and is used by commuters/pedestrians walking down to Johannesburg Park station and to other public transport nodes in the city such as Noord taxi rank. The park has two pathways that connect to Rissik street that is an arterial going into Johannesburg CBD and De Korte street (which links into Braamfontein).

These connections play a huge role in making sure that the park is always active and occupied in most times of the day. In light of the upcoming redevelopment of the City of Johannesburg's Metro Civic centre, the park has the potential of acting as a vital anchor point and central open space who's edges and pedestrian connections can be better designed to link into the new Metro centre development.



**Figure 62: Walkway and open space condition along Rissik Street leading to Sappi Theatre Park in Braamfontein (Author, 2016)**



**Figure 63: View of Johannesburg Park Station entrance from Rissik street where hundreds of pedestrians walk to from Sappi Theatre Park on a daily basis. (Author, 2016)**

### 5.3.1. Sappi Civic Theatre Park



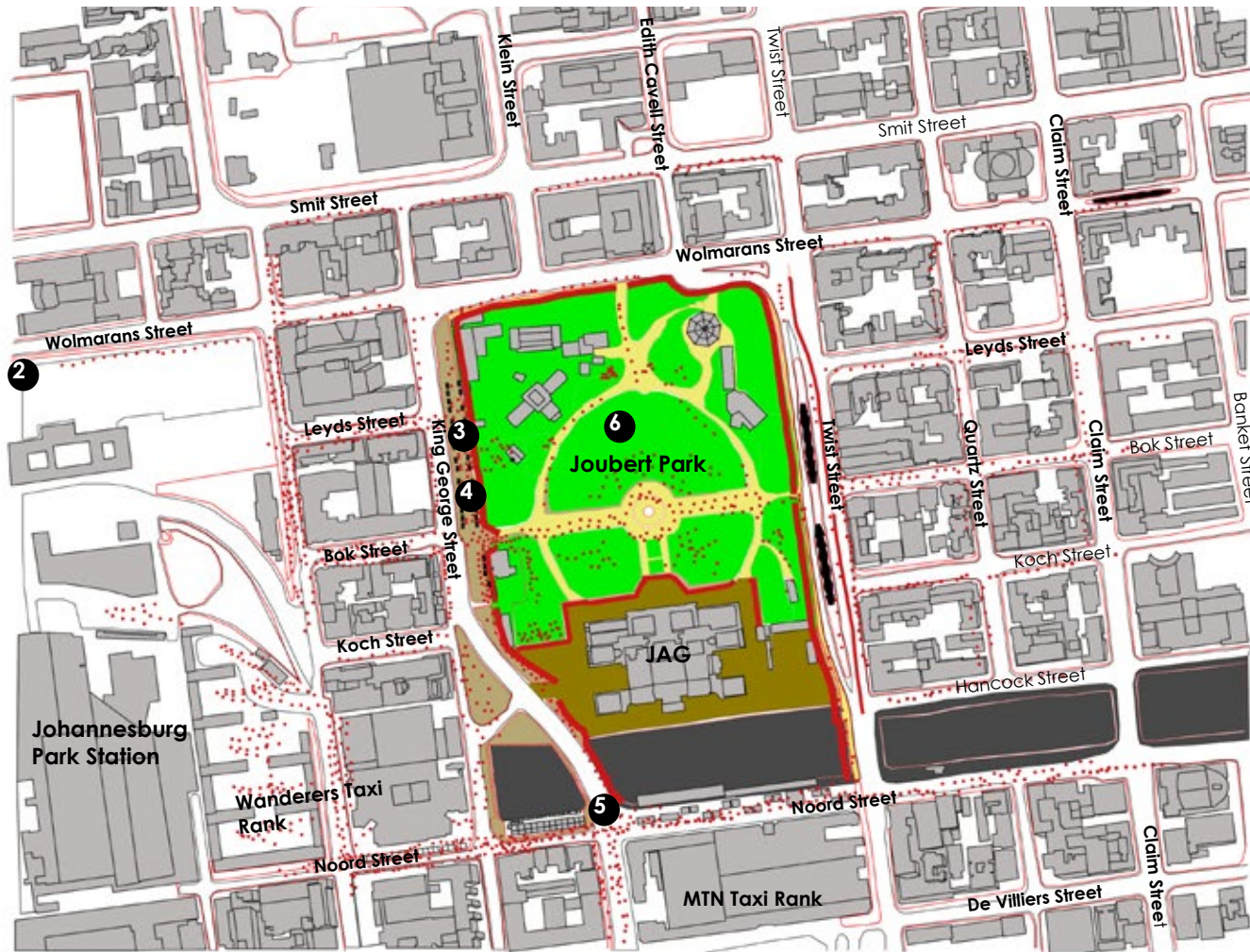


Figure 64: Perimeter and pedestrian intensity/activity mapping of Joubert Park and its surrounds (Author, 2016)

Joubert Park is one of Central Johannesburg's oldest parks dating back to 1887 when it was granted by the Volksraad. It is bordered by Wolmarans, King George and Twist streets and is one of the busiest and most vibrant public spaces in the inner-city (with about 20000 people using it each month) due to its close proximity to the Johannesburg Park Station transport interchange (Johannesburg City Parks official website, 2015).

The park is located along major road arterials within Johannesburg inner-city (Smit Street and Nugget Street). These roads act as both a means of access for vehicles and bus users and as restrictive barriers for pedestrians walking in and out of the park.

Though intervention has been done on the park in past years (in the form of playground areas and chess boards being installed) it is still in need of improvement in terms of its accessibility and safety aspects.

There exists a weak connection between Joubert Park as a node and Noord Street that contains a highly populated informal market and minibus taxi rank. This connection is further weakened by the narrow sidewalk and the high fence that traps pedestrians in a small space. In order to avoid this closeness, especially at peak travel times, pedestrians are forced into the road reserve, which is especially dangerous on the stretch along Klein Street.

The railway line leading to Johannesburg Park Station and the three main arterials (Wolmarans street, Nugget street and Twist street) are dominant edges that allow easy access through public transport such as the BRT and Metro rail in close proximity to the park.



Figure 65: Pedestrians and Street traders along King George street on the western edge of Joubert Park (Author, 2016)

### 5.3.2. Joubert Park





Figure 66: View of King George street on the western edge of Joubert Park (Author, 2016)



Figure 67: View of King George street towards Noord Street Market and Taxi rank (Author, 2016)



Figure 68: View of Joubert Park lawns with different actors using the space (Author, 2016)

King George street draws the line between two starkly different worlds: the trees and traders of Joubert Park on the left and the solid wall of apartments and idling taxis to the right. Potential interaction between the street and its surrounding buildings is cut off by the closed and abrupt façades on the western side, towards the north of King George Street.

The arterials that boarder Joubert Park also act as restrictive edges for pedestrians on the street walking into the parks. Street intervention is therefore needed on the excessive road widths, traffic islands and road barriers located along the these roads, to improve the ease of pedestrian movement an access into the parks.

The Twist Street sidewalks are very narrow, and although three people can walk abreast, they cannot do so continuously or comfortably. Most people still end up in the road reserve. This is a particular problem in a public space such as Joubert Park which attracts high volumes of pedestrian traffic.

The upper parts of the buildings surrounding Joubert Park constitute the areas private space, while the ground floors of those same buildings are often the seat of public economic activity, interaction and movement.



## 6. Case Study Analysis: Learning from the End Street Park Upgrade Project



Figure 69: View of End Street South Park, in Doornfontein, Johannesburg  
Photo Credit: T. Mutugi (2015)



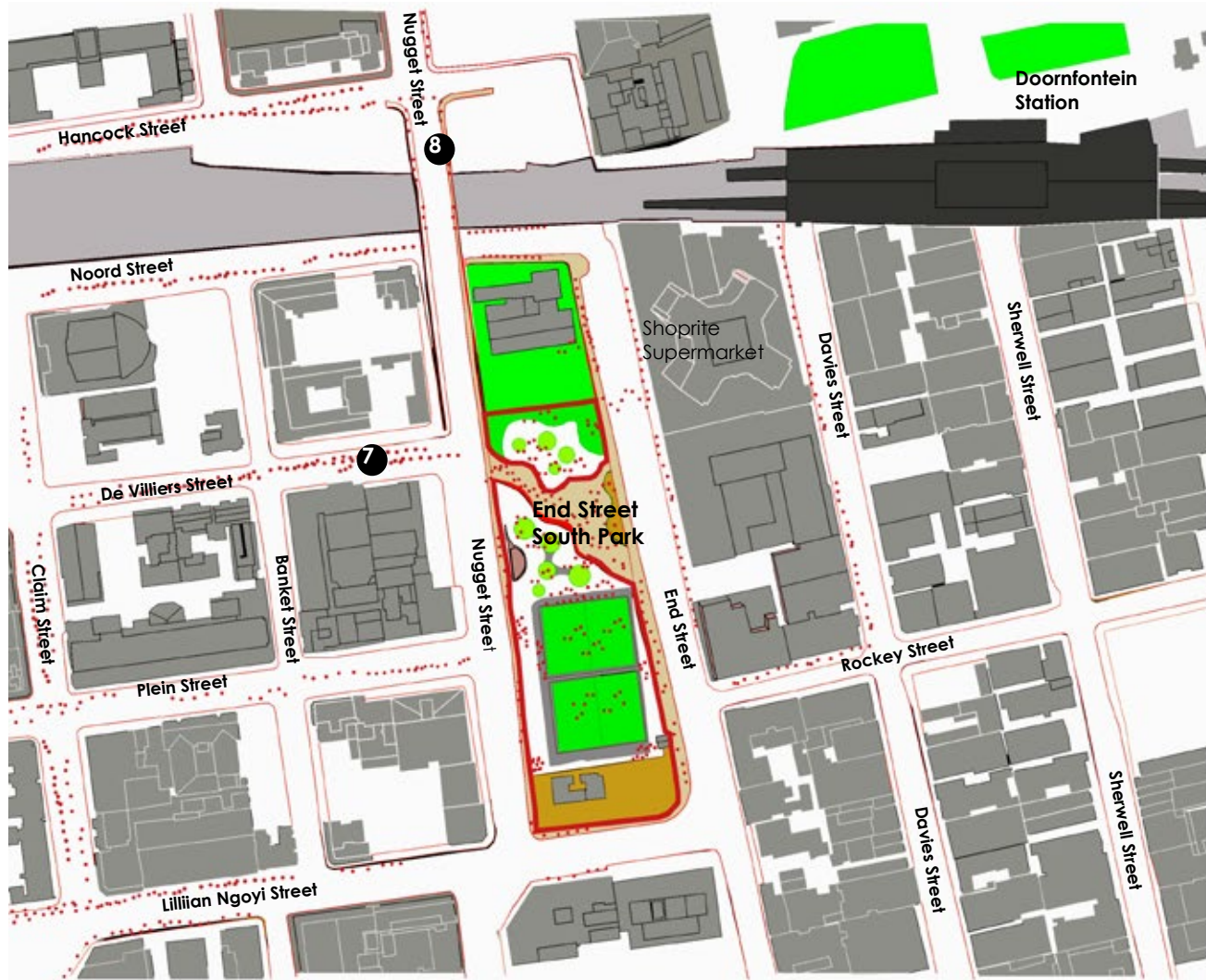


Figure 70: Perimeter and pedestrian intensity/activity mapping of End Street South Park and its surrounds (Author, 2016)

End Street South park is located In Doornfontein on the south end of Nugget Street and the railway line and was commissioned for a six million rand upgrade in 2008 by the Johannesburg Development Agency (JDA). It was redesigned prior to the 2010 FIFA World Cup held in South Africa as part of the final phase of the upgrading of the Ellis Park Sports Precinct.

The original park was completely neglected and deteriorated, however its redesign had given it a new lease of life with pathways connecting to the surrounding streets, sporting facilities and child play areas, which give the park its own unique identity



Figure 71: View of De Villiers Street linking towards End Street South Park (Author, 2016)

The park has provided inner-city users and residents around Doornfontein, Marshalltown and Jeppestown with a place to meet, play and rest within the largely hostile state of the innercity.



Figure 72: View of Nugget street road linking towards End Street South Park (Author, 2016)

End Street South Park is located along Nugget Street which is frequently walked by pedestrians walking to and from Doornfontein, Hillbrow, and the CBD. Nugget street however acts as a restrictive edge for access to pedestrians into the park due to its narrow sidewalk and high vehicular traffic.

## 6.1. End Street South Park: Character and Street Conditions



As mentioned earlier, End Street South Park was commissioned for an upgrade in 2008 by the Johannesburg Development Agency (JDA) who, after the upgrade, approached the African Housing Company (AFHCO) property management seeking assistance with the management and maintenance of the park, due to AFHCO's experience and presence in the area. AFHCO property management has been managing the park since 2009, and has been funding all the costs of its management, maintenance and surveillance through AFHCO Holdings (AFHCO, 2015).

The upgraded park is approximately 12 000m<sup>2</sup> in size and has a pedestrian walkway going through it that connects Doornfontein train station to Noord taxi rank (AFHCO, 2015). The park is currently (privately) managed by AFHCO who see themselves as a leader in regeneration and community development in Johannesburg inner-city as they have been involved in the creation of City Improvement Districts (CID) within the inner city – by addressing both social and built environment issues.

AFHCO owns a building adjacent to End Street South Park located on 120 End Street in the Doornfontein area. The building offers both residential and retail spaces, with 925 apartments and a number of retail shops such as Shoprite and the Gym Company. Other AFHCO buildings that surround the park are Khan Corner, Frank & Hirsh, End Park House, Mantoll Court, Tollman and Lustre House. AFHCO's management of the park has brought about various positive aspects in the park and its surrounds, as it has employed various personnel to work within and look after the park. Security guards, and cleaners have been deployed by AFHCO in the park to try ensure that the park is safe and is kept clean at all times.

The Inner City Ambassadors (ICA), which is run by a former police officer called Thomas (not real name), was also involved by AFHCO to facilitate soccer related activities in the park for children of various ages and gender. The organisation started off as a football club and has now grown into an NGO that is multifaceted in terms of development.

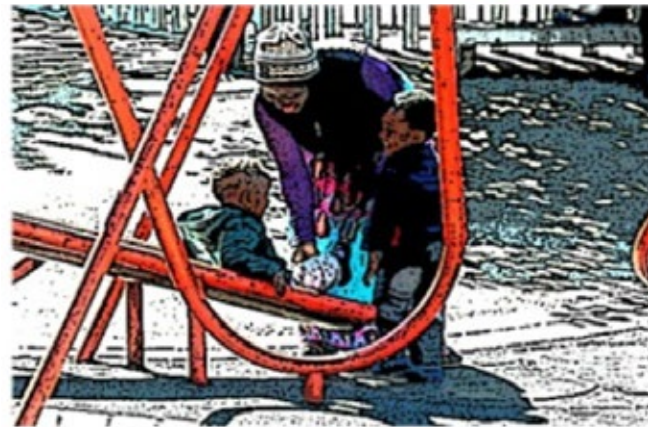
Though they use football as a tool, they run many programmes that deal with life skills, HIV/AIDS education, cultural diversity and team building. They set up their office inside End Street Park South due to the working relationship that Thomas had with AFHCO whilst he was working at the South African Police Service (SAPS) as they were supporting his social responsibility in the inner-city through ICA.



**Figure 73: Noticeboard located outside End Street South Park stating that AFHCO sponsors and manages the park**  
Photo Credit: Author (2015)



**Figure 74: Thomas from ICA speaking about how they are involved in managing and activating the park.**  
Photo Credit: T. Mutugi (2015)



**Figure 75: Young toddlers and their guardian using the play facilities inside the park.**  
Photo Credit: Author (2015)



**Figure 76: School going children using the play facilities inside the park.**  
Photo Credit: Author (2015)

## 6.2. End Street South Park: Activities and User groups





**Figure 77: Pedestrian walkway that goes through ES South Park acting as a connector**  
Photo Credit: T. Mutugi (2015)



**Figure 78: School going children using the play facilities inside the park.**  
Photo Credit: Author (2015)



**Figure 79: Park users socialising inside the park**  
Photo Credit: T. Mutugi (2015)



**Figure 80: Pedestrian activity mapping along Park pathway and play facility areas, indicating positive design aspects of the park's upgrade.**  
(Author, 2016)

The park's upgrade was part of the greater urban renewal project in Doornfontein and was to be used as a play park linked to the Ellis Park Sport Precinct. This resulted in the park predominately consisting of kids playing spaces and active sports facilities such as soccer fields and is hence predominantly used by children and the youth. Although the park caters mostly for the youth, elders use it for community or religious meetings whilst informal traders sell along the edges of its fence.

The park has a pedestrian walkway that allows pedestrian flow through it and acts as a space of transition between the inner-city and Doornfontein area. Due to the amount pedestrian thoroughfare that the walkway allows, it has also become a gathering space for a few informal traders (mainly photographers, broom and shoe makers) who take advantage of the high number of pedestrians passing through it as prospective customers.

The play and sports facilities in the park have had a lot of positive impacts in the area (particularly for children and the youth) as they are now able to stay active and socialise after school as well as engage in educational/ learning outdoor activities during schooling hours. The park is also shared social and economic public space. There is a type of associations or network present between shop owners but also between shop owners and street traders and between shop owners and homeless people.

Though the park upgrade has added all these positive attributes, it has also brought about some negative aspects with it. One of the major aspects being that gangs have formed in large parts of the park where youth engage in excessive gambling and smoking.



**Figure 81: Gambling activity happening on external fence edges of the park in front of school going children.**

Photo Credit: T. Mutugi (2015)

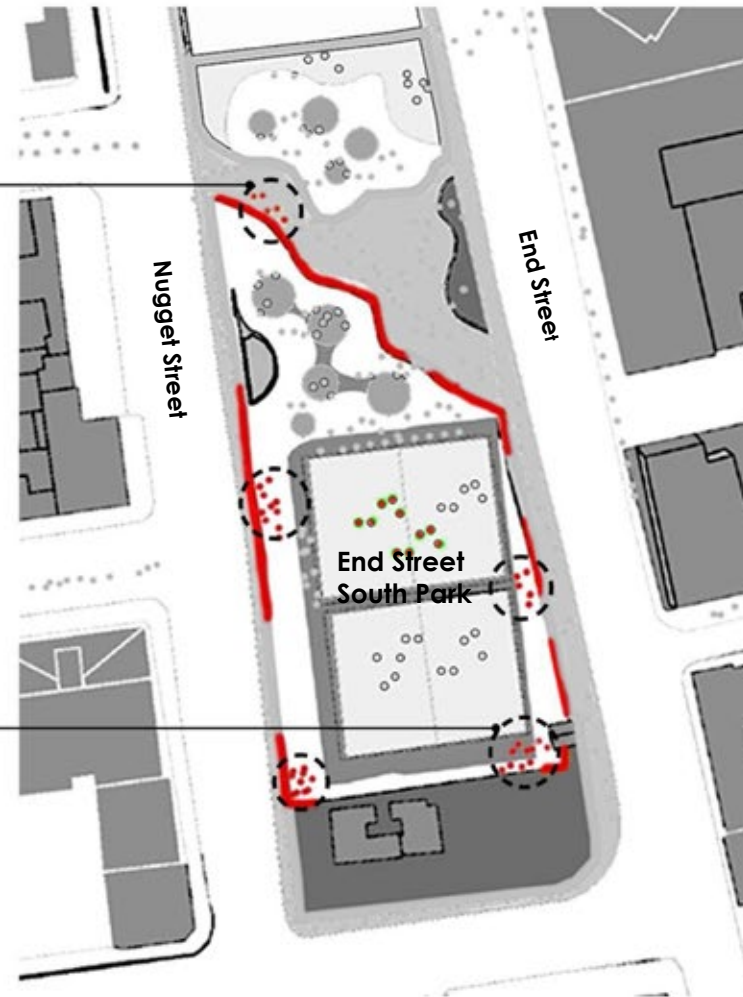


**Figure 82: Gambling activity happening inside park.** Photo Credit: T. Mutugi (2015)



**Figure 83: Drug use and gambling happening on internal fence edges of the park**

Photo Credit: T. Mutugi (2015)



**Figure 84: Mapping of Park fencing and hidden areas where illicit activities occur, indicating negative design aspects of the park's upgrade.** (Author, 2016)

#### 6.4.1. Park Design and Management of End Street South Park: Negative Effects of Park Fencing

At face value the park looks to have no problems visible, with its renovation seemingly successful and current conditions looking good according to surrounding residents and business owners who often don't make use of it. However upon spending time there and conducting various interviews with its various users, it appeared that there were a lot more issues in the park than those that immediately meets the eye.

On countless occasions of my visits to the park I witnessed young children (particularly boys) smoking cigarettes or drugs and engaging in gambling activity in the corner spots of the park, which are created by the high fence installed around the park.

Indeed, it contributes towards creating hidden spaces for illicit activities such as smoking and gambling inside the park and acts as a hindering edge between the street and the park itself, allowing for muggings to happen away from the eyes of the public and the deployed private security inside the park.

It can therefore be said that although the fence was intended to assist in the management and control of who accesses and uses the park for safety reasons, it can be argued to (paradoxically) be one of the contributors to the occurrence of illicit activities in and around the park.



The park is often used as a meeting place for various individuals in the Innercity and Doornfontein area including school going children and elders . The nearby Shoprite grocery store, Doornfontein Metrorail Station and University of Johannesburg campus also attract many individuals who may be passing through the park via the wide walkway. Informal businesses have also emerged along the walkway and adjacent sidewalks to capitalise on the foot traffic that the park and its surrounds generate daily.

From the interviews conducted with some of the users of the park it seems that the presence of security guards and cleaners has not been enough to ensure cleanliness and safety within the park. The installing of dominantly youth orientated facilities, and less for other groups such as adults, might have been a mistake in the design that has allowed for these illicit activities to happen as these activities happen because of lack of adult watch or supervision.

When asked about what could be changed or done better to the part for it to benefit them, Leon (not real name) stated;

*"I think what they've done with the park is mostly good for the community simply because on a daily basis we see a lot of kids playing soccer and they set up teams and so on, which is obviously keeping kids of the street and giving them something to do. So I think in general, the park has uplifted this community".*



**Figure 85: Coach from ICA training girls soccer team inside the park**  
Photo Credit: T. Mutugi (2015)



**Figure 86: Young boys socialising inside park**  
Photo Credit: T. Mutugi (2015)



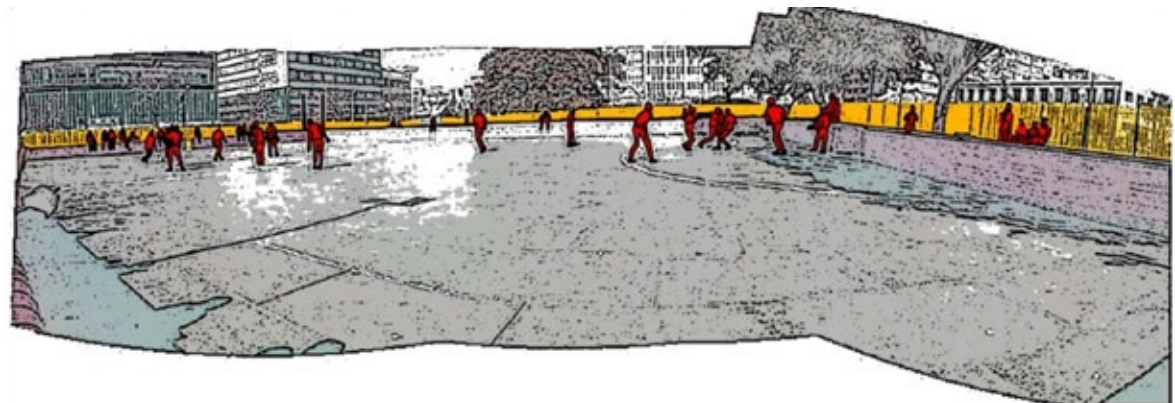
**Figure 87: Youth socialising inside park**  
Photo Credit: T. Mutugi (2015)



**Figure 88: Religious groups hosting a sermon inside the park**  
Photo Credit: T. Mutugi (2015)

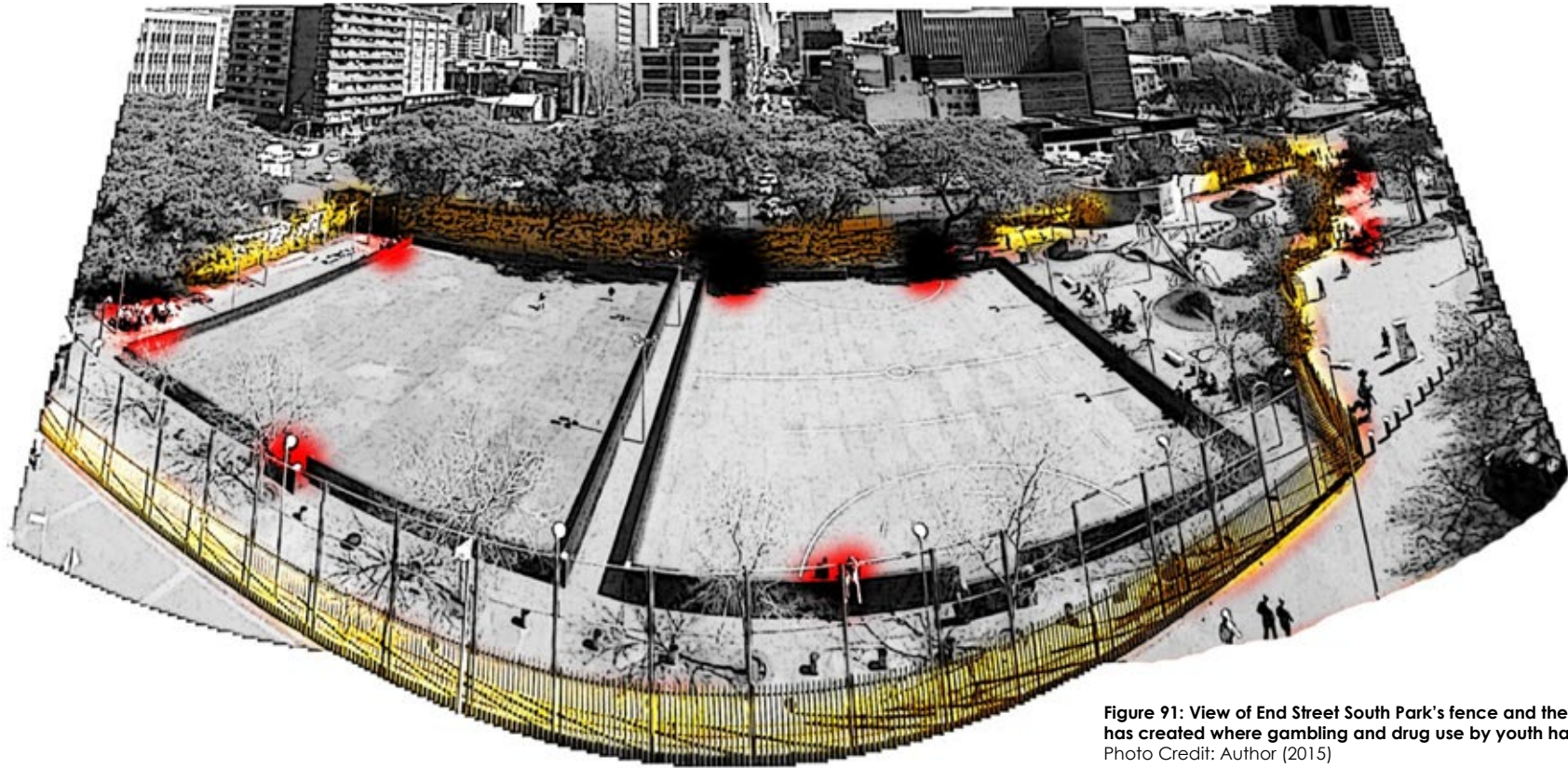


**Figure 89: Traders selling on benches on the external path edges of the Park.** Photo Credit: T. Mutugi (2015)



**Figure 90: Youth playing soccer in one of the pitch spaces inside the park**  
Photo Credit: Author (2015)

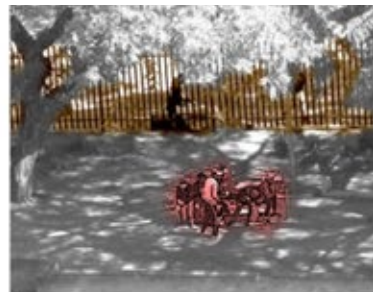




**Figure 91: View of End Street South Park's fence and the hidden areas it has created where gambling and drug use by youth happens.**  
Photo Credit: Author (2015)



**Figure 92: Drug use and gambling happening on internal fence edges of the park.** Photo Credit: Author (2015)



**Figure 93: Drug use and gambling happening on internal fence edges of the park.** Photo Credit: T. Mutugi (2015)



**Figure 94: Gambling activity happening on external fence edges of the park in front of passer-by pedestrians.** Photo Credit: Author (2015)

A number of the users interviewed in the park expressed how unhappy they were with the current condition of the park and expressed how unsafe they felt most of the time.

They mentioned how they sometimes get bullied by some of the older boys who use drugs and gamble in the park and because of the hidden spaces created by the fencing; they are not seen and assisted by older people or the security guards outside the park. One of users interviewed in the park stated:

*"What I don't like about the park is that there is gambling and smoking of weed taking place and all these things are bad. The security guards do not monitor the park as they should and we don't feel safe inside. The park is also no longer well maintained, even though it is cleaned every day but it is hard to see that it is clean".*



Some of the park users who were ever-present in the park mentioned that only time they felt completely safe in the park was when Thomas from ICA was around as he would reprimand and chase out all the guys that were gambling and smoking in the park which would give them relief from the fear of being bullied.

Residents, shop owners, informal traders and taxi drivers in the area also expressed how they often witness how criminal activities such as muggings happen on the edges of the park, particularly in late or early hours of the day.

Wilfred (not real name), a worker at Motor-vehicle parts shop adjacent to the park, also expressed how he felt the area around the park isn't completely safe despite it being fenced off and watched over by private security guards.

*"The park is good and safe inside, but outside it is not alright, especially along Nugget Street from the top to the bottom where it ends. I always see when students from UJ (University of Johannesburg) walk past here along the park they get mugged".*

With regards to the servicing and general maintenance of the park, Leon stated that it gets cleaned on a regular basis and had (on the time of the interview) been recently painted, particularly the toilets.

*"There was an accident here not so long ago that damaged the palisade fence and the repairs to the fence were done the following day. So the general maintenance is improving the overall look of the area"*

Local automotive parts shop (located adjacent to the park) owner Leon (not real name), stated how he felt the park's upgrade and current management has had positive impacts on the area.

*"From the stories that I have heard about, this area before (the park upgrade) was apparently extremely dangerous. Because of all of the homeless kids and people that were sleeping there, the theft and crime levels were much higher. So the overall presentation to this area that the park upgrade has brought is really good. It makes our section look much better than the rest of Nugget Street, because it's palisaded off and it's cleaned up".*

## 6.5. What is meant to Be Public in a Park? – Perceptions of Managers and Users of End Street South Park

Part of the analysis or investigation of the happenings of End Street South Park involved obtaining the perspectives of the end-users and the managers of park on what they deem are the meanings of publicness in the park and what the key aspects of the park's design and management are that ensure that the park remains as public and as open as possible. Findings from the interviews conducted with the users of End Street (North and South) Park and managers of the parks such as AFHCO, ICA reveal differing thoughts on how the parks need to be designed and managed.

For some of the end-users interviewed, the level of publicness in the park is represented by the ability of different users with different interests and needs to use the park freely without any dictatorship by security forces such as private security guards, the police or city authorities on what they can or cannot do in the park.

For the more vulnerable (and often undesirable) users of the park, such as the homeless, waste pickers and informal traders, they believe that if public parks weren't so regulated by City officials and the police they would feel a greater sense of ownership towards them and ensure that they stay clean and well looked after.

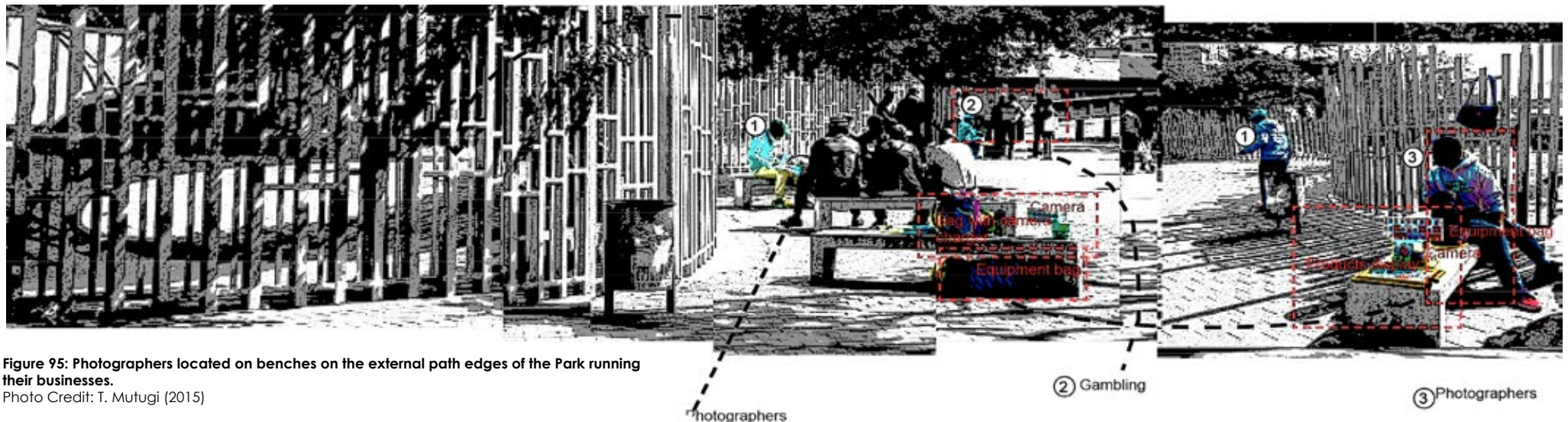
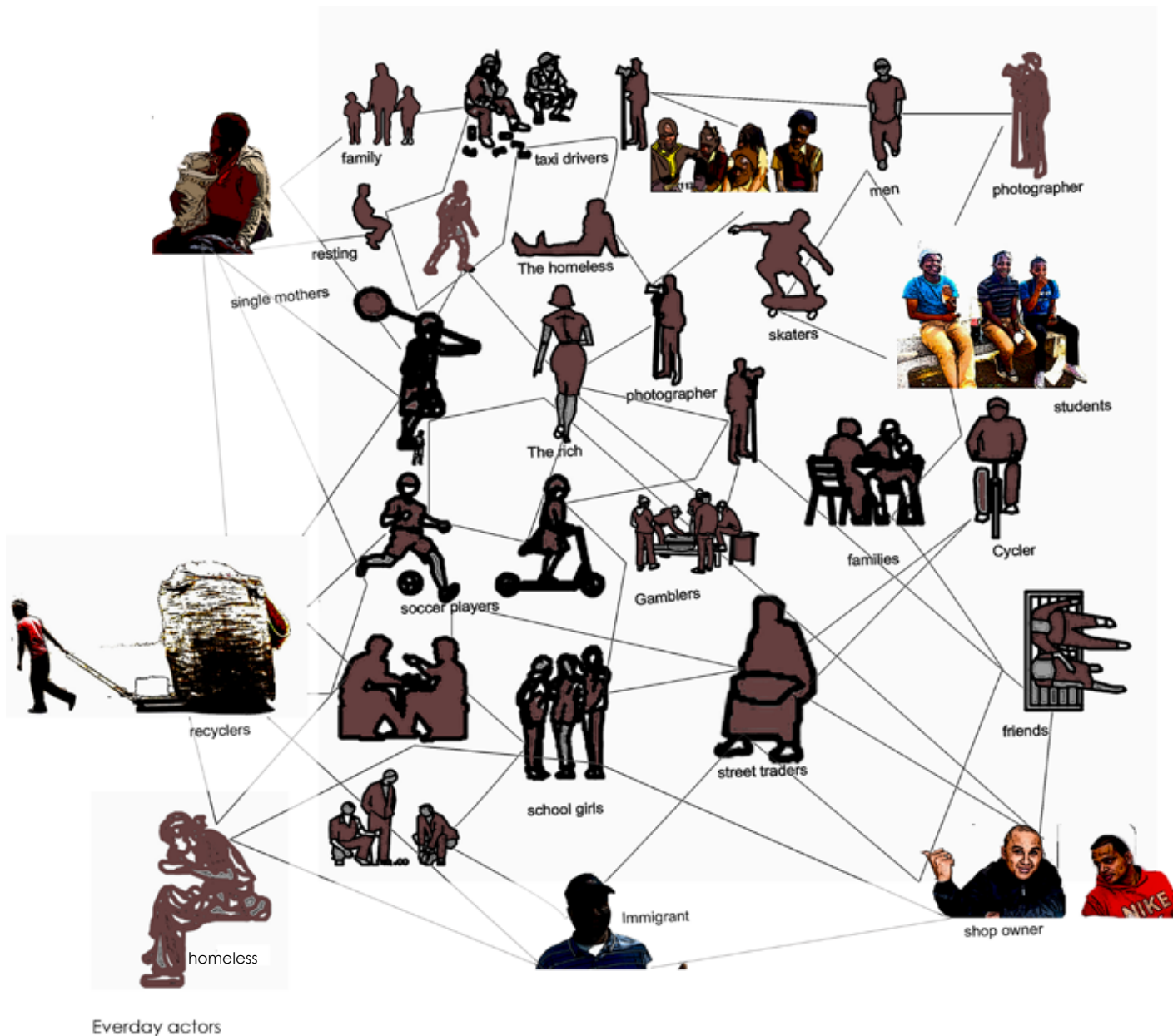


Figure 95: Photographers located on benches on the external path edges of the Park running their businesses.

Photo Credit: T. Mutugi (2015)



**Figure 96: Matrix of various users and actors that are found in and around End Street South Park (ESS Park)**  
 Author (2015)

According to a street photographer, Abel (not real name), who runs his photo-taking business around the park, photographers like himself are able to freely and safely take photos in the park as opposed to outside on the streets.

*"The particular reason why I like this park is that we (photographers) don't get hindered by other people. Forces like the Metro Cops or some other criminals who would do as they please to us in the streets don't do so in the park."*

*The park is safer... safer than outside by the streets. Because when people are taking photos anything can happen from all the 'Tsotsis' (criminals) that are moving around the area. On the street they can rob us off the cameras, but when we are here we are safe. We see this park as our own office".*

The vision that private managers of the parks such as AFHCO often have, however, is contrary to this as they see public park space as an "open space for recreation and entertainment subject to use by an appropriate public that is allowed in" (Mitchell, 2002, pg. 115). This means that users such as the homeless, informal traders or waste pickers are not allowed to sleep, sell or collect their waste in the park. Answering on his thoughts on issues of use and publicness in End Street South Park, Thomas from ICA expressed that he believed that there needs to be a higher level of control and coordination from park managers for their use and maintenance to be sustainable.

*"If you are going to keep having 'public space' where there are going to be activities that are uncoordinated then it is useless, because believe me, it can be refurbished this year, then next year it will be worse than last year in what you saw before it was refurbished, because nobody is controlling it."*

Hence the example of AFHCO as a sponsor that has leased the park from JCPZ to ensure that it is properly maintained and managed is a good one. If all the parks, after being refurbished could enter into this kind of an agreement then I tell you, you can have anything happening there, as long as it is going to be coordinated".



This comment from Thomas suggests that the managers of End Street South Park (i.e. AFHCO and ICA), don't see the park as a "public" space but rather as their own "private" space that they need to have full control over in terms who comes into the park and what they do there.

With reference to the findings illustrated in the earlier sections however, they as managers, are failing to fully enforce control over the daily users and activities in the park on their own, as the illicit activities illustrated in the section continue to happen. This therefore highlights the shortcomings of a completely 'private' led park management system and will be further critiqued in the following section.

#### 6.6. Critique of the End Street South Park Design Process - Readily Made Designs Not always conducive to solve Park Issues

As part of their main goal of improving use and safety in the city's parks, JCPZ envisions making parks accessible, inclusive, safe, vibrant and environmentally sustainable public spaces. Part of this involves a good design that is well fitting to the context to aid in improving quality, management and safety in the parks.

It is however important to acknowledge that maximum use and safety in parks is not something that can be achieved or 'fixed' once and for all through design. The processes and outcomes of the design, particularly with regards to the stakeholder engagement process, of End Street South Park upgrade, reveal this and are critiqued in this section to build a set of recommendations for the re-imagining of the participatory design approach towards park/public space design.

#### The Project Process & Stakeholders

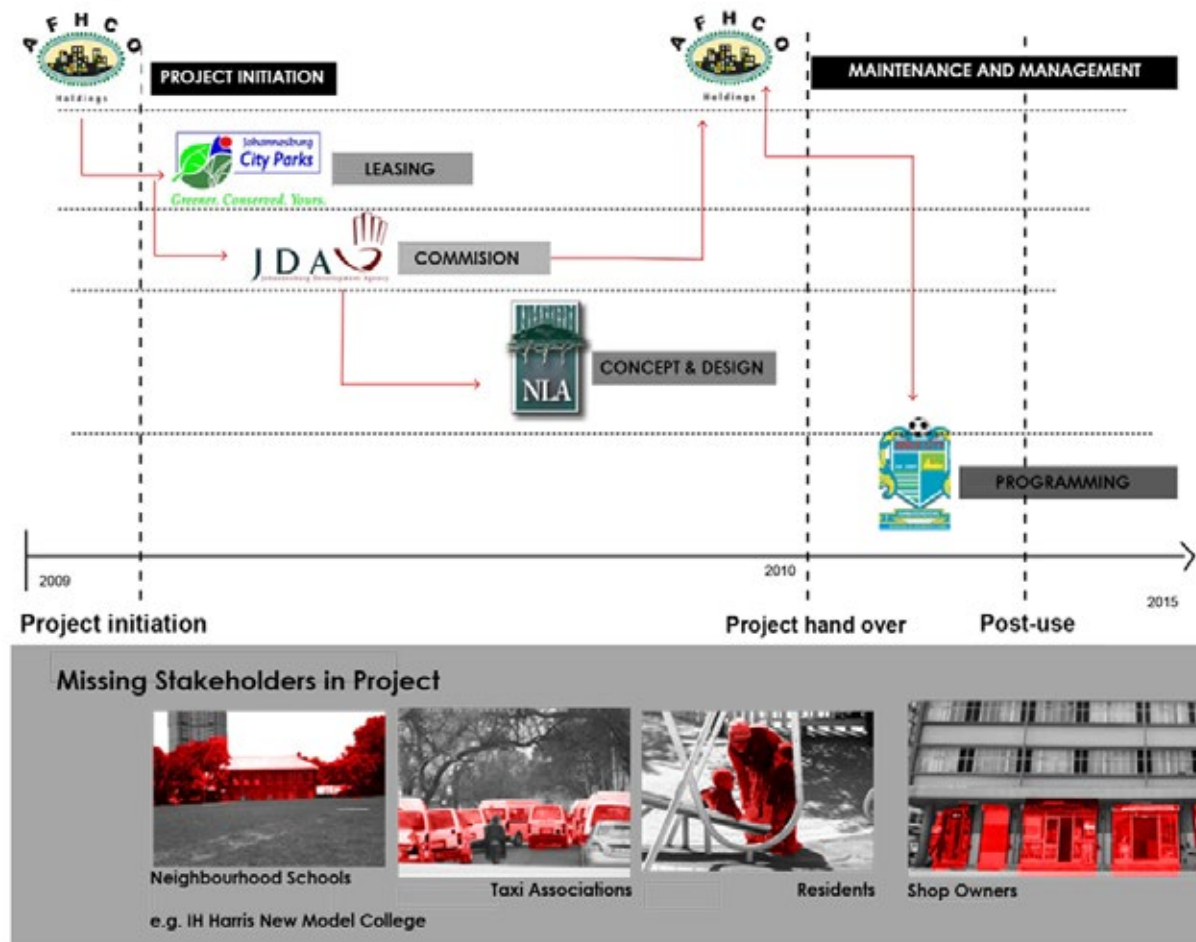


Figure 97: Design Process followed in the design of End Street South Park. (Author, 2016)

The infographic above is an illustration of the process that was undertaken in the upgrade of End Street South Park. Prior to the park's upgrade, AFHCO applied to lease the park from JCPZ as it wanted to help improve its condition and reduce the high rate of crime in and around it, which was negatively affecting their business. The park was then commissioned for an upgrade in 2008 by the JDA who appointed Newtown Landscape Architects (NLA) to redesign and redevelop it.

Upon completion of the upgrade the JDA approached AFHCO Property Management seeking assistance with the management and maintenance of the park, because of AFHCO's experience and presence in the area. Since 2009, AFHCO Property Management has been managing the park, with all expenditure being funded by AFCHO Holdings, which to date has cost in excess of R1million (AFCHO, 2015).

### 6.6.1. Implementing and Managing Park Safety Measures

Firstly, the approach to the control and regulate of park use and activities as well as general access by AFHCO revealed certain flaws and shortcomings on both their own capacity to manage and how the general users of the park feel about the space. In terms of regulating and controlling the illicit activities that occur in the park, AFHCO, as a sole manager, is not able to stop the gamblers and drug dealers often situated in the park from entering and using it for their dealings. It completely relies on the security personnel it has hired to prevent such activities, who (according to the park users interviewed) are either involved in these activities or choose to turn a blind eye on them due to fear or disinterest in intervening.

The lack of a community/stakeholder engagement process before the upgrade of End Street South Park was done meant that visions, ideas, current and potential challenges of the park upgrade were not discussed and shared amongst all relevant stakeholders in the park which has had various (social and financial costs) on the day to day running of the facility.

Findings from the interviews suggest that crucial stakeholders in the area such as Residents, Schools, Shop Owners and Taxi Drivers, Street traders and Homeless organisations in the area were not involved to discuss ways in which they can all collaboratively or separately play a role in dealing with the social ills in the area through the park upgrade. Only AFHCO, JCPZ, JDA, NLA and ICA were involved (according to an interview with AFHCO) in the process of the park design, upgrade and management.

AFHCO has since 2009 spent, an excess of R1million in expenditure relating to management of the park and continues to spend a lot of money in employing security guards and cleaners and installing high fences to try and keep the park and its surrounds clean and safe. This however, as the aforementioned findings reveal, is not dealing with safety issues in the park or overall area sufficiently.

The cost implied by this vision of management, which requires private security and the ICA to be permanently present, as opposed to a more community driven social regulation of park uses, has been very high with limited results in achieving complete safety and security.

Stakeholders such as Residents, Shop owners, Taxi Drivers and Street traders who witness and are directly affected by crime in the area could have been engaged in coming up with a neighbourhood based surveillance measures or methods such as the "I'll-be-seeing-you" community enforcement strategy, which primarily aims at deterring anti-social behaviour through the increased possibility of detection (Jones, 2002, pg.23).

This surveillance approach operates through introducing an 'authority presence' in and around the immediate park area by putting responsible people in the park to look over daily proceedings. The re-introduction of park facilities for elders into End Street South Park would provide a permanent adult presence during working hours that would watch over and condemn activities such as gambling and drug use by young people that currently happens in the park. In comparison to AFHCO's current approach which is more exclusive and costly, this approach would be more inclusive, less costly and would help increase the community's capacity to self-manage.

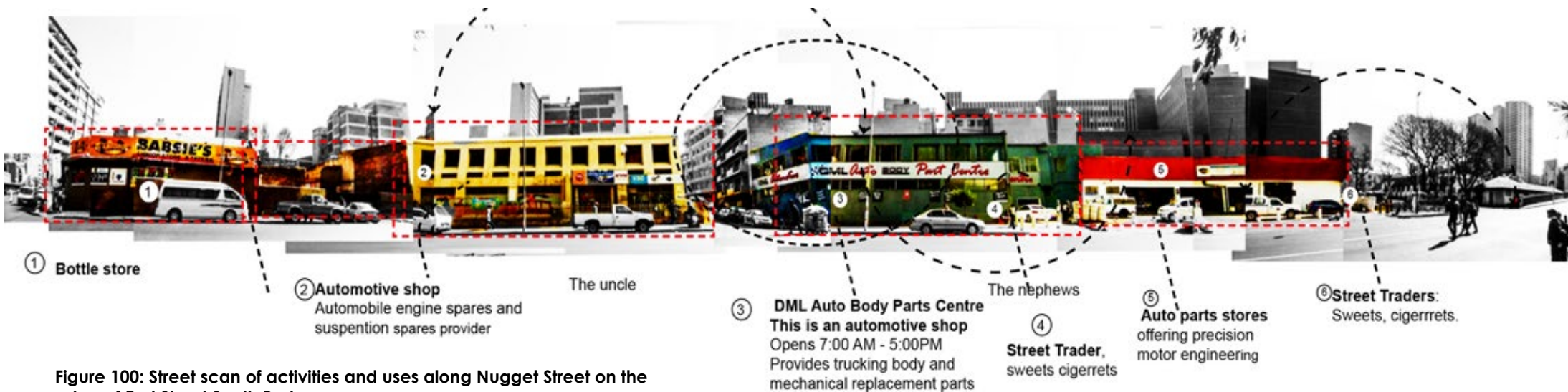


**Figure 98: Informal trader located on the eastern edge of ESS Park**  
Photo Credit: A. Mandyanda (2015)



**Figure 99: Informal trader located on the western edge of ESS Park**  
Photo Credit: A. Mandyanda (2015)





**Figure 100: Street scan of activities and uses along Nugget Street on the edge of End Street South Park**  
A. Mandyanda (2015)



**Figure 101: Perceptions of Nugget Street & End Street from surrounding business owners**

Names: Andrew, Leroy and Sylvester (not real names)  
Age: 30-36  
Gender: Males



Customers per day: 30-50  
Formation: 2014  
Origin of goods: City deep, Gemiston and others  
Time: 7:00am - 17:00pm



**Figure 102: View of retail outlets and activities happening on End Street on the eastern edge of End Street South Park**  
Photo Credit: A. Mandyanda (2015)

#### 6.6.2. Determining appropriate Park Activities and User Groups

Secondly, the lack of involvement of crucial stakeholders in the conceptualization and design stages of the End Street South Park upgrade was also detrimental to the final outcomes of how the park is currently used and who it caters for. The informal traders situated around the park provide an example of this where they were not considered during the process of formulating the design, as they are not seen as formal or appropriate for the park. They have found themselves needing to appropriate the park in certain ways that often hinders users to use the park (e.g. using benches/sitting areas to trade).

This can be linked to them not being involved in the design process and their need for trading spaces in and around the park not being considered.

A Photographer stated;

*"...This Park was not built for traders. It is for people that take photos and the rest of the people... Traders are not allowed to be selling here. Some traders would be chased away from the park by the security guards because they are not allowed to be trading in the park".*

Also, the decision by NLA Architects to include predominately kids/youth oriented active facilities such as the soccer fields, swings and jungle gyms has meant that the park excludes a lot of older people in the area. In addition to failing to meet objective of inclusivity that is desired within a public space, this decision has also proven costly in terms of achieving safety and security for the children and youth who use the park as gang activity and drug abuse by some of the youth who use the park goes on without adult supervision and reprimanding.

A higher presence of adults in the park, through the inclusion of facilities suitable for them would have contributed to a less costly and more effective community driven park management system where elders would watch over the younger people and ensure that they do not engage in the aforementioned illicit activities. This dynamic of an inclusion of other users and adult supervision is alluded to by Abel the street photographer.

When asked about how the park in End Street South can be improved he said;

*"What I would like to see happening in the park now is for the peace to be maintained and that arrogant attitudes from school-kids should not be allowed. And the park should be available for us to sell inside it as currently traders are not allowed to be selling here".*

#### 6.6.2. Community value and sense of ownership in the Park

My analysis of End Street South Park revealed the park to be a place of contestation due to conflict in senses of ownership. From the interviews conducted and some of the remarks made from the various stakeholders of the park it seems there is division and differing thoughts between the general public and managers of the park. The outcomes of the park upgrade reflect an "Us vs. Them" situation between the general users and the institutions responsible for managing and maintaining the park, where neither party is entirely happy with how the park is used or managed.

The community also didn't seem to see the park as their own asset but rather as something that belongs to AFHCO and the City. On one hand the park is seen as a public space; open to all, but on the other hand organisations such as the ICA feel there needs to be an element of control over who can use the park.

According to Thomas (not real name) from ICA;

*"To support the arrangement that is happening between our sponsor (AFHCO) and the City, we are ensuring that whatever activity that happens here, be it sport related or not, is coordinated by us (ICA), because we are the residents of this park. These (the public) are the visitors of this park. Everybody here is a visitor and we (ICA) are the residents.*

*However we say we welcome everybody, provided that this is how you are going to visit us; tell us what time you are coming and what is it that you are coming here to do? If it's just about all-day hanging out, how are you going to do it? We want to know that. If you are not going to tell us then it means you are an intruder, which means you are not welcome".*

The above comment from Thomas reveals that both ICA and the main managers AFHCO do not see the End Street community as a stakeholder in the park. They see the park as their own (private) asset and not a public asset that community members can have control over. This can also be seen in them not involving community members in the planning and design process as well as in the current management of the space in any way.

The consequence of this could be increased instances of vandalism, theft of facilities and littering within the park, which would increase the costs of maintenance to AFHCO. This lack of value and ownership from the community also causes an increased withdrawal of legitimate users from using the parks, resulting increased criminal activities and a complete appropriation of the space by gambler's and drug dealers.

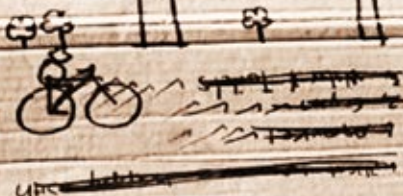


**Figure 103: Abel the photographer located on the edge pathway of ESS Park talking about his photo business and challenges of doing trade in the park**  
A. Mandyanda (2015)



# PUBLIC MEETING

## 16 JULY



\* Park Development

\* Road & Pedestrian Safety

\* Street Committee

**NOTE:** To add an item to the agenda phone 0767793704 (Sabulani)





### 6.7. Recommendations – The Benefit of a Participatory Approach in the Design Process

Too often, parks or other recreational facilities in Johannesburg inner-city suffer from the prevalence of lawless behaviours such as illegal occupation and activities by the homeless, drug dealers as well as the misbehaving youth (Gotsch et al, 2013). These facilities are also vandalised and misused as park users often lack a sense of ownership of the facilities and lack reasons on why they as citizens have a stake in management and maintenance of the park facility.

JCPZ acknowledges that these issues found in the city's public open spaces are often a manifestation of the fragmentation and fluidity of the inner city's community and that these issues cannot be completely addressed through high fences, law enforcement and regulation of use by park officials alone.

*"We need new visions of how parks can be managed and maintained, how they can generate income and use resources differently, how they can empower communities and drive social action. It's time to re- imagine parks"* (Neal, 2013, pg.4).

This section of the report presents a set of recommendations on possible approaches to inner-city park design and management that can be tested as part of the vision to achieve inclusivity and safety in the city's public open spaces. It proposes various alternatives that can be used to manage the day-to-day park use and introduce community led initiatives in prevention against crime within the respective inner-city parks which would be more inclusive and reduce the huge social and financial costs that both the City and communities who use the public spaces currently incur.



**Figure 103: Residents of Nugget Street in Doornfontein voicing the issues they face within the area in and around ESN Park**  
Photo Credit: GIZ (2016)

#### 6.7.1. Investing in the Process rather than Product of a Park Design

It is the argument of this report that an investment in the design process (community/stakeholder engagement process) rather than only on the design product would ensure that the final park space and facilities do not become vandalised and misused – as early as in the short and medium terms- in the city's parks. Allocating more time into the process allows for a debate or dialogue to occur between the people who own, manage and use the park and provides a platform for learning and understanding of why and how they can all work towards keeping the facility clean and well maintained.

Representatives of current and (anticipated) future users of the park should be involved in all stages from goal setting to program and project design to ensure that the park caters (spatially) for the needs of all possible users of the parks.

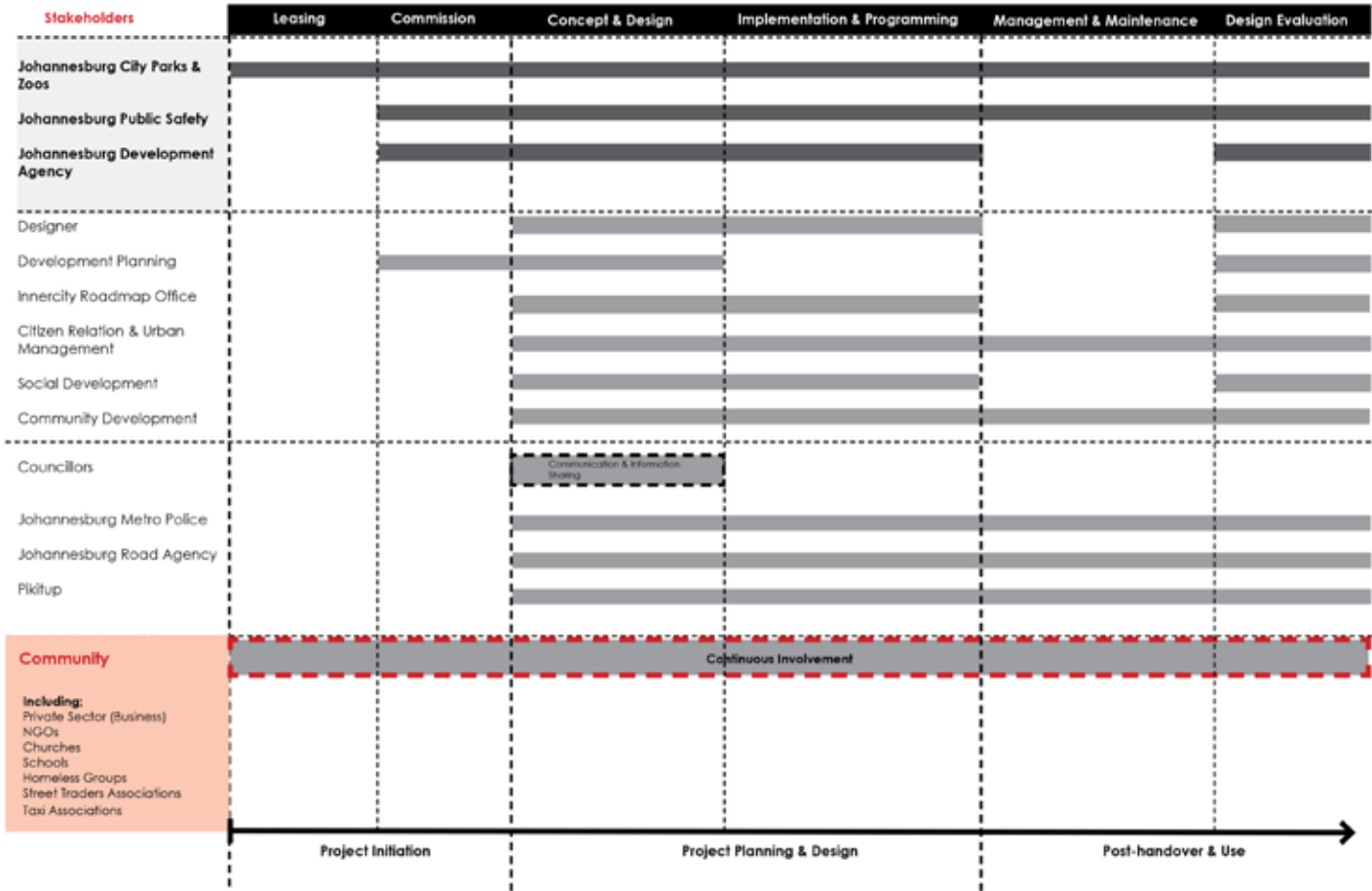
These representatives should also include the so-called 'undesirables' (the homeless, waste pickers, informal traders, drug users etc.) who are often ignored and excluded as users and stakeholders in parks. Interviews with the one of the people in End Street North Park revealed some useful ideas on how the park can be best designed to ensure inclusiveness in use for the people in the city who need it, including themselves.



“What they must do since this park is so big, is that they must separate the park activities into different parts; whereby those who want to smoke and hangout with their lovers or friends and basically do things that are not related to playing in the park can do that on one side. And then on the other side it can be the side where small children can play the games and so on”. If they separate it like that it will be alright for us and there won't be any problems”..

Although this kind of set-up may seem undesirable in a park, particularly because of the danger it provides on children being influenced into drug abuse, it is important to acknowledge that there will always be a presence of homeless people sleeping (and sometimes using drugs) in inner-city parks.

Ignoring their existence or excluding them from the park through high fences, security guards or (brutal) eviction by police will not result in the homeless disappearing and not wanting or needing to use the park. Instead it increases instances of vandalism of fences and crime around the park and does not contribute to goals of social development that parks aim to achieve.



**Figure 106: Illustration of recommended collaborative park design and management model**  
 Author (2016)

It would therefore be more beneficial to engage with the homeless, through various intermediary representatives such as social workers, to come up with ways in which they can be used to ensure safety and security in the day to day activities of the park, in exchange for them using the park for their uses in designated areas or times.

It is however important to note that when a park is used by drug users it is not really kids friendly or when a park becomes a homeless shelter full time it is no longer a park. This means that discussions done with the homeless should also involve the regulation of some of the things they do in the park such as smoking drugs or littering.

### 6.7.2. Inclusive/Collaborative Management for increased “publicness” and safety

As it has been mentioned throughout the report, there needs to be a higher degree of community engagement and participation with users of inner-city parks within the planning and design phases of park upgrades, if these spaces are to reach their desired level of use and safety. For this community participation to be most effective in terms of time and resources it has to occur early and often.

“In fact, the most fruitful meetings may occur even before planners put pen to paper” (Enger, 2005, pg.22). One of the greatest challenges the City continues to face is that of homelessness and informal activities that happen in around parks. It is the argument of this report that these often ‘undesirable’ users of parks need to be involved in the design and post-management of the parks if acts of vandalism, drug dealing, misuse of facilities and crime are to be reduced in the city’s parks.

City parks officials who often engage the homeless, informal waste pickers in End Street North Park, revealed that they often have a desire to be engaged during the park planning and management process. They expressed how they would like to be allowed to use the redeveloped park, with an acknowledgement that some of illicit activities they sometimes engage such as smoking should not be done when young people are in the Park.

“Children should be allowed to play in the park as we all know that parks belong to them. However they (Park Designers/Officials) should give us a portion of it as well so we can also relax and watch as the kids play. “...When the kids want to play during the day maybe we disturb them when we smoke our “stuff”, so we are willing to vacate the park during the day and return at night when the kids are not around anymore”.

Institutions such as homeless shelters, rehab facilities, contractors/employers, law enforcers (police), the private sector and other Non-Governmental Organisations (NGOs) that deal with social development issues could be brought in as mediators as they possess knowledge on the issues and needs of the more vulnerable users of parks that are aforementioned, and could usefully mediate to assess needs and capacity and involve a variety of informal groups into the design and management of the park. They are the most adapt in identifying potential problems and opportunities that the park will present based on their knowledge of their various fields of social development.

Programming the park in consultation with the homeless can therefore allow for an agreement to be reached on how best they can use the park in certain times of the day and night without infringing on children's play activities.

*“Since we are poverty stricken when ‘they’ (city officials) come (to upgrade the park) they shouldn’t handle us with violence. They should just give us things to clean such as leaf racks and plastic bags so that we can clean the park. We don’t even want them to pay us. They can pay us by not chasing us out of the park and not beating us”.*

This response suggests that homeless users of the park are willing to be involved in daily management and maintenance of the park, in taking up responsibilities such as cleaning and looking after it. The City would benefit from making use of homeless people and informal workers in maintaining parks.



Figure 107: Users of ESN Park engaging in activities during community participation process. Photo Credit: GIZ (2016)



Figure 108: Workers from JCPZ present to assist during ESN Park community engagement process. Photo Credit: GIZ (2016)

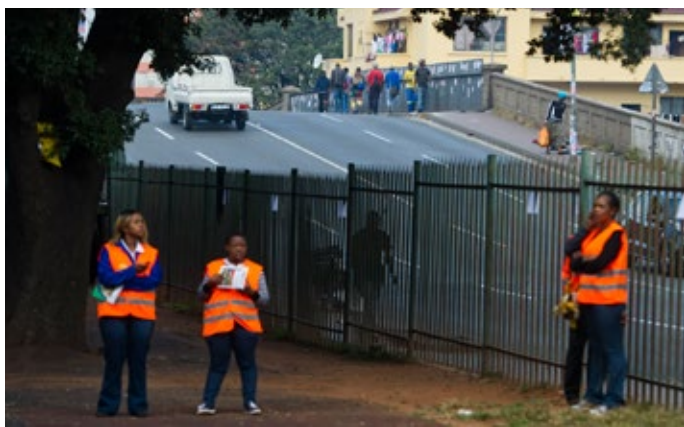


Figure 109: ESN Park community members engaging Police officers on implementing safety measures in the area. Photo Credit: GIZ (2016)





**Figure 110: Community Street Patrollers watching over ESN Park**  
Photo Credit: GIZ (2016)



**Figure 111: Community Street Patrollers watching over ESN Park**  
Photo Credit: GIZ (2016)



**Figure 112: Community Street Patrollers watching over ESN Park**  
Photo Credit: GIZ (2016)

### 6.7.3. Using Community Based Measures for increased Safety and Security

High levels of crime in the inner-city continue to be the dominant challenge JCPZ faces in managing parks and ensuring safety and security for all park users. Fragmented families, poverty, economic exclusion, unemployment and inequality faced by a lot of the inner-city's residents are amongst the main socio-economic drivers or causes of violence and crime that occurs in the city's parks (Gotsch et al, 2013). In light of this, the City can better understand and effectively deal with the multiplex of factors that affect safety in urban park's if it pursues more unconventional methods of crime prevention that are based on a collective, community based approach to park control, policing and criminal justice.

One of the less costly and more inclusive safety and security measures that the City, in partnership with local residents, can undertake is facilitating the creation of a network of 'Park Watchers' and Street Patrollers who live immediately overlooking the park and keep a watchful eye on its comings and goings would be a very effective and low cost measure to improve safety in the park.

This network of 'Park Watchers' and Street Patrollers would be mandated to take videos and photographs of incidents and offenders and publish them on various media platforms (e.g. leaflets or posters) and on social network applications such as Facebook, Twitter and WhatsApp, for the rest of the community to see and be aware of. This direct use of community members and people such as the homeless in the surveillance of parks would make for quicker and more direct action against crime by omitting the need for the local council to act as an intermediary and ease the burden on park officials to deal with safety issues.

In the case of End Street North Park, the surrounding night clubs, shebeens and brothels can be also be engaged to come up with agreements to provide surveillance cameras and security personnel during the night. This can include employing some of the homeless occupants of the park as informal watch men that guard the facility against thefts, drug dealing, vandalism and graffiti and also giving public assistance to retrieve stolen items and identify perpetrators, since they spend a lot of time in the streets and bear witness to a lot of crime. Not only would this measure be less costly to the City, in opposition to employing private security personnel, it would also reduce the number of homeless people who resort to crime due to them being unemployed and constantly being evicted from public open spaces such as parks.



**Figure 113: JCPZ City officials and Doornfontein Community members holding a meeting on management of ESN Park.** Photo Credit: GIZ (2016)

#### **6.7.4. Continuous Engagement & Evaluation of Design Outcomes after Park Hand-Over**

Community members are often the best source of information on what the community's open space needs are and on who will use and benefit from that open space. Engaging them as early as possible in the park development process is therefore highly beneficial. This engagement process can also be more beneficial and sustainable if it is conducted on a continuous (back and forth) basis, both during the concept development and design process as well as after the park is in full operation.

This continuous engagement will help in reducing the day-to-day impacts on park facilities (such as misuse and vandalism and increase the knowledge base on public space behaviour and needs analysis through inner-city parks. This knowledge could also help reduce the huge costs which are often engendered by both the City and JCPZ in terms of maintenance by increasing the community's sense of ownership and capacity to self-manage the facilities



**Figure 114: Jeppetown Street Patrollers addressing Nugget Street residents on how to deal with safety issues in and around ESN Park.** Photo Credit: GIZ (2016)

This can be done through conducting User Participation and Demand Surveys on how the Park facilities are used on a monthly, seasonal and annual basis. The surveys will help the City record and evaluate how community needs are changing after the park has been opened for use, as the demographics and residents of the area are constantly changing. These surveys can provide detailed information about community preferences and needs and can help JCPZ and the City anticipate which facilities in the park will receive the most use and need the most maintenance.

They can also help evaluate the changes in levels of safety in and around the park and if the implementation of other safety measures is needed. Such recreational facility surveys, or other comparable approaches which obtain feedback from a representative cross section of the community, are essential to developing effective local standards for parks in the inner-city.





Figure 115: View of Wanderers Street in downtown Johannesburg  
Photo Credit: P. Liphosa (2015)

### 7.1. An Open Public Space Design Framework towards Decolonising Inner-city Johannesburg

As was mentioned in Chapter 3 my research report argues for an 'Open City' ideal that was largely envisioned and proposed for Central Johannesburg in its early colonial times. The plans/proposals and developments of the time applied largely desirable principles of open public space urban design that this report seeks to propose as well. These consisted of well-connected and programmed spaces in line with a well thought through open space system of parks, sports grounds, streets and squares that were in close proximity to public transport, residential and commercial/business functions.

However, this being said, it is important to note and guard against re-incarnating a racial and socio-economically discriminating urban landscape that was entrenched in the colonial and apartheid Johannesburg of the 1900s. Urban planning and design was a tool used to put into function the racial and socio-economic divisions that continue to burden the lives of the majority of Black inhabitants of the city today.

Mbembe (2004) supports this by stating that architecture and urban design tend to become acts of repression, separation, and fantasy, which is implemented in a quest of 'aesthetic phenomenality', often achieved through the 'mesmeric power of race', economy and class. I therefore, through the envisioned open public space design framework proposed in this report, actively advocate for 'Pro-Black' spaces that seek to serve the current dominant race and class of people currently in Johannesburg's inner-city.

For this to happen, the report presents a framework that imposes a dominantly open public space system that allows spaces to have qualities of improvisation, flexibility and resilience (*ibid*). The robust, hostile and volatile conditions of inner-city Johannesburg have resulted in a process where Johannesburg is losing its original colonial built form and landscape, as its black populous attempt to break down its colonial physical confines and construct new socio-spatial, economic and cultural infrastructures that respond to their needs and daily behaviours.

*"By forcing the city to open up, this process of deframing and enframing has set different repertoires of spatial imaginations and practices into collision. It is not simply the meaning of buildings or streets that is changing"* (Mbembe, 2004, pg.400).

My design interventions therefore seek to deconstruct and re-make some of the city's inherited elements to make way for the creation of a new open spatial form that creates opportunities for black people in the city to rewrite the wrongs of the city's colonial past and create their own African heritage and symbolism in their spaces.





**Figure 116: Urban Performance of Noord Street**  
Photo Credit: P. Liphosa (2015)

## 7.2. Parks as a Metaphor – The Green Lungs of decolonised African space

Public spaces such as parks and squares in many African cities are often seen as (unnecessary) luxuries, in light of the large backlogs in infrastructure, employment, housing and other services, which many believe should be addressed first. One can however argue for their utmost importance in less democratic countries where public squares and parks become spaces of organised or spontaneous political gatherings (such as Tahrir Square in Egypt and Independence square in Ghana).

However their management and control, especially in central areas, often throws their publicness into question, as high levels of privatisation and securitisation are often used to regulate and control how people access and use these spaces. High levels of socio-economic inequality and divisions caused by colonial and apartheid discriminatory laws often make the use of public parks difficult – as these spaces often turn into places of confrontation, violence or crime.

The spatial form and pattern of pre-colonial African settlements has always prioritised the use of public space and public gatherings. Public space in African pre-colonial cities was based on a social system of collective ownership within the village community. It was through this collective ownership and use of space that led to the formation of what was called the “common space”. The “common space” can be described as a space that is not owned by a single entity but that is rather owned by the community as a collective (Dos Santos Junior, 2014).

According to Professor Achille Mbembe; in his address on the Johannesburg City Parks and Zoos public dialogue (5th of August 2015), discussed how climate conditions and the availability of natural green spaces in the city is for the first time predominantly influenced by the actions of humans (anthropos). He goes on to question the governance approach to public spaces in a time where almost everything in the city is commoditised, raising questions of gentrification and exclusion of the homeless and the poor from public spaces.



This commodification of public space and the natural environment that parks provide to cities can be linked back to the division of space into public and private that came with colonial planning systems brought to African cities. These systems broke the social connectivity that bound Africans together within the common space that pre-colonial cities had. "This breaking of social connectivity – taking common space and making it public/private – is the same as the taking that occurs when the worker is separated from that which is produced" (Lytwak, 2012).

Common space in pre-colonial African cities allowed for multiple social uses to occur within a central place which created a "weaving of spatial experience into the cultural continuum" (van Rensburg & Da Costa, 2008, pg.40), and provided opportunities for the potential for the evolution of then current spaces into new forms of urban space in future. The "commons" therefore promoted a sense of community and sameness rather than the idea of public spaces that promote diversity and difference.

In looking at Johannesburg as a contemporary African City Mbembe in his address therefore asked the following questions;

- How can we foster an African understanding of public space?
- Amid the challenges that confront African municipalities, how can they plan so that public spaces such as parks to be platforms for collective action, learning, recreation and celebration?
- How do we make parks to foster interpersonal and intergroup co-operation, where conflict can be worked out in a safe and public arena?

And more importantly;

- How can we decolonise public spaces and inspire a sense that the city (including its parks) belongs to all that live in it, particularly the black marginalised, the poor, women and children?



Figure 117: Urban Performance of Noord Street  
Photo Credit: P. Liphosa (2015)



### 7.3. Considering Johannesburg's Parks 'African-ness'

In answering the question of decolonising parks in contemporary Johannesburg, it cannot be addressed without considering the question of the 'African-ness' of Johannesburg's parks. In the backdrop of this question however lies the (living) legacy of the colonial and apartheid regimes which had a fundamental impact on the inequity of parks provision that still exists in contemporary Johannesburg.

The development of green public spaces in colonial Johannesburg was made as a symbol of the superiority of the white middle class of the time that were allowed to enjoy the luxuries of these spaces exclusively without interference of their black 'inferior' counterparts. This discriminatory ideology behind the creation and construct of public space goes completely against the principles of how African public space was designed.

According to van Rensburg & Da Costa (2008) the common spaces of African cities were not regulated or programmed for any particular kind of activity and allowed various social groupings to meet and partake in various forms of labour and activity in a manner that was inclusive and did not discriminate against a certain kind of people. The common space allowed for multiple social uses to occur within a central place which created a "weaving of spatial experience into the cultural continuum" (van Rensburg & Da Costa, 2008, pg.40), and provided opportunities for the potential for the evolution of then current spaces into new forms of urban space in future

The liberal ideology of individualism and of separation according to difference in race and ethnicity (that came with colonialism) did not exist. Rather common spaces where people and communities collectively owned space and came together to share activities and engage in trade and exchange.

Taking it back to present day Johannesburg; these discriminatory (spatial) principles still exist even after 22 years of the abolishment of apartheid laws. In what can be considered a form of neo-apartheid, parks are used as open-air shelters by the same black race that were excluded from formal housing due to the various forces of colonial/apartheid marginalisation in the Johannesburg inner-city.

The stark contrast that still exists today between the predominantly white leafy northern suburbs and the sparse, scattered patches of green spaces in the inner-city going south towards black townships, such as Soweto, highlights the imbalance in this historic systematic development of parks in the city. Black people, both South Africans and African migrants from all over the continent; continue to compete for the limited resources that were left available to them in post-apartheid cities, leading to the recurrent xenophobic attacks in South Africa.

The question of 'African-ness' of Johannesburg and its public spaces therefore needs to be interrogated from a point of whether its spatial configuration of a formal layout (grid pattern) that is highly regulated, with a strong focus on separation of uses and socio-economic opportunities according to class, has alienated a lot of Africans from the city. Not only was land taken away from Africans, but the new spatial arrangements alienated them from the principle of commonness in use and ownership of land and excluded them from participation in urban processes.

It can be argued that present day parks are used by all kinds including women, men, children, teenagers, the elderly, the poor, the rich and in-between; and they involve multiple and complex identities displayed in parks, that cannot be confined to either race or nationality. What Mbembe terms as 'otherness'. However Mbembe's description of parks as an experience of 'othering' can be either seen as a positive attribute of fostering publicness or as a negative attribute the fosters segregation and alienation according to social ranking, class, ethnicity and race.

The question thus becomes a call for inclusion and recognition of migration that is the trademark of all vibrant and powerful cities, in which parks are both visible public spaces and the invisible safety net responding to the cracks in the system that continue to discriminate against black Africans;

- How do we give the city back to its rightful owners - being the black people of the African continent – and enhance their sense of ownership as stakeholders of the urban natural environment?

- Can we extend the notion of 'Ubuntu' to manifest in the city through the design of park spaces that are interconnected, fluid and used, managed and owned by Africans as a collective?

Mbembe in his lecture discussed how parks can be seen as a metaphor for various ideas and aspirations – not least for inspiring a sense of community in a fractured and unequal city. He explores the notion of parks as metaphor. The metaphor of lungs: parks as the 'lung' of our cities, inspires the idea of parks as a space where one can breathe, and reminds us of the uneven, unequal distribution of parks in our city as a legacy of apartheid, so contrasting those 'who can breathe' to those who are 'condemned to suffocate'.

#### 7.4. Concept: Macro Scale

At a macro level, the design concept aims to expand public space in downtown Johannesburg through mixed use development that includes a combination of permanent, semi-permanent and temporal interventions unique and identifiable space.

Focus area will be the decking of the railway line that currently acts as a physical fracture in the city's fabric and transform it into a open public space east-west connector which can constantly recreate itself according to the occasion or time of day.

The concept aims at making the east-west public space into a route that will serve local needs/interests, and attract tourist and become a stage for local entrepreneurs and talent.

Cross-programming of work, play and life orientated activities will create a rich urban fabric along the route.

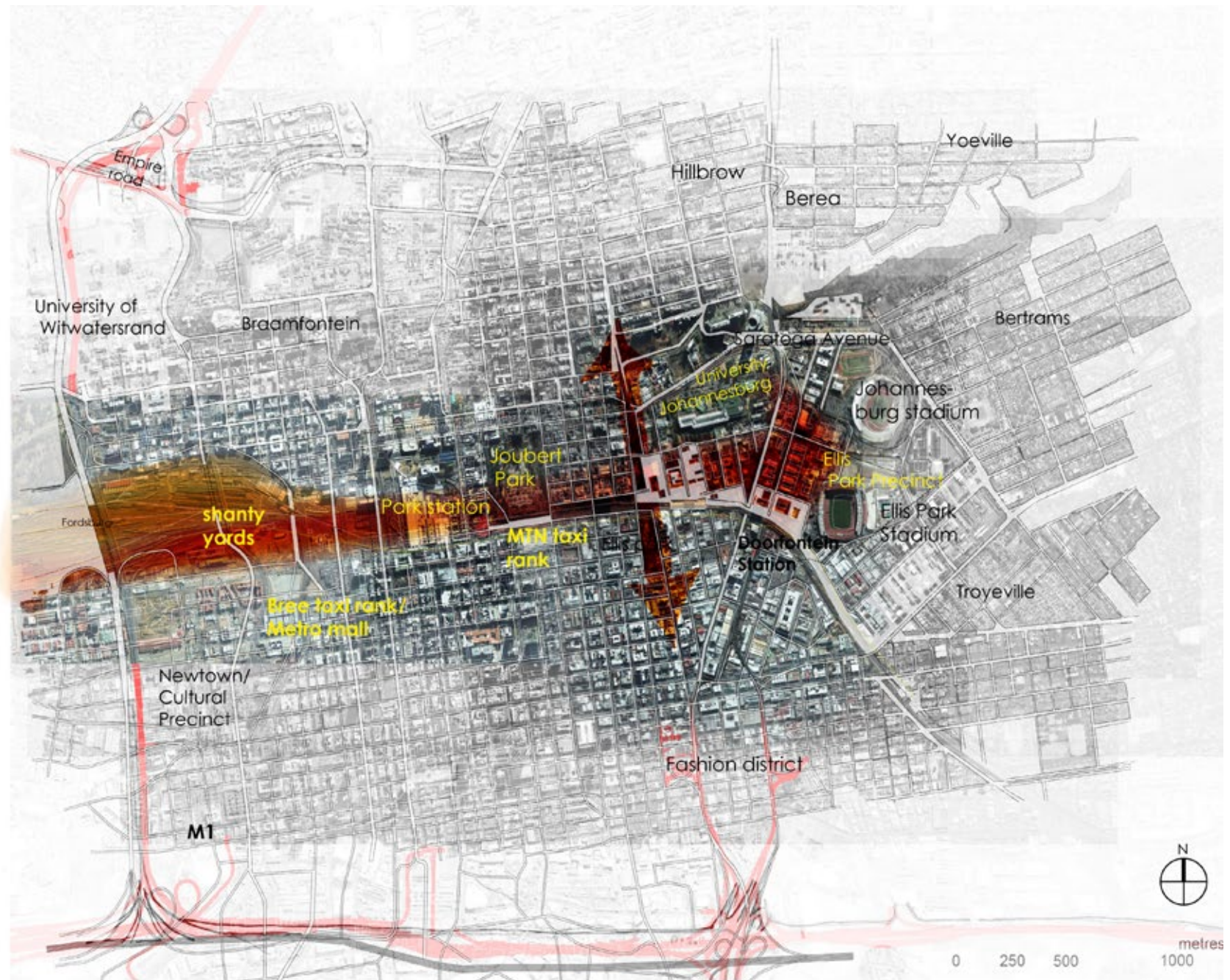


Figure 118: Macro scale concept of proposed UDF (A. Mandyanda, 2015)



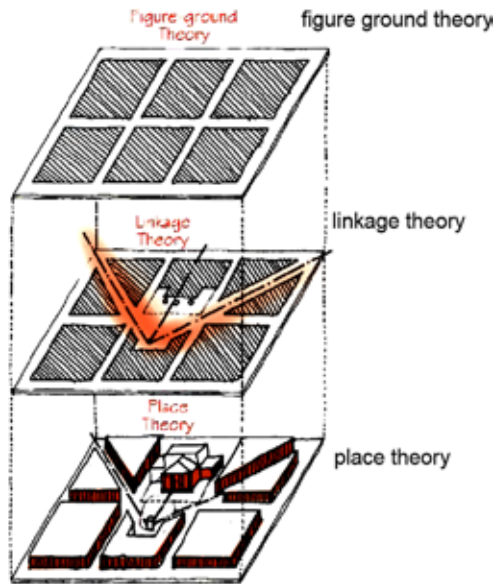


Figure 119: Street connectivity through the Figure Ground Theory (Trancik, 1985)

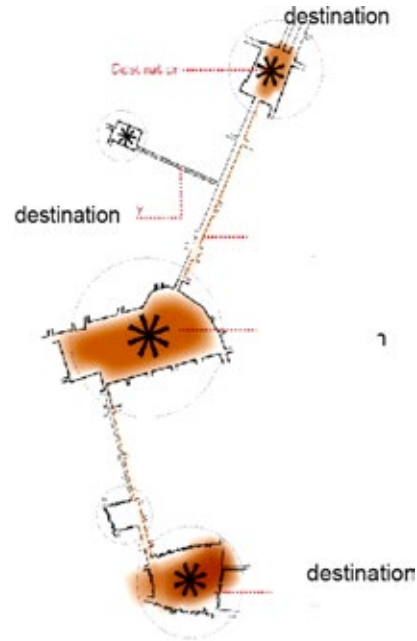


Figure 120: Street connectivity through Destination Linkage (Trancik, 1985)

### 7.5. Achieving "Publicness" through enhancing the Everyday

Public spaces provide space for people of various backgrounds to come together and at least interact visually. As highlighted by Gehl it is a basic human need for people to 'rub shoulders' and, in a society where the norm is for people to become more and more secluded, the creation of promenade like spaces is becoming vital for the well-being of city dwellers.

The concepts of the everyday and the ordinary as developed in particular by Henri Lefebvre (1991: 167) and Michel de Certeau (1984: 22) are influential in establishing alternative contemporary urban methodologies.

The focus of this UDF is placed on two inter-related topics, public space and the everyday. It promotes the understanding of everyday activities as parts of the urban environment; not in opposition it.

Everyday urbanism illustrates the need to be specific rather than normative, reacting to existing situations and attempting to reinforce their qualities (Hayden & Temel, 2006: 56).

The everyday urbanism can respond to the Johannesburg urban fabric, acting as a critical form of catalytic development, which acknowledges the context, economics and social needs of the public.



Figure 121: Proposed Concept 1 (Author, 2016)

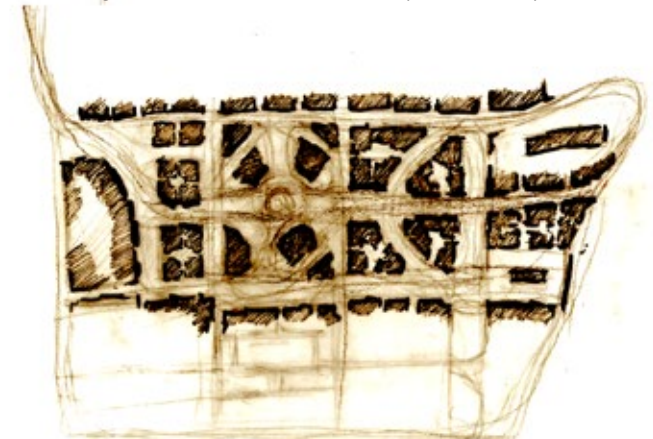


Figure 122: Proposed Concept 2 (Author, 2016)

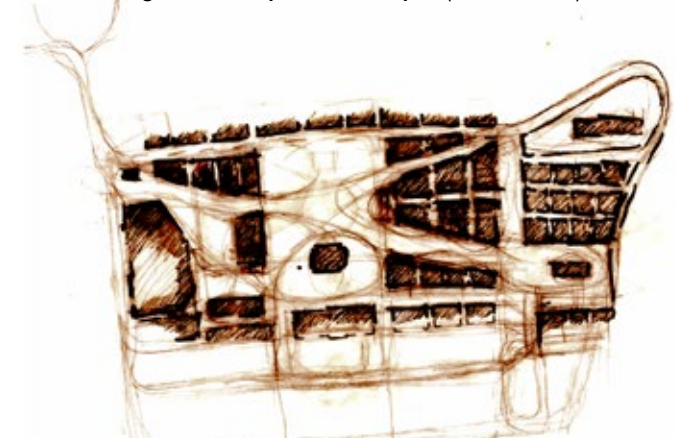


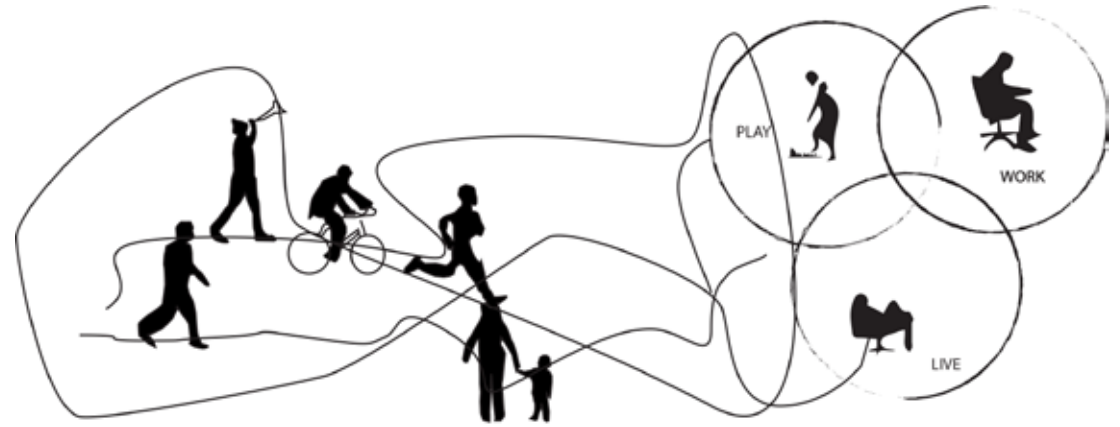
Figure 123: Proposed Concept 3 (Author, 2016)



**Figure 124: City scale illustration of proposed area of redevelopment & desired connections** (Author, 2016)



**Figure 125: Illustration of proposed area of intervention & desired connections** (Author, 2016)



**Figure 126: Cross programming concept of live, work and play** (Author, 2016)

The aim of the UDF is to expand public space in downtown Johannesburg through the decking the railway line the current. The concept is that the route will attract local interest, and attract tourist and become a stage for local entrepreneurs and talent.

This UDF looks to embrace the spatial identity of the city, where the design aims to uplift the urban context by providing a stage for these everyday activities. On the site streets can be seen as new form of public space In Noord street Precinct. Pedestrian energy mostly found in the streets

## 7.6. Concept - Green Pedestrian Transit Connection



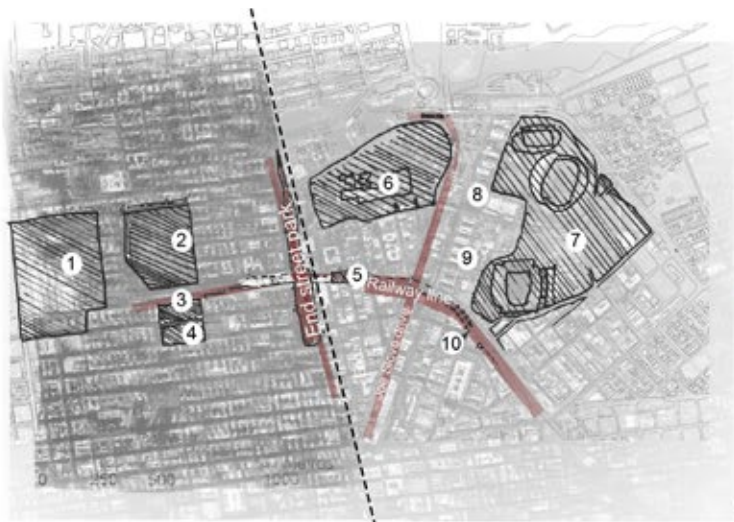


Figure 127: Existing Urban Form (Author, 2016)

- (Author)
- |                |                 |                       |                              |                          |
|----------------|-----------------|-----------------------|------------------------------|--------------------------|
| 1 Park Station | 2 Joubert Park  | 5 Doorfontein Station | 6 University of Johannesburg | 9 Johannesburg College   |
| 3 MTN Mail     | 4 MTN taxi Rank | 7 Ellis Park          | 8 China City                 | 10 Doorfontein taxi rank |



Figure 128: Overall Concept for proposed framework (Author, 2016)



Figure 129: Open Space and Recreation Link Concept (Author, 2016)



Figure 130: Education Link Concept (Author, 2016)



Figure 131: Transport Link Concept (Author, 2016)

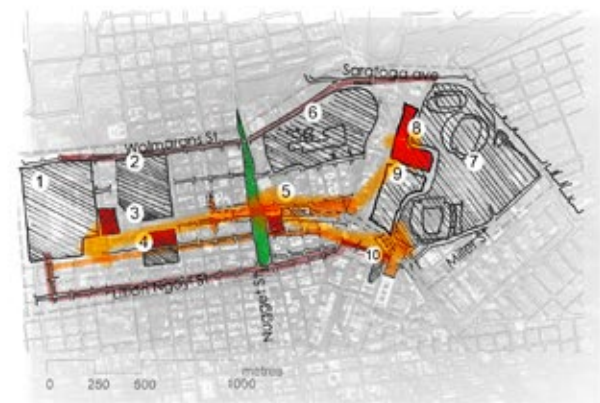


Figure 132: Retail Link concept (Author, 2016)

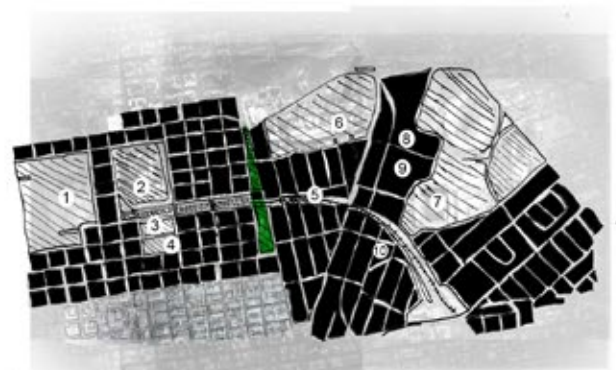


Figure 133: Existing block identity (Author, 2016)



Figure 134: Proposed block identity (Author, 2016)

## Concept Development



The aim is to enhance connection between the Park Station precinct, Joubert Park and the Doornfontein/Ellis Park precinct to the rest of the innercity. The emphasis is integration of formal and informal appropriate activities where points of energy in the city's parks can be achieved through enhancing street connectivity, ordering built form and landscaping. This, critically so, is proposed to happen in response to existing pedestrian movement patterns.

The UDF aims at enhancing the economic, social and spatial program of the innercity through using open park spaces to activate urban regeneration and build an inclusive public space system and vibrant economy.

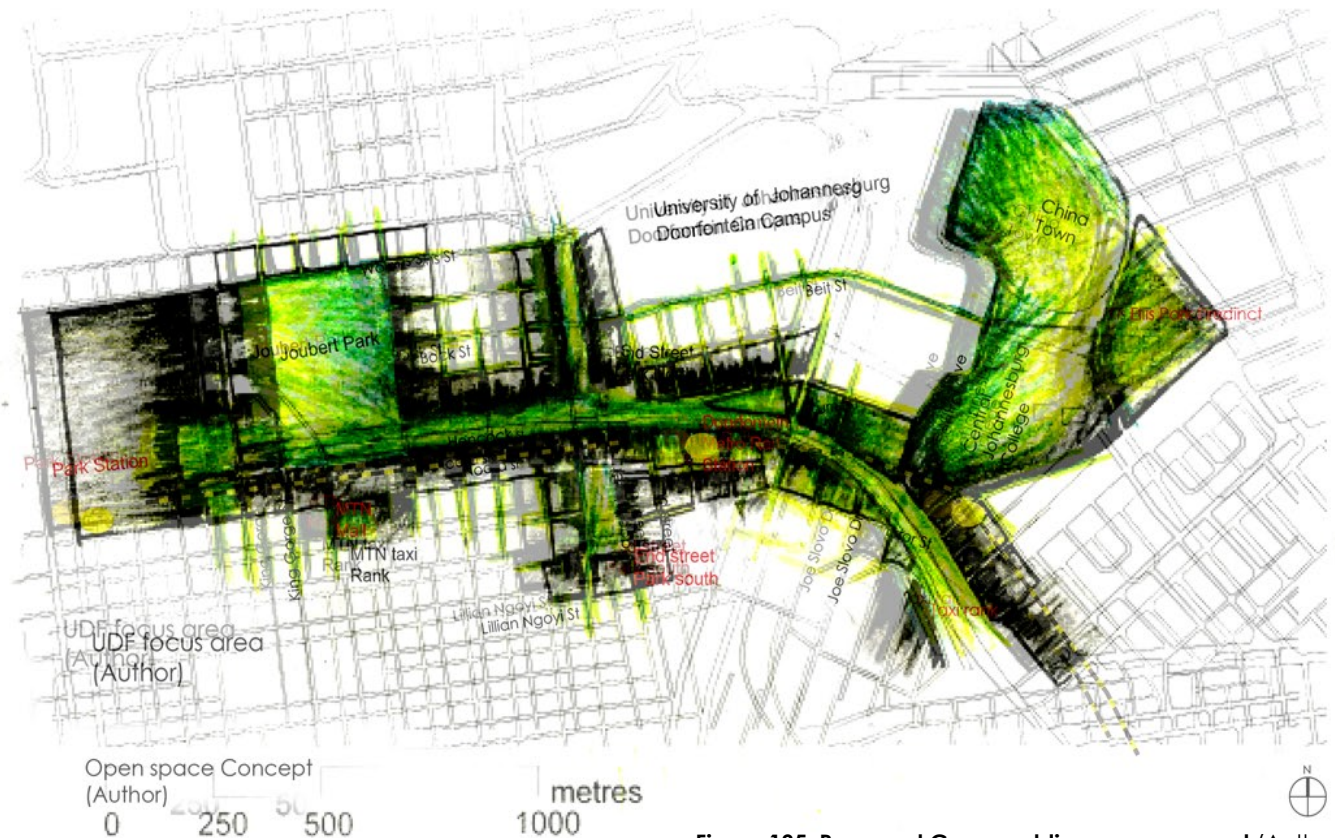


Figure 135: Proposed Green public space concept (Author, 2016)

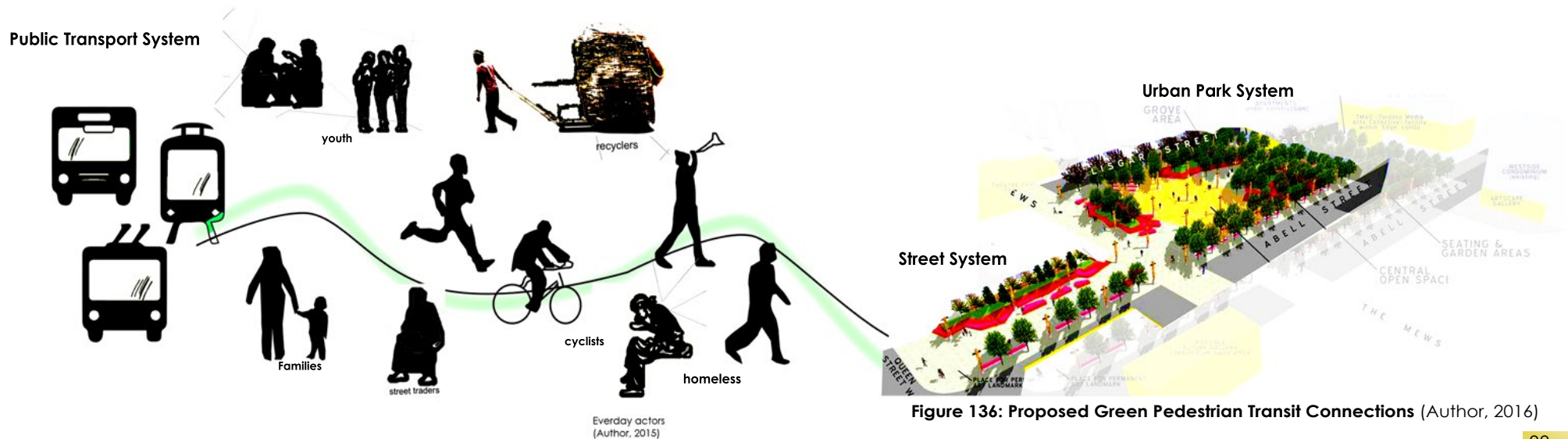
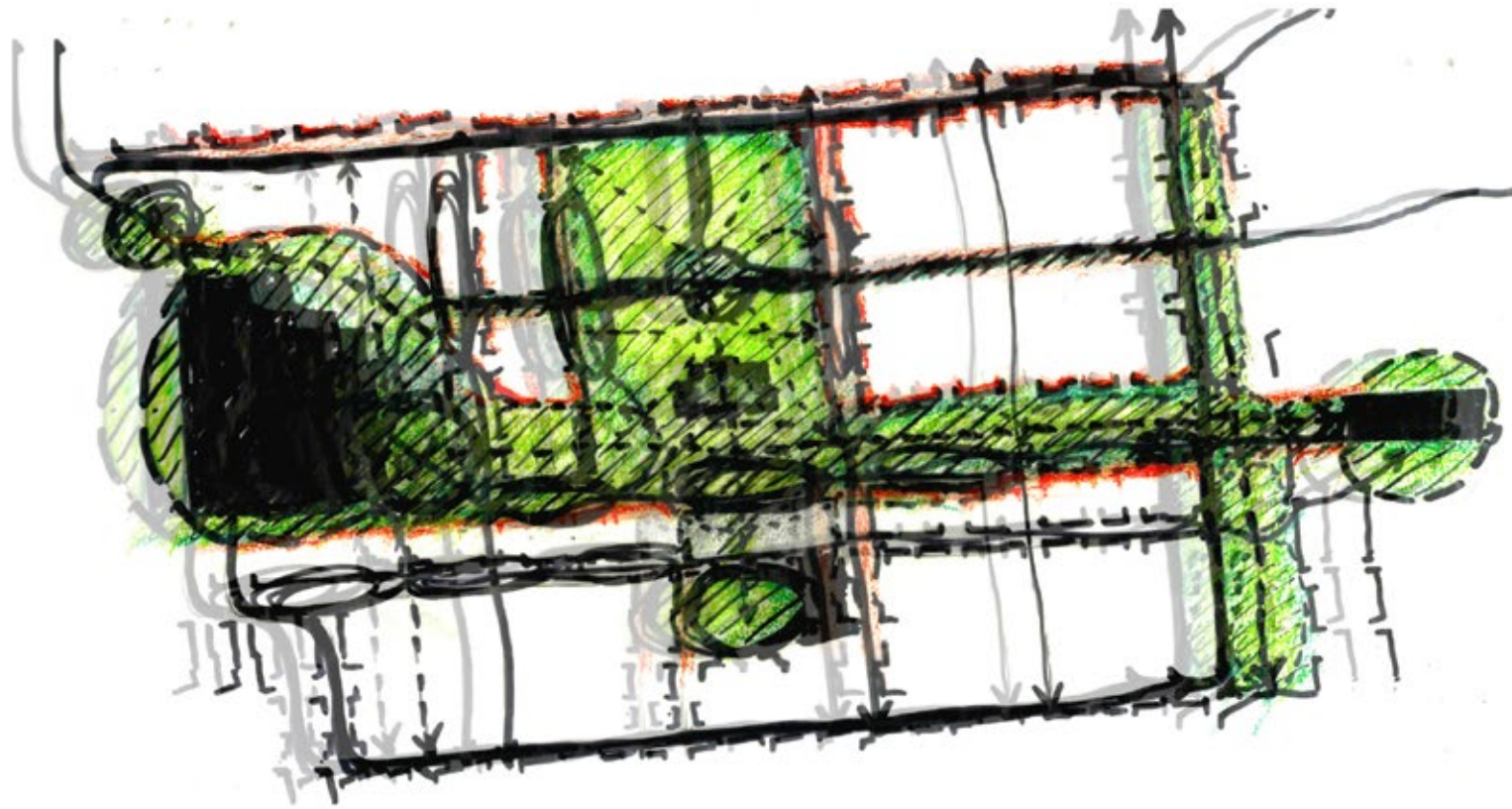


Figure 136: Proposed Green Pedestrian Transit Connections (Author, 2016)





**Figure 137: Green Public Space Promenade Concept** (Author, 2016)

The concept envisions the expansion and intensification of green open public spaces to provide space for people of various backgrounds to gather and interact socially, economically and culturally. The framework seeks to provide Johannesburg dwellers with an opportunity to interact with others in a society where the norm is for people to become more and more secluded.

The scheme seeks to respond to Johannesburg's fragmented urban fabric, that currently acts as a divide and breaks the connectivity and reach of existing public space. It seeks to act as a critical form of catalytic development, which acknowledges the context, economics and social needs of the public.

The creation of this green space promenade is vital for the well-being of Inner-city dwellers as a space that connects Johannesburg Park station to Doornfontein station; the site's major transport anchors.

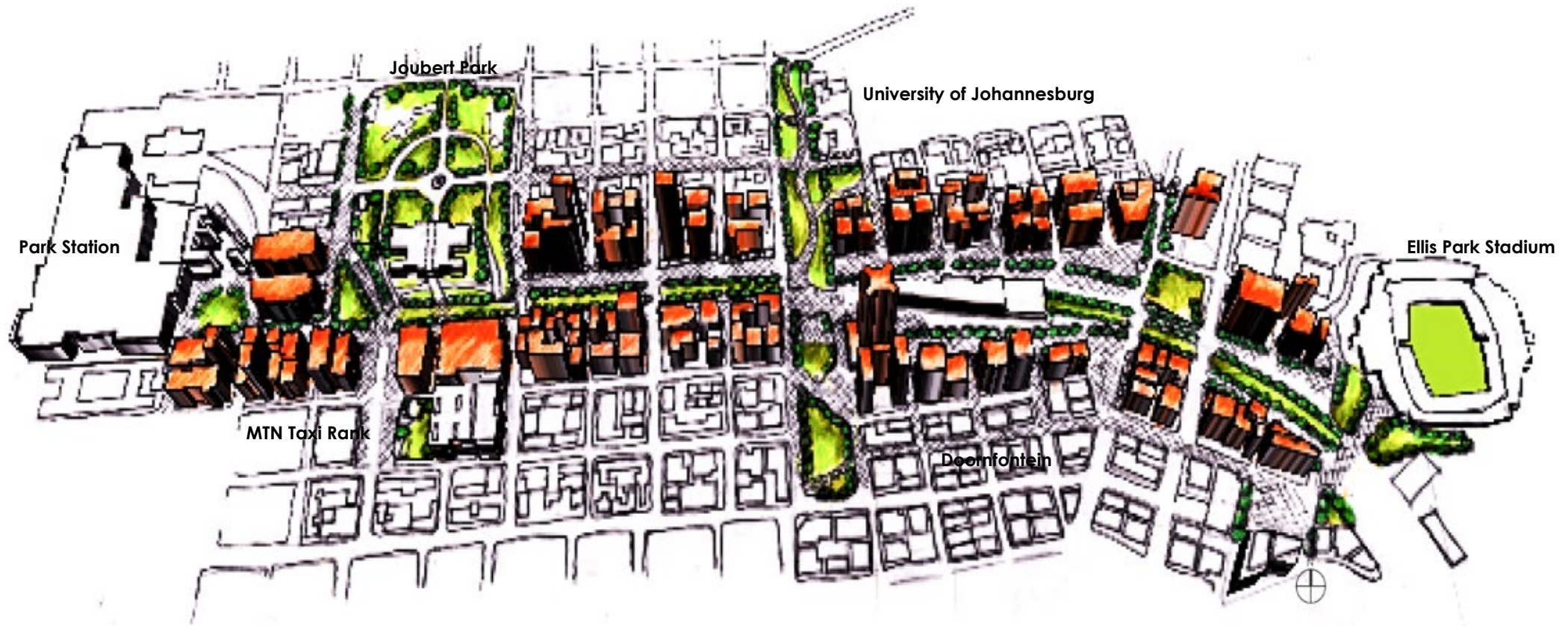


Figure 138: Concept 1 plan of proposed Johannesburg Innecity UDF (Author, 2016)

**Concept 1** of the UDF takes into consideration the creation of a neighbourhood formed through the reinforcement of energies generated from its private realm and which in turn spills over into its public, semi-public/semi-private realms.

Consequently the UDF promotes the decking the railway line where end street park and Doornfontein station act as mediator that patch together fractal everyday activities such as living, recreating, working and commuting along the railway line.





**Figure 139: Design Framework Concept 1 - Massing Model** (Author, 2016)

The vision is accomplished through establishing an open space system that will be created through decking the railway line creating a promenade similar to the Cape Town's Fan Walk but different as it should have the unique feature of Johannesburg.

These open spaces should be liveable for the everyday user and a 24/7 program in the inner city, sustainable tools such as using LED lights and mixed use nature program along the decked railway line.

The design aims to achieve a pedestrian friendly community network within along the decked railway line. The aim is to make the highlighted area pedestrian oriented where public transport is used instead of the private vehicle, eliminating the need for large parking lots.

The taxis and traders that frequent the area in the vicinity of Lillian Ngoyi and sections of Noord Street are accommodated in flexible spaces that allow for the adaptability that is necessary in informal activities. Open spaces are left for spontaneous infill and informal uses.



**Figure 140: West View of Concept 1 Massing Model** (Author, 2016)

There is insufficient public space in Johannesburg's innercity, with the available public spaces having no relationship to each other. The intervention is to identify urban voids and convert to public space relate public spaces to each other and create pedestrian circulation between and through these spaces.



**Figure 141: East view of Concept 1 Massing Model** (Author, 2016)

The precinct vision here is based on development that creates a human scaled, active and vibrant public environment within a social environment of retail activities with supporting, educational, sports and residential uses. to in hance vibrancy and 24 hour program that aim to have mixed use buildings along the edge of the route as the above massing models illustrate.



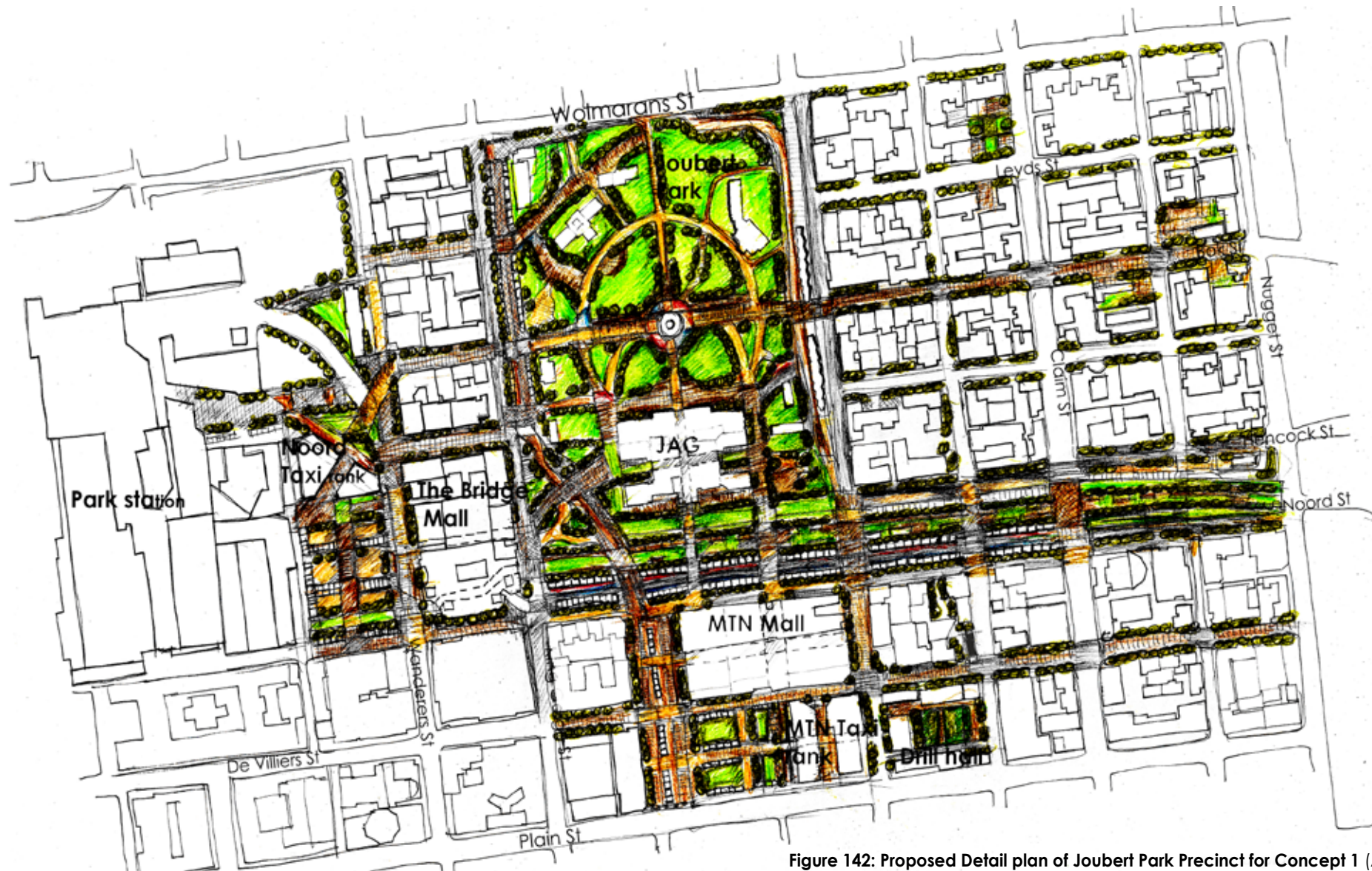


Figure 142: Proposed Detail plan of Joubert Park Precinct for Concept 1 (Author, 2016)

The design aims to achieve a pedestrian friendly community network within and along the decked railway line. The aim is to make the highlighted area pedestrian orientated where public transport is used instead of the private vehicle, eliminating the need for large parking lots.

The taxis and traders that frequent King George Street and sections of Noord street are accommodated in flexible spaces that allow for the adaptability that is necessary in informal activities. Open spaces are left for spontaneous infill and informal uses.

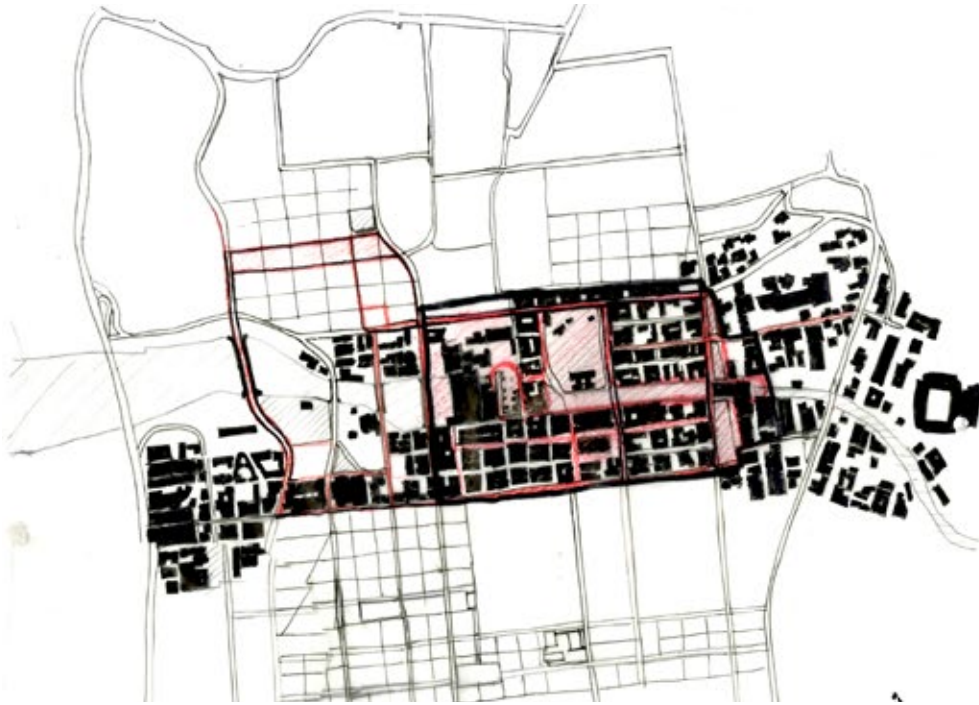


Figure 143: Focus area of intervention for Concept 2 (Author, 2016)

Concept 2 of this UDF is based on the belief that 'Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody. Essentially this framework proposes the transforming of dividing structures of the city to public realm that explores new possibilities in the urban fabric and increase choice, from the poorest actor to the wealthy. One of the focus of transformation is the railway line and the rigid grid pattern, as an apartheid scar that continues to prohibit black low income populations from freely moving and actively participating in the city.

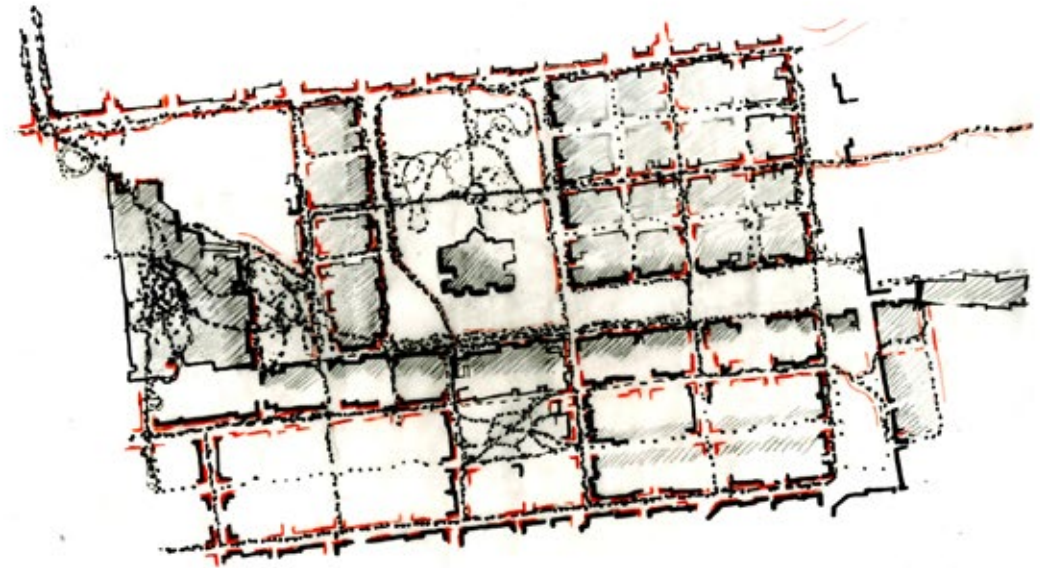


Figure 144: Pedestrian intensity mapping around proposed area of intervention for Concept 2 (Author, 2016)

The vision is accomplish this through establishing an open space system that will be created through decking the railway line creating a promenade similar to the CapeTown fan walk but different as it should have the unique feature of Johannesburg. This open space should be liveable for the everyday user and a 24/7 program in the inner city, sustainable tools such as using LED lights and mixed use nature program along the decked railway line.



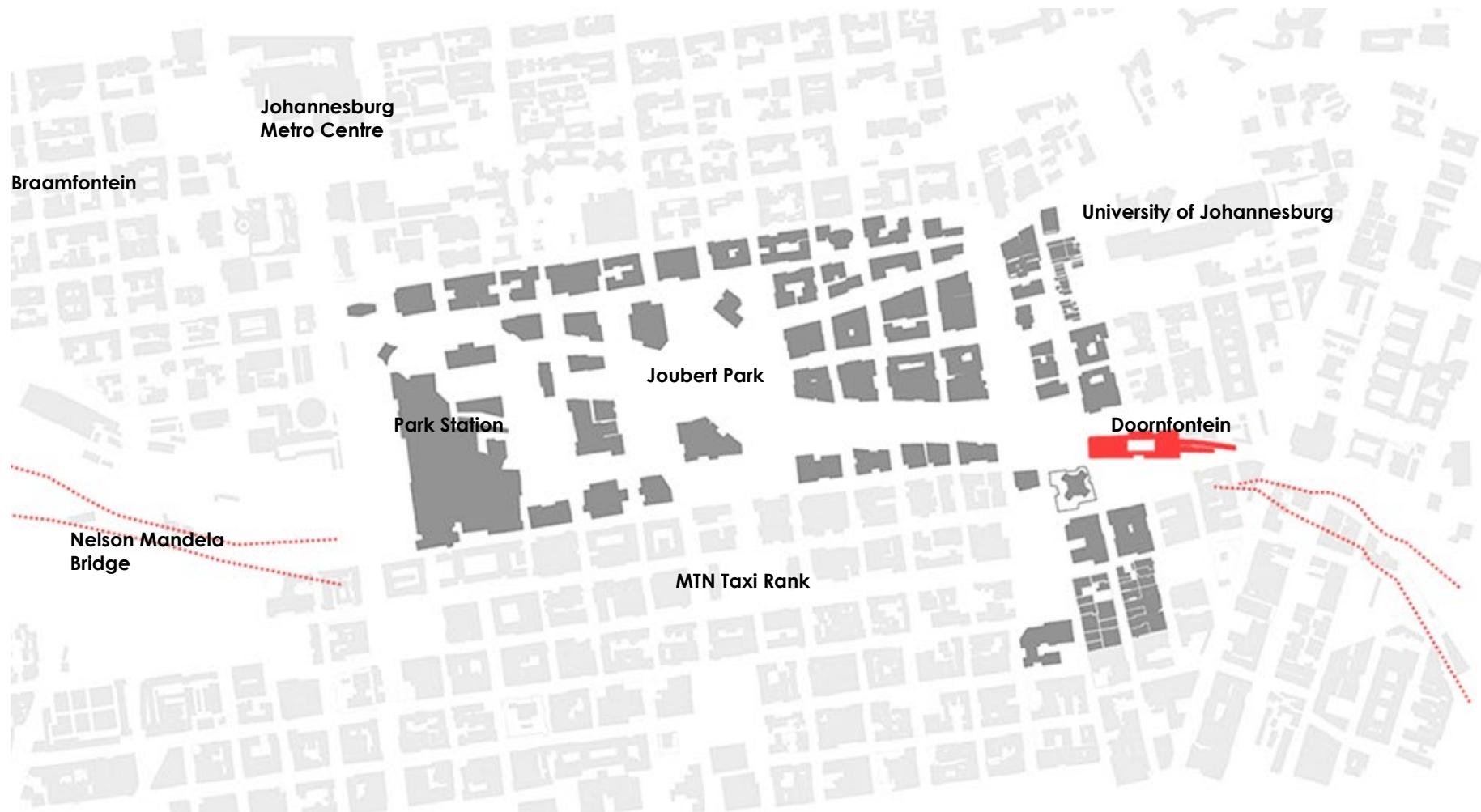


Figure 145: Proposed Built Form for Concept 2 (Author, 2016)

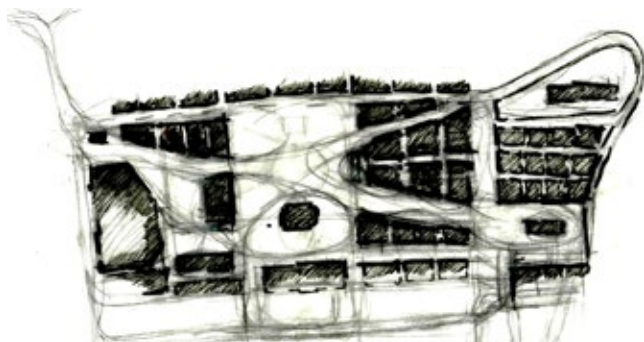


Figure 146: Concept 2 sketch chosen as preferred concept (Author, 2016)

The second concept design proposes a morphology of the Park station to Doornfontein station precinct area, showcasing very wide, high building blocks with porous building frontages. The proposed scheme seeks to reimagine and reconfigure and decolonise the rigid, grid pattern of old colonial Johannesburg which signifies how the economy of this part of the corridor is largely dependant on vehicle usage. Public spaces and streets are made wide to allow for easy movement of as well as trolley pushers, cyclists and other of non-motorised transport to move with relative ease, rather than private vehicles.



Figure 147: Proposed Built Form & Green open space system for Concept 2 (Author, 2016)

### 7.8.2. "The African Green Gateway Promenade"

The promenade will bend around and weave through the Park Station building and create new links and entrances into Joubert Park linking into Noord Street, all through to End Street linear park and Doornfontein station. This design intervention is aimed at the enhancement of the public realm where people walk and traders trade; allowing pedestrians to interact with each other and with the informal (and formal) retail outlets; creating a vibrant, active and pedestrian friendly street connections (Jacobs and Appleyard, 1987).

As part of the objective of integrating the informal economies with park spaces in the site, an essential aspect to this is the safety and ease of movement of pedestrians when accessing these economies. Micro-enterprises such as street traders and spaza shops are highly dependent on pedestrian flows for their goods and services to be seen and purchased and larger enterprises also benefit if the large populations that do not own vehicles are able to access their outlets with ease. Pedestrian orientated street design is therefore an important aspect needed for this to happen and will be one of the main aspects of this framework.





**Figure 148: Proposed Green open space system for Concept 2** (Author, 2016)

### 7.8.3. Greening Concept

The design concept plan re-imagines the space between Park station and Doornfontein station areas as a “Heart of public space” that exhibits the energy, pulse, vibrancy, diversity and youth of Johannesburg through the use of green spaces and public learning facilities. Its prime objective is to repurpose the areas streets and open spaces into liveable spaces for play, greenery and learning of local culture and practices.

The proposed open space spine running west-east through Park station into Noord Street and north-south along Nugget street will be structured by proposed retail, commercial and recreational developments, which will act as pull factors that brings people in from surrounding areas. The west-east link (which will be pedestrianised) will be created in a way that will allow for people to walk from Doornfontein train station to the Park Station area into the activity spine with ease.



Figure 149: Figure ground & Green open space system for Concept 2 (Author, 2016)

"The African Green Gateway Promenade" is created through linking Park Station with Braamfontein, Joubert Park, the Nugget Street linear park spaces and the Doornfontein train station, using a sequence of open public areas. Through the intervention, the streets along the promenade will be widened, greened and fitted with sufficient public street furniture along building edges, to provide a tranquil and pleasant experience for residents and visitors of the area as they walk to the anchoring open spaces.

In addition to the creation of the green space promenade the urban design focuses on the pedestrian and how it uses of the street (and the amenities that are linked to it) is made as pleasant, memorable and efficient as possible. Pedestrians should be able to cross the street comfortably and safely, access public transport from the street itself at various points, have spacious sidewalks to walk with sufficient street furniture along them such as benches to rest and be able to access public spaces through pedestrianised streets.





**Figure 150: Proposed Built Form (Urban Solids)** (Author, 2016)

The proposed new built form proposes a building arrangement that delineates spaces for movement (people and transport) as well as clarifies the extent of public, semi-public and private space and their transitions (Jacobs, 1985). This new built form will happen through gradual phases of development that will consist of medium to high density housing development to commercial and retail development and lastly institutional and recreational developments.

These structures will act as structuring elements for the proposed public open space network created for passive and active recreation and will create enclosed inward open spaces for private/community use within residential areas.



**Figure 151: Proposed Built Form (Urban Voids)** (Author, 2016)

The figure ground diagrams illustrate how the precinct seeks to break the current grid pattern blocks into more diagonal and organic urban blocks that have a series of connector streets/alleyways. This shorter urban block and new street connections seek to increase accessibility and permeability in the precinct for pedestrian and non-vehicular users, whilst creating opportunities for vertical bulking/densification of current built form to maximise use and value of land.

The proposed new open space scheme seeks to intensify and diversify land use activity in the precinct by adding to the already existing park/open space recreational uses in the site. Whilst increasing residential and entertainment/recreational spaces, it will also introduce new educational spaces to cater for the largely young population that the redevelopment seeks to attract.



#### 7.8.6. Proposed Transport & Pedestrian Connections

"Often, the best way to improve another form of transportation is to improve walkability" (Litman, 2007, 2). The close proximity of this transportation makes the ease of walking in the area even more vital as pedestrian access to public transit is an important mobility factor (Deacon, 2012).

The framework, in light of this, proposes the creation of 'walkable' pedestrian connections that connect to transport interchanges. The transport interchanges will accommodate a variety of transit modes including cars, buses, mini bus taxis and tuk tuks, all of which will be easily accessible from the street.

Public transport and public spaces are the essential components that the city can use to achieve this, with the link or connections to these (streets and mobility modes) being the main determinant of how sufficiently they are used (Carmona, 2009).

There therefore needs to be an improvement of the link between public transport systems and open public spaces in the Park Station, Joubert Park and Doornfontein areas through intervening in linking them with the aim of increasing access and diversity in the type of participants in these spaces and in how they use them as well.



Figure 152: Proposed Open space and movement connections (Author, 2016)

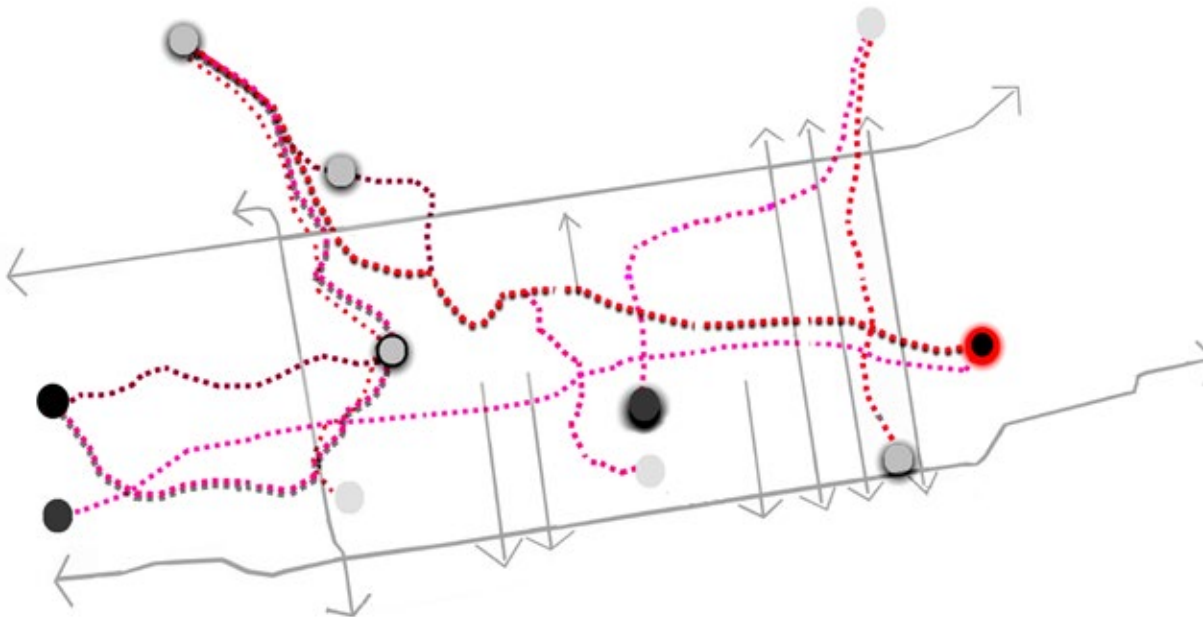
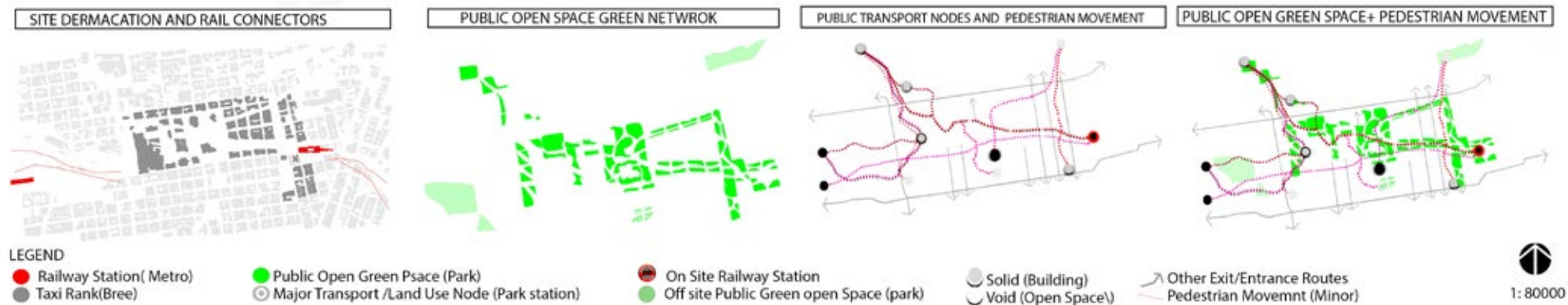


Figure 153: Proposed Movement connections (Author, 2016)



Figure 153: Urban Design Framework Overall Concept (Author, 2016)







**Figure 154: Detailed rendering of final proposed Urban Design Framework** (Author, 2016)

The aim of the UDF is to expand public space in downtown Johannesburg through the decking of the railway line. Through a combination of permanent, semi-permanent and temporal interventions; unique and identifiable space will be generated which can constantly recreate itself according to the occasion or time of day.

Cross-programming of work, play and life orientated activities will create a rich urban fabric along the route. The design aims to achieve a pedestrian friendly community network within along the decked railway line. The aim is to make the highlighted area pedestrian orientated where public transport and walking is prioritised instead of the private cars.

The UDF focuses on pulling the Park Station, Joubert Park and Doornfontein/ Ellis park precincts into the rest of the inner city. The idea is to deck the railway line, in order to better integrate the eastern side of the city and the west of the city which is in line with and builds on the city's proposal to deck the city to better integrate the southern side of the city and north.

## 7.9. Final Urban Design Framework





Figure 155: Detailed rendering of Joubert Park Precinct (Author, 2016)





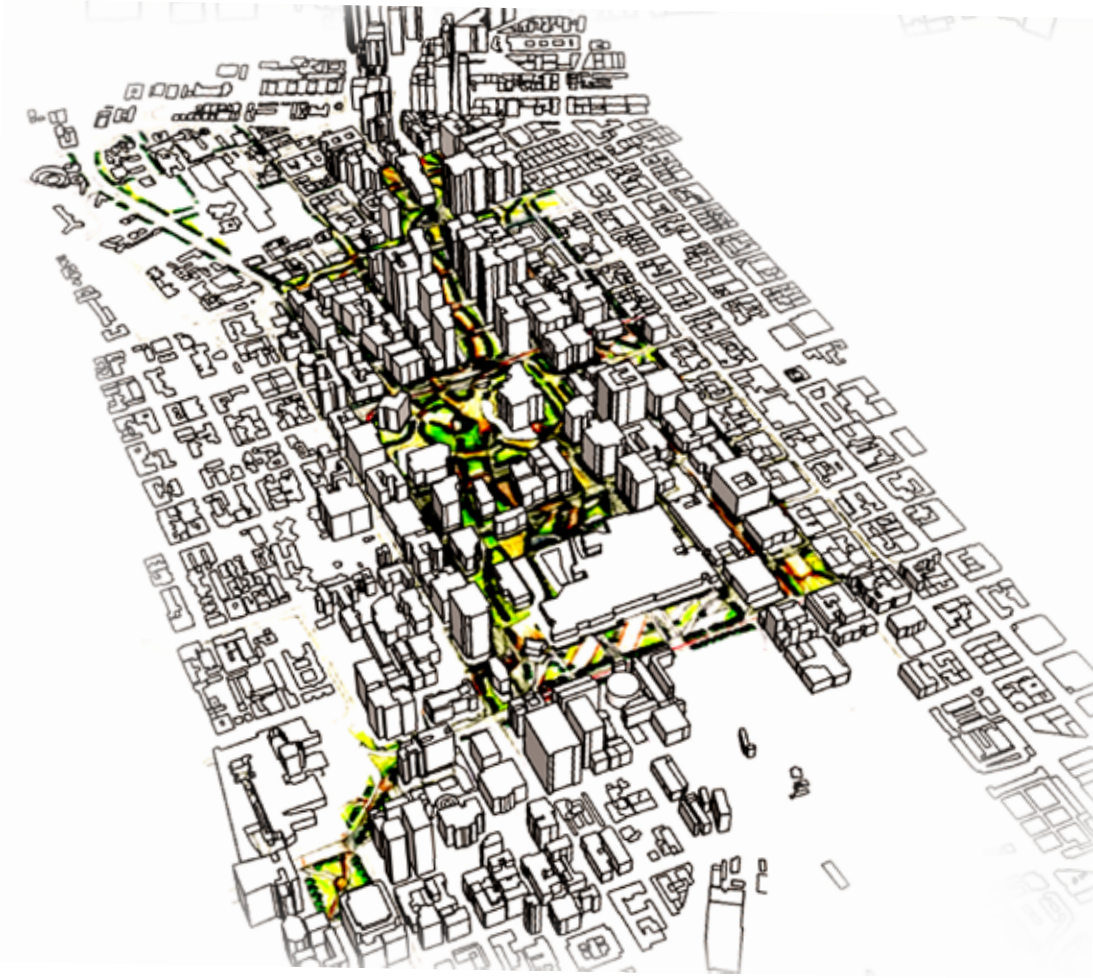
**Figure 156: Concept 2 - Massing Model** (Author, 2016)

The 3D model illustrates the final outcome that is envisioned through the design framework. The main intervention aims at creating east - west pedestrian orientated link through Park Station precinct area, past Joubert Park and Noord Street and all the way to Doornfontein Station and Ellis Park precinct.

The linkage will be called the "African Green Gateway Promenade" in commemoration of the function of Johannesburg Park Station as a gateway into South Africa for many Africans seeking refuge and a livelihood in the city.

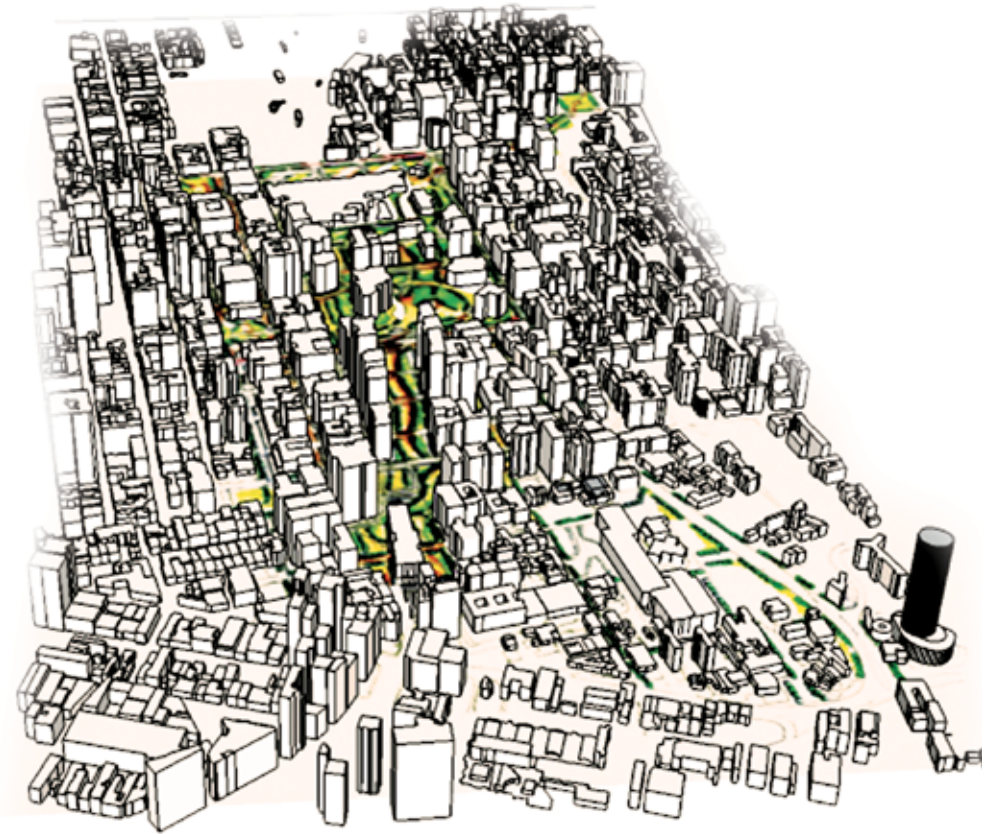
### 7.9.2. Design Framework Concept 2 - Massing Model





**Figure 157: West View of Concept 2 Massing Model** (Author, 2016)

The 3D rendering illustrates the proposed green open space promenade. A dual commercial corridor is proposed along Hancock and Noord street that will enhance the relationship between formal and informal activities that already exist there and improve edge condition and public realm safety at a street level.



**Figure 158: East View of Concept 2 Massing Model** (Author, 2016)

The space aims at resembling a vibrant economic and social life that currently exists, but with a more walkable and liveable street with active edges that allows for direct engagement between the pedestrian, formal and informal trader.



## 7.10 Precedent Study

**Figure 159: View of the Durban Beach Front Golden Mile Promenade**  
Photo Credit: V. Mavuso (2016)







## DURBAN BEACHFRONT REDEVELOPMENT

### Durban Golden Mile Promenade

All Images taken from:  
<http://www.skyscrapercity.com/showthread.php?t=760720>  
 (Accessed on 21/08/2016)

The Durban Beach front development, is a revamp of the Durban's Golden mile Promenade, orchestrated by Design Workshop: S.A. This development is located in Mini Town, the northernmost node of the four nodes in the city of Durban. It includes a restaurant, a skate park, the promenade, Amphitheatre, and public ablutions

As part of the 2010 Durban Beachfront Upgrade included the commissioning of SOUND SPACE DESIGN to investigate the site in the broadest terms – from street furniture, to lighting, topographical audits, research on user groups and potential bulk calculations in light of further amenity and hospitality needs





## Durban Golden Mile Promenade

The main influences in its formal conception and functional arrangement were that, having removed almost all visual and physical obstructions between the Marine Parade and the Promenade, the designers didn't want to add a new one; the existing Skate Park defined the site's southern buildable extent. Having the restaurant as a low rise building the spatial and visual strength of the 'wall' of hotels and apartments lining the Marine Parade would be retained and they would also have a shared view of the promenade and the Indian Ocean..



Durban Golden Mile Promenade conceptual rendering

Image taken from: <http://www.albertandpartners.com/?portfolio=durban-beach-front> (accessed 21/08/2016)



Extensive public realm allowing for walking and resting (Author, 2016).



Street frontage facing sidewalk allowing for active edges (Author, 2016).



Generous pedestrian walkway allowing for walking, cycling, skating and running (Author, 2016).



Amphitheatre for active and passive activities (Author, 2016).



Small business retail outlets providing service for pedestrians (Author, 2016).



## Violence Prevention through Urban Upgrading project (VPUU)

Source: [http://www.metropolismag.com/CCT\\_7112.jpg](http://www.metropolismag.com/CCT_7112.jpg)  
(Accessed: 23/08/2016)



The Violence Prevention through Urban Upgrading (VPUU) project was a holistic approach to urban upgrading that was done in the Khayaletsha township in Cape Town, in a way that it has integrated all forms of development and not only the physical upgrading of urban spaces

### Image and aesthetics (Dignity)

*"A positive image of a place can be achieved by ensuring a "human scale", using appropriate materials, colours, landscaping and lighting to encourage high levels of public activity"*



Source: <https://umusama2015.files.wordpress.com/2015/04/32.jpg>  
(Accessed: 23/08/2016)

### Active Boxes - Physical & Social Structures of situational crime prevention



Source: [http://www.pivotdublin.com/wp-content/uploads/2013/03/Urban-Design\\_Khayelitsha-2\\_image.gif](http://www.pivotdublin.com/wp-content/uploads/2013/03/Urban-Design_Khayelitsha-2_image.gif)  
(Accessed: 23/08/2016)

Elements used to improve safety on the streets included the creation of well-lit spaces alongside the main pedestrian routes. At the intersections of these routes, three-storey buildings called 'Active Boxes' were provided which contain at a minimum a meeting room or public facility for the neighbourhood, a care taker's flat and a room for facility guardians.

There are facilities for youth, such as a football pitch at the Kwam Fundo School and the Love Life Youth Centre in Harare Square. The Active Box at Harare Metro station also includes mall shops rented out to street traders.



Source: <http://www.africafiles.wordpress.com/2010/09/0916-football-sm1.jpg>  
(Accessed: 23/08/2016)



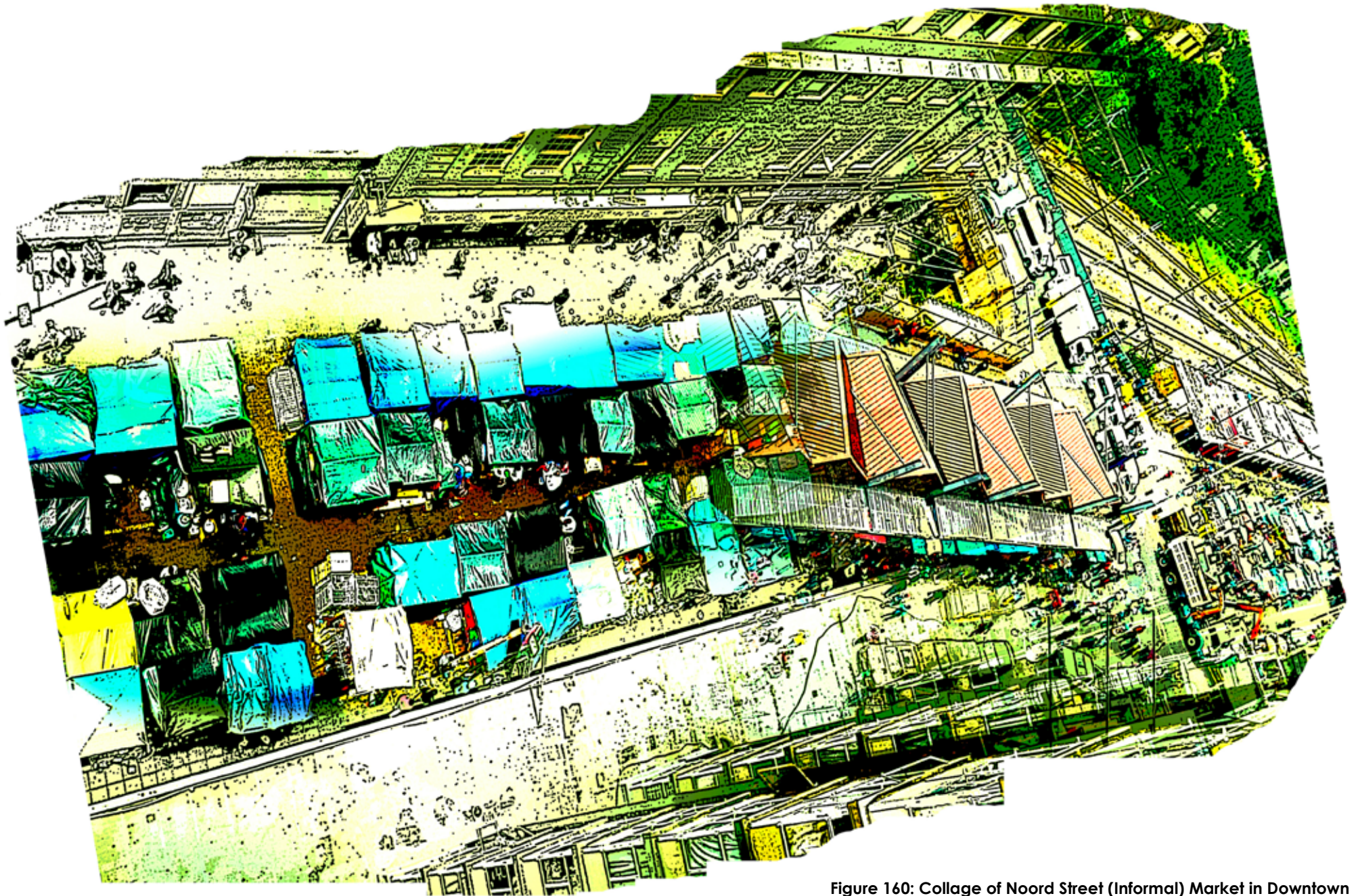


Figure 160: Collage of Noord Street (Informal) Market in Downtown Johannesburg  
Author (2016)





Figure 161: Chosen Design Framework - Concept 2 (Author, 2016)

### 8.1. Deconstructing the Coloniality of Johannesburg's Open Public Space

*"The city is not only about buildings, but about the space in-between. Streets, parks and squares will remain the core of public space, but a two-fold shift has already occurred: from horse carriages to virtual mobility, and from a purely public space to a fuzzy mix of public and private domains"* (Karin Taipale, 2011).

Public spaces in the City of Johannesburg could be made to be more inviting and easily accessible spaces that encourage people and activities to move from the private to the public environment. However public environments currently invite a few and repel others based on its nature in relation to private ownership and how borders are designed within it to keep 'the other' out.

Essentially the design proposal of this report attempts to further the successful growth of downtown Johannesburg into a thriving 21st century city, still allowing for unseen changes and development to take place. This design framework is concerned with creating a pedestrianised road network that connects across the site.

This is achieved, firstly, by adding a series of new roads that break up the existing mega blocks and create new connections, secondly, by adding a series of pedestrian pathways that complement the road network and link the various spaces along deck. Thus more east and west connections are introduced and the north and south connections are strengthened. The blocks sizes become more humanised and the site becomes more accessible as it is easier for a pedestrian to navigate the space.

Open spaces are of vital importance in allowing people of different kinds to meet each other directly, where the level of communication and interaction is not only visual but educational as well as it allows social learning of the other. This kind of open space public way system will therefore be one of the main objectives of the concept (through physical landscaping and greening) that will ensure the inter-linkage of park spaces through walkable streets that allow encounters of "otherness" to occur.

A series of public spaces that are connected at the street level and related via pedestrian orientated streets will be created; with broad sidewalks and arcades. These public spaces will be identified from currently open, unused voids in the city and improved upon for increased public life and socio-economic activity.





Figure 162: Civic Centre Precinct Design (Author, 2016)



## 8.2. Project Vision – An African Green Public Space Promenade

This project seeks to investigate and propose ways to improve the current conditions of the Park Station, Joubert Park and Doornfontein precincts and suggest ways to better integrate both these spaces through facilitating better movement, activity and public space connections.

The framework will use principles of connectivity, solids and voids and public open space as a structuring element and catalyst for development to improve the current state of fragmentation and lack of publicness within these inner-city park precinct areas.

As Chen and Skinner (2014), strongly argue, planning and design (as a structuring tool), needs to be used to promote and protect the urban poor operating in the inner city rather than repress and relocate them through the progressive policy frameworks to provide support (through policy frameworks, infrastructure provision, public space design etc.) to its areas of lack and instability.

This will therefore be the ultimate goal of this project as it attempts to use urban design principles to establish economic sustainability through the creation of a sustainable built environment. The design scheme seeks to improve the integration of formal and informal morphologies and economies currently located on site. It attempts to provide a framework that will activate current underutilised parks into vibrant public spaces and amenities that allow interaction with the other and places of wealth.

The aim is to create a “public way system” (Jacobs & Appleyard, 1976, pg.119) of walkable areas that are linked to the open public parks, accessed via wide streets and porous edges. In this it will create a framework for a city whose mandate truly is “Forward with the people”, pushing forward the notion of the open city.

According to Carmona et al (2003, pg. 109) the public realm should be designed to act as a physical space that contains social and cultural activity dimensions that support or facilitate public life and social interaction; what they term the sociocultural public realm

*“ The public realm should ideally function as a forum for political action and representation; as a neutral or common ground for social interaction, intermingling, and communication; and as a stage for social learning, personal development and information exchange” (ibid).*

Objectives of the vision are to;

- Celebrate the rich history and culture of Blackness and Africanism through the site's proposed open physical landscape
- Improve conditions of open spaces to allow increased use and diversity of activity by people using them
- Improve condition of public realm (streetscape and pedestrian facilities)
- Improve the formal and informal economies around the innercity area through linkages to people and public spaces
- Improve walking and public transport infrastructure that supports linkages between the western and eastern parts of inner-city Johannesburg

- Increase building heights and densities in areas along transport corridor and along open spaces

- Improve the safety of the Park Station/Joubert Park precinct through redesigning its informal markets, shopping complexes and parks, which will act as economic nodes and leisure destinations.

To achieve this vision and objectives the following strategies will be implemented;

- Creating pedestrian walkways that link open spaces in the Park station/Joubert Park Precinct to open spaces in the Nugget Street and Doornfontein Precincts
- Implementing an integrated public transport system that includes the upcoming BRT, bus, mini bus taxis and tuk tuks, running along a proposed green public space promenade and other connecting routes
- Improving quality of sidewalks through quality paving, increased widths, installation of street furniture and tree plantation, particularly in paths leading to open spaces inside the Park station/Joubert Park Precinct into the Nugget Street and Doornfontein Precincts.
- Increase building densities and property values along main arterials and public open spaces through mixed use developments
- Attract outside investment into building properties and businesses on underutilised land around the Wanderers street, Noord street and Nugget Street routes to increase economic activity coming into the area.





Figure 163: Park Station Precinct Detail Design (Author, 2016)



The Park station and Noord street precinct areas (amongst others) are currently faced with the problem (at a street level) of conflict between pedestrians and motor vehicles. The stark reality of car dominance, which was inherited from modernist planning ideologies of prioritising ease of private vehicle movement in order to increase efficiency in performance of the city, has proven to be unsustainable as congestion, traffic, carbon emissions and accidents have increased in considerable amounts in the past decades.

The new plan for the area therefore proposes shorter urban blocks and finer grain building footprint, a series of active edges along the pedestrian streets and alleyways that connect between Park Station and Doornfontein. Joubert Park will be the focal point where all other active edges converge and will act as a main gathering point for public space activity, that will then continue to filter out into other streets and alleys of the greater inner-city area.

Investment in open spaces within Johannesburg Inner-city is vital to achieving the proposed vision hence the green space along Hector Street will be converted into a public linear park consisting of passive and active recreational activity. Non-Motorised-Transport movement pathways for bicycles, skating and wheelchairs will be incorporated into the park design as well bus stops and waiting areas for relaxation or reading whilst one waits for public transport.

Additional streetscaping will be done through the addition of trees for visual legibility, linearity and tranquillity along the street, benches along the side walk and on the edge along the new buildings to provide places of rest and interaction for pedestrian users.

The edges of the buildings along the green promenade axis will be opened up for retail shops that will increase porosity and street and building interaction on that section which locates a mini taxi transport node. This will also increase vibrancy in socio-economic use of the node and provide extra employment opportunities with the new shops opened.

The housing redevelopment and densification strategy for the Joubert Park Precinct proposes vertical densification of current single dwelling units. This is done to increase both population densities the number of people per housing unit.

The proposed new housing typology will consist of a 10 to 20 storey low to medium cost housing with retail/commercial space on the ground to 5th floor. The benefits of this type of housing typology are that it increases land use rights and property value through the addition of floors to increase the number of units per square unit.

Subdivisions will be made of existing buildings on site and higher density mixed use infill being will be developed on vacant or underutilised land. Consolidation of current parcels will be done to create street connections and a larger single parcel for redevelopment into multi-story units.

The new housing will allow for the creation of active and livable streets with wide walkable sidewalks with trees and street furniture as well as a diversity of services such as small grocery, laundry and second hand stores (Jacobs & Appleyard, 1987).

The aspect of livability and community participation will be the main aim of the proposed housing that will allow people of all kinds to express themselves and be involved in urban life in the area in whatever ways that they want.

As stated by Jacobs (1985) buildings, particularly residential buildings, should be arranged in a way that allows neighbours to see and be in close contact with each other to increase a sense of community identity and belonging amongst residents.





Figure 164: Park Station Precinct Detail Design (Author, 2016)





Figure 165: Joubert Park - Nugget Street Precinct Detail Design (Author, 2016)





**Figure 166: Section on A - A through proposed Promenade** (Author, 2016)

The vision proposes the covering of the railway line void to the city fabric by, firstly, connecting it to other public spaces and via streets and secondly by integrating it with adjacent buildings. In doing so buildings are made more accessible and available to street traffic. Buildings are opened up to street activity and adapted to include functions that cater for a diverse range of users.

The sidewalks of the roads surrounding Joubert Park will be extended through the removal of the some of the vehicle lanes on either side of the BRT station with street furniture being attached on the streets for pedestrians and bus or taxi passengers to use whilst waiting for their preferred means of public transport.

A reserve for skating and cycling as well bus stops, benches and trees is added for the use of pedestrians and non-motorised transit users to access and interact with the street and public transport modes moving along the street. Through the mixing of residential, retail and commercial activities the UDF aims to diversify use of building in a way that is in line with the context of downtown Johannesburg. This one is way to enable cross programming of work live and play ,public and private, formal and informal.





Figure 167: Joubert Park - Noord Precint Detail Design (Author, 2016)





Figure 168: Nugget Street Linear Park Precinct Detail Design (Author, 2016)



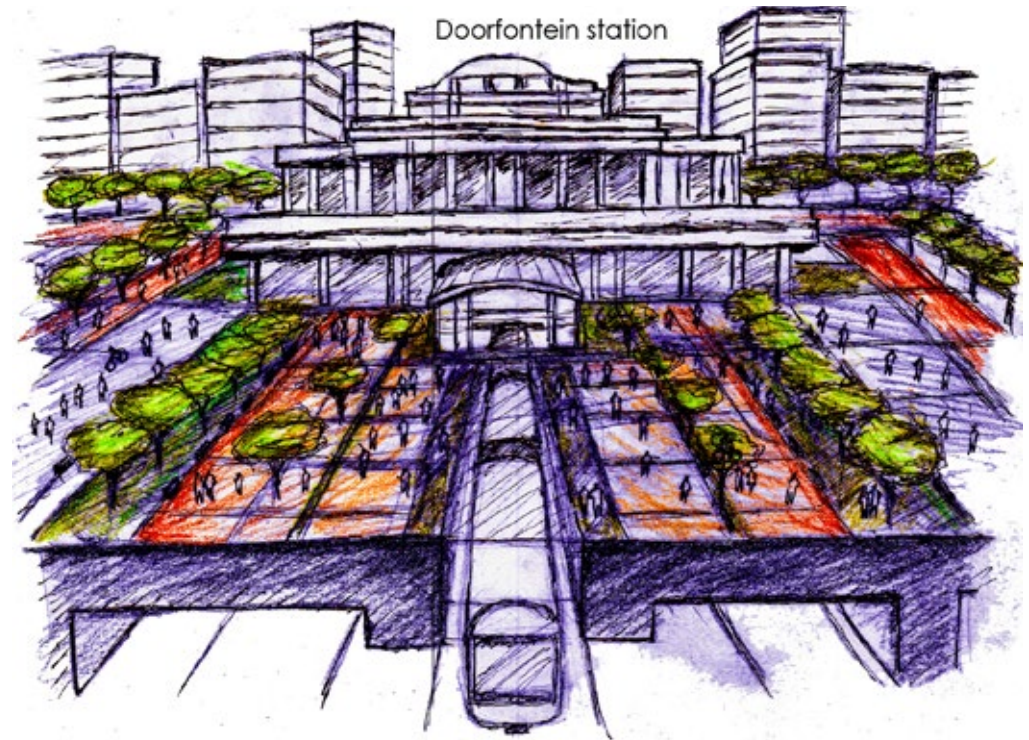




**Figure 169: Existing character around Doornfontein station** (Google Earth Image, 2016)

Through researching how the city is used and appropriated for its everyday activities an appropriate urban typology is developed, where the UDF challenges how the built environment can celebrate the everyday performances within the city, as well as enhancing the user's perception and experience within it. The UDF advocates for the understanding of everyday activities as part of the urban environment; not in opposition to it.

The Doornfontein area brings a diverse group of actors who come from different places to meet and pursue appropriating the space for formal, informal or semi-formal activities. At peak hours of the day the area finds itself being pulled in opposite direction by different actors who compete for control and ownership of the because of lack of choice.



**Figure 170: Proposed character around Doornfontein Station** (Author, 2016)

This UDF maintains that there is potential to use Doornfontein station and End street Parks (north and south) to become a gateway to Doornfontein area so to expand the inner city public realm. End street park and Doornfontein station can be able to pull the CBD and Doornfontein together through transforming what is now the dividing nature of the railway line site to something of what Jacobs an Appleyard (1987) has termed a Public Way System.



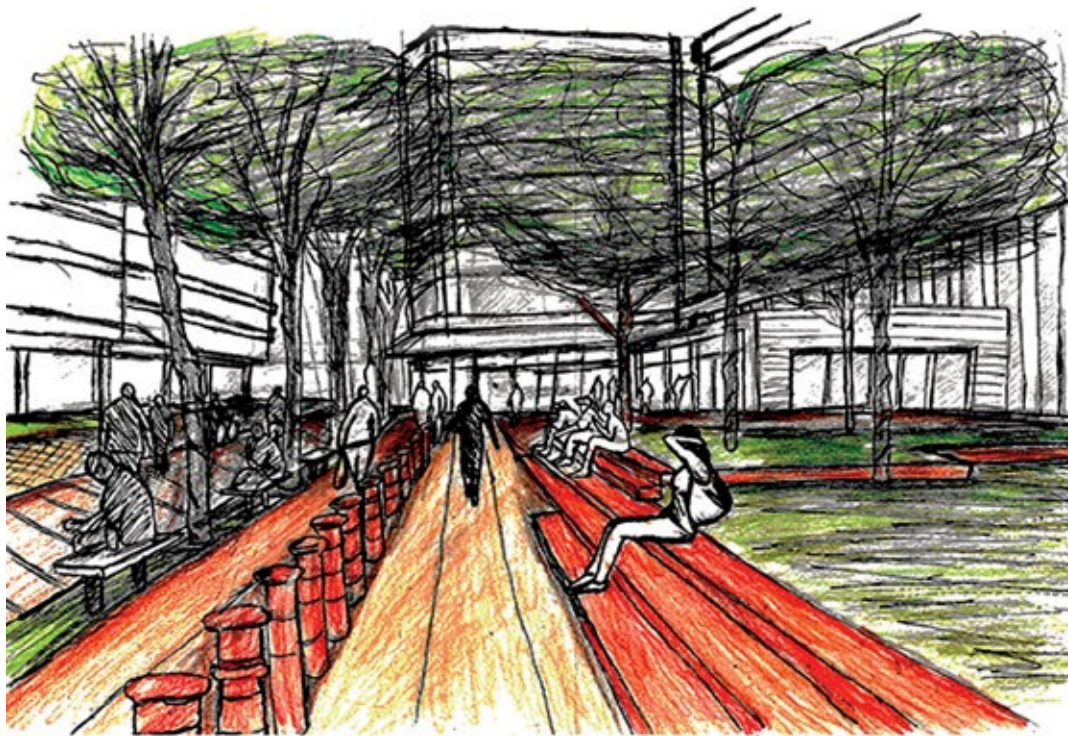






Figure 173: Nugget Street Linear Park Precinct Detail Design (Author, 2016)

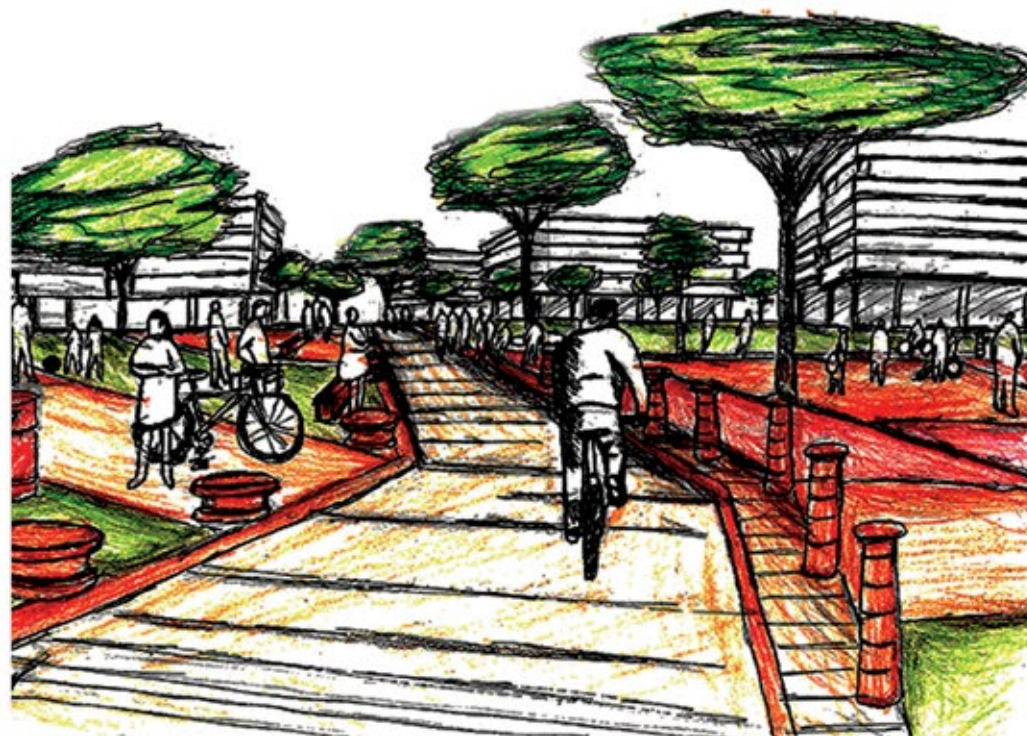




**Figure 174: Perspective of proposed street condition along the Green Public space Promenade with street furniture (benches, planters etc.) and pedestrian walkways** (Author, 2016)

Sidewalks and walkways are the first important features that are needed in order to achieve a pedestrian-oriented street and these should be spacious enough to allow high numbers of pedestrians to walk freely and comfortably as they interact with retail outlets and service facilities on the ground level of adjacent buildings. The intervention on the east - west green public space promenade proposed in the concept will therefore contain the following elements that will allow for a pedestrian friendly environment along the route:

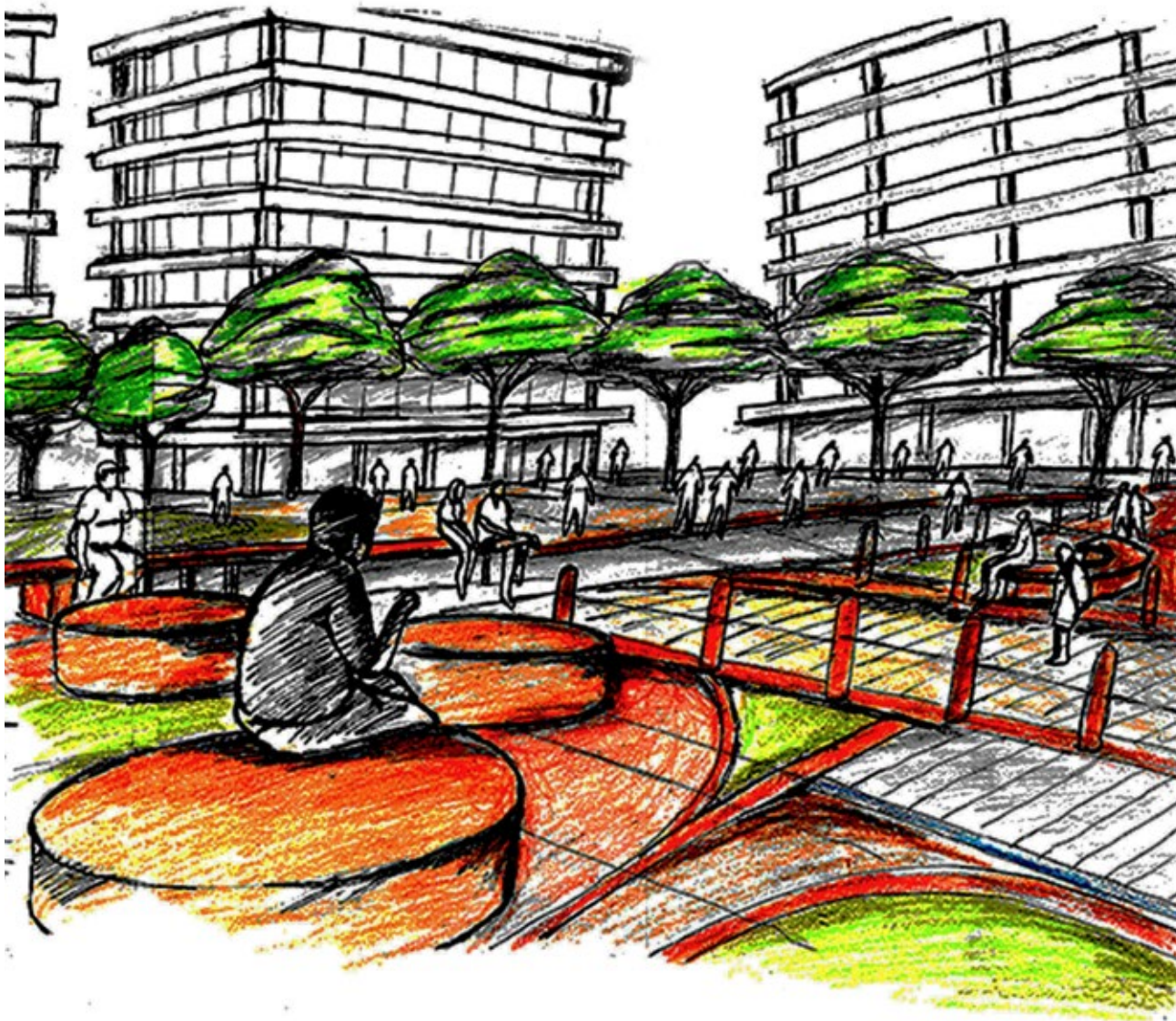
- A continuous or accessible walkway system with different texture patterns to calm speeds of vehicles, bicycles, wagons/trolleys and pedestrians
- Street furniture (i.e. benches, planters, etc.) placed in areas that do not restrict pedestrian flow.



**Figure 175: Proposed walking and cycling streetscape conditions along the promenade allowing for ease of movement as well as opportunities to pause and rest within the space.** (Author, 2016)

- Curbed Ramps and marked crossings at points of high pedestrian concentration (intersections, public transport stations, informal trade areas, parks etc.)
- Tree plantation, lighting installation, drainage systems to allow for physical and visual comfort for pedestrians as they walk.





**Figure 176: Open space conditions proposed between the Doornfontein station and End Street Park interface with a wide range of seating facilities that can be appropriating for other uses such as trade or sleeping (Author, 2016)**

The adjacent image illustrates the level of vertical densification of built form as well as proposed greening and active edges that will be created through the new land use scheme and public space design.

Plantation of trees, vegetation and plant material are to allow streets to provide greater user comfort, tranquillity, clean the air, buffer noise and to add visual relief to pedestrians (Francis, 1987).

Seating will also be installed in the public open spaces and along the residential areas that hug these spaces to allow them to engage better with the open space environment.

Through the use of the colour "Orange", the precinct is revitalised into a space that exhibits the vibrant and robust nature of Johannesburg where "Orange" refers to the "Energy" that various ethnicities, languages, age groups, religions and cultures contained in the Johannesburg inner-city area.





Figure 177: Section on C - C, Decking Intervention through Proposed Public Space Promenade (Author, 2016)



Figure 178: Section on D - D, Improved connections through Joubert Park (Author, 2016)



Figure 179: Proposed streetscape and edge condition along railway decking moving from Joubert Park towards the Doornfontein station (Author, 2016)

The proposed dual commercial corridor along Hancock and Noord street has potential to support active edge conditions. The space aims to resemble vibrant economic and social life that currently exists, but within a more walkable and liveable environment, where the active edges allow for direct engagement between the pedestrian and the formal and informal trader. Pedestrian movement is to be structured according to paving texture that distinguishes informal retailing from pedestrian movement space and formal stores.

There will be vertical mixed uses on Noord and Hancock street, not relying solely on people travelling into and out of the city but living of the daily support the street activity from the informal and formal dual economy. Also, a water drainage system and bins are also to be provided so that in cases of rain, water does not gather up on paved areas. With regards to safety and security, the presence of lighting and street retailers will provide natural surveillance over the area.x

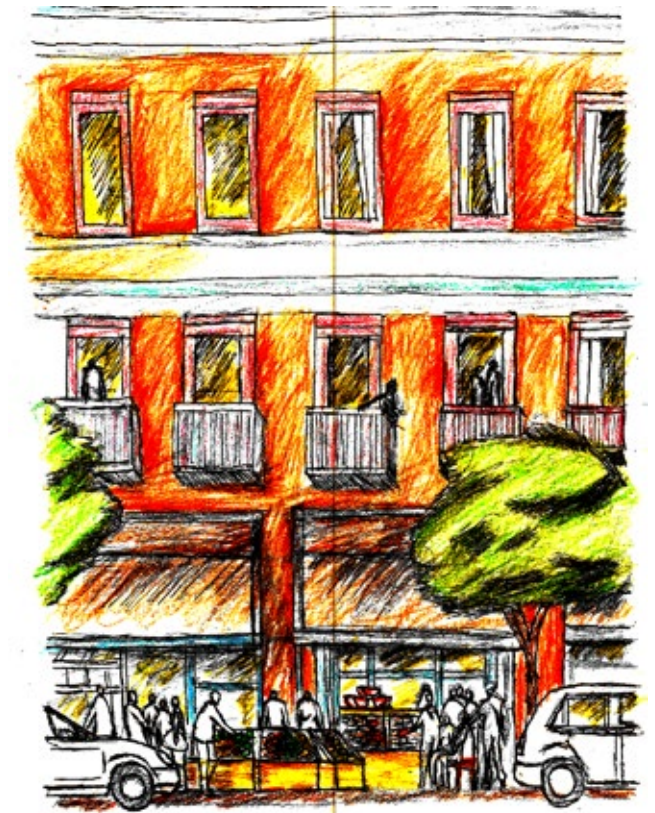


Figure 180: Section on E- E; Decking Intervention through Proposed Public Space Promenade (Author, 2016)





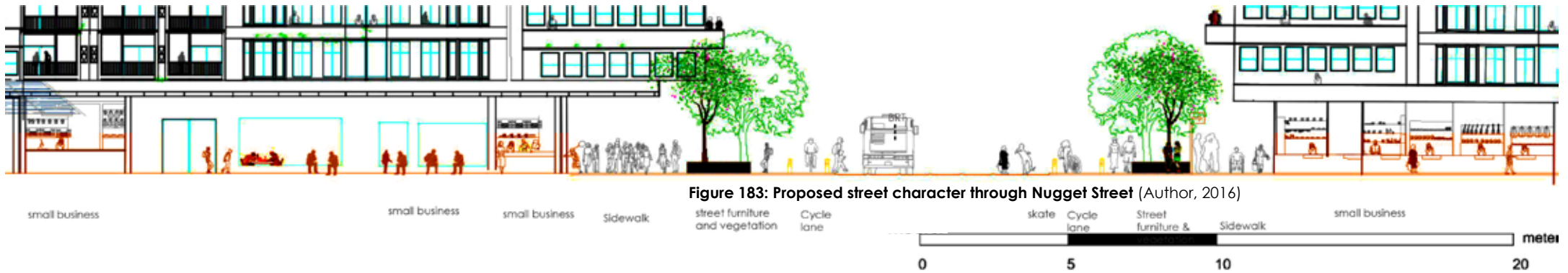
**Figure 181: Proposed street character on pedestrian focused routes along Promenade** (Author, 2016)



**Figure 182: Proposed street edge conditions to allow for street traders to occupy and operate along building edges.** (Author, 2016)

Through the mixing of residential, retail and commercial activities the UDF aims to diversify use of buildings in a way that is in line with the context of downtown Johannesburg. This is one way of enabling cross programming of work live and play ,public and private, formal and informal. Pedestrian lighting and trees will also be used to promote a favourable physical environment for trade during evenings and on hot or rainy weather.





The design intervention for Nugget street will include enhancement of the public realm where various sitting, greenery and paving textures will be installed on the sidewalk.

This will allow pedestrians to interact with each other and with the ground floor retail outlets, creating a vibrant, active and pedestrian friendly street. The greenery along the street will act as a visual scenery that will lead street users to the End Street South park at the end of the street.

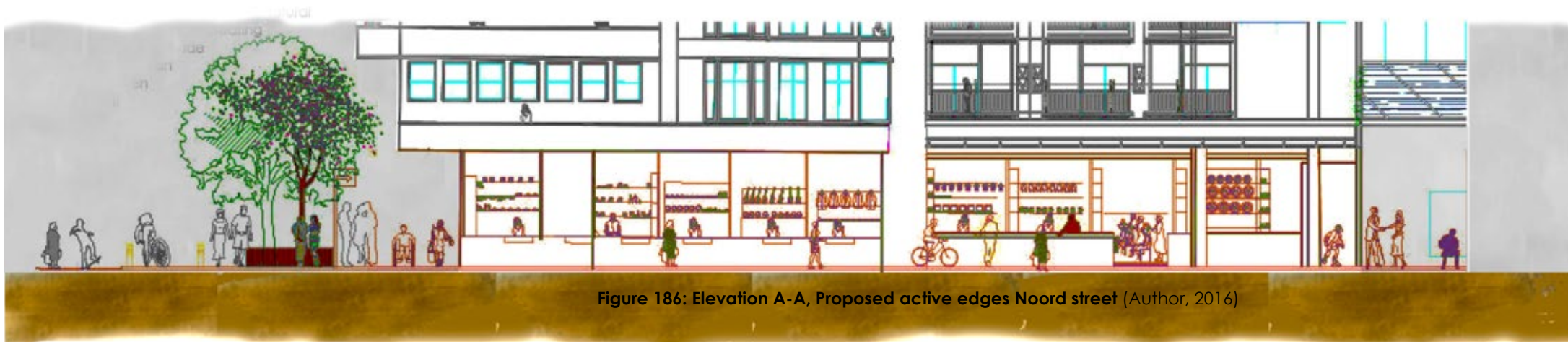
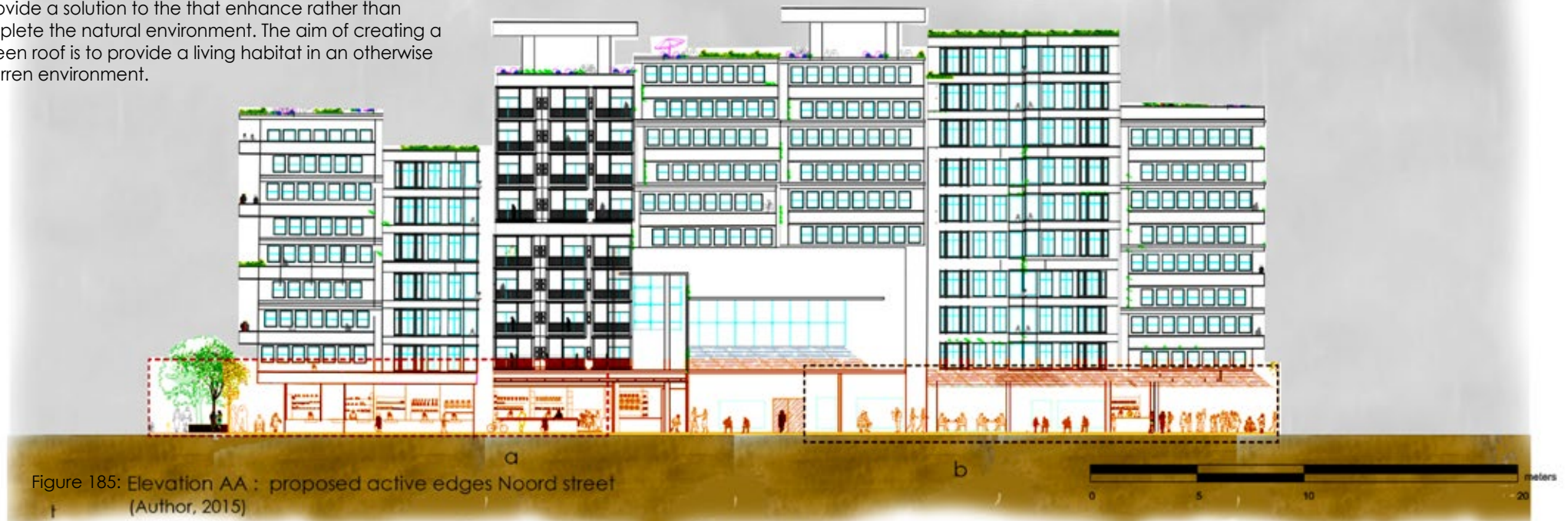
The aim is to forge a street connectivity system allowing people to linger and interact along the sidewalks so that they can provide support towards both informal as well as formal businesses.



Figure 184: Proposed street design along Nugget Street (Author, 2016)



Furthermore, the design aims at densifying in some parts of the built form in order to house a greater population in the inner city. Green roofs and streets provide a solution to the that enhance rather than deplete the natural environment. The aim of creating a green roof is to provide a living habitat in an otherwise barren environment.







#### 8.4. Phasing and Implementation Strategy Strategies

To achieve the vision and objectives of the project the following strategic design phases will be implemented:

##### Phase 1

The first intervention on the site will be to restructure, reblock and open up public space connections through the Park Station and Joubert Park area running west – east from Braamfontein to the Doornfontein area. This will begin by a redevelopment and block densification of the site's current grid patterned block structures, through the creation of wider movement routes and larger open space between the buildings. This larger urban block form will happen through vertical densification where apartment type housing will be provided.

This type of development possesses a possible threat of relocation of current (presumably low - income dwellers) in the area due to possible high rental prices of new multi-story development. Legislative measures will need to be put in place to force developers to provide a certain percentage of low income housing units to ensure that there isn't a total displacement of current residents. New structures have also been proposed around the Noord street trading market to structure and activate activity along proposed routes connecting to open public spaces.

##### Phase 2

The next intervention on the site will be to create a west-east African Green Gateway promenade connecting the Park station public transport node to the Doornfontein/Ellis Park precinct on the east of the site.

This route will be designed first as it is envisioned to be the main retail orientated economic spine that will integrate both formal and informal economies (street traders, small scale shops alongside large retail outlets, restaurants/eating places and business offices).

It will act as the most important generator of employment for the area hence it will be the heart of the overall design framework. The design of the spine will include a decing of the railway line and construction of pedestrian walkways that link open spaces (hard and soft) within the site and the existing anchoring major transport nodes and retail outlets.

Public facilities such as sitting, eating and play areas will be installed to allow for people of all kinds to be able to not only walk through but actively engage with the street and the facilities along it.

##### Phase 3

The last phase of the project will be the design of the Doornfontein Station and Ellis Park precinct. The importance of this precinct will not only be that it will bring business investment into the site but also that it will be the connecting point for pedestrian orientated routes that connect the site to the New Doornfontein and Maboneng precinct areas.

The public space link will run through in parts of the Industrial zone in the area and connect to the Ellis Park sports precinct on the east of End Street Park. This Business/Retail precinct and pedestrian connections along Noord street will act as catalysts for increased building densities and property values by attracting more business owners to look for rental spaces to capitalise on the high foot traffic that will be moving in between the precincts and the Braamfontein and Doornfontein areas.



Figure 188: Precinct Phasing and Implementation Plan (Author, 2016)



## 9. Conclusion

In an attempt to critically assess the meanings of open spaces, Banerjee (2001) asks the following questions:

*"How open are our open spaces? Are they accessible physically as well as psychologically? Are they widely available and amenable to user control? Are they widely available and amenable to user control? Are they distributed equally or equitably in an urban region? If they are not, then are they all truly public or democratic?"* (Banerjee, 2012, pg.12)?

These are very important questions that need to be asked of public open spaces in the inner-city of Johannesburg in how their design and management have in certain ways perpetuated gentrification and socio-economically exclusion in the city. "It is in the right to access, enjoy and participate in urban life, that we must measure how the work of urban designers either denies or provides the ability to exercise that right" (Van Deusen Jr, 2002, pg.150).

It should therefore be the mandate of urban design work, that is done in open spaces in the inner-city of Johannesburg (existing and new), to enhance the public sphere and improve the sense of belonging and freedom of occupation in public space without fearing 'otherness' and real danger (Németh and Hollander, 2010).

It should aim to achieve the highest degree of 'representation of difference' (*ibid*) within public spaces and bridge the power divide between the 'haves' and the 'have nots' in terms of the influence and dominance they have on design, management and politics of public space in the city. There therefore needs to be a radical shift in how designers and managers in the city understand and perceive the use and value of public and the (context based) needs and preferences of its users.

The design framework has in essence considered the concept of an open city through investment and use of public open space (and their connections) as facilitators of human activity, particularly socio-economic and cultural. The use of public open space connections and public activity as a remedy for the social ills of poverty, inequality, racial segregation and socio-economic exclusion from fully participating in the city; has been (if abstractly put) the notion that the framework has driven forward.

It has used the principles of place-making through pedestrianization and reducing traffic speeds through paved pedestrian friendly streets and open spaces as places of diverse/heterogenous activity that allow the concept of otherness to occur, as guides for the various design strategies it has proposed.

According to Jacobs and Appleyard (1987, pg.116), "good environments should be accessible to all" and good urban design needs to ensure that this quality is available for both the rich and the poor...

"Indeed it is more needed by the poor" (*ibid*).

It is about time that in African cities, particularly those with high population densities and high levels of poverty and (racial) inequality such as Johannesburg; that the value of public space and pedestrian use and takes priority within how these cities are designed and planned. There needs to be a greater emphasis and investment in designing for public spaces, with porous edges that allow street and building interaction as well as safety to occur and be effectively put into play. This type of thinking towards designing and planning our cities and the spaces within them will go a long way in reducing the effects of poverty and (racial) inequality in African cities and make for more inclusive living within the continent's urban landscapes.

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