

Cities Alliance Tour of INK

Wednesday 3 November 2004

Details of tour guide presentations

Bus trip to INK from the hotel

The trip out to INK will permit a brief introduction to the City of Durban –its history and geography as they relate to the INK areas.

Topography has dictated the shape of the city as it provides for ease of development up and down the narrow coastal plane while the interior is characterized by steep hills and deeply incised valleys.

Consequently the city has developed in the form of an inverted T with the bar of the t comprising the coast and the stem the easiest and widest ridge traversing inland. White settlement, reinforced by apartheid has claimed these more easily developed areas and left the spaces between stem and bar – characterized by much more difficult terrain, to Africans.

Prior to European settlement Durban was home to Nguni clans but, being a malaria area and the then predominant economic system being based on cattle it, does not appear to feature strongly in local oral history.

The colonial city of Durban began in the 1820's with the first settlement next to the bay. The slow growth over the remainder of the century saw it expanding up onto the neighbouring Berea. During the latter part of the century Indian indentured labourers were brought in to work on the rapidly expanding sugar industry (imported because Africans retained sufficient independence to permit them to refuse service). At the end of their periods of indenture many Indians opted to stay and purchased small-holdings near the city to farm.

Urbanisation of Africans picked up during the course of the last century and as no formal means of accommodation were provided they resorted to becoming tenants on Indian farms that were located in close proximity to the city. Thus to the west of the city Cato Manor/Umkumbaan emerged as a large multiracial settlement.

With the coming to power of the Nationalist government and the implementation of its apartheid policies Cato Manor was seen as a major eyesore and had to be removed. This it did with force and Africans were mostly relocated to KwaMashu in the north while Indians were separated out and relocated to Chatworth in the south.

Today we will travel out to KwaMashu, home to the resettled community of Cato Manor and will tour the adjacent townships of Ntuzuma and Inanda.

We will pass through the formerly White only suburb of Durban North. Built during the 1940's and 1950's it constitutes one of the cities upper middle class areas – home to professionals and managers in the main.

Integration and racial mixing is progressing very slowly and the area still reflects a predominance of whites. This is also a reflection of a very wide distribution of income that still follows racial lines.

The apartheid system saw a separation of not only white and black but also of south Africans of Indian descent and mixed race groups. Each had its own residential areas and mixing on other than a work basis was actively discouraged.

The geography of apartheid is not easily dismantled

The relocation of people to KwaMashu was highly negative in terms of travel times and distance. With current planning thinking focused on compaction the 20 km distance from the CBD is a major challenge.

As we travel along Malendela Road point out the hostels and adjoining shack settlement.

1. KwaMashu Town Center (KMTC)

Len Baars will start with a very brief outline of the KMTC project. The points covered will be:

- **History** of the project
 - Origin of KMTC as part of original township design
 - Failure to attract investment apart from state and quasi-state organs like KFC/Ithala
 - No freehold tenure permitted
 - Land stood vacant from the 1960's to 1999
 - 1999 project concept to revitalize The Town Center
 - 2000 Exco approval of project
 - 2000 to present project implementation
- **Project goal**
 - To revitalize and attract investment to provide an improved level of service and to promote LED and entrepreneur development.
- Implementation **Phase 1**

- Physical **service rejuvenation** and upgrade
 - Engineering services upgraded
 - Urban design work to improve appearances
 - Tenure upgrade to freehold tenure
- Capital **investment to date R16m**
 - 2004/5 Budget R6m
 - 2005/6 and 2006/7 R4 m and R5m anticipated
- **Phase 2 is to attract investment**
 - Community health center R30m
 - City Police Station R8.5m
 - Welfare Department office and pension pay point R10m
 - Colossus Group private investment R60m estimated
 - Redevelopment of trader facilities
- **Phase 3 Building capacity**
 - Development of a business support center
 - ICT center/facility
 - Town Center Development promotion/marketing institution

After this Introduction the tour will proceed by the following route

Proceed to Mandela road – point out

To the left

The earthworks of the Colossus Group **private investment**

This project will probably also include a recycling buy-back center – done as part of the land deal

To the right the site of the proposed **City police station** – emphasise the role of good security in drawing investment.

Proceed right into Mandela road

To the left lies the **railway station** – one of the few rail lines that pay for itself in terms of ridership – with **taxi ranks and trader facilities**

To the right the original Ithala Center one of the few commercial centers in Kwa-mashu developed during the apartheid period.

After the Ithala center turn right and proceed to the traffic circle where we turn right into the new Bejhani Road.

To the left and right are **new development sites** available for investment

They are of **different sizes (from 400m²)** to enable smaller investors to get into the Town Center development

Far to the left is the site of the **Community Health Center** principally a day hospital with casualty, maternity, radiology and similar functions. This forms a link in the health departments referral system.

Stop behind Ithala to see the pedestrian stair/walkway on the right
High **quality design and materials** – planting and greening in process
Seen as a meeting place
Caters for **disabled**
Development of shops and facilities alongside it
A people place

To the left is a town center park
Baobabs a **landmarks**
Pathways follow desire lines
Designed to act in conjunction with the Indoor Sport Center for outdoor events.

KMTC to Besters

Proceed along Bejhani Road turn left at second traffic Circle past The Princess Magogo Stadium – Turn left into L section

This drive through KwaMashu demonstrates the **variety of quality of housing in INK** – The area is **not uniformly poor** and many have good assets. There is a **challenge to get the property market working** to enable people to realize value increases as experienced elsewhere.

Problems of poverty and crime are not spread evenly – even so for those unfortunate homeowners who have lost jobs the experience of income poverty is made worse by fear of repossession of household effects or loss of their homes.

In L section the houses were developed to house two families. A housing project is currently underway to move a family out of each into new housing and then redevelop the old houses into single family accommodation.

Destroyed business centers

The tour passes two business centers that were destroyed during the violence prior to the transition to democracy. Despite state programmes to assist with redevelopment it has not occurred. It appears that the market these centers served has been taken over by “spaza shops” and as minor commerce is now permitted from residential properties these centers have not attracted investment. The INK project is investigating how they may be revived or turned to other uses.

Besters and Bridge City

At Besters the coaches will drive onto the traffic circle

Besters

Besters is one of a number of community areas that developed as large **dense informal settlements** in the mid-1980's. A project to initiate development began under the Urban Foundation (a private sector/ business NGO) using a **once-off site development subsidy** from the Independent Development Trust. These areas were upgraded with a conscious **attempt to relocate as few people as possible. Service levels were kept low** in line with available funding and for the most part people received **very small sites (100m²) with a pit toilet and pedestrian access. The whole complex houses 7500 dwellings.**

With the transition to democracy new forms of funding became available – a **“top up” subsidy from the Department of Housing** - and were used to build houses. This process was conducted by a local institution called the Inanda Community Development Trust and was conducted by a managed process with the **development of local building contractors.**

The fruits of the original decisions have set in place an urban fabric that is of lower standards than that applied in subsequent development projects although the construction of water-borne sanitation will replace the existing pit toilets over the next year or so.

Adjacent to **Besters is the community center** which comprises two schools, a community hall and library together with the offices of the Inanda Community Development Trust. This **“multi purpose center”** has proven to be an effective development form and is being replicated in other parts of the city.

Adjacent to the MPC is a service payment center designed to make payments more convenient. This type of service is being extended to a wide range of municipal services with the roll-out of **Regional Service Centers** three of which are to be established in the INK area.

Bridge City

The Bridge City area will form the **future civic heart** of the wider area. A 250 bed hospital is to be constructed there as is a Magistrates Court. Access to the main road is to be enhanced and a road is to be constructed to the KMTC about 2.5km away. The area is **located at the confluence of the main traffic flows from both Inanda and Ntuzuma.**

It will become a **major public transport hub** as the railway line to the city and southern industrial area is to be extended. **It will thus form the northern terminus of the cities High Priority Public Transport Network.** Ethekeeni has a strong commitment to public transport and is conscious of the need to develop land use intensity in locations that support public transport.

Leaving Besters

As we depart Besters onto MR93 we pass a economic development project that failed largely due to a failure to engage local stakeholders.

It exists in close proximity to a facility the city developed using recycled shipping containers that is well located adjacent to a major taxi rank.

We understand that resistance to using the new facility is also tied to the rentals and to the low cost of doing business in the other facility.

Proceeding up MR93

We will turn off at Phoenix Settlement and pass below it into Bhambayi. On the right is **Phoenix settlement. Founded by Mahatma Gandhi** in 1904 (it has just celebrated its Centenary) It was here that he developed his approach to civil disobedience and non-violence that contributed so much to the human rights struggle both here and in India.

The settlement was destroyed and informally settled in 1985 but re-developed and restored in the early 1990's and now functions as a museum and **tourist destination on the Inanda Heritage Trail** as part of a local economic development strategy.

This **route also includes** sites commemorating the founder of the Nazareth Baptist Church founded by **Isaiah Shembe** a contemporary of Gandhi's (the tour passes **Ecupakumeni** on MR93) **and** : Ohlange which we will pass later

Bhambayi

The settlement of Bhambayi derives its name from Bombay. The settlement includes an are of privately owned land where the African owners purchased them prior to the 1913 land act that subsequently froze the racial division of land ownership that held till 1994. The remainder is land donated by the Phoenix Settlement Trust and former buffer strip land that separated Black and Indian residents during apartheid.

The settlement is undergoing upgrading and the shacks are being replaced by **state subsidized housing**.

The subsidy is a **one off grant to a qualifying beneficiary** who will not get another grant. At present it totals about R28000 and the product must conform to a norm of basic services and a 30m2 house. Ethekewini Council presently adds up to R12000 per unit to bring the infrastructure up to standards that will provide a better level of service and which will reduce annual operation and maintenance costs.

As can be seen many residents proceed to actively improve their dwellings and as this development is only two years old the improvements are heartening.

Phoenix

The tour now exits the INK area into the adjacent area of Phoenix.

Built as a racially separate neighbourhood in the 1970's it is apparent that the form of development is primarily **social housing** in apartments rather than stand alone housing. There is now a process to sell the units off to residents to extend home ownership. Ethekewini is experimenting with various approaches to social housing to assist in increasing densities to support public transportation and reduce urban sprawl but these forms are not favoured by the bulk of the black community – in part as these forms are not familiar and also because of cultural practices.

Tour proceeds past Mamba's Store Node to stop on the road above Amaoti.

Amaoti

The Amaoti area is **one of the largest informal settlements in South Africa** with 14000 families resident there.

- Begun in 2000 this project had its antecedents in the **Inanda Development Framework** – a early initiative to plan in an **integrated and holistic** way and in a series of corridor plans that derived from it.
- A contentious issue was the order of development for the 14 communities that constitute Amaoti. The development framework seeks to order development rationally and keep everyone on board.
- The project is essentially an **insitu-upgrade with full services**
- The essential framing infrastructure is the main road (403) which extends the length of the area. **Higher order facilities are attached to this corridor** and development **nodes are strung out along it**. A second order road will serve to connect communities internally.

- A major arterial will run along the valley facilitating access to employment centers developing to the north of the city that include a new (relocated) international airport
- An attempt has been made to develop each of the 14 community areas in ways that retain their individual “flavour” thus providing or **encouraging a sense of identity** .
- Residential densities are higher near to the corridor and the better services/facilities that are located there and fall away with distance from it. Minimum site size is 150m². With the installation of access and services some relocations will be effected which will have the effect of homogenising densities to an extent but the basic pattern will remain.
- Road or vehicular access is planned for all sites.
- Institutional challenges include developing a means to manage the entire development including the engagement of provincial department of Education for the construction of schools. This is to be a project of the ABM that will take over the project from Metro Housing.

Amaoti to Mtshebheni

The route proceeds up past Ohlange to MR93 and up to **Mtshebheni**.

Ohlange High School begun by **John Dube one of the founders of the ANC**. **Nelson Mandela** cast his first vote there in the historic 1994 election. **Recognition of the areas heritage is important to build citizenship** but provides a opportunity to **develop the local economy** as well. Inanda was also the home of **AG Champion** who founded one of the first trade unions in South Africa in the 1920's – The Industrial and Commercial workers Union and **Dr. Pixly Seme an early president of the ANC**.

Mtshebheni

The spatial development of Inanda is structured by the main corridor of MR93 and a number of **development nodes** along it. Mtshebheni is one of these nodes. The node **sits at a confluence of routes** that serve this portion of Inanda and link inland into the rural hinterland – so it serves as an interceptory location

The current project is a **joint project of the National Department of Transport and Ethekwini Transport Authority**. It is developing a **taxi rank** to promote commuter comfort and public transport use and road improvements to the node. Associated with the rank is a facility to accommodate the **informal traders**. The urban design improvements are already attracting investor interest with the

formation of syndicates of land owners hoping to develop combined commercial developments.

This type of combined **project** is one of the specific aims of the ABM project as it **builds co-ordination and draws out synergistic benefits.**

Adjacent to this node is the **Inanda Police station** that is currently being reconstructed. This will assist to improve security in the node.

The Provincial Department of Health is to develop a **250 bed hospital nearby** that will also increase the potential for development.

Inanda Glebe (travel along Newlands expressway and turn into figtree road.

Inanda Glebe is an emerging **middle class neighbourhood**. It was developed by a **non-profit development association** during the late 1980's early 1990's and was targeted at lower level civil service workers (teachers, police, government workers) most of whom relied on access to **housing loans/bonds**.

The land was purchased from the Inanda Mission an institution whose involvement dates back to the latter part of the 19th century. Its contribution also includes the **Inanda Seminary** – the oldest girls boarding school in southern Africa. Its alumnae include a number of current members of parliament including our foreign minister Nkosazana Zuma.

Proposed site of a new 250 bed hospital

Newtown Unit A

In 1980 cholera broke out in Inanda. The area was then under the control of the Department of Development Aid (the Apartheid inspired government department tasked with dealing with black people). It responded with a **site and service project called Newtown.**

A rapid site planning process was undertaken and sites allocated. Households were encouraged to take occupation immediately and received a site, a pit toilet and a surveyed site.

Residents then built their own homes, often out of materials on site (wattle & daub) or could get a shell house built for them. Over the years the houses have been substantially redeveloped and this neighbourhood **demonstrates the**

considerable capacity people have in housing themselves. At present infrastructure services are being upgraded and a reticulated sewer system is being installed.

Ithala Mini Factories

These were developed by Itala (The funding arm of the KwaZulu Finance Corporation (KFC) a governmental developmental corporation). For years they were for rental and were unsuccessful.

Their sale to private individuals has seen the center taking a new lease of life.

Soweto

Soweto was settled in the mid 1980's. It's development was facilitated by a built environment NGO. Some housing was built by residents themselves, in conjunction with Peoples Dialogue in association with the Homeless Peoples Federation (an international homeless peoples federation). Their concept of **empowerment through savings clubs** has however not become grounded in practice.

Ntuzuma

Ntuzuma was developed during the 1970's primarily for "qualified urban Africans" (qualified in terms of the Group Areas Act which was one of the most hated apartheid laws).

It exhibits a **wide range of housing** including some very up-market homes but also includes a large informal settlement.

The original design saw the development of neighbourhood shopping centers (Similar to those provided in KwaMashu). Most of these became targets in the struggle against apartheid and were destroyed. Few of these have revived and given that residents needs are currently met by local "spaza" shops it will be difficult to revive them in their original form.