CASE STUDY

TOWNSHIP REPLANNING: THE CASE OF INK
OVERVIEW

• Background
• Origins of the INK project
• Local context
• Problem statement
• Intervention logic
• City scale spatial planning context
• Results
• Lessons learned
The former townships of Inanda, Ntuzuma and KwaMashu (INK) are 25km north of the Durban city centre.

Home to 580 000 people (18% of Durban’s population) in 115 136 households.

INK is one of the largest concentrations of low-income households in SA:
- Only 27% employed
- 77% of households earn less than R1 600 per month
- 43% do not have formal houses
- Population density of 6,325 people/ha
ORIGINS OF THE INK PROJECT

• INK was included in metro during the local government restructuring of the mid-1990s

• Municipal focus fell on northern townships – more affected by 1980s political violence, therefore less developed
  – 1999: KwaMashu Town Centre project started
  – 2001: Inanda/Ntuzuma and KwaMashu identified as URP nodes
  – 2003: INK identified as one of five eThekwini Area-Based Management (ABM) learning areas
  – INK is therefore a URP node and an ABM focus area
LOCAL CONTEXT

- 95% speak isiZulu as a first language
- 70% under the age of 35
- 73% unemployed
- 75% earn less than R9 600/annum
- 12% have no schooling, 7% have completed primary school, 26% have matric or higher, only 4% have a tertiary qualification
- High levels of crime
- Inadequate formal housing and services
- Lack of public space and recreational opportunities
- Low levels of access to public services
Township scale problems:

- Spatially marginalised – at the edge of the city
- Fragmented and isolated because of hilly terrain and green buffer zones
- No high-order economic activities within INK, so a strong focus on the city centre
- Little development at commuter interchanges
- Unsatisfactory public transport:
  - fragmented and un-coordinated
  - unidirectional transport system designed for access to city centre
  - no services to emerging northern nodes e.g. Gateway and Riverhorse
  - underutilised (rail only used by 2% of commuters)
  - unsafe and costly
Intra-township level problems:

- Movement and transport within INK difficult and expensive
- Few economic and employment opportunities (most shops destroyed in 1980s violence)
- Little clustering of facilities and public space
- Unsafe public spaces
- Low-density housing typology coupled with overcrowding
- Little sense of neighbourhood price and ‘sense of place’
- Loss of upwardly mobile residents:
  - better housing, employment, recreation and education opportunities in the city/town
  - the suburbs are safer
Aims of the INK ABM/URP programme:

• Integrate, co-ordinate and align service delivery
• Enhance the ability of residents to take charge of their own lives

Impact areas:

• Integrated governance
• Living environment improvements
• Income enhancement
• Infrastructure investment
Physical structure interventions to deal with township scale problems:

• Regionalising INK – integrating it functionally into the city and the emerging northern nodes

• Improving transport networks

• Reducing the isolating effect of buffers and physical barriers

• Highlighting INK as an area of unique interest through the Inanda Heritage Route
Physical interventions to deal with intra-township level problems:

- Establishing a hierarchy of nodes within INK, linked by activity corridors

- Retaining a mix of income groups by providing a range of housing, recreational and employment opportunities, and improving schools

- Improving intra-INK mobility by improving roads

- Making improvements at neighbourhood/local level
eThekweni
Spatial
Development
Framework
City-scale spatial planning context

- eThekwini plans to develop infrastructure and public transport inside the urban edge:
  - INK falls inside the urban edge

- INK is well located with regard to rapidly growing northern investment corridor:
  - Umhlanga node
  - Gateway
  - River Horse Valley
  - Proposed Dube Tradeport
  - Proposed new airport
RESULTS (1)

Roads and public transport:

- Improving city-scale linkages:
  - the P577 provincial road was extended to link INK to Pinetown and New Germany
  - Nandi Drive now links INK directly with the N2 highway
  - negotiations with province to improve MR93 and P138 roads

- Internal road improvements:
  - main access road to KwaMashu upgraded (Malandela Rd)
  - Ubhejane Rd extended to link INK to the Bridge City site
  - other local improvements and pedestrian walkways

- Public transport improvements:
  - new taxi interchange built at Emtshebeni
  - multimodal transport interchange being built at Bridge City
  - railway to be extended to Bridge City
Nodes and corridors with road and place overlay
Establishing a hierarchy of nodes (1)

- KwaMashu Town Centre developed as a node since 1999 (covered in separate presentation)

- Bridge City node – a regional-scale public-private joint venture on 60ha of land between Phoenix and Inanda that will, on completion in ten years’ time, house:
  - a 40,000m$^2$ regional-scale shopping centre (in the first phase)
  - about 4,500 sectional title apartments
  - a 450-bed provincial hospital
  - a 13,000m$^2$ regional magistrate’s court
  - a 21,000m$^2$ regional services hub
  - a 300m$^2$ end-of-line railway station
  - a 12,000m$^2$ municipal multimodal transport interchange
  - 250,000m$^2$ of business space aimed at commercial business and SMEs
RESULTS (3)

Establishing a hierarchy of nodes (2)

Other planned nodes within INK:

• Inception reports, development perspectives, assessment reports and urban design plans have been completed for:
  – Emtshebheni (new taxi interchange already built)
  – Dube Village (existing node with shopping centre)
  – KwaNozaza
  – Lindelani
  – P577 & Ntuzuma Main Road node
  – Nandi Drive
Aerial pic: Emtshebheni node (example)
RESULTS (4)

Activity corridors

- Ubhejane Rd:
  - spans the Piesangs river and links KMTC to the Bridge City site and Phoenix Industrial Park

- Malandela Rd:
  - provides access from KwaMashu to Durban city centre via Newlands; will be on P577 link to Pinetown

- MR93/P138 corridor/Inanda Heritage Route:
  - an INK anchor project
Neighbourhood centres

Examples of activities to regenerate neighbourhoods:

- Newtown A – mini taxi rank and business area built
- Negotiations on rates arrears to encourage rebuilding of businesses destroyed in 1980s violence
- Building of sidewalks and pedestrian access
- Building of recreation facilities, e.g. swimming pools
- Rubbish removal for all except some informal settlements where rubbish truck cannot gain access
- Street lighting
- Poles installed for closed circuit television security system
- Landscaping of public space
- Information and communications technology centre in Inanda
- Events in local area facilities, e.g. SMME Fair at John Dube Stadium
- Projects with DEAT to improve the natural environment
Providing a range of housing options

- No high-density or mixed-use residential development:
  - most housing in KwaMashu and Ntuzuma are standard two- and four-roomed township houses
  - some hostel upgrading into family units in KwaMashu
  - some residential infill development: mainly freestanding 30m² subsidised houses or freestanding developer-built middle income housing

- Steps are being taken to increase residential density, including:
  - land for multi-storey and mixed-use residential development, e.g. in KwaMashu Town Centre.
  - land identified in KwaNozaza for mixed-use commercial and social housing.
  - about 4,500 upmarket apartments to be built at Bridge City
LESSONS LEARNED (1)

- Look for linkages and synergies across functional silos:
  - a key aim of area-based management

- Deal with land issues as soon as possible to avoid later delays
  - e.g. tenure upgrading in KwaMashu

- Take careful steps to manage stakeholder relations:
  - including traditional authorities where appropriate

- Clarify institutional roles and responsibilities:
  - because INK has a coordinating role and all physical work is done by line departments, project sponsors within departments meet regularly in a technical planning forum
LESSONS LEARNED (2)

• Ensure appropriate technology is used:
  – INK’s hilly topography means alternative infrastructure, e.g. septic tanks, may be the best solution

• Link capital expenditure to social goals:
  – exploit potential for employment, skills transfer, economic growth and potential for improved quality of life

• A hierarchy of nodes is important, but nodes may compete:
  – competition, especially between larger nodes (Bridge City and KwaMashu Town Centre) may threaten the workability of a hierarchy of nodes