SECTION 8: CONCLUSION

8.1 CONCLUSION

The title of this research report is Urbanism and Sustainability in Daveyton: Designing the Township Main Street. My interest from the onset was to find a methodology for approaching township renewal within Daveyton. The umbrella of Urbanism and sustainability capture the crucial criteria that make for better performing environments. Urbanism refers to the positive physical qualities manifest in an urban environment, and sustainability refers to the efficiency of an environment. Through the lens of the main street, I looked at the systems within the township, spatial, social and economic. My observations revealed that the main street is a thriving artery that breathes life in and out of the township. My research begins with the street and terminates with the Eiselen Street Precinct Plan. I have by no means responded with a comprehensive proposal that can serve as a blueprint for development of township main streets. That was not the intention. What I have compiled is an approach to achieving better performance within a township environment through investigation and analysis of a major structuring element. Public transport plays an essential role within townships, and much of the intensity of activity revolves around it. The principles of Transit Oriented Development thus became a natural approach for development in the context. TOD's, New Urbanism and compaction serve as guidelines for development for most cities in the world. They too have relevance within the township. The challenges of mobility, sprawl, and unsustainable use of land face most cities in the world. The challenges are further perpetuated in townships where demographic poverty and unemployment means people have little opportunity to change their circumstances. It is in this situation of disadvantage, that township residents go out on a daily basis seeking opportunity and livelihood. Much focus must be placed on state officials who perpetuate the development trends that grip townships in poverty traps. Economic opportunity occurs outside of the townships, resulting in people travelling long distances and hours. The critical mass of labour for Benoni resides in Daveyton, yet Daveyton provides less than 5% of formal work opportunities for its residents. The informal economy has absorbed many township people who seek a livelihood on the streets of the township. The Metropolitan Spatial Development Framework has identified Daveyton as a node, and aligned the township with other economic nodes within Ekurhuleni. The flow of people between the nodes is unidirectional. The trains and taxis bear testament to this. Development focus must approach Daveyton as an urban core area. The Spatial Development Framework further calls for sustainable neighbourhoods with self-serving CBD's. It is in this context that we look at the performance of the township and the manner in which development is occurring. The demand for housing is a key driver to re-look at the densification strategies within the core areas. The aim is to reduce infrastructure cost for low density expansion of the township. The Transit Oriented Development approach to density and land uses encouraged me to look at integrated public transport with well-developed nodes that sustain bus and train ridership, business opportunity and social engagement. Strategic positioning of transit interchanges in an environment dominated by pedestrian movement, allowed me to create a network of walkable space that links the districts within the CBD. The Daveyton Mall sits at the heart of the development. Aggressive intervention of the shopping centre enables permeability and connectivity. By creating positively performing nodes, we establish a hierarchy of space within an environment lacking legibility and meaningful public space. By improving accessibility, we are able to draw more intensity through the core of the CBD. By reorganising taxi routes and BRT stations, we are able to influence activity along new edges, and encourage economic exchange. By intensifying residential and retail development within the Daveyton CBD, we can stimulate positive growth within Daveyton Township. By approaching development of the township main street, I am able to put forward strategies to achieve urbanism and sustainability within Daveyton Township.

So keep calm, and stay in Daveyton!

8.2 PHASING AND RECOMMENDATIONS
8.1 CONCLUSION

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8.2 PHASING AND RECOMMENDATIONS

RECOMMENDATIONS

- Buy in from the Taxi Association is crucial for the BRT system to be successful. The Taxi Association dominates public transport in the township. Partnership arrangement is suggested in terms of ownership and operation.
- The PRASA rail proposal is a crucial aspect to the redevelopment of the Sinaba Station Node. Access to the CBD will be greatly enhanced for residents of the Daveyton / Etwatwa Complex. The finalisation of new stations will inform the development of new nodes in the complex.
- The Daveyton mall redevelopment is at the heart of my proposal. Private capital investment is required to launch the project. The inclusion of residential units on the upper levels suggests that public sector interest through a private/public partnership could drive the project.
- Consultation with residents is required for the mixed use residential block units along Dungeni Street. The intention is to relocate residents to new medium density social housing, thereafter develop the plots. These plots are from the original settlement and families are well established. The strategy must be carefully considered as to how to incentivise residents to relocate.
- Provision of a mix of income levels for housing typologies is required within the CBD area. Gentrification can be avoided if the development comprises a range of options for unit types and ownership models.
- Economic incentives and empowerment zones must be adopted in order to stimulate SMME’s within the industrial and manufacturing industries. Ekurhuleni is a hub for industry and manufacturing. Government must provide tax break incentives for private manufacturers to consider relocating to townships.
- The proposed office district to the south of Daveyton must look to bring in a commercial cluster champion to relocate their head offices to the Daveyton CBD. Many large companies (MTN) are now looking at the home locations of their employees, with the intention to relocate closer to their place of residence. Surveys should be conducted for the Daveyton / Etwatwa residents, to gauge where and in what sectors they are employed.

PHASE 01
Redevelop Daveyton Mall. Park and Taxi redevelopment (Eiselen and Turton Street Ranks) to be part of social responsibility project.

PHASE 02
Government investment into public transport - train station redevelopment, BRT stations. Adjoining nodes to be developed. Government to redevelop Civic Node.

PHASE 03
Greenfields social housing adjacent to train station, and redevelopment of hostel site. (Department of Human Settlements)

PHASE 04
With transport infrastructure in place, government can commence with empowerment zone initiatives for industrial and office park complexes. Large companies incentivized to set up base in Daveyton CBD

PHASE 05
Residents of Dungeni Street can be relocated to phase 3 social housing. Dungeni Street medium/ high density residential housing to commence. (Department of Human Settlements)

PHASE 06
Retail / Commercial development by private investors. New Unisa Campus.