



Informal Trading Infrastructure and Management

Informal Trading Infrastructure and Management Evaluation with Recommendations for Improvements to the Mitchells Plain Central Business District

Final Report

An Interactive Qualifying Project submitted to the faculty of Worcester
Polytechnic Institute in partial fulfilment of the requirements for the Degree
of Bachelor of Science

Submitted by:

Eileen Gribouski

Amanda Gurnon

Stephan Jakubowski

Gaelen Magee

Submitted to:

Project Advisors:

Prof. Scott Jiusto

Prof. Steve Weininger

Project Liaison:

Alastair Graham, Governance and Interface Directorate

December 14, 2007

Executive Summary

This report is a reflection of the work done by four US students from Worcester Polytechnic Institute (WPI) from October 22 through December 14, 2007 in Mitchells Plain, an informal settlement of the Cape Flats, South Africa. The purpose of this project is to contribute ideas for improvement of the informal trading economy in Mitchells Plain and to provide the City with a better idea of the opinions and needs of the vendors of the Town Centre. Facilitation of this communication medium between the informal traders and the city was made possible by gathering trader input and a general understanding of the physical environment and operating situation in the marketplace. The main goal for this project was to find a balance between innovative upgrade options for the marketplace and making sure the voices of the informal trading participants were heard. It is our hope that these ideas and recommendations help in the implementation of market improvements while still conveying the needs of the vendors so that the renewal works in the best interest of all those affected.

Background

Mitchells Plain is a predominantly coloured community established in the 1980's during a period of migration of people to the Cape Flats, an area surrounding Cape Town. The Group Areas Act, enforced beginning in the 1950's by the apartheid regime, forced "black" and "coloured" people out of the cities and many began settling on the outskirts. Since the abolition of the pass laws in 1987 more settlements have been established and are steadily increasing in population. The main motivation behind the massive resettlement is the hope for jobs within the city. In 2001, Mitchells Plain had a population of roughly 300,000, with one-third of the households living below the poverty line ([City of Cape Town, 2001](#)). One main reason why the stimulation of the economies has become a main goal of renewal programmes over recent years is because unemployment is rising in these settled areas.

The City of Cape Town's Urban Renewal programmes have sparked major revitalization in Mitchells Plain. This project specifically addresses the informal trading economy in the Town Centre of this large settlement. Over the past four years, the Town Centre has been overhauled and developed into a transportation interchange, with two taxi ranks and a bus terminal. Currently 70,000 commuters pass through this transport interchange and market twice daily. This is an ideal point for economy stimulation because the interchange provides organized modes of transportation and an environment conducive to both formal and informal businesses. Therefore, another major aspect of the original revival of the Town Centre was the construction of a large square and individual bays designated for trading. This trading area has yet to be allocated, meaning the traders have yet to be moved into the new facilities from the old Town Centre area. Our work provides a base of inventive ideas serving as a starting point for market improvements.

Methodology and Deliverables

Our approach to assessing the existing marketplace and gathering the input needed to formulate informed recommendations consisted of using three main methods: research, market walkthroughs and individual interviews. To gather innovative ideas we studied infrastructure options used in Cape Town and other cities. Infrastructure, in this case, is

defined as the network of informal structures. The research we conducted prior to arriving in Cape Town provided a working knowledge base about informal trading, however, we gained the most helpful and relative information from the marketplace itself. We conducted five market walkthroughs at different times on separate days. Using these we collected observational data (general physical environment, trader relations, atmosphere, security, etc.), took photos and also collected quantitative data pertaining to vendor type in thirteen different lanes and squares. In these different trading zones we conducted 72 interviews with vendors of different types, locations, and experience. These interviews allowed us to gather trader input on the structural ideas found during the research process as well as to become more familiar with the market and the main practices and concerns of the traders.

We presented our research in three main deliverables. The first deliverable is the Infrastructure Options Booklet we used during trader interviews to gain feedback on various structural designs. The second deliverable is a set of databases provided to the City of Cape Town, including a Trader Opinion, Picture, Structural and Cart database. The final deliverable is a comprehensive report of our findings entitled “Current Conditions and Recommendations for the Mitchells Plain CBD.” The first portion presents information on the current conditions of the market, both physical and managerial aspects, as well as issues it presently faces. The second piece pertains to recommendations regarding infrastructure upgrades, waste management, storage, goods transport, and overall organizational/management plans. The last section provides detailed summaries of all information collected on the market and each zone.

Results and Analysis

The “Current Conditions and Recommendations” report noted above serves as our “Results and Analysis” chapter and is also a standalone document that gives our complete assessment of the marketplace. Our intention is that this report be given to the trading leadership, the steering committee, our sponsor, the City of Cape Town and any traders who may inquire about the results of our research in five major areas discussed below; management options, infrastructure design ideas, storage, waste management, and merchandise transportation.

Existing Conditions: Current Operations and Management Issues

Currently, **management** of the informal traders exists through combined efforts between the City of Cape Town and the Mitchells Plain United Hawkers Forum (MPUHF). The laws and regulations outlined by the City government for the informal traders call for a valid permit from the city as it is necessary for the allowance of informal trading on City property ([City of Cape Town, 2007](#)). Currently there is little regulation in the marketplace; therefore, much of the management of informal trading is done by traders themselves. Regular traders work six days per week (Monday thru Saturday) from about 8am to 4pm, while others trade only during the festive seasons or the weekends.

Temporary **infrastructure** commonly used consists of structures of basic steel frames, covered by a light, many of which are rusty and damaged due to natural wear and tear. Display tiers are commonly made from crates or cardboard boxes. Many traders remove their canopies or whole stands nightly for fear they will be stolen. As some vendors trade in all weather conditions, they need waterproof tarps to cover their stands. These structures do not provide adequate coverage for the vendor stands and the steel frames are easy to steal and rust within months. The network of stands is unorganized and jumbled in

places. The demarcated 2x2 metre zones for each trader are marked in yellow paint, yet there is little adherence to these zoning efforts and many stands extend well beyond their allotted section causing traffic congestion.

Many traders obtain their goods from markets outside of the CBD including Bellville, Weenis, Epping, Cape Town and Johannesburg, while others buy their goods locally. The most common wholesale items here are cigarettes and produce. The larger of these businesses usually leave their goods overnight in the market streets and squares which creates security and storage concerns.

Storing merchandise in Mitchells Plain is complex and varies by trader. Currently, traders store their goods in either their homes, a rented storeroom or formal business within the CBD. Many of these traders have extended their trading bays to store the produce that they cannot transport back and forth from home, requiring the hiring of a night watchman. These vendor stands create space constraints through the streets and squares, resulting in pedestrian traffic flow and waste build up problems. The stands stay covered with a canopy during the night, making it difficult to monitor the marketplace with security cameras. Also, because of the overflow and traffic issues, emergency vehicle access is severely impeded at points throughout the market.

Waste management is a new focus for the Mitchells Plain marketplace. The overwhelming presence of trash in the squares and streets forced the MPUHF to employ people to collect. Though the current solution provides a job for these people and provides a cleaner place to trade in, there remain a multitude of problems. The produce stands create an excessive amount of waste each day. The old produce in addition to cardboard boxes, flowers and clothing are thrown into bins or the streets and left to be picked up by collectors. The massive amount of waste produced gives way to pedestrian walking hazards, space issues and health concerns.

Merchandise transport to, from and within Mitchells Plain is an aspect that changes depending on the vendor, merchandise sold, location and mode of storage within or outside of the market. The majority of trolleys are owned by the traders and are usually locked up and stored next to the individual's stand. Some trolley operators are employed and usually work for the fruit and vegetable wholesale stands that have satellite vendors or customers throughout the CBD. The trolleys used are wide, slow, heavy and often open resulting in goods frequently falling off. This system of carts and trolleys in place now is not only relatively slow and ineffective, but also unsafe for the pedestrians in the market. The overall infrastructure and makeshift storage areas along with bulky carts give way to a jumbled and inefficient network of walkways.

Recommendations

Infrastructure

In consideration of infrastructure options we focused on two main types of traders: the fruit and vegetable traders and the soft-goods traders. Each of these trader groups has specific needs to address that cannot be accommodated by a single type of infrastructure. Most traders did agree, however, that a common, permanent canopy would improve the market's look and provide shelter from sun, wind and rain. We recommend a combination of the three different canopy options shown below ([Figure 1](#)) as the basic infrastructure option design for a marketplace canopy.



Figure 1: Galvanized steel frame and durable canopy + drop down dividers + unique display and personalizing options

Storage Recommendations

For individual traders, we recommend the provision of **uniform steel storage bins**. Benefits include: increased security, simplified cleaning, portability, easy movement for emergency vehicle access, allow for communal storage, common size and better storability, and extra display space. We also suggest traders be provided with **storage facilities** within the marketplace and close to their stand. These facilities could work with the uniform storage bins dimensions so optimal use of space is achieved.

The **management** of such a system can be run by either a contracted business entity, hired employees run by counsel, or by a cooperative of traders themselves. Processes involved in the operation include the collection of rental fees from traders, scheduling of stock movement to and from facilities, coordination of movement of goods in accordance to trader schedules, management of long term storage as opposed to nightly storage, and a possible partnership between this storage entity and a goods transport/trolley business.

Waste Management

We recommend that the collection staff adapt a system in which **waste is separated** into compost, recycling and garbage. The division could be accomplished through the use of different coloured bins designating different types of waste. These bins could also be provided in a smaller size to each vendor.

Waste collection options include gathering bins at certain points throughout the day (similar to the system already in place) or hiring collection employees to take the separate bins through the market at scheduled times cutting traffic problems at the day's end and regulating what is put in the bins to prevent further sorting. The different waste collected would be brought to their designated areas: waste to landfills, recycled waste to a recycling plant, compost to community gardens close by that would benefit from fertile soil.

Benefits of waste separation include a cleaner environment and contributions towards the economy, environment and community. The application of the collection management system would alleviate hazards. If these ideas are implemented, the market place will be much cleaner and healthier for the traders and their customers.

Improvements to Transport

The best way to improve transportation within the market is through a management plan that works in conjunction with other market improvements, such as waste management and storage. Creating and implementing a management plan for transportation in the marketplace will: improve traffic flow, open up space in the market lanes and squares, and create job opportunities.

Our suggested **Transportation Management Plan** includes the management of the operators and the management of the trolleys. One such option is to form a business entity that owns the trolleys and employs trolley operators to push from designated storage and drop-off areas to vendor stands

We also recommend a **trolley design** more suitable to the market that could be standardized and used by this trolley business for many purposes. This design incorporates aspects of the three trolleys below ([Figure 2](#)).



Figure 2: Dimensions and shelves + six-wheel durability + security cage and lock

Overall Organization and Management Ideas

We recommend the placement of a **wholesale fruit and vegetable market** in the Mitchells Plain Town Centre. This idea would influence many people, and thus must be carefully considered. This wholesale market would involve a physical structure including a large sales floor, loading and off-loading areas for truck access, storerooms, refrigeration, and offices. The management would include a new formal business selling to traders with a potential for satellite stands in the market. We suggest the wholesale market be located in Calypso Square which meets much of the location criteria. This would have many benefits for the entire Town Centre including reducing transportation costs and product waste while increasing storage job opportunities, and opportunities for formalizing businesses

Another recommendation is an **organizational template for square allocation**. Using Rondo square as an example as it has yet to be occupied, vendors selling perishable items could be given spots surrounding the square and soft goods traders be allocated the middle. This would facilitate transport of produce from the wholesale business and other goods to and from storerooms as well as would simplify the waste collection system.

The use of a combination of the recommendations provided in this report could result in an aesthetically pleasing, comfortable, and efficient marketplace. We hope these ideas will help the Town Centre to reach a sustainable point of growth and prosperity.

Abstract

Our goal was to make recommendations for infrastructure designs and management options for informal traders to be used in the central business district (CBD) of Mitchells Plain in Cape Town, South Africa. We interviewed traders in the marketplace to communicate their concerns and suggestions to the City. We proposed canopy options and management improvements for the market. This project produced proposals for improvement in four main areas; infrastructure, waste management, merchandise transportation and storage. With implementation, the recommendations would improve the functionality of the marketplace.

Acknowledgements

We would like to thank the following people for their contributions to this project. The completion of which would not have been possible without their support.

Alastair Graham

Professor Scott Justo

Professor Steve Weininger

Jennifer Weininger

Basil Tommy

The City of Cape Town

The Mitchells Plain United Hawkers Forum

The Mitchells Plain Steering Committee

Moerieta Hendricks

The security officers of Mitchells Plain Town Centre

And special thanks go to all of the informal traders of Mitchells Plain for welcoming us into their marketplace.

Table of Contents

Executive Summary.....	i
Abstract.....	vi
Acknowledgements.....	vii
List of Figures	x
List of Tables	x
Chapter 1: Background	1
1.1 Mitchells Plain Demographics	1
1.2 Crime and the VPUU.....	1
1.3 Mitchells Plain CBD.....	2
1.3.1 Overview	2
1.3.2 The Informal Trading Economy in the Town Centre.....	3
1.3.3 CBD Management	4
1.4 Attempts to Regulate and Improve Informal Trading.....	5
1.4.1 Government Influence and Regulation.....	5
1.5 Summary.....	8
Chapter 2: Methodology.....	10
2.1 Assess Mitchells Plain’s Current Informal Market	11
2.1.1 Interview of Mitchells Plain Governing Bodies.....	11
2.1.2 Market Visual Documentation.....	12
2.1.3 Individual Street Vendor Interviews	12
2.1.4 Mapping Mitchells Plain’s Market	13
2.2 Recommend Potential Infrastructure Improvements.....	15
2.3 Conclusion	16
Chapter 3. Results and Analysis	17
Chapter 4: Summary	17
Works Cited.....	62
Appendix A: Mitchells Plain Background	64
1.1 Mitchells Plain	64
1.2 Demographics.....	64
1.3 Health	64
Appendix B: Individual Informal Vendor Survey.....	66
Appendix C: Market Walkthrough Survey Sheet Example	67
Appendix D: Market Walkthrough Surroundings Worksheet	68
Appendix E: Trader Opinion Database.....	69

Appendix F: Picture Database	70
F.1 The Current Conditions Database Report	70
F.2 The Trader Picture Database Report	71
F.3 The Structural Database Report	72
F.4 Cart Database Report	73
Appendix G: Structural Database.....	74
Appendix H: Trader Interview Booklet	75
Appendix I: Informal Sector Definitions.....	76
Appendix J: Annotated Bibliography	77

List of Figures

Figure 1.1: Mitchells Plain CBD Main Market Square Upgrade (Rondo Square).....	3
Figure 2.1: Project Methodology Outline	11
Figure 2.2: Market Walkthrough Diagrams	14
Figure 2.3: Market walkthrough trader count worksheet.....	14
Figure 2.4: Market Survey Results	15

List of Tables

Table 2.1: Timeline of Project.....	10
-------------------------------------	----

Chapter 1: Background

Background research pertaining to the current state of the informal sector and specifically the informal market economy can provide insight into the situation of the informal economy. This chapter provides information about the past and current conditions of the Mitchells Plain settlement in the Cape Flats area, the governments' involvement in improving the area, and on specific aspects of the Mitchells Plain Town Centre. The chapter discusses the markets' appeal to informal traders as well as the upgrades and management of the market. To further understand problems faced in informal economies and what has been done in the past examples of previous attempts at improving infrastructure in informal markets are then covered and useful methodology is highlighted. The chapter will then discuss case studies and efforts by the South African government to regulate informal street trading. This base of knowledge was used to evaluate and summarize the current situation of the informal marketplace in the Mitchells Plain CBD. The past attempts will be used in the selection of methods for data collection and formulation of recommendations for improvements to the economy.

1.1 Mitchells Plain Demographics

Mitchells Plain is a predominantly coloured community that lies about 20km outside of Cape Town. The Mitchells Plain township was established in the 1980's during a period of forced migration of people to the Cape Flats, an area surrounding Cape Town. The Group Areas Act, put into practice and enforced beginning in the 1950's by the apartheid regime, forced coloured people out of the cities and many began settling on the outskirts. The demand within the City of Cape Town for cheap labour has kept these informal settlements growing and in the years since the abolition of the pass laws in 1987 even more settlements have been established and are steadily increasing in population. The main motivation behind the massive resettlement is the hope for jobs within the city. In 2001, the township had a population of roughly 300,000. More detailed information and statistics can be found in [\(Appendix A\)](#). While most of the residents of Mitchells Plain have their own homes, much of the residents still live in poverty. According to the 2001 Census, 35.3% of households in Mitchells Plain live below the Household Subsistence Level, or poverty line. This is accompanied by the fact that unemployment is rising in the area and is already near 30% of the total population. Unemployment and poverty are motivating factors for both crime and the need for inexpensive goods.

1.2 Crime and the VPUU

Crime is a multi-faceted problem of society that includes all economic levels, locations and ages. Many of the crime related problems that face society come from feelings of inconsistency or inequality between different social and economic classes. People within a community are more likely to take part in criminal activity when they perceive a gap between what they have and what they deserve [\(United Nations, 2007\)](#). Furthermore it has been found that crime increases when police and judicial systems along with informal social institutions are weakened.

Statistics gathered about crime in South Africa by the South African Police Service (SAPS) show that overall crime in South Africa is on a steady decline. Many of the more serious crimes have significantly reduced in frequency. Less serious crimes, such as robberies, have also significantly reduced in number from 2005 to 2006. According to the South African Police Service, the total number of robberies has decreased by over 15,000 incidences last year ([Nortje, 2007](#)). Although crime occurrences are decreasing in number and frequency, crime is still a problem in every community.

Many governmental departments are realizing the positive effects they can have on the communities if they provide other outlets and ways for the people within the community to gain social and economic stability. The government is looking for ways to improve the quality of living within the informal settlements. In Mitchells Plain and other communities outside of Cape Town, crime is being reduced through government programs such as the Violence Prevention through Urban Upgrading program (VPUU).

The VPUU is a joint cooperation program between the City of Cape Town and the German Development Bank. The program focuses on improving the quality of life in settlements through violence prevention. This program works towards an overall goal of population safety, upgrading of neighbourhood facilities, economic and community development. Major goals of this programme are to: upgrade low income neighbourhoods, introduce a model of sustainable community, and empower the population of Mitchells Plain to participate in economic and income generating activities among other things. The VPUU upgrades are based on a process including first primary surveys, then prioritizing, local strategy development, design intervention, implementation, monitoring and evaluation, and finally operation and management. During this sequence, a system of "Capacity Building Membership" is used. One aspect of the low income upgrading portion of the project is to look at the informal trading economy; how it currently operates and where improvements to the current infrastructure can be made.

1.3 Mitchells Plain CBD

The Mitchells Plain CBD is an area developed from an expanse of sand to a booming hub of transport and business. The Town Centre has been a business hub in Mitchells Plain since the settlement's formation over two decades ago. The City of Cape Town adopted its Urban Renewal approach for this Town Centre to improve life in the settlements. Four years ago the City of Cape Town began improvements on the Town Centre.

1.3.1 Overview

The Town Centre can be broken down into two areas, the older section and the newer section. While an age difference in structures exists in the marketplace, it functions as one unified transportation and business hub. The older sections of the developed centre are comprised of pedestrian only lanes lined by buildings with retail and service shops on the ground floor and above which other businesses or flats exist. There are vibrant market squares, the main two being Harmony Square and Lyric Place. A large retail centre, a Shoprite and a Pick & Pay plaza are also major contributors to the market economy within the centralized development.

The newer section of the Town Centre is the area that has been overhauled and developed into an interchange where rail, taxi, and bus provide transport to the people of Mitchells Plain and others. Two major pieces of the overhaul included the construction of an

integrated bus and taxi system incorporated with the already existing rail station. The construction of the taxi rank and bus terminal consisted mostly of the paving of access roads and terminal roads themselves, brick paving of pedestrian walkways, and the construction of steel hanger type structures for traveller and vehicle shelter. Administrative booths, sleeping policemen, fences zoning off the parking area for taxis at rest, and trees are consistent throughout the new construction. The bus terminal runs on a consistent schedule and is run by the private entity, Golden Arrow. The taxi rank is run by a cooperative of different, privately owned minivan taxi services. Taxis enter at one side and proceed to their designated bay, which is marked according to its destination. Here the passengers are queued along the walkways and loading areas until the taxi is full and can exit the rank. Another taxi rank is currently under construction to service the opposite side of the marketplace.

The second large portion of the development was in the creation of the four administrative buildings and the main market square, now called Rondo Square. Along with the interchange the creation of this square was a large focus of the upgrading effort put forth by the City. The addition to the network of old market squares consists of four main administrative buildings (Buildings A, B, C, and D) as well as both covered and uncovered trading areas. There is one large covered square, another one of a smaller size that is uncovered and contains the playground, and along one side there is also a strip of covered trading space as well as secured trading bays or storage areas with rolling grill access. Each of the trading areas and designated pedestrian walkways are zoned and demarcated by brick paving, darker being trading stand areas and lighter the pedestrian lanes. Small trees dot the open area and the futuristic playground designed by primary school students of the area function as the centre piece. This main trading area, Rondo Square, has yet to be occupied ([Figure 1.1](#)).



Figure 1.1: Mitchell's Plain CBD Main Market Square Upgrade (Rondo Square)

1.3.2 The Informal Trading Economy in the Town Centre

In 1973, Keith Hart created the phrase “Informal Sector” to describe the subsistence activities of the poor. To this day, there is no agreed upon definition of what that term actually means. There are multitudes of definitions ranging from the [“most quoted”](#) description contained in an International Labour Organisations Kenya Report to the one accepted for statistical purposes agreed upon at the [15th International Conference for](#)

[Labour Statistics \(Devey, 2003\)](#). The informal sector is best identified, however, by characteristics, not by definition.

The informal sector has a set of attributes that make it distinguishable from the formal sector, the foremost employed. Informal sector businesses are often small, low profit businesses, with over being wage. Most informal employees work without job security, written job contracts, paid leave, union membership, reasonable hours, and many other benefits of being formally half (54.8%) globally having only one regular worker ([Devey, 2003](#)). In a place like the Mitchells Plain Town Centre, informal trading is an integral part of thousands of people's lives. The railway station, taxi rank, bus terminal, other attractions, and an environment of centralized community create conditions ideal for informal trading networks and stands. A high volume of pedestrian traffic to and from the transportation terminals creates a large customer base. These traders line the designated pedestrian lanes and market squares to take advantage of the volume of commuters. The vendors trade any commodity that they believe will make them money. Common Goods include: produce, dried meat, clothing, electronics, shoes, fabrics, and hardware.

A dense population and large number of commuters passing through the area increases not only demand for cheap goods, but also incidence of crime and general insecurity. The Mitchells Plain interchange is a model of an area in which these problems are present. Despite the active population and vibrant local community as well as the well developed and organized system of traders, the marketplace here is a prime example of how the need for employment combined with the necessity for low priced and easily accessed foods and goods has the potential to create a thriving, but problematic situation for informal trade.

1.3.3 CBD Management

The city, once substantial completion of the project had been reached, handed the management over to the leaders within the transportation and trading industries in the Centre. This step, and the working through of disputes and disagreements among the people, is critical to the sustainability of the Centre. A Steering Committee and other committees, forums, and counsels were formed by the community, with the help of the City, and have been working towards peaceful and organized management of the development provided to them. The need to regulate the trade occurring in the Mitchells Plain CBD area has spurred the formation of a leadership committee (the United Hawkers Forum) comprised of traders themselves. A large part of the need for regulation, specifically regarding the informal trading in the market centre, is the demarcation and allocation of trading bays. The creation of United Hawkers Forum has helped to ensure all the traders agree on steps taken towards actually occupying the allotted spaces, but help is needed in the actual design and implementation of uniform structures for the marketplace. This task has been taken on by the United Hawkers Forum. It has been a long process and considering these people were once at war with each other, the building of roles and development of set management strategies have helped to move forward towards the successful occupation of the facilities; something that has not yet been achieved or even tried.

Many problems in the market have potential to endanger the livelihood of the traders. The unofficial business environments lend themselves to a lack of security and an increased likelihood of crime and a multitude of other problems. Experiencing the market environment and discussing issues with the traders themselves has undoubtedly shed light on the direst problems and what needs improvement. A better understanding of why these problems occur and what improvements can be made can be obtained through observing

the marketplace, along with an expanded knowledge of the actual trading area itself and what the role of the informal economy is within that entity.

1.4 Attempts to Regulate and Improve Informal Trading

As suggested in the article “Informal Settlement Upgrading”, a way of improving the economy of an informal settlement is to encourage communication between informal and formal business owners ([Engelbrecht, 2004:40](#)). This can be accomplished through a variety of methods as described in the article. One method described is to set up partnerships between informal business owners to make their business practices more efficient and marketable by working together within the marketplace. Lastly, it is suggested that one large marketplace be built to accommodate various vendors in order to improve efficiency and sanitation of the markets. Other relevant case studies include one in Cape Town in the Eversdal road area regarding the environment and allocation of the location of the informal trading ([ML Solomons, 2002](#)), as well as a study in Durban South Africa which uses kiosk-type structures using materials such as concrete structures with tin roofs ([Nomico, 2003](#)).

One study which has proven useful is titled “People and Places: An Overview of Urban Renewal” ([Engelbrecht, 2004](#)). It reviews various government policies and projects which have been implemented with the purpose of improving life for the residents of the informal settlements in South Africa. This document ranges in topics from upgrading of settlements, regarding housing, to the upgrading of vending areas. One case study provided is “Case Study 5: The Katorus Special Integrated Project”. Some of the main objectives of this project are to “promote the development of formal and informal businesses” ([Engelbrecht, 2004:39](#)). A key point of interest in this document is the discussion of “renewal programmes”. These focus on the actual construction of public trading markets that contribute to the development of infrastructure including water, sanitation, electricity, and telecommunication. This is of particular relevance to our project as it suggests possibilities to bring the vendors together sharing space and utilities so to become more space and cost efficient. This solution would also promote good practices if everyone is working within a similar environment.

Each of these options have their own advantages and disadvantages; however, the current informal economy and the positive effect it can have on the community needs to be taken into account. For example, the construction of one large market conflicts with the desire of the vendors to be located on the primary traffic routes. Moving these vendors to such a location could severely impact the exposure of these vendors to their customers, therefore depleting their means of income.

The involvement of such organizations in studying the informal market in places like Mitchells Plain as well as the assessment of possible improvements to promote their growth is very important to the future of such economies. Most cases start with the government. The understanding and cooperation of both the informal traders and particular government agencies is essential to their collaboration in bringing about change for the overall good of the informal sector.

1.4.1 Government Influence and Regulation

Though the informal sectors in the Cape Town jurisdiction are indeed that, informal, the Government of Cape Town is obligated to form and implement regulations for the street trading environment. It is a controversial issue because it is common practice for the

informal traders, specifically in the Mitchells Plain Town Centre, to ignore certain regulations. These informal means of survival serve as job security for individuals at a disadvantage. The government recognizes this and the role these informal economies can have in the alleviation of poverty and development of wide-spread sustainable income. To some extent the trading within the city has become more uniform and regulated, but many places outside the city in such townships as Mitchells Plain the regulation the city is hoping for has not yet been applied. Some believe this is all for the better and some disagree. It is almost a dilemma in regarding the fact that certain regulation may disrupt the livelihood of so many.

Discussing the process of consolidating informal trading by-laws in Cape Town, Cllr Simon Grindrod, a Mayoral Committee Member for Economic, Social Development and Tourism states, “This consolidated by-law recognizes the key role of informal trading in alleviating poverty, income generation and entrepreneurial development. It also acknowledges the need for a balanced relationship between the informal and formal trading sectors” ([City of Cape Town, Economic..., 2007](#)). Relationships have been growing between both the formal and informal trading sectors. The city government’s recognition of the country’s need for development and growth in the informal sector, both economically and socially, has contributed greatly to the simple fact that the city allows these street-vendor-based trade sectors to exist.

In a number of *Informal Trading By-Law* drafts being considered by the Cape Town City government, the idea of trading plans is introduced. According to the by-law drafts, any area under the jurisdiction of the city allows the practice of informal trading as long as it is agreed that any trader in this jurisdiction is subject to the trading plans adopted by the city ([City of Cape Town, 2007](#)). These plans set in place by the government serve to mediate in areas where there are a large number of both informal and formal trading entities. They set restrictions on where the informal traders are allowed to sell. Before such a plan is adopted, the city must go through a series of consultations, including those with the public including informal and formal vendors. These trading plans must be made available to the public for review comment before final adoption. Organizations and factors instrumental in the creation of these plans include:

- Provincial and Local Government
- Permits and Fees
- Zoning
- Waste Management and Hygiene
- Health Regulations in Designated Trading Areas
- Enforcement and Implementation

Provincial and Local Government

The Provincial and Local Government is a branch of the national government of South Africa. The goal of this branch of government is to create a well integrated institute of government in order to achieve sustainable development. There are many divisions within this branch of government; the main two that directly relate to the Informal Trading Infrastructure of Mitchells Plain are the Urban Renewal Programme and the Integrated Sustainable Rural Development Programme. In February 2001, President Thabo Mbeki announced the instalment of these two divisions. He emphasized that “These programmes will, among other things, entail investment in the economic and social infrastructure, human

resource development, enterprise development, the enhancement of the development capacity of local government, poverty alleviation and the strengthening of the criminal justice system” ([Republic, 2007](#)). President Mbeki also announced that Khayelitsha and Mitchells Plain, both in Cape Town, South Africa, would be targeted as starting points for each of these government programmes to focus on. The government is currently making an effort to become more involved in the refurbishing and aid of these informal economies as seen in their recent attempts for the consolidation of the new Informal Trading By-Laws.

Permits and fees

The laws and regulations outlined by the City government for the informal traders call for a valid permit from the city as it is necessary for the allowance of informal trading on City property. The city also holds the right to charge traders a trading fee, and additional fees or tariffs may be added if the city deems it necessary. The criteria for qualifying for such a permit is such that the applicant must be a citizen of South Africa or have a valid work permit, they must be applying for the purpose of being an informal trader and not have any other previous permits in the area, and cannot have more than 20 employees. In reviewing such applications, the government keeps the need for development of the economy geared towards the “historically disadvantaged” individuals. Thus, preference is given to those who are unemployed or to people of colour. Upon those given permits, the government is allowed to impose trade hours, types of goods/services the trader can sell, bay number/location, type of vendor structure, has the right to impound goods, suspension of the permit with due notice ahead of time, and the right to revocation of the permit. ([City of Cape Town, 2007](#)). In the event that owners of non-city land allow the practice of informal trading in their jurisdiction they must similarly have the traders follow the same by-laws and must supply ample services to maintain an acceptable level of hygiene for the traders.

Zoning

There are specific places and practices in which informal traders are prohibited to sell. Traders cannot: take their business into a park, sell on a sidewalk, set up at a church or other place of worship or at the place of national monuments, where it would obstruct traffic flow or a multitude of other accesses ([Cape Town, 2007](#)). The trader cannot be a nuisance, cannot stay overnight on the site used for trading or build a structure with that purpose, cannot damage public property or create traffic hazards, and other restrictions that border along the line of business common sense.

Waste Management and Hygiene

Because the situation in and surrounding some of these informal sectors and markets are dire, hygiene and waste removal are a high priority identified by the government in its regulations regarding their dealings with informal traders. Waste must be dealt with and deposited in city approved receptacles, trade sites must be kept sanitary and clean, and all waste and other equipment at the conclusion of each business day must be removed from all locations of public access. While these are the regulations, they are not always strictly enforced. Public safety and health are also touched upon in the by-laws and any threat to these laws is grounds for revocation of permits.

Health Regulations within Designated Trading Areas ([Appendix A 1.3](#))

There are many regulations which one must abide by when preparing to sell any type of edible. To begin, there is an act which states specific content levels of different microbes (such as E. coli) which may be present or not present in different types of food

[\(Regulations...1997\)](#). The health regulations in place for the traders of Mitchells Plain are generally focused on what can or cannot be in the food, while there is very little in establishment about how the food is prepared. For example, the Microbiological Standards Act specifies what temperatures certain foods must be subject to to rid them of specified microbes. It is a question then of taking these plans and regulations to the people and implementing them starting with the basic ideas and expanding the knowledge about the health implications of current practices.

Enforcement and implementation

The enforcement of these rules and regulations set by the City of Cape Town for the informal trading economies within its jurisdiction is handled in a few different ways. Police officers hold the right to give written warnings to any and all traders for breaking any of the regulations set forth by the by-law. If the offence is repeated an officer has the right to impound all trading property and goods. If the trader is suspected of trading illegal goods, they can be confiscated at any time. It is understood that the implementation and enforcement of trade regulations in the informal settlements leaves much to be desired. An understanding of a different kind, now that our group has immersed itself in the market and has interacted with the traders and city official alike, has come about. Though these regulations are being drafted and put into place across the Cape area with the intentions of making informal trading overall “less informal”, it is possible that the same implementation could take away many aspects of the practice that ensure its success. Besides the execution of such by-laws there are other options, such as more uniform structures and infrastructure that can alleviate a lot of the zoning problems, or simple management idea recommendations that could help the traders to better their already very developed system of trade.

1.5 Summary

The information amassed the initial observation stages in the Mitchells Plain Town Centre are crucial to the complete development of our project. To assess the living and trading conditions such as those in Mitchells Plain, the research of these previously discussed topics such as the informal economy itself, past attempts, and background of the Mitchells Plain marketplace has been critical. This in-depth, pre-project investigation has contributed to developing a wide base of fundamental knowledge central to the expansion of the potential reach of the project.

The hope for this project is to gather data in order to help the Cape Town government to better understand the situation and needs of the people living and working in certain township environments. The importance of expanding on the basic familiarity of the Mitchells Plain Town Centre as well as the informal vending business as a whole has been identified. This understanding has been carried over into the project site and has aided in the determination of the major problems facing the vendors, identifying and conveying the current trade activity and main concerns of the traders for the sponsor, and finally in the envisaging of a plan for prospective infrastructure enhancements.

In order to take advantage of the extensive research we have done, this background section has highlighted the points that will contribute the most to the project and will be considered as ways to approach the observation and data collection component of the project. The case studies have been considered as tools with which the basic methodology has been formed and by which the information is collected. We have found in these studies

that the conditions in these markets as a socio economic entity have not been improving due to gaps in information and lack of improvement plans and implementations. From this basic understanding of the informal market, the relationships therein, and a primary familiarity of the Mitchells Plain marketplace, we have compiled a number of tools. Using these methods both gathered from the above research as well as further inquiries into data collection practices we will be moving forward in the project and conducting a complete assessment of the informal marketplace.

Chapter 2: Methodology

The essential goal of this project was to serve as a communication medium between the informal township vendors and the government of Cape Town in the planning of possible improvements to the informal trading infrastructure. We worked to provide missing information and to make recommendations for the improvement of basic business practices, marketplace infrastructure and management.

We worked on this project with the Governance and Interface Directorate in Cape Town, South Africa from October 22, 2007 through December 14, 2007 ([Table 2.1](#)).

TASK	WEEK								
	Prep	1	2	3	4	5	6	7	
Evaluate Existing Economy	Evaluate Existing Economy								
On-site Interviews			Mapping of Vendor Stands						
On-site Mapping				Interview Traders					
Recommend Market Improvements						Map and interview final analysis			

Table 2.1: Timeline of Project

The project's goals pertaining to Mitchells Plain were met through a series of objectives as outlined below.

- Document the level and type of trading activity in the marketplace
- Observe current market infrastructure
- Analyse current management of waste removal, merchandise transportation and storage
- Propose improved infrastructure designs and management options

Our methodology is portrayed in [Figure 2.1](#). A good working background of the marketplace environment in Mitchells Plain was gained through the literature review, case studies, interviews and on-site observation. We proposed and evaluated options for possible management plans and infrastructure. Then we made recommendations to the Cape Town government on possible infrastructure ideas and management options. To document our research and recommendations this report contains four working databases and a report of basic recommendations for infrastructure improvements and managerial procedures ([Chapter 3: Current Conditions and Recommendations for Improvements to Mitchells Plain CBD](#)).

Methodology Flow Chart

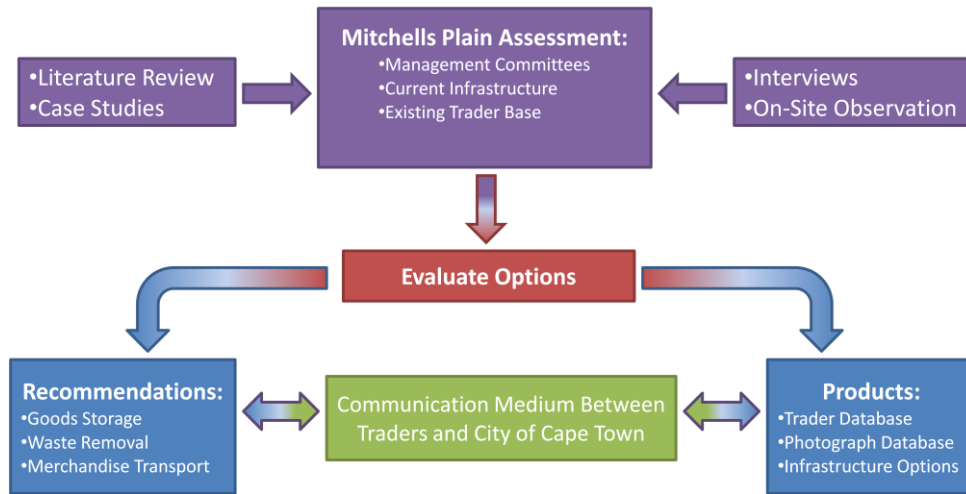


Figure 2.1: Project Methodology Outline

2.1 Assess Mitchells Plain's Current Informal Market

Our team had two main data collection methods; interviews and market walkthroughs. Both of these methods served well in determining the level and type of trading activity in the CBD of Mitchells Plain. These methods also provided a basis for recommendations for improvements to the marketplace. In order to assess the needs of the current informal sector the goals of the group were to interview business owners and governing bodies of Mitchells Plain and to observe the local market.

2.1.1 Interview of Mitchells Plain Governing Bodies

Mitchells Plain has two major governing bodies. The Mitchells Plain United Hawkers Forum and the Mitchells Plain Town Centre Steering Committee. We met with both of these entities to develop relationships with the leading traders of the market as well as to gain an in-depth understanding of the management of the informal traders.

The goal for interviewing the Mitchells Plain United Hawkers Forum (MPUHF) was to gain a management person's point-of-view on the current situation in the informal trading sector of the Mitchells Plain marketplace. We met with the MPUHF twice in order to gain a better understanding of the management of informal trading in Mitchells Plain and what improvements, in their opinion, would provide structure and a sense of safe, cohesive trade in the market.

The first meeting was held on Oct. 31, 2007 and its purpose was to meet the MPUHF. Of the 20 members in the MPUHF about 12 traders were in attendance. We asked the MPUHF to be our guide around the Mitchells Plain marketplace. It was helpful to have an influential and knowledgeable leader to introduce us to many of the informal traders around the market. These guides alleviated any insecurity the informal traders may have had as to our purpose for being in the market and gave us a helping hand in introducing and starting conversations with the traders.

The second meeting held on December 4, 2007 with the MPUHF was a more formal discussion. We presented our findings from our interviews and market walkthroughs and

then opened the floor up for discussion about the proposed infrastructure options and management ideas. The infrastructure options booklet we created was presented to the MPUHF and discussed. We considered all opinions and suggestions for improvements on the designs within the booklet. We also discussed with the MPUHF possible management of merchandise transportation and waste collection methods.

During these meetings we considered possible issues when speaking with the MPUHF such as the possibility of biased opinions and overly self-interested ideas. The opinions of the traders versus the transportation representatives and the management are all different; therefore, we needed to consider that the MPUHF consisted only of the informal trader management and their opinions were the only ones represented.

2.1.2 Market Visual Documentation

The Mitchells Plain marketplace is a constantly changing place for traders and customers alike. For this reason we documented existing infrastructure and business practices by taking digital photos during market walkthroughs in Mitchells Plain, St. George's Market and Cape Town Station Deck. We anticipated that these photographs would be useful in putting together a complete analysis of the current infrastructure and will also aid in identifying major areas for improvement within the marketplace.

These photos were used in the construction of the current conditions section of the city's report, the Infrastructure Options Database and the Infrastructure Booklet. The Structural database ([Appendix G](#)) provided an organized table of all possible forms of infrastructure that we encountered during our interviews, literature reviews, case studies and observations. This Database served as a good resource for our group and we anticipate it will serve well for the government because it is a collection of many different types of infrastructure. Our hope is that this database will continue to be developed as the marketplace continues to change.

The Infrastructure Booklet ([Appendix H](#)) included a variety of different ideas for future infrastructure as well as documented the existing infrastructure in Mitchells Plain. Many of the photographs and different options in the booklet came from other markets in and around Cape Town.

2.1.3 Individual Street Vendor Interviews

Interviews with local street vendors were a vital tool in analysing the marketplace. Interviewing business owners was a great way to gain first-hand information about the goods sold in the market, hours of operation and any suggestions for improvement to the market. The intended strategy for interviewing a local market vendor was to approach each person acknowledging his/her personal concerns. During the interview the interviewee was given the opportunity to voice concerns about their current situation. The goal was to gain information on business practices such as the ones listed here. A sample of the data collection form that was used in the field can be found in [Appendix B](#).

Vendor Interview Basic Information:

- business practices
- storage methods
- stand displays
- transportation of goods

Instead of asking these questions formally in a “question and answer” type conversation the procedure was to ask these questions less formally by directing the conversation through our responses to the vendors’ concerns. We prepared an Infrastructure Options Booklet to spark conversation about current market conditions and future infrastructure options. Traders were encouraged to make suggestions and recommendations on the designs. Our group conducted the four walkthroughs with a security officer. We interviewed different types of traders from all sections of the market. Our sample size was not predetermined; however, interviewing was terminated once we began receiving no new information from the traders. We did achieve our goal of interviewing traders from all sections of the market. We were able to cover all the squares and streets and interviewed a total of 72 traders.

As stated previously, the [Informal Business Survey Sheet](#) was filled out during each interview by one of us. The interview was then documented in the database ([Appendix E](#)). The opinions are categorized by topic and name. The topics by which they are categorized by are: storage, security, weather protection, management and waste control. This database will provide the team with an organized system to analyze the opinions gathered to gain an understanding of the most common feelings among the traders regarding each topic. The responses of each interviewee were reviewed and the most frequent responses were assembled into a single list.

2.1.4 Mapping Mitchells Plain’s Market

To collect data on the current market conditions we conducted five separate walkthroughs. Each of these covered four different sections of the market. The goal of each walkthrough was to gain an understanding of the general atmosphere of each area and document the distribution of different types of traders. The times and dates as well as the routes we followed for each specific walkthrough are below ([Figure 2.2](#)).

- 1:00pm:
 - Monday, October 29
 - Thursday, November 1
 - Friday, November 2
- 11:00am:
 - Thursday, November 8
- 12:00pm:
 - Thursday, November 15

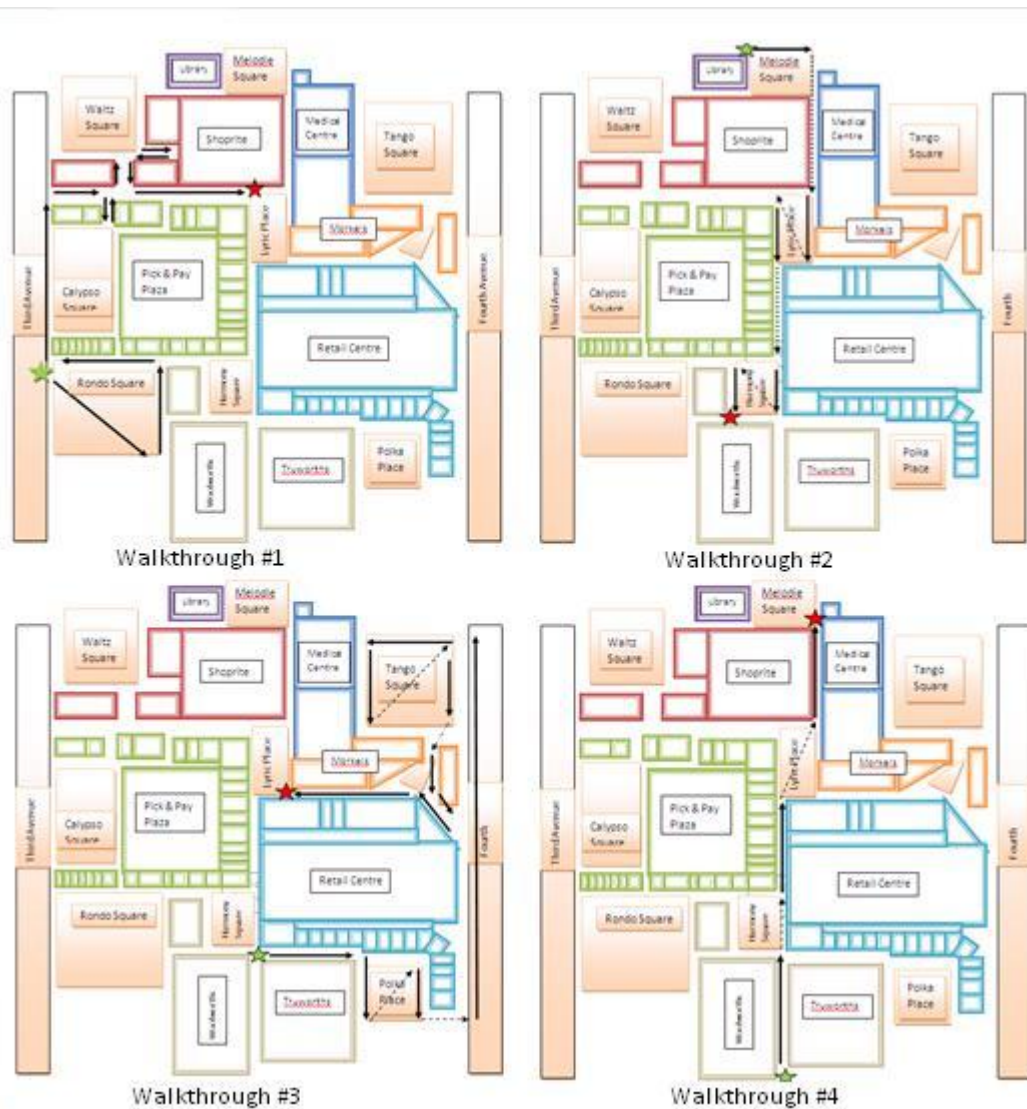


Figure 2.2: Market Walkthrough Diagrams

We worked in teams of two. One member surveyed the trading activity using a form for tallying the number of different types of traders ([Appendix C](#)). The information we gathered was then inputted into an excel worksheet ([Figure 2.3](#)).

Category	Subcategory	Rondo Square
<i>Perishables</i>	Fruits	
	Veg	
	Fruits & Veg	4
	Confections/baking	
	Fish	
<i>Other Foods</i>	Meat	
	Candy/Snacks	4

Figure 2.3: Market walkthrough trader count worksheet

These types of traders were then re-categorized into larger groupings and a new table gave a general idea of the trader distribution throughout the market ([Figure 2.4](#)).

Categories	Rondo	Calypso	Third	Waltz	Allegro	Melodie	Lyric	Sonata	Opera	Tango	Fourth	Polka	Harmony	Ramp	Bus Term	Symphony	Market Total
Produce	4	0	0	0	2	0	8	3	2	0	0	1	9	3	1	24	57
Other foods and perishables	7	0	4	0	7	0	5	2	6	0	1	4	13	6	6	9	70
Apparel and Accessories	16	1	8	0	27	0	15	20	16	0	3	5	29	11	0	8	159
Fabrics	0	0	2	0	13	0	3	0	0	0	1	0	12	2	0	4	37
Household Items/Hardware	2	0	0	0	2	0	1	1	1	0	7	1	3	2	0	0	20
Service (i.e. hair braiding)	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Miscellaneous	4	0	0	0	3	0	4	4	2	0	0	1	6	2	0	9	35
Total per zone	37	7	14	0	54	0	36	30	27	0	12	12	72	26	7	54	388
																Grand Total:	388

Figure 2.4: Market Survey Results

The second member of the team used a separate form to gather a general idea of where the traders were located within the shape of the zone. This worksheet ([Appendix D](#)) was then used to create a visual representation of the distribution in each of the zones. This along with information on the layout of each of the zones, the general environment, and a mapping of trader location were documented. As permission was granted we also used a camera to take pictures of the informal vendors in order to document stand structures and conditions.

We realize that the accuracy of the market counts may be compromised due to many factors such as weather, time of day, day of the week and the holiday season. However, the data and observations collected provided a clear breakdown of the market. This served as an integral part in evaluating the current informal economy and aided in the recommendations of more permanent structures.

2.2 Recommend Potential Infrastructure Improvements

Upon collecting all of the necessary information through interviews and on-site observation we were able to make suggestions for improvements to the informal sector in Mitchell's Plain. These improvements considered the opinions and suggestions from the interviewed vendors and the governing bodies of the market as well as all observational data collected to create maps of vendor stand locations.

The potential areas for improvement were in the storage and display of goods by the vendors through possible permanent and temporary infrastructure options. These options included the implementation of permanent stands, canopies, kiosks, or other less permanent storage-type infrastructure. Things to consider as we looked into possible infrastructure were the types of material used, the height and weight of the structure and the mobility and shelter that the structure would provide. As mentioned previously, a database ([Appendix G](#)) was constructed to compile all of the possible infrastructure options.

A point that we have to consider when recommending potential infrastructure is that each vendor sells something different in different quantities and varieties. Therefore the kiosk structures need to be able to adapt to the goods a specific trader may be selling. The challenge is in that the goal is to make the marketplace look uniform and cohesive but to also adapt to each individual trader's needs. The database provides a variety of options for possible infrastructure for the marketplace.

Another aspect of the potential infrastructure improvements is the improvement of the cargo traffic. This includes suggestions for the standardization of transport methods through

the marketplace. We looked into the management and design of the market carts. A database of current and future options for carts was produced ([Appendix F.4](#)).

2.3 Conclusion

The main purpose of this project was to provide market study data and make recommendations to the government of Cape Town on ways to improve the informal economy of Mitchells Plain. Not only do these recommendations impact the street vendors in the marketplace, they also improve the quality of life around the market involving crime, health issues and regulation. In order to make these recommendations, a set of tools were used to analyse the current economy. The above research and proposed methodology allowed us to combine efforts with the Cape Town government, the German Government and the VPUU Programme to reach out to the residents of Mitchells Plains in order to directly assess and address their needs as street vendors for the upgrading of the overall informal urban environment.

Chapter 3. Results and Analysis

The report entitled “Current Conditions and Recommendations for CBD of Mitchells Plain” serves as the results for this project and as an analysis of the Mitchells Plain market.



Current Conditions and Recommendations for Mitchells Plain CBD

October 22, 2007 – December 11, 2007

Submitted by:

Eileen Gribouski
Amanda Gurnon
Stephan Jakubowski
Gaelen Magee

Submitted to:

United Hawkers Forum of Mitchells Plain

Alistair Graham, Governance and Interface Directorate

December 11, 2007

Table of Contents

Chapter 1.0: Introduction	20
Chapter 2.0: Existing Conditions	21
2.1 Current Operations and Conditions in Mitchells Plain CBD.....	21
2.2 Issues within the Market	23
Chapter 3.0: Recommendations for Future Management	26
3.1 Infrastructure	26
3.1.1 The Basic Canopy	26
3.1.2 Accessory Options	27
3.2 Storage Recommendations.....	28
3.2.1 Uniform Storage Bins	28
3.2.2 Storage Facilities and the Process of Allocation.....	28
3.2.3 Management of Storage System	29
3.3 Waste Management	29
3.3.1 Separation of Waste	29
3.3.2 Collection and Disposal of Waste	30
3.3.3 Benefits.....	30
3.4 Recommendations for Improvements to Transport.....	31
3.4.1 The Management Plan	31
3.4.2 A New Trolley Option	32
3.4.3 Some Possible Issues	32
3.5 Overall Organization and Management Ideas	33
3.5.1 Mitchells Plain Wholesale Market.....	33
3.5.2 Square Organization	35
3.6 Recommendation Conclusions	35
Chapter 4.0: Town Centre Zone Descriptions	36
Mitchells Plain Town Centre	36
Rondo Square.....	38
Symphony Walk	40
Harmony Square	43
Lyric Place.....	45
Opera Square	46
Polka Place	48
Allegro Lane	49
Sonata Lane.....	51

Minute Lane	52
Station Ramp.....	54
Bus Terminal and Taxi Rank	56
Third Avenue and Calypso Square	58
Fourth Avenue	59

Chapter 1.0: Introduction

This report is a reflection of the work done by four US students from Worcester Polytechnic Institute (WPI) from October 22 through December 14, 2007 in Mitchells Plain. The purpose of this project is to contribute ideas for improvement of the informal trading economy in Mitchells Plain and to provide the City with a better idea of the opinions and needs of the vendors of the Town Centre. The current operating conditions affect the income and trading circumstances of those dependent on the market. A general understanding of the physical environment, operating situation and trader input was gathered to best address the concerns and needs of the traders in the market. Hopefully, this will ensure that the implementation of an infrastructure and management plan will provide a sustainable solution for the people of the Mitchells Plain informal trading market.

The City of Cape Town's Urban Renewal programmes have sparked major construction in the area. Over the past four years, the Town Centre has been overhauled and developed into a transportation interchange, with two taxi ranks and a bus terminal. This provides organized modes of transportation and an environment conducive to both formal and informal businesses. Another major aspect of the revival of the Town Centre was the construction of trading bays and a large square designated for trading. The popularity of the Town Centre and the convenience it provides has, however, meant that it is currently constricted and relatively unorganized. Most traders find the ground painted demarcations unworkable and have done their best to create their own space with makeshift stands and canopies.

To gather innovative ideas, we studied infrastructure options used in Cape Town and other cities, interviewed 72 Mitchells Plain traders, and collected field data through market walkthroughs. These interviews were conducted throughout the marketplace which included different types of traders in different locations and of different experience. Five Market walkthroughs established an analysis of the distribution of traders in the market. Further methodology is documented in the IQP entitled Informal Trading Infrastructure CBD, Mitchells Plain.

This report presents current market conditions and a set of recommendations for trade supporting structures and management options. First presented are issues identified in the initial observation and data collection stages. Next, a set of recommendations is put forth addressing such concerns as infrastructure, storage, transport, and waste management. Also included in the recommendation portion of this report are proposals for the management of a number of different aspects of the market. The final section gives a deeper understanding of the market's physical features, provides data on types of goods sold, presents our observations on market operations, and finally discusses interview highlights. These descriptive sections include one overview of the entire marketplace and one for each trading zone in the marketplace. Innovative ideas for management plans and structural options are a crucial first step in making the marketplace a more structured, profitable, safe, and aesthetically pleasing place to work and shop in. We hope that our ideas can be helpful in implementing means for market improvement, and most importantly for conveying and addressing the needs and wishes of the traders.

Chapter 2.0: Existing Conditions

2.1 Current Operations and Conditions in Mitchells Plain CBD

We focused on four major aspects of the marketplace in the central business district. These four aspects included the current trading infrastructure, waste management, goods transportation and storage. To gain information in these four areas we used the previously outlined methodology to conduct 72 interviews of informal traders. They commented on family ties and positioning within the marketplace as well as the years they have spent trading in Mitchells Plain. Currently, the informal traders are managed through combined efforts between the City of Cape Town and the Mitchells Plain United Hawkers Forum (MPUHF). The laws and regulations outlined by the City government for the informal traders call for a valid permit from the city as it is necessary for the allowance of informal trading on City property ([City of Cape Town, 2007](#)).

Many informal traders use temporary infrastructure similar to those pictured in [Figure 1](#). The structure is covered by a light canvas and constructed of steel rods, many of which are torn and rusty due to weather and natural wear and tear from the marketplace.



Figure 3: Typical trader stands in Mitchells Plain

Many traders take down their stand every night for fear that their stands, tarps and tables getting stolen. Other traders leave up the whole assembly at night and return to find their stands completely intact in the morning. Regular traders trade six days per week (Monday thru Saturday) from about 8am to 4pm. Some vendors trade no matter what the weather conditions may be. Many of these traders have waterproof tarps that they use to cover their stands while others do not trade during rainy days. Other vendors trade only during the festive seasons or the weekends.

Traders obtain their goods from a variety of different sources. Generally, traders buy their merchandise from markets outside of the CBD and then re-sell their goods in the marketplace. Generally the traders buy their goods from Bellville, Epping, Cape Town and Johannesburg markets. Bellville and Epping Markets are about 20km away from Mitchells Plain therefore the traders must pay for transport. Others buy their goods right in Mitchells Plain. The most common items re-sold to other traders in the marketplace are cigarettes and produce. The stands that re-sell goods to other traders are generally larger because of the nature of their business; they are required to have more goods in stock to resell to

clients who also have stands in the market place. These businesses usually leave their goods overnight in the market streets and squares which creates security and storage concerns.

Storing merchandise in Mitchells Plain is a complex aspect of the market that varies depending on the specific trader. Currently, traders store their goods in either their homes or another place within the CBD. If the traders transport their goods back and forth from home each day they either have their own car or they pay for transportation to and from the market. Businesses and individuals within the market place who provide storage to informal traders charge a fee of about R70 to R300 a month. Through interviews we found that there is a trusting relationship between these individuals or businesses and the individual traders ([Appendix E, Interview Reference 18](#)). Both parties rely on the other to be honest about holding their goods.

Other traders store their merchandise right in the market. It is not practical or, in most cases, possible for the large re-sell fruit and vegetable stands to transport their goods outside of the Mitchells Plain market each day.



Figure 4: Resell produce stands that store merchandise in the market

These stands opt to store their goods in the Town Centre and usually hire a watchman to provide security for the stand overnight. This type of security costs an average of R1400 per month. These stands create unnecessary space restraints through the streets and squares.

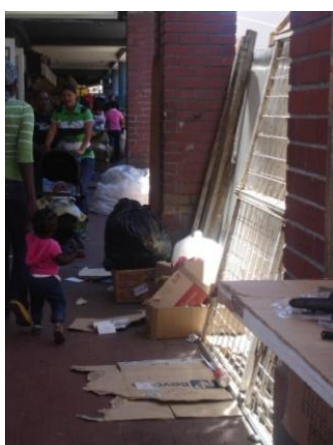


Figure 6: Garbage cluttering Symphony Lane

Instead of only using the space for daily trade, these stands use space for storage and subsequently create pedestrian traffic flow problems and waste build up issues.

Waste management is a new focus for the Mitchells Plain marketplace. Currently, there are

small green bins on many of the light posts and fences within the



Figure 5: Typical green trash bin

market ([Figure 3](#)). Civilians frequently use them because they are readily available. Much of the bulk trash from the informal traders themselves is put in large bins located at specific

locations and on the outskirts of the market. Neither the green bins nor the large bins provide separation of trash, compost and recyclables.

The majority of the produce waste is left in the streets and market squares. At the end of the day, the very poor and homeless walk through the market and pick up any produce that has been left. The largest produce trading section in Mitchells Plain is Symphony Lane. Here, the waste produced is excessive and leads to crowding in the walkways (Figure 4). The overwhelming presence of trash in the squares and streets forced the MPUHF to employ people to collect this trash in the morning and evening hours each day. Although this aspect of the market still needs further improvements the current solution provides a job for these people and promotes a cleaner place to trade in.

Merchandise transport to, from and within Mitchells Plain is an aspect that changes depending on the vendor, merchandise sold, location and mode of storage within or outside of the market. The majority of traders use trolleys to transport goods to and from their trading stand.



Figure 7: Common trolleys used for goods transportation

Trolleys are usually owned by the vendors themselves or the individual vendor hires a person to transport their goods for them each day. This may cost anywhere from R5 to R15 per trip. These goods are stored in cardboard boxes, crates or bags and are unpacked and packed up on a daily basis. The trolley transports goods from a storage space within the marketplace or from a car outside of the marketplace to the specific stand. The majority of the vendors that we spoke to who bring their merchandise home everyday use cars to transport their goods. On occasion we interviewed an individual that would walk from their home to the marketplace each day with their merchandise.

Many of the employed trolley operators transport goods within the market on a fairly regular schedule with an individual vendor all day. These people usually work for the fruit and vegetable re-sell stands that have satellite vendors or customers throughout the Mitchells Plain CBD and are usually paid R5 to R15 per load. These trolley operators work all day long and are moving in and out of the crowded streets in Mitchells Plain CBD constantly.

2.2 Issues within the Market

Major issues concerning Mitchells Plain CBD are centred around the informal trader infrastructure, storage, goods transportation and waste management. The issues are visible even in simple walkthroughs of the market area. Other issues have been brought up by the traders themselves. By asking additional questions, our group was able to focus on the trader and their issue.

In terms of infrastructure, the structures and stands consist mostly of steel framed structures, canopies made from canvas or tarps, and trading tiers made from crates or cardboard boxes. There are negative aspects to the current structures provided by the MPUHF. The foremost negative being that these structures do not provide adequate coverage for the vendor stands and the steel frames are easy to steal and rust within months. The network of these stands lacks regulation and thus is unorganized and jumbled. The demarcated zones for each trader along the lanes and in the market squares are marked in yellow paint. There is little adherence to these zoning efforts. To target commuters and shoppers traders arrange their goods to have the highest visibility possible. This sometimes means placing goods directly in the footpath. The 2m by 2m stand regulation is generally ignored consequently many of these stands extend well beyond their allotted section ([Figure 6](#)).



Figure 8: Stand larger than the allowed 2m x 2m dimensions

Another visible issue is storage availability, particularly pertaining produce stands. Many of these traders have extended their trading bays to store the produce that they cannot transport back and forth from home. Stacks of potatoes and other vegetables and fruit are stuffed into barely covered storage structures right in the market.



Figure 9: Produce stands accommodating for overnight storage

The large fruit and vegetable traders who store their goods at their stands overnight hire a watchman to provide security. This is a security issue as well as a business issue. The security issue is that these stands stay covered with a canopy during the night time hours, making it difficult to monitor the marketplace with the security cameras that are already in place. Business wise it is an inconvenience to have to pay for a watchman. Other traders who store their goods in the formal businesses around the CBD have to pay for storage space on a weekly basis.

Another issue we are focusing on in the marketplace is waste management. All of the fruit and vegetable stands create an excessive amount of waste each day as a result of rotting produce. The old produce is thrown into the streets and left to be picked up by counsel. Other waste such as cardboard boxes, flowers and clothing are also thrown into these bins along. Due to a lack of separation of waste, no recycling programs are currently in use. Other issues with the massive amount of waste produced by the market give way to pedestrian walking hazards, space issues and health concerns (Figure 8).



Figure 10: Obstructions to the walkway caused by waste

The final issue stemming from these infrastructure problems is the transportation of goods to their points of sale and back on a daily basis. Along with being wide, slow and heavy, the carts used are open resulting in goods frequently falling off. Many of the traders bring their merchandise in through the train station, and have to bring their goods down the ramp into the market, this is a safety risk given the amount of people present and the weight of the carts. This system of carts and trolleys in place now is not only relatively slow and ineffective, but also unsafe for the pedestrians in the market. The overall infrastructure including these structures, makeshift storage areas and bulky carts gives way to a jumbled and inefficient network of walkways. Beyond the issues pertaining to the physical carts other issues include problems with regulation of where these trolleys are allowed and at what times during the day they can be used. If these trolleys are owned by individual traders they are usually locked up and stored right next to the individual's stand. This extends the space used by the stand and inhibits walkways within the market.

Chapter 3.0: Recommendations for Future Management

With the help of the traders in the market, the MPUHF, and the Mitchells Plain Steering committee, our team developed the following recommendations in the areas of infrastructure, waste management, merchandise storage and goods transportation.

3.1 Infrastructure

3.1.1 The Basic Canopy

In consideration of infrastructure options we focused on two main types of traders: the fruit and vegetable traders and the goods traders. Each of these trader groups has specific needs to address that cannot be accommodated by a single simple type of infrastructure. With this stated all of the traders agreed that a common canopy would improve the market's look and provide shelter from sun, wind and rain.

We recommend a combination of the three different canopy options shown below as the ideal infrastructure option for a marketplace canopy.



Figure 11: Permanent, galvanized steel framed canopy



Figure 10: Drop down dividers



Figure 11: Canopy Cover and Personalized sign

The first canopy is permanently attached to the ground and covers the entire width of a lane or section of a square. Many traders chose this particular canopy because of its simplicity. Their major concern was that the canvas could be stolen at night. These particular canopies can be shared by at least four 2m by 2m vendors. In order to provide people with a sense of ownership we propose that council rents the space underneath these canopies to the traders in the marketplace.

The second canopy option is similar to the first but it has sides that can be closed when it rains or is extremely windy. During an interview with Neilah located in Lyric Square ([Appendix E, Interview ID #8](#)) she suggested that we make divisions with the canvas right inside the structure. This would alleviate territorial issues people may have underneath a shared canopy. Dividers could be made from the same type of see-through plastic material that is used in this canopy design. Another divider suggestion is to use the chicken wire common to many of the stands to prevent items from being stolen and to create spaces for hanging merchandise. We suggested this idea to traders during our interviews and many of them agreed that physical divisions would be a great way to regulate trading spaces.

The final canopy provides shelter from the elements and display sections for goods along each post. This would be an excellent way to provide shelter and an aesthetically pleasing way to display the merchandise of a vendor. Many vendors commented positively on the sign that displays the name of the stand in this photograph. Providing signs for stand

and vendor names would encourage a sense of ownership and pride throughout the marketplace.

3.1.2 Accessory Options

The basic canopy coverage is an option that would be used by all of the vendors in the market. Other options for infrastructure include display structures to be used by a variety of vendors depending on what they sell. Fruit and vegetable traders would benefit particularly well from a stand that has a sturdy, durable, tiered design. The display option chosen by many of the traders is much too large for the allotted four square meters therefore it would need to be reduced.



Figure 12: Tiered Display Option with Wheels

Despite the size, there are many positive features that this particular design embodies. The stand is on wheels making it easy to roll to a storage area or lock up against a wall for nighttime security. The bottom half of the display also rolls underneath the top half in order to make the stand more compact. We recommend that this display be given metal sides and a locking device to provide secure storage for goods. These set-ups could then be pushed away into a storage facility, locked and left overnight. Many of the fruit and vegetable traders such as Abdul ([Appendix E, Interview Reference #2](#)) and Andre ([Appendix E, Interview Reference #62](#)) were excited about the prospect of trading off of actual display stands instead of the usual infrastructure consisting of boxes, crates and plywood.

Other accessory options that many of the traders felt they would benefit from are peg boards and wall bins. The peg boards would be especially helpful on 4th street where many of the hardware sellers nail their merchandise to the brick walls along the street.

Instead of having to nail their merchandise to the walls traders would be able to use the peg boards to hang their products. The wall bins are a good option for traders because they allow for organization of goods but also easy storage and possibly transportation of merchandise as well.



Figure 13: Peg Board Display Option



Figure 14: Display Wall Bins

3.2 Storage Recommendations

Taking observational insights as well as input from the traders we have formulated a set of recommendations surrounding the overwhelming issue of storage. These proposals take both the storage facilities and individual storage spaces into consideration, while also incorporating some overall management and operations aspects.

3.2.1 Uniform Storage Bins

To provide a base for a new storage system, we begin recommendations on an individual scale. The first of such suggestions is the provision of uniform storage bins to the traders.

- These storage bins could be made of steel for increased security and simplified cleaning.
- The compartments would need to include wheels for portability as well as a lock for added security. The wheels on the bins allow them to be wheeled off to these designated storage locations.
- Easy movement of the bins in the event that emergency vehicles need access to the area would provide for a much safer market environment.
- Many vendors interviewed indicated that communal storage would result in increased thefts and security problems. The provision of individual bins could potentially solve this issue, while still taking advantage of the convenience a few large communal storage facilities offers.
- These bins of one common size or a few varied sizes depending on the type of vendor, could contribute improvements in the ease of movement as well as stack ability/storability so to fully take advantage of the limited available storage space.
- The compartments could be incorporated into the stand being given to the traders providing a solution to not only storage and security, but also the option for extra display space.

Incorporating these ideas with the transportation recommendations further along in the report could significantly reduce traffic flow issues as well.

3.2.2 Storage Facilities and the Process of Allocation

Taking into account different trader concerns regarding the distances travelled to store their stock, we first suggest that all traders be provided with storage space within the

marketplace: more particularly storage space that is close to the stand of the trader. The idea of creating and allocating storage space around the marketplace not only provides traders with the space itself, but also may aid in reducing the traffic flow problems during opening and closing hours. Incorporated into the design, these facilities could work along with the uniform storage bins dimension wise, so that optimal use of space can be achieved. Some suggested locations for such facilities include:

- Dead space to the left at the top of the Station Ramp.
- Unused storage space under the bridge.
- Double some of the new trading bays as rentable storage space.
- Provide large steel container in the centre of Lyric Place (or other dead space) during slower seasons.

3.2.3 Management of Storage System

These ideas for implementation of uniform storage bins and facilities cannot work effectively without some kind of comprehensive action and management plan. There are a number of different ways the operation of such a system can be run including:

- By a separate contracted business entity.
- By hired employees run by counsel.
- By a cooperative of traders themselves.

Involved in running a Storage system are a number of processes. These Include:

- Collection of rental fees from traders.
- Scheduling of stock movement to and from facilities
- Coordination of movement of goods in and out of facilities, in accordance to specific trader schedules
- Management of long term storage as opposed to nightly storage.
- Possible partnership between this storage entity and a goods transport/trolley business.

The incorporation of these ideas along with the allocation and even construction of more storage facilities in the Town Centre Market could not only relieve the need of the traders for onsite stockroom area, but also alleviate a number of other issues that are impeding the market from achieving its full potential.

3.3 Waste Management

We propose an option which can build upon and improve the current waste management system based on ideas sparked by our interviews which takes three main subjects into consideration; separation, collection and disposal.

3.3.1 Separation of Waste

One option suitable for the marketplace is the separation of waste. This system would involve the separation of waste into three categories:

- compost
- recycling
- garbage

The division could be accomplished in various ways including:

- Placement of different colored bins around the market place, each different colour designating a different type of waste.
- These bins (Figure 15) could also be provided in a smaller size to each vendor.



Figure 15: Peg Board Display Option

3.3.2 Collection and Disposal of Waste

There are a number of different options for the collection of this waste including a model similar to that in place now with the addition of the separation aspect, and the second is a recommendation for a

group of collection employees.

- The gathering of bins set out at the start of the day at certain points throughout the day. This idea is similar to the system already in place that is run by counsel.
- The second recommendation regards hiring collections employee to take the separate bins through the market at scheduled times throughout the day. The organization would cut down on the potential traffic problems caused by conducting the process at the end of the day. Also, this pre-organization and regulation of what is put in the bins could prevent employees from having to further sort the garbage.

The different type of waste collected could then be brought to their designated areas. Waste would continue to be removed from designated areas, at scheduled times by the City. This would still be taken to landfills. Recycled waste could be brought to a recycling plant. The recycling plant pays people for bringing recycled waste to them, and thus creating an incentive for the community of informal traders and the collection employees to recycle. The Imperial Primary School close by the Town Centre has a garden which could benefit from the fertile soil produced by compost. This site could be used as an example for community gardens to use the massive amounts of compost the market is capable of producing.

3.3.3 Benefits

The separation of waste within the market place would help to provide a cleaner environment as well as contribute towards the economy, environment and community. Many of the traders we interviewed, particularly the fruit and vegetable traders were enthusiastic about the idea of separating the waste and starting a recycling and composting program. Another concern expressed by many people among the market place is that the waste is not always picked up and the bins overflow causing a health and safety hazard. The application of the collection management system would alleviate this problem. Ideally, the people collecting the waste would work throughout the day ensuring the marketplace remains clean. If all of these ideas are implemented, the market place will be much cleaner and healthier for the traders and their customers.

3.4 Recommendations for Improvements to Transport

The best way to improve the transportation aspect of the market is through a management plan that works in conjunction with other market improvements, such as waste management and storage. Creating and implementing a management plan for transportation in the marketplace will: improve traffic flow, open up space in the market lanes and squares, and create job opportunities.

3.4.1 The Management Plan

Our management plan is similar to the methods used by the Somalian people in the Town Centre. The management plan is broken down into two sections: management of operators and management of trolleys.

The Transportation Management Plan:

- Management of Operators:
 - Form an entity to employ people to push the trolleys though the marketplace from designated storage and drop-off areas to vendor stands.
 - Employ a sufficient number of operators for peak hours of transportation.
- Management of Trolleys:
 - Give the operators walkway friendly trolleys for them to use and take care of.
 - Use a comprehensive schedule catered to the traders' hours of operation.

Managing the trolley operators is the basis of the business plan. Without oversight of who operates the trolleys, no organization or regulations can be put in place. People would need to be employed to push the trolleys around for the vendors. The trolley traffic flow could be easily organized so that operators use the most efficient route to the traders stand. A set of documentable starting and ending points for trolley routes could be created, this would allow for a more detailed understanding of the trolley traffic flow in the marketplace. Since these operators would be pushing the trolleys, it would be easy to regulate the trolley traffic flow and optimize pedestrian traffic flow.

Trolley management is where most of the marketplace improvement from the management plan will occur. By putting the operators in charge of the trolleys, marketplace conditions will greatly improve. Upon creation of the operator jobs, the operators will be given their own trolleys to use in the marketplace. This will greatly impact many aspects of the traffic and space problems. The first aspect it will address is the number of trolleys. If the operators are the only people with trolleys, the number of trolleys in the marketplace will be greatly reduced. This will create more space in the marketplace as well as make the marketplace appear less cluttered and dirty.

The second aspect is trolley design. By providing the operators with trolleys to use, you allow for the use of a standardized efficient trolley design to be used in the marketplace. Since the number of trolleys that would be needed is now a controlled low number, implementing and distributing a new trolley design is a practical and logical step. Using a standardized trolley design would eliminate the pedestrian traffic problems associated with inefficient trolleys, and make the marketplace look more organized and professional. Through discussion with the vendors about the trolleys, both the problems and the benefits

of the current trolley designs became apparent. There is no design currently in the marketplace that does not cause unnecessary traffic problems. Therefore, we believe a new design is needed to maximize the efficiency of trolleys in the marketplace and make traffic flow smoother.

3.4.2 A New Trolley Option



Figure 16: Trolley Base



Figure 17: Six Wheeled Trolley Option



Figure 18: Caged Trolley

The new trolley combines the beneficial aspects of the various trolley types to allow for the most efficient design possible. The long but narrow design of the shelved trolley is used as the base for this new trolley. The three sets of wheels are taken from the flatbed trolley, and combined with the metal sides of the tall trolley to create what is believed to be the optimal trolley for the marketplace. The trolley will be narrow enough to be used in any walkway without causing traffic flow problems, but will long enough to ensure that most of the vendors will be able to fit all their goods on the trolley. The wheels will ensure that the trolley is steadily balanced and can handle any weight applied to it. The wheel system also allows for the trolleys to pass over uneven ground without becoming stuck. The metal sides ensure that no items fall off the trolley during transport and that the trolley is secure enough to be used as a storage device. Shelves in the trolley will enable trolleys to be loaded quicker as carefully stacking boxes is no longer necessary. One of the long sides of the trolley will open via a simple vertical door with lockable positions on the top and sides of the door. A door on the top of the trolley will also be necessary to allow for any goods that are oddly shaped.

We acknowledge that one trolley design will not be suitable for every vendor in the marketplace. By making the trolleys that are suitable for most vendors, we know the trolley will be very efficient. Some vendors will have too many goods to fit onto one trolley. In this case instead of making the trolley so large that everybody could use it, we suggest using multiple trolleys.

3.4.3 Some Possible Issues

The interview results revealed that most of the vendors arrive at their stands to begin trading around 9am, and conclude their trading day around 4 or 5pm. Due to the high number of vendors arriving and departing during these times, and the lower numbers at other times, it is clear that more trolley operators would be needed during peak transportation times. During the non-peak hours, some of the trolley operators could be reutilized for waste management and market upkeep.

3.5 Overall Organization and Management Ideas

3.5.1 Mitchells Plain Wholesale Market

Based on various observations as well as interviews, the idea of the creation and implementation of a wholesale building in the Town Centre was formulated. This idea would influence many people, and thus must be carefully considered. The first group affected is the traders in the Town Centre who currently purchase from wholesalers in other town markets (Bellville, Epping, and Cape Town). The second population is those who provide wholesale services in the marketplace. Although the business of this second group will be influenced, they will also be provided with an opportunity to formalize and enrich their current informal wholesale business.

- 1) Wholesale Station
 - a. Building
 - i. Sales Floor
 - ii. Loading/Off-loading areas (truck access)
 - iii. Storage rooms
 - iv. Refrigeration
 - v. Management/Office facilities
- 2) Wholesale Operations Management
 - a. New formal business
 - b. Sale to traders
 - c. Potential for wholesale satellite

This wholesale market would involve a physical structure for the housing of a large scale produce vending coop and an office for management of the business. We suggest that this wholesale market be located in Calypso Square. Currently the majority of activity here is vehicular transport and parking. Calypso Square is ideal for a wholesale market because it already has two existing loading areas.

3.5.1.1 Benefits

A number of benefits would result from the creation of such a market near, if not within, the boundaries of the Town Centre. These include:

- The reduction of transportation costs
- Storage availability
- Minimizes waste produced
- Job opportunities

Having a wholesaler on-site would eliminate the transportation costs involved in purchasing outside of the market. Currently produce vendors travel a considerable distance, most commonly to Epping Market, using hired transport for multiple trips. This onsite market could cut out the middle-man, simply leaving the necessity of a trolley service. Multiple trips using trolleys to transport the produce from cars to stands would be reduced.

Secondly, the traders would have the opportunity to buy less because the transport costs are cut and the wholesale items would hopefully be cheaper for regular, local wholesalers. This would help vendors to comply with the regulation 2x2 meter stand area. This incentive to only buy the stock to be sold in a given day helps to alleviate the great need for storage space as well. Any remaining need for nightly storage could be dealt with using the nearby storage space in the wholesale building at some rental fee. Given that refrigeration and storage of goods would be provided within the wholesale marketplace the on-site storage of goods within the Town Centre would be eliminated along with the need for a night time watchman.

Another benefit to having this option would reduce the amount of rotting fruit and vegetables at the end of each working day and each week. Buying less produce daily instead of buying in bulk at the beginning of each week would reduce the produce's contact with the elements. Those left over at the end of the day could also be stored in the building facilities.

3.5.1.2 Opportunity for Formalization

Many informal traders currently participate as wholesalers to other traders in the market. We propose that these traders be identified and asked if they would like to participate in formalizing and managing a wholesale business. The creation of this business would provide an opportunity for informal wholesale traders to move into a formal business. The presence of a large scale operation would also create job opportunities for people in the market and around Mitchells Plain.

3.5.1.3 Market Cooperatives

The wholesale business along with the previously proposed business of trolley management could work as cooperative businesses. This would be ideal because the trolleys would be needed to bring goods to and from the wholesale building and the trader's stands.

Along with the cooperation of the trolley management system with that of the wholesale business, could be the cooperation with the waste management system. Some of the trolley runners could be employed to collect and separate waste throughout the market place. This cooperation would help to minimize conflict among different businesses or groups as well as keep the management and running of the marketplace structured and well organized.

3.5.1.4 Possible Locations

We have looked into different location criteria that would provide for an optimal space for this Wholesale Market. Calypso square has a number of these characteristics including:

- Loading and Off-loading areas
- Large vehicle access
- Considerable area
- A street does not have to be crossed to transport goods.
- Close Proximity for trollies

Currently this square serves as parking space that could be relocated. It also is home to little trading activity.

3.5.2 Square Organization

To assist in the simplicity of waste collection, one trader had a particularly useful suggestion regarding the allocation of the traders in Rondo Square. This particular trader suggested all of the vendors selling perishable items be allocated the spots surrounding the square (on the outskirts) and all of the retail (soft goods) traders be given the middle. This would facilitate the delivery of produce from the wholesale business as well as collection of waste from the fruit and vegetable traders. This could also serve as a non-biased way to aid in allocating trading areas.

3.6 Recommendation Conclusions

The use of a combination of the recommendations provided in this report could potentially result in an aesthetically pleasing, comfortable, and efficient marketplace. The implementation of some more permanent infrastructure solely catered to trading activity as well as the execution of some aspects of the outlined management plans would hopefully help the Town Centre to reach a sustainable point of growth and prosperity. A final conclusion drawn from interviewing the informal traders is that they truly deserve such a marketplace.

Chapter 4.0: Town Centre Zone Descriptions

Mitchells Plain Town Centre

The Town Centre is a trading hub in the township of Mitchells Plain. The Town Centre promotes a large amount of informal trade supplementing the formal trading already occurring.

Physical Description:

The Town Centre consists of two sections, the new market square and an older section comprised of pedestrian only lanes and squares (Figure 19). These are lined by buildings with retail and service shops on the ground floor and above which are other businesses or flats. The main two market squares are Harmony Square and Lyric Place. A large retail centre, a Shoprite and a Pick & Pay plaza are also major contributors to the market economy. There are thirteen zones housing informal businesses that are considered in this research process.

- Rondo Square
- Symphony Walk
- Harmony Square
- Lyric Place
- Opera Square
- Polka Place
- Allegro Lane
- Sonata Lane
- Minute Lane
- Station Ramp
- Bus Terminal and Taxi Rank
- Third Avenue and Calypso
- Fourth Avenue

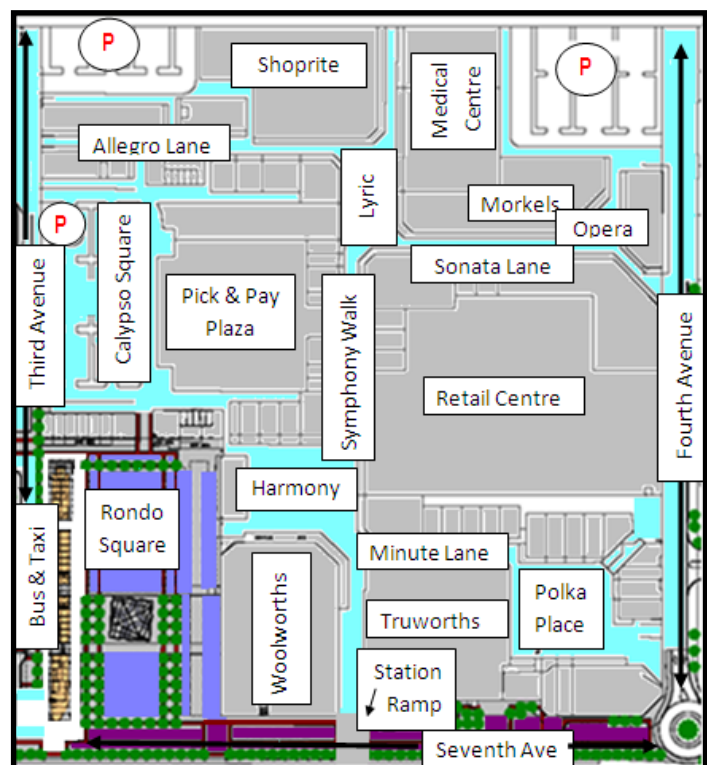


Figure 19: Labeled Aerial View of MP Market : light blue=old town centre, light purple=new square, dark purple=seventh ave. construction.

Each zone will be described individually, including a physical description (where it is located, surroundings, adjacent zones, etc.), current trader location, type of goods sold distribution, general observations, and insight from traders as to current operations, concerns and improvement ideas.

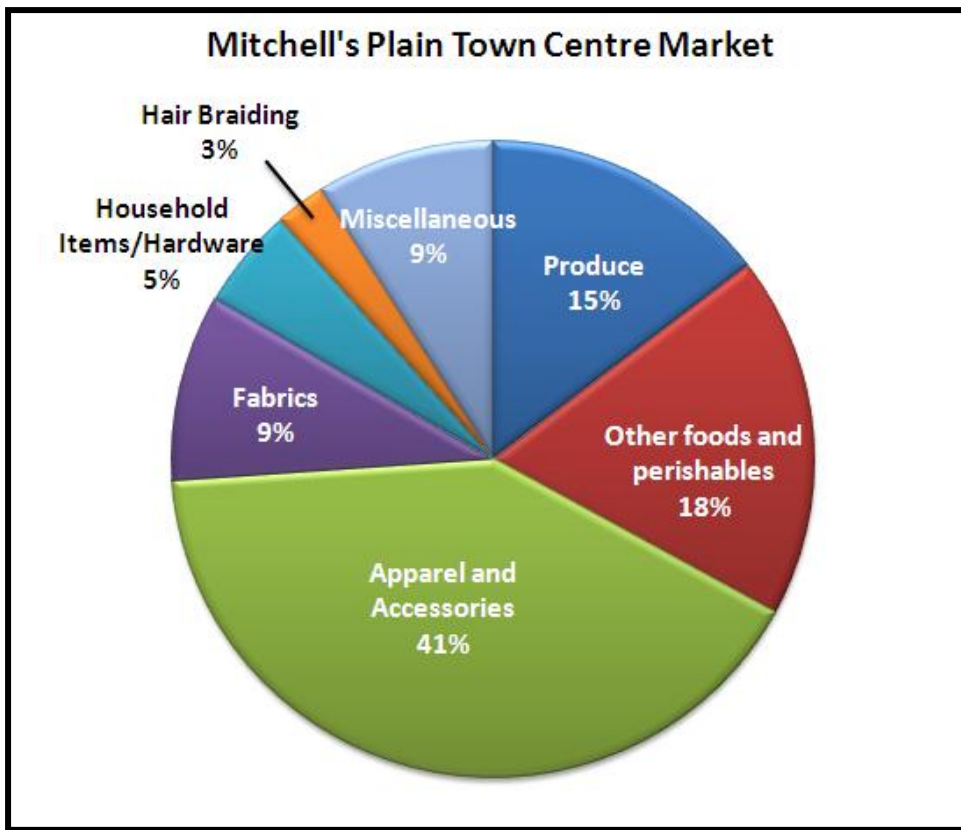


Figure 20: Vendor Type Distribution (Entire Market)

Trading Activity:

The busiest parts of the market are Symphony Walk, Harmony Square, Lyric Place, Allegro Lane, Sonata Lane, and the ramp leading to the railway station. In these zones most traders disregard the ground painted demarcations and have created their own spaces using makeshift stands and canopies. Besides these active locations, there is a number of other zones supporting trading activity. Throughout the marketplace informal traders locate along walls and lanes in the busy centers throughout the market.



Rondo Square

Physical Description:

Rondo Square ([Figure 19, light purple](#)) is the new market square constructed with the interchange upgrade. This main trading area has yet to be occupied by the traders now crowding the older Town Centre areas. The main route from the interchange to Rondo is through walkways between or around the four administrative buildings. Adjacent to Rondo Square is the Pick & Pay Plaza, Harmony Square (through a small walkway), the old Woolworths building, and an outlet of the large Retail Centre. Seventh Ave. will branch off Rondo Square once its construction is complete. Rondo Square has been designated as an informal trading area by the renewal planners.

The new construction includes:

- Stone paving demarcations of trading areas
- Covered square (Figure 21)
- Uncovered trading square
- One covered trading lane
- Building with rolling-grill trading bays (far ahead in Figure 21)
- Covered area with infrastructure for fish trading
- Playground
- Administrative buildings A,B,C &D)



Figure 21: Covered Market Square
(view from building B)

Each trading area and designated pedestrian walkways are demarcated by brick paving; darker being trading stand areas and lighter the lanes. Small trees dot the open area and the futuristic playground, designed by primary school students of the area, functions as the centre piece.



Figure 22: Rondo Square- Uncovered Trading Square and Playground

Current Trader Location:

Traders line two of the sides of the square, meeting at the inner most corner. In Figure 22 this corner is straight ahead. Vendors presently occupy the covered sections against and facing the old Woolworths building. The other major trading location is the walkway

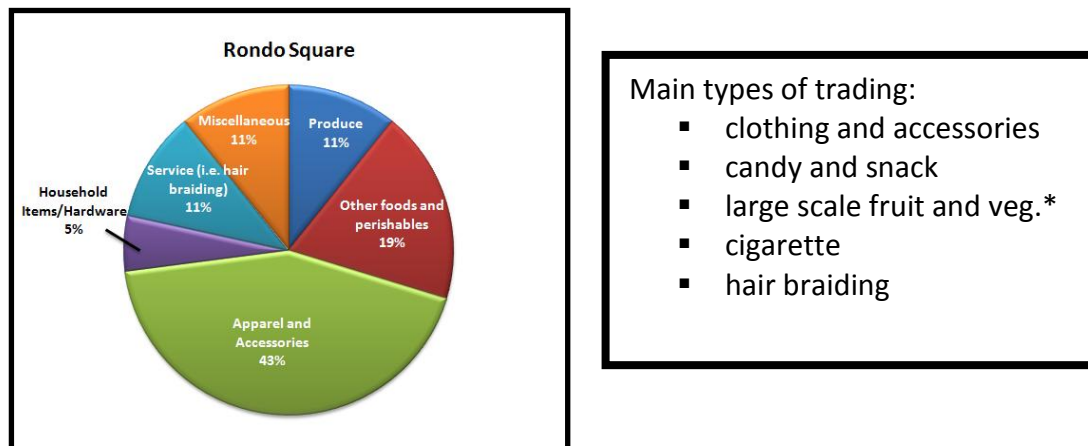


Figure 23: Vendor Type Distribution (Rondo Square)

between the covered square and the formal shops attached to the P&P plaza. Because the allocation of the new trading demarcations has not begun, the majority of the large square (Figure 21) is used for pedestrian movement. The hope is to eventually have these trading areas occupied by deserving and productive traders.



Figure 24: Rondo Lane and covered trading lane facing Woolworths Building



Figure 25: Other Rondo Trading Lane along covered square

Observations:

- Trading areas have not been allocated, thus trading activity here has declined.
- Atmosphere is not cramped or crowded: traders are relatively spread out.
- The newly developed, unoccupied square now serves as a massive pedestrian walkway.
- Public toilets in administrative buildings B and C are a cause for high pedestrian traffic flow to and from the area.
- Two main fruit and veg. Vendors in Rondo Lane have large amounts of stock, potentially to sell wholesale. These entities may have satellite stands throughout the market and hold a monopoly in produce.

Interview Highlights:

Traders said the following about conducting business in Rondo Square:

Existing Conditions:

- The majority of produce traders buy wholesale from Epping market.
- Some resell goods to others in the market.
- Most retail traders take goods home at night.
- Some leave their stock onsite with watchmen.
- Only one that was interview uses a storeroom.
- Some give rotting produce to the less fortunate or otherwise throw in a waste bin.

Future:

- No one wants to move.
- It will get too crowded with traders in the new squares.
- There will not be as much business when traders are placed in the new demarcations.
- Need wind, rain, and sun protection other than large hanger type cover now over part of the square.
- Many like the display options in the booklet as well as the first two, permanent canopy structures of galvanized steel and durable nylon cover.

Symphony Walk

Physical Description:

Symphony Walk splits the market into two halves. There are three sections of the long walkway. The first part (1) stems off the inactive Melodie Square and leads into Lyric Place. The second (2) and busiest section leads to Harmony Square from Lyric. The last piece (3) is a ramp up to the Station Centre from Harmony. This portion is the zone titled “the Station Ramp” and will have its own descriptive section in this report. Symphony Walk runs the length of the market other than the space taken up by the squares. To accommodate the large amount of pedestrian movement the lane is relatively wide. It provides access to many points of the market; namely the two large squares and a number of formal businesses. Symphony has developed the reputation as the overall busiest part of the market.



Figure 26: Symphony Overhang Storage



Figure 27: Symphony Walk Main Walkway

Trader Location and Activity:

1. Between Melodie and Lyric there is little trading activity; traders are scattered along the edges of the lane.
 - Most occupy the spaces against the walls or shops under the permanent overhang.
2. The second section is deemed the most active trading spot in the entire Town Centre.
 - Currently the traders are situated in three lines along the lane:
 - Large vegetable traders down the centre of the walkway.
 - Backing up to these on one side of the lane is a variety of soft goods traders using the space under the overhang as a walkway in front of their stands.
 - On the other side vendors, many of them large fruit and vegetable sellers, set up against the shops and under the overhang facing the other strip down the middle.
3. The third section is titled the Station Ramp and will be covered later in this report.

Observations:

Busy Environment:

- The atmosphere is lively and it is an ideal place to shop and conduct business.
- Traffic flow is a definite issue.
- Though steady flow of pedestrian traffic is good for business, it can also impede some of the common selling, storing, and

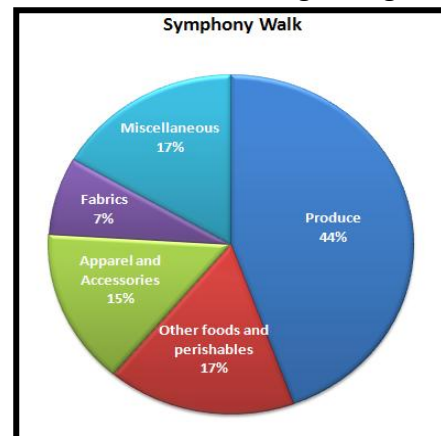


Figure 28: Vendor Type Distribution (Symphony Walk)

- moving practices the traders need to run a business.
- There are two main walkways that run the length of section two of Symphony Walk
 - They are crowded the majority of the day
 - One is covered by the overhang and one not.
 - The uncovered walkway down the center is sheltered at points with tarps and canvas tied by ropes. This makes for interesting walking, or “ducking” under high wind conditions.
 - Under these canopies, especially with the large fruit and vegetable traders, crates and boxes sometimes covered with long planks line the walkways.
- There are few and cluttered throughways perpendicular to the walkway to reach the businesses on the opposite side.
- The walkways are cramped width wise as well as from above in some areas.
- When a customer stops to buy goods, it may cause major backups.
- Storage is definitely an issue in this busy area of the market.

- The traders store their vegetables along the sides, under the overhang, and surrounding their stands (Figure 26) making walking during peak hours difficult.
- The storage of produce onsite restricts space and makes moving the goods and waste difficult. It is common for goods to fall from the bulky trolleys and cause even more traffic issues.

Operation:

- Large monopolies do exist in Symphony Walk, mainly in the fruit and vegetable selling business.
 - These are usually run by large families or cooperatives.
 - Even though the overall count of “stand structures” for produce vending is around twenty-four, in reality this large number is run by five or so owners.
- Most have been working in the market and specifically in Symphony Walk for decades and have impressive operating systems.

Interview Highlights:

Existing Conditions:

- Most retailers take their merchandise home at night, but some still rent storerooms in the market
- Many leave goods with night watchmen: the produce traders in the area collectively pay three or four individuals to provide this service nightly, but there have been problems with this system (some theft by the watchmen themselves).
- Many groups of large stands are owned by single families.
- Some give the less fortunate their rotting food at the end of each day.

Future:

- Would like protection from the weather
- The majority does not want to move because they believe it will result in a loss of business; currently there is an enormously high pedestrian flow through area.
- Most like their own set ups, but also like idea of storage in a tier design.
- There is concern about canopies being stolen and the resulting lack of weather protection.



Figure 29: Symphony Walk Fruit and Veg. Stand (view from Harmony)

Harmony Square



Figure 30: Centre of Harmony Square (view from Station Ramp)

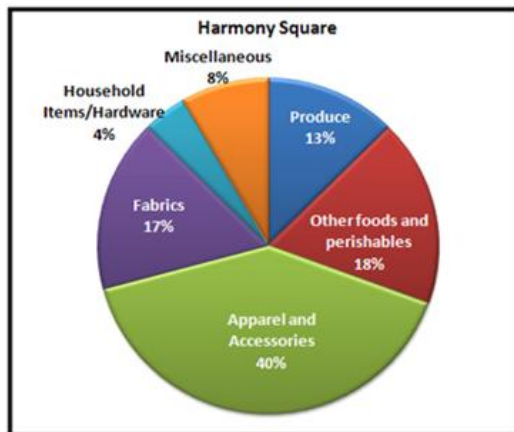
- A tiered brick rise in the middle.
- Benches and garbage receptacles scattered at one side of the square.
- A number of trees.

Trader Location:

Traders occupy all four sides, though the concentration is higher in different areas. There are some in the center of the square, spreading out their stock on the ground around the tiered brick bench (Figure 30). From both walkways leading from Rondo Square, traders extend into the square along the sides. Some use the formal building overhang and some set up in the open facing these. Along the closest side parallel to Rondo Square there are fewer traders and some of the stands selling goods are additions to the formal wholesalers. Where Symphony meets Harmony the concentration is greater. On this side traders line up in rows creating two walkways taking advantage of the traffic flow. The walkways can be considered a continuation of Symphony. This then feeds into the Station Ramp.



Figure 31: Harmony Square (view from Symphony Lane)



- Main types of trading:**
- Some produce
 - Clothing
 - Accessories
 - Shoes
 - Fabrics
 - Candy/Snack
 - Take-Away

Figure 32: Vendor Type Distribution (Harmony Square)

Observations:

- Being close to the modes of transportation and also connecting to many different important parts of the market (Symphony Walk, Station Ramp, Minute Lane) it is a busy part of the Town Centre.
- Trading is concentrated around the major traffic flow areas (en route to/from Symphony and the Station Ramp).
- Use of self-made canopies is wide spread ([Figure 31](#)).
- There is a wide range of merchandise sold (reference “Main types of trading”).
- Stands in the busiest areas are of considerable size; particularly the retail vendor stands closer to the Station Ramp.
- There is a racial rift. Those who do not have stands are mostly of Zimbabwean nationality in this particular square.

Interview Highlights:

Existing Conditions:

- Most bring their stock home at night while some rent storerooms in the town centre.
- Fruit and Veg.
 - Most leave goods with hired night-watchmen.
 - Most buy produce wholesale from Epping Market or in Cape Town
- Many traders buy from others in the marketplace and from businesses with the best deals.
- Many pay for and make use of the neighborhood watch system.
 - Concerned with theft and the lack of security guards effectiveness.

Future:

- Some would like to move while others want to stay.
- Fruit and vegetable traders need their own style stands.
- They all want a canopy; however, the consensus is that a shared one would not work without conflicts.
 - Shared canopies could work with dropdown dividers.

- Many prefer the permanent canopy options in the interview booklet; they would like permanent/strong canopies.
- Some soft good traders would like more hanging ideas to be considered.
- A few like plastic bins for display as well as tiers for display (depending on type of goods).

Lyric Place



Figure 33: Lyric Place

Physical Description:

Lyric Place is another square with a large amount of trading activity. The zone is rectangular and feeds off of Symphony Lane at two points; first from Symphony section (1) from Melodie and then section (2) to Harmony. Two other outlets are Allegro Lane and Sonata Lane. It is surrounded by formal businesses (see Figure 32). There is no existing trading infrastructure in the square, aside from some permanent overhangs created by the formal business storefronts.

Trader Location:

At the start of the festive season, Lyric Place began filling in with traders, but there are still portions that are relatively sparse. Starting with the section stemming off of Symphony Lane (1), there are a few traders using the overhang and lining the outside of the square. Towards Sonata the activity picks up and two different trading lanes develop where a number of retailers take advantage of pedestrian flow. The side leading from Allegro Lane to Symphony is concentrated (2). This walkway is covered by makeshift canopies (right side of Figure

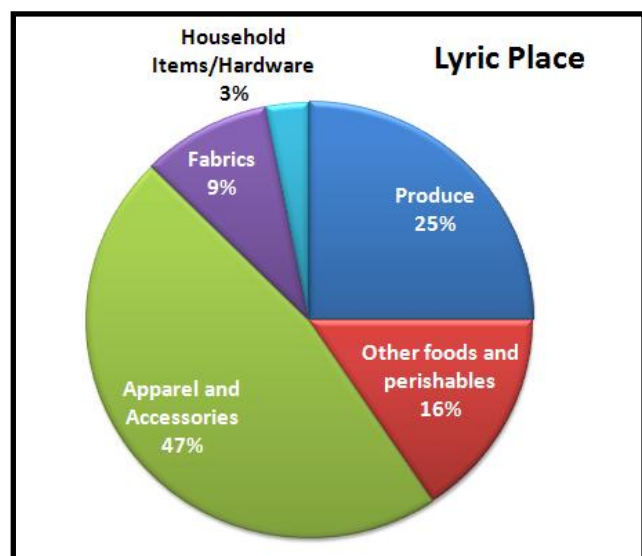


Figure 34: Vendor Distribution (Lyric Place)

32), and despite a higher number of traders, remains relatively empty. The side stemming from Symphony (2) and leading to Sonata has a number of informal traders using the overhang. At the centre of the square there are few traders. This space is occupied by bare structures, waste, and waste bins (Figure 35).

Observations:

- Though Lyric Place is good sized, trading activity at this time seems less than its potential.
- The unused structures scattered throughout are an unattractive addition.
 - These structures are possibly used by the seasonal traders.
- Lack of organization
- The low canopies set up near where the square meets Allegro Lane make for difficult walking. One must duck under a few ropes and tarps to get through.



Figure 35: Lyric Square (unoccupied structure)

Interview Highlights:

Existing Conditions:

- Fruit and vegetable traders put waste in bins. One says he'd be willing to contribute to a compost/recycling program.
- One produce vendor collapses awnings to close in area for secure storage space.
- One trader interviewed sells wholesale to others in the market. He buys his goods at a farm in Darhouw.

Future:

- All interviewed do not want to move.
 - Some say that the people set up right in front of the formal businesses should be the ones to move.
- All traders interviewed in this zone like the tier ideas.
- Lyric traders also want some type of wind protection
 - If a shared canopy, some drop down dividers would be necessary.

Opera Square

Physical Description:

Opera square is a small, triangular market area. At each apex is an outlet to different areas. In Figure 35 to the right is a small lane outlet to Fourth Avenue. To the left, unseen in Figure 35, is another outlet leading to Tango Square.* Surrounding this informal trading zone are, again, a number of larger formal



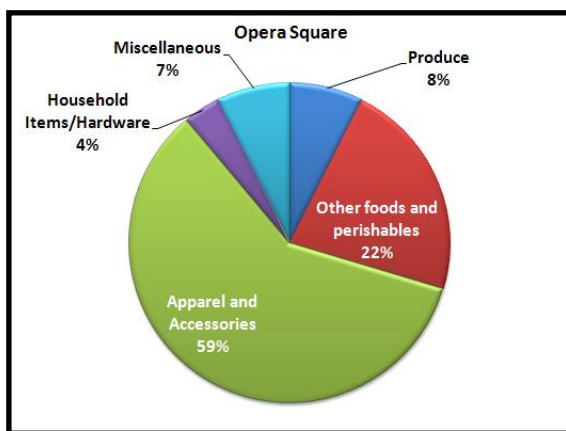
Figure 36: Opera Square (view from Sonata Lane)

businesses and wholesalers. These structures also provide cover with permanent overhangs.

**Both of these sections, which are occupied by traders, are included in the overall distribution of types of traders for Opera.*

Trader Location:

Traders in Opera Square line all three sides, some spaces of which are occupied by formal extensions of shops in the permanent buildings. All sides are covered by overhangs. In the centre of the square (Figure 36) traders are set up in a triangle consistent with the shape of the square. Traders also set up along the two outlets (one to Fourth Ave. and one to Tango). Most of those in the walkway leading to Fourth are covered. One large fruit and vegetable trader makes up the trading activity in the other lane.



- Main types of trading:
- Bags
 - Clothing
 - Accessories
 - Miscellaneous
 - Electronics

Figure 37: Vendor Type Distribution (Opera Square)

Observations:

- Physical area is small; however, Opera Square boasts a good amount of trading activity and is set up relatively efficiently.
- The majority of traders in the actual triangle area sell much of the same products.
 - There are a few sellers of snacks and food goods, but the majority sell soft-good products.
- Because this zone is on the edge of the Town Centre there is a feeling of less security and there are more loiterers in the sections nearest Fourth Ave.

Interview Highlights:

Existing Conditions:

- Everyone interviewed stores in the town centre; some in formal businesses others rent space in storerooms.
- Similarly, all those interviewed use trolleys to transport goods to and from their trading location.
- Most use some kind of canopy protection from the elements.
- Most obtain merchandise from Bellville or Cape Town while others buy small things from stores or obtain goods from Jo'berg.

Future:

- Need extra protection from rain (larger canopy).
- Most wouldn't mind being moved because it is too crowded where they are now, however, a few do want to stay due to customer loyalty.
- Some are interested in the idea of in-market wholesalers depending on the prices involved.
- Almost all traders interviewed liked the tiered display option and everyone wants a canopy (particularly a strong one).
- Many liked the idea of "chicken wire" or wire mesh siding for security and display purposes.

Polka Place



Figure 38: Polka Place

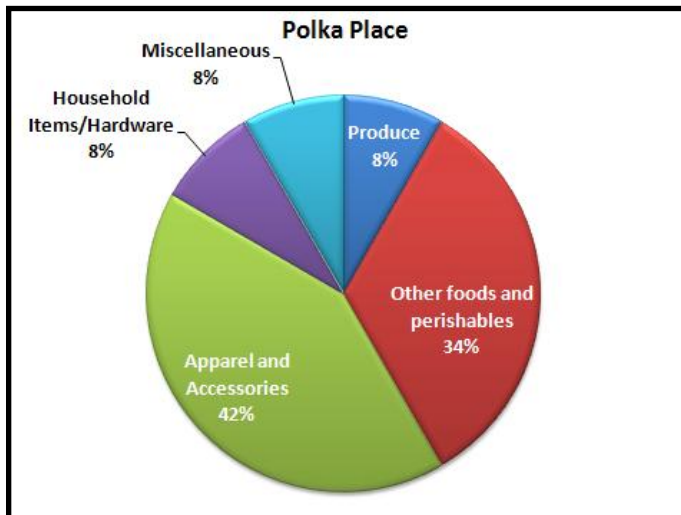
Physical Description:

Polka Place is a large square primarily used for parking. Around its edges are sidewalks extending out from the existing structures. The zone is surrounded by two story structures, the ground floor used for formal businesses and most of the upper floor spaces are flats. The overhang provides cover (Figure 38) to the areas around the square. Minute is the lane leading from the centre to Polka. The Square also has a direct outlet to Fourth Ave. for vehicle traffic. The third outlet is a pedestrianized lane under the second floor of one structure also leading to Fourth Ave.*

**The traders in this small lane are included in the overall distribution of type of traders for Polka.*

Trader Location:

Polka Place is home to few informal traders. They occupy one side of the square and the pedestrianized lane leading to Fourth. This pathway is an extension of Minute Lane. There is one line of traders facing the formal businesses. In the pedestrian lane the traders are against the formal businesses.



- Main types of trading:
- Accessories
 - Miscellaneous
 - Electronics
 - Shoes
 - Candy/Snacks

Figure 39: Vendor Type Distribution (Polka Place)

Observations:

- The majority of Polka is used for formal business and parking. Though there are other stands on different sides of the square, these are overflow from the formal businesses.
- This square, along with Minute Lane, are two of the least busy parts of the market. Thus, demand is lower in the area and it is a less popular spot for the informal vendors.
- Being on the outskirts, close to Fourth Ave., Polka feels less secure and loiterers are present immediately beyond the zone.

Interview Highlights:

- Would like more convenient storage; some use a rented storeroom, another has no storage.
- Would like more permanent canopy: One trader interviewed takes down canopy every night.
- Everyone interviewed is concerned with costs because of the lack of business.
- Want extra security. One trader is willing to pay extra.
- Likes tiers, as well as canopy that would close and be secure at night.

Allegro Lane

Physical Description:



Allegro Lane directly connects Third Avenue to Lyric Place and is lined by formal businesses. There are two smaller outlets from Allegro.* One connects it to Calypso Square and another leads to the Shoprite loading area/Waltz Square. Allegro is relatively long and wide. The sides are covered by permanent overhangs attached to the buildings above (Figure 40)

**These two small outlets are included in the overall distribution of type of traders for Sonata Lane.*

Figure 40: Allegro Lane (view from Third Ave. end)

Trader Location:

Traders in Allegro lane are mostly found lining the edges. One side houses informal traders directly against the formal businesses while the other uses this space as a walkway. Most are situated between the columns supporting the structures above (Figure 40).

Because of this situation the walkway is less cramped than some of the busier lanes. The

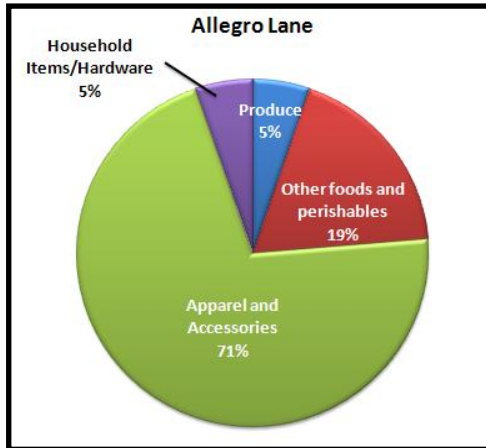


Figure 41: Vendor Type Distribution (Allegro Lane)

entire length of the lane has two walkways; one down the center and one other under the overhang. As the lane moves closer to the main square, Lyric Place, the stands become densely

concentrated. The

two outlets discussed above also house traders on both sides.

Main types of trading:

- Accessories
- Toys
- Electronics
- Shoes
- Fabrics
- Candy/Snacks

Observations:

- Allegro Lane is a busier lanes, mainly because it is a direct link from the busy Third Ave. to Lyric Place.
- There are a large number of foreign sellers in this lane, the main group being Somalian in nationality.
 - Quite a few of the vendors are connected either by direct family relation or friendship: stand set ups are similar, stands are closely situated, amount of interaction is high, etc.
 - There is definitely a variety of attitudes towards these vendors. This observation is not limited to just Allegro Lane, but it is indeed a prevalent aspect.
- The lane is relatively dirty compared to most others. There is a significant amount of waste build-up in the storm drains.

Interview Highlights:

Existing Conditions:

- Most rent space in storerooms around the market.
- There are varied opinions on safety and security.
 - One trader says there is a neighborhood watch and feels safe.
 - Another says no neighborhood watch and there is currently lots of theft.
- Many traders use extra cover in rain and when the sun falls on their stands even though many are partially protected by the overhangs.
- Traders purchase goods from: Cape Town, Bellville, Epping, Town Centre

Future:

- All liked the canopies, particularly the permanent options.
- Many also like tiers and permanent structures.
- Many are ok with moving because they believe business is better towards Rondo.

Sonata Lane

Physical Description:

Sonata Lane is lined by formal businesses and two story structures with overhangs. It is a long walkway from Lyric Place ([Figure 33](#)) to Opera Square ([Figure 42](#)). There is one short outlet leading to the Retail Centre.



Figure 42: Sonata Lane Main Walkway



Figure 43: Sonata Lane Main Walkway (view from Lyric)

**Traders located here are included in the Sonata Lane distribution of goods types.*

Trader Location:

Sonata Lane constantly contains trading. Traders mostly line both sides of the stretch. They have stands either against the formal shops or pushed out slightly so they can sit behind them.

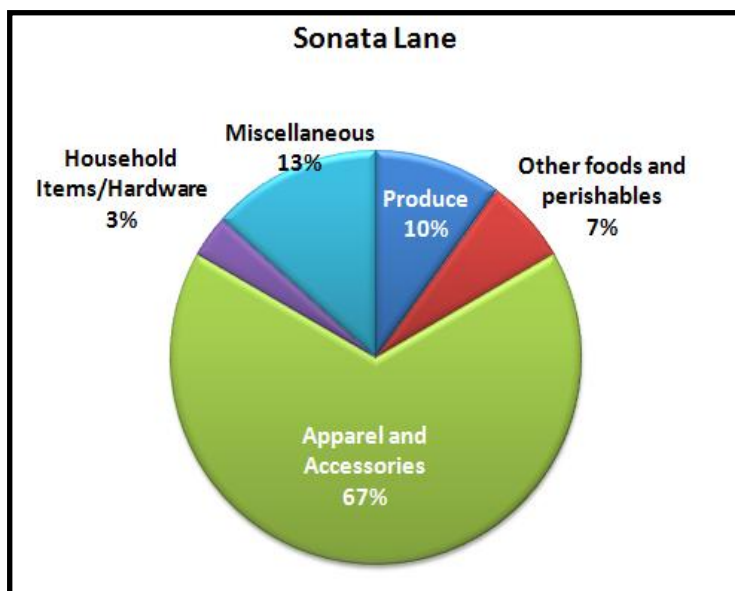


Figure 44: Vendor Type Distribution (Sonata Lane)

- Main types of trading:**

 - Accessories
 - Bags
 - Convenience
 - Electronics
 - Fabrics
 - Candy/Snacks
 - Produce
 - Cigarettes

Observations:

- Sonata is busy market and is cramped in parts. This may be due to it being narrower than other lanes like Allegro and Symphony.
- The types of goods sold do vary greatly throughout the lane. The types commonly sold in Opera remain consistent for a distance into Sonata.

Interview Highlights:

Existing Conditions:

- Some interviewed store in a storeroom, one takes goods home, another leaves goods with watchman.
- Most informal retailers interviewed buy from Cape Town and Bellville, one from Winis Supermarket.
- One vendor does sell wholesale to other traders.
- Some give away rotting produce or put waste in bins.
- One states that it is not fair that festive season traders crowd their market while they work hard all year long.

Future:

- Many liked some permanent canopy ideas and others liked a few of the other permanent structures.
- Something to hold sunglasses would be appreciated.
- A few liked the umbrellas.
- A few liked the tier display option, while one did not like it.
- Traders expressed various statements of a need for better/more security in the area.
- One vendor mentioned better sun shade. Some currently use extra canopy for that and rain.
- There is a mixed opinion regarding moving; most want to stay due to a lack of business in new area.

Minute Lane

Physical Description:

Despite being shorter, Minute Lane is similar to Sonata Lane. The pathway leads from Harmony Square out to Polka Place. Building overhangs cover the walkways of the sides. The width of the lane leaves plenty of space for these [\(Figure 45\)](#). A formal business prevents the lane from opening directly into Polka Place, so there is a slight turn that leads into the square [\(Figure 38\)](#).

Trader Location:

Minute Lane pedestrian traffic is less than that of other lanes and thus it attracts less vendors. Some



Figure 45: Minute Lane

traders take advantage of the overhangs provided by the formal business buildings, but most are set up away from the buildings to also provide walkway space (Figure 44). There is some adherence to the painted demarcations and stand sizes on this lane. Because there are fewer traders, it is possible this is made easier from the lack of competition.

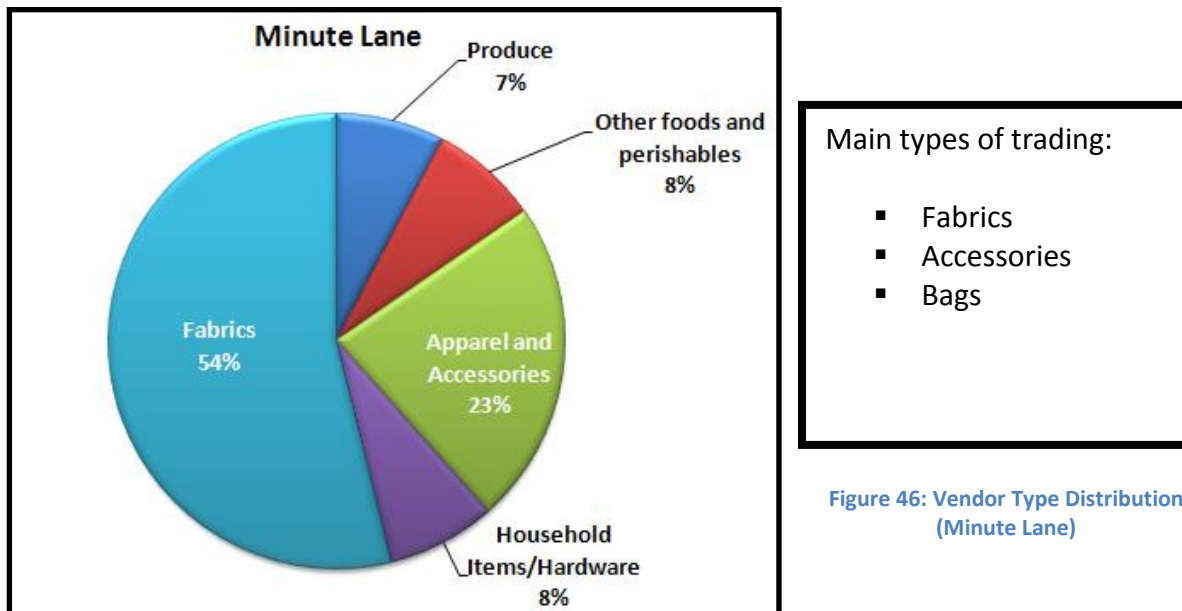


Figure 46: Vendor Type Distribution (Minute Lane)

Observations:

- Minute Lane, lacks variety in good types sold, but has a unique diversity of informal vending participants.
- This lane is clean and well kept.
- It does connect to one of the least busy (Polka Place) areas of the Town Centre; therefore, it is clear why there is little traffic flow and less business.

Interview Highlights:

- Two Store goods in a store room.
- One leaves fruit and vegetables at night but takes canopy down.
- Two buy in Bellville (one every day), another buys wholesale in the market.
- Mixed feelings about moving.
- Two liked the permanent canopy frame, some want hanging options, one liked tiers.
- One likes permanent stands and does not want to share a canopy.

Station Ramp



Figure 47: Station Ramp (view from bottom)

Physical Description:

The station ramp is located off Harmony Square and is a continuation of Symphony Walk. One end of the Station Ramp is a three-way intersection with the Harmony Square and Minute Lane. This end of the ramp is covered (Figure 47)*. The ramp leads up to a large retail mall and railway station. One side has a set of stairs that lead from the top of the ramp to Seventh Ave. and a path that leads back to the intersection. The other side of the ramp is lined with formal businesses. The business-lined side provides an overhang covering a portion of the ramp. Upon leveling out, the ramp turns into an uncovered bridge extending over Seventh Ave. to the station building. This concrete bridge has low concrete walls that shield the vendors from some of the wind, but not all.

**The traders in this section are included in the trading type distribution for the Station Ramp*



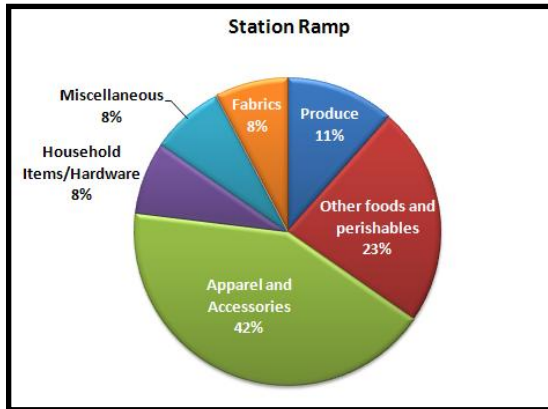
Figure 48: Station Ramp (view from top)



Figure 49: Station Ramp (incline)

Trader Location:

Traders line both sides of the Station Ramp. Similarly, traders on the bridge occupy both sides using steel frame structures. Traders at the bottom of the ramp utilize the covered area and portion of the ramp leading to Harmony Square.



- Main types of trading:
- Accessories
 - Clothing
 - Baked goods
 - Produce

Figure 50: Vendor Type Distribution (Station Ramp)

Observations:

- The Station Ramp is an integral part of the transportation interchange. It brings a large amount of pedestrian traffic from the railway station to the market. From the market the commuters move to and from various destinations (i.e. taxi rank, bus terminal, various retail centres, bridge, etc.)
- The high amount of traffic flow makes a prime location for their occupation for larger informal businesses to make a considerable income.
- There is a certain level of danger regarding the use of trolleys and the overall movement of goods to and from stands on and above the ramp.
- There is a space at the top of the ramp to the left that is currently unoccupied/used for waste. This could provide a space for storage.

Interview Highlights:

Existing Conditions:

- Most traders interviewed on the ramp store goods in rented storerooms or somewhere else in the Town Centre. One leaves their goods with a watchman.
- Some buy from Bellville, others from other traders in the market.

Future:

- Security concerns were expressed with new structures being stolen.
- Many use extra protection in rain. One needs sun shade because of materials fading.
- Some traders are ok moving, but many would like to stay because large amount of pedestrian traffic and business by their stands during rush hours.
- Various traders like the peg board display option as well as the canopies, particularly the basic canopy frame.
- Some traders liked the tiers and others would like more hanging options.

Bus Terminal and Taxi Rank

The City of Cape Town opted to upgrade the major transport interchange and marketplace, viewing it as a point where urban renewal could impact many Cape Flats residents. The two major pieces of construction included the creation of an integrated bus and taxi system feeding off of the already existing rail station.

Physical and operational Aspects:

The construction of the taxi rank and bus terminal primarily consisted of:

- paving of access roads and terminal roads themselves
- brick paving of pedestrian walkways
- construction of steel hanger type structures for traveller and vehicle shelter.

Also included in the new interchange:

- Administrative booths
- sleeping policemen
- fences zoning off the parking area for taxis at rest
- trees

The Bus Terminal ([Figure 51](#)) runs on a consistent schedule and is privately run by Golden Arrow. The Taxi Rank ([Figure 52](#)) is run by a cooperative of independent, privately owned minivan taxi services. Taxis enter at one side and proceed to their designated bay, which is marked according to its destination. Here the passengers are queued along the walkways and loading areas until the taxi is full and can exit the rank.



Figure 51: Bus Terminal



Figure 52: Taxi Rank

Trader Location:

Traders are sporadically located throughout the Taxi Rank and Bus Terminal. Some also operate on foot (these are not counted in the overall distribution). The largest concentration of vendors is located along a main footpath near the Bus Terminal entrance (Figure 53). Others set up at random points either in the ranks themselves, on the ramp to the bridge, or out beyond the two terminals in the dirt parking lots. These traders are also variable. Because there are so few, it is easier to notice when they are not present.

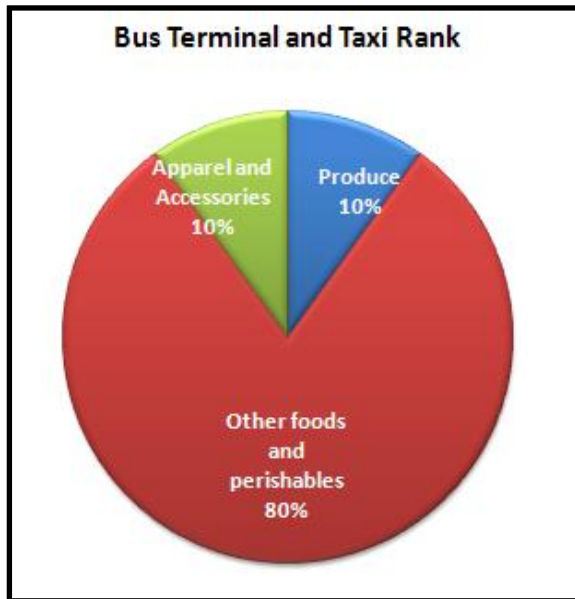


Figure 53: (Above) Bus Terminal Trading

Figure 54: Vendor Type Distribution (Bus and Taxi)

Observations:

- Because the taxi and bus business are industries themselves, they keep informal vending surrounding them quite regulated so that it does not interfere with their trade.
- Some traders making business in these zones seem to do pretty well placed in high traffic areas.
- The vendors farther from the highly pedestrianized areas seem to be less successful in their endeavors, though they do take advantage of the taxi drop off area from the Promenade. (The unpedestrianized section of Seventh Ave. where taxis also exit the rank).

Interview Highlights:

Existing Conditions:

- Fruit and Veg trader interviewed buys wholesale in Epping Market.
- Miscellaneous traders buy merchandise and cigarettes from other stores in the Town Centre.
- One vendor said she is used to and likes the use of her boxes/crates for display.

Future:

- Some like the tier option and one permanent structure option if more windows for display were added.
- Most wouldn't mind moving into the newly developed trading areas.

Third Avenue and Calypso Square

Physical Description:

Third Avenue is a vehicular traffic route from beyond Waltz Square to the Bus Terminal and beside the Taxi Rank where it outlets into Seventh Ave. Traffic flows both ways until it reaches the interchange. Third Avenue and Calypso are grouped together because Third Ave. runs alongside Calypso Square, which also serves as a parking lot ([Figure 54](#)).



Figure 54: Third Ave. and Calypso (view from Bus Terminal)

Trader Location:

Since Calypso is primarily a parking lot, there are few vendors. The majority of stands are set up on a median between the sidewalk of Third and the Calypso Square parking lot. Hair braiders are the primary vendors in the lot. Others are scattered, but the majority of trading occurs on the one sidewalk strip.

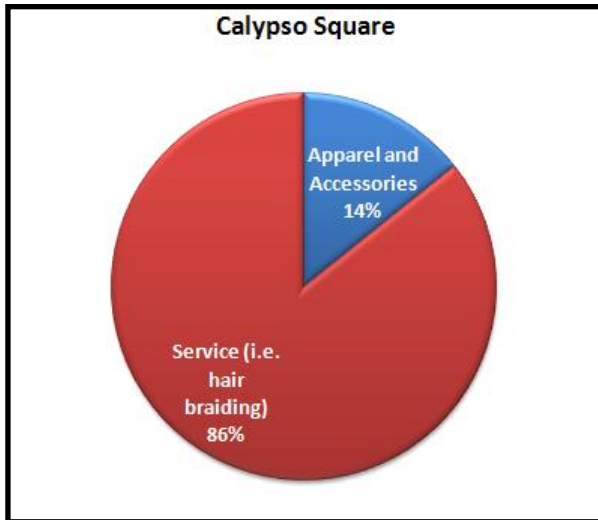


Figure 55: Vendor Type Distribution (Calypso Square)

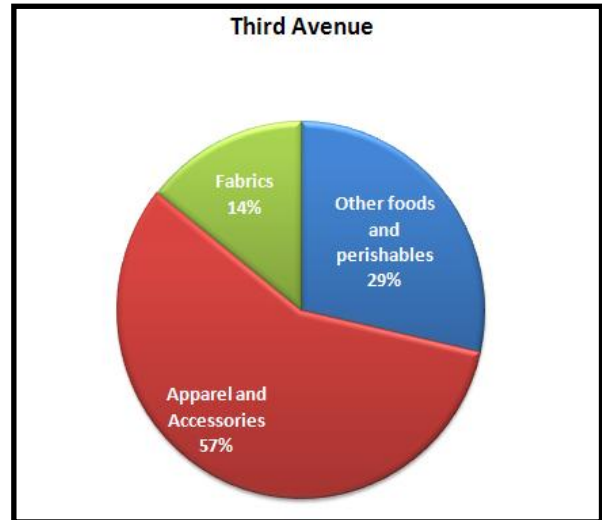


Figure 56: Vendor Type Distribution (Third Ave.)

Observations:

- Because traffic is low in this area, business is relatively slow.
- Buses often stop right in front of the traders along Third so visibility to those travelling the Avenue is cut down.
- The area is therefore a less popular spot to do business and thus there are fewer traders making for little or no space issues.
- The traders in the square are lined up upon one of the medians; all hair braiders.
- A few traders along Third are closer to the market square and have relatively large stands for the selling of good sized bags.
- This is an area where fighting has been observed. This could possibly be due to the competition between similar vendor types or a battle for position closest to the flow of traffic.

Interview Highlights:

- The trader interviewed stores his goods in a store room and buys from Cape Town and Bellville in bulk.
- Would like better security and weather protection.

Fourth Avenue

Physical Description:

Fourth Ave. runs parallel to Third Avenue on the opposite side of the Town Centre. This two way road leads from elsewhere in Mitchells Plain to a rotary connecting it to the recently designated pedestrian only Seventh Avenue. Both sides have pedestrian sidewalks. The sidewalk opposite the Town Centre separates Fourth Ave.



Figure 57: Fourth Avenue (Town Centre side) Page | 59

from parking lots. Towards the rotary a taxi rank is being constructed currently. The space currently utilized as a temporary taxi rank is to be a stone paved designated trading area. Designating Seventh Avenue as a pedestrian only area is meant to contribute more trading spaces.

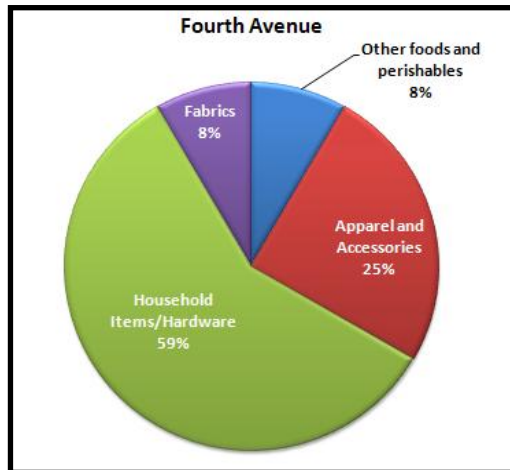


Figure 58: Vendor Type Distribution (Fourth Avenue)

Trader Location:

Traders along the wall between Fourth Ave. and the Town Centre were counted in the vendor type distribution (Figure 57). The traders not included are those along the opposite side of Fourth Ave. and the new traders surrounding the temporary taxi rank.

- Main types of trading:
- Candy
 - Snacks
 - Sunglasses
 - Produce

Observations:

- The traders along the sidewalk set up against the brick wall and utilize nails set in the wall for hanging.
 - These vendors (mostly hardware sellers) set up on tables on either side of the sidewalk.
 - Closer to Opera Square there are more soft-goods traders.
- There is nothing blocking the vendors from the road, so travelers in vehicles and pedestrians moving from the lots to the market make up a large amount of the customers.
- Because this zone is on the outskirts there is a definite fall in the level of security.

Interview Highlights:

- Some obtain stock from Cape Town and Bellville.
 - Transportation costs are high.
- Committee collects waste during the day.
- Need protection from wind and other weather (currently these traders do not have canopies).

***Waltz, Melodie, and Tango Squares are not included in this analysis and overall distribution of vendor type breakdown because there were no trading activities in these areas at the time of observation.*

Chapter 4: Summary

Implementation of the recommendations that we have put forth in this report would result in an increasingly functional marketplace. Initially, issues were determined in the overall conditions and management operations. We then formulated solutions for implementation in the Mitchells Plain CBD.

The main purpose of this project was to provide market study data and to collect a perspective on the market through the experiences of the traders themselves to help in recommending to the government of Cape Town ways to improve the informal economy in this Town Centre. The data and opinions gathered in both the interviews and walkthroughs proved useful in making informed decisions on what options would best benefit the traders and overall well-being of the Mitchells Plain Marketplace. We ultimately proposed improvements in four main areas concerning infrastructure options, waste management, merchandise transportation and storage in hopes that the City of Cape Town can use them in the best interest of all those affected by the implementation of such infrastructure and management plans.

Works Cited

- Chen, Martha A.; Jhabvala, Renana; and Lund, Frances. (2001). Supporting Workers in the Informal Economy: A Policy Framework. WIEGO.org. Retrieved September 8, 2007, from <http://www.wiego.org/papers/policypaper.pdf>
- City of Cape Town. (2007). *Informal trading by-law draft 11*. Unpublished manuscript. Retrieved September 16, 2007, from http://web.capetown.gov.za/eDocuments/Informal_trading_by-law_draft_11,_June_07_146200715024_.pdf
- City of Cape Town. (2001). *Census 2001- Mitchells Plain*. City of Cape Town. Retrieved September 6, 2007, from <http://www.capetown.gov.za/censusinfo/Census2001-new/Suburbs/Mitchells%20Plain.htm>
- City of Cape Town. (2007). City of Cape Town: Health Department homepage. Retrieved September 8, 2007, from <http://www.capetown.gov.za/clusters/health.asp?IDPathString=1123-1374-3254&clusid=245&catparent=1123>
- City of Cape Town, Economic and Social Development Directorate (Communication and Marketing Department). (2007). CITY COMMENCES PROCESS TO CONSOLIDATE INFORMAL TRADING BY-LAWS. (Media Release). No. 133. City of Cape Town. Retrieved September 28, 2007, from <http://www.capetown.gov.za/press/Newpress.asp?itemcode=2056>
- Desmidt, M. (1988). The Informal Sector, In Theory and Practice: An Examination of Informal Activities in Block C, Site C, Khayelitsha, Cape Town. School of Economics, University of Cape Town.
- Devey, Richard; Skinner, Caroline; and Valodia, Imraan. (2003). Informal Economy Employment Data in South Africa: A Critical Analysis. Paper presented at the TIPS AND DPRU FORUM 2003: The Challenge of Growth and Poverty: The South African Economy since Democracy. Indaba Hotel, Johannesburg. Retrieved September 7, 2007, from http://www.commerce.uct.ac.za/research_units/dpru/conference2003/p_devey_skinner_valodia.pdf
- Engelbrecht, Carlen. 2004. People and Places: An Overview of Urban Renewal. Retrieved September 21, 2007.
- International Labour Office. (2002). Decent Work and the Informal Economy. Paper presented at the International Labour Conference, Geneva. 1-133. Retrieved September 19, 2007, from <http://www.ilo.org/public/english/standards/relm/ilc/ilc90/pdf/rep-vi.pdf>

- Makhoane, F. M; vonHoly, A. (2006). Improving street food vending in South Africa: Achievements and lessons learned. *International Journal of Food Microbiology*, 111(2), 89-92. Retrieved September 17, 2007, from <http://www.sciencedirect.com/science/article/B6T7K-4KFMM3P-1/2/13a5b7f2f1f1c20a8396213fd08b023f>
- ML Solomons, AC Spinks, October 2002. Establishment of an informal trading area, Eversdal Road Stellenryk.
- National Research Council, Transportation Research Board. (1994). Pedestrians. Highway Capacity Manual (Section 13). Washington, D.C.: Library of Congress Cataloging in Publication Data.
- Nicolas, Barro; Razack, Bello A.; Yollande, Itsiembou; Aly, Savadogo; Tidiane, Ouattara Cheik Amadou; Philippe, Nikiéma A., et al. (2007). Street-vended foods improvement: Contamination mechanisms and application of food safety objective strategy: Critical review. *Pakistan Journal of Nutrition*, 6(1), 1-10. Retrieved September 17, 2007, from <http://www.pjbs.org/pjnonline/fin533.pdf>
- Nomico, Maria and Sanders, Paul (2003) Dichotomies of urban change in Durban. *Urban Design International* 8(4):pp. 207-222.
- Nortje, Welma. (2007). South African Police Service. Department of Safety and Security. Retrieved September 13, 2007, from http://www.saps.gov.za/site/about_site.htm
- Regulations Governing Microbiological Standards for Foodstuffs and Related Matters, 692, (1997). Retrieved September 7, 2007.
- Republic of South Africa, Provincial and Local Government. (2007). Provincial and Local Government Homepage. Retrieved September 8, 2007, from http://www.thedplg.gov.za/index.php?option=com_frontpage&Itemid=1
- United Nations. (2007). *State of the World's Cities 2006/2007*. UN-Habitat: Earthscan.

Appendix A: Mitchells Plain Background

1.1 Mitchells Plain

The township of Mitchells Plain was established in the 1970's during a period of mass migration by coloureds to areas surrounding Cape Town. The Group Areas Act, put into practice enforced beginning in the 1950's by the apartheid regime, forced coloureds out of the cities and many began settling on the outskirts. The demand within the city of Cape Town for cheap labour has kept these illegal settlements growing and in the years since the abolition of the pass laws in 1987 even more settlements have been established and are steadily increasing in population. Following the election of black political dignitary Nelson Mandela in 1994 thousands of Africans put up scrap wood, tin or cardboard shelters in any open land they could find in densely populated, urban settlements. The main motivation behind the massive migration remaining the job markets within the city itself.

1.2 Demographics

Taking up a portion of the Cape Flats and located off the very important and highly travelled roadway N2 about 20km outside Cape Town, Mitchells Plain is measured as the fourth largest township in South Africa. According to the 2001 census the population count comes in at 305,343, with roughly 84% of the residence being coloured, 15% black, 0.6% Indian, and the remaining 0.3% white. Of the population 51.7% are women and 48.3% are men. According to the same survey approximately 30% of the population is under the age of 14, about 38% between the ages of 15 and 34, and 24.6% are between 35 and 54 years of age. The remaining 7% are over the age of 55. The largest concentration is of the age range between 15 and 34 with a total count of 116,946 people. Half(50%) of the residents speak Afrikaans as their primary language, while 37% speak English, and 12% isXhosa, the remaining 1% speak other African languages.. The unemployment rate was at 30% in 2001, with the female unemployment rate (31.3%) higher than that of the male (28.4%). Approximately 22% of the population in 2001 worked in the trade industry. The other occupations in which a large percentage of the populace makes their livings are in manufacturing, community, social and personal, and financial and business. 35.3% of households earn less than R1 600 per month (ie. Below Household Subsistence Level) and 10% live in informal dwellings/shacks. Most of the homes (94%) have electricity and about 5% use paraffin oil to heat and light their residence.

More detailed information and statistics can be found on the Cape Town government census site for the suburbs of the city. [City of Cape Town 2001 Census- Mitchells Plain](#)

1.3 Health

Health is a main concern for the residents of Mitchells Plain. Living conditions within the settlement and the risk of disease transmission in these types of informal living arrangements leave the inhabitants prone to illness and death. The top ten causes of death in the settlement in order of percentage highest to lowest impact as of a survey conducted by the Cape Town government most recently in 2004 include hypertension/diabetes/stroke, ill-defined or unknown causes, HIV/AIDs, heart disease, Airway Cancers, cerebrovascular diseases, TB, Assault. Diabetes/Hypertension and/or stroke/cva accounted for the most deaths with 15.9%. In Mitchells Plain there are five Provincial Government clinics. The main clinic and only place in the settlement to receive 24-hour emergency healthcare is the

Mitchells Plain (CHC). The other clinics mostly provide family planning and/or child care/birth and HIV/TB treatments.

More detailed information and statistics can be found on the Cape Town government health site for the suburbs of the city. [City of Cape Town, Department of Health Homepage](#)

Appendix B: Individual Informal Vendor Survey

Name: _____
Date/ Location: _____
What they sell: _____
Involvement: _____

Storage:		Comment:
Have it?		_____
Need it?		_____
Want it?		_____
Portable?		_____
Stationary?		_____
Locked?		_____
Stand that collapse into storage?		_____
Space:		Comment:
Ok with moving upwards not outwards		_____
Bleacher Idea		_____
Possible to hang things?		_____
Would you use shelves?		_____
Security:		Comment:
Ok with leaving stand if it locks up?		_____
Ok with canopy collapse down and covering goods?		_____
Do you take your things home with you nightly?		_____
Comfort:		Comment:
Do you sit while you trade?		_____
Where:	Behind?	_____
	Next to?	_____
	Front of?	_____
Pedestrian Flow		Comment:
Do the customers usually have trolleys?		_____
Do you ever have a queue of people at your stand?		_____
How/When do you bring goods to your stand?		_____

Appendix C: Market Walkthrough Survey Sheet Example

Category	Subcategory	Rondo Square	Calypso Square
Perishables			
	Fruits		
	Veggies		
	Confections/baking		
	Fish		
	Meat		
Other Foods			
	Candy/Snacks		
	Take-away		
	Spices		
	Roots		
Apparel/Accessories			
	Clothing		
	Hats		
	Shoes		
	Belts		
	Bags		
	Sunglasses		
	Wallet		
	Jewelry		
	Watch		
Fabrics			
	Fabrics		
	Towels		
Misc.			
	Cigarettes		
	Toys		
	Tupperware/bins		
	Hardware/tools		
Convenience			
	Dish Detergent		
	Laundry Detergent		
	Insecticide		
	Bodily Cleansers/Shampoos		
Common Combinations			
	Fruits & Veggies		
	Clothing & Accessories		
	Shoes & Accessories		
	Candy & Confections		
	Electrical & Accessories		
	Candy & Clothing		
	Fabric & Accessories		
	Fabric & Clothing & Accessories		
	Fabric & Clothing		
	Hardware & Tools & Electrical		
Other			
Total Vendors			

Appendix D: Market Walkthrough Surroundings Worksheet

Zone	Shape/Dimensions	Surroundings	Atmosphere
Rondo Square			
Calypso Square			
Waltz Square			
Third Ave.			
Allegro Lane			
Melodie Square			
Lyric Place			
Sonata Lane			
Opera Place			
Tango Square			
Fourth Ave.			
Polka Place			
Harmony Square			
Symphony Lane			
Station Ramp			

Appendix E: Trader Opinion Database

The Trader Opinion Database contains the information that we gathered through interviewing the traders with our booklet of design options. The information was broken down into sections by topic. The CD that accompanies this report provides the full Trader Opinion Database. If the user does not have the CD and would like access to the databases in full then please contact either the members of the IQP group; Eileen Gribouski (eileeng@wpi.edu); Amanda Gurnon (akgurnon@wpi.edu); Gaelen Magee (gmgagee25@wpi.edu); Stephan Jakubowski (stephen.jakubowski@gmail.com) or our project advisor Steve Jiusto (sjiusto@wpi.edu).






Trader Opinion Database											
ID	Location	Name	Goods Traded	Ref #	Storage	Security	Weather Protection	Management	Waste Control	Booklet opinions	
1	Harmony	Nora	Fabrics	01	Needs Storage		Need Weather Protection: Sun, Wind, Rain	Accommodate different goods with different structures			Monday, December 10, 2007 4:20:40 PM
2	Off of Allegro	Abdul	Fruit & Veg	02	Needs a cart or something with wheels	Lockable Storage	Needs Weather Protection		Currently gives rotting fruits, veg and their waste (leaves, stems) to vagrants. Likes idea of person with cart to take away waste	Liked option 1, and wheels for night timer roll-away	
3	All Over	Matty	Fish	03	Uses cooler/icebox for storage and preservation of fish	Cloth and Plastic can be cut open. Watchmen are expensive					
4	4th Avenue	Brian	Hardware	04	Wants something that allows him to leave his things there	Watchman at night time	Any design will work as long as it provides protection from wind and rain		Puts waste in trash bin	Would like canopy design, idea of table fold down from wall for easier pack up and storage	
5	Harmony	Lucy	Fabric/hand made	05		Would like a place she can lock up table at night	Wants protection from sun			Liked design 3 and 2, would like to have canopy, use #2 or use a regular table	
6	Off of Allegro near Watz	Jasim Uddin	Toys, Sunglasses, Fabric, Clothes	06	Stores goods in formal store nearby for R200/Month	Major theft problems on the outskirts of the market	Wind is very strong	Obtains merchandise from Cape Town or Bellville each week. Traffic is low, cost is high			

Appendix F: Picture Database

The Picture Database contains all of the photos that we took of the marketplace along with other photos from markets in Cape Town. These photos are of structures that the group found and were either used in the interview booklet or discarded as not feasible for the marketplace. Many of the other structural photos come from the Cape Town area including the Cape Town Station Deck, and St. George’s Mall. All of the pictures of the Mitchells Plain Town Centre were taken between 22 October 2007 and 14 December 2007. The picture database that we compiled is split into multiple sections. The sections are as follows: Current Conditions Pictures, Trader Pictures, Structural Pictures, and Cart Pictures. Reports were put together so that these sections could be separated into easily viewable and printable pages. The CD that accompanies this report provides all of these databases in full.

F.1 The Current Conditions Database Report

The Current Conditions Database Report is comprised of a subset of pictures from the Picture Database. Only photos taken in the Mitchells Plain Town Centre are contained in this report. These photos are of the walkways and squares, not the individual vendor stands. This report is meant to give the user a general idea of the look and the status of the marketplace when the photos were taken.

 Current Conditions		Monday, December 10, 2007 3:56:10 PM	
ID	Picture	Location	Picture Type
58		Sonata Lane	Current Conditions
61		Town Centre Taxi Rank	Current Conditions
73		Allegro Lane	Current Conditions
74		3rd Avenue	Current Conditions

F.2 The Trader Picture Database Report





The Trader Picture Database Report consists of pictures that were taken of individual trader stands. Most of the pictures in this report were taken of vendors that we interviewed and are linked to the Trader Opinion Database ([Appendix E](#)) to show the comments from that specific trader.



Trader Picture Database

Monday, December 10, 2007

4:04:40 PM

ID	Picture	Location	Vendor Name	Trader Opinion ID*	Goods Traded
71		Allegro Lane	Abdul	02	Fruit and Veg.
5		4th Avenue	Brian	04	Hardware
1		Harmony Square	Lucy	05	Fabric, Handmade
2		Allegro Lane	Jasim	06	Toys, Sunglasses, Fabric Clothes

F.3 The Structural Database Report




The Structural Database Report is comprised of structural photos that the group either took or was given. This Report contains pictures of: stands, canopies, carts, and waste bins.



Structural Database

Monday, December 10, 2007

4:00:33 PM





ID	Picture	Location	Structural Pic Type	Structural Database Reference ID	Cart Database Reference ID:
99		Website	Accessory	40	
100		Website	Accessory	41	
101		Website	Accessory	42	

F.4 Cart Database Report

Cart Database		Friday, December 07, 2007 8:33:52 AM	
ID Location	Picture	Picture Type Picture Database Number	Pro's Con's
1 Cape Town Station Deck		Current Cart 63	Secure Easy to Manuever Could get heavy. Could tip over.
2 Cape Town Station Deck		Current Cart 106	Secure Easy to Manuever Could get heavy. Could tip over.
3 Town Centre		Current Cart 62	Easy to load up. Well balanced for heavy loading. Items fall off frequently.
4 Town Centre		Current Waste Bin 64	Bins are too big for use in market lanes or squares.

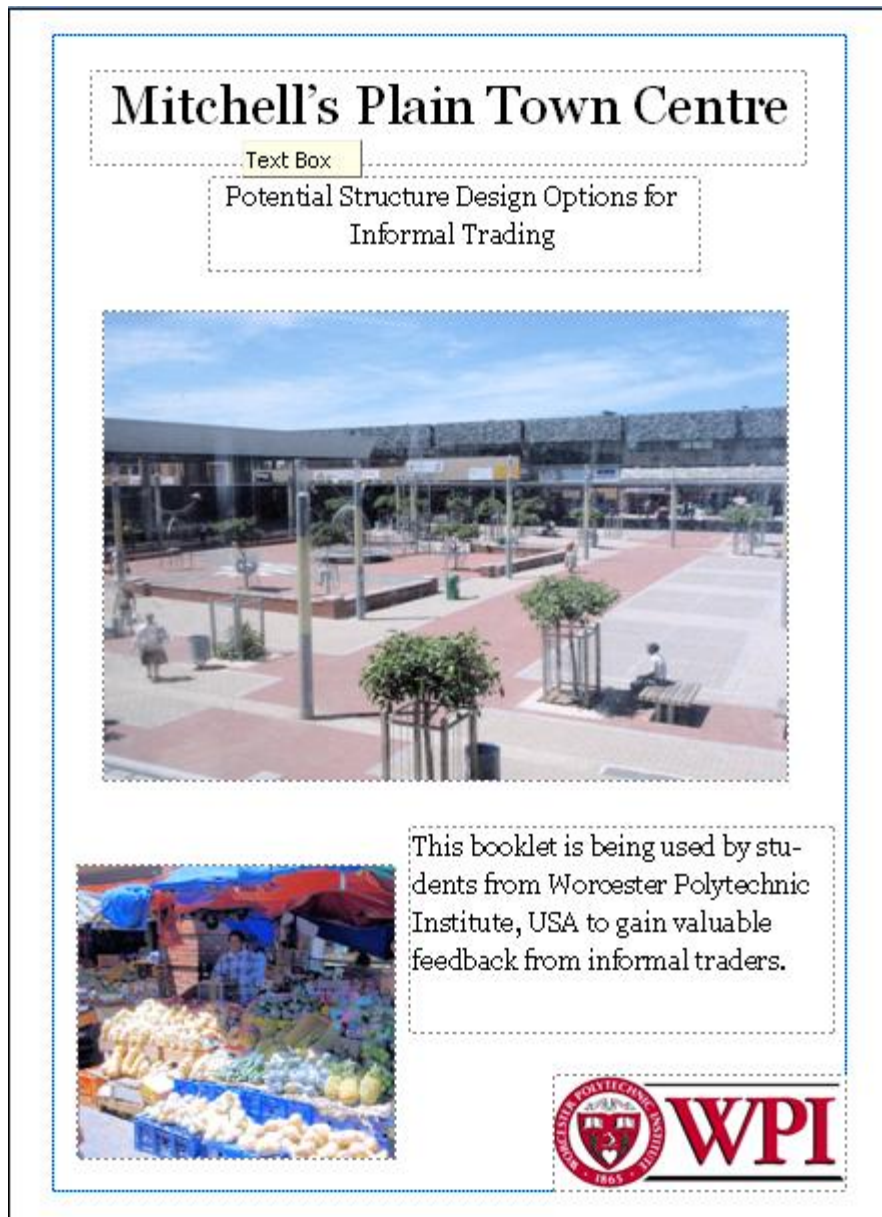
Appendix G: Structural Database

This Structural Database is different from the one in the Picture database. This one contains information about what the structure is made out of and what type of trader we believe could use this structure. Below is an example picture. The CD that accompanies this report provides all of these databases in full.

Structural Database		Friday, December 07, 2007 8:26:52 AM										
ID	Source	Photo	Existing in MP	Category	Stand Type	Plastic	Metal	Fruit/Veg	Fabric	Apparel/Accessory	Convenience	Misc
1	Re-Mo Steel		NO	ACCESSORY	TEMP.	NO	YES	Yes	NO	YES	YES	YES
2	Re-Mo Steel		YES	STAND	PERM.	NO	YES	Yes	YES	YES	YES	YES
3	Symphony Lane		YES	STAND	PERM.	NO	YES	Yes	NO	NO	NO	NO
4	St. George's Mall		NO	BUILDING	PERM.	NO	YES	NO	NO	NO	YES	YES

Appendix H: Trader Interview Booklet

This is the cover page for the booklet. The CD that accompanies this report provides the booklet in full.



Appendix I: Informal Sector Definitions

Definitions are taken from [Devey, 2003](#).

“Most Quoted” Definition from 1972 ILO Report

Informal activities are defined as ‘a way of doing things’, characterised by:

- a) ease of entry
- b) reliance of indigenous resources
- c) family ownership of enterprises
- d) small scale of operation
- e) labour intensive and adapted technology
- f) skill acquired outside of the formal school system
- g) unregulated and competitive markets.

15th International Conference of Labour Statisticians (1993) Definition

For statistical purposes, the informal sector is regarded as a group of production units which form a part of the household sector as unincorporated enterprises owned by households.

Household enterprises are distinguished from corporations and quasi corporations on **the basis of their legal status** and **the type of accounts** they hold. With respect to the former they are not constituted as separate legal entities independently of the household or of the household members that own them. With respect to the latter no complete set of accounts are available which could permit a clear distinction between the production activities of the enterprise and its operation as a main or secondary activities of their owners.

The informal sector is defined, irrespective of the kind of workplace, the extent of fixed capital assets, the duration of the activity of the enterprise and its operation as a main or secondary activity, as comprising:

1. Informal self owned enterprises, which may employ family workers, and employees on an occasional basis. For operational purposes and depending on national circumstances, this segment comprises either self owned enterprises or only those which are not registered under specific forms of national legislation (factories or commercial acts, tax and social security laws, professional groups, regulatory or similar actions, laws or regulations established by national legislative bodies).

2. Enterprises of informal employers which may employ one or more employees on a continuous basis and which comply with one or both of the following criteria:

– Size of establishment below a specified level of employment (defined on the basis of minimum size requirements embodied in relevant national legislation or other empirical or statistical practices).

– Non-registration of the enterprise or its employees.

For practical purposes the informal sector should be restricted to non-agricultural activities. Professionals and domestic workers are included in the informal sector as far as they comply with the definitional characteristics or criteria. Home based workers are included if they are own account or sub-contracting with other informal sector unions. Non-market production is excluded. It is thus clear that the statistical definition distinguishes two main components or segments of the informal sector: the ‘family enterprises or self employed’ (own48 account informal enterprises) without permanent employees and the ‘micro enterprises’ (informal employers) with permanent employees.

Appendix J: Annotated Bibliography

Note: New Citations are in blue.

Themes are used for quick reference and grouping. Themes are: Crime, Development, Economy, Government, Sustainable Development.

- [1] Akkerman, Age; Teunissen, Jan J. (2005). Africa in the world economy: The regional, national and international challenges. FONDAD Centre.

Theme: Economy

This book addresses the economic constraints on many African communities due to the lack of regional and national infrastructure. The book also points out the responsibilities that the African communities have to themselves as well as the responsibilities of the international community. This book would be very helpful to our project because it includes a discussion on “the role of the state and the role of the market”. It gives a model for development that the authors feel would fit the African community best based on studies of Asia and Latin America in similar situations.

-Amanda Gurnon

-
- [2] Badaoui, Elaine; Strobl, Eric; and Walsh, Frank. (2007). Is There an Informal Sector Wage Penalty? Evidence from South Africa. from <http://sta.uwi.edu/conferences/salises/documents/Strobl%20E.pdf>

Theme: Economy

This article, written in 2007, is a very recent analysis of the informal economy in South Africa. While it does not directly focus on Khayelitsha, it has a lot of relevant information. The more recent articles in the bibliography could also be a lot of help to us.

-Stephen Jakubowski

-
- [3] Barrett, Christopher B. (2005). The Social Economics of Poverty. New York: Routledge.

Theme: Economy

This book could be helpful for our project more for understanding the background of social economics and how it affects a community. This book would be best used as a base for our project, not necessarily as a direct source of information about South Africa or the informal sector of business.

-Amanda Gurnon

-
- [4] Binns, Tony; Nel, Etienne. (2002). Tourism as a Local Development Strategy in South Africa. The Geographical Journal, 168(3), 235-247. Retrieved September 2, 2007, from <http://www.blackwell-synergy.com/doi/abs/10.1111/1475-4959.00051>

Theme: Economy, Sustainable Development

The article is a direct example of ideas that the government has already tried to improve the settlements. The article also has specific names of programs that the South African government enacted to try and help the situation.

-Stephen Jakubowski

- [5] British Broadcasting Company. (2007). In pictures: Leaving Cape Town's shacks. Retrieved September 6, 2007, from http://news.bbc.co.uk/1/shared/spl/hi/picture_gallery/06/africa_leaving_cape_town0s_shacks/html/1.stm

Theme: Economy

This is a periodical site produced by the BBC of the United Kingdom. Though it is mainly pictures, it does have some interesting information, specifically regarding Site C.
-Gaelen Magee

-
- [6] Broom, M.; Joyce-Clarke, Carolyn. (1990). A Retail Perspective of the Informal Sector. *The South African Journal of Economics*, 58(4), 290-297. Retrieved August 30, 2007, from <http://www.blackwell-synergy.com/doi/abs/10.1111/j.1813-6982.1990.tb00956.x>

Theme: Economy

This article talks about the informal trading in comparison with the formal trading in the informal settlements in South Africa. Part of our project description is to gather information about the businesses in Site C, this would include what we can find about the informal economy. This article will give us a better idea of what to look for, and consider to be the informal market. The article also has many sources that we can follow to help us get a better idea how to build the trading infrastructure.
-Stephen Jakubowski

-
- [7] Chen, Martha A. (2004). Rethinking the informal economy: Linkages with the formal economy and the formal regulatory environment. Paper presented at the EGDI-WIDER Conference: "Unleashing Human Potential: Linking the Informal and Formal Sectors", Helsinki, Finland. Retrieved September 17, 2007, from http://www.wiego.org/papers/2005/unifem/5_Chen_WIDER_paper.pdf

Theme: Economy

The paper talks a lot about getting the informal economy to begin to look like the formal economy, especially with subjects like job benefits and social security. The paper also has pertinent information about some connections between the two economies and this could help us to suggest better ways of improving that relationship in Site C.
-Stephen Jakubowski

-
- [8] Chen, Martha A.; Jhabvala, Renana; and Lund, Frances. (2001). Supporting Workers in the Informal Economy: A Policy Framework. WIEGO.org. Retrieved September 8, 2007, from <http://www.wiego.org/papers/policypaper.pdf>

Theme: Economy

The paper provided us with not only the Durban example of restructuring to look up, but it contains information about the risks of being a part of the informal economy. It also contains information about the relationship between the informal and formal economies.
-Stephen Jakubowski

[9] City of Cape Town. (2001). *Census 2001- Mitchells Plain*. City of Cape Town. Retrieved September 6, 2007, from <http://www.capetown.gov.za/censusinfo/Census2001-new/Suburbs/Mitchells%20Plain.htm>

Theme: Government

This link gives specific census information obtained October 2001. It is helpful in putting together demographic background for Mitchells Plain itself.

-Gaelen Magee

[10] City of Cape Town. (2007). City of Cape Town: Health Department homepage. Retrieved September 8, 2007, from <http://www.capetown.gov.za/clusters/health.asp?IDPathString=1123-1374-3254&clusid=245&catparent=1123>

Theme: Government

This part of the Cape Town government site focuses on Health related reports and issues in Cape Town as well as the suburbs outside the city. The reports within the site provide surveys on causes of death and history of disease within the settlements as well as provide links to other census related and valid government sites.

-Gaelen Magee

[11] City of Cape Town. (2007). *Informal trading by-law draft 11*. Unpublished manuscript. Retrieved September 16, 2007, from http://web.capetown.gov.za/eDocuments/Informal_trading_by-law_draft_11,_June_07_146200715024_.pdf

Theme: Economy, Government

This document is an official discussion document for the Cape Town By-Law regarding informal trading within the jurisdiction of the city. It outlines not only the trading plans, laws, regulations, and punishments in place in the informal sectors, but also highlights exactly how the government recognizes the importance of the informal economy in the development of the social and economic future of the country.

-Gaelen Magee

[12] City of Cape Town, Economic and Social Development Directorate (Communication and Marketing Department). (2007). CITY COMMENCES PROCESS TO CONSOLIDATE INFORMAL TRADING BY-LAWS. (Media Release). No. 133. City of Cape Town. Retrieved September 28, 2007, from <http://www.capetown.gov.za/press/Newpress.asp?itemcode=2056>

Theme: Government

This source served to clarify what the current process is regarding the informal trading by-laws. It outlines the consolidation process, major parties involved and reason for the one consistent piece of legislation.

-Gaelen Magee

[13] Desmidt, M. (1988). *The Informal Sector, In Theory and Practice: An Examination of Informal Activities in Block C, Site C, Khayelitsha, Cape Town*. School of Economics, University of Cape Town.

Theme: Economy

This article is valuable in that it is a study of the area we will be working in. It has methodology that we could choose to parody. It also talks about some of the problems that the business owners in the informal economy faced in the past, which will be useful to create a timeline of what problems have been fixed and which have yet to be fixed or addressed.

-Stephen Jakubowski

[14] Deumert, Ana; Inder, Brett; and Maitra, Pushkar. (2005). *Language, Informal Networks and Social Protection: Evidence from a Sample of Migrants in Cape Town, South Africa*. *Global Social Policy*, 5(3), 303-328. Retrieved September 3, 2007, from 10.1177/1468018105057414; <http://gsp.sagepub.com/cgi/content/abstract/5/3/303>

Theme: Economy

The article is a survey from some of the migrants in the settlements. It contains information about problems the migrants had gaining income and housing. It also makes suggestions pertaining to possible solutions to a few of the problems.

-Stephen Jakubowski

[15] Devey, Richard; Skinner, Caroline; and Valodia, Imraan. (2003). *Informal Economy Employment Data in South Africa: A Critical Analysis*. Paper presented at the TIPS AND DPRU FORUM 2003: *The Challenge of Growth and Poverty: The South African Economy since Democracy*. Indaba Hotel, Johannesburg. Retrieved September 7, 2007, from http://www.commerce.uct.ac.za/research_units/dpru/conference2003/p_devey_skinner_valodia.pdf

Theme: Economy

The article has a lengthy section about the current debate regarding the definition of the informal economy in South Africa. It also contains information about the problems they are having getting information about the informal economy. The article also gave us a new source of information: The School of Development Studies at the University of Natal, which I believe would have more relevant, targeted information for us.

-Stephen Jakubowski

[16] Dixon, Bill. (2006). *Development, Crime Prevention and Social Policy in Post-apartheid South Africa*. *Critical Social Policy*, 26(1), 169-191. Retrieved September 3, 2007, from <http://csp.sagepub.com/cgi/content/abstract/26/1/169>

Theme: Economy, Sustainable Development, Crime

This article mentions previous groups that have done studies and made recommendations on how to help prevent crime in the informal settlements. Our project falls under the larger project, Violence Prevention through Urban Upgrading. This could be

a very valuable article as it could give us insight into past attempts to fix problems, as well as a good starting point for deeper research by following the references.
-Stephen Jakubowski

[17] Easter, K. W.; Rosegrant, Mark W.; and Dinar, Ariel. (1999). Formal and Informal Markets for Water: Institutions, Performance, and Constraints. *The World Bank Research Observer*, 14(1), 99-116. Retrieved August 31, 2007, from <http://wbro.oxfordjournals.org/cgi/content/abstract/14/1/99>

Theme: Economy

Though this article does not specifically relate to the informal trading situation, Site C, Khayelitsha, it outlines a case study that has the potential to serve as a guide for coming up with assessments of the current trading institutions and their performance and then also aid in the brainstorming process to come up with possible solutions to deal with the constraints as well as the needs of the business community of the area.

-Gaelen Magee

[18] Engelbrecht, Carlen. 2004. *People and Places: An Overview of Urban Renewal*. Retrieved September 21, 2007.

Theme: Development

This article contains information about the work that has already been done in South Africa. It is particularly useful as it has many projects about urban upgrading in and contains 39 pages specifically about upgrading the informal settlements.

-Stephen Jakubowski

[19] Ferman, Louis A.; Henry, Stuart; and Hoyman, Michele. (1987). Issues and Prospects for the Study of Informal Economies: Concepts, Research Strategies, and Policy. *Annals of the American Academy of Political and Social Science*, 493(The Informal Economy), 154-172. Retrieved September 1, 2007, from <http://links.jstor.org/sici?sici=0002-7162%28198709%29493%3C154%3AIAPFTS%3E2.0.CO%3B2-0>

Theme: Economy

This article has potential to be extremely useful in the sense that it could aid our group in the development of its research plan. As the site within the settlement is undoubtedly an informal economical environment, this article outlines different possible ways of identifying the unofficial structure of the business, of working with the citizens involved in the trade, and also of taking the information gathered to recognize the situation within the commercial community.

-Gaelen Magee

[20] Foodstuffs, Cosmetics and Disinfectants Act, 1972, 54, (2002). Retrieved September 6, 2007, from <http://www.doh.gov.za/docs/regulations/foodstuff/fortification.html>

Theme: Government

This legislative act will also be of use to us in considering a proposal to better the health and sanitation of the markets in Khayelitsha. This act states “regulations relating to the fortifications of foodstuffs” which reviews the levels of fortifying materials allowable in specified foodstuffs. This will be less useful than the regulations governing microbiological standards because it is less specific to sanitation of the food and more specific to fortification (vitamins and minerals added to foods).

-Eileen Gribouski

[21] Ghersi, Enrique. (1997). The Informal Economy in Latin America. *CATO Journal*, 17(1), 99-109. Retrieved August 31, 2007, from <http://search.ebscohost.com/login.aspx?direct=true&db=buh&AN=9712095865&site=ehost-live>

Theme: Economy

This article gives a complete definition for the informal economy of South America thus the usefulness of this article is limited but what it does offer is helpful. The definition in combination with the examples the article gives can be incorporated into our project because we are focusing on the informal economy of South Africa mainly in the community of Khayelitsha.

-Amanda Gurnon

[22] Goldstein, Benjamin; Davis, Ross; and National Urban Development Services Corporation. (1977). *Neighborhoods in the Urban Economy: The Dynamics of Decline and Revitalization*. Paper presented at the National Conference on Neighborhood Commercial Revitalization, Washington D.C. Retrieved September 1, 2007, from WorldCat database.

Theme: Sustainable Development

This book simply has a chart (pg. 7) that summarizes a process for commercial neighborhood revitalizations. These steps could potentially prove useful in our solution process.

-Gaelen Magee

[23] Haskins, Craig. (2007). In Giles C., et al (Eds.), *CRIME IN CAPE TOWN: Some Strategic considerations with respect to the use of Information*. Strategic Development Information and GIS Department. Retrieved September 8, 2007, from http://web.capetown.gov.za/eDocuments/Crime_in_Cape_Town_-_Strategic_Considerations_2542007124758_359.pdf

Theme: Government, Crime

This discussion document is actually partially written by Alastair Graham, who is our liaison. It provides some in site to the current problems such as lack of communication between crime data gathers in and around Cape Town pertaining to crime and violence. It also provides helpful goals for the Violence Prevention through Urban Upgrading Programme.

-Amanda Gurnon

[24] Hweshu, Francis. (2007, September 10). Meat vendors say pavement slaughters part of township life.

Theme: Economy

This article, provided by Cape Town advisor Professor Jiusto via Basil Tommy, helps to give more of a sense of what the situation is in the actual meat markets and the problems being faced there. The article touches on the ways the traders obtain their meat and regulations they are supposed to, but more times than not do not follow. Overall, it gives perspective as to what types of vendors and the conditions The Trading Group is going to be working with directly.

-Gaelen Magee

[25] International Labour Office. (2002). Decent Work and the Informal Economy. Paper presented at the International Labour Conference, Geneva. 1-133. Retrieved September 19, 2007, from <http://www.ilo.org/public/english/standards/relm/ilc/ilc90/pdf/rep-vi.pdf>

Theme: Economy, Development

The conference paper could prove to be very useful as it has many outlines for improvements that need to be made so that the working conditions in the informal economy will be improved. The paper specifically focuses on things like improving social protection, giving the workers a voice with which they become an engine for change, and training in the informal economy. All of these ideas could prove to be very useful to use when we go to make our final proposal.

-Stephen Jakubowski

[26] Makhoane, F. M; vonHoly, A. (2006). Improving street food vending in South Africa: Achievements and lessons learned. *International Journal of Food Microbiology*, 111(2), 89-92. Retrieved September 17, 2007, from <http://www.sciencedirect.com/science/article/B6T7K-4KFMM3P-1/2/13a5b7f2f1f1c20a8396213fd08b023f>

Theme: Development, Sustainable Development

This short article has proven to be like a gold mine for us. The article is basically a summary of the different studies that have been done on the street food vending markets. It tells us what the problems were, as well as what the most likely reason for those problems. It also gives us case studies that we can find for a more detailed report.

-Stephen Jakubowski

[27] Maliwichi, L. L.; Bourne, L.; and Mokoena, L. (2003). Expenditure patterns on food and non food items of Khayelitsha households, Western Cape, South Africa. *International Journal of Consumer Studies*, 27(3), 227. Retrieved September 15, 2007, from http://www.blackwell-synergy.com/doi/abs/10.1046/j.1470-6431.2003.00308_13.x

Theme: Economy

While I was only able to obtain the abstract, this article had some useful information about where households bought items. It also suggests education/training ideas that we may consider including in our proposal.

-Stephen Jakubowski

[28] Mbachu, Jasper; Nkado, Raymond. (2007). Factors constraining successful building project implementation in South Africa. *Construction Management and Economics*, 25(1), 39-54. Retrieved September 3,2007, from <http://www.informaworld.com/10.1080/01446190600601297>

Theme: Sustainable Development

Although this article is not specific to building projects in informal settlements or performed through the government or other sponsored programs, it may be slightly helpful to us. This article may be helpful because it contains constraints to building projects in South Africa. These constraints may be of consideration in the development of our project and potential solutions.

-Eileen Gribouski

[29] MCA Africa. (2006). SHARED LEARNINGS FROM THE CITY OF CAPE TOWN'S URBAN RENEWAL. City of Cape Town: Information and Knowledge Management Department: Retrieved September 3,2007, from http://web.capetown.gov.za/eDocuments/URP_Shared_Learnings_reportFinal_682007154039_.pdf

Theme: Economy, Sustainable Development, Government

This document gives us background on the Urban Renewal Programme as well as information on how the project is going, and what some of the downfalls are. Despite the fact that the document lacks information as to specific attempts to upgrade the area, it does give more names of people and offices that are directly involved. It also states what the general goals of the project are for Khayelitsha.

-Stephen Jakubowski

[30] McCutcheon, R. T. (2001). Employment generation in public works: recent South African experience. *Construction Management and Economics*, 19(3), 275-284. Retrieved September 3,2007, from <http://www.informaworld.com/10.1080/01446190010020381>

Theme: Sustainable Development

This article should be very useful to us in planning our project. This will be helpful because it reviews a different program in South Africa that is focusing on unemployment. It also reviews various criteria, constraints, and possible outcomes. This article may be useful in our methodology.

-Eileen Gribouski

[31] McKeever, Matthew. (1998). Reproduced Inequality: Participation and Success in the South African Informal Economy. *Social Forces*, 76(4), 1209-1241. Retrieved

September 3, 2007, from <http://links.jstor.org/sici?sici=0037-7732%28199806%2976%3A4%3C1209%3ARIPASI%3E2.0.CO%3B2-M>

Theme: Economy

This article has potential to be useful. It outlines different aspects of the informal economy and how the actions of the participants have a large role in how it all pans out. It is interesting and has some fascinating facts about how the South African economy is somewhat defined by involvement in the informal trading market.

-Gaelen Magee

[32] ML Solomons, AC Spinks, October 2002. Establishment of an informal trading area, Eversdal Road Stellenryk.

Theme: Development

This article is a proposal of the development of an area in terms of informal trading. It reviews the various options for structures and management systems for an informal trading area. It also discusses the potential problems. It also includes helpful methodology in terms of determining best options.

-Eileen Gribouski

[33] Morris, Michael H.; Pitt, Leyland F.; and Berthon, Pierre. (1996). Entrepreneurial activity in the Third World informal sector: The view from Khayelitsha. *International Journal of Entrepreneurial Behaviour & Research*, 2(1), 59-76. Retrieved August 31, 2007, from <http://www.emeraldinsight.com/Insight/viewContentItem.do;jsessionid=2C08FDE72F78A3DC0523C9B79ACAC4F3?contentType=Article&contentId=872009>

Theme: Economy

The article, subtitled "The view from Khayelitsha", contains a study done in 1996 about the informal economy. Also contained is information as to why people are doing business in the informal instead of the formal economy. This information could prove to be very valuable when writing the proposal for creating infrastructure and transferring some of the informal economy to formal economy so that more people can benefit.

-Stephen Jakubowski

[34] Moser, Caroline; Moser, Annalise; and Winton, Alisa. (2005). Violence, fear and insecurity and the urban poor in Latin America. Retrieved September 8, 2007, from [http://wbln0018.worldbank.org/lac/lacinfoclient.nsf/d29684951174975c85256735007fef12/26924802c381eab385256f420067846c/\\$FILE/Chapter%204.pdf](http://wbln0018.worldbank.org/lac/lacinfoclient.nsf/d29684951174975c85256735007fef12/26924802c381eab385256f420067846c/$FILE/Chapter%204.pdf)

Theme: Government, VPUU, Crime

This final paper discusses the VPUU program and how it relates from South Africa to Latin America. Although we are interested in its South African effects it contains a nice table on page 91 titled "Table 4. Linking urban spatial and non-spatial interventions: The KfW/ City of Cape Town Khayelitsha Violence Prevention through Urban Upgrading Project". This table the violence right within Khayelitsha and it references where it got the table from (*Source*: Summarized from KfW/City of Cape Town: 'Violence Prevention through Urban

Upgrading: Feasibility Study ' (2002).) Although I am not sure how to get a hold of this source I do plan to speak with my teammates and the librarian to see if we can get a copy of this study.

-Amanda Gurnon

[35] National Research Council, Transportation Research Board. (1994). Pedestrians. Highway Capacity Manual (Section 13). Washington, D.C.: Library of Congress Cataloging in Publication Data.

Theme: Methodology

Section 13 of the Highway Capacity Manual focuses on analyzing pedestrian traffic flow in urban areas. Considering one of the Trading Group's objectives is to create a map of pedestrian traffic patterns this section could be very useful in implementing successful methodology to conduct this study. The Highway Capacity Manual focuses on methods to calculate pedestrian traffic flow rates it also provides useful definitions for pedestrian traffic analysis.

-Amanda Gurnon

[36] Nicolas, Barro; Razack, Bello A.; Yollande, Itsiembou; Aly, Savadogo; Tidiane, Ouattara Cheik Amadou; Philippe, Nikiéma A., et al. (2007). Street-vended foods improvement: Contamination mechanisms and application of food safety objective strategy: Critical review. *Pakistan Journal of Nutrition*, 6(1), 1-10. Retrieved September 17, 2007, from <http://www.pjbs.org/pjnonline/fin533.pdf>

Theme: Development

This article is a case study of the street vendors in Pakistan, and the health plan that was implemented there as a result of the unhealthy food. This could help us in making suggestions for Khayelitsha.

-Stephen Jakubowski

[37] Nomico, Maria and Sanders, Paul (2003) Dichotomies of urban change in Durban. *Urban Design International* 8(4):pp. 207-222.

Theme: Development

This article from Durban it contains information about Urban Renewal Upgrades that have already been completed and mentioned kiosk designs conducive for informal trading.

-Stephen Jakubowski

[38] Nortje, Welma. (2007). South African Police Service. Department of Safety and Security. Retrieved September 13, 2007, from http://www.saps.gov.za/site/about_site.htm

Theme: Government

This site is the main site for the South African Police Service. It has plenty of useful information and statistics on crime in South Africa. When researching the different types of crimes and violence that occur within South Africa particularly Cape Town, this site proved to be very useful.

-Amanda Gurnon

[39] Regulations Governing Microbiological Standards for Foodstuffs and Related Matters, 692, (1997). Retrieved September 7, 2007.

Theme: Government

This legislative statement of regulations is useful to us in that it provides us with current standards set on the sanitation of certain food types. We can use these regulations when considering what to propose in terms of bettering the health and sanitation of the markets in Site C, Khayelitsha.

-Eileen Gribouski

[40] Republic of South Africa, Department of Health. (2007). Department of Health Homepage. Retrieved September 9, 2007, from <http://www.doh.gov.za/index.html>

Theme: Government

This website provides various links to facts, figures, legislative acts, regulations and bills, as well as surveys and data regarding health in South Africa. This site is useful in understanding the occurrence of illnesses which are mainly contracted through consumption of poorly prepared foods. It will also provide us with information regulations regarding preparation of foods.

-Eileen Gribouski

[41] Republic of South Africa, Department of Trade and Industry. (2005). Integrated small-enterprise- development strategy (A summarised version). Department of Trade and Industry.

Theme: Economy, Sustainable Development

This article may prove very useful to us because it provides an example of a programme used in South Africa in efforts to advance the economical development of black South Africans. This can guide us in what efforts have been made and what steps have been made in terms of a working black South African. Although this is not as specific to our project as some other articles, it will help us in understanding what has been established in South Africa as well as give a methodology for a system related to trading.

-Eileen Gribouski

[42] Republic of South Africa, Provincial and Local Government. (2007). Provincial and Local Government Homepage. Retrieved September 8, 2007, from http://www.thedplg.gov.za/index.php?option=com_frontpage&Itemid=1

Theme: Government, Crime

This web site is the South African Government's main web page for the Department of Provincial and Local Government. To my understanding we will be working with a local branch to this national department: the Governance and Interface Directorate of Cape Town. This web site defines many of the goals of this department, how they plan to achieve their goals and what has been done so far. I think this website will prove to be useful in gaining necessary background information.

-Amanda Gurnon

[43] Republic of South Africa, Department of Trade and Industry. (2003). South Africa's Economic Transformation: A Strategy for Broad-Based Black Economic Empowerment. (Government Report). Department of Trade and Industry. Retrieved September 9,2007, from <http://www.thedti.gov.za/bee/bee.htm>

Theme: Economy, Sustainable Development

This article will be helpful to us because it explains both the programme of BEE as well as a strategy to implement it. This provides us with the past and present efforts of the government to introduce black South Africans into economical growth and development.

-Eileen Gribouski

[44] Seyfang, Gill. (2001). Working for the Fenland Dollar: An Evaluation of Local Exchange Trading Schemes as an Informal Employment Strategy to Tackle Social Exclusion. *Work, Employment & Society*, 15(3), 581-593. Retrieved September 2,2007, from <http://wes.sagepub.com/cgi/content/abstract/15/3/581>

Theme: Economy

This is an article that discusses a possible solution to the current informal economy in South Africa. This article focuses on informal employment strategies and how to tackle social exclusion from income distribution. The article discusses the Local Exchange Trading Scheme (LETS). This program has been increasingly successful in the UK where studies have found that LETS delivers new informal employment opportunities to socially excluded groups. This article could potentially have some very useful information on dealing with informal settlements.

-Amanda Gurnon

[45] Simone, Abdoumalig. (2005). The Right to the City. *Interventions*, 7(3), 321. Retrieved September 3,2007, from <http://www.informaworld.com/10.1080/13698010500268189>

Theme: Development

Usefulness to project: Consideration of positive aspects of informal settlements, examples of infrastructures and economic stability within

The author argues that the fragmentation of the cities reminiscent of apartheid offer "unforeseen opportunities", and are beneficial to those living there today. This article also suggests that various cities around the world are similar to those formed during apartheid.

This article may be useful to us in understanding different views of the current formation of informal settlements such as Khayelitsha, such as positive and negative aspects.

This article may also suggest other similar situations in different locations to research to help gain a better idea of possible solutions

-Eileen Gribouski

[46] Singh, Madhu. (2000). Combining Work and Learning in the Informal Economy: Implications for Education, Training and Skills Development. *International Review of Education / Internationale Zeitschrift fur Erziehungswissenschaft / Revue Internationale de l'Education*, 46(6, Researching Work and Learning), 599-620 .

Retrieved August 30, 2007, from <http://links.jstor.org/sici?sici=0020-8566%28200011%2946%3A6%3C599%3ACWALIT%3E2.O.CO%3B2-O>

Theme: Economy

Within this article can be found the means or methods to educate the masses about the importance of their own local economy and how it is integral to the survival of their community. It demonstrates the magnitude of educational programs for the benefit of the entire business population and could be useful in developing our own type of educational or informative seminar about successful business practice, health constraints, and strong commercial infrastructure.

-Gaelen Magee

[47] Trager, Lillian. (1987). A Re-Examination of the Urban Informal Sector in West Africa. *Canadian Journal of African Studies / Revue Canadienne des Etudes Africaines*, 21(2), 238-255. Retrieved September 2, 2007, from <http://links.jstor.org/sici?sici=0008-3968%281987%2921%3A2%3C238%3AAROTUI%3E2.O.CO%3B2-Y>

Theme: Economy

This article gives information about the types of neighborhoods/settlements we will be in contact with. Though it is not particularly about local areas, the article has pertinent information about how these communities work and thrive informally in the struggling and developing economy of Africa and may help us to gain an understanding of the country's informal economical situation.

-Gaelen Magee

[48] United Nations. (2007). *State of the World's Cities 2006/2007*. UN-Habitat: Earthscan.

Theme: Crime, Government

I have not been able to actually use this particular book but it was in a list of references for the "Discussion Document" on Crime in the Informal Settlements and according to this paper this book had some useful information on how crime is being dealt with in South Africa's cities. This book is a good background resource on the underlying problems dealing with social and economic inequalities within a community.

-Amanda Gurnon

[49] University of Cape Town, Centre for Social Science Research SALDRU, & University of Michigan, Population Studies Center. (2003). *Khayelitsha/Mitchells plain survey 2000; Survey Report and Baseline Information*. Southern Africa Labour and Development Research Unit, University of Cape Town. Retrieved September 3, 2007, from http://www.saldru.uct.ac.za/resources/kmps_2000.pdf

Theme: Development

Portions of this survey report will be very useful to our research and development of this project. This will be useful because it is data collected directly from Khayelitsha (as well as Mitchells Plain) which relate to employment, housing, as well as other aspects of life in these informal settlements.

-Eileen Gribouski