INTRODUCTION
Warwick Junction, in Durban, South Africa, serves as the area’s primary transport and trading hub, accommodating 460,000 commuters and 6,000 vendors every day. During apartheid and the years immediately after, the area became neglected, unsafe, and congested. Conditions began to improve in the 1990s, when the eThekwini municipality selected Warwick Junction as a pilot under the Inner Thekwini Regeneration and Urban Management Program (TRUMP), which aimed to improve economic opportunities and sustainability by placing strategic value on the inner city. The pioneering work of incorporating the informal economy into the larger market area required significant stakeholder participation. Following their experiences with leading the consultation process, two individuals formed a nonprofit group Asise eTafuleni (“bring it to the table” in Zulu), which continues to use a bottom-up, inclusive approach to support informal workers.

1.1 KEY INTERVENTIONS
The design of Warwick Junction, and the returns of people that pass through it every day, represent a significant economic opportunity for both the city and its traders. Many of the challenges the settlement faces are ongoing negotiations between parties to realize conflict and social consensus.

These negotiations have resulted in a number of concrete improvements. For instance, traders in the Traditional Medicine and Food Market (previously located on the Brooke Street market) had problems with excess water and grease open fires on the pavement, used to be boiled over delicacy, used to be boiled over. Similarly, bovine heads, a Zulu delicacy, used to be boiled over. For instance, traders in the Brooke Street market.

1.1.1 PROJECT STORIES
In the case of the area, it is difficult to attribute impact and causality to single total new investment. As much as there are new investments, there were also new investments, some of which are the result of informal traders. They also frequently formed stronger trading clusters, which, in turn, have vastly improved trading conditions, and these improved conditions have led to other “invisible” employment opportunities throughout the city and region.

1.1.2 SUCCESS STORIES
The location of Warwick Junction serves as the source of information for city officials, helping them to understand the needs of vendors. It also serves as a valuable “learning hub” for urban planning and the informal economy in general. Asise eTafuleni also provides accommodation, design and facilitation services to urban organizations (MOOs) of the urban working poor, particularly women. These services include the development and recognition of the informal economy and continuous training programs provided by the city, helping them to acquire skill and technical expertise to vendors.

CONCLUSION
Overall, the Asise eTafuleni experience has shown that directly involving street traders in the redesign of public space can be effective for both informal livelihoods and public space utilization. Open and positive attitudes towards informal workers on the part of municipal leaders were critical to the achievements in Warwick Junction. Additionally, the experience highlights the need for municipal agencies to prioritize the preservation of relationships with the local informal trading community, particularly when experiencing high levels of staff turnover and institutional reshuffling.

Challenges remain, but inclusive approaches, as shown by Warwick Junction, have the potential to continue effecting positive change.

CREDITS AND LINKS
Sources of information available:
http://marketsofwarwick.co.za/home
Asiye eTafuleni
Projects and processes
Case study
MRC study by Nanette and Mabuza (2011) from a sample of 190 vendors versus urban market of 600 vendors. Source of main paper:
During apartheid and the years immediately after, the area became neglected, unsafe, and congested.

**Utilizing Public Spaces in Warwick Junction**

Negotiating shared environments

**Sources**

WIEGO

**349 cents per kilogram of cardboard earned by salvages before iTRUMP interventions**

**454 cents per kilogram of cardboard earned by salvages after iTRUMP interventions**

**In collaboration with MIT SAPP eXtensible city lab...**