



TÉCNICO
LISBOA

UNIVERSIDADE DE LISBOA
INSTITUTO SUPERIOR TÉCNICO



**PUBLIC OPEN SPACES AS TOOLS FOR SUSTAINABLE
URBAN REVITALISATION –
THE CASE OF LUANDA**

Ana Cristina de Santana Inglês

Supervisor: *Doctor Miguel José das Neves Pires Amado*

Co-Supervisor: *Doctor Teresa Frederica Tojal de Valsassina Heitor*

Thesis approved in public session to obtain the PhD Degree in

..... Architecture.....

Jury final qualification: Pass with Distinction

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Doctor David Manuel Leite dos Santos Viana, Departamento de Arquitetura e Multimédia Galaecia (DAMG), Universidade Portucalense – Infante D. Henrique (UPT)

FUNDING INSTITUTION

This thesis was partially funded by Fundação para a Ciência e Tecnologia (FCT)

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ACKNOWLEDGEMENTS

When I embarked on this journey, I knew there were challenges ahead. However, I could not anticipate how much personal and professional growth I would experience, and I am grateful for it. This PhD journey is an individual journey that would not be possible without the support and availability of many people in my close circle and some I met along the way.

I must first thank my family, previous professional colleagues, and especially my sons for all the support they gave me and who trusted in me and believed from the beginning until the end that I could finish this chapter of my life even when I would not. I must also thank my supervisors, Professors Miguel Amado and Teresa Heitor. Professor Amado invited me to this challenge in Luanda, never losing interest on the topic and Professor Teresa Heitor's guidance and constructive criticism was critical to deliver this work successfully,

There were unmet expectations and unforeseen expenses along the way and two people were crucial to overcome such challenges. I want to thank Engineer José Ferreira and Architect Ricardo Henriques for their relentless support and motivation. I hope this work contributes to solving some of the professional challenges we face and helps to improve the city we care about so deeply. I also thank Fundação para a Ciência and Tecnologia (FCT) for the funding provided during the last months for the completions of this journey.

I want to thank Professor João Vieira Caldas for the discussions which helped me focus the research at the early stages and provided solid foundations for the work ahead. I thank Professor David Moreira for the bibliographic contributions during the research project approval stage.

I want to express my gratitude to my colleagues in Laboratório Urbano de Angola, Evelina Moura, Sylvia Croese, Chloé Buirre, Wilfred Figueiredo, Lígia Terra, Evander Silva, Aquitofel

Mananga, Aristides Caluassi and Adriano Wakatala for their contributions during the enquiry in Marçal and for their support for the enquiries about Public Open Spaces in Luanda. Their help was instrumental in recruiting the students, answering the questionnaire themselves, talking about their own experiences in Public Open Spaces in Luanda, sharing documents and listening to my thoughts and doubts, my many thanks. Through LURA I was able to meet Architect Júlio Rafael who I also want to thank for sharing meaningful information and views, from a practical perspective and experience in intervening in open public spaces in Luanda.

To the colleagues in the Centre for African Public Spaces in South Africa, Ayanda Roji, Tariq Touffa and Adheema Davis, thank you for the opportunities to collaborate, for the knowledge exchanged and material shared. I envisage further collaborations soon. Additionally, the support and contributions of my former colleagues and friends at the Witwatersrand University in South Africa have been valuable and timely, and I thank Moreblessing Mberi, Douglas Soowuna and Shamiso Mondywa for their time and availability to discuss the problems our African cities share.

Some people were crucial for the accomplishment of the fieldwork done in Luanda, the guidance to navigate the archives in Luanda's Institute for Management and Urban Planning (IPGUL), and accessing bibliographic resources about Luanda's urban development history. I want to thank Dr. Architect Hélder José, Dr. Architect Maria Alice Correia, Dr. Architect António Gameiro and Architect Timóteo Chiteculo. To my friend and moto boy Claudio Ebo, who helped capture nighttime pictures, which are crucial to grasp the full extent of the use and value of the studied public open spaces to the users and Luanda's nightlife, thank you.

Finally, my gratitude to the parks 'guards, senior users, hawkers, and workers whom I became acquainted with during the repeated visits during fieldwork; thank you for welcoming me and for sharing your stories.

To my sons Miami and Pedro

Title: Public Open Spaces as Tools for Sustainable Urban Revitalisation – The Case of Luanda.

Abstract

Urban interventions play a crucial role in improving the health, economic, and social well-being of urban communities. Public open spaces offer opportunities for recreational activities, local community activities, and social interaction, fostering community cohesion and inclusion.

The Sustainable Development Goals (SDGs) prioritize universal access to safe, inclusive, and accessible green and public spaces, particularly for women, children, older persons, and persons with disabilities. However, a gap is evident in the literature regarding interventions in less globalized cities, especially in Portuguese-speaking sub-Saharan cities.

This research combines the study of the social value of public spaces with urban planning and architectural qualities to create an urban platform for social inclusion in cities through public spaces. Thus, the research focuses on "*how public open spaces can be strategically designed and implemented to promote social inclusivity in urban environments,*" and "*what specific design elements, programming, and community engagement strategies are most effective in achieving this objective*".

The study begins with a historical perspective, examining Western contexts in Europe and the United States, then exploring how these models of urban intervention, which spread across cities in Europe and North America, were exported as policies and governance paradigms into cities of the global south, marketed by Western cities as global city standards. The fieldwork, using Luanda as a case study, included qualitative and quantitative methods to understand the morphological characteristics of the city, the current use of the public open spaces studied, and its real user's views and expectations.

The literature review reveals that urban interventions are primarily triggered by urban deterioration, perceptions of insecurity, and real estate opportunities. In the cases studied, interventions are grounded on **urban policy improvements**, and it was also possible to understand that **cultural heritage and social behaviours** play a vital role in Public Open Spaces' liveability. The fieldwork in Luanda's downtown revealed that parks serve mostly for seating and relaxation. All parks are regarded as safe during the day. Studied parks provide adequate facilities for strolling, sitting, and chatting, with well-maintained pathways, benches, and open areas for social interaction however, Sports and playground facilities are scarce.

The study also revealed a **limited diversity** of public spaces in Luanda, challenges with gentrification, inadequate maintenance, and the **lack of appeal** of most parks to affluent users.

The author proposes a **micro-scale and multi-actor method of urban intervention** to stimulate the use and promote the engagement of the private sector and the communities in creating and maintaining public open spaces. The socio-economic disparities within Luanda's urban fabric context are acknowledged. The study focuses on the planned city, but the proposal presented has the potential to satisfy the needs of residents in both the planned and unplanned city.

Keywords: Urban Revitalization, Public Spaces, Governance, Social Cohesion, Method.

Título: ESPAÇOS PÚBLICOS ABERTOS COMO FERRAMENTAS PARA REVITALIZAÇÃO URBANA - O CASO DE LUANDA

Resumo

As intervenções urbanas desempenham um papel crucial na melhoria da saúde, bem-estar econômico e social das comunidades urbanas. Os espaços públicos abertos oferecem oportunidades para atividades recreativas, atividades comunitárias locais e interação social, promovendo a coesão e a inclusão comunitária.

Os Objetivos de Desenvolvimento Sustentável (ODS) incentivam o acesso universal a espaços verdes e públicos seguros, inclusivos e acessíveis, particularmente para mulheres, crianças, idosos e pessoas com deficiência. No entanto, uma lacuna é evidente na literatura em relação às intervenções em cidades menos globalizadas, especialmente em cidades de países de língua oficial portuguesa na África Subsaariana.

Esta pesquisa combina o estudo do valor social dos espaços públicos com o planeamento urbano e qualidades arquitetónicas no intuito de criar uma plataforma urbana de inclusão social nas cidades através dos espaços públicos. É com esta base que a pesquisa foca em *"como os espaços públicos abertos podem ser estrategicamente projetados e implementados para promover a inclusão social em ambientes urbanos,"* e em *"que elementos de desenho urbano específicos, programação e estratégias de participação comunitária são mais eficazes para alcançar esse objetivo."*

O estudo começa com uma incursão histórica, examinando os contextos ocidentais na Europa e nos Estados Unidos, e depois explorando como esses modelos de intervenção urbana, que se espalharam por cidades na Europa e na América do Norte, foram exportados como políticas e paradigmas de governança para as cidades do sul global, assinalados por cidades ocidentais como padrões de desenvolvimento urbano globais. O trabalho de campo, que teve Luanda como estudo de caso, incluiu métodos qualitativos e quantitativos para entender as características morfológicas da cidade, o uso atual dos espaços públicos estudados e as opiniões e expectativas dos seus usuários reais.

A revisão da literatura revela que as intervenções urbanas são desencadeadas essencialmente pela deterioração do edificado e das infraestruturas urbanas, percepções de

insegurança e oportunidades imobiliárias resultantes deste declínio. Nos casos estudados, as intervenções são fundamentadas e baseadas em melhorias nas políticas públicas urbanas. Também foi possível perceber que o patrimônio cultural assim como as práticas, usos e costumes nativos desempenham um papel vital na vitalidade dos Espaços Públicos Abertos. O trabalho de campo no centro de Luanda revelou que os parques servem, essencialmente, para sentar e relaxar e desfrutar do ar livre. Todos os parques são considerados seguros durante o dia. Os parques estudados oferecem condições adequadas para passear, caminhar, sentar e conversar, com caminhos razoavelmente bem mantidos, com bancos e áreas para interação social; no entanto, equipamentos desportivos e parques infantis são escassos. O estudo também revelou uma diversidade limitada de espaços públicos em Luanda, bem como desafios com processos de gentrificação, manutenção inadequada e a fraca atratividade da maioria dos parques para usuários com maior poder económico.

A autora propõe um método de intervenção urbana em microescala e envolvendo múltiplos atores para estimular o uso e promover a participação do setor privado e das comunidades na criação e manutenção de espaços públicos abertos. As disparidades socioeconômicas, características do contexto do tecido urbano de Luanda atual são reconhecidas. Apesar do estudo concentrar-se na cidade planeada, a proposta apresentada tem potencial para satisfazer as necessidades de residentes tanto da cidade planeada como aqueles que residem em bairros não-planeados (musseques).

Palavras-Chave: Revitalização Urbana, Espaços Públicos, Governança, Coesão Social, Método

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LIST OF ACRONYMS

BRT - Bus Rapid Transit

CBD: Central Business District

CML: Luanda Municipal Chambers (in Portuguese, Câmara Municipal de Luanda)

GPS: Global Positioning System

GPL: Luanda's Provincial Government (in Portuguese, Governo Provincial de Luanda)

IPGUL: Luanda's Institute of Town Planning and Urban Management (in Portuguese Instituto de Planeamento e Gestão Urbana de Luanda).

POS: Public Open Space

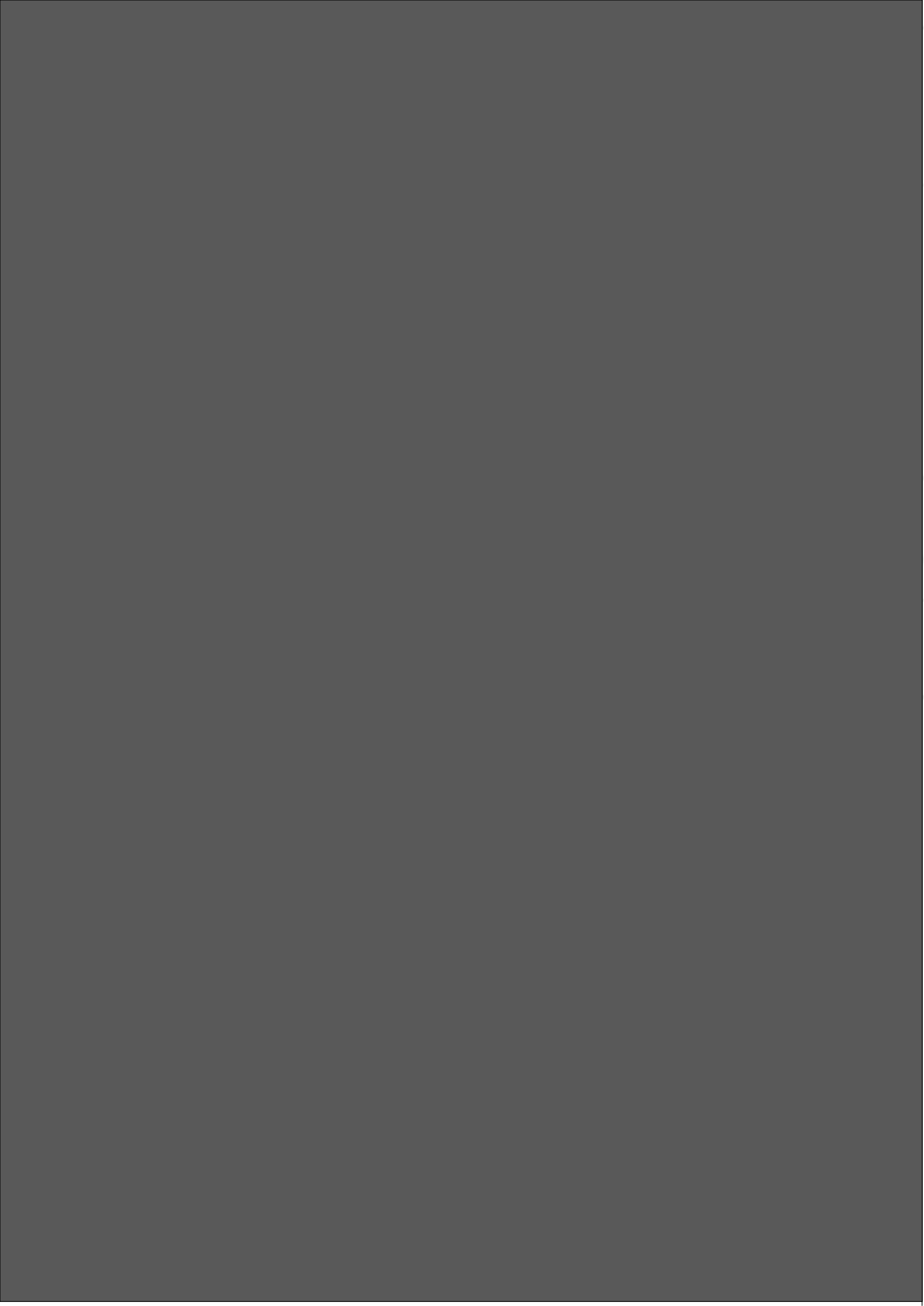
POSS: Public Open Spaces

PDGL - Luanda's Metropolitan Master Plan (in Portuguese Plano Director Geral de Luanda)

PPS: Project for Public Spaces

PNUH - The Angolan National Urban Planning and Housing Program

TOD: Transit Oriented Development





INTRODUCTION

INTRODUCING THE THESIS

Theoretical Background

The public realm is the medium that grants the quality of urban life beyond the domestic domain and can impart positive effects on urban dwellers' quality of life. The parks, streets, sidewalk cafés, green parks, squares, and piazzas that urban dwellers visit in their daily life's routines when travelling to and from home provide opportunities to improve the health, economic and social well-being of an urban community (Whyte, 1980; Sennet, 1990; Zalina Harun et al., 2021; Barrie et al., 2023). Some of the most important reasons for the provision of open space include the opportunity they offer for the practice of a wide range of active and passive recreational activities; they are a focus for local community activities, they

contribute to the quality of the local environment, offer the opportunity for people to mix with others and develop social contacts, facilitate informal contact between different sectors of the community and thereby help to integrate the community, most notably in today's urban environment, they provide places of escape from the urban built-up environment. Open spaces are essential to all communities' health and quality of life and are now recognised as a significant component of the urban fabric (Carmona, 2021; Sennett, 2020; Ugolini et al., 2022; Lamb et al., 2019; Sepe, 2021).

From an urban planning, urban design and architectural standpoint, this research combines the study of the social value of public spaces and the urban design and architectural quality of those spaces to create an urban platform for social inclusion in a city. The importance of public space in cities is analysed from the lenses of sites that are central to fostering culture, civic action, community cohesion and inclusion, already acknowledged in the literature (UN-Habitat, 2023; Madden, 2021; Carmona, 2021; Sennett, 1990; Whyte, 1980; Akyildiz, 2020; Barrie et al., 2023; Ito et al., 2019). However, in a context of rapidly spreading policies and practices of urban neoliberalism, public spaces have increasingly come under threat in cities worldwide, sparking calls to reclaim these spaces. Hence, global development policies and agreements such as the New Urban Agenda (UN, 2015, 2016) stress the importance of promoting access to safe, inclusive, accessible, green and quality public spaces for all, as well as their importance for contributing to a range of areas, such as improved human health, social and economic development, urban resilience and climate change mitigation, the preservation of cultural heritage and the prevention of urban sprawl (art. 13; 36; 37; 53; 67; 97).

The Sustainable Development Goals (SDGs), in turn, include a target that is solely dedicated to the need to provide universal access to safe, inclusive, and accessible green and public spaces, in particular for women and children, older persons, and persons with

disabilities (SDG 11.7). Furthermore, the United Nations launched UN-Habitat's Global Public Space Programme (GPSP) in 2012, confirming the importance of public spaces in city dwellers' well-being and health while supporting social interaction and livelihoods within urban communities. The program supports cities to act in seeking safe, inclusive, and accessible public spaces for all. The program also envisages fending off the adverse effects of increasing trends of rapid urbanisation that often place public spaces at stake due to uncontrolled urban development. The 2023 report of the UN Habitat's GPSP explains the impact that interventions in public spaces in neighbourhoods worldwide produced on the communities around these spaces, ranging from health, economic and social inclusion, the latter being the most relevant to this work.

The growing socio-economic disparities have reflected on the geography and social morphology of cities, with citizens on both ends of the scale, the rich and poor, being segregated from one another, many times "meeting at places" but not necessarily interacting with one another as it happens in downtown Luanda in Angola, a city with growing socio-economic discrepancies but also with a crisp urban duality in its morphology divided between the city of the asphalt (the planned city) and the city of the red sand (the unplanned city). Although such complex and interdisciplinary phenomena cannot be addressed by architects, urban designers, and urban planners alone, the author, an architect herself, believes that intentional interventions in public open spaces can shorten the social gap by providing opportunities for inclusivity.

Research question and objectives.

This research highlights discussions around topics of importation/exportation of policies and governance, and whether policies that emerge from cities in the Global North and are often held up as examples of success or as global standards are the best ways to approach the transformations taking place in cities in the Global South. In the context of growing

disengagement from the state to fund urban interventions in public spaces and increasing engagement of the private sector and local communities, The urban intervention model sought by the author to stimulate habitability involves a micro-scale and multi-actor approach.

The thesis focuses on the morphological and sociological dimensions that emerge from and highlight the importance of public open spaces. The research investigates:

- ***"How can public open spaces be strategically designed and implemented to effectively serve as a catalyst for urban revitalisation, promoting social inclusivity in urban environments?"***

- ***"What specific design elements, programming, and community engagement strategies are most effective in achieving this objective?"***

This work includes research about urban interventions to establish the relevance of public open spaces interventions in these growing urban social disparities. It starts with a historical analysis, looking at Western contexts in Europe and the United States as identified sites where the interventions' movement originated. Furthermore, through the literature review, it is understood how such models of urban intervention travelled from cities in Europe and North America to cities of the Global South in Asia, Latin America, and sub-Saharan Africa. The emergence of public open spaces as a feature in urban design in Europe and in the United States is investigated in combination with the reality of pre-colonial African space-making and concepts of "public open spaces".

To answer the research questions, this research aimed at Information gathering through a review of the existing literature on urban revitalization and public spaces, as well as fieldwork about successful cases of urban revitalisation through studying revitalization's impact on social inclusivity, and users' assessments of positive and negative outcomes. By

determining benchmarks for urban and public open space interventions, considering local socio-cultural, socio-economic and political-administrative settings, a method to study POSs is designed to identify critical components in the design of POSs that ensure users satisfaction and investments sustainability from construction into long time management and maintenance.

The gap in the Literature

The literature that addresses urban intervention in cities generally, is more abundant in cities of the Global North. There is a dearth in the literature that addresses urban interventions of less globalised cities (Guimarães, 2021; Muneerudeen et al., 2016) especially in sub-Saharan Lusophone cities. In the African context, interventions in cities such as Cape Town, Johannesburg and Lagos for example, prevail over that of Lusophone counterparts.

Additionally, there are meagre bibliographic sources that address analytically the models of urban planning and urban design used in cities of ex-Portuguese colonies (Marat-Mendes and de Sampayo, 2016). The concepts behind these plans, the Garden City model, Luso-tropicalism and the political ideology of the Portuguese Estado Novo period and Le Corbusier modern urban planning paradigms (Amaral, 1968; Fernandes, 2021; Ferraz, 2005; Marat-Mendes and de Sampayo, 2016; Maia, 2019) are the bases to understand public open spaces on these cities, inherited from colonial administration. Master theses exploring the plans designed and applied in Luanda have contributed to filling this gap. Fernandes (2021) investigates urban plans designed and implemented in Luanda between 1941 and 1952, including insights about adaptations made to Ebenezer Howard's Garden City model and the Luso-tropicalism social ideologies of Gilberto Freyre. Ferraz (2005) studies public open spaces in Luanda inherited from colonial administration until 2005, including rich representations of urban design transformations and surrounding architecture of these spaces and personal perceptions about them. Marat-Mendes and Sampaio (2016) provide an

insight into the Garden City model paradigms that guided colonial urban plans, focusing on Moreira and De Groer's 1940-43 Master Plan for Luanda.

Over the years, various authors such as Amaral (1968, 1983) and Fernandes (2005, 2006, 2009) have dedicated their efforts to compiling bibliographies that document the urban development history of Portuguese-speaking African countries. Other researchers have contributed with academic research, including Martins (2000), Fonte (2007), Milheiro (2012), Mendes Correia (2018; 2019), and Raposo (2013; 2007). Additionally, publications by Simões de Carvalho (Maia, 2019) and (Batalha, 2006) provide valuable resources and information about the steps and decision-making processes behind the urban history of Luanda.

The scope: location of the case of application

Luanda's historical city centre, which is coincidentally the central business district, is the area selected as the case study. Luanda is the author's hometown. It is a city with a history of spatial segregation that started during colonial administration years when the dichotomy of the planned and unplanned city began and persists until today. As mentioned before, the city centre was developed under the auspices of colonial Portuguese architects and drew, amongst others, from the modernist urban development paradigms, incorporating political colonial ideologies, which resulted in a city that segregated socio-economic and racial disadvantaged groups. Although the colonial administration conceptualized initiatives to integrate unplanned settlements in the formal urban grid in Luanda's early master plans, evidence in the literature (Maia, 2019; Milheiro, 2012; Real, 2011) and interviews with senior citizens support that built form of the city centre, intended to mimic the distant motherland of colonial settlers and house primarily the expatriate community of European descent (Amaral, 1968; Marat-Mendes and de Sampayo, 2016). Drawing from the investigation of the global north and global south examples, this research looks at the origin

and evolution of a delimited perimeter in downtown Luanda, integrating the understanding that public open spaces reflect urban political ideologies, public policies and cultural values of social groups with political-administrative power and the agency of community groups. This work investigates how public open spaces in Luanda have reflected these influences throughout history. From colonial to postcolonial times, interventions in public open spaces in downtown Luanda reflected the technical and ideological ideals of political-administrative governing groups, essentially expressing affirmations of power. During independence, upon the end of the civil war and the prosperous oil boom era, internally, interventions in public open spaces served to propel the political hegemony and stability of the government and its ruling party. In contrast, externally, it bolstered the prosperity of the country, attesting to a competitive safe destiny for international investments. The result is a tendency for city beautification interventions and less preoccupation with the social and inclusive component of public open spaces.

The methodology

The research methodology made use of qualitative and quantitative methods including literature reviews, archival research, enquiries and interviews. The research also made use of a case study to apply and verify the method developed from assessing public open spaces in Luanda and investigating local perceptions. This was supplemented and enhanced through the use of secondary literature and theoretical analysis. Qualitative approaches included the literature review of key theoretical paradigms in urban intervention and global urban planning agendas, examples of urban interventions in the global south as well as archival research, interviews, and the space syntax analysis of the studied area. Quantitative approaches include site work data collected in Luanda's downtown and Marçal cases.

Grassroots initiatives and space analysis space syntax are critical components of the developed study. The study of past and ongoing grassroots initiatives of public open space

upgrading in Luanda, considering experiences revised in the literature, explores their benefits and downfalls. This evidence includes spatial interventions in the city centre and Marçal, an unplanned city neighbourhood, to establish differences in land pressure between these areas as well the potential of the city centre's public open spaces to act as breathing spaces for socialisation and inclusion for Luanda's "have and have-nots".

Space analysis was carried out using Space Syntax methodology,¹ emphasising the relationship between spatial configuration and social outcomes (Rashed, 2013). It provides a theoretical framework for understanding how spatial layouts influence human behaviour, movement, and social interactions within built environments. The approach has been widely applied in urban design, architecture, and planning to analyse and optimise spatial configurations. Space Syntax has evolved to include computational tools for analysis. Syntax analysis involved the use of specialised software that could model and simulate spatial layouts, generate axial maps, and calculate various spatial metrics. These metrics helped understand the connectivity, integration, and accessibility of spaces within a built environment.²

The syntax analysis enabled the identification of areas in Luanda's city centre with the potential for dense pedestrian movement that could serve as areas to ignite social interactions and social inclusion. It also supported the definition of the perimeter of the study, where the author identified the circuit of parks and squares studied in terms of their spatial

1 A SPATIAL THEORY DEVELOPED BY BILL HILLIER, JULIENNE HANSON, AND THEIR COLLEAGUES AT THE BARTLETT, UNIVERSITY COLLEGE LONDON PLAYED A CRITICAL ROLE DURING SITE DEFINITION IN THE CASE STUDY, DOWNTOWN LUANDA. THE FOUNDATIONAL WORK ON SPACE SYNTAX WAS PUBLISHED IN 1984 BY HILLIER AND HANSON (THE SPATIAL LOGIC OF SPACE). WHILE THE FOUNDATIONAL PRINCIPLES OF SPACE SYNTAX ARE ROOTED IN SPATIAL THEORY, THE APPLICATION OF THESE IDEAS HAS BEEN FACILITATED BY THE DEVELOPMENT OF COMPUTATIONAL TOOLS AND SOFTWARE. THESE TOOLS ENABLE RESEARCHERS AND PRACTITIONERS TO CONDUCT QUANTITATIVE ANALYSES OF SPATIAL CONFIGURATIONS AND THEIR IMPACT ON HUMAN BEHAVIOUR.

2 IT IS WORTH NOTING THAT DIFFERENT VERSIONS OF SOFTWARE AND TOOLBOXES HAVE BEEN DEVELOPED OVER TIME BY RESEARCHERS IN THE FIELD OF SPACE SYNTAX.

transformation from the colonial administration years to the present, visited, observed, and photographed.

Enquiries and interviews consolidated the understanding of users' perceptions, values, and everyday dynamics regarding using those spaces. The author prepared the framework of each instrument used in the method based on similar approaches analysed in the literature. The purpose was to design a method to diagnose and assist in understanding POSs, establishing needs and expectations from users' perspective and assist urban planners, urban designers, architects and public administrators to design, build and manage POSs.

INTRODUCING LUANDA - SOCIAL, POLITICAL AND THE ADMINISTRATIVE BACKGROUNDS.

The set-up chosen for the case study is the city centre of Luanda. The city is the capital of Angola, an ex-Portuguese colony that became independent in 1975. The primary liberation movements in the anti-colonial war for the country's liberation against Portuguese colonization were MPLA (Movement for the Liberation of Angola), FNLA (National Front for the Liberation of Angola) and UNITA (the National Union for the Total Independence of Angola). At the peak of the liberation struggle, the Portuguese ceased administration and fled the country (Ferreira, 2001). Each of the three liberation movements intended to take over Luanda and ensure political and administrative power over the country. The transition from the capital of the ultramarine Portuguese colony to the capital of an independent country marked a significant turning point in the city's history since MPLA succeeded in taking over Luanda and declaring independence. However, internal political disagreements about the legitimacy of the established leadership led the country to endure a long-running civil war. Peace was only established in 2002 when the political rivalries between MPLA, the

ruling party since 1975 and its political counterparts, FNLA and mainly with UNITA, were settled (Croese, 2018).

The prolonged civil instability transformed cities into "shelters" amidst military attacks in the countryside. The government prioritised investments in the war and the military, and little intervention happened to improve urban living conditions, plan urban expansions, or preserve the colonial-era built environment. The central government operated the country from Luanda, and for this reason, the city was perceived as one of the safest cities in the country. Luanda witnessed a significant populational influx between 1989 and 1998, during the civil war years and by 2010, projections estimated a size seven times larger than that of the initial urbanised core of the city in the 1980s. The city grew to accommodate such populational pressures, resulting in overpopulated housing stock but also through the growth of unplanned settlements. Thus, the planned versus unplanned urban duality that started during colonial administration (Amaral, 1968; Real, 2011; Buire, 2022) accentuated after the proclamation of the independence towards the unplanned city where about 70% of Luanda's population lives, according to the last census (INE, 2017). The maps below are a visual representation of Luanda's footprint growth from 1950 until 2014.

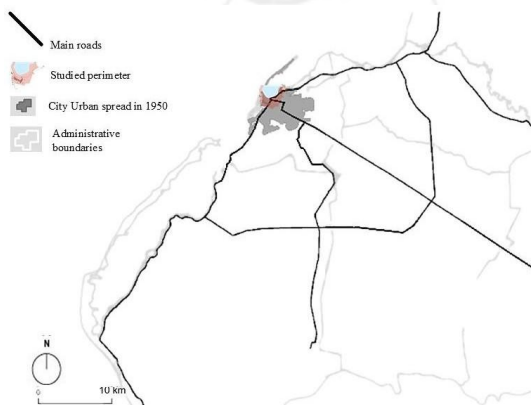


FIG 1: LUANDA'S FOOTPRINT IN 1950
SOURCE: AUTHOR'S INTERPRETATION FROM GOOGLE EARTH AND UN-HABITAT ANGOLAN OFFICE MAPS.

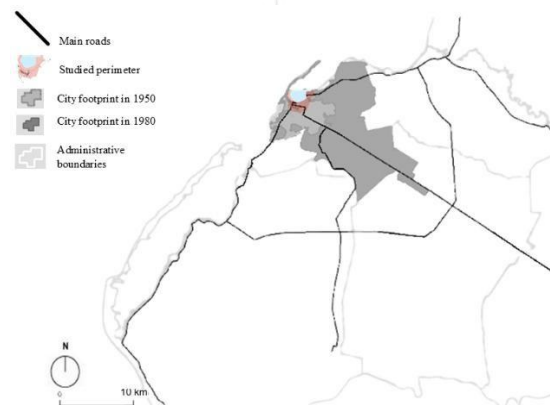


FIG 2: LUANDA'S FOOTPRINT FROM 1950 UNTIL 1980.
SOURCE: AUTHOR'S INTERPRETATION FROM GOOGLE EARTH AND UN-HABITAT ANGOLAN OFFICE MAPS.

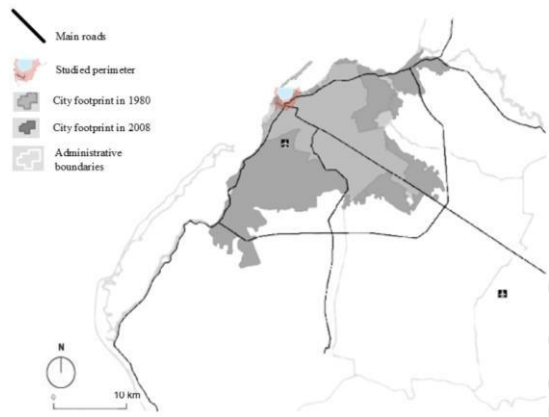


FIG 3: GEOGRAPHICAL REPRESENTATION OF LUANDA'S SPATIAL LIMITS FROM 1980 UNTIL 2008.
SOURCE: AUTHOR'S INTERPRETATION FROM GOOGLE EARTH AND UN-HABITAT ANGOLAN OFFICE MAPS.

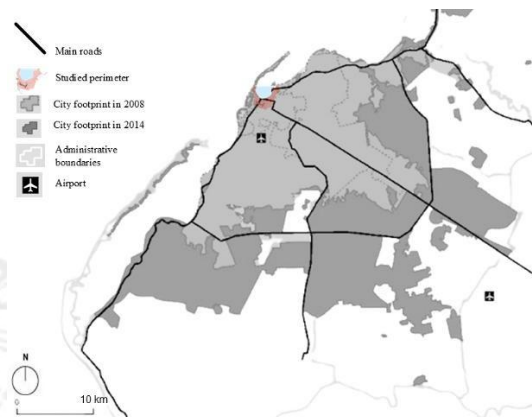


FIG 4: GEOGRAPHICAL REPRESENTATION OF LUANDA'S SPATIAL LIMITS FROM 2008 UNTIL 2014.
SOURCE: AUTHOR'S INTERPRETATION FROM GOOGLE EARTH AND UN-HABITAT ANGOLAN OFFICE MAPS.

Luanda has a history of spatial segregation and social exclusion. Luanda has a history of spatial segregation and social exclusion. During the colonial administration, this urban space privileged citizens of European descent (Fig 8), and according to senior residents interviewed, the city was primarily a workplace destination for the native³ Angolans. Native Angolans lived primarily in unplanned neighbourhoods or neighbourhoods destined for people who worked in the industrial sector. Such neighbourhoods were located on the city's geographic fringes at the time (Fig 7), and houses were built of wood, intentionally temporary for ease of demolition and relocation of the population if there was the need for it (This is the case of Bairro Operário and Bairro Marçal, the latter discussed ahead). It is worthwhile mentioning that the unplanned city neighbourhoods in pre-independence housed native Angolans and people of European descent, although the latter were present in smaller percentages (Real, 2011). Colonisation has long been overcome, but the patterns of exclusion remain between today's affluent communities with more access to the formal housing stock in the city centre and gated communities outside the city centre and the less fortunate living primarily in unplanned neighbourhoods. This social dichotomy has an impact on the liveability



in the city and the perceived inclusionary nature expected of public open spaces, in this case, the ones in Luanda's city centre.

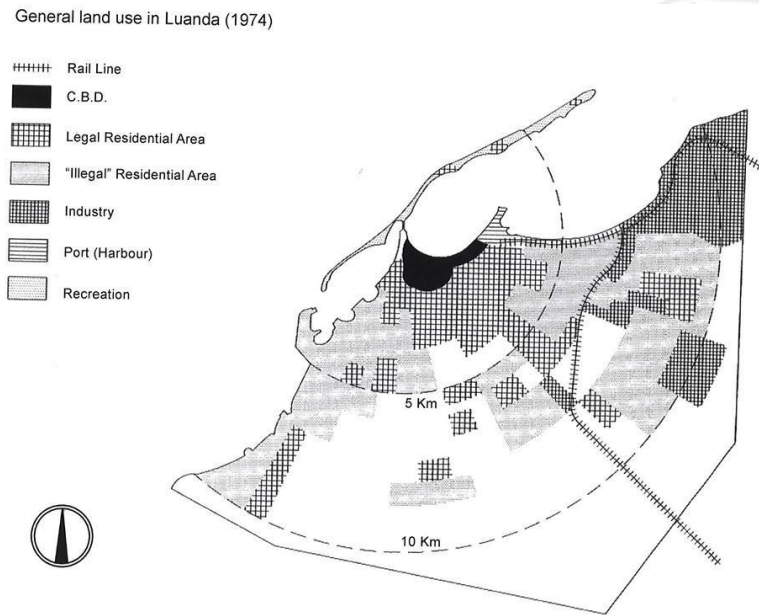


FIG 5: ILLUSTRATION OF THE SPATIAL EXTENSION OF URBANISED AREAS IN RELATION TO UNPLANNED SETTLEMENTS IN LUANDA IN 1974
 SOURCE: REAL, 2011, p. 24

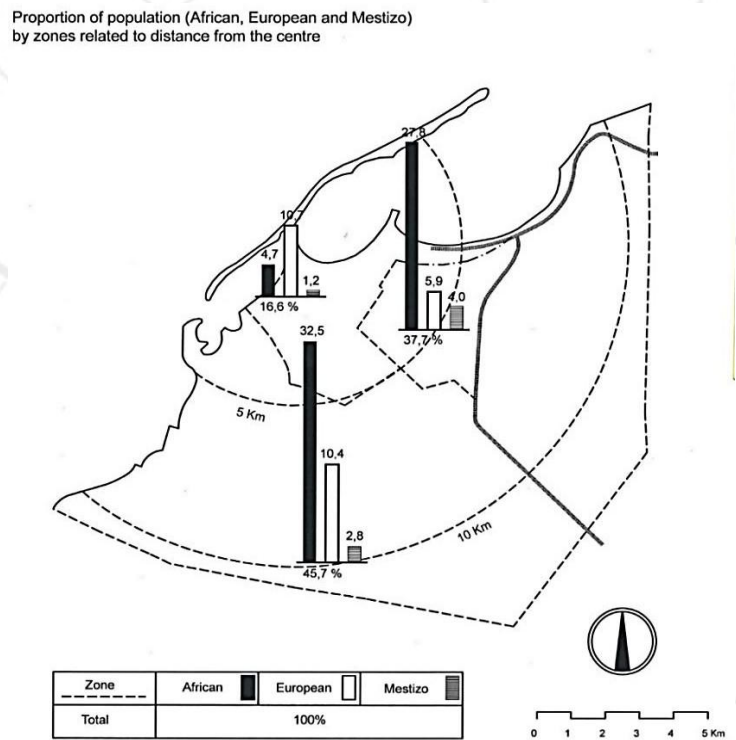


FIG 6: ILLUSTRATION OF THE PERCENTAGES OF NATIVE AFRICAN POPULATION VERSUS POPULATION OF EUROPEAN DESCENT LIVING IN LUANDA'S CITY CENTRE COMPARED TO AREAS OUTSIDE THE CITY CENTRE.

SOURCE: REAL, 2011, p. 37

In 2008, the central government launched the National Urban Planning and Housing Program (PNUH)⁴, which was ignited by the country's housing shortage. The target was to build a million houses, and the program was the flagship for the Legislative elections happening on September 5th and 6th of the same year. Many governments subsidized real estate projects were built around the country, mainly on the outskirts, like Kilamba in Luanda. The program considered formalizing unplanned neighbourhoods, many of which encroached on what was vacant land between buildings within the city centre. However, not so much happened in city centres to recover old buildings, intervene in unplanned neighbourhoods, and upgrade existing public open spaces. However, not as much happened in city centres to recover old buildings, intervene in unplanned neighbourhoods, and upgrade public open spaces in city centres. In 2015, the central government invested great attention in the urban development of Luanda (PDGML), commissioning the elaboration of Luanda's master plan. This plan considered strategies of previous master plans of Luanda, including those produced before and after independence. This plan proposed programs to upgrade existing public open spaces and create new ones, emphasising the importance of increasing green parks and pedestrian and cycling paths as modes of experiencing the city. The most relevant interventions in POSs in Luanda are public initiatives shedding light on the country's autocratic centralised nature of government politic-administrative structures. An emblematic example of public open space intervention in independent Angola is the redevelopment of the Bay of Luanda, discussed in the comparative cases section in this work. However, top-down project implementation processes are increasingly being challenged by grassroots initiatives reshaping spaces and streets around the city. This presents a promising opportunity for social inclusion and urban planning in Luanda.

⁴ IN PORTUGUESE *PROGRAMA NACIONAL DO URBANISMO E HABITAÇÃO (PNUH)*

In the case of Luanda, the unplanned city still houses most of Luanda's population, where there is high land pressure, occupation is primarily horizontal and presents no formal parks, squares and sidewalks for gathering and socialisation. Yet, these communities, in the face of such challenges, demonstrate remarkable adaptability and resourcefulness. On the other hand, the formal old city still offers the most job opportunities, not only for people experiencing poverty but also for the more affluent. Therefore, its public open spaces are "meeting points" for both social groups and are where the author believes opportunities lie for promoting social interaction and inclusion.

It is argued that POSs can enhance Luanda citizens' quality of life and foster urban liveability and social inclusion. Nevertheless, the current rhetoric of interventions still needs more public policies that support widespread coordinated interventions and investments to fund interventions in public open spaces. Furthermore, there is a need to establish a tool to assist public open spaces intervenors that aids understanding of the needs, perceptions and expectations of current and new users in hopes for inclusivity. This work builds upon the existing body of knowledge by adding up-to-date information about the transformation of POSs in Luanda, looking at them as socially inclusive platforms, including the perceptions of the users, bringing forth grassroots initiatives and the challenges of persistent top-down paradigms in public open space interventions in downtown Luanda. The spatial area studied is limited but sets the ground for the analysis to be extended to the rest of the city, across and beyond colonial inherited urban territory.

THESIS STRUCTURE

The structure of the thesis design intends to put forth the arguments of the research clearly. Public Open Space is the main topic of the research, and urban revitalisation, urban liveability, and social inclusion are the undertones around the discussion of the main topic.

This concise description of this thesis differs from the path the researcher followed to achieve this final product. The investigation of Luanda's historical background and grassroots initiatives happened towards the end of the journey. However, the author believes the thesis structure gives the reader a sequence to follow and understand the arguments presented. The content of each chapter of this thesis is described further down on this section.

It is critical to mention that the thesis theoretical framework (Fig. 9) integrates three main themes embedded in one another: urban interventions in which policy mobilities are a sub-theme, and governance also emerging from travelling policies. The three primary themes analysis, under the Sustainable Development Goals framework, focus on cities of the global south, urban revitalisation and multi-actors' approaches integrating global and international actors such as the United Nations and state actors, especially at provincial, municipal and neighbourhood levels and the communities that use POSs and live in the vicinities. This theoretical framework's research and fieldwork establish that the communities are the linking point between POS intervention actors and the need to preserve SDG principles in urban interventions. The result is a model to diagnose and guide POS interventions and create sustainable and inclusive POSs in Luanda.

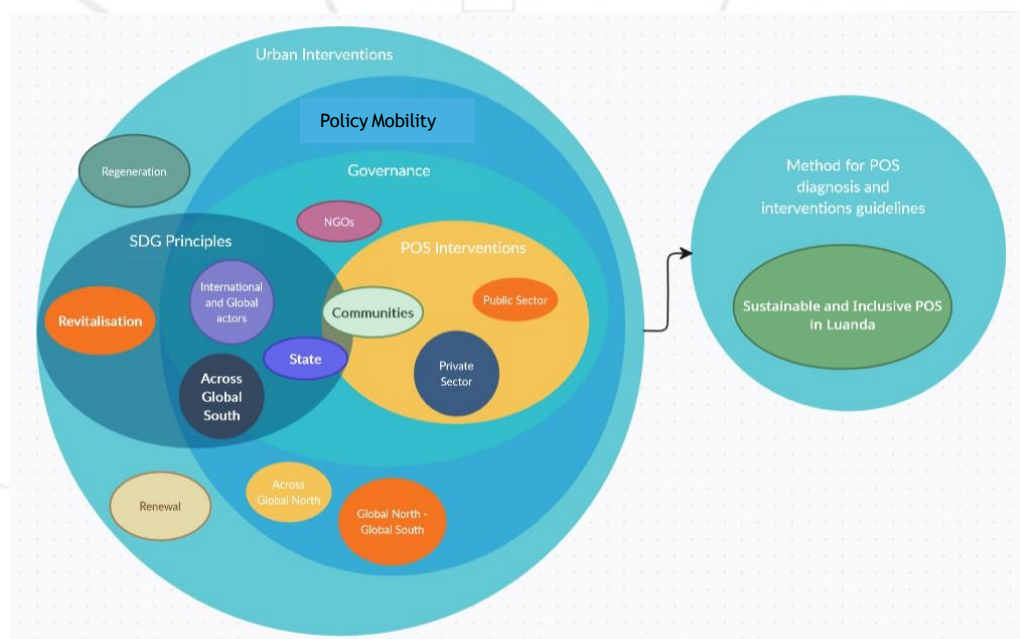


FIG 7: AUTHOR'S RESEARCH THEORETICAL FRAMEWORK

CHAPTER 1 serves as an introduction to the central topic of the research, public open spaces. It not only presents the relevance of this topic but also identifies the problem investigated, the gap in the literature, and the research objectives. The chapter situates the research in the context of urban interventions, policy amendment, and implementation processes, where social inclusion is introduced as the main objective. The theoretical framework of the research is also presented here, further engaging the reader in the research's context.

Additionally, this chapter presents the research questions that guided this work and a brief introduction to Luanda and its background history.

CHAPTER 2 Presents the mixed methodology applied to explore the theoretical knowledge that supported the conception of the method designed to study POSs that is applied during fieldwork, revealing the potential of the field site. The chapter includes the complete workflow of the research including the different phases of the research from theoretical to practical undertakings of the research work.

CHAPTER 3 presents an in-depth literature review of urban interventions, tracing their origins in the global north and migration to the global south. It also discusses the introduction of global urban agendas, such as urban governance and statutory participatory processes in Africa, and how interventions in public open spaces in Luanda reflect these global trends and paradigms. Additionally, the importance of sustainable urban development is also presented here.

CHAPTER 4 is part of the literature review and focuses on public open spaces, presenting the concept's origins from Western and non-western African perspectives. This chapter provides vital information about the cultural differences and similarities that public open spaces hold in both cultural contexts. The transportation of city-making Western models

forced a continuous acculturation process of the local African community and the subduing of indigenous values spatially and in modes of conviviality. This chapter provides evidence of Indigenous "public open spaces" spatiality and their meaning for the community versus their Western origin and importance, which helps understand that the use of public open spaces in contemporary Luanda shows the prevalence of cultural values, social uses and practices that remount pre-European arrival times.

CHAPTER 5 continues the literature review overlapping with qualitative research. The information presented in this chapter moves the thesis to a focus on Luanda presenting growing manifestation of grassroots revitalisation initiatives and situating them in Luanda's context of predominant state-led revitalisation projects. In this chapter, the author discusses the relevance of grassroots initiatives in the Angolan policy context, which has been strongly shaped by the prevailing autocratic nature of centralised political-administrative governmental structures, especially in Luanda. Furthermore, the chapter includes an analysis of the challenges, outcomes, and sustainability of grassroots and state-led initiatives over time. This chapter briefly discusses public open spaces in unplanned urban Luanda, analysing the challenges and opportunities in those neighbourhoods against the opportunity to promote social inclusion in POSs in the city centre. This discussion contextualises the author's main argument of looking at the city centre in downtown Luanda as a "meeting location" with unexplored opportunities.

CHAPTER 6 Using qualitative research methods, this chapter draws from the urban interventions discussed in chapters 2 and 3 and analyses the different urban intervention approaches from a practical perspective. It analyses cases of urban interventions in cities of the global south, their objectives, implementation, and outcomes with a focus on the participatory models used or the absence of them. The analysis juxtaposes case studies of Curitiba in Brazil Singapore and District Six in Cape Town, South Africa, with the reality of

Luanda through the case study of the development of the Bay of Luanda, the city's most significant public open space.

CHAPTER 7 provides a comprehensive overview of the birth and evolution of Luanda. It delves into the pre-colonial history of the territory, tracing its early human occupation and the socio-political structures that were in place. It also explores how these indigenous local powers were gradually conquered and replaced by the colonial administration. The chapter further examines the early urban interventions that were implemented to establish Western urbanization standards and expand the city. It also discusses the early urban interventions and master plans that were designed and implemented during the colonial administration and after independence. This historical context is crucial for understanding the current urban and social dynamics of Luanda.

CHAPTER 8 Presents the application of the methodology designed during field work. It focuses on public open spaces within the perimeter of the study in downtown Luanda, shifting from theoretical perspectives to a case-study practical analysis. This chapter describes the researcher's direct contact with public open spaces in Luanda. This chapter uses space syntax and the analysis of Luanda's urban grid performed in detail. Furthermore, it explains the process of interpretation of the methods developed by Jan Gehl and Project for Public Spaces (PPS) to study public open spaces. Additionally, how these methods are incorporated into the method designed to study public open spaces through direct observation, enquiries and interviews is also defended. Here, the result of the enquiry is presented, as is the investigation of the history and particularities of each park and square studied, their morphologic transformations over time, patterns of usage, and a photographic registry of the spaces during day and night.

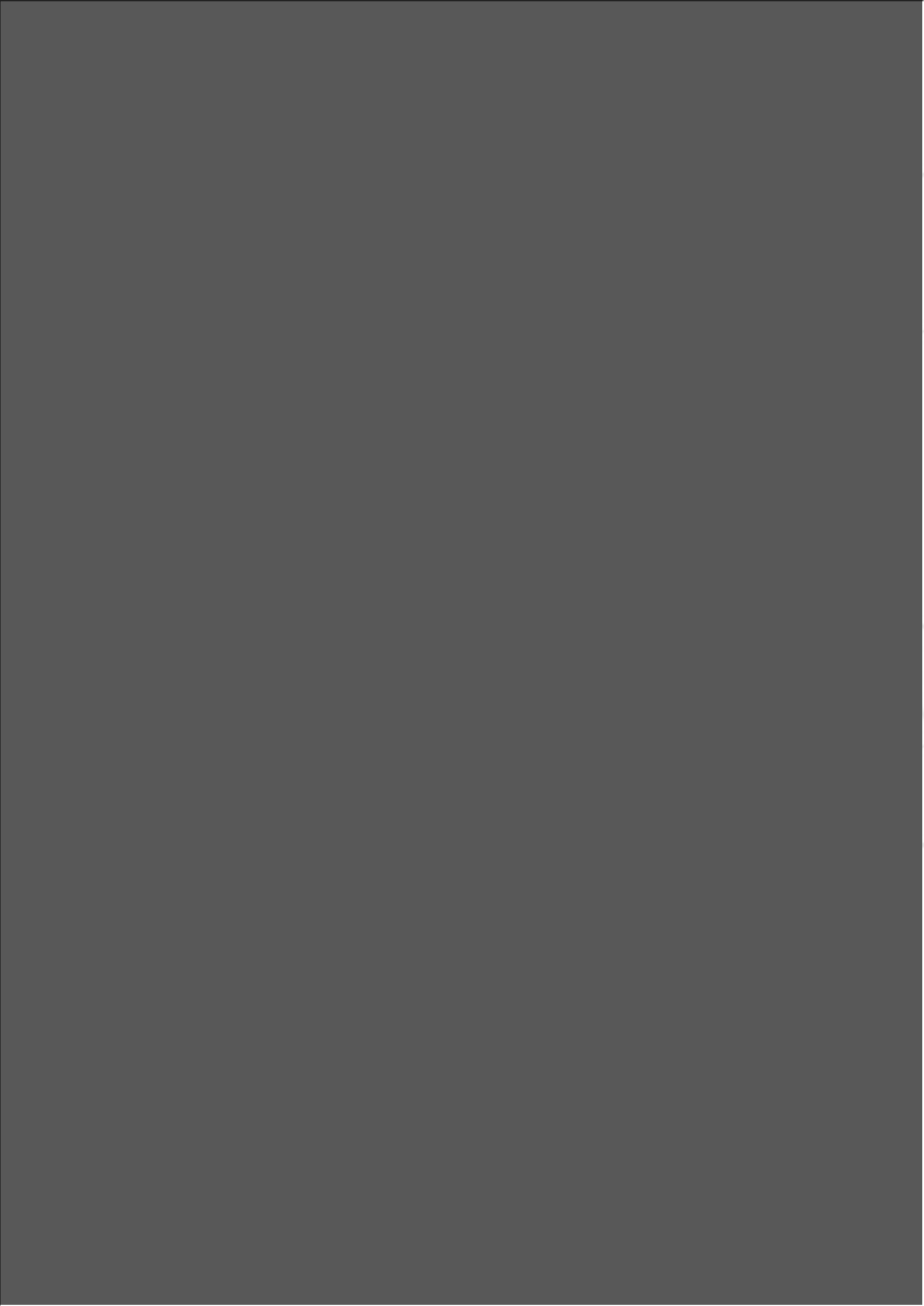
There is a link between the richness of the urban experience and the variety of uses in a specific space that surpasses the mix of uses present in the built environment around parks and squares, such as eating, living and work functions, to mention a few. However, the diversity of uses incorporated in the parks, such as children's playgrounds, sports grounds, outdoor urban furniture, water bodies and gardens, also contribute to different opportunities for socialisation between different users at different times of the day or week. The study of the POSs in Luanda also investigates the diverse use of the spaces proposed in the circuit.

The research process enabled the author to gain a comprehensive understanding of the users, uses, values, strengths, and weaknesses of POSs from the users' perspectives. This analysis provides valuable insights into the issues that interventions in these spaces should address. This is particularly significant for architects, urban designers, and local administrative decision-makers, who often approach these spaces from a beautification perspective, without fully appreciating the value these spaces hold for their everyday users and their potential as attractive spaces for socialisation.

CHAPTER 9 This chapter marks the conclusion of the current research, but not the end of the research topic. It is viewed as the first step towards further exploration of the value and potential of POSs in Luanda as catalysts for social inclusion, taking into account the locale's social, cultural, political, and administrative particularities. The research's pathway and results pave the way for future research in various urban contexts of Luanda and for comparative studies between cities in the country and abroad. The challenges and limitations of the research are acknowledged throughout the work. Lastly, the developed method strives to create an approach that integrates the community voices, the responsibility of political-administrative decision-makers, and the crucial role of private sector actors in transforming POSs in Luanda.

The **BIBLIOGRAPHY** contains all the bibliographic sources used in the research, divided into published books and scientific articles. For practical reasons, sources specific to Angolan institutions and contributors are separated.

ANNEXES are a compilation of appendices relevant to the research, including the questionnaire used for the enquiry, a complete graphic representation of the answers to the enquiry, a synthesised registry of the interviews the author performed during fieldwork with park users, and a collection of the drawings of each park the author found in the archives of IPGUL.







CHAPTER I

Method

1. INTRODUCTION

Urban Interventions embrace transdisciplinary approaches. This thesis focuses on spatial and socio-economic aspects of urban revitalisation. Although the most visible effect is the spatial alteration of the built environment, this spatial dimension results from decisions that impact citizens economically and socially, amongst other dimensions. Undeniably, more than the physical spatial intervention alone is needed to address socio-economic inequalities. However, as an architect and for the pursued PhD in Architecture, the author chooses the spatial domain of urban interventions to conduct this research and address the potential of POSs to promote social inclusion.

1.1 THESIS METHOD

The research used a mixed methodology to reflect on the proposition presented (Cresswell, 2014; Crotty, 1998; Jonker & Pennink, 2009) focus on the revitalisation as the central issue of the research (Fig 10). On the other hand, participatory processes and sustainability principles are key to designing a method to study and understand POSs to propose interventions objectively and thoroughly. Firstly, the research starts with two stages of literature review, looking at the historical background of urban interventions and understanding where urban revitalisation stands. The second moment of the literature review looks at practical examples of urban interventions in four global south cities, one of them in Luanda, to grasp the common challenges in contexts closer to the case of study, focusing on the different participatory approaches and the outcomes they produce.

Secondly, the research focuses on the case study of Luanda. It starts by understanding the city's history, mapping the spatial development of the area of study and investigating the origins of the social challenges the city currently faces. Besides the literature review to uncover Luanda's historical background, there was also archival research at Luanda's Management and Urban Planning Institute (IPGUL) that was critical to revealing the morphological transformation of the spaces elected for direct observation. This archival research was accidental because the initial objective was to acquire maps of the study area that demonstrated the city centre's transformation, including the increment or reduction of parks, squares and green spaces through the years. Unfortunately, this was not possible, and the alternative was to search each space spatial transformation individually, which is rewarding to this work's result.

The researcher has been a public servant in Angola in the Ministry of Public Works Housing Urban Planning for over a decade. The connections established during this time with colleagues at Luanda's Provincial Government were vital to getting the necessary permissions

to perform enquiries, fieldwork, and interviews, connect with fellow Angolan researchers and collect publications about the city.

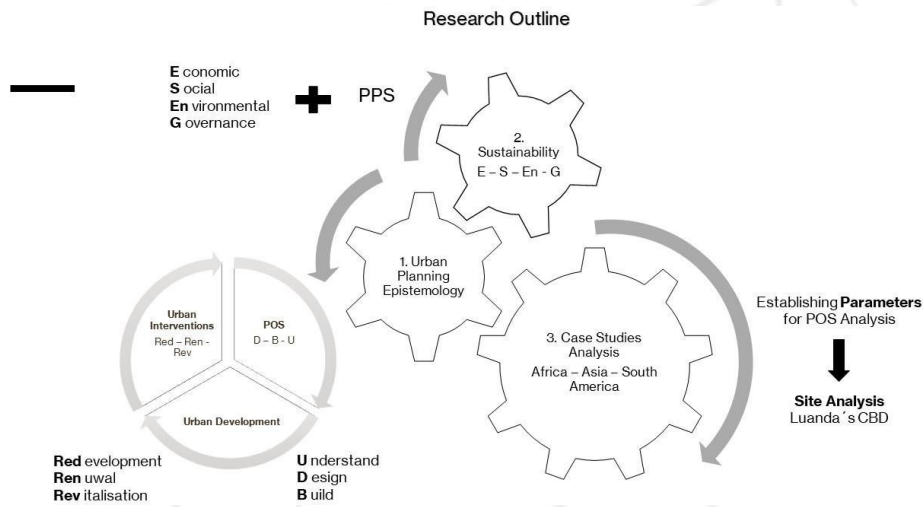


FIG 8: AUTHOR'S OUTLINE OF THE RESEARCH

The PhD work was developed in Lisbon. The site analysis is the last stage in the research's workflow and integrates all the accumulated knowledge of the previous stages (Fig. 11). Fieldwork (integrated in the site analysis stage) was planned to happen in four months and involved travelling to Luanda. It included realising enquiries, interviews, and directly observing the parks and squares on the field site.

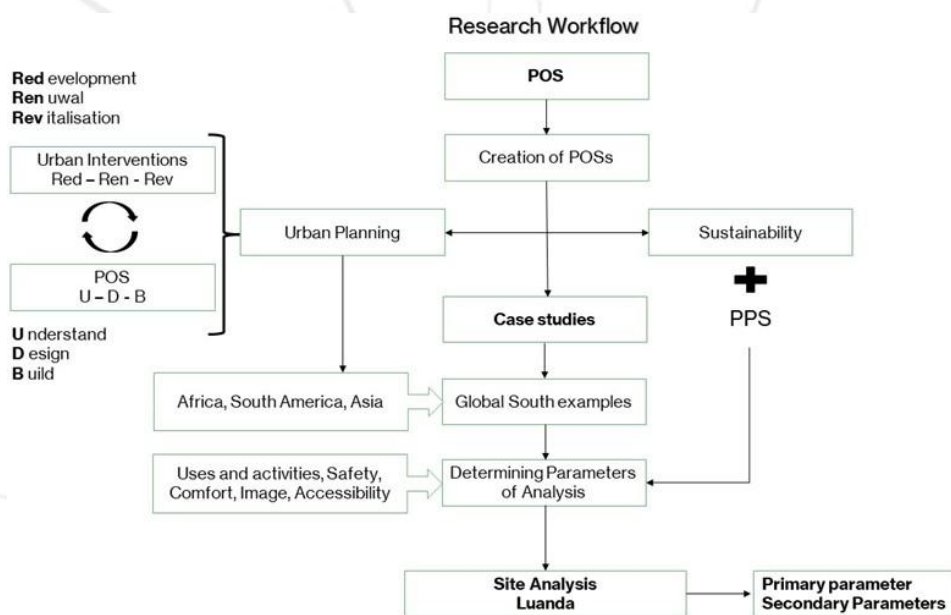


FIG 9: AUTHOR'S DIAGRAM SUMMARY OF THE RESEARCH'S WORKFLOW

The extent of field work in relation with the time the author could spend in Luanda posed a challenge, especially for financial constraints to cover travelling expenses. The author prepared questionnaires in Lisbon and performed a test with 30 participants through online Zoom calls. This first test allowed the simplification of the wording in the questionnaire and other adaptations to improve clarity and ease the performing of the enquiries. The contributions of colleagues in the Angolan Urban Laboratory (LURA)⁵ were crucial for executing the final enquiry. Their support included recruiting ten students from the Faculty of Architecture of the Methodist University of Angola. The group was coordinated through a WhatsApp group managed by the author, where doubts could be clarified in a timely manner, and daily reports were shared. The author divided the team into two groups to cover the spots planned within the time scheduled.

Each group covered three locations, and both covered the Bay of Luanda, split into two sections because of its extensive area. Some adjustments were made along the way, especially regarding points of collection of the enquiries. The team reported that residents in predominantly higher-income neighbourhoods resisted participating, and the group had to move around the neighbourhood away from the programmed spot, a public park, to be able to collect answers. Another difficult neighbourhood was Marçal. The group reported suspicion of residents and discomfort to participate as they thought there was a hidden political agenda behind the work. Porto, another low-income neighbourhood, substituted the neighbourhood. Due to perceived unsafety factors, students refused to use tablets or cell phones, and the collection was done with pen and paper and transferred into digital format at the end of every working day. The author kept the questionnaires filled out in the paper for future reference. This activity took approximately four weeks, from recruitment of students,

⁵ IN PORTUGUESE *LABORATÓRIO URBANO DE ANGOLA - LURA*

briefing, testing on the field, and the execution of the enquiry. Fieldwork alone took ten days, including working days and weekends.

The inquiries were intentionally conducted on sites in affluent, middle-income, and lower-income neighbourhoods to ensure the reliability that the sample collected represents the perceptions of Luanda's citizens and not only of people living in the city centre. The selected neighbourhoods were Coqueiros and Mutamba, predominantly middle income; Maianga and Miramar, predominantly higher income; Porto and Marçal, predominantly Low income; Baía de Luanda e Rua dos Mercadores, with mixed scenarios. A portion of the enquiry (20%) was done online, and the remaining 80% of the answers were collected on-site, totalling 758 answers, which the author believes grants robustness to the results obtained. All the expenses, including students' transportation costs and lunches, were the author's responsibility and a pre-condition for executing the work. Gerpart, a private company acting in Luanda's architectural and urban design field, funded the enquiry because there was interest in understanding the opportunities to invest in interventions in POSs in Luanda's city centre.

The second stage of the research was the study of the selected parks by direct observation (Fig. 13). The site work summary diagram (Fig 12) presents all the stages of the site work implemented. Because this work is centred on social interaction and promoting social inclusion, the areas identified by applying space syntax analysis on Luanda's city centre urban grid favoured areas with higher potential for pedestrian movement. A detailed description of the study of space syntax study is in Chapter 5. With the aid of space syntax, the perimeter of the study was defined, and spaces within it were selected. It is worth mentioning that the author only studied a selected number of parks and squares in the perimeter due to time constraints. The enquiry results helped determine parks that citizens considered more relevant.

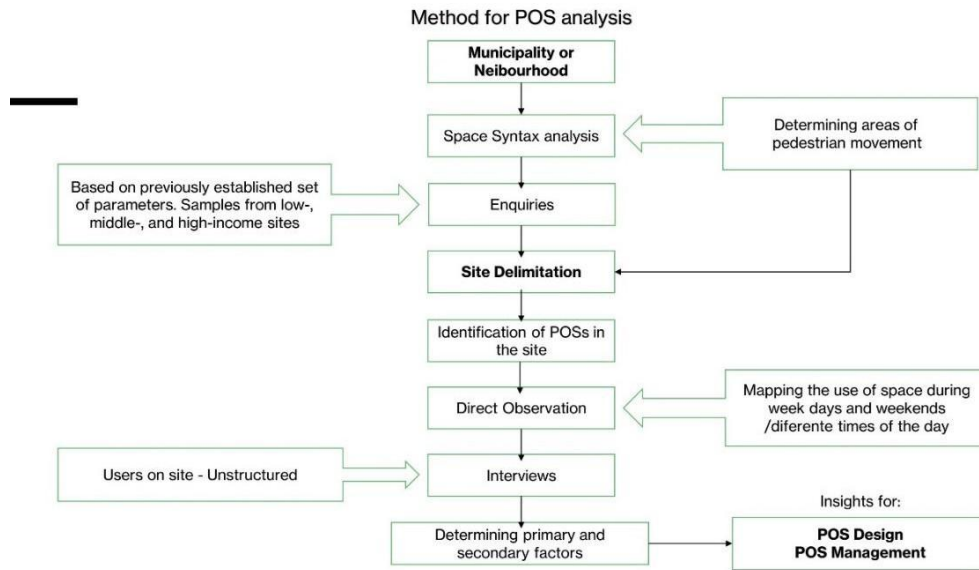


FIG 10: AUTHOR'S DIAGRAM SUMMARY OF SITE WORK AND SITE ANALYSIS

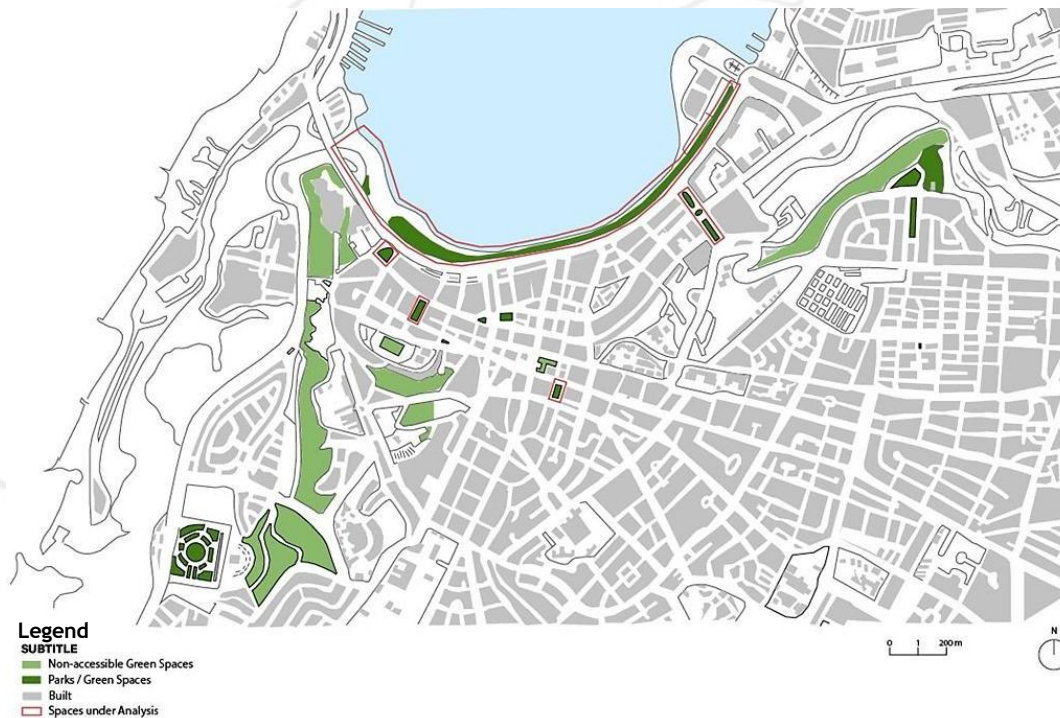


FIG 11: AUTHOR'S MAPPING OF GREEN AREAS IN LUANDA'S CITY CENTRE

The time spent by the author in fieldwork was fundamental to experiencing the parks spatially, observing daily social dynamics, identifying patterns of use, drawing, talking and photographing the squares. Figure 14 illustrates the spaces studied and two other relevant spaces observed within the perimeter, the Coin's Museum and the Unknown Soldier's Monument. Despite knowing most of these spaces, it was the first time the author physically

visited and enjoyed prolonged stays in them. Each park was visited three times a week on different days, including weekends, in the morning and the afternoon, with an average time of permanence of two hours per visit. The fieldwork took four months. The author's family home in Luanda is outside the city centre. For safety purposes and sometimes unavailability of vacant public parking around parks, the author parked in Fortaleza Shopping Centre or Torres do Carmo private parking facilities and walked around the area. This exercise allowed the researcher to experience the challenges of walking around the city centre on hot and humid sunny days, with little shaded spaces and urban furniture to pause between parks. It was also possible to time the time spent from one space to another.

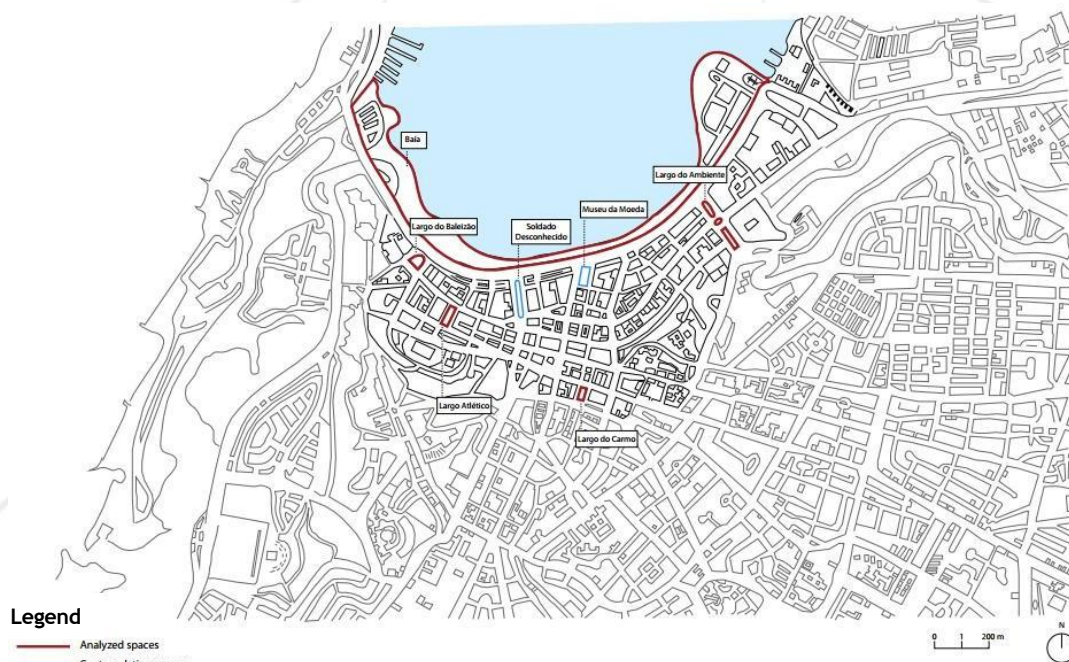


FIG 12: AUTHOR'S MAPPING OF SPACES STUDIED IN LUANDA'S CITY CENTRE

It is recognised that the number of interviews is below what was planned. However, the substantial number of enquiries combined with the number of interviews performed during fieldwork imparts the research's reasonable robustness. Nevertheless, during LURA's October 2022 workshop dedicated to the importance of Public Open Spaces, the author was able to interview architects, artists, students, academics and public servants in Luanda's Provincial Government and the Ministry of Public Works, Housing and Urban Planning, stakeholders of

the public sector. The sessions were transmitted live and are available on LURA's Facebook and Instagram pages, which helped the author revisit some sessions when needed. Most interviews performed during fieldwork were unstructured and only recorded on paper. Many users were watchful about the destination of the records of their points of view, fearing they could have negative political implications. The users interviewed were more willing to talk without a recording device, did not want to be photographed and asked to keep their identities undisclosed.

The case study approach had three main objectives:

- To critically evaluate historic and current social urban challenges of the city
- To study the morphological characteristics of POSs and register how they are used.
- To understand the users' perspectives, investigate how they use POSs, investigate users' expectations towards POSs and what value these spaces hold for them socially and spatially.

The first objective was covered mainly through a literature review, while the second used archival findings as a base and combined contemporary maps with direct observation. To hear the users' voices was vital to the author because they are at the centre of participatory processes to intervene in POSs. It was also vital to look at POSs through the users' eyes and reinterpret the lack of liveability perceived by the author at the beginning of the journey. Evidence in the literature shows that spaces are cared for and maintained better when users are included in the design and implementation processes (Sacadura, 2005; Akyildiz, 2020; De Guimarães et al., 2020; UN-Habitat, 2021). Furthermore, the author believes that interventions on POSs must first attend to the needs and, to some extent, the users' expectations before innovation attempts can succeed. The author mainly used enquiry and interviews to understand the needs and expectations of the users.

1.1.1 INDICATORS

Parameters used to analyse the public spaces during site visit were influenced by sustainable urban development paradigms combined with place-making ones: It could be argued that such parameters established by western scholars based in studies developed studying cities in western countries mainly in Europe and the United States may not achieve the depth needed to analyse POSs in an African context. This exploratory journey takes these parameters and indicators as theoretic basis of the research aiming to provide grounds of comparison with western counterparts in one hand. On the other hand, the author recognises that such indicators are more challenging to apply in unplanned urban set ups where urban constructs such as the road, sidewalk, parks, the normative physical layouts are opaque and somehow mingled together and sometimes temporary as are some residential, commercial and services functions. This work is developed in the planned city, a similar context from where the paradigms originated and therefore allegedly valid.

The liveability of a city is witnessed in its streets, parks, and piazzas. The conservation of these spaces and the heterogeneity of the community that enjoy the spaces can also testify to the quality of life and prosperity of a city's community. Therefore, it plausible to say that public open spaces can showcase the quality of life in a city.

Maggino (2015) interrelates the measuring of quality of life and well-being explaining the multidimensionality and complexity of the task. This author (Maggino, 2015) goes on to say that a multilayered set of qualitative and quantitative methodologies provide robustness to the results, avoiding the risk of producing a result that relies substantially on the views and aspirations of the researcher and can therefore be reproduced understanding that what well-being and liveability means to one context may not necessarily be the same to another within a neighbourhood, a city, in cities of the same country and so forth. The dualism between objective information (collected by observing reality) versus subjective information

(collected only from individuals and their claims) is important to ensure neutrality in the findings.

In summary, the methodology developed followed three stages:

1ST STAGE – THEORETICAL INVESTIGATION

- 1) **Step 1:** establishes a benchmark through a literature review of case-studies to acquire knowledge about urban interventions challenges, potentials, and outcomes. During this phase common themes are identified that feed concepts that need to be thoroughly understood as urban concepts such as liveability, social interaction, social inclusivity, and urban sustainability.
- 2) **Step 2:** To investigate the liveability of a city and its deterrent and promoting factors which are converted into parameters were established from urban sustainability and place-making principles, widely tested, and accepted in the literature. Nevertheless, little is available in the literature about the study and promotion of liveable public spaces in the sub-Saharan African cities and what it means in relation to exhaustive studies of western cities. This work presents initial steps to shorten this gap.
- 3) **Step 3:** These parameters are then subdivided into indicators. This structure of analysis is then applied in direct observation (an objective method) and through the application of enquiries (subjective method of collecting data validating individual's personal sentiments and aspirations) to a sample of the population that fairly represents the population demographics of the city in terms of gender and age characteristics.

2ND STAGE: UNDERSTANDING OF THE URBAN CONTEXT AND DATA COLLECTION.

- 4) A selection of relevant POSs in a defined perimeter of the city is done with the aid of Space syntax. This tool helps to identify areas with greater potential for social interactions, worthwhile exploring to improve or promote social interactions.
- 5) Direct observation takes place on the selected POSs.
- 6) An additional layer of micro investigation is done by interviewing POS users during direct observation fieldwork to clarify critical issues that appear out of the results of the enquiries.
- 7) Photographs are taken and diagrams drawn recording how the place is used in various times of the day and the week, who uses it and for what purposes.

3RD STAGE: DATA ANALYSIS AND PROPOSALS

- 8) Analysis of the collected data.
- 9) In the last stage the status quo of POSs is presented and a set of proposals to improve their value and promote their liveability are presented.

It is essential to mention that this method is valid to study existing POSs but also to understand what the community needs and aspirations are towards them. The enquiry provides a critical tool to understand cultural perceptions of desirable social interaction activities in POSs of the context in study which may vary between different cities and within different neighbourhoods in a city.

To promote comparability of the findings from different realities based on a common tool for measurement, this work uses concepts (liveability, social interaction, and social

inclusivity), parameters (economic, social, environmental and governance dynamics) that interchangeably incorporate urban sustainable parameters and Jan Gehl's, Placemaking and SDG 11.7 indicators.

concepts Sustainability, Placemaking, City Liveability (Jan Gehl), Urban Revitalisation

parameters The pillars of Sustainable urban development remain as common ground to create positive changes in POS interventions:
Social, economic, environmental, governance

Assessment criteria and indicators PLACEMAKING: **Sociability** (welcoming, interactive, friendly, pride, neighbourly, cooperative, stewardship, diverse), **uses and activities** (fun, active vital, special, real, useful, indigenous, celebratory, sustainable), **access and linkages** (continuity, proximity, connected, readable, walkable, convenient, accessible), **comfort**, and **image** (safe, clean, green, walkable, sittable, spiritual, charming, attractive, historic).
JAN GEHL: **Protection** (car accidents, crime and violence, unpleasant sensorial experiences), **comfort** (walking, standing/staying, sitting, see, hear/talk, play/ unfolding/activities), and **enjoyment** (scale,

enjoy the climate, positive sensorial experiences/aesthetics).

SDG 11.7: **accessibility** (Accessibility and presence of qualitative and inclusive facilities for private vehicles, Accessibility and presence of qualitative and inclusive facilities for bikes, Accessibility and presence of qualitative and inclusive facilities for pedestrians, Accessibility and presence of qualitative and inclusive facilities for public transports), **green environment** (Presence and quality of biodiversity in the public space, Environmental and community resilience, Presence of energy efficient elements in the public space), **comfort and safety** (Perception of safety & level of security of the public space, Quality of sensorial experience, Overall comfort using the public space, through maintenance, design and Ambient conditions, Presence of a public space identity, determined by cultural background and users' enjoyment), **amenities and furniture** (Presence and quality of lighting, Presence and quality of amenities for recreational structures, Presence and quality of seating, Presence and quality of waste bins, Presence and quality of bike racks, Presence and quality of signage and emergency items, Presence and quality of water and toilets facilities, , **use and**

users (Number and variety of users accessing the public space, Number and variety of activities observed in the public space among time and space).

TABLE 1: AUTHOR'S SUMMARY OF CONCEPTS, PARAMETERS AND THE ASSESSMENT CRITERIA USED IN THE PUBLIC OPEN SPACE ANALYSIS OF SPACES IN LUANDA.

Remembering that the goal is not only to diagnose and improve POSs in general but to understand if POSs can be catalytic tools for city liveability. These findings are the foundation to design a methodology that allows the community, private and public stakeholders to work together. To achieve this goal, the following assessment criteria and indicators were selected to build the questionnaire and guide direct observation activities.

Criteria	Indicators
Safety	Traffic related (probability of being run over by a car or motorbike)
	Crime and violence (police supervision, pick pocketers and violent crimes)
	Unpleasant sensorial experiences (protection against rain, wind, sun, noise, dust)
	Health related (probability of being contaminated with a disease)
	Indicators
Comfort	Pleasantness to walk
	Pleasantness to stand
	Pleasantness to sit

Pleasantness to observe the surroundings

Possibility to chat (tolerable levels of noise)

Indicators

Image

Scale of surrounding façades

Well maintained and appealing furniture (visual and sensorial appeal)

Opportunities to appreciate pleasant climatic conditions (shades, the warmth of the sun, wind breezes)

Pleasant sensorial experiences (sounds, pleasant built and natural sceneries, water and green bodies, pleasant objects to touch and pleasant smells)

Indicators

Accessibility

Determining users' residential areas (around the site, nearby or far from the site)

How users' visit POSs (on foot, public transport, other collective transport, private cars)

Where users come from before arriving to POSs (home, work, school)

Determining whether the space is easily accessed on foot

Determining whether the space is easily accessed by public or collective transport

Determining whether the space is easily with private cars

Indicators

Uses and Activities	Determining if the space is suitable for children to play (during the day and/or night, in hot summer days and/or rainy days)
	Are there opportunities to play sports and exercise (during the day and/or night, in hot summer days and/or rainy days)
	Availability of entertainment opportunities (music, dance, street open theatre, public celebrations)
	Are there commercial activities? (shops, markets, restaurants and coffee shops, informal walk around traders)

Indicators

Governance	Identifying awareness of any need to improve present POS conditions (indication of most the relevant conditions)
	Identifying user's predisposition to participate
	Determining awareness of who the stakeholders are
	Identifying entities that users are more comfortable to share their opinion and make proposals that can be vessels of communication between residents and public and private institutions

TABLE 2: AUTHOR'S SUMMARY OF CRITERIA AND RESPECTIVE INDICATORS USED IN THE ANALYSIS OF PUBLIC OPEN SPACES IN LUANDA'S CITY CENTRE.

The demographics of the population enquired such as gender, age and occupation elucidate understanding about the population that visit the spaces, their socio-economic background and how their impressions about POSs in Luanda. However, the demographic data also sheds light into gender discrepancies between age and gender groups that feel less welcomed in POSs.

1.2 SUMMARY OF CHAPTER

The design of the method intended to create a comprehensive roadmap to study POSs in any given context and establish cultural characteristics that govern the uses and liveability of public open spaces in specific neighbourhoods and cities. The combination of methods of data collection complements each other avoiding personal researchers' perception to lead to conclusions and influence the proposals. The outcomes must talk about the characteristics of the physical space and the desires and cultural values of its users. This data serves as a basis to design liveable POSs. It is believed that the diagnosis serves to attend to the needs and identify gaps but should not refrain creativity and innovation during design.

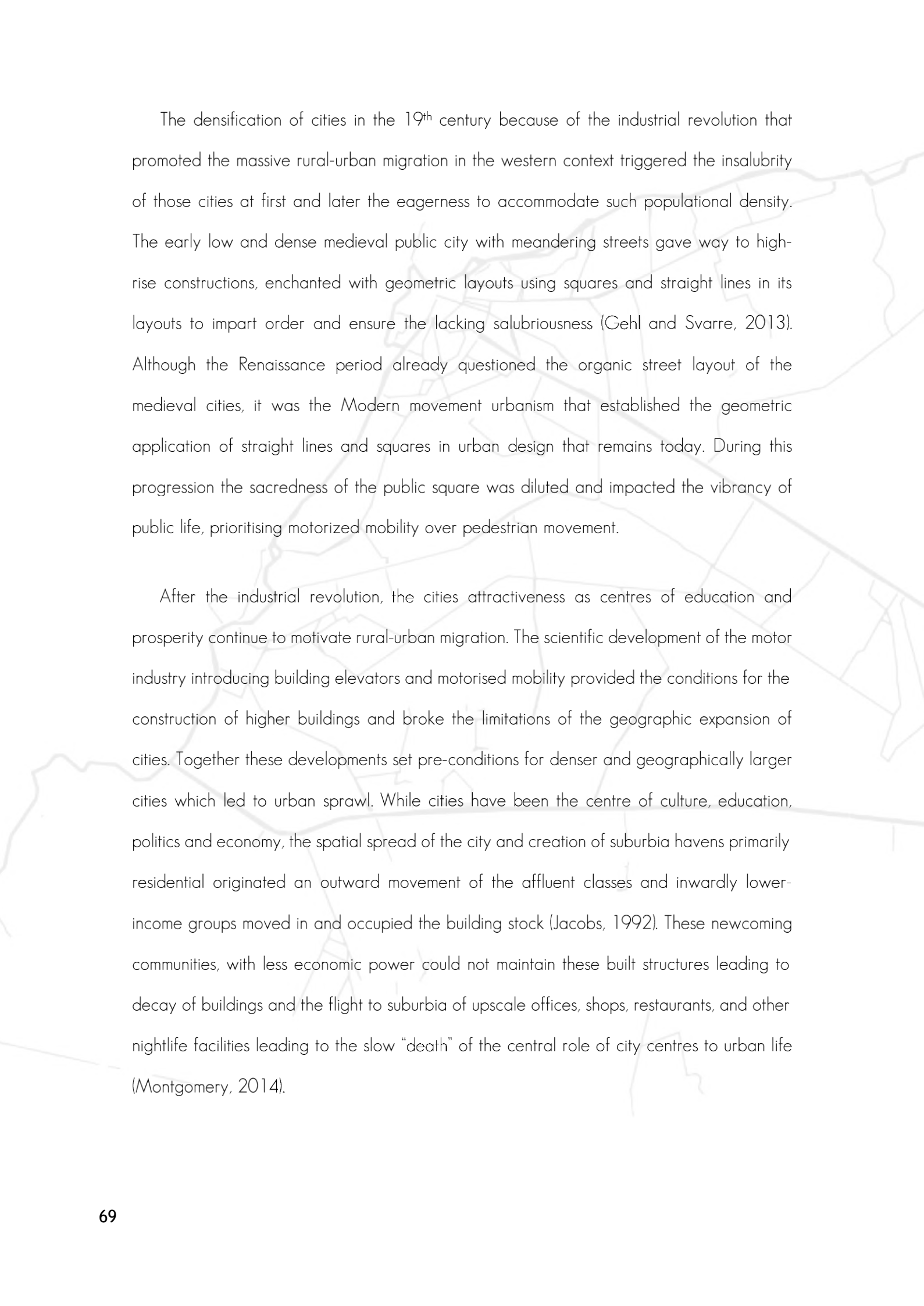


CHAPTER II

Urban Interventions

2. INTRODUCTION

The early manifestations of urban settlements in western civilisation, the medieval cities, were low and dense and the public square, the Agora, was generally the place of conversation, discussions, commercial exchanges, festive manifestations, and conviviality (Goitia, 2014). The technological advancements that shaped the steam engine in late 18th century and the discovery of new higher density energy sources geared the Industrial Revolution. At a time where mankind survival depended agricultural practices, such developments provided solid grounds to break the dependence of the production of goods on human labour and draft animals to machine-based manufacturing and farming (Ferrão and Fernández, 2013).



The densification of cities in the 19th century because of the industrial revolution that promoted the massive rural-urban migration in the western context triggered the insalubrity of those cities at first and later the eagerness to accommodate such populational density. The early low and dense medieval public city with meandering streets gave way to high-rise constructions, enchanted with geometric layouts using squares and straight lines in its layouts to impart order and ensure the lacking salubriousness (Gehl and Svarre, 2013). Although the Renaissance period already questioned the organic street layout of the medieval cities, it was the Modern movement urbanism that established the geometric application of straight lines and squares in urban design that remains today. During this progression the sacredness of the public square was diluted and impacted the vibrancy of public life, prioritising motorized mobility over pedestrian movement.

After the industrial revolution, the cities attractiveness as centres of education and prosperity continue to motivate rural-urban migration. The scientific development of the motor industry introducing building elevators and motorised mobility provided the conditions for the construction of higher buildings and broke the limitations of the geographic expansion of cities. Together these developments set pre-conditions for denser and geographically larger cities which led to urban sprawl. While cities have been the centre of culture, education, politics and economy, the spatial spread of the city and creation of suburbia havens primarily residential originated an outward movement of the affluent classes and inwardly lower-income groups moved in and occupied the building stock (Jacobs, 1992). These newcomers, with less economic power could not maintain these built structures leading to decay of buildings and the flight to suburbia of upscale offices, shops, restaurants, and other nightlife facilities leading to the slow “death” of the central role of city centres to urban life (Montgomery, 2014).

To summarise, urban studies show a tendency of big and small cities to consolidate the initial centre, as a reference of both physical and economic growth. The city's morphology alters, exploding spatially to the point that the centre loses its managerial and economic role and consequently its vitality (Montgomery, 2014). What follows is an outward movement of affluent classes and significant economic players to suburbia, lowering prices of the real estate market, an influx of lower-income groups unable to pay for the maintenance of the building stock and public spaces (Ibid). Additionally, the expansion focuses primarily on building stock (residential, offices, shopping and other recreational facilities), neglecting the importance of designed public open spaces, reducing their ability to promote public life's vitality. Furthermore, the covid pandemic introduced the remote work which remained after the pandemic. The new work-life paradigm sets a new challenge to the cities' economies that depend on everyday workers to travel, eat, and shop during their weekday working life which in turn affects the liveability of city centre's POSs and the economic sector (formal and informal) that depends on the presence of people to thrive (Ndhlovu and Mhlanga, 2023; Sepe, 2021; Stevens et al., 2021).

This exponential urban growth led to the depletion of the earth's natural resources and additionally compromising environmental steadiness through air pollution and the inappropriate approaches when dealing with the urban waste produced. These environmental effects of urbanization raised concerns about the sustainability of human life. The Sustainable Urban Development concept emerged amidst such concerns to guarantee that current generations will not compromise the life of future ones through the efficient use of non-renewable exploited resources, as well as the reduction of the extraction of non-renewable resources, and the re-use and recycling of materials already exploited. This concept became central in urban development interventions to guarantee efficiency in its interventions and maintenance from social, economic, and environmental perspectives where

governance is now also playing a decisive factor (Halfani, McCarney and Rodriguez, 1991; Lindell, 2008; Gómez-Álvarez et al., 2017; Titov, 2021).

Whereas poverty and unemployment are important drivers of rural-urban migration phenomenon, it is essential to mention that these are not the only ones. Other triggering issues are conflict, environmental degradation, climate change and spatial inequalities. In 2022, the United Nation estimated that 54% of the world population live in cities and that by 2050 urban population will raise to 66% (UN-Habitat, 2021).

One then starts to question the role public open spaces play in these urban dynamics. The data collected in the UN-Habitat's Global Public Space Programme demonstrates that cities who dedicate about 50% of their surface area to public spaces showcase higher functioning standards. Unfortunately, not many cities around the world meet such target. Consequently, cities lacking quality public spaces present reduced urban quality of life, increased crime rates, social tensions, lower public health standards, and congestion. Therefore, "***public space provides leverage to optimize urban performance – build safer and cohesive communities, reduce spatial inequalities, build local economies, and bring nature back to the city***" (UN-Habitat, 2021, p.16).

The United Nations Global Public Space Programme Annual Report 2021 states that the programme completed 137 public space upgrading projects in 90 different cities, impacting the life of over 2.3 million people. This data permits to say that efficient transformation of public spaces effectively improves urban dwellers quality of life.

2.1 HISTORICAL OVERVIEW OF URBAN INTERVENTIONS POLICIES AND PROCESSES

For the sake of clarifying concepts, urban intervention (a terminology adopted by the author) is a term used in this paper that refers to all processes and policies applied to the urban fabric to improve living conditions, both socially and physically. In western contexts of Europe and North America primarily, urban redevelopment is a process that dates from as early as the 1930s, when cities attracted the labour force but could not provide decent living conditions for this workforce (Fainstein, 2020; Gehl and Svarre, 2013). The result was intolerable living conditions in old buildings of growing cities. Coupled with the wish to take advantage of city centres potential, the birth of city redevelopment took place (Carmon 1999). The discussion of the three generations of urban interventions starts with the historical backgrounds where they originated, in the global north.

THE FIRST GENERATION - Urban regeneration: the era of the bulldozer

This first generation of urban redevelopment's main characteristic emphasises physical transformation and is most recalled as the slum-clearance era, hence the bulldozer era terminology. The objective was to beautify city centres (Amado, 2019), motivated by the poor living conditions that set in and the potential economic returns of central city land. Therefore, the obliteration of slums took place, and the poor were sent to distant sites in the outskirts of cities. As a policy, it originated in the United Kingdom (UK) with the Greenwood Act of 1930 (Carmon, 1999; Fainstein 2020), enacting massive demolition and residential neighbourhoods. The process was interrupted by World War II and reinitiated with the housing law of 1954. The objective established by the planners at the time was to erase 12 to 60,000 units a year and build 100 to 150,000 new units (Short, 1982 in Carmon, 1999). The United States of America (USA) imported the practice, and there is still disagreement

whether legitimisation happened with the Housing Law of 1937 or the Legislation of 1949, the latter aiming to cater for decent and affordable housing for all (Carmon, 1999).

Most of the houses demolished in the UK were low-rise units replaced by large and high-rise public housing projects. In the UK, the public sector cared for the clearance and construction of the new housing units. The USA managed the process differently. In general, the public sector was in charge of clearance, while private agencies oversaw the construction of new units. As a result, more units were demolished than were built apart from the fact that newly built units catered for a wealthier clientele in many cases (Fainstein, 2001; 2008). In both cases, in the UK and the USA cleared areas were sites of shopping centres, cultural, and entertainment centres in high demand in the booming years that followed the end of World War II (Fainstein, 2001; 2020). Despite criticism, the model expanded in western European countries and Canada; France's approach was forced removals, followed by modernisation, which took place between 1958 and 1975 (Carmon, 1999). In many western large cities, slum areas became concrete, steel and glass buildings, some essential preserving functions in the city where they belong (Ibid).

From the outcomes of this era, several arguments surfaced at the time. First, in many cases, the units built were designed for a wealthier clientele than those meant to occupy them. Furthermore, multi-storey housing units were considered unfit for family life, let alone low-income families (Carmon, 1999). Another observation was that the psychological distress of displacements was not taken into consideration by the executors (Ibid). Finally, since these processes span two and sometimes three decades, unused buildings and vacant lots covered the city centre, causing extensive economic damage. To sum up, the aftermath and long-term social and economic distress caused by these projects were unforeseen. The demolitions, relocation of families, the destruction of the social fabric of the communities affected by these projects were commonalities on these projects. Moreover, the time they consumed, and the

economic burden caused, let alone the concentration of poor communities in large residential housing blocks, resulted in high crime rates (Fainstein, 2001; Carmon, 1999). Therefore, this policy was considered a failure (Carmon, 1999).

THE SECOND GENERATION - Urban renewal: neighbourhood rehabilitation with an emphasis on social issues

This second generation of urban revitalisations' policy originated in the USA in the 1960s when social prosperity was on the rise characterised by an economic upscale of large extracts of society. Nevertheless, such prosperity perspectives evolved into "*war on poverty*" programs through "*the rediscovery of poverty within a society of plenty*" (Carmon 1999, p.146; Grodach and Ehrenfeucht, 2016). The policy's main trace was the shift from demolition to the renewal of the existing building stock, mainly of residential neighbourhoods, and the catering for social needs of the community by adding/improving social services and facilities on the sites (Carmon, 1999). Here we begin to see the first initiatives by public administrations to promote residents' participation in projects, waving the slogan of "*maximum feasible participation*" (Carmon, 1999, p.146; Grodach and Ehrenfeucht, 2016, p. 218).

In the US, most of the investments allocated for these projects were directed at social programs instead of physical rehabilitation/transformation of the housing stock or the infrastructure. These funds were mainly public, 80% from Federal Government and 20% from local authorities (Frieden and Kaplan, 1975; Grodach and Ehrenfeucht, 2016). Over seven years, a total sum of 2.3 billion us dollars was spent. Most social programs that benefitted from such funds range from education, health, professional training, and public safety (Listokin, 1983). Only a tiny portion of the budget was spent on housing improvements and infrastructure (Ibid.)

Importation with adaptation took place in the UK in the 1960s and 1970s (Carmon, 1999). In some European countries such as the UK, Sweden, Holland, and West Germany, emphasis was on the physical conditions (housing and infrastructure) rather than resolving social problems or providing social services (Hall, 2014). Nevertheless, the US comprehensive approach was applied in other countries such as France, Canada, and Israel (Tricart, 1991). In France, for instance, the policy of Neighbourhood Social Development announced in 1981 reached 150 neighbourhoods and integrated management of housing, education, social integration, employment, professional training, health, culture, and leisure similarly with an emphasis on residents' participation in the decision making (Carmon, 1999).

Critical observations of this policy aimed at the fact that neighbourhoods that needed interventions integrated the program and budget allocation but did not grow accordingly, resulting in the dilution of the actions and consequently the impact of the results (Carmon, 1999; Frieden and Kaplan, 1975). Another remark was about the policy framework being extensive and "*too theoretical*" (Ibid).

THE THIRD GENERATION - Revitalisation: focused primarily on city centres with emphasis on economic development.

This third generation of urban revitalizations emerged with the deceleration of the economy in the 1970s coupled with the unfavourable balance of past urban redevelopment strategies applied to date (from the 1930s through 1960s) done by western urban researchers and critics (Grodach and Ehrenfeucht, 2016; Hall, 2014), the right-wing government cancelled second-generation redevelopment programs, and minimal public expenditure was allocated to solve urban problems, especially in inner-city centres. At this point, It is worth noting that the development of the neoliberal governance political framework played a vital role in urban revitalisation approaches from the 1970s until today

(Keping, 2018; Gjaltema, Biesbroek and Termeer, 2020; Titov, 2021), and so has deindustrialisation and globalisation (Grodach and Ehrenfeucht, 2016).

During the years of 1973 until 1980, industrial cities in the USA suffered from the change of the globalised dispersion of the production economy with families' incomes coming to a halt due to unemployment and cities losing population and tax bases (Carmon, 1999; Grodach and Ehrenfeucht, 2016; Hall, 2014; Ferrão and Fernández, 2013). On the flip side, in the 1980s, some cities began to revive, establishing themselves as financial and regional hubs. This is the case of New York, Paris and Tokyo, which became financial hubs and Miami and Toronto regional hubs (Ibid). By then, the new globalised world traded the production of goods-based economy by that of business and knowledge-based services (Sassen, 1996; Sassen, 2012; Ferrão and Fernández, 2013).

Spontaneous revitalisation processes took place in those large cities of the western world during the 1970s and 1980s (Carmon, 1999; Grodach and Ehrenfeucht, 2016). By then, the exodus of the affluent classes and significant economic players from city centres and the influx of lower-income residents led to lowering prices in city centre land and property (Montgomery, 2014). Two major groups are in the centre of the urban revitalisation movement in the 1970s through the 1980s and further (Carmon, 1999; Guimarães, 2021). The first group are Public - Individual citizens partnerships, the case of ordinary residents' small business owners interested in investing/upgrading derelict properties and public spaces of their surroundings. Public support came directly from subsidised loans or indirectly through special regulations and investments in the surrounding public services. In the second group, there are Public-Private partnerships, a concept widely discussed in the literature that relates to partnerships between large formal private companies and the public sector, generally local governments with the same objectives as the previous group but usually aiming for large-scale endeavours (Carmon, 1999; Grodach and Ehrenfeucht, 2016).

In the first group, actions range from small scale upgrading of incumbent residents and slow gentrification upgrading by immigrants or upscale native citizens (Grodach and Ehrenfeucht, 2016). Individual gentrifying processes resulted from young urban professionals (yuppies) and double-income couples or individuals with no kids (dinkies) that voluntarily invest their money for the revitalisation of central residential neighbourhoods (Carmon, 1999) or a defined perimeter in a central neighbourhood a process that could be the origin of the Business Integrated District urban revitalisation model (Guimarães, 2021; Peyroux et al., 2012).

Much criticism about gentrification is present in the literature (Uduku, 1999; Carmon, 1999; Grodach and Ehrenfeucht, 2016) as the reverse movement of city centre exodus. The upgrading usually results in incumbent lower-class residents pushed outwards by the rise of property values and the arrival of middle-income groups. However, recent literature has argued that the impacts of gentrification have been exaggerated (Carmon, 1999; Gale 2021b). For example, Grodach and Ehrenfeucht (2016, p. 23) describe gentrification as “**a complex phenomenon with multiple outcomes in different places**”. They explain further acknowledging the outward push of residents in some circumstances as an unwanted outcome, whereas, in other neighbourhood contexts, gentrification addresses the high number of vacant decayed building stock and the need for reinvestment for revitalisation. In the latter case, Grodach and Ehrenfeucht (2016) explain that the displacement is manageable, and the surplus of income originated from building upgrades beneficial to the neighbourhood and the community. Furthermore, there are examples in Israel illustrating that without balanced gentrification, neighbourhood stigmatisation and the perceived image of poverty and unsafety prevails, disregarding the improvement of local living conditions (Carmon, 1999). In Public-Private partnerships, projects generally concentrate in city centres, and similar to first-generation redevelopments, they include large shopping centres, convention centres, hotels and occasionally prestigious housing. Well-referenced examples are Quincy

Market in Boston, Pike Place in Seattle and Horton Plaza in San Diego (Carmon, 1999; Fainstein, 2020).

Despite registry in the literature of their economic success (Fainstein 1994), it was also established that Third Generation processes widened the gap between the “haves” and “have-nots” (Carmon, 1999; Gale, 2021b). Reports in Hamburg (Dangschatat and Ossenbruegge, 1990), London and New York (Fainstein, 1994) support this conclusion. Instead, cities grew divided and with aggravated social conflicts in the 1980s and 1990s, with sites of urban revitalisation seen as an oasis in deserts of urban decay (Carmon, 1999). Amid the derail of optimistic early expectations of third-generation redevelopment, the search for urban sustainability resurfaced in the 1990s (Hall, 2014), bringing together concepts of city compactness and Transit-Oriented Development. The Brundtland Report of 1987 paved the way for a discussion about urban development and environmental protection. The main concerns are the consumption of unrenowable energy and environmental pollution. Hall’s (2014) “*Cities of Tomorrow*” explains how this new “knowledge” converted into urban planning actions with the appearance of the mixed-use concept of combining living, working, services and leisure would minimise travel, enhance city livability and reduce pollution (the Compact City). The strategy included aggravated taxes for individual car usage and promoting collective transport and Transit-Oriented Development (TOD). Also relevant is the Urban Task Force of the 1990s that, among other things, aimed to revitalise public spaces to relaunch the city, backed by city marketing with Barcelona being an emblematic example (Hall, 2014). The work of the Task Force reinforces the conclusion that revitalisation became increasingly micro and localised rather than broad and integrated into a city context.

Third Generation urban redevelopment processes are still in place, taking many shapes and forms around the globe. The Business Improvement District model (BID) may be

considered part of the stream. They originated in North America (Canada) in the 1960s (Hoyt, 2006; Guimarães, 2021; Elmedni, Christian and Stone, 2018) and were imported across the western global north context and to the global south (South Africa) (Hoyt 2006, Guimarães 2021, Peyroux et al., 2012; Ziebarth, 2020). BIDs generally tackle the cleanness and safety of the perimeter of influence (Hoyt, 2006; Peyroux et al., 2012). Other examples of revitalisation urban interventions are “*The Night Economy*” (Lovatt and O’Connor, 2010), a trend of the 1980s at a time of the rediscovery of city centre cultural and physical capital and “*The Use of Festive Seasons*” (Hughes, 1999), a trend of the 1990s that had as an incentive to improve urban safety during night hours apart from the economic objective by activating city centres prolonging the use of city centre land beyond the fall of night darkness. “*The Nighttime Economy*” concept was put into practice by Leeds City Council, following their earlier seminar on the subject. It launched, what it called its “24 Hour City Initiative”, in 1994” (Hughes, 1999:125) which soon spread to other British cities such as Hogmanay, Edinburgh, Leeds, Cardiff and Manchester (Ibid). In Britain’s context, both strategies fall under the urban entrepreneurialism that took over urban revitalisation initiatives fostered by cuts in local authorities’ budgets and neoliberal ideologies that promoted the use of urban land primarily for financial returns (Harvey, 1989, 2006; Hughes, 1999).

All three examples within the third-generation urban interventions paradigm talk about neoliberal investment policies in city centre revitalisations and globalisation was the push for the wide dissemination of such models across the world (Hughes, 1999). Furthermore, less public investment in urban revitalisation called for neoliberal creative models to resist city decay and urban unsafety (Peyroux et al., 2012; Lavatt and O’Connor, 2010; Hughes 1999). It is relevant to say that all three generations of urban redevelopment strategies discussed have transpired and been imported to global south cities and Africa particularly (Croese, 2018). Many African flagship national social housing programs have supported their strategies in the slum-clearance policy importation (Bekker, Croese and Pieterse, 2021), and

so have happened with neighbourhood upgrading and city centre revitalisation processes as is the case of Business Integrated Districts (BIDs) (Hoyt 2006; Guimarães 2021; Peyroux et al., 2012).

Integrated into Third Generation models, this research focuses on community-based public open space interventions supported by state leadership and policy amendment as part of a city integrated revitalisation strategy. Interventions in public open spaces are rarely the sole initiative of individuals or communities (Amado, 2019). However, there is an increasing trend that citizen initiatives ignite public spaces revitalisation processes (Peyroux et al., 2012). What is interesting to discuss now is the policy transfer because it sheds light on the challenges and successes from where valuable lessons are drawn for the urban revitalisation of Luanda. Furthermore, apart from policy transfer, current revitalisation trends stress urban governance and public participation as vital paradigms to successful, sustainable and longstanding urban revitalisation and a brief discussion about those issues is presented below (Pieterse, 2018; Guimarães, 2021; Amado, 2019).

To summarise Carmon's (1999) classification of the Three Generations of urban redevelopment, it is essential to determine the main lessons taken from each one of them. Besides the fact that there is visible disinvestment from the public sector into urban redevelopment interventions, possibly derived from neoliberal paradigms currently in place as well as a significant reduction of the interventions area, each policy left behind important lessons worth noting:

First Generation

This era is marked by a series of strategies that are better off left behind. These include the abandonment of the physical determinism, massive demolitions through slum-clearance, massive relocation of families, and the construction of residential neighbourhoods with high-

rise structures to house low-income populations. One of the critical points to keep from this policy outcomes is the understanding that improvements of the built environment do not necessarily translate into a positive social impacts and citizens prosperity.

Second Generation

The projects developed under this policy have proven that community participation (working with and for incumbent residents) is beneficial for the existing residents but not enough to erase the social stigma and prejudice towards the affected areas. Therefore, it is vital to consider altering the composition of the population to produce positive externalities and improve the social status of the area. Furthermore, the dilution of the budget allocated while trying to intervene in too many locations simultaneously, reduced the effectiveness of the actions taken. It is difficult to prioritise sites of poverty but addressing all simultaneously, in this case, produced nullifying effect undermining the efforts. Planning to start and finish interventions according to budget constraints is both the challenge and the lesson in these policies.

Third Generation

This policy is marked by governance dynamics and citizen agency to improve the built environment. Although private-public urban redevelopment initiatives under this policy have had positive impacts, its scope has limited itself to major cities and small areas within the cities they take place. The main criticism here is harmful gentrification because improvements tend to raise property values and drive existing residents out. These projects, in the words of Naomi Carmon (1999, p. 154), tend to create "*islands of revitalisation within seas of decline*" and to increase disparities between the "*haves*" and "*have-nots*".

Urban Intervention	Physical Construction	Social Improvement	Economic Gain	Source of Funds	Scale of the Intervention	Timeline
Regeneration 1st Generation	***	*	**	Mainly State Funded	The City - Urban expansion	1930s - 1975
Renewal 2nd Generation	*	***	*	State/Public- Private Partnerships	Residential Neighbourhoods Near and away from the city centre	1960s – 1970s
Revitalisation 3rd Generation	*	**	***	State legislative incentives Mainly Private funded	Streets and urban blocks in the city centre	1970s – 1990s and onwards

TABLE 3: AUTHOR ´S COMPARISON BETWEEN THE THREE GENERATIONS OF URBAN

Terminologies

Despite Carmon (1999) categorisation of what she labels the “*Three Generations*” of urban redevelopment, it is essential to mention that all three policies and interventions are frequently mentioned in the literature as the same process because of the common general objective of improving urban physical, social, economic and lately with greater emphasis environmental decay (Ramlee et al., 2015). Other terminologies are:

- urban rehabilitation, restoration, refurbishment, reconstruction, urban renaissance, and urban redevelopment (Ibid).

Furthermore, other authors such as Grodach and Ehrenfeucht (2016) interpret differently the historical evolution of urban revitalisation, in the US context precisely, through a series of policies and practices, which are New Deal (the 1930s - 1940s), Urban Renewal (1950s - 1970s), War on Poverty (1960s), New Federalism (1970s-1980s and Neoliberalism (1980s until today). Nevertheless, what is important to retain is that this research intends to demonstrate that with the right approach to urban revitalisation, the Third generation, which is the focus of this paper, can help to address the common objectives of all three generations of urban redevelopment specifically, by using public open spaces (Ramlee et al., 2015; 2016; 2018; Muneerudeen et al., 2016; Day, 2016; Gutiérrez and Torn, 2020).

The purpose of this research work is to bring back the social vitality to the public realm of Luanda's city centre. Although in some cases a degree of physical intervention is necessary, the focus of this research is not physical determinism and the beautification of the city alone but to promote social inclusion and social interaction in public spaces through mindful intervention that cater for the needs of the users' a strategy that prioritises the participation of the community, local district and municipalities decision makers and actors in the private sector. The author opts to call urban interventions as a general term to all urban redevelopments in the urban fabric and urban revitalisation to contextualise the model of intervention this research work intends to propose, as a third-generation type of urban intervention. Further discussions on Policy mobility/transfer and Urban Governance are presented below.

2.2 INSIGHTS ABOUT POLICY MOBILITY - THE IMPORTATION/EXPORTATION OF URBAN REVITALIZATION POLICIES AND PRACTICES

It is interesting to reflect on the above depiction of the origins and travelling of the three generations of urban redevelopment as testimonies of policy transfer. The policies discussed above originated in one country and spread across continents and hemispheres (Carmon, 1999; Hoyt, 2006; Peyroux et al., 2012; Watson 2009) which resume the definition of Policy Transfer. Nevertheless, Hoyt (2006, p. 223) defines policy transfer as "***how policies and practices in one context are used to develop policies and practices in other settings***". Hoyt explains that such a concept is not limited to urban planning and gives examples of the British income tax policy borrowed by the US and skyscrapers and cloverleaf intersections imported by Europeans from the US. Nevertheless, the terminology around this topic evolved and recent studies (Lovell et al., 2023; Lovell, 2019; Haupt, 2023; McCann, 2013) identify

policy diffusion, policy transfer and policy mobility as related terms that vary according to the field they are applied where the former two “**both mostly applied in political science and public policy**” and the latter “**which is more common among human geographers and urban studies scholars**” especially since the 2010s (Haupt, 2023, p. 2). The term used in this work is Policy Mobility.

Other terms in the literature regarding Policy Mobility are lesson-learning, policy borrowing, policy shopping, and travelling policies alluding to the flow of ideas between professionals and public officials acquiring knowledge and applying to their home countries or environments (Hoyt, 2006; Haupt, 2023). It is essential to state that Policy Mobility happens intra-nationally and internationally. The concept of BIDs, for example, started in Canada in the 1960s spread around the country before being imported to the United States and Europe (Hoyt, 2006; Guimarães, 2021).

Policy mobility has been in place for over a century in urban planning history (Hoyt, 2006). The literature describes policy agents that act in representation of the public sector, non-profit organizations, public and private organizations representatives as “policy entrepreneurs” that, by establishing knowledge networks, advocate for the spread of specific policies and information. “**Urban policy entrepreneurs – like architects, planners, and other experts – have travelled to study other places, make contacts, attend lectures, and return to their homelands to report what they have learnt**” (Hoyt, 2006, p. 223). For example, French planners implemented housing projects schemes after visiting the United States and learning about New Deal projects. Another example is the appearance of shopping centres in the United States in the early 1950s during suburbia sprawl (Jacobs 1990, Montgomery 2014; Hoyt, 2006) only to become a trend to which affluent nations with vacant land could afford the likes of Canada and Australia (Hoyt, 2006).

It is vital to understand policy mobility because its practice is rising (Hoyt, 2006; Haupt, 2023). The reason is that public sector efforts for urban revitalization are decreasing, and alternative practices come into play (Ibid). Furthermore, developments in technology such as the internet have facilitated policy entrepreneurs individually or in a professional network to shop and adopt “best-practices” strategies without an in-depth understanding of local legislative, economic, political, and socio-cultural differences between the exporting and importing realities (Carmon, 1999). Vanessa Watson (2009, p. 151) emphasizes concerns about this trend, signalling that neoliberalist ideologies that “***either the market or communities could solve urban issues appear to be increasingly unrealistic***” and suggest governments’ decisive role through reformed instruments, especially in the global south, are needed. The result is, on some occasions, the worsening of urban problems intended to solve (Hoyt, 2006; Lovell, 2029).

In the global south, and specifically in the sub-Saharan African context, cities under colonial rule were sites of experimentation, urban development policies and practices happening concurrently in the global north (Fainstein, 2020; Immerwhar, 2007). Notwithstanding the proclamation of independence of those countries, what Hoyt (2006) alert about is the fact that simplistic importation/exportation of policies have perpetuated in colonized countries where urban policies and practices still date from pre-independence times (Myers, 2011; Pieterse, 2018; Watson, 2009) and the risk of policy failure mobilities is a reality to consider (Lovell, 2019). Additionally, historic site of the unprivileged eternalised as is the case of Mathare in Nairobi in Kenya that rather than being improved serve the lucrative interests of a privileged group exploiting the informal settlement’s infrastructural deficiencies in water provision (Kimari, 2021). Another form of neglect of unplanned neighbourhoods is to sideline residents’ requests to improve their living conditions as happened in South Africa within the framework of an Integrated Development Project (IDP) that promotes participation but does not guarantee real integration of concerns voiced by

the have-nots living in “informal” settlements (Groenewald, 2021). Despite regulatory frameworks designed in post-apartheid democratic South Africa to enforce, public participation in planning and implementation of policy includes and hear the voice of the poor and of residents in informal settlements ***“the decentralising rhetoric of the national state diverges substantially from its centralising practice, which helps confine the residents of South Africa’s informal settlements both to the periphery of urban areas and to the footnotes of the economy. They form part of a global underclass that is being abandoned, forgotten, or wished away on the outskirts of world cities, disconnected entirely from the potential opportunities of a fourth industrial revolution”*** (Groenewald, 2021, p. 26).

In the Angolan context, it is possible to trace the importation of the three generations of urban redevelopment that Carmon (1999) discusses. For example, in Luanda, city centre slum-clearance initiatives happened in the vicinities of the Island of Luanda and outskirts, social housing projects in the late 1980s (Real, 2011) up until 2000s (Croese, 2018), associated with flagship social housing projects such as the neighbourhoods of Golfe, Zango and Panguila where the uprooted population were sent to live. Second Generation projects directed at improving social living conditions happened in not-so-central neighbourhoods such as Prenda neighbourhood in 1942 (Maia, 2019; Buire, 2022) and Mártires do Kifangondo neighbourhood in the early 2000s.

Based on Luanda’s Master Plan (in Portuguese PDGL - Plano Director Geral de Luanda), the city has benefited from Third Generation revitalization projects, as is the case of Rua dos Mercadores in the city centre. This revitalization resembles what Carmon (1999) considers the public-individual partnerships where an architect’s firm (Yuppies) with local administration support and incumbent residents improved public space conditions primarily and owners refurbished and rented abandoned properties to bring about positive change.

As a result, this project is accepted mainly by the middle-income community and higher as a success story despite showcasing gentrification dynamics discussed by Carmon (1999), Uduku (1999) and Gale (2021a).

The inclusionary notion of public spaces may not resolve the problem of social exclusion and economic inequalities in revitalization processes, and the revitalization of the Bay of Luanda is an example of that. In fact, as Chloe Buirre (2022, p. 13) puts it, “***the role of the architect/planner (is to) offer spatial fixes to limit social violence but not to redress social... inequalities***”. This research stands on the grounds that inclusively revitalized public open spaces can be an essential tool to reduce adverse gentrification effects acknowledging its partial contribution to a complex and multifaceted problem. Moreover, the research proposes the right to the city to every citizen and intra-city importation of policies, a model based on local needs and socio-cultural characteristics that may induce sustainable revitalization. Public participation and urban Governance play essential roles in current urban revitalization strategies, this research intends to build upon these factors. Discussions about Governance and its role in urban development follow in the next section.

2.3 GOVERNANCE, GOOD GOVERNANCE AND URBAN GOVERNANCE

The term governance has been extensively discussed in the past decades, many times alluding to multiple interpretations from the act or practice of state governing actions and a multi-level, multi-scalar and multi actors' perspective within and outside government or as a combination of state and non-state actors (Pieterse, 2000; Watson, 2009; World Bank, 1989; Bevir, 2016).

Governance refers to *“patterns of rule or practices of governing. The study of governance generally approaches power as distinct from or exceeding the centralised authority of the modern state”* (Bevir, 2016) and can be used to describe the nature of political reforms in the western world that happened and the role of the state after the public-sector reforms of the 1980s and '90s (Bevir, 2016; Watson, 2009). These reforms shifted from the model of exclusive state-led decision making and responsibilities to a more significant predominance of co-sharing of such responsibilities with the markets, especially in public services delivery (Bevir, 2016). Furthermore, the term can describe any pattern of rule that arises either where the state is too weak to impose its will or when it is dependent on other actors. However, the term may also be applied generally to rule patterns such as hierarchic state structures that existed before the 1980s and 1990s public sector reforms (Ibid).

When discussing Governance regarding civil society and resistance, radicals and sociologists have looked at Governance from a citizenry standpoint where citizens are participants in the election of political powers and active participants in managing their territory (Bevir, 2016). However, two visions arise from this perspective. *“When social scientists study neoliberal reforms in the public sector reforms and the impact of neoliberal reforms on the public sector, they focus on the cooperative relations between the state and other institutionalised organisations involved in policymaking and the delivery of public services. In contrast, when social scientists study social movements, they focus on the informal links between activists concerned to contest the policies and actions of corporations, states, and international organisations”* (Ibid).

Relevant discussions about Governance happen in public policy and democratic Governance, from which, in the interest of the discussion of this research, two aspects may be highlighted. The first one relates to Public Policy. Neoliberalist ideologies have not been

clear on how the state should implement public policies, which are primarily state responsibilities but need to address the context of the neoliberal state (Harvey, 1989; Bevir, 2016; Brogan, 2020). *“To some extent, the leading types of answers reflect the leading theories of Governance. Rational choice theory tends to promote market solutions; its exponents typically want to reduce the role of the state in implementing policies. Institutionalism tends to concentrate on strategies by which the state can manage and promote particular types of organisations; its exponents typically offer advice about how the state can realise its policy agenda within a largely given institutional setting. Interpretive theory tends to promote dialogic and deliberative approaches to public policy; its exponents typically want to facilitate the flow of meanings and perhaps thereby the emergence of a consensus”* (Bever, 2016).

The second one refers to Democratic Governance. Embed in this topic are discussions of “good governance”, which economists initiate, who believe that Democratic Governance is paramount to economic efficiency (Bever, 2016). Good Governance is defined as barriers to corruption at the institutional level as a prerequisite to the effective functioning of the market economy (Hendriks, 2014; Bever, 2016). It requires transparency from a legitimate state democratically elected with an administrative body that promotes fair competition within the public and private sectors alike (Ibid.)

Good Governance (GG) is relevant to this discussion since international financial institutions such as the International Monetary Fund (IMF) and the World Bank (WB) have increasingly conditioned financial aid to developing countries to the adoption of GG principles. As a result, national governments adopted GG's principles, emphasised by the United Nations agenda for sustainable development, through multi-level actors and participatory governing practices (Piterse, 2000, 2004; Bever, 2016, Pieterse, Parnell and Croese, 2017).

Governance and policymaking in the African context

At this point, it is essential to say that neoliberal theories that followed public-sector reforms in the global North in the 1980s and 1990s, such theories reverberated and impacted the global south and Africa in particular. Governance has revealed different challenges and opportunities in the African urban reality (Harvey, 1989; Pieterse, 2000, 2004; Watson, 2009).

Much of the continent witnesses an increasing influx of population due to rural-urban migrations and struggles with urban poverty and essential services infrastructure (Moreno, 2017). However, “At 40% urban, African cities contribute 50-70% of the continent’s GDP” (Moreno, 2017; UN-Habitat, 2015). Moreover, with a dominant prevalence of state formation through the colonisation - decolonisation route (Therborn, 2017), with Eritrea being one exception, centralised state rule and top-down decision-making prevail in African nations, and Angola is an example (Croese, 2016, 2018). Nevertheless, despite the prevalence of authoritarian states, Governance from the civil society - contestation perspective and public policy standpoints have manifested in African countries (Agunbiade and Olajide, 2016; Pieterse, 2002).

In the African context, different actors (civil society, public servants, private sector) view governance paradigms differently. ***“Urban Governance is fundamentally about the nature, quality and purpose of the relationships linking various institutional spheres involved—local state, civil society, and the private sector—in urban areas. These relationships span from formally structured/regulated dimensions to informal ones”*** (Pieterse, 2000, p. 12 noting Urban Governance).

Existing literature about Governance presents various definitions of the term (World Bank, 1989; Halfani, McCarney and Rodriguez, 1991). For example, The World Bank (1989)

defines Governance from a more managerial perspective, at the national scale, as the exercise of power by the state in the management of a nation's affairs. Another definition follows the co-responsibility stance of Governance derived from a combination of "good governance" perspectives of social inclusion and participatory processes. Radicals' visions of the term determine that ***"Governance involves a variety of actors – formal and informal/traditional, local, and international – who share the responsibility to govern and exercise power through a multiplicity of instruments. Central to this exercise of power are people: the government and the governed. In this regard, the quality of relationships amongst the various stakeholders (the rulers and the ruled) and the instruments involved are critical"*** (Agunbiade, Olajide C Bishi, 2021, p. 129).

A definition in line with current global development agendas such as the United Nations Agenda 2030 and the 17 Sustainable Development Goals are described by Harpham and Boateng (1997). They define Urban governance as processes and mechanisms through which diverse actors in a given urban centre/city organise their actions and resources for the common urban good through the utilisation of economic, social, political and environmental resources elaborating on the nature of actors being formal and informal, governmental, and non-governmental, public, and private (Harpham and Boateng, 1997). However, these authors build the argument that these actors may only effectively promote change if institutionalised arrangements, establishing structures and systems are in place, and the emergence of stakeholders' diverse interests result in processes of consensus building, contestation, or a combination of both (Hendriks, 2013; Lindell, 2008; Melo and Baiocchi 2006 cited in Bekker, Croese and Pieterse, 2021).

The discussion extends to two relevant aspects further. The first is the consensus-building versus contestation aspect of urban Governance (in the relationship between civil society and the state, between government and governed) in the transformation of African cities.

The other is promoting Good Governance (Halfani, McCarney and Rodriguez, 1988), Global Agendas and Developmental urban trends to African nation-states such as sustainable urban development, smart cities and the World Class city phenomena of global south cities (Croese, 2016, 2018). After the intense promotion of Urban Governance and Good Governance principles in developing countries, the World Bank, International Monetary Fund, and United Nations agencies (Pieterse, 2004; Jones, Clench and Harris 2014; Speer, 2012 cited in Bekker, Croese and Pieterse, 2021), African governments followed suit. For example, the Egyptian government and the South African government (Pieterse 2004; Donaldson and Du Plessis 2013) introduced such doctrines into national public policies, especially for urban development and management.

However, contrary to initial expectations of poverty alleviation and improvements in primary service delivery through decentralisation and privatisation, some reverse effects have been seen, and reflections are arising whether such paradigms are in their entirety adequate to the continent socio-economic challenges (Pieterse, 2004). It is a fact that global cities demonstrate increasing gaps between the upper and the lower scale of the society both socially and economically, but this challenge is more significant in cities of the global south where "***poverty is widespread, and resources are limited***" (Lemanski, 2007, p. 451).

In most developing world cities, the private sector eagerly embraces opportunities to get control of essential bulk services such as water management or transport provision. However, unless the political sphere is sufficiently democratised and progressive civil society interest groups equipped enough, this is not an effective measure for extending services to the low-income groups because private service providers look for profits and the less fortunate is unable to meet the costs for the deliverance of such services on one end and on the other, due to the fragility of the infrastructure in the unplanned neighbourhoods most of them live, end up having higher living costs than citizens of the planned city.

An example of challenges of water provision in informal or unplanned settlements in African cities is Mathare, the former native city in Nairobi in Kenya (Kimari, 2021). This site became an informal settlement in post-colonial Kenya maintaining the sore reality of underserved water infrastructure which is taken as an advantage to what Wangui Kimari (2021, p. 105) calls the **“water cartels”, established by local water operators – usually city elites with strong connections to the main water regulator**”. Kimari (2021, p. 107) goes on to say that **“...community efforts, ‘machinic’ initiatives – that produce ‘non-revenue’ water – are often criminalised. And their voices on the streets of Nairobi – ‘enunciatory’ community-led initiatives – have not to date succeeded in enabling long-term access to this resource. Consequently, they continue to pay more for irregular and unsafe water brought to them by various empires.**” Therefore, regulatory instruments cannot be divorced from political systems and cultures. In contexts of shallow democracy, weak civil society organisations and high levels of patronage politics, such an agenda is, in fact, a recipe for crude, destructive deregulation and privatisation that exacerbates inequality (Pieterse, 2004).

On the other hand, informal settlements, an inherent characteristic of African cities (Myers, 2011). Watson (2009) argues that such kind of urban explosion (informal settlement sprawl and densification) often happen with disregard to “formal” urban planning that is state-led and rather than addressing the issue, formal urban policies of the developing world (which aim is to control and eradicate informal settlements) shift the urban poor to urban peripheries. Given the magnitude of the problem (only 40% of African cities are urbanised (Moreno, 2017) and new urban planning strategies are needed to acknowledge and work with informality both at economic and residential perspectives (Watson, 2009; Myers, 2011). Here, the inclusivity and participatory processes are believed to have significant contributions if applied according to local realities (robustness of civil society, the private sector and the

institutional capacity to coordinate such processes (Watson, 2009; Donaldson and Du Plessis, 2013).

Currently, there is an increasing awareness on the part of communities of the active part they may take to improve their social conditions to which the internet of things plays an important role. However, this awareness leads to the reluctance of communities to passively accept state-led initiatives and policy implementation, through the decisions of politicians and state technocrats that impact their living environments. On the flip side, planners increasingly realise that interventions at the urban levels are more likely to be effective with community support and multi-stakeholder consensus (Watson, 2009). Nonetheless, and especially in the context of the global south, participatory planning and urban development have been hindered by the nature of state-civil society relations, the extent to which democracy is accepted and upheld, state technical capacity, the degree of local governments decision making autonomy and finance and finally the availability of data to support objective informed decisions (Pieterse, 2004; Watson, 2009; Parnell and Croese, 2019).

In Africa, although governments prevail as centralised structures many times tied by political ideologies from central government level to provincial and municipal substructures, manifestations of civil society contestations against (1) state national policy implementations, (2), neglect of low-income areas or (3) urban development projects have been registered. It is crucial to retain that participation, as seen in the historical review of urban redevelopments in the global north, is not a newly discovered ideology and the application of community participation in processes of urban interventions did not prevent their failure. Nevertheless, some literature has presented "Participation as the new tyranny" (Pieterse, 2018a, p. 163) and called our attention that participation alone with its well-established rhetoric and techniques could be influenced in the face of powerful political and economic interests and serve to legitimise and submerge emerging critique (Ibid).

Pieterse (Pieterse, 2000, 2018b, 2018a) offers analytical and critical descriptions of his understanding of current African urban development forces at play. Pieterse (2018b) describes Narrative, Ritual and Deal-making interests as formal vested visible interests. However, Pieterse (2018b) explains that visible, invisible, and hidden interests all play critical roles in the discussions and decisions on the table in urban interventions. Therefore, actors who want to advance progressive alternatives to urban development need to learn how to navigate opaque “rules-of-the-game” and learn to read beyond prevailing narratives and their functioning, along with rituals of public administration or else change will not be effective and hardly destabilise practices that reproduce the status quo (Ibid).

2.4 SUSTAINABILITY - THE COMMON GROUND IN CURRENT URBAN INTERVENTION THEORY AND PRACTICE

For the past decade, Sustainable urban interventions have been a subject of interest in the practice of urban planning, urban design, architecture, science and social studies. Sustainability comes to light as a concept in the United Nations Brundtland report of 1987 called *Our Common Future*. This report discusses the impact of society’s development, urban planning interventions, and construction activities, highlighting the externalities of such actions on the natural environment. The main concerns are urban consumption trends and excessive mining of non-renewable resources from the earth.

In 1990, the Green Paper discussed the built environment and presented the city as the central vehicle in achieving global sustainable development. In 2007, a report from the United Nations Fund for People announced that about 80% of the world’s population would live in cities by 2030, and expectations that cities in the global south may witness the more significant population density growth became a plausible fact (Amado 2019).

There are several definitions of the term Sustainability. However, the United Nations definition mentioned in the Brundtland Report of 1987 is considered the classic one stating that “Sustainable development is a development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (Sustainable Development - UNESCO⁶).

Global Agendas currently in place reinforce the “trend” of Sustainable Urban Development. Agenda 2030 for Sustainable Development, the 17 Sustainable Development Goals (SDGs) approved in September of 2015 at the United Nations Organization Assembly, and the New Urban Agenda (NUA) approved in October 2016 at the Habitat III conference are some of the global agendas at work currently. In addition, nation-states ratified both Agendas. Furthermore, SDG 11 explicitly dedicates attention to creating inclusive, safe, resilient, and sustainable cities and human settlements. SDG 11 is particularly relevant for public open spaces interventions, but its implementation needs to cross with other complementary Development Goals such as SDG 16 Peace, Justice and Strong Institutions and SDG 17 Partnerships for Goals. The complementary of these SDGs lay on the fact that interventions in public open spaces invariably reflect the ability of local administrative institutions to cater for resident’s needs and expectations with a degree of economic and decision-making autonomy which in the context of the prevailing autocratic political context is a challenge. Additionally, partnerships between public and private sectors with communities is incentivised and is a critical component for the method developed during this research.

As a concept, the introduction of Sustainability in this research work is not a current trend or a buzzword. Furthermore, Sustainability goes beyond scientific fashionable urban trends. It talks about the durability and the ability of a system to sustain itself with little or no external

⁶ <https://en.unesco.org/themes/education-sustainable-development/what-is-esd/sd>

inputs (derived from the circular economy and sustainable urban metabolism) (Ferrão and Fernández, 2013). In this respect, the research aims to propose an adaptive model to activate and maintain attractive and liveable public open spaces whose qualities are durable and can be self-sustained in the long run.

2.5 THE RELEVANCE OF PUBLIC SPACES STUDIES IN URBAN REVITALIZATION PROCESSES - HISTORICAL AND CONTEMPORARY ACCOUNTS.

Knowledge, experience and craftsmanship in the Middle Ages in western European culture (reference to European context to Portuguese colonisers in Angola) as well African ancient human settlement history was passed down from generation to generation and shared in public spaces where mobility was generally pedestrian (Gehl and Svarre, 2013; Britannica, The Editors of Encyclopaedia 2019; Koutonin, 2016; Amaral, 1999, 2000a).

The first reflections of the need to preserve public life from the Medieval city to keep it alive are found in Camillo Sitte's publication on *The art of building cities back* in 1889 (Sitte, 1965; Gehl and Svarre, 2013; Hall, 2014). The focus of this work is public open spaces that comprise streets, sidewalks, and plazas in a city centre context. Since Camillo Sitte's work, a long history of public life and public spaces studies happened. The most prevailing after Sitte's work was modern movement ideologies of Le Corbusier with the functionality perspective of zoning and mass production of housing to free up space and introduce green areas to Jane Jacobs reclaim of street life. Richard Florida's publication, *The rise of the creative class* in 2002, emphasises the city as a "framework for creativity" (Gehl and Svarre, 2013; Carmona, 2021).

Industrialisation and economic growth, especially in the global north coupled with overpopulation in city centres and severe urban decay and health conditions, have set pre-

conditions for urban expansion and traffic-oriented development (Carmon, 1999; Jacobs, 1992; Gehl and Svarre, 2013; Hall, 2014).

Unfortunately, in the process of improving living, social and economic conditions by successive urban redevelopment policies and programs, public life and public space were thought to happen automatically, but they did not (Gehl and Svarre, 2013). Critics arising in the 1960s by Jane Jacobs, Christopher Alexander, and William H. Whyte (Jacobs, 1992; Montgomery, 2013; Gehl and Svarre, 2013) established that traffic oriented urban planning and the lack of liveability, walkability and pedestrian security in street life was a problem and public spaces, in general, were necessary for healthy and vibrant public life. “*Poverty of experiences*” was coined as the health and psychological dimensions in the importance of public spaces in the face of the rising stressful, sedentary and commuting lives that characterised urban living from the first half of the 20th century. Public space as the site of democracy is another dimension of importance worth exploring. The challenges in authority that marked public spaces in cities of western civilisation such as Prague in Czechoslovakia in 1968 and Berlin in Germany in 1961 reinforced the need for public space for protests and the community to voice their opinions (Gehl and Svarre, 2013). In Cairo (the year 2011), public spaces were the stage for public protest undemocratic governing policies (Ibid.).

Global agendas in urban development such as the United Nations Brundtland Report about sustainable development increased local administration bodies and urban planners’ willingness to adopt public space and public life studies to strengthen inner-city centres in the face of growing globalisation and neoliberal trend of inter-city competitiveness in the 1980s (Hoyle, 2002; Gehl and Svarre 2013; Carmona, 2021). Also relevant is the Urban Task Force of the 1990s that among other goals, aimed to revitalise public spaces to relaunch the previous industrial city into a service-based one by intervening in vacant and obsolete industrial sites within the city centre backed by city marketing, Barcelona in Spain

being an emblematic example (Hall, 2014). The intention was to make cities stand out in urban international competitiveness. Winning the competition to house the Olympic games of 1994 gave Barcelona another financial boost to upgrade old industrial sites. As Peter Hall (2014) puts it, the Planning Pilgrims focused on revitalising public spaces and community facilities.

Another example is Freiburg in Britain, “the short-distances city,” where building, planning, energy, and waste policies focus on energy efficiency and improved living standards for all (Ibid). This concept persisted and travelled to the global south. In the same sustainability movement, we find Curitiba in Brazil and its winning bus metro project providing built fabric improvement while focusing on Transit Oriented Development. City competitiveness, innovation and spectacular architecture happened in global south cities, as are the revitalisation of waterfronts and city centres in cities such as Singapore, Dubai, Lagos and Luanda, for example (Hoyle, 2002; Croese, 2018; Bekker, Croese and Pieterse, 2021). However, contrary to western cities, revitalisation focused on restoring the colonial-built fabric rather than obsolete industrial sites in the global south context. Here, population density growth and urban expansion have different origins than the industrialisation - deindustrialisation route of most cities of the global north (Castells, 1983). In search of a “global city” title, more emphasis has been put on economic returns from tax collection and tourism attraction on the latter interventions that explore public spaces and “symbols of the city” (Muneerudeen et al., 2016; Ramlee et al., 2015) many times not taking in consideration social integration (Croese, 2018).

Public spaces have also incorporated public participation and governance models for revitalisation and intervention (Gehl and Svarre, 2013; Carmona, 2021). Matthew Carmona’s (2021) *Public Spaces Urban Spaces - Dimensions of urban design* offers a comprehensive recollection of urban spaces and urban design information. The book

navigates between public space and urban design from theoretical and practical perspectives with insightful information about the western context and the developing world. Carmona (2021) offers critical understandings about public space interventions, modernist viewpoints on public space, and current trends such as mix-use, the environmental agenda, technology, and Place-Making.

Pioneers of Place-Making interventions in public space, for community interaction and participation in the transformation of surrounding public spaces, is Project for Public Spaces - PPS (PPS, 2000; Gehl and Svarre 2013). The book "*How to turn a place around*" (Madden, 2021) is one of the works of PPS. The book contains guidelines on creating suitable public spaces, mainly from a western perspective. The concept/initiative has travelled to the global south and Africa particularly, with the creation of Place-Making Africa but borrowing the same set of guidelines and principles of the north. Nevertheless, the work of Jan Gehl (2010, 2011; Gehl and Svarre, 2013) of approximately 50 years provides evidence of the importance of public spaces in urban life and for the fields of urban design and urban planning. There is also evidence that public open space interventions can improve city liveability, walkability, and safety (Gehl and Svarre, 2013; Ramlee et al., 2015; Muneerudeen, Al Khani and Furlan, 2016; Rahman, Piccolo and Bonafede, 2020), which are vital ingredients for urban revitalisation processes (Speck, 2013; Montgomery, 2014; Ramlee et al., 2016; Amado, 2019; Amado and Rodrigues, 2019).

There is also abundant evidence in the literature that people bring places alive (Gehl, 2010, 2011; Gehl and Svarre, 2013; Ramlee et al., 2015; Grodach and Erenfeucht, 2016). Activities that attract people are beneficial to commercial activities, services, and social life in general. Such activities may or may not be permanent and there are exciting ways to test revitalisation strategies to a given place. They may happen in open streets, sidewalks, and piazzas. Grodach and Erenfeucht (2016) summarise these interventions as *Mobile and*

Ephemeral activities and *Embracing the Arts* activities. The first group includes the use of public spaces for public events and festivals, food trucks and vendors and concept of the *Temporary city* that encompasses cultural and entertaining agendas such as flea markets, kids' pop-up parks, pop-up retail and restaurants. The second group relates more with using public spaces for artistic expressions such as the display of art in building's façades, POSs pavements, sculptures, and urban furniture for example.

With this retrospective exercise and looking ahead at Luanda revitalisation focused on the city centre, there is room for innovation in achieving a strategy, a method to study and support urban revitalisation interventions for Luanda's city centre. The exercise draws from existing public open space interventions and research of Luanda's socio-economic, cultural, and political contexts. However, it is important to keep in mind that this is an ever-changing exercise requiring constant observation and updating and not a set of fixed guidelines. ***“Just as with weather forecasting, this doesn't mean that anyone can develop a sure-fine method to predict how people will use a particular city space”*** (Gehl & Svarre 2013, p. 2). Therefore, methods such as the one designed as a product of this work, are developed, and need testing to verify their validity across time and different locations.

Furthermore, third-generation urban redevelopment intervention, in which the proposed urban revitalisation is part, has been determined as a failure for providing “islands of renewal surrounded by seas of decay” (Carmon, 1999) in the cities they have been applied. Therefore, it is vital to understand that to promote change, the city must be seen as a whole with public spaces as a network of “tools” to promote the effectiveness of city's revitalisation inputs. Finally, the urban paradigm in African cities has its characteristics (Coquery-Vidrovitch, 2008; Simone, 2010; 2019). Which requires a permanent exercise to reconcile western perspectives of “good” urbanism prevailing in academia and in the literature (Coquery-

Vidrovitch, 2008) to what urbanism is in the African context and what it may and may not presuppose.

2.6 SUMMARY OF CHAPTER

Through the literature review it is understood that urban interventions in the Global North take place in the form of urban policies designed to address urban challenges. These challenges include the overpopulation of cities and the need to reconstruct cities destroyed by wars as is the case of European cities after the first and second world wars. Furthermore, the decay of the built environment provoked by overpopulation as a result to rural-urban migration took different forms in the global north compared to global south contexts.

In the United States and in Europe, industrial revolution was the trigger of the significant rural-urban migration when cities became attractive sites for better employment opportunities and living conditions. However, the existing infrastructure was not prepared to withstand such rapid population influx which reflected on the degradation of the building stock and the under dimensioned infrastructure. On the global south, and Africa particularly governments sovereignty was achieved mainly through the colonisation-decolonisation route and independent governments inherited a degree of spatial social segregation. Additionally, the urban development in the African continent was not supported by economic growth. Industrialisation and massive employment opportunities is still to become a reality. Nevertheless, cities in these countries also experienced rural-urban migrations but for different reasons, civil wars being a significant one. Other triggering pushes were unemployment and polarised geographical development with education, health and employment opportunities being concentrated in cities. The problematic aspect of the reality in global south cities is that as it happened with urban planning paradigms used to develop cities, the policies pursued to address current challenges are not inborn but still influenced by global north perspectives. This is problematic because the structural differences of both

contexts economically, in the nature of the politic-administrative structures and most importantly socially.

This revision of the literature is relevant because it is in public spaces that these challenges become apparent. Issues of unemployment, management of urban waste, water, sewage and electricity infrastructure, for example, impact directly on the quality and image of public open spaces and hinders their enjoyable nature and their socialisation function. Notwithstanding the complexity of POSs composition and the need for interdisciplinary approaches to deliver thoroughly inclusive urban set ups with POSs, the author acknowledges that the approach this work developed do not integrates all disciplines involved in the conception of POSs, focusing on the architectural and urban design perspectives and the social and cultural characteristics of the users. Although the approach can be enriched with layers of additional studies such as socio-economic ones, for example, the author believes this is a valuable contribution to the problem.





CHAPTER III

Public open spaces

Western and Non-Western African perspectives

3. INTRODUCTION

This dissertation delves into the public open spaces (POSs) of Luanda's city centre, which were shaped during the colonial era according to Western urban ideals. Understanding the underlying principles behind these spaces is crucial for comprehending the urban landscape of Luanda today. By examining the evolution of studies on public open spaces within Western

urban models, this chapter elucidates the differences and similarities among them based on their predominant use and morphology.

The chapter is divided into two parts. The first part explores the origins of POSs studies and their importance in the realm of urban design. The second part focuses on addressing the gap in our understanding of POSs in the African context, especially in Lusophone cities.

3.1 EXPLORING THE ORIGINS OF PUBLIC OPEN SPACES: A HISTORICAL PERSPECTIVE ON URBAN STUDIES

Public open spaces (POSs) have been integral to human settlements since ancient times. In ancient civilizations such as Mesopotamia, Egypt, and Greece, central squares, marketplaces, and communal gathering areas served as vital hubs of social, economic, and cultural exchange (Zucker, 1959). These spaces not only facilitated trade and commerce but also provided venues for public gatherings, religious ceremonies, and political events.

Goitia (2014) explains that cities that stem from Greco-Roman paradigms allocate emphasis on the sociological importance of the plurality of ideas and the conviviality that emerges from the opportunities to meet and socialise in streets, parks, and piazzas in other words, in the public realm. Furthermore, in cities of Anglo-Saxon civilisation origins, such conviviality happens indoors as well. These cities preserve an agrarian rationale of the towns, derived from the archaic English *tun*, meaning enclosed space as a part of the prairie belonging to a household. In a context of raised density, these cities create the "common" not as a piazza or an Agora but as a nostalgic remembrance of the prairie, which is no longer on the horizon but completely out of sight. Goitia (2014) defines the *tun* as a domestic city.

On the other hand, in cities with strong Islamic influence, such conviviality happens indoors in courtyards and other enclosed meeting spaces except for the market which is open and public. In the Islamic city, streets become crowded alleys, conduits that connect the spaces where "life happens" (Goitia, 2014). In this city, the souk or market is a place of active interactions and socialisation, not so distinct from African cities of the past and contemporaneity. The domestic and the public concepts of city experience overlap in the Islamic city because city life happens indoors but not necessarily in domestic realms. For the Islamic, the domestic space is sacred, a religious space. However, though walled, the courtyards of harems and mesquites are spaces of socialisation. Roads and streets are mere conduits from one indoor space to another, and façades are not communicative of the socio-economic status of what they hold on to the inside, rarely revealing prosperity or poverty, private or public uses, which is very distinct from the discernible façades of the Latin and Greek city.

The literature dedicated to the history of OPSs identifies corresponding social values between the ancient Greek Agora and the democratic political function of open spaces because the Greek Agora is considered the symbol of the public sphere (Madanipour, 2003; Stanley et al., 2012; Goitia, 2014; Carmona, 2021). Roman-planned forums and religious plazas represent other iconic ancient public open spaces cited (Goitia, 2014). During the Roman Empire ruling, the forum emerged as a prominent public space, serving as the heart of civic life and governance in urban centres.

Often, these Greco-Roman narratives jump to medieval Europe, where plazas were usually paired with Christian churches where socio-economic and recreational activities took place (Stanley et al., 2012). Medieval European cities featured town squares and marketplaces that played essential roles in community life. Similarly, The Renaissance period saw a renewed interest in urban planning and design, leading to the creation of grand

plazas, parks, and gardens in cities across Europe. These spaces were often designed as symbols of power and prestige, reflecting the aspirations of rulers and nobility.

Renaissance and Enlightenment emphasised secular and private values, reflecting urban open spaces. Urban squares for exclusive residential use appeared in some areas, such as Place des Vogues in Paris, the Bloomsbury Squares in London and downtown Philadelphia (Carmona, de Magalhães and Hammond, 2008). Additionally, on the use of space for social utility or well-being, dedicated urban parks specialised for recreational purposes proliferated in the 19th century, like Birkenhead Park and Central Park in New York (Jordan, 1994; Carmona, de Magalhães and Hammond, 2008).⁷

In the 17th and 18th centuries, the emergence of public parks and promenades marked a shift towards more inclusive and recreational public spaces, accessible to people of all social classes. The industrial revolution brought about significant changes to urban landscapes, as rapid urbanization and industrialization transformed cities. The concept of POSs continued to evolve throughout history, influenced by various cultural, social, and technological factors. In the late 19th century, the study of public open spaces became an essential focus of urban planning and design disciplines. Camilo Sitte's seminal work in 1889 "*Der Städtebau nach seinen künstlerischen Grundsätzen*" (*The Art of Building Cities*) laid the

⁷ Birkenhead Park was designed by gardener and architect Joseph Paxton at a time when public parks became an intentional part of public policy in England, reacting to rural-urban migration trends and population congestion of cities during the industrial era. This park was visited by Frederick Law Olmstead, who was well impressed by the design and intensity of use in the park. Back in his hometown, New York, also living at the peak of population urban growth and its social tensions, Olmstead realised the need for breathing open spaces for relaxation and exercise in nature-like urban spaces in his hometown. Amidst a growing stratified society, Andrew Jackson Downing, a contemporary of Olmstead, feared that social classes in America had fewer spaces, allowing them to co-mingle with each other and believed that New York needed a place devoid of social class exclusions and return to America's egalitarian roots, proposing a People's Park. Similarly to utilitarian reformers in England, Downing believed that the lower classes would be uplifted and influenced by this interaction with the elite while addressing public health concerns by providing large green spaces within the city's urban grid (Jordan, 1994; Cranz, 2008).

foundation for typological studies of public open space. Since then, urban theorists and designers explored the social, cultural, and environmental dimensions of public spaces, seeking to create more inclusive and sustainable urban environments.

Kevin Lynch (2018), in *Good City Form*, states that the prevailing motives to build cities can be summarised in five points. Firstly, the need for symbolic stability and order; secondly the need to control others and express power, thirdly determine levels of access and exclusion, followed by the development of economic functions, and lastly, to establish the capacity to control resources.⁸⁹

Lynch's exploration of POSs traces their evolution from functional thoroughfares to social gathering spaces, highlighting the importance of connectivity and accessibility in urban design. He identifies two contrasting paradigms in urban development: the concentration of POSs to create cohesive urban forms and their dispersion to enhance accessibility and proximity. These paradigms reflect differing perspectives on the role of POSs in urban life,

⁸ Examples of the first motive are the early cities such as Ur, established between 5000 Ac and 3500 Ac, which developed following agricultural revolutions and commercial activities. These early city manifestations soon evolved into stratified societies based on class hierarchies of enslaved people, farmers, soldiers and forepersons at the bottom and state servants and clergy members who owned the land at the top, giving birth to city-states and the need to control and express power.

⁹ Boston's history is a testament to the various motives for building cities. Initially, the city was a commercial port, with the wealthy living in the centre and the less fortunate on the peripheries. However, economic and political changes in the city led to a shift from a port city to an industrial hub in 1857. This change, coupled with the discovery of the steam engine and the availability of an Irish labour force, transformed the city's social structures. The need to maintain proximity between production, transportation, food markets, labour force residential areas, and financial services changed the city centre's shape and spatial distribution. The intensified industrial activities led to increased congestion and a critical health crisis in the late 1850s. To address this, the city cleared residential sites for the working class, accommodating additional commercial structures and expanding the city centre. The lower end of society, the labour force for the industrial sector, was sent away from the city centre, creating new residential areas that became sites of poverty. Boston's evolution demonstrates that the functions and cultural values of the community it houses impact the city's shape and form, transcending morphological characteristics.

from providing respite from the built environment to serving as integral components of everyday urban living.

The benefits of social interaction and liveable cities were reinforced by liveable public open space pioneers Jan Jacobs (1961) and David Whyte (1980), who rescued POSs when cities were designed for cars and not for people or pedestrian movement. Jacobs and Whyte testified that high-quality pedestrian-friendly neighbourhoods can prompt beneficial social interactions and interpersonal connections, thus creating liveable cities. Additionally, the Garden City movement established the ideology that access to green open spaces within the context of a congested city has beneficial health outcomes for humankind (Howard, 1898), which links to current discussions of sustainable development (Saunders, 2010) with emphasis on environmental and governance values for sustainable urban development (Amado, 2019; Poggi and Amado, 2024; Macedo, 2013; Gómez-Álvarez et al., 2017; Guimarães et al., 2020). Finally, equitable access to public space, especially the proximity to parks, is increasingly addressed as an urban and environmental justice requirement (UN, 2023; Wolch et al., 2005). Furthermore, participatory processes also dominate public open space production in the dialectic of top-down and bottom-up forces at play where the supremacy of state power is challenged but not levelled by civil initiatives nor the responsibility equally shared; the dialectic feeds discussions about the privatisation of private spaces allowed by the state which is increasingly disinvesting in public open space interventions for the demise of lower end socio-economic classes.

Today, the study of POSs continues to evolve in response to changing urban dynamics and societal needs. Jan Gehl's functional approach and the co-participation model advocated by the Project for Public Spaces, have contributed to the understanding of POSs. Carmona's (2021) detailed study of POSs integrates both morphological and functional analyses, incorporating contemporary concepts such as participatory place production,

spatial flexibility, and social inclusivity. By considering the temporal dimension and socio-cultural values, Carmona's (2021) analysis provides a comprehensive framework for assessing the role of POSs in meeting the needs of diverse social groups. Similarly, Jan Gehl's approach emphasizes direct observation and user-centered design principles, ensuring that POSs are responsive to the needs and aspirations of their users.

Beyond typologies and historical analyses, the importance of public spaces in fostering social interaction and cohesion cannot be overstated. The revitalization of POSs presents an opportunity to address urban challenges and promote sustainable development. By prioritizing equitable access, participatory processes, and user-centered design principles, urban designers can create public spaces that meet the needs of diverse communities and contribute to the creation of vibrant, livable cities.

Consequently, grassroots initiatives forge their recognition by local administrative institutions, securing a space they need to access and enjoy. In Luanda, historical and socio-cultural placemaking heritages dance around the city-beautification paradigm of state visions inherited from colonial administration ideals securing political hegemony and the need for spaces that accommodate lower and upper classes eager to breathe, rest, play and enjoy quality outdoor spaces in this congested city. This dance is still finding a rhythm.

3.2 NON-WESTERN URBAN DEVELOPMENT IN ANCIENT AFRICAN CITIES

The literature about POSs in the context of non-western urban development is less populated than its global north counterparts (Shema, Kiessel and Atakara, 2023; Madanipour, 2003). Narratives about POSs usually focus on the trajectory from

Mediterranean antiquity to modern Western European city models and contemporary African urban development paradigms (Buire, 2022; Croese, 2021; Gastrow, 2017).

The study of the urban development of ancient African cities, pre- and post-European colonial administration remains under-explored in the literature (Batalha, 2008; Real, 2011; Falola and Heaton, 2008), especially in Lusophone cities such as Luanda. Nevertheless, some studies, such as Madanipour's (2003), noted his attention to urban spaces in Asian and Middle East contexts such as China, Iran and Islamic cities. Coquery-Vidrovitch (2008) studies on the History of African cities South of the Sahara and Simone (2004, 2015), Immerwahr (2007) studies of post-colonial urban developments are worthy efforts to fill the void of the meagre information available about ancient and contemporary African cities' transformations. Other authors such as Falola and Heaton (2008) and Shema (Shema et al., 2023) also dedicate attention to urban developments, state formation and the spatial heritages of African social structures pre-colonial influences mainly focused on Islamic Africa. In Angola, researchers such as Redinha (1964), Montecúccolo (1965), Medina and Henriques (1996) and Weimer (2014), have mostly concentrated on residential architecture rather than on the set up of the native "villages". Amaral (1968; 2000a) work poses a great contribution to the study of the African cultures and socio-politic organisations of pre-European contact period, delving into the spatial manifestation of territory occupation, valuable for the current work.

It is interesting to note the recognition that early African civilisations date pre-colonial arrival (Shema et al., 2023; Falola & Heaton, 2008). Closely related to the Islamic city rationale that Goitia (2014) describes, early African urban settlements evolved into contemporaneity as a courtyard-based architecture (Shema et al., 2023; Steyn and Roodt, sd; Winters, 1983). African and Mediterranean villages are also seen as climatic responses to their environment (Shema et al., 2023) where the courtyard is a social space for the family

levels of privacy ascending from public to private (Ibid). This analogy is translated out to the larger dimension of the village as can be seen in Zaria's city layout, in Nigeria where the centre is the sacred space accessed and populated by the ruling kingship, the royal families and traditional title holders, the second circle inhabited by the wealthy and religious leaders of the community while the third and last layer the third circle the residential quarters of ordinary people occur. Thus, class spatial segregation is not new to African communities. Despite this spatial stratification, people from all three layers share common socio-cultural values such as religion, culture, and language.

Regarding public spaces, the market square, religious and other administrative buildings were at the centre. Immigrants in Zaria were attracted by economic opportunities and lived in what we could call "satellite cities" in Howard's Garden City urban expansion principles. Indoor spaces are mainly sleeping spaces, and life happens indoors because the climate allows such use.

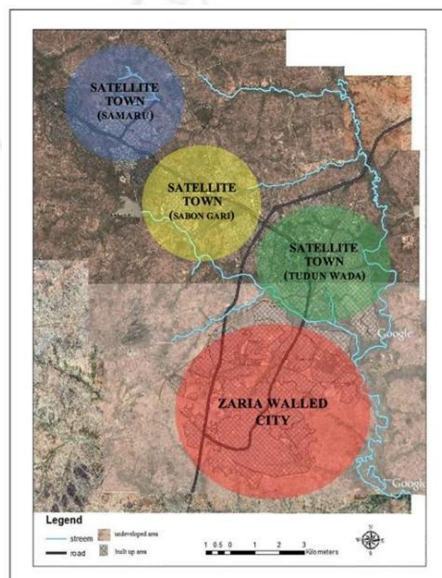


FIG. 13: MAP OF ZARIA CITY SHOWING THE PRIMARY AXIS OF CIRCULATION AND THE SECONDARY AXIS OF CIRCULATION OF THE WALLED CITY (GOOGLE (2021) SATELLITE ACCESSED FROM <https://goo.gl/maps/LJ5DoFLKQRB5keYn8> (ACCESSED ON 06TH SEPTEMBER, 2023).

SOURCE: SHEMA ET AL, 2023, P. 7

There is also a correlation between the African social evolution from hunter-gatherers to agricultural and commercial activities and the emergence of craftsmanship as seen in global north societies (Falola & Heaton, 2008; Goitia, 2008; Lynch, 2018). Furthermore, the spatial

influences (Shema et al., 2023). In reality, much needs to be done to uncover the origins of early African urban history, hidden until the 1950s under the resistance of European scholars to accept that the continent had a social structure (Winter, 1983) and some efforts to acknowledge such facts in literature are emerging from African and western scholars (Winters 1983; Falola & Heaton, 2008; Sneyden and Roodt, sd). Studying pre-colonial African urban history facilitates understanding the reactions of native urban dwellers to the imported western urban layouts inherited from colonial administrations and the consistent reproduction of native villages spatial heritage in spontaneous unplanned urban setups. Additionally, these studies can feed into understanding why some public space layouts are prone to work better than others. The acknowledgement of African vernacular history is not to say that Africans need to relapse to the point colonialism interrupted native African urban evolution but to establish a grounded way ahead.

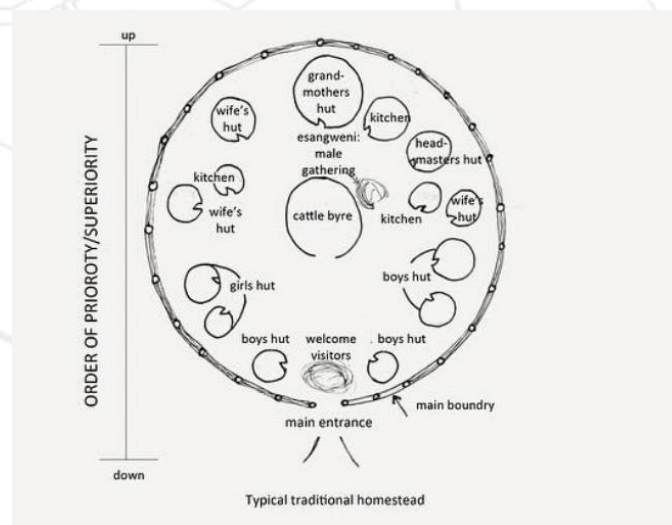


FIG. 14: EMMANUEL NKAMBULE'S 2023 VENICE ARCHITECTURE BIENNALE DESIGN PRESENTATION WAS INSPIRED BY A SUB-SAHARAN AFRICAN HOMESTEAD SPATIAL LAYOUT.

SOURCE: <https://www.facebook.com/photo/?FBID=1894636610951705CSET=POB.100012161529640> (Accessed 21 December 2024).

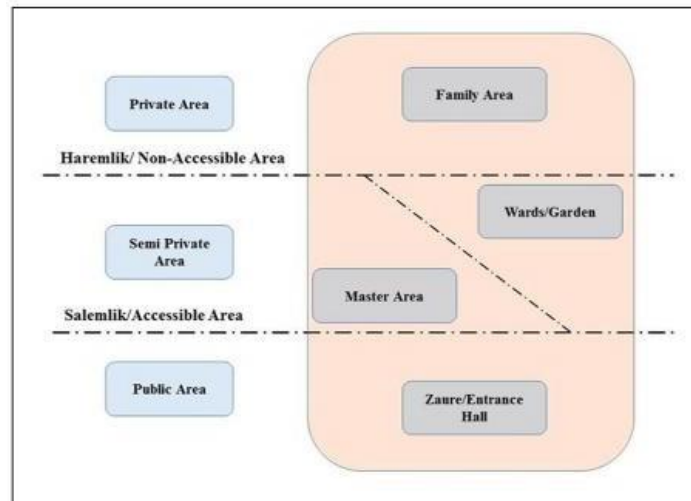


FIG. 15: THE SPATIAL LAYERING OF SPACES IN A HAUSE RESIDENTIAL DWELLING IN NIGERIA, ACCORDING TO LEVEL OF PRIVACY. THIS CONFIGURATION RELATES TO THE HOMESTEAD SPATIAL CONFIGURATION IN SOUTH AFRICAN AS DESCRIBED BY EMMANUEL NKAMBULE 'S DIAGRAM ABOVE.

SOURCE: SHEMA ET. AL, 2023, P. 6

As mentioned before, in Angola, researchers such as Redinha (1964), Montecúcolo (1965), Medina and Henriques (1996) and Weimer (2014), Amaral (1968; 1996; 2000a; 2000b), Gonçalves (2000) emerge as non-African references regarding studies of the native ethnic groups, their cultural values and socio-economic organisations. However, Amaral (2000a) for example, recognises the limited sources of evidence to elaborate on the findings which can enhance understanding of the spatial organisations of the native villages studied. Most descriptions are testimonies of European explorers who visited and lived amongst native Angolan communities. However, hearing from a native Angolan perspective can enrich the depth of the information available. Angolan researchers such as Kukanda, Cruz e Silva and Coelho in *Actas do II Seminário sobre história de Angola: Construindo o passado angolano e a sua interpretação* (2000), have valuable contributions to the study of native Angolan socio-political organisations and cultural identities worthy of attention. Amaral (2000a; 2000b) studies provide visual accounts of a typical family household and extended family compounds. Yet, in relation to the detail found in Anglo-Saxon ex-colonies, the studies of Angolan native villages do not provide spatial layout descriptions that enable a comprehensive spatial understanding of public to private levels of privacy spaces as seen in

rigorous work of Amaral (1996; 1997; 1999) gives us worthy insights of the cultural background, spatial organization of native settlements of different scales and their relationship to one another. Even though descriptions of the layouts are not specific on privacy hierarchy in Angolan native settlements, on these diagrams one can reassure the pattern of African communities of Nigeria and South Africa where meeting open spaces are enclosed with gradual levels of accessibility depending on the social hierarchy with the “*sacred space*” located at the centre of these native Angolan “villages or cities” (in western urban terminologies) and separate socializing open spaces for visitors, resident men and others for resident women. Roads, as in the Islamic city (Goitia, 2014) are conduits from one space to the other and not necessarily places of socialisation.

Amaral's studies (1997, 2000a) also reveal the presence of pre-colonial markets, where commercial transactions occurred between communities residing over distances of 75 to 100 kilometers (Amaral, 1997:128). These markets operated with a significant level of complexity, involving the exchange of goods, wholesale and retail trade practices (Amaral, 2000a:129), challenging the notion that indigenous Africans lacked the ability to engage in long-distance commerce prior to European contact. According to Amaral (2000a; 1997), markets were temporary, varying in size, local ones more frequent than those involving merchants further away, and were supervised by a king's representative to maintain the order and safety of vendors, buyers and visitors since some people used these events to socialise. Additionally, these events also served as “courts of justice” to rule over homicide cases. It is then plausible to draw the relationship between these pre-colonial markets and contemporary traditional markets prevailing in “westerly urbanised” Angolan cities such as Luanda throughout colonial administration to independence.

Some commonalities between the Nigerian and South African examples, are perceived from the depictions found in the literature (Redinha, 1964, 2009; Henriques, 1996 ;

Weimer, 2014) such as the different huts for the head of the family and his different wives, which in repetition constitutes a MBanza (a housing compound of large scale where the soba, a high chief or kings lived and administered the social, economic and political life of their territory) or a Mbata which is a housing settlement of lower scale and population density compared to the former without the administrative “urban” functions of the latter), usually under the authority of a superior kingship authority (Medina & Henriques, 1996; Amaral, 1999; Weimer, 2014). Another similar trace is the enclosures at different levels (residential and village levels) and the narrow paths from a household to another the lines of communication (equivalent to the streets in contemporary urban setups) of these compounds almost as the medieval fortified cities of western old cities in Europe.

What is relevant in terms of vernacular public spaces is that on these native settlements, “citizens” had bloodline or seniority/serfhood relationships tying them to one another (Alexandre, 2016). Today, some *musseques* maintain the native social structure having a chief, soba that aids resolving animosities and disagreements amongst the residents of the territory under his authority. Such important meetings happen in identified open spaces under trees or within their housing courtyard as it happened in old native villages. Furthermore, dwellings in *musseques* are built around a courtyard, as a remembrance of the native settling construction paradigm disregarded in the planned city. Despite the altering of the socio-cultural construct in the planned city (people do not always share bloodline connections or work/production relationships or even the same ethnic background), some spaces are able to foster gatherings but whether these gatherings are inclusive in nature is a different question. It must be said that there is evidence of Portuguese planner’s intentions to design indigenous villages for the native Angolan, considering and reproducing the spatial layout of native settlements to some extent, as it can be seen on some drawings of architect Vasco Vieira da Costa.



FIG. 16: DRAWING FROM 1888, REPRESENTING A FAMILY DWELLING IN A VILLAGE IN HUNDE, NAMIBE PROVINCE IN THE NORTH OF ANGOLA.

SOURCE: (MEDINA C HENRIQUES, 1996, P. 91)



FIG. 17: DRAWING FROM 19TH CENTURY, REPRESENTING "MUATIANVO'S BANZA. MUATIANVO IS THE NATIVE DESIGNATION FOR A NATIVE KING.

SOURCE: (MEDINA C HENRIQUES, 1996, P. 98)

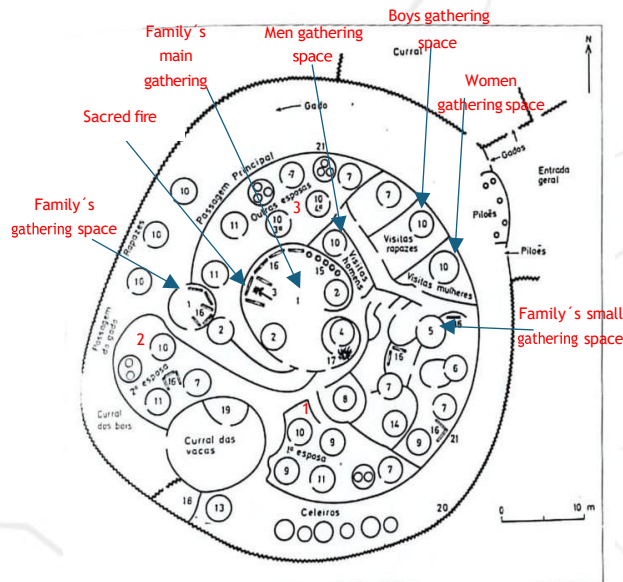


FIG. 18: DRAWING OF AN EUMBO, THE FAMILY SETTING OF A CHIEF AND HIS FOUR WIVES FROM A CUANHAMA MAN (FROM THE SOUTH OF ANGOLA) AUTHORED BY EDWIN LOEB. (1ST, 2ND, 3RD - WIVES' QUARTERS IN ORDER OF SENIORITY)

SOURCE: (AMARAL, 2000, P. 157)

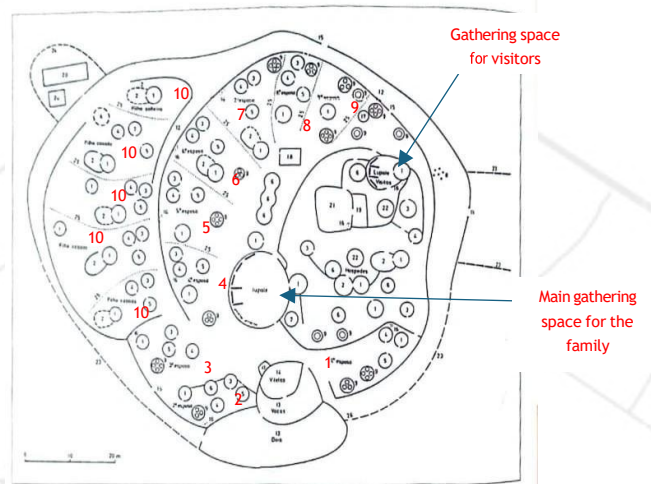


FIG. 19: DRAWING OF AN EUMBO, THE FAMILY SETTING OF A CHIEF AND HIS NINE WIVES FROM A CUANHAMA MAN (FROM THE SOUTH OF ANGOLA) AUTHORED BY J. LINO DA SILVA. (1, 2, 3, 4, 5, 6, 7, 8, 9 - WIVES' QUARTERS IN ORDER OF SENIORITY; 10 - MARRIED DAUGHTERS)

SOURCE: (AMARAL, 2000, P. 158)

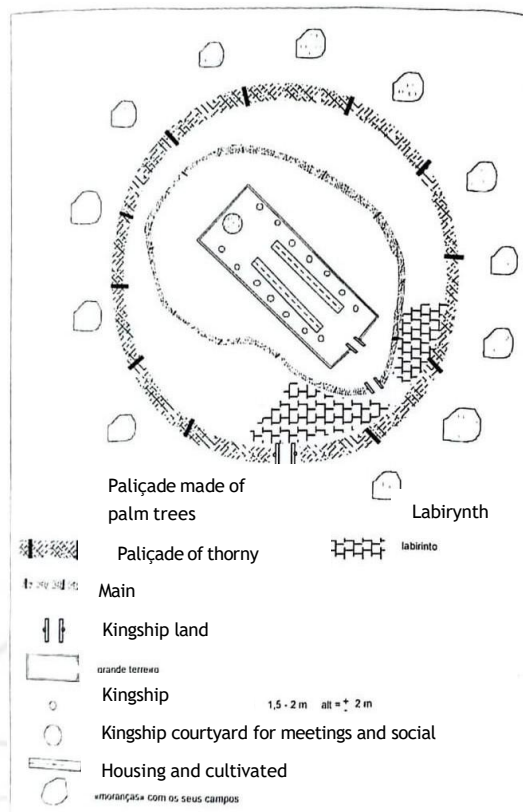
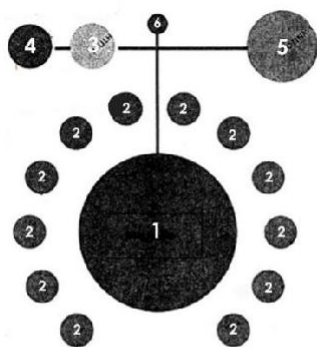


FIG. 20: SKETCH OF THE NEW CITY IMPLEMENTED BY QUEEN NJINGA MBANDI, AUTHORED BY PRIEST J. A. CAVAZZI IN THE 17TH CENTURY (AS PER AMARAL, 2000:124)
SOURCE: AMARAL, 2000, P. 156



- 1. Gathering
- 2. Houses
- 3. Women Washroom
- 4. Men Washroom
- 5. Communal Kitchen
- 6. Water

FIG. 21: DIAGRAM ILLUSTRATING THE SPATIAL ORGANISATION OF A PROPOSED “INDIGENOUS VILLAGE” BY VASCO VIEIRA DA COSTA.
SOURCE: FONTE, 2007, P. 87



FIG. 22: THREE-DIMENSIONAL DRAWING OF THE PROPOSED NATIVE NEIGHBOURHOOD “THE INDIGENOUS VILLAGES” AS PROPOSED BY VASCO VIEIRA DA COSTA.
SOURCE: FONTE, 2007, P. 87

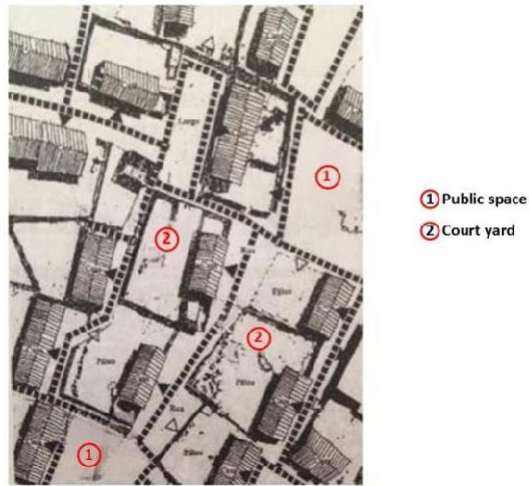


FIG. 23: DRAWING OF A *MUSSEQUE* IN THE 1970s, ILLUSTRATING THE CONSTRUCTION OF DOMESTIC DWELLINGS ON THE MARGINS OF THE PLOT AND OPEN “PUBLIC SPACES” WITHIN THE SETTLEMENT.
SOURCE: FONTE, 2007, P. 162

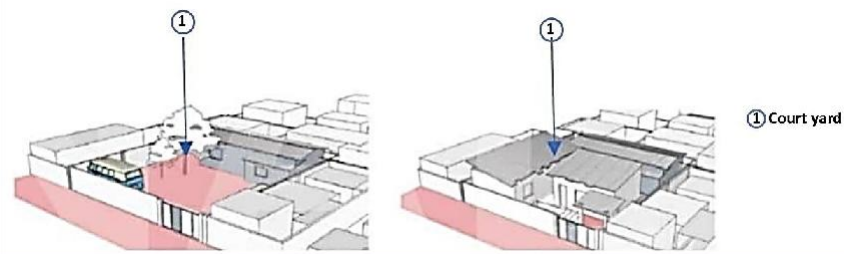


FIG. 24: DEPICTION OF THE DENSIFICATION OF A *MUSSEQUE* IN LUANDA FROM A DOMESTIC DWELLING PLOT PERSPECTIVE. THE MAIN HOUSE IS BUILT ON THE MARGIN OF THE PLOT AND INCREMENTATION HAPPENS SIDWAYS PRESERVING THE CENTRALITY OF THE COURTYARD. ADDED HOUSES SERVE FOR RENTING OR THE ADULT OFFSPRING.
SOURCE: PDGML, 2015, P. 69

3.3 SUMMARY OF CHAPTER

The examination of colonial urban development of ex-Portuguese colonies revolves around Portuguese architects who practiced architecture in those regions¹⁰, (Milheiros, 2012; Marat-Mendes & Sampayo, 2016a; Tostões & Bonito, 2016; Maia, 2019) and academic research work produced in Portuguese Universities (Martins, 2000; Matos & Ramos, 2006, 2007; Fonte, 2007). Critical post-colonial studies became abundant in the literature from the 2010s (Rodrigues, 2009, 2016; Cain, 2014; Croese, 2016a, 2018, 2021; Silva, 2016; Udelsmann Rodrigues & Frias, 2016; Gastrow, 2017; Correia, 2018 etc). However, research specifically dedicated to the study of public open spaces (POSs)

¹⁰ These include Vasco Vieira da Costa, Fernão Simões de Carvalho, Étienne de Groer and David Moreira da Silva, among others.

remains limited, with a greater abundance of studies focusing on the built architectural heritage and the social implications of urban interventions in independent Angola. This emphasis seems to perpetuate the disregard for the socio-cultural values overlooked during the colonial urban development of Angolan cities and neglects the needs of the most vulnerable urban residents.

Some authors refer to the state-led urban development initiatives in Luanda as “urban fantasies or utopias” (Cain, 2014) or the creation of “a new city for new citizens” (Buire, 2017) looking primarily at socio-economic discrepancies and the inadequacy of foreign western urban development paradigms to forge African cities in this case, forge a world class Luanda (Croese, 2018; GPL, Universidade Nova de Lisboa & Geotpu.Lab, 2015). However, such approaches tend to disregard the economic and socio-cultural needs of the citizens.

This dissertation aims to enhance the understanding of urban developments in post-colonial administration in Luanda city centre. It explores the evolution and significance of public open spaces from a social inclusion perspective, drawing insights from native Angolan cultural values and their integration into the daily lives of contemporary citizens. It is ever more evident that architects and urban designers need to integrate users' perspectives on their proposals because the result is closer to what their aspirations are and place appropriation beneficial to the maintenance of interventions (UN, 2023; Madden, 2020).





CHAPTER IV

Revitalisation Of Public Spaces - State Led Versus Grassroots Initiatives.

4. INTRODUCTION

This chapter integrates discussions about the different dimensions of public space, focusing on the spatial dimension relevant to answering the research question and studying these spaces considering urban revitalisation interventions. This chapter Draws from the literature review in the previous chapter, focusing on the relevance of urban revitalisation in the global south and the sub-Saharan Africa context. There is also the study of urban revitalisation interventions in Luanda's planned and unplanned context. The discussion focuses on the rise of grassroots initiatives in an autocratic politic-administrative context that privileges

top-down, state-led initiatives. The examples presented shed light on the dynamics between government decision-makers and community initiatives and the challenges both sides face. This analysis is vital for this work's strategy because it integrates both ends of the ladder, deeming each equally important.

This study needs to include in-depth insights into policies in place that guide urban interventions in Luanda because they are nonexistent as far as the research could understand during the conversations with technocrats at IPGUL. Nevertheless, Luanda's Master Plan insights regarding public open space interventions are recognised documents to guide such interventions. One of the interventions discussed in this chapter elucidates the guidelines the plan proposes and how they have been relevant or not for the initiatives taking place.

Public Open Space

Open space is defined here "***as any urban ground space, regardless of public accessibility, that is not roofed by an architectural structure***" (Stanley et al., 2012, p. 1089). Public space as a terminology was introduced in 20th century urbanism (Aleksander, 2020) even though such material in urban typology existed centuries before (streets and piazzas). The publicness of open spaces reverts to debates of gender, class, and physical accessibility where the ideal "public open space" is accessible by all citizens (UN Habitat 2021) whether they are local, national or foreign. The traditional city was the place for commercial exchanges, political activities, and socialisation (Fernão and Fernández, 2013).

In western contexts, the theories and definitions of public open space have evolved from ancient human settlements throughout urban developments until today. Theorists relate POSs value to Open spaces to the social, political, and physical health of urban dwellers and urban communities (Stanley et al, 2012). Pioneers to challenge car-oriented urban planning development paradigms and reduced pedestrian urban liveability, Jane Jacobs and David Whyte to mention a few, argue that high-quality, pedestrian-friendly neighborhood spaces

can catalyse beneficial interpersonal connections (Jacobs, 1992; Gehl and Svarre, 2013). Insights from political theorists describe ***“a spatial ideal of a “public sphere” where the functioning of democracy is strengthened when urban space encourages exchange and understanding among diverse subcultural groups”*** (Stanley et al 2012, p.1089). This political theorisation of spatial ideals interlaces with sociological debates arguing about “the contact hypothesis,” that socio spatial contact between different ethnic and class groups generates the healthy psychological, social, and political development of urban citizens” (Ibid).

It is the combination of urban planning physical values of POSs and socio sciences benefits of socio-spatial contact in open spaces that ground this work that looked towards testing the validity of this theories in a sub-Saharan African geographical, political a cultural context that differs from the western contexts where these theories stem from. The death of the city centre has brought about the need for a series of urban regeneration processes. The first is slum clearance policies that started in the 1930s and 1940s (Fainstein, 2020; Carmon, 1999). Subsequently, urban renewal policies were an alternative to the slum-clearance process, emphasising assessment of social problems around the 1960s (Jacobs, 1992; Carmon, 1999). Lastly, urban revitalisation processes focused mainly on the revival of city centres from the 1970s and combined public administration and urban governance to bring about change (Carmon, 1999; Thomson, 2021; Peyroux et al., 2012). These strategies that emerged mainly in North America and Western Europe have spread or been imported around the globe from the global north to the global south, and Africa is not an exception (Peyroux, Pütz and Glasze, 2012). Throughout these processes of urban intervention, public spaces are affected frequently in a non-objective way.

The importance of public space in cities as sites that are central to fostering community cohesion, culture and civic action has long been acknowledged. However, in a context of

rapidly spreading policies and practices of urban neoliberalism, public spaces have increasingly come under threat in cities across the world, sparking calls for these spaces to be reclaimed. Hence, global development policies and agreements such as the New Urban Agenda (NUA, 2016) stress the importance of promoting access to safe, inclusive, accessible, green and quality public spaces for all, as well as their importance for contributing to a range of areas, such as improved human health, social and economic development, urban resilience and climate change mitigation, the preservation of cultural heritage and the prevention of urban sprawl (art. 13; 36; 37; 53; 67; 97). The Sustainable Development Goals (SDGs) in turn include a target that is solely dedicated to the need to provide universal access to safe, inclusive, and accessible, green, and public spaces, particularly for women and children, older persons and persons with disabilities (SDG 11.7).

However, in practice public investments in the creation and maintenance of inclusive public spaces remain limited, and the transfer and importation of global urban revitalization policies and interventions often reinforcing existing privatisation, commercialisation, and securitisation trends, especially in the global South. Moreover, truly little is known about who, why and how existing public spaces are managed and used, despite the importance of this kind of data to monitor and improve the effectiveness of urban interventions. This paper builds on research conducted in Luanda and Maputo, a sub-Saharan African city with similar socio-spatial histories and legacies of conflict, rapid urbanization and informality and neoliberal urban policies and interventions with other African counterparts such as Maputo in Mozambique (Jorge & Viegas, 2021). Data was collected on selected SDG 11 targets and indicators between 2018 and 2020 with the aim of contributing towards the implementation of SDG 11 and related development goals (Croese et al., 2021).

In recognising the importance of public spaces in city dwellers well-being and health while supporting social interaction and livelihoods within urban communities, the United

Nations launched UN-Habitat's Global Public Space Programme in 2012 (UN-Habitat, 2021). The program supports cities to take actions for safe, inclusive, and accessible public space for all. The program also envisages to fend off the negative effects of increasing trends of rapid urbanization that put public spaces often at stake on account of uncontrolled urban development. The United Nations define streets, sidewalks and cycling lanes, squares, parks and waterfronts, gardens, and community courtyards as public space.

4.1 MODEL OF PRODUCTION OF PUBLIC OPEN SPACE

The sustainable revitalisation of public open spaces is part of the broader concepts of urban revitalisation and sustainable urban development. Urban Revitalization at its core aims at the betterment of urban living conditions from a physical, social and economic perspective. However, sustainable urban development envisages a holistic urban development approach that integrates social, economic, and environmental components and acknowledges the importance of governance in the process. Sustainable Development principles are generally applied from design to project implementation, emphasising participatory processes.

Global contemporary development agendas, the current lexicon of sustainable urban revitalisation practices affected urban transformations and dedicate careful attention to the social inclusionary transformation of public spaces around the world not so far from the call LeFebvre (2012) makes with his right to the city analysis of cities transformations and socio-economic and political dynamics, provoking city dwellers to use the city without sentiments of exclusion or privilege but an inclusionary collective view of the wide range of city making actors to responsibly partake in the shaping and reshaping of the city, a common "resource" of governments, public institutions, the private sector, civil society and sometimes international and global stakeholders (Carmona, 2021).

In capitalist economies the real estate is a strong pressure force to privatisation and commodifying urban land (built and unbuilt spaces alike) (Ibid) but the state's regulatory responsibility remains critical to subvert and control predatory impulses of the market and create openings for multi-actors and co-design approaches to urban interventions and specifically intervention in Public Open Spaces. Meanwhile, public open spaces perform different functions of political dimensions, social influences on people behaviour, aesthetic or theatrical as well as and economic function (Aleksander, 2020; Carmona, 2021). Current theory and practice regarding public spaces highlight top-down and bottom-up influential forces in their creation, form and uses (Stanley et al, 2012).

Interventions in the public realm as is the planning and shaping of public open spaces are often led by institutional initiatives as a conduit to communicate symbolic meanings of political administrative power, and display cultural, historical pantheons. This are top-down forces of influence. On the other hand, public open spaces can also emerge from bottom-up community initiatives and accommodate social, economic, and cultural needs and uses (Carmona, 2021; Stanley et al, 2012; Aleksander, 2020). Nevertheless, the social heterogeneity of cities social fabric where the state, elite and less advantaged groups and minorities are increasingly entangled in action and trigger a combination of top-down and bottom-up strategies. The United Nation Sustainable Development Goals strongly advocates for multi-actor approaches of co-governance and co-management which have proved to ensure economic, financial sustainability for the longevity of interventions and community empowerment.

It is critical to understand that while public open spaces are often subjected to the control and planning by state and lower-level administrative governing institutions or influenced by civil society organisations they provide venues for the population with limited economic means to achieve daily breadwinning necessities and to perform social, and cultural activities.

Additionally, some open public spaces can also be open venues for political ends, sometimes tipping their initial symbolic meaning in the process.

Arefi (2014) categorises interventions in POSs according to the motivations behind the actions. He establishes three spatial development triggers namely needs, opportunity and asset or ownership. This categorisation is not just relevant for the study of public open spaces but also to observe and apply strategies that can enable liveability depending on the location, power to act and investment returns and profit-making strategies. The economic component of interventions is critical for implementation and sustainable longevity.

Needs-based approaches represent most state led interventions; the likes of second-generation revitalisation initiatives that result in developments based on status quo diagnosis. This approach comes as part of a planning strategy that may or may not integrate private actors in the implementation phase. Needs-based approaches also and take advantage of possible financial returns in breaches allowed in the policies that supported such interventions.

Opportunity-based approaches usually scout out for opportunities a place offers for profit gains that result from migration movements. For example, the influx of a gentry community demanding higher standards of service delivery and alterations in the built fabric such as the construction of unplanned settlements and the need to provide financially more accessible services. In both cases such alterations unveil insufficiencies or inadequacies that can be covered while being profitable.

Asset-based developments are often motivated by the intention of the entity with ownership power to maximise gains from the already owned land. The entity may be an individual, a company or a community. Ownership often leads to long-term strategies to constantly maximise the potential of the asset over time.

The objective of this work is to look primarily at Public Owned Spaces, integrated in the urban web, and accessible to the public. Many asset-based developments are open to public with services such as shops and restaurants that are then restricted to those buying or eating. Depending on the targeted clientele, these services then can be exclusionary factors even though access to spaces between the buildings is accessible free of charge. The motivations for the development of POSs consequently adds a valid layer of analysis whereby some of these motivations may overlap within the same space or alter through time. POS intervention can be part of a state planning strategy that partner with private companies and local communities giving these stakeholders the opportunity to co-design and co-manage within established frameworks with some fiscal or other compensatory proposals looking toward the beautification of the city and the activation of deserted areas that pose danger to surrounding communities.

In creating public open spaces as part of broad or localised urban interventions, gentrification has been present. This phenomenon is introduced in this work in chapter 2. Gentrification is intrinsically part and parcel of urban interventions seeking to reverse or prevent urban decline and integrates Arefi (2014) needs-based and sometimes asset-based developments. The investigation of gentrification is relevant to processes of urban interventions because of its impact on the social dimension of POSs within the affected area and because it affects the homogeneity or heterogeneity of the social fabric of residents, visitors, and users of POSs of the intervened area. Gentrification is a process that generally happens in inner-city centre neighbourhoods aiming to halt the deterioration of urban infrastructure and attract wealthier social groups who fled to suburbia during city centre decline back to the city centre (Gale, 2021b, 2021c). Generally seen as a segregator elitist strategy, gentry's arrival tend to raise property values and scare away less economic fortunate families that arrived during decay.

In *The Misunderstood History of Gentrification*, Denis Gale (Gale, 2021c) studies the birth of gentrification in the United States context and identifies three shades of the phenomena: embryonic gentrification (1915 - 1945); federal policies versus the gentrification paradigm stage (1945 - 1980s); and advanced gentrification (1980 - 2018). These studies cross with the historic background of urban interventions already discussed in chapter 2, the three generations of urban interventions. In the embryonic stage, local administration officials believed that refreshing façades and revamping buildings interiors was the way to fend off city centre decline caused by economic depression, inter and post war urban decline and avoid the migration of middle- and high-income groups to suburbia and to partially replace a portion of the residents (Gale, 2021c).

This phase happened just before the first wave of urban interventions. However, this strategy proved to be ineffective to remove stigmatizations of areas deemed socially precarious and unsafe (Gale, 2021a). Local administrations then adopted federal policies such as redevelopment policies aiming to obliterate completely blighted areas, and uprooting incumbent families, wiping off signs of social poverty within the city centre and sending have-nots to distant sites of social housing (Ibid). However, early embryonic gentrification inspired a reverse strategy and urban renewals meddled with embryonic urban rehab strategy ignited by well off young couples, professionals, and private companies, that looked for underrun properties within the city centre to invest, live and work, repopulating so called blighted areas with higher end socio-economic gentry groups (Gale, 2021b). This last stage is what Gale (2021b) calls advanced gentrification and Carmon (1999) third generation of urban interventions. The examples discussed further down on this section reflect on gentrification resulting from young urban professionals (yuppies also called baby boomers) or private actors that invest their money in the revitalisation of central neighbourhoods (Carmon, 1999) which incorporate degrees of the Business Integrated District (BIDs) Model (Guimarães, 2021).

Despite criticism about gentrification present in the literature (Carmon, 1999; Uduku, 1999; Grodach and Ehrenfeucht, 2016) it is also regarded as a valid strategy to reverse movement of city centre exodus. In neighbourhoods that look forward to improving the social perception of crime and stigma, interventions without any degree of gentrification prove to have a null effect on improving the perceived image of the place and remain unattractive to higher-income clientele (Carmon, 1999). Gale (2021b) discusses further on how the definition has changed over the years, questioning if iconic sites of gentrification should remain perceived as such and if incumbent residents, incapable of sustaining the increasing or decreasing standard of living should be considered displaced for moving out. The reality is that urban living is dynamic. Although public policies must cater for the good of all socio-economic groups, in an age where strong neoliberal ideologies prevail, real estate market capital and the prosperity of incumbent families are vital to the fluidity of neighbourhood's comers and goers. Urban dwellers prosperity becomes the real problem.

Despite the success registered in the literature of the 1980s and 1990s revitalisations, as mentioned before they widened the gap between communities at both ends of socio-economic ladder (Fainstein, 2001; Hall, 2014). Nevertheless, policies and interventions aimed at urban revitalisation are still in cities of the global north and south contexts accompanied with neoliberalist trends in urban development manifesting in the privatisation of public land.

4.2 REVITALISATION AND PUBLIC OPEN SPACE INTERVENTIONS IN THE GLOBAL SOUTH

In practice, public investments in the creation and maintenance of inclusive public spaces remain limited, and the transfer and importation of global urban revitalization policies and interventions often reinforce existing privatisation, commercialisation, and securitisation trends, especially in the global South. Moreover, truly little is known about who, why and how

existing public spaces are managed and used, despite the importance of this kind of data to monitor and improve the effectiveness of urban interventions. This section presents research conducted in Luanda, a sub-Saharan African city with similar socio-spatial histories and legacies of conflict, rapid urbanization and informality and neoliberal urban policies and interventions with another sub-Saharan Lusophone African counterpart, Maputo in Mozambique (Jorge and Viegas, 2021).

This section combines bibliographic and case study analysis with data collected from surveys conducted in Luanda, one by the author and another by the Angolan Urban Laboratory - LURA). The LURA study is part of the broader study of rural - urban dynamics research project. The objective here was to establish whether rural-urban dynamics were the major source for slum expansion and densification and understand the main challenges in the living conditions of slum dwellers and included insights about the use and quality of public open spaces in slums. This information is presented to municipal authorities to inform strategies in the provision of services and infrastructure that are priorities to the community. The case study analysis of public open spaces in Luanda's formal city centre conducted by the author aimed to understand how public space intervention come about in such context in contrast with informal ones, the slums. Additionally, this analysis gives comprehension on how public spaces in the city centre can serve as inclusive platforms for socialisation and as breathing spaces especially for those within slum dense living conditions.

As discussed before, Urban interventions are the ultimate reflection of the attractiveness of cities, especially in the west, from mid-19th century due to industrialisation which led to large rural-urban migration movements into cities that were not prepared to receive this influx of population (Gehl and Svarre, 2013). From a broad standpoint revitalisation refers to "the rebirth or revival in the conditions and the character of a place that has endured a period of decline" (Grodach and Ehrenfeucht, 2016). Interventions adopted different

meanings depending on time, place and policies attached to them with first waves (1930s - 1960s best known as urban regeneration) with physical determinism and slum-clearance, second waves with a more social integration concern (the likes of “war on poverty” of the 1960s-1970s and best known as urban renewals), and third waves (from 1970s and 1980s onwards) more market oriented influenced by neoliberalist ideals and the governance participatory stance (Carmon, 1999; Gehl and Svarre, 2013; Hall, 2014). The 1960s stand out for the search for better public spaces and vibrant public life, focusing on the pedestrian rather than the car-oriented zoning design that characterised modern movements of urban planning. Jane Jacobs and William H. Whyte were pioneers of the ideology of bringing life back to the streets to revitalising them (Jacobs, 1992; Gehl and Svarre, 2013). During the 1970s and 1980s large cities of the west witnessed the exodus of the affluent classes and significant economic players from city centres and the influx of lower-income residents led to lowering prices in city centre land and property (Montgomery, 2014).

As is explained in more detail in chapter 2, the two main groups at the centre of the urban revitalisation movement in the 1970s throughout the 1980s and onwards. These groups are individual citizens and private companies that partner with administrative entities to promote interventions in the public space realm (Carmon, 1999). Frequently, the result of such interventions is reflected in infrastructure improvements such as streetlights, urban equipment, greeneries, cleanliness, improved sense of security and use of abandoned buildings, to mention a few (Carmon, 1999; Grodach and Ehrenfeucht, 2016). On the other hand, however, such improvements have adverse outcomes such as gentrification and the displacement of the poor to distant sites (Gale, 2021b). Furthermore, in public-private partnerships, the projects aim for large-scale and high-income groups of society such as hotels, art galleries, and shopping centres. Well-referenced examples are Quincy Market in Boston, Pike Place Seattle, and Horton Plaza in San Diego (Carmon, 1999).

In cities such as Luanda and Maputo for example, both ex-Portuguese colonies, the shopping and adoption of state led housing developments and gentrification/urban intervention strategies are visible in urban redevelopment programs adopted by governments (Ovadia and Croese, 2016; Barros and Balsas, 2019; Roque et al., 2020; Maloa, 2021). Post civil - wars city redevelopment ignited physical determinism, but the duality of formal and urban rural settlements remains a challenge. Real estate capital and/or state led slum clearance programs permanently harass and push the poor out of site from city centre to open way to high rise office and luxury apartment buildings. This luxurious residential neighbourhoods, townhouse complexes, have also extended to city peripheries in a similar movement of the city centre exodus to suburbia in European and cities in the United States. State led housing programs in Angola and Mozambique have not sufficiently catered for the needs of those who require it the most, favouring mostly middle- and high-income families (Barros & Balsas, 2019; Jorge and Viegas, 2021; Maloa, 2021).

The waves of urban interventions in these sub-Saharan African cities are an iterative process and rarely progressive or sequential as in the western realities as discussed above in the historic revision of urban intervention in the global north context. It is also worth mentioning that Luanda and Maputo are example of cities in sub-Saharan Africa where rural-urban migration did not happen due to an industrial revolution as in western counterparts (Castells, 1983). On these contexts a history of colonisation coupled with regional inequalities, and asymmetries, long civil wars, unplanned urban growth strategies, unclear public housing policies and the lack of economic robustness, hinder equitable urban development (Roque, Mucavele and Noronha, 2020; Capitango et al., 2022). In Luanda, musseques and the city of the asphalt duality prevail (Cardoso, 1980; Barros and Balsas, 2019; Gastrow, 2017b) and in Maputo the city of the asphalt and Bairros de *caniços* glaringly so too (Roque et al., 2020).

Efforts to improve Luanda's housing, infrastructure, and public spaces are visible in the design of city's master plans and national housing programs but economic and managerial challenges crippled the implementation of slum upgrading and public initiatives to increase public open spaces with community involvement as recommended in the last metropolitan master plan (GPL, Universidade Nova de Lisboa and Geotpu.Lab, 2015). Nearly a decade after the adoption of the plan, very little evidence exists regarding its implementation. Since then, the most iconic public investment into the betterment of public space has been the renewal of Luanda's waterfront (Croese, 2021), and government investments in public housing and infrastructure upgrading projects have not been sufficiently accompanied with the creation of green and public spaces or the maintenance of existing public spaces, resulting in limited use and low levels of satisfaction. The survey conducted in the neighbourhood of Marçal, in Luanda, give evidence to such perceptions.

On the other hand, the analysis of the results from a survey conducted by the author in 2022 in public open spaces within the city centre gives evidence that such sites remain attractive and usable by the incumbent residents and newcomers. This phenomenon demonstrates that the urban design approach remains valid to contemporary Luanda's urban dwellers which in turn translates the cultural value of the public spaces inherited from the colonial administration urban fabric to sub-Saharan cities.

4.3 PUBLIC OPEN SPACES INTERVENTIONS IN LUANDA'S INFORMAL CONTEXT - MARÇAL NEIGHBOURHOOD

Marçal dates from colonial administration as a temporary settlement, a musseque, created to house the native Angolans, at a time that the city centre was populated primarily by residents of European descent and natives resided mainly in the peripheries (Real, 2011). Public spaces in the city centre did not serve all of Luanda's citizens. In interviews conducted

in 2021 (LURA, 2021, p. 4), senior residents explained that initial houses were built with wood, and the site had minimal infrastructure (water and electricity). After independence and with the city's geographical expansion, Marçal is no longer a peripheral settlement, and its location attracts people living in distant peripheric areas of Luanda but working in the city centre. More than 70% of the influx of residents comes from nearby neighbourhoods, and distant ones and the remaining residents come essentially from the country's northern provinces.

The survey in Marçal took place in 2021. Here, existing public space was a sports court, and the community used streets to enjoy fraternizing amongst themselves. The community's level of satisfaction is reflected on the following indicators:

- 70% indicates flooding as a critical negative environmental issue an inhibitor for the use of public spaces
- 17% indicates cleanness as another negative factor to the use of public spaces
- 55 % never use public spaces
- 70% are unsatisfied with public spaces
- Most pressing matters for the betterment of public spaces and the neighbourhood, in general, are road improvement (23%), sewage discharge infrastructure improvement (21%), increment of public spaces in the neighbourhood (14%) and the combination of better safety and public lighting (16%).



FIG 25: PHOTOS ILLUSTRATING THE DENSE CONTEXT WHERE MERCADO DA CHAPADA IN LOCATED IN MARÇAL AND A PHOTO OF THE EXTERIOR OF THE BUILDING FROM THE ONLY ACCESS IT HAS NOW. PHOTOS TAKEN IN JUNE 2021.
SOURCE: LURA ARCHIVES, 2021

The survey in Marçal also gave understanding about the neighbourhood's traditional market, Mercado da Chapada. During the 1970s, this space which once served as a soccer field began to be used as an informal community market and its periphery started to suffer encroaching by spontaneous housing constructions by the residents. These constructions reduced the area of the market. In the 2000s government fenced what remained of the place, and by the 2010s, the physical structure was erected. However, the market administration charges a fee from traders to use the space and requires that they purchase their tables and seats. These requirements and fees led to the abandonment of the building by the traders. Furthermore, remaining traders complain that low visibility access of the interior of the building by passers-by result in low sales revenues.



FIG 26: INTERIOR OF MERCADO DA CHAPADA. MOST TRADERS ABANDONED THE SPACE AND ARE TRADING ON SIDEWALKS NEARBY.

SOURCE: LURA ARCHIVES, 2021

The historic trajectory of the land where the market “Mercado da Chapada” stands, informs some of the dynamics in the nature, typology, and mutations of public spaces within slums in Luanda. Although it is now a confined building managed by the municipality, Mercado da Chapada preserves its iconic meaning for the community as a place of socialisation, where residents and visitors still meet, buy and as a cultural reference for the city. This market is one of the few markets in the proximities of Luanda’s city centre. Other examples of the erosion of these cultural references in contemporary Luanda are Kinaxixi and Roque Santeiro markets.



FIG 27: KINAXIXI MARKET´S BUILDING AND PIAZZA (LARGO DO KINAXIXI) IN THE 1980S

SOURCE: <https://hpi.org/pt/heritage/details/74> (ACCESSED: 14 JANUARY 2024)



FIG 28: KINAXIXI MARKET - ONGOING COMMERCIAL ACTIVITY ON THE INTERIOR OF THE BUILDING IN THE 1970S

SOURCE: GARCIA, 2016, P. 130

Kinaxixi also written Kinaxixe was built in the 1950s., designed by architect Vasco Vieira da Costa, an Angolan architect of Portuguese descent¹¹. The market was demolished in 2008. The structure was an architectural landmark in the city reminiscent of modern movement architecture adapted to the tropical climate of Luanda. The structure deteriorated and traders were restricted from using the building, expecting a restoration to return,

¹¹ (<https://www.publico.pt/2008/09/22/jornal/kinaxixe-o-mercado-que-era-um-simbolo-de-luanda-ja-nao-existe-276979>)

However, after a concession to Macon, an Angolan transport company, the destiny of the site changed. The proposed project envisaged a mixed-use development with residential, commercial, offices and entertainment facilities in an area of about 330.000 square meters. In 2008, the completion of the project was estimated at 500 million American dollars totalling a 1 000 million American dollars investment¹². This project has been under construction for 16 years. In 2024 the project has yet to see its end. Despite stripping the city of an emblematic tropical modernist building, Kinaxixi multi-use complex also erased its Piazza, a public open space in the city centre, another landmark that users indicated during the interviews as being the only one that compares with the bay in terms of size, urban furniture and opportunities to socialise and enjoy outdoors. A senior user referred to it as “Maria da Fonte”, the statue that stood in the middle of the piazza from late 1930s and stated that “they should just give up on whatever they are building there and put Maria da Fonte back, we see that construction going no where”.

There are efforts by Luanda’s Provincial Government to reinstate the piazza, this time with a statue of Queen Nkinga Mbandi. On April 29th, 2024, Luanda’s Provincial Government and a semi-private local bank, BAI, signed an agreement to finish the redevelopment of the piazza and give it back to public use¹³.

¹² <https://expansao.co.ao/angola/interior/faltam-500-milhoes-usd-para-acabar-as-obras-do-kinaxixi-111930.html>.

¹³

https://www.operanewsapp.com/ao/pt/share/detail?news_id=747a849fce0918e04e7d0c04bf473916Cnews_entry_id=9359e27240429pt_aoCopen_type=transcodedCfrom=newsCrequest_id=share_request



FIG 29: THE ONGOING CONSTRUCTION SITE OF KINAXIXI MULTI-USE COMPLEX
SOURCE: <https://expansao.co.ao/angola/interior/faltam-500-milhoes-usd-para-acabar-as-obras-do-kinaxixi-111930.html> (ACCESSED: 14 JANUARY 2024).

Another emblematic example is the removal of Roque Santeiro informal open-air marketplace at the district of Sambizanga, in Luanda. It started in 1991 with the official name of Mercado Popular da Boavista and later it was named Roque Santeiro after the Brazilian telenovela of same name, aired at the time on Angolan television. This market was the main commercial hub of the city during the 1990s also considered the world largest market at the time occupying an area of 1 kilometer per 500 meters where traders sold diverse products from food to computers¹⁴. Roque Santeiro golden years related to civil war years a time that the country faced shortages in food provision for the population and anything could be found in this market. The area was perceived as unsafe due to high criminality rates inside the market and surrounding areas. There are accounts that illicit drug and arms dealing happened there as well.

¹⁴ <https://alchetron.com/Mercado-Roque-Santeiro>



FIG 30: BIRDS EYE VIEW OF ROQUE SANTEIRO'S IMPLANTATION

SOURCE:

[HTTPS://WWW.FACEBOOK.COM/PHOTO/?FBID=601918114963814CSET=A.601918078297151](https://www.facebook.com/photo/?fbid=601918114963814Cset=A.601918078297151) (ACCESSED: 12 JANUARY 2024)



FIG 31: TRADERS IN ROQUE SANTEIRO UNDER TIN-SHADE STRUCTURES. PICTURE TAKEN BEFORE THE MARKET'S CLEARANCE.

SOURCE:

https://terraavista.blogosfera.uol.com.br/2021/05/23/roque-santeiro-batiza-mercado-simbolo-de-abandono-em-angola/?fbclid=IwAR0L16LSAt-TivM6HbOd_VY9VJgGKdCkniTZoSvpkA-G7FzBCtbAVmRzRVE (ACCESSED: 12 JANUARY 2024)

A structure was built in Panguila, an urban development which catered primarily for social housing Panguila, north of Luanda to relocate the market. In 2011 municipal government shut down all commercial activities and the site was dismantled¹⁵. The market at the site of relocation never achieved the vibrancy and commercial exchanges intensity experienced in the original location. In January 2024, Angolan Minister of Culture and tourism announced, in an interview to *Jornal de Angola*, the local official newspaper, the construction of two projects on the site were Roque Santeiro operated. The projects are Luanda's Cultural Centre (In Portuguese Centro Cultural de Luanda) and the Angolans

¹⁵ <https://alchetron.com/Mercado-Roque-Santeiro>

Resistance Museum (in Portuguese Museu da Resistência)¹⁶. The site is still vacant awaiting the implementation of these projects.

Public spaces are a challenge in informal settlements. In Luanda's informal context, public spaces such as parks and squares are scarce. Most *musseque*'s implementation do not follow an urban plan which would envisage such breathing spaces. Moreover, in the struggle for space for residential and commercial purposes essentially, *musseque* dwellers eagerly seize opportunities to occupy any 'empty' land for building or for vending, resulting in narrow streets and flooded houses during the rainy season (71% of Marçal dwellers indicate flooding as their main environmental concern). Perceived forms of public spaces are sports venues, informal markets, streets, and even private yards since all serve as shared public spaces for the informal dweller in Luanda. In addition, these spaces serve for entertainment and mourning, such as children's playgrounds, funeral ceremonies, and commercial activities (LURA, 2021).

In *musseques* roads can be mere paths which constitute a hindrance for fire brigade vehicles and ambulances in case of emergencies. The lack of public lighting is severe favouring high rates of criminality, essentially to females. In the case of Marçal access to transportation means is not a concern to residents (65% of residents take 5 to 15 minutes walking distance to the nearest collective transport access point). Additionally, about 88% of the households have water and electricity connections to public providing companies regardless of their tenancy status.

The survey conducted in Luanda indicates the need and willingness from informal dwellers for better public spaces and pleasant public life experiences and the dissatisfaction about the general living conditions and delivery of essential services. Most common

¹⁶ <https://www.verangola.net/va/pt/012024/Cultura/38422/Antigo-mercado-do-Roque-Santeiro-ser%C3%A1-a-nova-%E2%80%98casa%E2%80%99-do-Centro-Cultural-de-Luanda.htm>

complaints about public spaces are safety-related issues, poor roads, lack of surface water and drainage and proper sewerage drainage infrastructure, and lack of variety of public spaces. Nevertheless, despite the urgent need to address these complaints, there is an opportunity to encourage social cohesion and spark better public life within the formal urban fabric for lower and higher social extracts of the society with bottom-up approaches, and Rua dos Mercadores¹⁷ is an example.

It is essential to note that city dwellers also struggle to preserve and enjoy public spaces. Within the formal fabric in the city centre, dwellers continually lose their public spaces such as leisure spaces, football camps, parking spaces, sidewalks, public gardens, cinemas, either to privatisation or for the sake of informal trade, bars, restaurants and reckless parking of day workers and visitors. There are reasons to explain that situation namely:

1. The increase unemployment leading to the rise of informality.
2. Occupation of roads, streets, and sidewalks for trade
3. The growth of car parks due to insufficient parking within the city centre.
4. Slum clearance strategies that push away the poor into far distant areas while the remaining areas are used for the construction of condominiums. Moreover, this poor population comes back to the city centre as informal traders because it remains as a “profitable market”.
5. The Public-Private Partnership also has transformed public gardens into a mix of gardens and restaurants, bars, and craft markets.

In face of these challenges, the SDG goal of guaranteeing affordable houses, inclusiveness, resilient and sustainable cities seem an unachievable target to meet. The year 2030 was defined as the mark of reaching SDG 11 is on our doorstep, and many issues

¹⁷

17 Merchant’s Street

are still unsolved. There is a need to deepen the study of local interventions promoted by citizen agency to improve public spaces. The example of Rua dos Mercadores sheds light on bottom-up approaches and lessons that can inform similar interventions across cities in Angola and the sub-Saharan region.

4.4 URBAN REVITALIZATION INITIATIVES IN LUANDA 'S FORMAL CONTEXT - RUA DOS MERCADORES

Recently, based on Luanda's Master Plan (GPL, Universidade Nova de Lisboa and Geotpu.Lab, 2015), the city has benefitted from Third Generation revitalization projects, as is the case of Rua dos Mercadores in the city centre (Fig 34). This revitalization resembles what Carmon (1999) considers the public-individual partnerships where young architects with local administration support and incumbent residents improved public space conditions primarily, and owners refurbished and rented abandoned properties to bring about positive change. As a result, this project is accepted mainly by the middle-income community and higher as a success story despite portraying the gentrification previously discussed in advanced gentrification (Gale, 2021b) and third generation urban interventions (Carmon, 1999). However, informal traders are present and are welcomed in the precinct.



FIG. 32: THE BUILDING IN THE CORNER OF RUA DOS MERCADORES WAS REFURBISHED IN 2017 BY FESA - FUNDAÇÃO EDUARDO DOS SANTOS. TODAY THE FORMER GRANDE HOTEL IS “ANGOLA - BRAZIL FRIENDSHIP HOUSE” AND THE BRAZILIAN EMBASSY IN LUANDA OVERSEES ITS MANAGEMENT.

SOURCE: AUTHOR, DECEMBER 2022

Rua dos Mercadores (Merchants' Street) is an historical patrimony urban site activated by commercial activities such as bars, restaurants and shops, improved street lighting and graffiti animating the old façades with local artistic expression. The street is one of the oldest in Luanda, dating from the 1600s, when residents were merchants mainly of European descent and many of them slave merchants (Jacob, 2011; Caldeira, 2014). Houses were predominantly double storey with shops in the lower ground and living above. The yards served as transit venues for enslaved people transported overseas paid in exchange for gold or “escudos”, the Portuguese currency at the time; however, enslaved people also served as domestic help in the military and commercial businesses of landlords (Caldeira, 2014). The street was classified as a Protected Heritage Urban Site¹⁸ by ordinance no. 9689, published in the Official Bulletin nº. 7 of February 13th, 1957, (INPC - Instituto Nacional do Património Cultural, 2007).



FIG. 33: SIGNAGE OF RUA DOS MERCADORES RECOGNITION AS NATIONAL PATRIMONY AND OF GRANDE HOTEL REFURBISHMENT INAUGURATED IN 2015.

SOURCE: AUTHOR, DECEMBER 2022

Academics and non-profit organisations, namely the Centre for Architectural Studies and Scientific Research - (CEICA from the Portuguese acronym) of the Universidade Lusíada of

¹⁸ Imóvel de Interesse Público

Angola and Associação Kalu, are pioneers in recognising the historical and touristic value of Rua dos Mercadores. Both entities mobilised graffiti, open-air public expositions, and cultural gatherings on the street. Some iconic buildings in the street also benefited with this intervention such as Hotel xxx which was transformed into a civic facility to celebrate the fraternity between Angolan and Brazilians (Casa da Cultura Angola - Brazil). This strip is part of a broader cultural and touristic initiative, The Slave Route of Luanda, created to preserve the historical heritage of Luanda's downtown. This project, in conjunction with xxx, mobilised foreigners and Angolans interested to know about the history of the city and to revisit landmarks that were sites of critical events mainly during colonial settling and colonial administrative dominium.

More recently, a private initiative, DOLADO.B, further improved the street, attracted new businesses, and partially improved the cleanness and safety of the street (Fig 38 and Fig 39). The initiative took place to commemorate 442 years of the city of Luanda on January 25th, 2018. Local administration leadership and commitment to improving the image of public spaces of the municipality, Ingombota, played an important role. The administrator at the time, architect Rui Duarte, got involved in the process, and micro revitalisation actions were made possible with the participation of architects, the collaboration of residents, vacant building owners and private companies.



FIG 34: A PICTURE OF A PORTION OF RUA DOS MERCADORES WHERE THE REHAB STOPS.

SOURCE: AUTHOR, DECEMBER 2022



FIG 35: PICTURE OF A PORTION OF RUA DOS MERCADORES WITHOUT INTERVENTION.

SOURCE: AUTHOR, DECEMBER 2022

During an interview conducted in August 2021 by the author, the owners of DOLADO.B, the architectural firm that worked on the project, Júlio Rafael, and Graciela Mendonça, confirm the importance of benefaction from private companies for implementing the project. The strip of the road intervened that was grimy, lacking proper street lighting and perceived as dangerous became the destination of tourists for site visiting, the youth for entertainment

and the stage for art exhibitions and public holiday celebrations open air. The intervention only happened in part of the length of the street.

Looking at the historical background of BIDs, Rua dos Mercadores integrates similarities worth mentioning though unintentionally applied. The first important aspect to note is the similarity of the scale of intervention. BIDs generally happen in small areas such as urban blocks or streets. Another similarity worth noting was the need to improve public space appearance and cleanliness and preserve the built fabric that incorporated, refurbishing the façades, improving public lights, remaking the pavement, and giving light to new businesses. These interventions promoted the area's safety, attracted the desired clientele for businesses and improved the market value for the precinct buildings.

Contrary to the typical BID initiatives, Rua dos Mercadores does not have private patrolling for enhanced security and is not a BID registered project. In Luanda's context, the closest to BID in land management are gated communities that are generally private land and dedicated to housing. Despite no legal framework support, the project was initiated by young professionals living in the vicinities that studied abroad and contributed to Luanda's cityscape with fresh ideas. The Municipal Administrator's participation was paramount to attract private investments to implement the project. However, only time will tell if the new tenant of the municipality will stand faithful to its predecessors' ideals. Without local public administrative leadership, neither the market nor the community would access the place and implement the project. Despite being an island of revitalisation (Carmon, 1999), the intervention in Rua dos Mercadores gives valuable lessons, and the strategy could inform projects across the country and the region.



FIG 36: RUA DOS MERCADORES AFTER INTERVENTIONS.

SOURCE: AUTHOR, DECEMBER 2022



Day

Night

FIG 37: RUA DOS MERCADORES - BEFORE AND AFTER INTERVENTIONS, SHOWING A POP-UP NIGHT EVENT (IN 2021).

SOURCE: DO.LADO.B

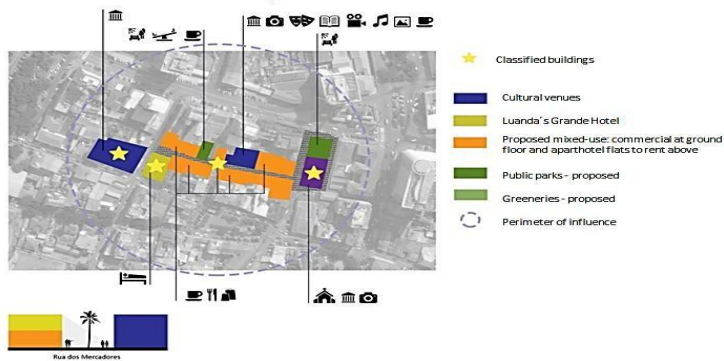


FIG 38: BUILT CONTEXT AND PROPOSED USES FOR RUA DO MERCADORES in LUANDA'S INTER-MUNICIPAL MASTER PLAN

SOURCE: GPL, 2015, P.27



FIG 39: NAXIXI STREET BEFORE INTERVENTIONS IN 2020

SOURCE: DO.LADO.B



FIG 40: A POP-UP NIGHT EVENT AT NAXIXI STREET AFTER INTERVENTIONS, ORGANISED BY YOUNG PROFESSIONALS PROMOTING ART, CULTURAL AND ENTERTAINING ACTIVITIES IN 2020.

SOURCE: DO.LADO.B



FIG 41: A PHOTO OF MURALS EXPOSING THE TRANSFORMATION IN NAXIXI STREET, LUANDA

SOURCE: DO.LADO.B



FIG 42: A PHOTO OF MURALS EXPOSING THE TRANSFORMATION IN NAXIXI STREET, LUANDA

SOURCE: DO.LADO.B

The intervention of Rua dos Mercadores does not stand alone around the formal urban fabric of Luanda. There are other initiatives such as Naxixi Street (Figs 41 to 44) and pop-up flea market events in shopping centres' parking lots. Micro revitalization interventions are on the rise in Luanda. Rafael and Mendonça are leading another initiative in Luanda's city centre called Nossa Ginga (Fig 45). The project is dedicated to Rua the full length of Rua Rainha Ginga (Queen Ginga road). The name of the project, Ginga is an allusion to the

native Angolan Queen Ginga Mbandi, of the Ngola's lineage that challenged Portuguese authority in the (Wheeler and Pélissier, 2016; Amaral, 1996). As a local term, *ginga* also relates to the graciousness and pride in one's way of walking. Queen Njinga is also referred in the literature as Queen Nzinga (Amaral, 1996;1997; Wheeler and Pélissier, 2016), Jinga (Amaral, 1999; Heywood, 2019) and Njinga, the name used on the road after her name in Luanda.

In an interview with the author, Julio Rafael talks about the motivations behind the promotion of the project. Having studied in Europe and attentive to government intentions to promote tourism in the country, Rafael looked forth to provide Luanda's tourists with similar experiences he had visiting cities in Europe and justified his intentions by stating that "*Tourists come and stay in hotels in the city centre, but they have difficulties experiencing the city on foot, to visit the city's historic landmarks and have shopping and entertaining opportunities; our roads are not appealing, our services and cultural identity need better visibility*". Rafael also spoke about the difficulties encountered to fund the project and obtain financial gains from the project's implementation despite provincial and municipal administrations approval to implement it. "*First it was difficult to put across the advantages the project could bring to the Luanda's city centre. Politicians do not believe in the "Bilbao effect" 1Sfor Luanda, it's like we live in a cocoon. Then it was accepted and there was a boom of media coverage, but after that we had to deal with replacements of decision makers in cabinet*" referring to the changing of Governors in Luanda's Provincial Government (GPL). Rafael goes on saying that "*there needs to be an institution that deals with urban interventions specifically so that that if Júlio, Manuel or José go to with ideas for the city there is some legal framework to guide the analysis of those ideas*

¹⁹ Also See Patterson, 2022; Lorente, 2024

and keep a vision for the future of our cities. I see no short nor long-term visions for Luanda for example” he said, talking specifically about public open space intervention.

The intentions of the intervention, to mention a few, are to contribute to the improving the image of the road by painting building façades, improvement arborisation of the road, integrate dedicated spaces with temporary structures for informal traders, create pop-up events such as music festivals and art workshops. Physical upgrade is slow, but the initiative is recognised for the creation of pop-up events on the site.

The road was divided into 7 thematic sections for the intervention.

A participatory approach that puts the community's voice at the centre of urban interventions

Logo: **nossa ginga** vive. move. cria **Tua, minha #nossaginga**

1. Estratégia hierárquica sobre o ordenamento de 'stakeholders' para uma intervenção e manutenção urbana sustentável com a colaboração do sector público e do sector privado.

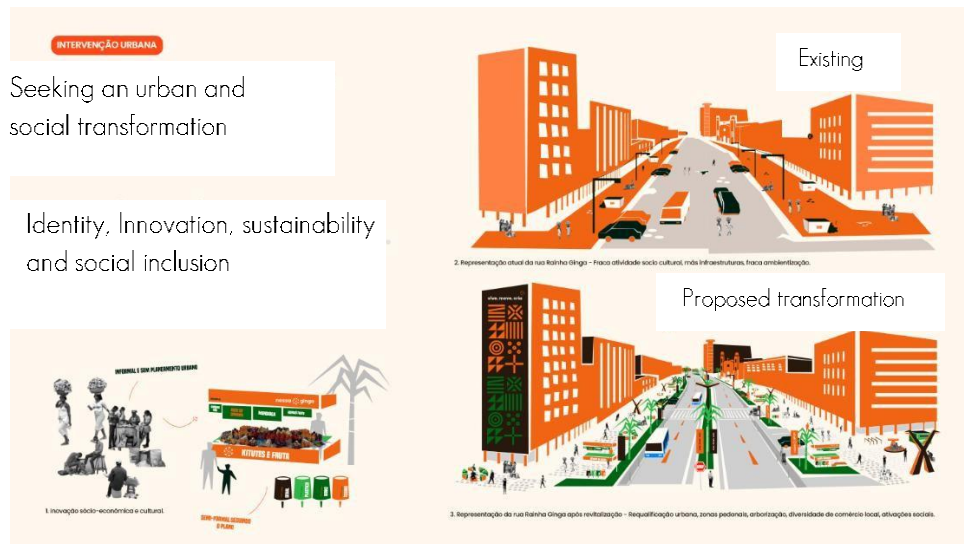


FIG 43: PHOTOS OF PROJECT NOSSA GINGA ILLUSTRATING THE AREA OF INTERVENTION AND THE URBAN INTERVENTIONS PROPOSED.
SOURCE: DO.LADO.B

4.5 RESULTS

In summary, the fieldwork developed in Luanda provided the following insights:

- State-led Urban design intention to create inclusive public spaces alone, in practice, may not resolve the negative impacts of gentrification in revitalisation processes nor surpass the need for participatory processes and cultural and socio-economic knowledge of the community around but provides a significant opportunity for social interaction and promotes a platform for social inclusivity.
- Administrative leadership and citizen agency played an important role despite some gentrification in the outcome of Rua dos Mercadores. Nevertheless, the positive note here is the initiative of professionals and building owners to revitalise streets, recapture the rich historical architectural characteristics of city centres and provide open-air venues to the city for cultural and public celebrations.

- Density poses a challenge in informal set ups. Roads, streets and the multi-functionality of public venues such as schools, sports fields, and markets are the available spaces, and present opportunities for social interaction and entertainment while also serve commercial and educational purposes.
- The lack of maintenance and safety conditions in the use of spaces in the city centre. Indicates the need public spaces have of functional structures/mechanisms for their management²⁰.
- The monitoring of public spaces can benefit with the creation of indicators to express the degree of adequate access and use, especially by the most vulnerable, to assist local authorities and organisations of the civil society to improve the provision of better, inclusive, and accessible public spaces.

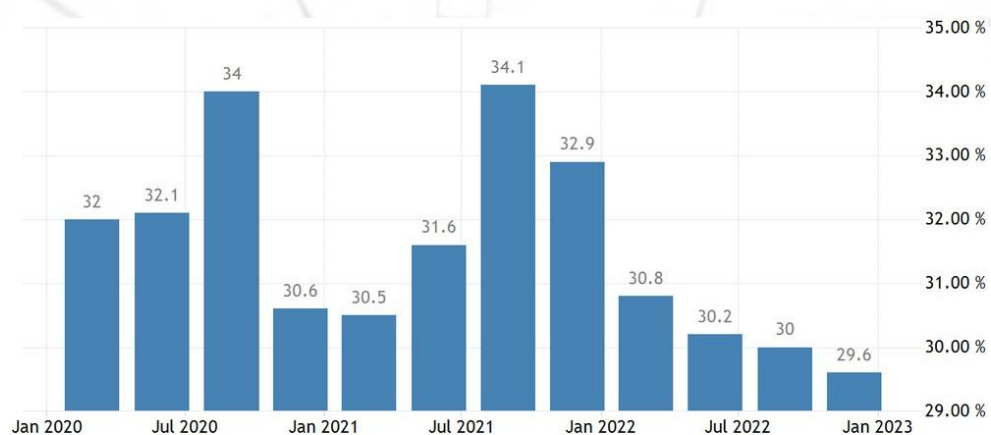
4.6 SUMMARY OF CHAPTER

To conclude, processes of public spaces interventions from globally known cities are abundant in the literature, but there is a scarcity of information about middle-income towns such as Luanda; this is the primary contribution this research intends to make. Despite the centralised autocratic nature of the Angolan governing context, the examples of Rua dos Mercadores show some bottom-up approaches from the community and the private sector to step-up and contribute to the creation of public spaces and public life. Sustainable Development paradigms that foster socially inclusive public spaces and co-creation may assist in reducing adverse gentrification effects.

Moreover, successful examples may lead to intra-city “importation of policies/policy mobility” and a broader improvement of public spaces and public life in Angola, as happened

²⁰ <https://novojournal.co.ao/sociedade/interior/falta-de-manutencao-leva-estado-a-descartar-urinois-que-custaram-7-milhoes-usd-116564.html>

in western countries in the global north. Nevertheless, investments in public open spaces in informal areas are needed amounting to the overall need to improve the basic infrastructure and the quality housing units. Public spaces in the informal context play an important role in social interaction and commercial activities in areas where unemployment rates are high and family units densely built. The National Statistic Institute of Angola keeps records of unemployment rates highlighting global and youth unemployment rate numbers. The records indicate, for example, that whereas global numbers were around 30%, the youth unemployment rate of the same year achieved 52.9%²¹. This is relevant because the last Angola population census of 2014 (INE, 2016) show that the most expressive group of the population lays between 0 to 24 years old representing 65% of the population. Additionally, the population economically active ranges between 15 to 64 years and this population comprises 50.3% of the national population keeping in mind that Luanda houses 27% of the country's population (Ibid). This is to say that higher unemployment rates are amongst the youth which is a worrying sign to criminality urges and the rise of informality practiced by breadwinners within this age range fighting to meet their daily basic needs and to fulfill their life aspirations.



TRADINGECONOMICS.COM | INSTITUTO NACIONAL DE ESTATÍSTICA, ANGOLA

FIG 44: UNEMPLOYMENT RATES IN ANGOLA BETWEEN 2020 AND 2023

SOURCE: <https://tradingeconomics.com/angola/unemployment-rate> (ACCESSED: 28 January 2024)

²¹ <https://tradingeconomics.com/angola/unemployment-rate>

Luanda shares the same urban problems as other sub-Saharan African counterparts, namely high population density, poverty growth, lack of infrastructures that could serve the entire population, and, most importantly, of high levels of socio-economic inequalities (Buire, 2017; Blanes, 2016; Rodrigues, 2017). With a dual urban structure formed by *musseques* and the city of the asphalt, where the proportion of wealthy people is modest compared to people living in underserved infrastructure sites, the social tension is observable in public spaces. The city is fighting to meet SDG 11 in the context of the sole eight years to reach 2030. Water, lighting, transport, roads, gardens, sports fields all constitute what city dwellers are fighting for in the public realm and depend on how public policies are designed, implemented, and monitored.

The economic component of public spaces interventions is not the focus of this paper. However, it would be an oversight not to mention that cityscapes design, intervention, and maintenance with public or private funding in middle-income countries correlates intrinsically with economic issues. Castells (1983) discusses the challenges of investing in null tax revenue areas that are densely populated with high rates of unemployment such as *Marçal* for example, because they are unable to self-sustain themselves. Additionally, the struggle to convert informal settlements into decent living settlements relates to the state's economic dependence on exporting raw materials and an underdeveloped industrial local sector. This work does not explore the approachability of government officials to implement such projects nor the bureaucratic procedures that underlie the process of urban interventions such as *Rua dos Mercadores*. Understanding such dynamics from project conception to implementation is not explored here but would further contribute to the work started.





CHAPTER V

Experiences Of Urban Revitalisation Practices In The Global South

5. INTRODUCTION

This section extends the literature review focusing on emblematic cases of urban interventions in cities of the global south. The redevelopment of the Luanda Bay is analysed in comparison to the cases of other cities of the global south under the perspective of state-led initiatives and the level of public participation they incorporated in the strategies. This is relevant for the research because one of the main objectives is to propose a model to study and support POSs interventions from a participatory platform. The analysis done on this section elaborate on the intricacies of politic-administrative characteristics of cities in the

global south touching on socio-economic, financial, and cultural dynamics of cities of the global south with particular attention to Africa and the Luanda context.

The redevelopment of the Bay of Luanda is the most meaningful urban intervention in public open spaces in Luanda after independence. Previously a beach front during colonial administration, the bay is the largest and most representative public space of the city, it is the city's main postcard image. Although the Bay has no 15-minute rationale in its conception, it capitalises on the fact that allows for sports playing, sightseeing, restauration, open venues for music, flea markets, public celebrations, and public manifestations. With the last upgrade intervention dating from 2015 (Lopes, 2016), the Bay which was initially managed by a private body and perceived as a semi-public space, is now in the hands of Luanda's provincial government showing signs of poor maintenance in its greeneries and cleanness. Its design and timing of construction were inspired by the end of the civil war and the country's economic boom due to revenues from oil exports and of world-city aspirations of cities of the global south (Hoyle, 2000; Watson, 2009; Croese, 2018, 2021). Despite catering for high income clientele in the services offered and its initial patrolling, the area is today a welcoming inclusive POS.

The practice of urban interventions in Luanda has shown that interventions remain ***“strongly driven by political interests of securing legitimacy and stability”*** (Buire, 2022, p. 4; Croese, 2021). Chloé Buire (2022, p. 4) states that this positioning of governing forces in power in Angola has not changed compared to the views and practices under Portuguese rule. ***“From colonial governors to post-independence party-state and from socialist authoritarianism to post-war petro-oligarchy, Luanda political economy has left no place for civil participation or transparent negotiations”*** (Ibid). The still repressive political status quo in Luanda (Blanes, 2016) inhibits any resemblance of contestation to state-led initiatives which numbs the willingness of users and the community at large to voice opinions

and participate in the improvement of public open spaces in the city. This section sets the redevelopment of Luanda Bay sideways with other global south examples to draw similarities but also to extract positive and negative outcomes, valuable lessons to retain for future reference to design and implement future urban interventions.

The literature review is considered the ground for research work ((Müller-Bloch and Kranz, 2015; Kalpokaite and Radivojevic, 2021). In search of rigour, clarity and professionalism, literature reviews and qualitative analysis may overlap (Kalpokaite and Radivojevic, 2021) in terms of planning, the structure, and identifying themes and codes (Aspers and Corte, 2019; Jarzabkowski, et al., 2021) to conduct one or another and this is the case on this research work. The aim is to revise the relevant knowledge about public space in urban design, and its relevance to social inclusion and the vitality of the cities where they belong to which the literature review sets a grounding stone to this vital exercise. Moreover, qualitative research is the preferential research method to apply to research subjects related to human behaviour and social interaction (Boddy, 2016; Johnson et al., 2020). Therefore, qualitative research methods are selected to gather the richness and depth of the information to answer the research question. These methods include analysing case studies, map interpretation, photographs, interviews, and inquiries and cross-referencing the gathered information with the theoretical framework.

This phase involved four following fundamental tasks. Firstly, the epistemological bibliographic research and data collection aid in understanding urban revitalisation strategies and how they have impacted the urban quality of life and the establishment of local urban identity. Secondly the investigation of current paradigms such as urban governance and the importation/exportation of policies and sustainable urban principles are part. Thirdly the characterisation of urban interventions in different cities and how public spaces have been acknowledged and intervened upon regarding space morphology, functionality, comfort, and

safety, especially in city centres. The objective is to study successful urban interventions and provide feasible options for everyday human activities to all social extracts of the community they serve. Lastly the case study analysis and discussion of previous policies and strategies of urban redevelopment and how they can inform future interventions in general and the urban revitalisation of Luanda, in particular.

5.1 COMPARATIVE CASE STUDY ANALYSIS

The research uses comparative case studies from the literature to provide the basis for knowledge development and evidence of documented urban revitalization practices, draw lessons which will aid in creating the pillars of the diagnosis and POS intervention guidelines to be tested in Luanda. Characterized as an integrative literature review (Snyder, 2019) this method was chosen because of the broad spectrum of urban revitalization interventions. However, other authors refer to case-studies as a qualitative research method useful for themes related to human behaviour and social challenges that need attention and to summarize standards and best practices (Johnson et al., 2020) which is also valid here.

Sample sizing has been a theme to debate in both qualitative and quantitative research (Boddy, 2016). Furthermore, sample size needs to take into consideration the context and may be partially dependent upon the scientific paradigm under which investigation is taking place (Ibid) However, in qualitative research the depth and richness of the information taken thorough and rigorous investigation from unique examples tends to be more relevant (Body, 2016), but leads to time constraints and practical issues in terms of evaluating a large sample (Boddy, 2016; Aspers and Corte, 2019; Johnson, Adkins and Chauvin, 2020).

Different revitalization projects cover different challenges and achieve different specific goals in the broader sense even though the intended common result is the betterment of the living conditions of the population. Moreover, in this case, the purpose of the case-study research is to critically assess and synthesize outcomes from previous revitalization projects allowing to build theoretical frameworks for future analyses and for new perspectives to emerge. Considering that social inclusion, quality of life, urban policy and urban governance have surfaced as important vectors for urban revitalization from the literature review so far, the case studies presented addressed those topics.

Four case studies were selected from the literature. Their significance is in the topics they address and are common to challenges faced in downtown Luanda. Relevant challenging topics are state of the art architecture and waterfront revitalisations, gentrification, accessibility, and public transportation. The case studies selected are Curitiba in Brazil, Cape Town in South Africa, Singapore and Luanda in Angola, all global south cities. Curitiba is incorporated here as a sample of Second - Generation urban redevelopment intervention with emphasis to Transit Oriented Development. This case study is relevant to the research because it talks about social inclusivity from an urban mobility perspective. One of Luanda's challenges to attract urban life to the city centre is public transportation mobility. Most of the public transport providers are informal in the form of mini vans with chaotic repercussions to the fluidity of the transit fluidity and urban safety. Cape Town is brought as a sample of First-Generation urban redevelopment interventions with emphasis on physical interventions. This case study is relevant because it addresses the outcomes of population displacement, political and legislative frameworks that enabled interventions but were not enough to subvert public contestation. Singapore is incorporated as a sample of Third - Generation interventions with focus on economic gain, public-private participation, and neoliberal influences. It also addresses similar issues of historical preservation, global city aspirations in waterfront redevelopments that are very close to

Luanda's challenges. The redevelopment of the Bay of Luanda in Angola integrates Third Generation urban redevelopment interventions as well. This case study is relevant because it sheds light on African political centralised contexts, governance dynamics and social inclusion challenges in the context of the sub-Saharan African planned city. These issues are relevant to this research aims because they challenge the intention of promoting an inclusive and sustainable revitalization framework.

Despite their contrasting geographical, social, financial, and environmental contexts and political set-ups coupled with different revitalization approaches, they share an understanding of the urban systems they are placed, involving deep collaboration with different urban actors across multiple scales. Referred in the literature as meaningful experiences (Uduku, 1999; Chang and Huang, 2011; Croese, 2016a, 2018) they were selected to analyse current urban initiatives of urban interventions in Luanda and feed into an appropriate and sustainable POSs intervention framework.

For the case study analysis, the following framework applies:

1. **Context of the city:**

The context gives a brief description of the city's population and area data, geographical location, and importance to its surrounding context. Where it is necessary, the description adds political contextualisation to support understanding of the project.

2. **Revitalisation Strategy applied**

Here the approach to revitalisation is presented in detail with objectives defined and resources used to implement the projects. It is important to note that some cases include policy design, but that is not the case in every case study.

3. Project implementation

This section presents a narrative of the Project implementation phase. Based on data available in the literature, some cases describe a specific period from implementation to a time of considered “conclusion”. However, in many cases, revitalisation projects span over decades, and the registry is not always updated.

4. Outcomes

This section describes the outcomes of the projects observed from the time it registered in the literature consulted. Note that further developments may take place after such time. Outcomes refer to social, economic, physical, and sometimes environmental effects gathered from the implementation of the revitalisation project discussed.

5.1.1 CASE STUDY 1: Curitiba

Curitiba is the eight most densely populated city in Brazil, with 1 879 355 inhabitants and a population density of 4 062 per km² (WPR, 2016). The city is known for its Bus Rapid Transit (BRT) system, considered as a reference and an iconic case study of BRT development thus being applied with adaptations in other cities in neighbouring Latin American countries and beyond (Hidalgo and Carrigan 2010 cited in Croese, 2016a). The need to reduce traffic congestion and integrate the urban centre of Curitiba with its surrounding neighbourhoods to prevent the worsening of urban sprawl thus promoting better quality of life for its residents was at the centre of the project (Croese, 2016a).

Urban revitalization approach

This case study focuses on urban redevelopment through a Transit-oriented Development approach, also designated as -THE TOD STRATEGY. “*While the development of cities has*

historically been linked to investments in urban transit, the concept of TOD emerged in the United States in the 1950s as a response to traffic congestion and suburban sprawl caused by the rise in car use since 1945 (Croese, 2016a, p. 4).

According to The Global Platform for Sustainable Cities²² and the World Bank, (Salat & Ollivier, 2017; Ibraeva et al., 2020) TOD, is a planning and design strategy that brings together elements of land use and transport planning, urban design, urban revitalization, real estate development, financing, land value capture, and infrastructure implementation to achieve more sustainable urban development. As a planning and design tool, TOD enables city actors to negotiate through varying urban priorities to ultimately prioritize inclusion and resilience in an optimized environment. This is achieved by concentrating urban densities, communities, and activities within a 5 to 10 minutes walking distance from mass rapid transit stations (both bus and rail-based), developing quality urban space and providing convenient and efficient access to a diverse mix of land uses.

Since TOD implementation can be complex, it is essential that cities understand the dynamics at play related to all city systems- real estate economics, transit routing, infrastructure design, land use planning and zoning, the development of the local economy through urban revitalization, and urban design- to achieve the concept's full potential.

The ideas and work of Peter Calthorpe as an urban planner combined with experiences such as Portland, Oregon in the United States, have defined TOD as a strategy of intervention in the urban fabric associated with principles of "New Urbanism" and the current trend in sustainable urban development with emphasis on mix-use, compact and "smart growth" (Croese, 2016a; Grodach and Ehrenfeucht, 2016; Gehl and Svarre, 2013)".

²² See <https://www.thegpsc.org/about> and <https://www.worldbank.org/en/topic/transport/publication/transforming-the-urban-space-through-transit-oriented-development-the-3v-approach>

Theoretically, there is no universal definition of urban interventions through TOD, nevertheless, the general conditions associated with TOD are “*mixed-use, walkable, location-efficient development that balances the need for sufficient density to support convenient transit service with the scale of the adjacent community*” (Grodach and Ehrenfeucht 2016).

Project implementation process

Financing of TOD are one of the main challenges for the assessment, design, implementation and maintenance of the infrastructure. According to Croese (2016a) various opportunities of financing are explored when preparing TOD projects such as:

- State grants by means of debt, credit, or grants or even by creation of financial incentives for the private sector.
- It can also support financing investments for housing, public spaces and social services as integrated components that contribute for a sustainable project outcome.
- Financing tools to cover anticipated operational costs through taxation and municipal fees or transit-oriented land development by increasing land value and attractiveness for the real estate market.

Emerging tools: structured funds, land banks, conversion of underused industrial areas ‘redfields’ to parks ‘greenfields’, national infrastructure bank (adapted from Environmental Protection Agency 2013 (Croese, 2016a; Grodach and Ehrenfeucht, 2016).

On the flip side, recovering investments and profit from TOD projects remain a challenge. The challenge tends to be worsened in the context of developing countries where land regularization is a concerning matter and land acquisition is generally informal. For land value strategies to be effective, strong institutional capacity needs to be in place, as well as “clear policy guidelines, combined with high densities, a supportive legislative environment,

organisational cultural change that embraces property development, and the creation of a real estate development division within transit agencies (Suzuki et al, 2013)". An example where this tool has been successful is Hong Kong where effective legal framework is in place and a strong real estate market is established and public transport is effectively profitable (Cervero, 2013; Cervero and Murakami, 2009 cited in Croese 2016a; Suzuki et al., 2015). A combination of the tools described above were used in the case of Curitiba. Curitiba's TOD project was thought to attend a specific cost-effective strategy to deliver a project both from investors as for future users and combined investments on transportation and land use development even before TOD was a known concept (Cervero, 2019).

There were important components to the project that impacted on results. To start, a legal framework supported the project. This was done with a Master plan, zoning, regulations, and incentives that promoted concepts of mix-use and building density, high rise, and walkability along the corridor on the areas that surrounded the stations (Croese, 2016a). Inside the legal framework are national policies implemented for tariff incentives and subsidies (such as a single flat fare for long and short routes and a mandate that employers should subsidise a portion of their workers transport costs) promoted ridership (Ibid). These strategies had visible results with a significant drop in transportation costs, traffic congestion, a drop in individual car usage, cleaner air despite significant industrial activity in the city (Goodman et al., 2007; Suzuki et al., 2013).

Public funding from state and federal government for the development of the corridor played an important role. State was not too dependent on the market to develop the project. There were incentives for private sector investments to develop areas around the corridor in exchange for the preservation of the city's historical, cultural, and architectural heritage. Levies charged were channelled to a fund that promotes construction of affordable housing developments (Macedo, 2013).

Other aspects are political support and institutional coordination coupled with local community's support and coordinated projects around the corridor areas that supported job creation (Employment Corridor program) and entrepreneurship (Good Business program) supported the use and success of the project (Croese, 2016a). On a sustainability note, the introduction of the Green Line in 2009 marked Curitiba's TOD project as the first in Latin America with a bus service running with 100% biodiesel (Macedo, 2013).

Outcomes

Since its start in 1974, and despite initial success after implementation, the project saw some decline early in the decade of 2010s (Duarte et al., 2011; Medeiros et al., 2024) because demand rates were higher than supply capacity resulting in overcrowding and slow service during peak hours (Croese, 2016a). Another critic has been the fact that the project has not followed urban expansion and new neighbourhoods are left out resulting on middle-class families going back to use individual cars thus increasing traffic congestion (Scruggs, 2013 cited in Croese, 2016a; Duarte et al., 2011). New strategies to expand the BRT line into new neighbourhoods with semi-underground line with optic fibre were in place by 2017. On the flip side, the fact that the project contemplates the "formal" urban fabric alone, several informal settlements have grown around the city closer to job markets (Ibid).

Furthermore, despite observations that Curitiba's Master Plan may have prevented land speculation, there are indications that politically well-connected investors benefited from these relations profiting from buying land around the BRT corridor before the project was in place (Macedo, 2013).



FIG. 45: A SHOPPING CENTRE LOCATED IN FRONT OF THE TRANSPORTATION LINE TO MAXIMISE VISITORS AND THUS PROFIT.

SOURCE: CROESE, 2016, P. 11

5.1.2 CASE STUDY 2: District six - Cape Town, South Africa

Cape Town is historically known for its commercial importance as being a commercial port city with cosmopolitan a social mixture. Establishment of Cape Town as a “Western-style” port dates from the sixteenth century a time when it was used as a stop-over point for Portuguese and Dutch ships in transit to the Far East, before finally becoming the territory of the Dutch East India Company (Uduku, 1999). The city is located at the far southern point of South Africa and the African continent coincidentally.

Colonization has had an impact on the multicultural social mosaic of Cape Town with the Nationalist party politics and its precursors dominating South Africa for the best part of the twentieth century. This endured from 1940s until late 1980s, a period during which the multi-cultural character of the city was systematically suppressed by means of legislative ways and political ideologies of the time. As a result, segregation occurs and housing, health and educational institutions and other forms of social infrastructure reflect this. This social segregation left marks in the urban fabric that can be traced until today (Du Plessis, 2013).

Urban revitalization approach

In a comparative study between neighbourhoods in Cape Town and Liverpool, Uduku (1999) portrays on the latter part of the twentieth century to be most remembered for the faster pace of the widening gaps in earning power between the richest and the poorest citizens, both in developed and developing countries if we compare to previous times. The reflection of this fact became noticeable in the urban living conditions of the social groups affected and ***“has resulted in many urban renewal projects in metropolitan areas being exclusively designed for an affluent, upwardly mobile population and its lifestyle requirements, effectively confining the urban “have-nots” to derelict inner-city areas with few public facilities”*** (Uduku, 1999, p. 95). The revitalization approach in the case of District Six focused strongly on the residential component of the urban fabric. The intention to clear the site and introduce a wealthier white clientele and move the community to a geographical location though to be more adequate to what their living standards could afford.

Project implementation process

During the years of institutionalized racial segregation in South Africa, “coloured preference area” legislation enforced the preference of labor to coloured residents in detriment of black residents. Government controlled migration of black citizens into the city, and this led to a fall in housing provision for the black community by the state and the occurrence of informal settlements (Uduku, 1999).

District Six was a connecting area between the city and the garden and farm areas south of the port; it had also been an area of freed slave settlement after the abolition of slavery in 1835. Archival records (Donaldson and Duplessis, 2013; Uduku, 1999) suggest that the area was named District Six by the Cape Town governing board in 1867, as the sixth administrative district. Socially it has been predominantly a multi-ethnic and multi-cultural

neighbourhood with affluent white residents and indigent residents mainly blacks and coloureds. Residential developments in the southern part of the city led to the evasion of the white residents and influx of wealthier black and coloured residents. After the inter-wars' years in South Africa, the economy of Cape Town declined and was followed by an influx of work - seeking residents from neighbouring countries. Later, the proximity of the district to the city centre and other more affluent neighbourhoods such as Oranjezicht and Signal Hill, emphasized its distinct multicultural identity compared to the surrounding more segregated areas. By the 1960s, following the Group Areas Act of 1950, the Cape provincial council housing conditions in District Six were declared unfit for human occupation giving legal grounds for forced evictions and the relocation of residents to segregated townships in Mitchell's Plain (Uduku, 1999).

Outcomes

The eviction and subsequent demolition that took place at District Six had the official "green light" on the grounds that there was a need to eradicate the slum environment and attendant vices supposedly encouraged by the neighbourhood. For the administrative ideology at the time, it was similarly important to clear the "Black" spot in a location that was understood as a White area, geographically close to the city's business district and surrounded by white residential areas (Uduku, 1999; Turok, 2014). Evicted residents have made the effort to keep a sense of community cohesion to keep the memory of their livelihoods in District Six alive. This pressure groups expressed themselves in the arts, press and other forms of publicity. These groups ensured that discussions about the future of District Six land are open to public. Another important gain was the establishment of the Cape Town Community Land Trust founded to address the problems of former residents and owners of land which was repossessed during the Group Areas Act (Turok, 2014).

The aftermath of the operation is far from what had been planned. “*There has been the eventual construction of a polytechnic (the Cape Technikon), of an Asian bazaar and a number of government-built houses for the army and police; most former churches and mosques remain standing...*”(Uduku, 1999, p.101).



FIG. 46: DEMOLITION IN PROGRESS, DISTRICT SIX, CAPE TOWN, CIRCA 1974-1975. TAKEN DURING THE FINAL STAGE OF REMOVAL OF 6 000 FAMILIES FROM DISTRICT SIX, FOR RELOCATION TO THE CAPE FLATS AND ATLANTIS, IN TERMS OF THE GROUP AREAS ACT.

SOURCE:

<https://www.news.uct.ac.za/article/-2016-02-11-remembering-district-six> (ACCESSED: 31 MAY 2021)

Most of the planning proposed has not been implemented for a few reasons. Difficulty to secure funding is an important reason to point out because most investors and financial institutions did not want to be related to the obliteration of the neighbourhood especially because of the publicity on the history of the neighbourhood. Social pressure is thought to have played a major role in forcing the national government re-proclaiming a small part of District Six as a Coloured or “special” group area in 1983 (Uduku, 1999).



FIG. 47: LIVELIHOOD OF THE STREETS CHARACTERISTIC OF A MIDDLE-INCOME NEIGHBOURHOOD, JUST BEFORE EVICTION AND DEMOLITION.

SOURCE:

<https://lynssite.wordpress.com/2013/06/06/district-six-before-and-after/> (ACCESSED 31 MAY 2021)

In July 1996 consultation was still taking place between the administration and old residents, looking toward solutions that varied from land compensation and housing provision within the district redevelopment plans (Uduku, 1999). On the one hand some old residents were tenants and not landowners on the other hand cost of housing offered (both rental and sale) were above what the community average earning power could afford. These challenges have conditioned the ability of both parts to come to a satisfactory agreement, especially for the entire community group at the table (Turok 2014, Uduku, 1999).

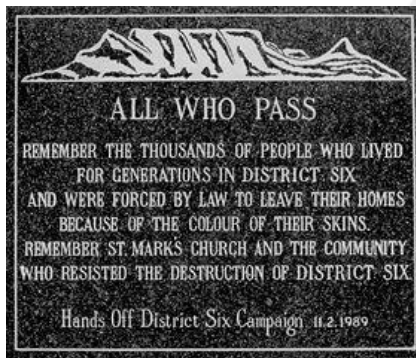


FIG. 48: CONTESTATION FROM THE COMMUNITY CARRIED ON, PRESSURING COMPENSATION OR EVEN ACCOMMODATION OF PREVIOUS RESIDENTS IN THE NEW URBAN DEVELOPMENT SCHEME.

SOURCE:

[HTTPS://WWW.NEWS.UCT.AC.ZA/ARTICLE/-2016-](https://www.news.uct.ac.za/article/-2016-02-11-remembering-district-six)

[02-11-REMEMBERING-DISTRICT-SIX](https://www.news.uct.ac.za/article/-2016-02-11-remembering-district-six) (ACCESSED: 31 MAY 2021)

5.1.3 CASE STUDY 3: Reclaiming the city: waterfront development in Singapore

Singapore is a city-state country in the Asian continent, located in the south of the Malay Peninsula, about 137 kilometres north of the Equator. The country consists of a main Island, Singapore (which is about 47 square kilometres in size), and another 60 small islets. Singapore is one of the largest ports in Southeast Asia. It owes its prosperity to its strategic position at the south extreme of the Malay Peninsula, dominating the Strait of Malacca, which connects the Indian Ocean to the South China Sea (Winstedt et al., 2024). Extremely poor conditions of citizens and river pollution were incentives for an urban revitalization process that have been going on for decades (Chang and Huang, 2011).

Urban revitalization approach

Singapore can testify to revitalization interventions on its historical urban centre, investments in transportation systems, real estate development devoted to the tourism industry, internet connectivity and high-technological building ventures. Singapore is today a modern global financial centre and comprises urban areas, such as the Golden Shoe District, Singapore River, and the Marina Bay, with particular qualities, each one speaking out about urban revitalization interventions that took place at different points in time (Chang and Huang, 2011).

The approach talks about the trend of global south cities aspiring city worldliness standards to attract global markets and the instrumentalisation old city centres for tourism purposes, while improving the living conditions of the residents. While the city aimed at offering the best of everything, debates arise about whether it was done at the expense of losing its essence and originality (Harvey, 1989; Hoyle, 2002; Croese, 2016b).

Project implementation process

An important aspect of the development strategy implemented was state commitment and participation through the majority land ownership being policy, comprising 70% of the territory (Amirtahmasebi et al., 2016). The Land Acquisition Act of 1966 is an important mark with regards to legislative measures to ensure public ownership of land. Furthermore, compensation strategies for the resettlement of slum residents as well as the provision of affordable housing demonstrate how extensive public state intervention and private sector participation enabled urban redevelopment in Singapore (Chang and Huang 2011).

According to Chang and Huang (2011), revitalization in Singapore included three main strategic objectives. One of the objectives was to provide vitality and functionality by introducing greater variety of land use; furthermore, promoting people interaction by opening

the landscape to a greater audience and creating the opportunity for more people to use the space as well as preservation of the local by commemorating local cultures and histories were guidelines to the actions undertaken.

The functional track of intervention aimed and providing sites with economic profitability. It is visible what Harvey (1989) discusses as the entrepreneurial state conviction which looks at land as the source of capital. With the goal at hand being the greatest possible return of capital possible, culture and historic sentimentality may sometimes be overseen. On the accessibility guideline, actions involved complete clearing of existing spaces and its history and memories to “re-create environments that are allegedly accessible to all. (Chang and Huang 2011).

Experiencing Singapore has different impacts from locals and visitors. For the resident, regardless recognizable improvements in the quality of life, a sense of permanent exposure to public, positions the city to a permanent shopfront condition for tourism and lack of privacy to local life. For some visitors, acknowledgment of top of the art architecture and mesmerizing sites are not replacements of getting to experience local culture and way of life, local vernacular architecture and to get in touch with the “soul” of the city. ***“While some degree of worldliness is essential in any redevelopment, a fine balance has to be sought between the excesses of global urbanism and the parochialism of vernacular concerns”*** (Chang and Huang, 2011, p. 1).



FIG. 49: A VIEW OF THE WATERFRONT BEFORE REVITALIZATION TOOK PLACE. LESS EXPLORATION OF THE VIEWS OF THE WATERFRONT WERE HAPPENING AT THE TIME.

SOURCE: CHANG C HUANG, 2011, P. 11

Outcomes

It is a fact that Singapore landscape has been changed and long gone are the slum derelict images of the city. Current discussions observe de peaks and valleys of the city site's fortunes. Local criticisms consider interventions economically and functionally driven on the part of government with the support of the private sector (President, Singapore Institute of Architects; quoted in *The Straits Times*, 11 May 2007, p. 33 cited in Chang and Hang 2011, p. 8).

Nevertheless, absorbing sceneries and spectacular architecture charm the masses as glimpses into futuristic environments in contrast with tourists seeking for local identity but disillusioned when coming upon a state-of-the-art world class waterfront that lacks the soul of the place. Acceptability is greater for the local than the expected tourist it is meant to attract, a by-product of successful state marketed vision internally.



FIG. 50: A VIEW OF THE WATERFRONT AFTER REVITALIZATION TOOK PLACE. IT SHOWS THE INTRODUCTION OF GLASSY ARCHITECTURE AND RESTAURANT ACTIVITY.



5.1.4 CASE STUDY 4: Bay of Luanda - Luanda, Angola

Brief description of Luanda

Luanda, the author's hometown is the focus of this research work. This case study builds the foundation of the research, and the Bay of Luanda is one of the POSs in the perimeter of study presented in chapter five with additional layers of analysis.

The city landscape in Luanda is marked by contrasting realities that cohabit closely together spatially and in everyday life interactions. Native residents use expressions such as "the city of asphalt" and "the city of flattened land tracks" to differentiate between the planned and the unplanned city, the *Musseques*. According to the statistics shared in Luanda's Master Plan (PDGL Portuguese acronym) and the National Population Census both from 2014 (GPL, Universidade Nova de Lisboa & Geotpu.Lab, 2015), out of almost 7 million people living in the city in 2015, more than 60 percent live in informal settlements.

During civil war year that elapsed from 1975 until 2002, Luanda was the safe port of the country and from where higher structures of government operated (Croese, 2018). However, the instability lived in the country forced some governmental structures in Luanda to be secluded and away from the city centre in a military base compound highly monitored named Futungo de Belas. Ten years later, in 2012 then Angolan President José Eduardo dos Santos inaugurated the first phase of the redevelopment of the Bay of Luanda (Ibid). Internally, it was one of many projects carried out by public motivations to mark the beginning of a new era of state investments in better living conditions for the population, and prosperity. Internationally, the redevelopment of the bay was addressed as a successful waterfront redevelopment project (PR Newswire, 2013) and with extensive state marketing as the 'new face' of Luanda (Lopes, 2011).

Urban revitalisation approach

Similar to the previous case study of Singapore, the redevelopment of Bay of Luanda testify for the Angolan attempt to follow the trend of aspiring to the status of a World Class City or attempting to offer the best of every global city with high-rise buildings, high-technological architectural developments meant to attract global financial markets, world renown firms with a real estate market offering ultra-modern office blocks, distinctive airports, trade centres and retail centres (Elsheshtawy 2013 cited in Croese, 2018). However, internal pressure both by professionals and an influential civil society played an important role in balancing aspirations of a futuristic Asian - like (Dubai and Singapore) aesthetics and the preservation of modernist colonial architectural heritage.

As in other aspiring world-class cities, world-class city-making in Luanda has also been accompanied by its fair share of urban boosterism or city branding: 'strategies intended to distinguish cities as part of interurban competition which include advertising, sloganeering, and marketing tactics' that construct aspiring world-class cities as a commodity to be marketed (McCann 2013 cited in Croese, 2018). This includes extensive media campaigns to advertise the governments' investments and efforts which are broadcast on public television, radio, newspapers, and billboards, as well as on international channels such as CNN (Croese, 2016b, 2018).

Project implementation process

The initiative to redevelop de Bay of Luanda came from central administrative authorities. Lack of consultation marked the process during the initial phases of the project. The definition of project objectives and urban design development happened in closed doors. However, at the time of submission for approval, professional organizations and prominent members of the society came to the rescue of local cultural and community values and the preservation of colonial-built heritage of the surrounding area.

The intention of the redevelopment of the Bay had three main objectives. The first motivation to intervene was the geographical characteristics of the Bay. Because of the city's topography, the Bay acts as the primary rainwater drainage for the town by gravity. Avenida 4 de Fevereiro often floods during the rainy season, a reality that is not unique to contemporary Luanda. Luanda floods in downtown Luanda occur since colonial rule²³. The situation aggravated in independent contemporary Luanda and therefore, there was an infrastructural need to intervene on the rainwater drainage conduits because the existing infrastructure was obsolete and unable to cater to the current demands for sewage, for example. Another infrastructural intervention was the renewal of the road network and the amplification of the waterfront area for leisure and gathering activities.

At the time, extensive traffic congestion took place in the road network at the Bay, and the lack of parking facilities was also a problem. Apart from the infrastructural priorities, there were intentions to improve the image of the Bay with some beautification interventions attempting to give back to the city "post card" image and capitalize on political legitimacy and stability for upcoming national elections (Croese, 2016b, 2018; Buire, 2022).

Investments were presented as mainly private with some land compensation for real estate developments. Such developments were meant for state-of-the-art office blocks and housing mimicking previous case studies challenges of gentrification. At the bay, open air sports facilities are provided with restaurants and shops catering for a wealthier clientele. However, with Dos Santos stepping down and President Lourenço taking over, the Bay lost its presidential patronage and was relegated to the Luanda Provincial Government. The strict patrolling eased allowing for public appropriation (Buirre, 2022).

²³ see news page in Annex 7 A província de Angola, April 27th, 1963

Outcomes

With a centralized political-administrative structure, one may understand that urban interventions in Angola, and in Luanda particularly, are largely of the initiative of central government and politically motivated. Nevertheless, some voices from organized professional associations, provincial level administrative institutions, and the civil society are voicing their opinions and have been able to change the course of action of some of these projects as is the case of the renewal of the Bay of Luanda. (Bekker, Croese and Pieterse, 2021). In the interest of preserving historical values of the city and cultural values from the community living in the vicinity, public contestation including architects and urban planners managed to influence the outcome of the project to an outcome thought to be more sensible to the memory and soul of the place (Croese, 2018; Bekker, Croese and Pieterse, 2021).

Despite civil society involvement in the process of the Luanda's Bay revitalization, the voices heard came from an elite intellectual and political class and not from the common Luanda's citizen from lower income groups (Croese, 2018). Regardless, the public open space created at the Bay represents a qualitative effort to the improvement in the quality of public spaces in Luanda.

Today, connectivity between the Bay and the interior of the city is poor. The Bay's space could benefit from better connectivity with the interior of the city both by pedestrian access and public transport mobility. Another aspect of the Bay of Luanda is the reduced number of visitors from lower income social groups (Croese, 2018). This context of spatial segregation will be explored based on the research purpose to achieve social inclusion through the built space.

Other management intricacies have surfaced with President Dos Santos stepping down in 2017 national elections. Initial investments announced as public-private partnerships, have

been declared by the state to be originally public funds (Croese, 2021). The open-air shopping area has stopped on its first phase and management today is completely public. However, office blocks and residential flat units developed by the real estate market are the homes of an affluent clientele today (Croese, 2018).

The final and built land plan was designed by local architect's office Costa Lopes Architects. It covers an area of 510 000 square meters and was built from 2010 to 2013. The plan sets a buffer area with two green belts with trees, bushes, and grass, between road lanes and the bike and pedestrian pathways. Approximately 3,500 meters of the extension are dedicated to places for outdoor gatherings, benches to rest and sports facilities amongst other uses.²⁴

Today, rainwater drainage infrastructure shows lack of maintenance with alarming flooding along the bay and connecting roads during the rainy season. Management has been challenging for the current delegated public officials that operate amenities at the bay.

5.2 ANALYSIS

The analysis of these different case studies helps to determine common trends that trigger revitalization processes and common trends that enable successful project implementation that can be learnt from previous revitalization projects. These commonalities would then aid in designing the basis of a practical adaptive model to promote urban revitalization through public space interventions in Luanda. Results affirm common characteristics despite

²⁴ <https://www.designboom.com/architecture/costa-lopes-arquitectos-landplan-luanda-bay-waterfront-angola-03-08-2016/> and <https://www.landplan.pt/en/projectos/baia-de-luanda-en/>

differences in geographical, political, economic, social and cultural differences amongst the case studies presented.

This exercise feeds into current trend revitalization processes happening around the globe which comparative analysis across the global south are scant. The results are valuable because they shorten the gap between global south discourses that generally import policies from global north experiences while south - south synergies are contextually more meaningful based on common challenges of urban poverty, professional technical availability, and economic status. However, there is still a gap in the literature regarding strategies to revitalise the urban fabric from public open spaces interventions that aim at social inclusion and social interactions, in the sub-Saharan context.

The research can be enriched by expanding the number of case studies investigated to reinforce commonalities and, on this regard, the present exercise comes short. However, the fact that they cover all three global south scenarios (Latin America, Africa, and Asia) and two examples are drawn from sub-Saharan Africa where the experimentation is intended to take place, it is believed that the results are not invalidated by the reduced number of case studies presented. Furthermore, the choice to invest on depth, rigour, and clarity rather than statistical information is deliberate in order grasp concepts and identify gaps upon which this research may build upon. Moreover, time constraints played a role and influenced the sample size of the case studies undertaken.

The incursion into the historical background of urban redevelopment policies and processes assists in understanding the motivations behind such interventions, which are generally localised or spread around city centres' sites in decay. Additionally, city centre decay propels the departure of the most fortunate to suburbia neighbourhoods (Carmon, 1999). In many cases, the city centre maintained its economic and employment importance and commuting becomes a struggle for the working masses adding air pollution to the

environment (Croese, 2018). This was the case of Curitiba which combined a multitude of processes but kept an emphasis on social problems and in Carmon (1999) terms fits into Second Generation urban redevelopment processes. In this case study, it can be concluded that policy making, and robust public funding capacity are crucial for a project that envisages many social components. Because city 's development is an ongoing process, projects must be able to grow with the city and adapt to upcoming transformations. Despite social sensitivity on the project, spatial segregation took place, and the growth of slums posed as an undesirable outcome (Croese, 2018). The porosity of political relations between public officials and private investors are another challenge to watch out for as it may lead to unfair competition (Croese, 2018; Pieterse, 2018).

In another case, the slum-clearance First Generation urban redevelopment approach that in Western contexts were motivated by the city beautification movements of the 1920s and 1930s (Carmon, 1999) in the case of District Six had further motivations based on social and political agendas. Racial spatial discrimination was legislated and was essentially what motivated the intervention (Uduku, 1999). However, contestation from the community hindered funding of the project and initial objectives had to be reconsidered (Ibid).

The history of District Six helps us revisit the objectives of urban revitalization especially from a social perspective. Whereas urban revitalization processes are important set of tools to prolong the life of cities and improve living conditions of the territory intervened, but social repercussions are many times undermined (Donaldson and Du Plessis, 2013; Uduku, 1999). Residential developments play an important role in urban revitalization projects. The maintenance of a balanced variety of both low- and high-income groups makes part of the social sustainability advocated by Sustainable Development Goals (SDG 11) (United Nations, 2015) for promoting inclusive, resilient, safe and sustainable cities and human settlements.

Moreover, the decay of living conditions, construction of out-of-town commercial hubs, health and education facilities coupled with the inefficiency of public transport systems foster the outflow of the most affluent groups from residential areas to suburbs leaving the city centre residential stock for lower income groups with less economic capacity to maintain the infrastructure. Gentrification is still one the main challenges of urban revitalization processes and the perspective of having an economic multi layered resident community component, most times, can determine positive social outcomes of projects, compared with more homogeneous residents' communities resulting in unfortunate outcomes (Hoyle, 2002; Harvey, 1989; Uduku, 1999).

It is believed that participatory processes in all phases of urban revitalization processes from the definition of the objectives, diagnostic, design, and implementation may reduce conflict and promote, amongst the incumbent community, an integrated vision of the territory about proposed interventions. In the case of Singapore, a complex Third Generation specimen, combines city centre neo-liberal interventions economically driven and the improvement of living conditions of native residents.

Furthermore, arguments of the right to the city to all and cultural identity surfaced are interwoven with other practical functionalities such as land use and transport connectivity. Even though spaces restrict access to none, intangible barriers may inhibit dwellers to take delight in the city. ***“Lack of discretionary income, failure to display the essential cultural capital (of dress, diet, hobby, site of residence) might disqualify one—if not by force, then by sentiment—from the evolving city”*** (Chang and Huang, 2011, p. 12).

Luanda's Bay Revitalization project, draws extensively from the public administration visions, coupled visible and invisible actors' dynamics that Edgar Pieterse (2018b) discusses. It also manifests the role of urban governance to fend off results that do not resonate with

the community at large even though such voices are generally from middle and upper classes and socially affluent citizens. This project resembles a Third-Generation urban redevelopment approach with some degree of public participation and public-private partnerships.

Here some characteristics of key elements previously recorded play an important role in the project implementation. The first one is government support. Besides de fact that the project had a top-down nature, this same aspect guaranteed project implementation. The second is a combination of public and private funding coupled with land use compensations. Implementation of revitalization projects are time consuming and demand extensive funding availability. The third aspect is the operation of amenities and conservation of the public space.

Whether management needs to be under public or private authority is another debate. The fact is projects need to be financially self-sustainable to guarantee long-term maintenance and monitoring. Finally, the introduction of participatory approaches may ease tension with civil society. Public consensus and contributions to the project objectives and implementation strategies may result in a more socially inclusive outcome which is what this research work aims to contribute.



FIG. 51: DESPITE ITS CHALLENGES IN CONNECTIVITY AND A DEGREE OF GENTRIFICATION, THE BAY OF LUANDA IS A LANDMARK IN THE CITY AND HOUSE LEISURE EVENTS AS WELL AS PUBLIC MANIFESTATIONS OF DIFFERENT NATURE.

SOURCE: [HTTPS://WWW.FACEBOOK.COM/MEDICOEMSUACASA.AO/](https://www.facebook.com/MEDICOEMSUACASA.AO/) (ACCESSED: 17 JUNE 2021)

5.3 RESULTS

The historical background of urban redevelopments shows that most urban redevelopment interventions are motivated by the need to improve the built urban fabric, social living conditions and the economic opportunities of a given context. Most of these policies emerged from the importation of policies originated in the global north (Carmon, 1999; Fainstein, 2020; Maia, 2019), interpreted, adapted, or simplistically applied in home countries or hometowns of “policy entrepreneurs” across western countries and global south cities as well (Watson, 2009). However, some contexts have interpreted and localised some of these policies, as is the case of BIDs in South Africa (Guimarães, 2021; Hoyt, 2006). Whether the outcome is satisfactory or not, is another discussion that is not the focus of this work.

Another finding is that urban redevelopment policy and implementation process impacts public open spaces, even if it is not its primary objective. The public space signals the decay or upgrade of a specific area. Thus, from an urban planning, urban design and architectural perspective, an urban revitalization strategy that aims at appealing to walking and permanence in public spaces is possible (Gehl, 2011) within the framework of the Third Generation of urban revitalisation processes. However, the induction of vitality into public spaces needs to be intentional. Physical requalification does not spontaneously result in social vitality as seen in the case of the Bay of Luanda. A program of activities and services that attract and retain people on the place is crucial for the revitalization strategy.

Nevertheless, the governance complexities of the administrative and political context must be understood and integrated into the strategy for a leap from academic exercises to practical materialisation (Pieterse, 2018b; Gjaltema, Biesbroek and Termeer, 2020). Another critical point is a legislative amendment (Hoyt, 2006, Carmon, 1999; Pieterse, 2018b). Most successful cases of policy importation had a legislative framework that supported and

legitimised the interventions. Despite the importance of leadership and participatory processes (Amado, 2019; Watson and Agbola, 2013), legislative amendment played an important role.

Furthermore, some underlying challenges such as poverty and lack of resources typical of developing countries of the global south cannot be addressed with urban planning tools alone (Lemanski, 2007). Therefore, the importance of governance is highlighted with multiple actors funding and managing urban revitalisation projects, promoting job creation and feeding into the micro-economy. Finally, it is critical to empower communities to be at the table to voice their needs and opinions (Pieterse, 2000, 2018b; Bevir, 2016; Fainstein, 2020) for sustainable urban development (Amado, 2019).

Four themes emerge to summarise the findings (Social, Economic, Environmental impacts and governance): These themes correspond to the four pillars of sustainable urban development (United Nations, 2015) and overlap with the guidelines of Place-Making²⁵.

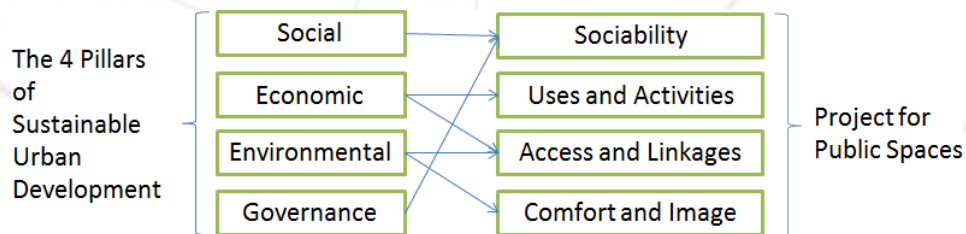


FIG. 52: THE RELATIONSHIP BETWEEN URBAN SUSTAINABILITY PRINCIPLES AND WHAT MAKES A GREAT PUBLIC SPACE FROM PROJECT FOR PUBLIC SPACES
SOURCE: AUTHOR

²⁵ <https://www.pps.org/article/what-is-placemaking>

WHAT MAKES A GREAT PLACE?

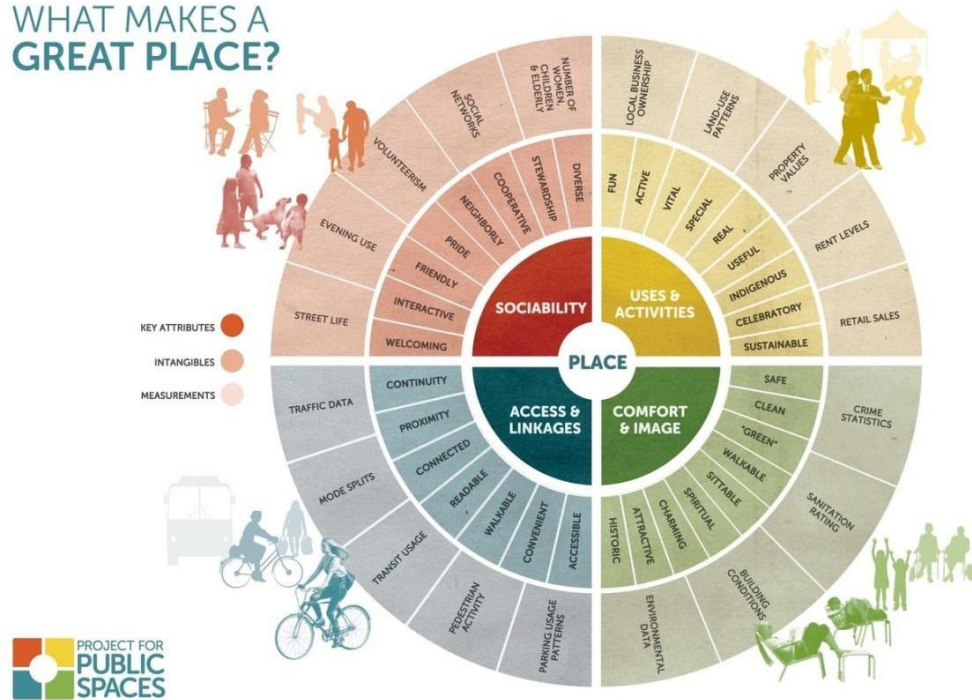


FIG. 53: PROJECT FOR PUBLIC SPACES PRINCIPLES ' TO CREATE VIBRANT PUBLIC SPACES

SOURCE: PROJECT FOR PUBLIC SPACES IN <https://www.pps.org/article/grplacefeat> (ACCESSED 3 APRIL 2020)

The results of the case-study analysis are:

Social

- The need for social inclusivity has been reiterated and is reinforced in all case studies presented. From the outcomes, it is sensible to say that designing for the local community as the first users of the urban fabric demands "*a proper understanding of local communities' needs with research as a background for practical proposals*" (Uduku, 1999, p. 110).

- Urban lifestyles have changed considerably in the past decades with the introduction of the internet. Existing urban fabrics need to be flexible and adapt to new lifestyles in outdoor public spaces. Considerable change has happened on living, working and socialising conditions, and therefore they all need to be considered in the design as part of "*an integrated practical and theoretical framework to create truly cohesive communities*" (Ibid). All of them are important.

- Gentrification and lack of identity have been the major challenge and a repetitive negative outcome of urban revitalisation (Croese, 2016, 2018; Uduku, 1999; Chang and Huang, 2011). Thus, promoting inner-city livability, vitality and culture through positive publicity - city branding (Hoyle, 2002) may need to integrate accessibility strategies for residents from both the formal and informal city, which is a real challenge in the revitalisation agenda. However, a dash of gentrification in the right proportion can aid into deploy stigmatisation, and the perceived image of poverty, unsafety and social degradation routed in some derelict neighbourhoods, streets and public spaces (Carmon, 1999).

Economic.

- The most impactful projects have incorporated design interventions at the residential, commercial and social level, thus promoting effective public use of open spaces with a mix-use strategy (Croese, 2016b). Public spaces are drivers of the micro-economy and cultural interchange of cities and in the sub-Saharan context specifically (Simone, 2004, 2010, 2019). The permanent policing of public spaces in Luanda, especially those of the “protected” city hinders the spontaneous informal occupation so characteristic of African cities (Simone, 2004). However, community persistence and the need to resort to micro-commercial activities to survive provide the streets of Luanda with color and vitality with walk-around informal traders and shoe shiners to mention a few. This cultural characteristic can provide insight to how public spaces can be activated and alive.

- Given the complexity of urban governance dynamics in Luanda actions that can be achieved with local actors (communities, district and municipal administration and the private sector) present a preferable approach to promote positive change with minimal central government opposition.

Environmental

- Sustainable urban development has environmental sustainability as a vital issue that needs to be addressed (Amado, 2019; Gehl and Svarre, 2013). *“Improving or developing the ecology of the inner-city should be a key part of the urban redevelopment agenda”* (Uduku, 1999, p. 110). Furthermore, green and water bodies aid in providing outdoor comfort by regulating the temperatures and providing shades (Florindo et al., 2017; Liu, Krishnamurthy and van Wesemael, 2021), aspects that are relevant in Luanda’s hot and humid climatic conditions.

Governance

- Successful projects have proposed adaptations at a local administrative level and legislative level to be successful (Croese, 2018b; Chang and Huang, 2011).

- Finally, contemporary urban revitalisation projects need to carefully consider community participation and collaboration at both public and institutional levels (Madden, 2021; Cartwright et al., 2018). It is believed that a considerable degree of public, private, and social integration is achieved by encouraging multi-stakeholder interaction (urban planners and designers, policymakers, the private sector, and the community to participate), fostering the delivery of diverse job and entrepreneurial opportunities, mobility options, public services, education around public spaces for residents, workers and visitors (Chang and Huang 2011; Gehl, 2010).

5.4 SUMMARY

Successful implementation of urban revitalization through public space’s interventions is documented in Europe (Gehl and Svarre, 2013) and the organization Project for Public

Spaces (PPS) participated in projects around the United States of America, Canada, Mexico, and North America Australia (Madden, 2021). However, evidence in cities of developing countries is scarce with a wider gap within the sub-Saharan context.

In the African context most projects have been state-led (Bekker, Croese and Pieterse, 2021) and participation remains a challenge (Titov, 2021; Pieterse, 2000), little evidence is found on coordinated micro-actions that involve communities, local administrations, and the private sector. Emphasis is on physical requalification which does not spontaneously convert itself into revitalisation and POS liveability (Gehl and Svarre, 2013; Croese, 2018). Public open spaces are valuable to urban living for social (Gehl, 2010; 2011; Gehl and Svarre, 2013; Jacobs, 1992), economic (Simone, 2004; 2019; Chang and Huang, 2011) and environmental reasons (Day, 2016; Florindo et al., 2017).

Urban revitalization strategies have been successfully tested and documented across the developed countries western world (Grodach and Ehrenfeucht, 2016) with little evidence from cities in developing countries (Florindo et al., 2021; Ramlee et al., 2015, 2016, 2018; Muneerudeen, 2016). Luanda's urban sprawl and a widening economic gap between high- and low-income groups calls for strategies to promote social inclusion and public spaces present an opportunity to be the medium in which all income groups interact and benefit through commerce, service provision, leisure time and improved health conditions. The strategy looks forward to creating vitality in public open spaces in Luanda throughout the week, during day and night hours, especially after working hours and during non-working days.

The literature review established the starting point of this research enlightening how agents (the state, communities, and the private sector) from other geographies have explored public open spaces to promote urban vitality. Another layer of understanding of the

opportunities of use and socialisation is provided in Chapter 5 which complements the analysis presented here.

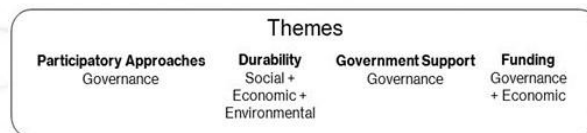
Despite extensive criticism of policy importation (Watson, 2009; Hoyt, 2006), many times pushed by global agendas (Sustainable Development Goals - SDGs) and global agencies (United Nations and the World Bank), it is believed that the challenge is not in policy importation but the understanding of the conditions that enabled implementation at the origin and those in the destination (Cartwright et al., 2018). Another critical aspect is subjective interpretations which are what this research has presented so far, that needs to be coupled with objective-based research to shorten the gap from failure to success (Watson, 2009). Nevertheless, ***“planning by experiment becomes critical for strategic city sites... due to failure of other forms of centralised, top-down, or market-led planning strategies”*** (Marrades et al., 2021, p. 222).

The results suggest that further investigation across global south cities can contribute to improving living conditions of the population primarily through open public spaces, a lateral approach that Croese and Majoe (2021) call upon for a post-pandemic covid-19 context where cities in the global south and Africa particularly, have suffered a regression in the run to meet targets of the Sustainable Development Goals by 2030. Although it is understandable that government attention in Angola is on the requalification of slums since more than 60% of the population lives in them (GPL, Universidade Nova de Lisboa and Geotpu.Lab, 2015), it is also important to preserve and take advantage of the formal fabric to promote social interactions, social inclusion, and the micro-economy with actions that are possible to implement with the private sector, local administrations and the private sector and minimal opposition from the central government.

The combination of qualitative narrative research and an area-based approach (Turok, 2014) such as the design of a model to diagnose and produce recommendations for POS interventions, designed in further on this research coupled with the need for policy innovation at the destination offer a novel perspective to urban revitalisation processes with public spaces as its primary vector for Luanda’s social inclusion strategy in urban revitalisation.

The main themes identified in urban intervention examples are Participatory Approaches, Durability of interventions, Government support and Funding. Table 4 presents a comparison of these dimensions on each of the case studies, including a summary of their outcomes.

CASE STUDIES SUMMARY



	Urban Intervention	Government Support	Funding	Participatory Approaches	Outcomes
District Six	1st Generation	High	Public - Private	Low at the beginning. High resident's resistance	Negative long term results
Curitiba	2nd Generation	High (Public Policy)	Gov. (Tax strategies)	Public Adm – Private companies	Positive Mid term results
Singapore	3rd Generation	High	Public - Private	Low – top down decision making process	Positive results for tourism Negative results for locals
Luanda	3rd Generation	High	Public – Private (Land compensation)	Low – top down decision making process	Positive long term results (image, infrastructure, socialisation)

TABLE 4: SUMMARY OF COMPARATIVE CASE STUDIES ANALYSIS

SOURCE: AUTHOR

CHAPTER VI

LUANDA

6. INTRODUCTION

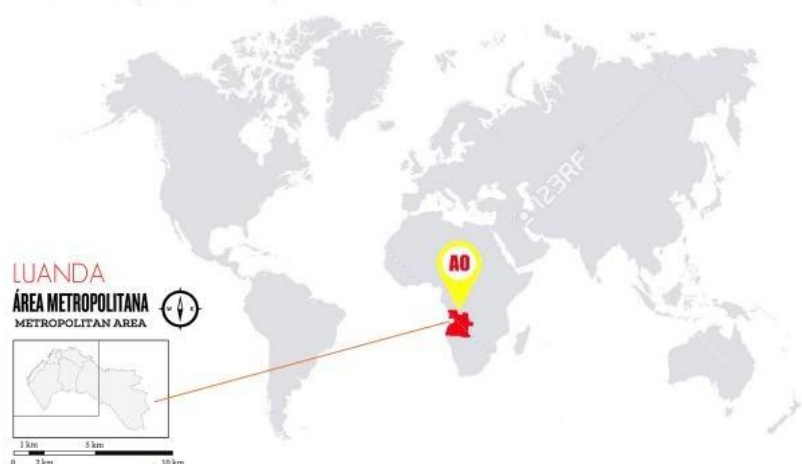


Fig 54: ILLUSTRATION OF LUANDA'S GEOGRAPHICAL location

Source: COURTESY OF LURA

The central theme of this chapter is the urban development of Luanda, tracing its evolution from its establishment by the Portuguese explorer Paulo Dias de Novais in 1575 to the present day.

The focus of this research study is Public Open Spaces in downtown Luanda. It is therefore vital to understand the processes of human occupation, as well as the socio-political administration systems that occurred on this territory which resulted on the potentials and challenges the city faces today. Downtown Luanda, as will be explained below, is the oldest site of Luanda. However, the challenges to convert persistent rural urban sites or unplanned urban clusters (locally known as *musseques*) and integrate them into the planned city paradigm are yet to be resolved. Despite political - administrative efforts since colonial administration times, unplanned sites resist total urban planning westernisation, posing as locations of poverty but also showcasing the critical socio-economic disparities of Luanda's citizenry. Public Open Spaces, as seen in western counterparts in Europe and the United States (Wolch et al., 2005; Cranz, 2008), are believed to be opportunities to decompress social tension between the higher and lower socio-economics groups of the society and provide economic and social inclusion venues to Luanda's urban dwellers.

This chapter will address the origins of the native population of Luanda, the process of colonial penetration and dominion, critical milestones of urban intervention since its foundation by the Portuguese explorer Paulo Dias de Novais in 1575 (Amaral, 1968, 2000b; Real, 2011)²⁶. Novais acted upon a royal land donation letter (in Portuguese Carta de Doação) dated from September 19th, 1571, in which king D. Sebastião untrusting Novais with sovereign powers over the territory of Angola to found villages, nominate administrative personnel, charge taxes and install a justice system over the affairs of the occupied land (Amaral, 2000b). On the other side, native African rulers conceded Novais the right to set

²⁶ Some authors such as Venâncio (1985) appoint the year of 1576 for the foundation of the city

his headquarters inland, where is today, Fort São Miguel after negotiations over the occupation of the island of Luanda by Novais and his troops (Ibid).

6.1 PRE-EUROPEAN HISTORY - FROM A TERRITORY OF NDONGO KINGDOM TO A BASE OF COLONIAL SETTLING AND ADMINISTRATION.

To study the urban development of Luanda one needs to start with is a trip back to the times of Portuguese colonial arrival and settling. Although some authors argue that Pre-European history of Angola is one of the least recorded tropical Africa (Real, 2011). However, the publications of Redinha (2009) and Amaral (1968, 1999, 2000a) provide rich information about the origins of the peoples that first inhabited the territory of Angola and Luanda specifically from the XVI century, acknowledging lack of sources before this period. It is believed that the first occupants of the Angolan territory were Bushman also known as Khoisan, and a later invasion of pre-Bantu, the Vatusa, followed by Bantu settlers took place between 1300 and 1600 (Real, 2011; Wheeler and Pelissier, 2016). Bantus are believed to come from the Niger, northwest Africa. They distinguished themselves from Khoisan communities for their ability to establish more permanent settlements and complex socio-political structures (Amaral, 1999, 2000a; Redinha, 2009). Moreover, the Congo Kingdom is the first known social structure to settle in today's Angola territory (Ibid). The wealth display of the king headquarters manifested power, possession of enslaved people and an army, and the *nzimbu*, a seashell found among other places on the island of Luanda (Amaral, 1996; Redinha, 2009; Wheeler and Pélissier, 2016).

Carregnato (n.d.) describes the residents of the land of Luanda before the arrival of the Portuguese as communities belonging to Ndongo, an ethnic group part of the Congo Kingdom. On the other hand, Amaral (1996) explains that Ndongo became independent

from Congo and became a kingdom on its own right. From this kingdom comes the *Ngolas* lineage which interacted with early Portuguese settlers and established diplomatic relationships from early 1500s until late 1660s (Ibid). It was also from this kingdom that Portuguese settlers established the name of the later ultramarine province of Angola (Kukanda, 2000). What all the authors consulted agree upon (Amaral, 1996, 2000a,b; Redinha, 2009; Real, 2011; Wheeler and Pélissier, 2016) is that the seashore of Luanda were the source of the seashells called the *Nzimbus* also called *Zimbos*, the latter considered one of the riches of the Kingdom Congo and Ndongo kingdoms and used as a currency for commercial exchanges. From the *Ngolas* lineage, Queen Nzinga Mbandi emerges as an able diplomatic native figure that was able to create alliances with neighbouring kingdoms and united establish a peace treaty with Portuguese colonisers until the time of her death in 1663 (Amaral, 1996). Amaral (2000a) studies of pre-colonial socio structures in Angola, also presents graphic representations of the spatial organisation of the Bantus settlements across the country, which are relevant because they shed light on the nature of spaces these communities used to meet, rule over social matters of the community and socialise.

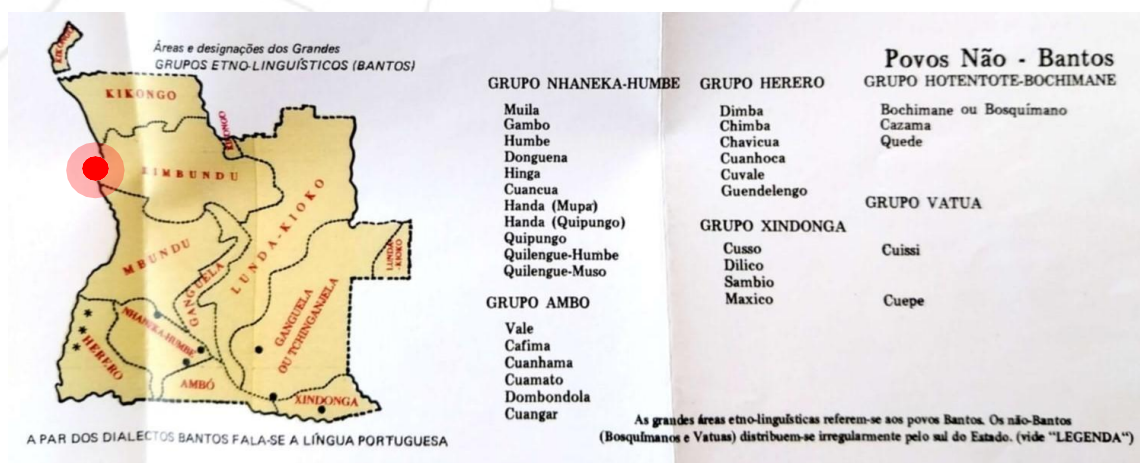


FIG 55: MAP OF ANGOLA SHOWING THE DIFFERENT ETHNOLINGUISTIC GROUPS. LUANDA IN RED IS LOCATED ON A PREDOMINANTLY KIMBUNDO SPEAKING AREA.

SOURCE: REDINHA, 2009: NOT NUMBERED



FIG 56: MAP OF THE CONGO KINGDOM, XVI CENTURY. LUANDA IS INDICATED IN RED.
SOURCE: AMARAL, 1996, P. 38

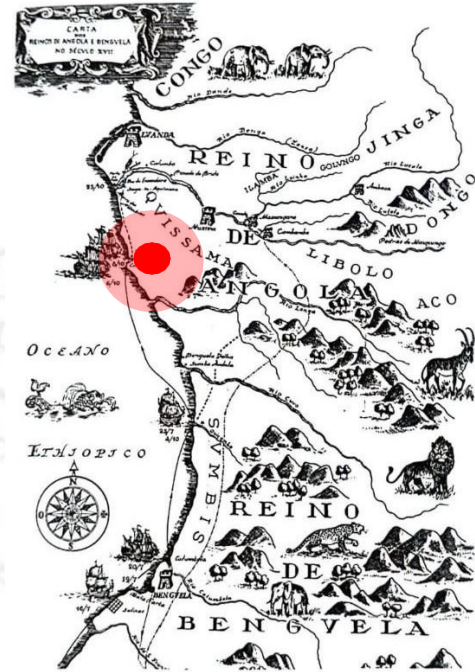


FIG 57: MAP OF THE CONGO KINGDOM, XVII CENTURY. LUANDA IS INDICATED IN RED.
SOURCE: AMARAL, 2000, P. 55

Initially pacific on their arrival, the Portuguese established themselves as commercial partners of native Bantu communities who believed the relationship could be equitably fruitful and were willing to learn about the European newcomers' cultures and scientific knowledge (Wheeler and Pelissier, 2016; Amaral, 2000b). However, soon relations became tense, and the slave trade intensified beyond the African royalties' control (Ibid). In 1641, Luanda also experienced the invasion of the Dutch, which lasted for seven years before the Portuguese re-established its dominium (Amaral, 1968; Wheeler and Pélissier, 2016). The transition from the co-existence of native socio-political structures to complete colonial dominion is not always addressed in the bibliographic records consulted (Amaral, 1968, 1999; Ferraz, 2005; Fernandes, 2021) is clear that when the Portuguese recovered Luanda from the Dutch, Portuguese troops attacked to Congo monarchy kingdom headquarters' resulting in the death and decapitation of the Congolese king by Luís Lopes Cerqueira. This incident became a mark of the decline of the native Congo kingdom's supremacy and the establishment Portuguese dominion over the land's fortunes (Amaral, 1996, 2000b).



Nevertheless, in terms of urban development, some landmarks were built during the period of co-administration of the land, but not much had been done regarding the definition and paving of the city's early road network.

6.2 PORTUGUESE COLONIAL ADMINISTRATION ESTABLISHED (1648 - 1970S).

During colonial administration, cities were established mainly with two strategies in mind. The first strategy was to establish cities in proximity to ports or seacoasts such as Luanda and Benguela (Amaral, 1968; Fonte, 2007). The second was the proximity to railway stations or points with fluvial connectivity such as Huambo and Malange (Ibid). The design and implementation of plans in Luanda started in the 1940s with technical offices established in Portugal with extensions to the colonies during the 1960s, coincidentally a time uprisals contesting colonial rule started in Angola (Buire, 2022; Maia, 2019). This period coincides with the Portuguese administration of Estado Novo, Luanda witnessed the planning and construction of social housing neighbourhoods and the clearance of informal settlements closer to the city centre (Milheiro, 2012). During colonial administration, cities were established mainly with two strategies in mind.

The foundation of the Village São Paulo de Assumpção de Luanda, named in honour of captain Paulo Dias de Novais dates 1575-6 (Amaral, 1968; Santos, 1970). In 1605 Luanda's urban growth granted the village urban standards to be elevated to the status of a city in urban category terms (Ibid). In mid-18th century, São Paulo de Loanda's Village was one of the two main territories comprising Portuguese colonial administrative presence in today's Angolan territory. Luanda was limited by Dande River on the north, River Kwanza on the south, river Lukala on the east and the Atlantic Ocean on the west. The second territory was Benguela, another sea-costal city established downwards, south of Luanda

(Ibid). When São Paulo de Loanda was entrusted to Paulo Dias de Novais by the Portuguese court, Portuguese political powers had three main objectives namely the missionary work and the spread of Catholicism, to find and explore mining resources believed to exist deep along Kwanza River and to capture and commercialise native population into slavery whose main destination was Brazil, another Portuguese ex-colony. The latter objective took priority becoming the focus of this administration because of the economic gains the slave trade represented for the Portuguese royal court (Amaral, 1996, 2000b).

Initially pacific on their arrival, the Portuguese established themselves as commercial partners of native Bantu communities who believed the relationship could be equitably fruitful and were willing to learn about the European newcomers' cultures and scientific knowledge (Wheeler and Pelissier, 2016; Amaral, 2000b). However, soon relations became tense, and the slave trade intensified beyond the African royalties' control (Ibid). In 1641, Luanda also experienced the invasion of the Dutch, which lasted for seven years before the Portuguese re-established its dominium (Amaral, 1968; Wheeler and Pelissier, 2016). The transition from the co-existence of native socio-political structures to complete colonial dominion is not always addressed in the bibliographic records consulted (Amaral, 1968, 1999; Fernandes, 2021; Ferraz, 2005). However, in Wheeler and Pelissier (2016) is made clear that when the Portuguese recovered Luanda from the Dutch, Portuguese troops attacked to Congo monarchy kingdom headquarters' resulting in the death and decapitation of the Congolese king by Luís Lopes Cerqueira. This incident became a mark of the decline of the native Congo kingdom's supremacy and the establishment Portuguese dominion over the lands fortunes (Ibid).

In terms of urban development, some landmarks were built during the period of co-administration of the land, but not much had been done regarding the definition and paving of the city's early road network. To protect the occupied territory, Portuguese erected forts.

In Luanda these forts are Fort São Miguel (1575), Fort São Pedro da Barra (1618), and Fort São Francisco do Penedo (1765-6). Other constructions reminiscent of this time are the prisons that also served as guarding positions to the city and churches such as Nossa Senhora da Conceição Church (finished in 1636), Nossa Senhora dos Remédios (1651) and Nossa Senhora da Nazaré (1664) (Amaral, 1968; Ferraz, 2005; Martins et al., 2010). The period between 1648 and 1769 was mostly dependent on the slave trade and Luanda was not only one of the main ports of this activity but also the destination of people under imposed exiled from Portugal. By 1755 Coqueiros Neighborhood was one of the densest and bearing relevant commercial activities in the city with Feira Grande and Feira dos Coqueiros being prominent markets within the city context. The connection between the lower and the upper plateau of the city were done via stone paved footpath.

The preoccupation with the quality of POSs in Luanda, dates from colonial urban development interventions and precedes the modern movement paradigms of urban planning and urban design. The 17th century maps of Luanda show only three roads (Martins et al. 2010). In the 18th century the city grew into six roads, four markets, four pedestrian paved roadways and a "Rossio" which is in fact the first Public Open Space located in front of the Governors Palace where today is located the Presidential Headquarters²⁷ (Ibid). From mid-18th century, Sebastião José de Carvalho e Melo also known as Marquês de Pombal is appointed Prime-Minister by the Portugal's king Don José I (Fonte, 2007; Mingas, 2011). Marquês de Pombal governed from 1750 until 1777. During the Pombaline Administration, Luanda is Administrated by D. António de Vasconcelos (1758-1764), Sousa Coutinho (1764 - 1772) and Don António de Lencastre (1772-1779). Marquês de Pombal administration is remembered for persecuting the noble class, and some of them opted to move to Angola as expat families or families in exile (Santos, 1970).

²⁷ Palácio Presidencial in Portuguese

Governor Dom Francisco Inocêncio de Sousa Coutinho (1764 - 1772) (Fonte, 2007; Sousa, 1996) introduced what is called an "Illuminist Urbanist" to Luanda. His intention was to reduce the dependence of the city's economy on the slave trade trying to introduce agriculture, mining and industrial activities. His efforts did not produce the expected results (Amaral, 1968). Under his administration there were improvements in sewage and rainwater drainage systems improving the quality of the public space in general. Old constructions were restored (for example, Fort São Miguel and the Governors Palace²⁸ where the Provincial Government of Luanda headquarters is today). New buildings emerged such as the Customs House, that construction initiated in 1770.

Amaral (1968) credits the construction of the Terreiro Público (1775) to Sousa Coutinho although different sources indicate that this happened beyond his mandate. Terreiro Público was a wholesale structure to attend the scarcity of food the city lived at the time and was located where the Unknown Soldier Monument is today. In 1771 the first promenade of Luanda was built with trees and the railway running around the Bay of Luanda dates from the same year and within Sousa Coutinho's mandate as well. New urban parks and piazzas were designed and there was an introduction of urban zoning and the distinction between public and private space (Mingas, 2011). Nevertheless, according to Elias Alexandre da Silva Corrêa (Amaral, 1968), there was a mantle of a ruined and abandoned feeling to the city with yards for the concentration of slaves awaiting exportation amidst native settlements, important administrative, religious and residential worthy constructions intertwined. Sousa Coutinho's actions mark the first urban intervention actions to improve living conditions of Luanda's dwellers. Luanda remained the destination of imposed exiled people not only from Portugal but from Brazil and other unknown origins including gypsies (Amaral, 1968) and the economy based on the exportation of slave trade, ivory and wax, which affected its

²⁸In Portuguese Palácio dos Governadores

development and maintenance revealed as a concern by Portuguese governors Don Manuel de Almeida e Vasconcelos in 1791.

In 1755, Luanda was primarily divided by four neighbourhoods (Mingas, 2011) that corresponded to the four military companies that guarded the city namely 1-Uptown to Ingombota, 2 - Beginning of the Bay (Corpo Santo's Church) to Nossa Senhora dos Remédios Church, 3 - Nossa Senhora dos Remédios Church to Bungo's Church and 4 - Bungo's Church to Nazaré's Church.

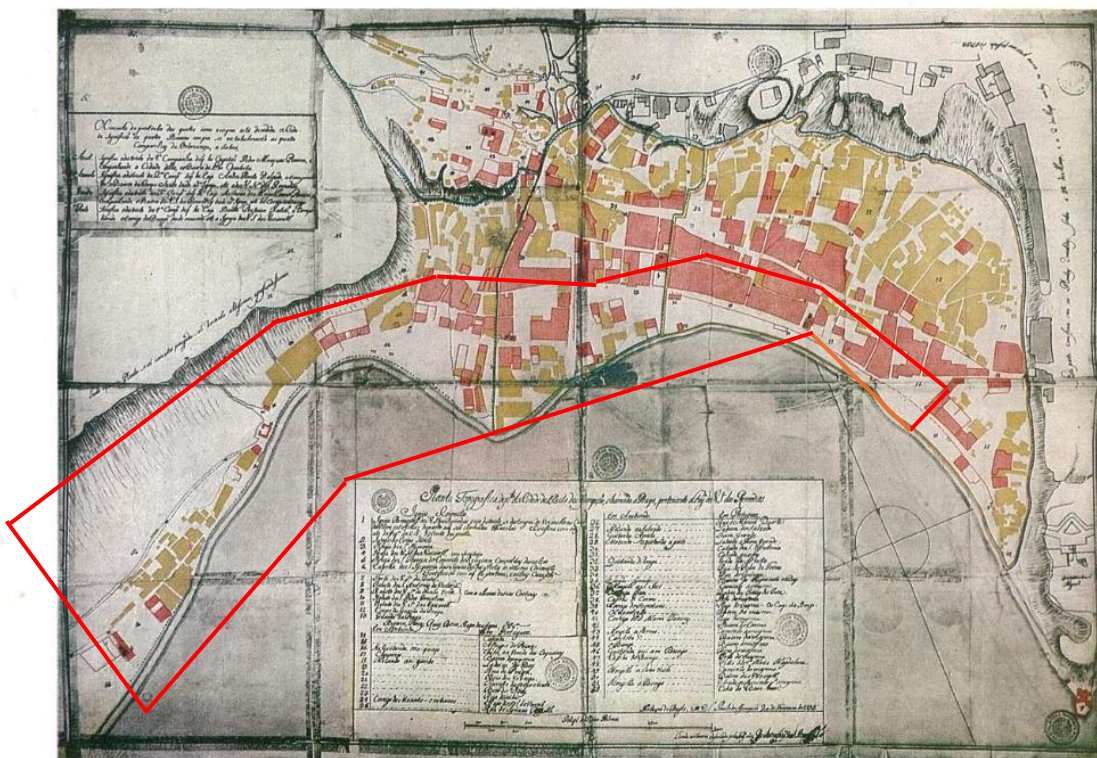


FIG 58: MAP OF LUANDA FROM 1755. AREA OF STUDY IN DOWNTOWN LUANDA CIRCLED IN RED. THE COASTLINE'S SHAPE HAS CHANGED ACROSS THE YEARS.

SOURCE: AMARAL, 1968, NOT NUMBERED

The improvement of public space included stone paving of streets and introduction of street lighting. It was also during this time, in 1779, that the road network expanded and connected downtown from Nazaré Church (Igreja da Nazaré) up the hill to Alto das Cruzes Cemetery (Cemitério Alto das Cruzes) (Mingas, 2011; Martins et al, 2010). Coutinho also introduced the concept public space dedicated to leisure activities (Passeio Público in

Portuguese), which presented urban furniture such as seating, afforestation to provide natural shade and therefore offer outdoor spaces for social interaction especially for the colonial community (Mingas, 2011). One example of such project was Avenida Marginal called which is Avenida 4 de Fevereiro after independence to celebrate the date of the country's proclamation of independence in 1975. The projected Avenue started from Nazareth Church and extended up to For São Miguel. Avenida 4 de Fevereiro, still commonly known as Marginal de Luanda.

The initial sea line was Rua da Praia, which changed into Avenida Salvador Correia and then Avenida Rainha Jinga after independence, a name that is preserved until today. The sealine was pushed backwards repeatedly giving space to Avenida Marginal. An area that once was a market in the 1910s, was transformed into a bathing beach front during colonisation and today is the most formal and structured space of the old city centre. The first intervention to establish Luanda's bay waterfront introduced a harmonious transition between the sea and the built fabric of Luanda kept until today.

The year 1848 marks another important milestone of urban intervention in Luanda. Fostered by the abolition of the slave trade in 1836, the sanitation of the city improved, roads cleaned, buildings numbered, and the first toponymic report published revealing the existence of 19 roads, 12 bystreets, 11 piazzas and roundabouts, 3 footpaths and 3 alleys named after the pantheon of Portuguese history. Native markets activities persisted. A prominent market in downtown Luanda, Quitanda Grande (built in 1816) housed more than 100 quitandeiras and in Coqueiros there was Quitanda Pequena. However, behind the veil of stone-built constructions, clusters of unplanned neighbourhoods occurred as an option for the natives and the less fortunate. Governor Caetano Alexandre de Almeida e Albuquerque denounced the derelict state of residential buildings, churches, administrative buildings, forts, lack of streetlights and deficient sources of potable water (Amaral, 1968; Santos, 1970).

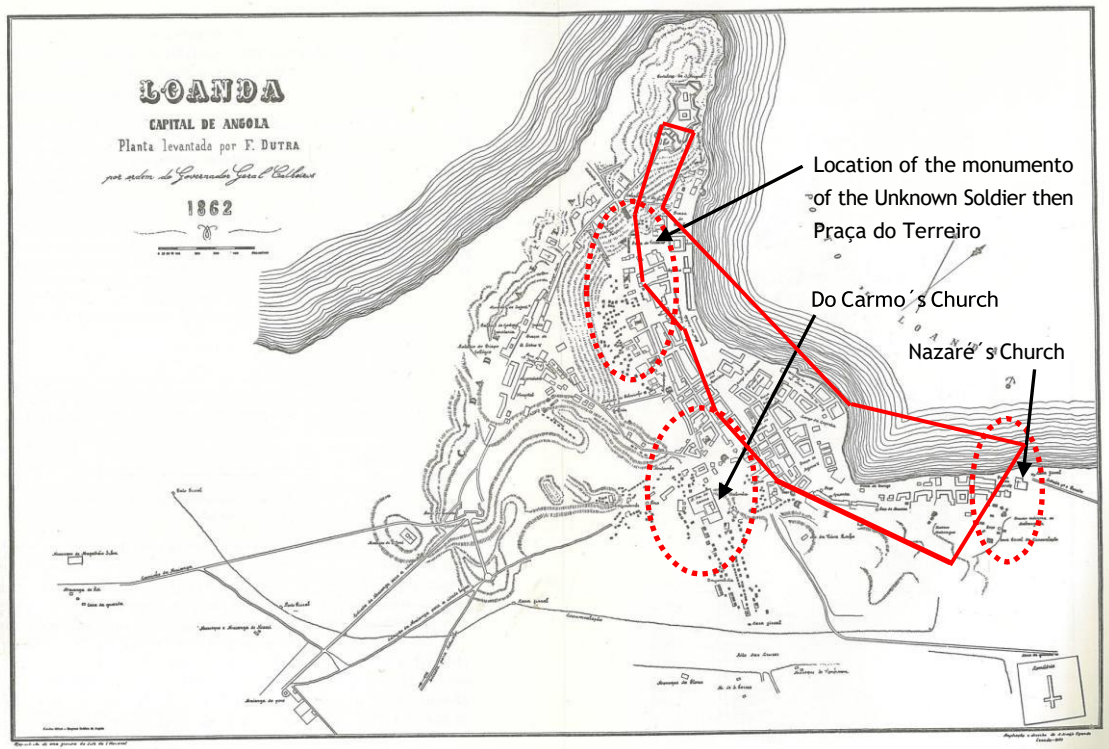


FIG 59: MAP DE LUANDA DE 1862. CIRCLED IN A DOTTED RED LINE ARE SITES OF COLONIAL CONSTRUCTIONS AND UNPLANNED SITES INTERSPERSED. AN APPROXIMATION OF THE AREA OF STUDY IN A SOLID RED LINE.
SOURCE: AMARAL, 1968, NOT NUMBERED

Between 1884 and 1900 another set of urban interventions began to take place. The telephone line service was installed in 1884 and in 1888 a railway line was inaugurated, connecting Luanda to the inland up until Malange, which facilitated the distribution of agriculture goods with positive economic impacts. In 1899 a line of provision of potable water for the city from Bengo river was inaugurated which caused greater relief to the population that used boreholes and cisterns to attend their needs. It is worth noting some details mirrored from Portuguese city making such as the Piazza of Maritime Arrival (in Portuguese Portas do Mar) where is today the monument of the Unknown Soldier which

resembled Terreiro do Paço in Lisbon and the Bay Promenade with trees and gardens similar to Avenida da Liberdade in Lisbon as well.

Luanda's urban development met another stagnant moment during the years of the first and second World Wars, only to regain momentum after the end of the latter.

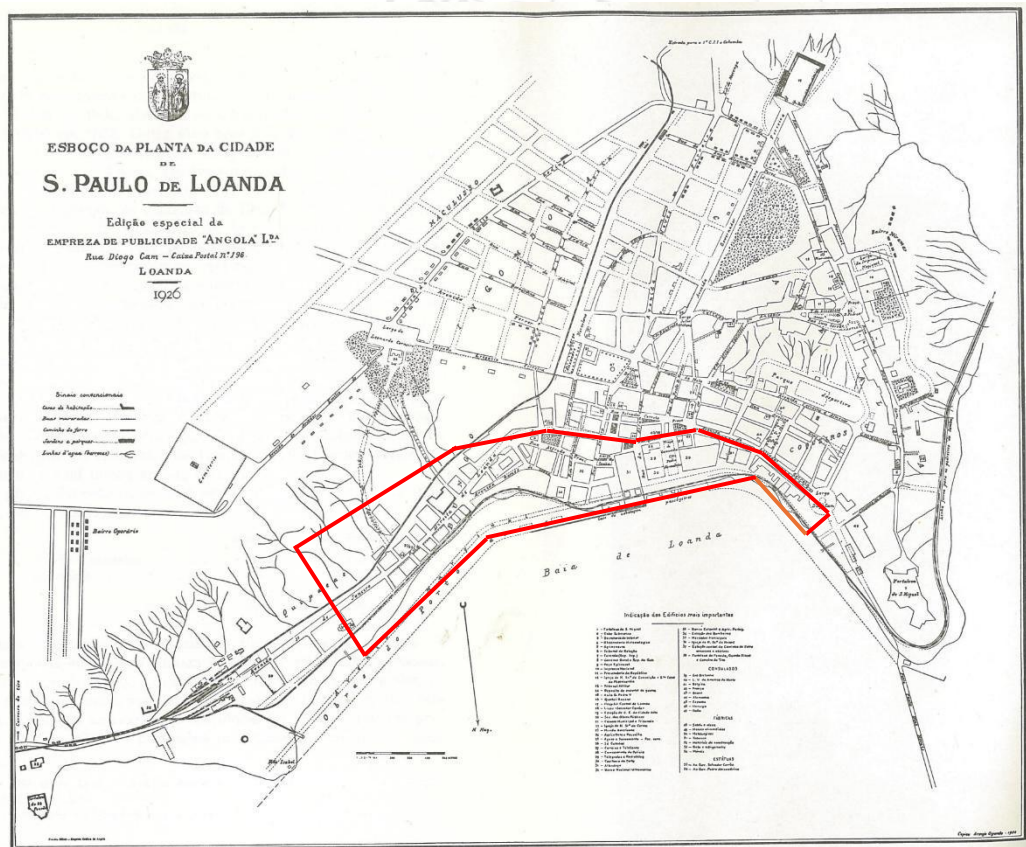


FIG 60: MAP OF LUANDA OF 1926. AREA OF STUDY CIRCLED IN RED.

SOURCE: AMARAL, 1968, UNNUMBERED

Urban planning under colonial ruling

According to Amaral (1968) Luanda's lethargic planned urban growth resulted from the fact that the city was a transition commercial port, especially during slave trade. And even after the formal abolition of the slave trade through a decree by Marquês de Sá da Bandeira in 10th of December 1836, clandestine slave trade continued. Furthermore, during the 1800s, Luanda attracted peoples from the hinterland for the opportunities of labour it offered. The lucrative nature of these commercial activities, especially the slave trade, and

the temporary nature of merchants' permanence in the city led to little interest in the formal development of the city. As a result, according to the same author, unplanned settlements surrounded the planned city for lack of a planned urban development strategy. Additionally, these sites, once yards of concentration of slaves, became neighbourhoods of native population but also of those of meagre incomes independent of one's race. It is also recognised the relevance of native informal trade in the economic domain of the city. Prominent markets such as Quitanda Grande existed in downtown Luanda in 1816 and were a major player in the retail market. Female traders, locally known as *quitandeiras*, were active throughout history (Redinha, 2009). They could either walk around the city or set their trade in native markets and specialised in their activities ranging from selling agriculture fresh or processed goods but also meat and especially fish, raw or cooked (Amaral, 1969; Redinha, 2009). In the 1840s, second to Terreiro Público, a wholesale trade colonial structure, *quitandeiras*²⁹ were a major force in commercial activities in Luanda by 1840s (Amaral, 1968).

The urban planning paradigm employed for the development of cities in the former Portuguese colonies is based on the Garden City model, adapted to fit the colonizing strategies of the Portuguese Estado Novo political-administrative regime. (Marat-Mendes & Sampaio, 2015; Fernandes, 2021; Maia, 2019; Souza Lôbo, 1995)³⁰. The garden city

²⁹ Traditional Angolan street vendors of African descent mostly considered informal traders.

³⁰ The Garden City model was developed by the English Urbanist Ebenezer Howard, presented in his book *The Garden cities of to-morrow*, in response of the results of the overwhelming rural-urban migration (Jacobs, 1992; Montgomery, 2013; Bobone Fernandes, 2021). This influx of the population into a city that was not prepared for it resulted degraded living conditions in the cities. Howard proposes a balance between the city and nature in his approach acknowledging the dependence of cities to the countryside and therefore proposed a model of city making that promoted nature and urban living spatial coexistence. The Garden City model was introduced to Portuguese urban planning by foreign architect Etienne De Groer during Portugal's Estado Novo regime. Étienne de Groer is a Polish-Russian architect, and urban planner that lectured at the Paris Institute of Urbanism (Institut d'urbanisme de l'Université de Paris) (Bobone Fernandes, 2021; Marat-Mendes C Sampaio, 2015). Luanda's Master Plan was the first De Groer's plan commissioned to him by Portuguese authorities. De Groer also collaborated on the elaboration of Rio de Janeiro's Master Plan in Brazil (Ibid). For the elaboration of Luanda's Master Plan, De Groer collaborates with David Moreira da Silva, a Portuguese architect trained in Paris where he familiarised with the Garden City

urban model was therefore brought to the African reality in Portuguese speaking cities with the intention to densify sparse human settlements and elevate them to city categories. Additionally, these plans intended to guarantee an orderly urban growth, a balanced symbiosis between infrastructure and nature and lastly to provide agreeable built environment with views, sights and landscapes that resembled home to people of European descent. These plans also brought a clear social and physical segregation because housing neighbourhoods for the native population were planned and pushed to the peripheries (Real, 2011; Milheiro, 2012)³¹.

However, in the colonial African context, this model failed in achieving its goals. As argued by Milheiro (2010) and Maia (2019), industrial development remained a future aspiration, with no immediate need for a green agriculture belt, as cities were predominantly rural and inhabited by both native and foreign population farmers (Real, 2011; Maia, 2019). The density of colonial African cities was incomparable to their European and North American counterparts, and the construction of suburbs only began after independence in the late 1990s and early 2000s. This was motivated by the desire for safer havens for the privileged, in response to the degradation of the old city centre due to a lack of maintenance investments and overpopulated structures struggling to accommodate the increasing population density (Frias and Rodrigues, 2018).

Luanda's urban growth was marked by spontaneous growth from Portuguese settling in the 1500s until 1940s (Real, 2011). The challenges to deal with *musseques* clusters, traffic congestion and the lack of a vision for the development of Luanda, were pre-conditions and

model. His expertise is acknowledged, and Moreira is by the Portuguese government to work of various urban plans in Portugal, Brazil and Angola as is the case with the Luanda Master Plan of 1941-3 (Bobone Fernandes, 2021; Marat-Mendes C Sampaio, 2015).

³¹ The first example to be implemented in Angola was in Nova Lisboa, today's Huambo city in 1912. This model persisted until 1960s and marked the urban development strategy implemented by colonial technical offices for urban development (Gabinete de Urbanização colonial) between 1944 and 1956.

incentives for the Portuguese administration to invest in a Master Plan for the city (Amaral, 1968)³². After four centuries of sporadic urban expansion, the formal urban planning development path in Luanda commenced in the early 1940s under colonial rule. The first Master plan (1941-3) was coordinated by Etienne De Groer in collaboration with Architect David Moreira da Silva (Bobone Fernandes, 2021; Marat-Mendes and Sampayo, 2016). Yet, it was not approved nor implemented. The implementation of the plan happened sparsely as is in the case of Maianga, an informal settlement of the time, in which interventions drew from options the plan proposed (Maia, 2019; Marat-Mendes and Sampayo, 2016). Other plans followed in the years 1957, 1962, 1971, 1973 (Real, 2011; Maia, 2019)³³.

One of Luanda's cityscape's main characteristics, from the early beginnings of its formation and like many other African counterparts (Myers, 2011; Immerwahr, 2007), is the duality of its "formal and informal" urban settlements (Fig 63 and Fig 64). It is worth noting that illegal housing building prior independence, was not performed by people of African descent alone but, also by the recently arrived working class immigrants from Portugal (Real, 2011). In 1971 authorised residential areas in Luanda comprised 13 000 homes whereas illegal housing built by recently arrived immigrants from Portugal amounted to 45 000 homes in the same city; Shanty areas built by African immigrants from the country's inlands occupied 1 000 hectares while fisherman population were about 3000 people (Ibid). In 1971 approximately 50% of Luanda's populations lived in shanty towns (Real, 2011).

The unplanned sites became a problem of relevance and an Administrative Commission of Indigenous Neighbourhoods³⁴ was created in 1948 with a fund to cater for the actions

³² Amaral (1968) states that the first plan was commissioned in 1940 and Marat-Mendes (2015) indicates the date of conclusion of such plan to 1942.

³³ It is worthwhile mentioning that Luanda was the only Portuguese colonial city to benefit from a master plan coordinated by a foreign architect and this is a testimony of the importance Portuguese authorities dedicated to this city

³⁴ In Portuguese Comissão Administrativa dos Bairros Indígenas

involved in the betterment of the living conditions of families living in *musseques*; however, the financial means available were deemed unreasonable to solve the problem. By As the city grew these sites and its peoples were pushed further away from the centre (Fig 65) although some residual sites remained and persist until today (Fig 66). After four centuries of sporadic urban expansion,

In 1940, areas such as Ingombotas and Maculusso, which are now districts, were *musseques* located less than a kilometer away from downtown Luanda. This marked a significant departure from the stagnation that had persisted until the end of the Second World War. Between 1940 and 1960, Luanda's population quadrupled from 61,028 to 224,540 inhabitants. Among the factors driving internal migration, some authors (Fiúza and Milheiro, 2016; Marat-Mendes and de Sampayo, 2016a) attribute this population increase to the policies of the Portuguese Estado Novo regime, which aimed to increase the "white" middle-class population in the overseas provinces as a response to demands for independence from the native population.

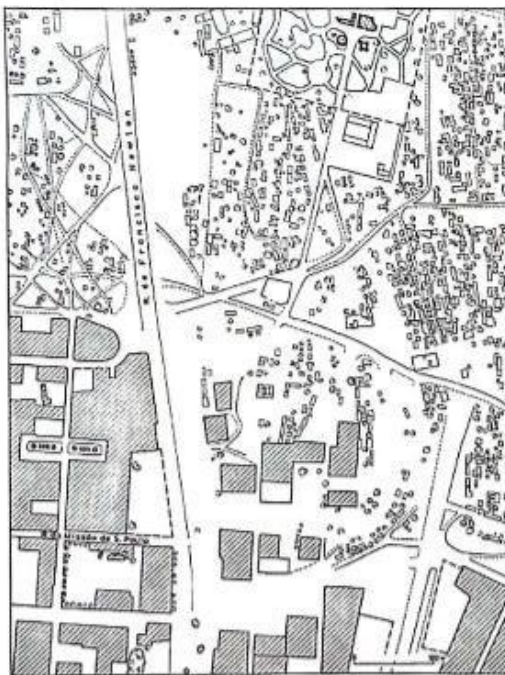


FIG 61: THE FORMAL CITY MEETS MUSSEQUES (LATE 1950s)

SOURCE: AMARAL, 1968, P. 29

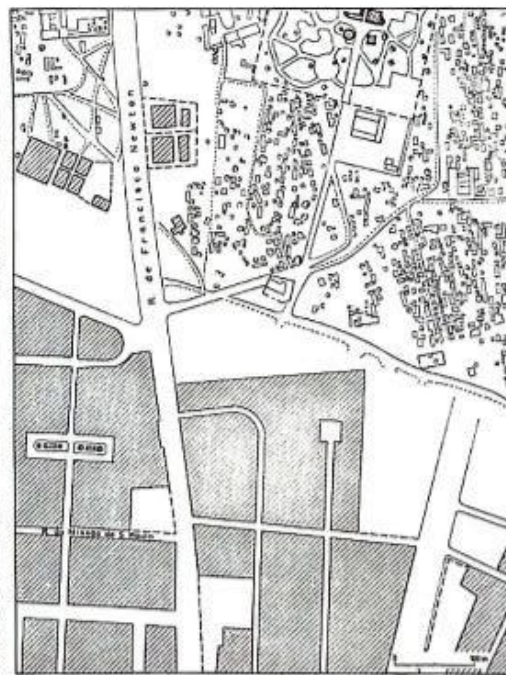


FIG 62: THE FORMAL CITY MEETS MUSSEQUES (1960s).

SOURCE: AMARAL, 1968, P. 29



FIG 63: AMARAL (1963) REFERS TO THIS PICTURE AS THE ENCOUNTER OF “THE WHITE CITY” AND *MUSSEQUES* in Luanda BETWEEN THE 1960s AND 1970s. THIS IMAGE ASSERTS THE PROGRESSIVE URBANISATION PROCESS OVER LAND PREVIOUSLY OCCUPIED BY *MUSSEQUES*.

SOURCE: AMARAL, 1968, P.129

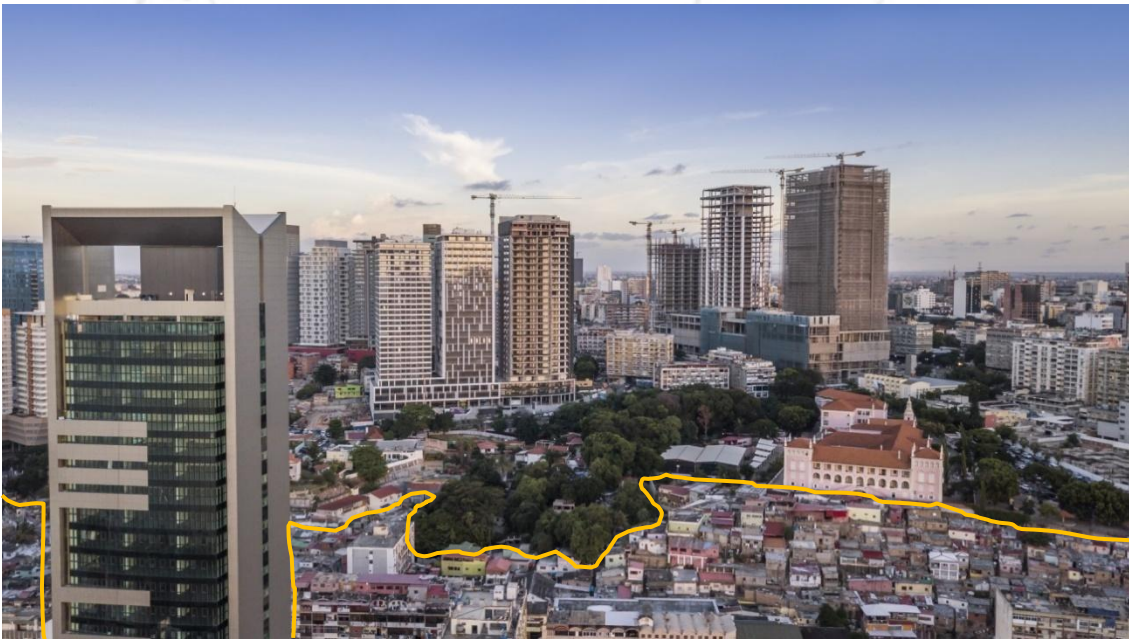
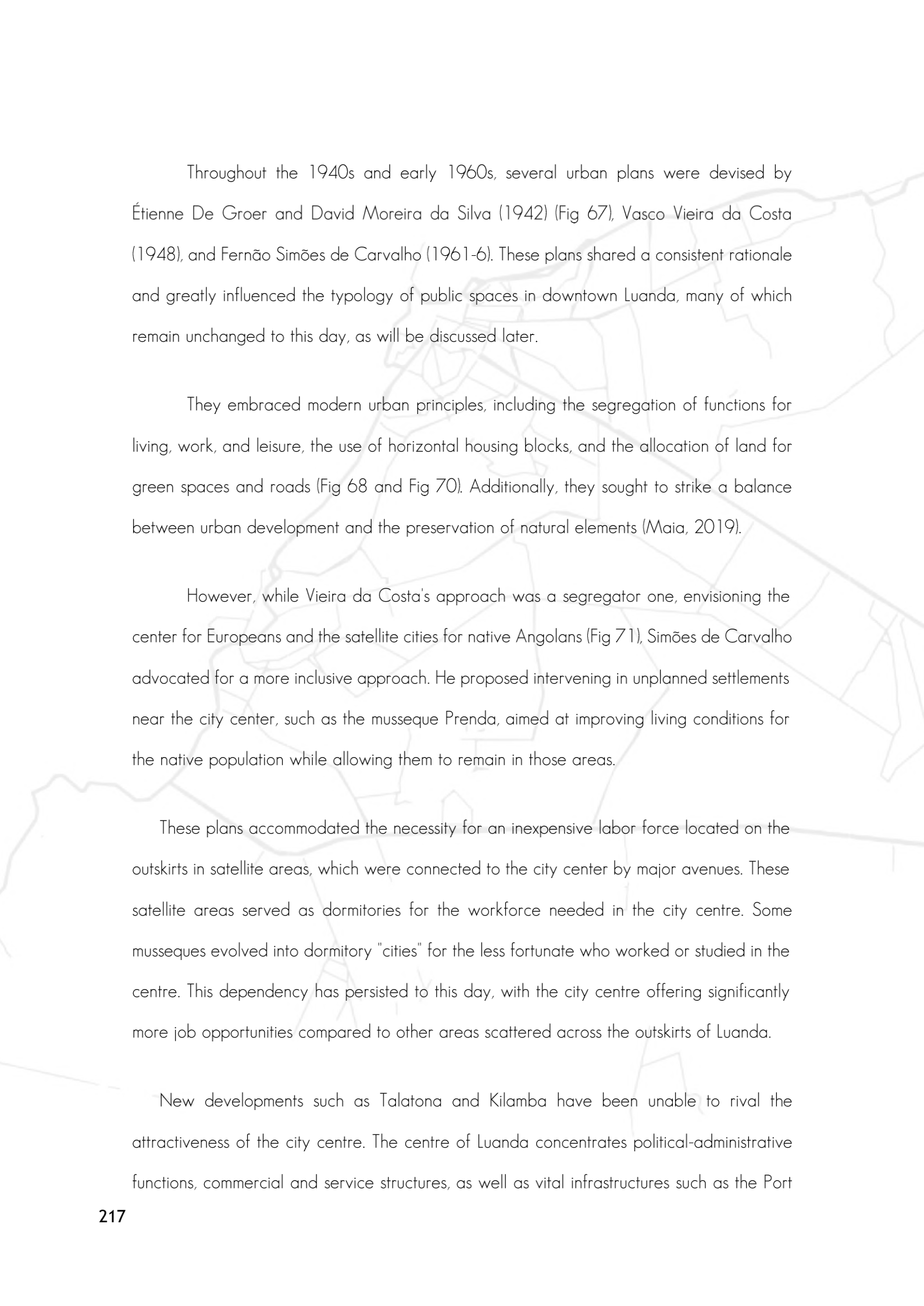


FIG 64: AN INFORMAL SETTLEMENT ENCRACHED ON PRIME LAND AT THE CENTRE OF DOWNTOWN LUANDA. THIS PHOTO DATES FROM 2020 AND ELABORATES ON THE PREVIOUS ONE. SOME *MUSSEQUES* IN DOWNTOWN LUANDA ARE REMINISCENT OF OLD ONES. THE URBANISATION OF THE CITY FAILED TO TRANSFORM THE CITY ENTIRELY, LEAVING UNPLANNED GAPS IN BETWEEN.

SOURCE: AUTHOR ´S INTERPRETATION AFTER A PHOTO IN [HTTPS://IPGUL.NET/INDEX.PHP/LUANDA/PERFIL-DE-LUANDA](https://ipgul.net/index.php/luanda/perfil-de-luanda) (ACCESSED 2 MAY 2022)



Throughout the 1940s and early 1960s, several urban plans were devised by Étienne De Groer and David Moreira da Silva (1942) (Fig 67), Vasco Vieira da Costa (1948), and Fernão Simões de Carvalho (1961-6). These plans shared a consistent rationale and greatly influenced the typology of public spaces in downtown Luanda, many of which remain unchanged to this day, as will be discussed later.

They embraced modern urban principles, including the segregation of functions for living, work, and leisure, the use of horizontal housing blocks, and the allocation of land for green spaces and roads (Fig 68 and Fig 70). Additionally, they sought to strike a balance between urban development and the preservation of natural elements (Maia, 2019).

However, while Vieira da Costa's approach was a segregator one, envisioning the center for Europeans and the satellite cities for native Angolans (Fig 71), Simões de Carvalho advocated for a more inclusive approach. He proposed intervening in unplanned settlements near the city center, such as the musseque Prenda, aimed at improving living conditions for the native population while allowing them to remain in those areas.

These plans accommodated the necessity for an inexpensive labor force located on the outskirts in satellite areas, which were connected to the city center by major avenues. These satellite areas served as dormitories for the workforce needed in the city centre. Some musseques evolved into dormitory "cities" for the less fortunate who worked or studied in the centre. This dependency has persisted to this day, with the city centre offering significantly more job opportunities compared to other areas scattered across the outskirts of Luanda.

New developments such as Talatona and Kilamba have been unable to rival the attractiveness of the city centre. The centre of Luanda concentrates political-administrative functions, commercial and service structures, as well as vital infrastructures such as the Port

of Luanda, Luanda's central railway station, and the International Airport. To release the pressure on the city centre, new infrastructures such as the new international airport, are on the outskirts of the city³⁵.

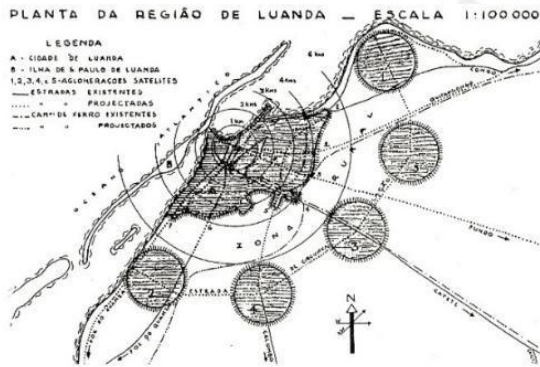


FIG. 65: PLAN OF LUANDA REGION WITH SATELLITE CITIES BY ARCHITECT ETIENNE DE GROER, 1942. SOURCE: FONTE, 2007, P. 181

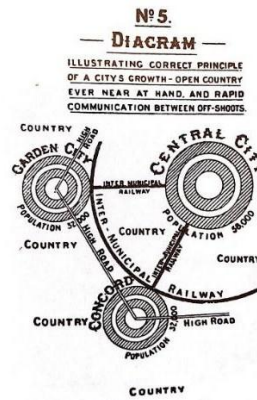


FIG. 66: A DIAGRAM OF THE IDEAL URBAN EXPANSION ACCORDING TO EBENEZER HOWARD. SOURCE: GOITIA, 2014, P. 151

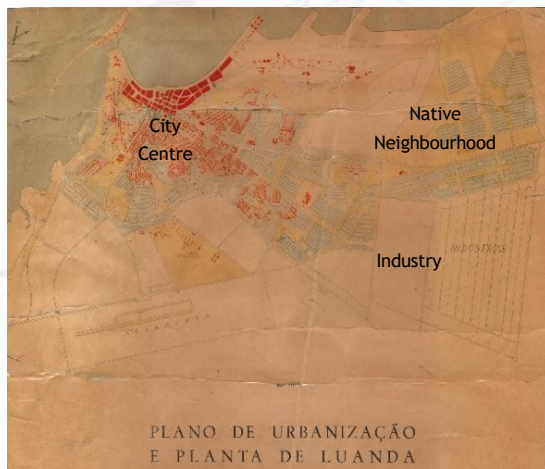


FIG. 67: LUANDA'S URBAN PLAN OF 1949/1950. AUTHOR UNKNOWN. SOURCE: COURTESY OF PROF. MARIA ALICE CORREIA, IPGUL 2023

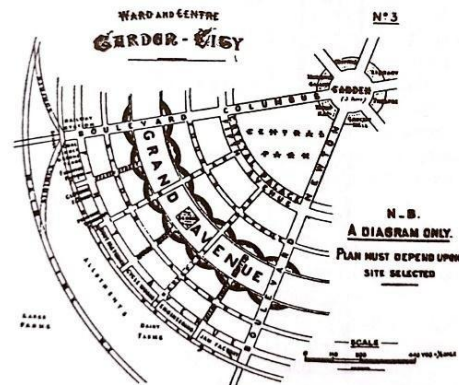


FIG. 68: A DIAGRAM OF THE GARDEN CITY MODEL ACCORDING TO EBENEZER HOWARD SOURCE: GOITIA, 2014, P. 150

³⁵ (<https://www.jornaldeangola.ao/ao/noticias/explicador-conheca-o-novo-aeroporto-internacional-de-luanda/> ; <https://www.istoenoticia.info/novo-aeroporto-internacional-de-luanda/>)



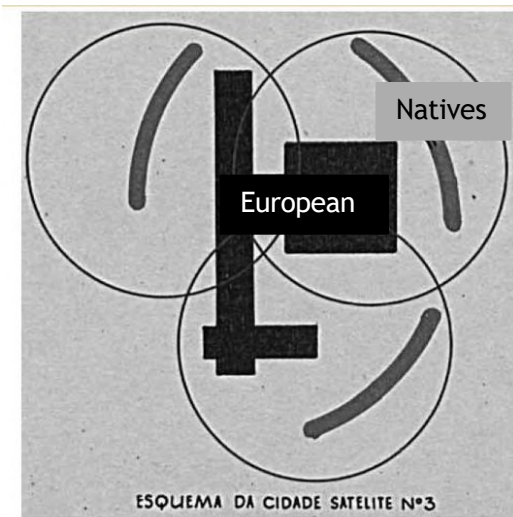


FIG 69: SCHEME FOR SATELLITE TOWN NUMBER 3 BY VASCO VIEIRA DA COSTA, 1948

SOURCE: PORTO UNIVERSITY REPOSITORY AT <http://repositorio-tematico.up.pt/handle/10405/48347> (ACCESSED: 31 JUNE 2024)

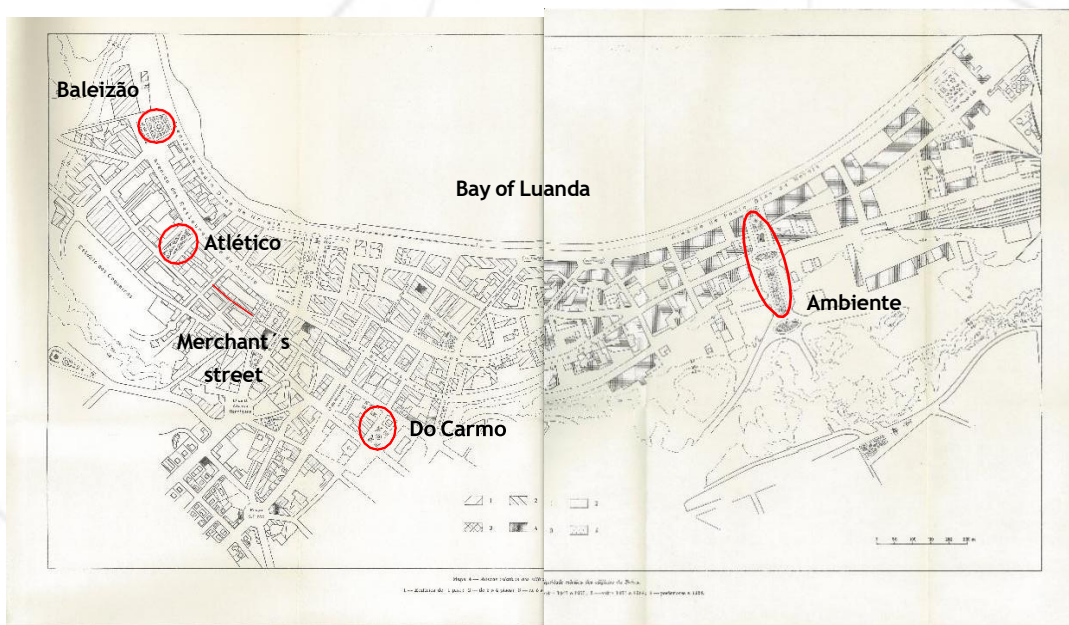


FIG. 70: MAP OF LUANDA OF LATE 1960S. THE PERIMETER STUDIED IS ALREADY ESTABLISHED. IN RED, THE SQUARES STUDIED IN DOWNTOWN LUANDA.

SOURCE: AMARAL, 1968, NOT NUMBERED

6.3 URBAN INTERVENTIONS, AND URBAN PLANS DURING INDEPENDENCE

Urban development efforts in the city were hindered by interruptions following independence in 1975³⁶. The Luanda Provincial Masterplan (PDGML) was only approved on March 1st, 2018, despite its execution being completed in 2015^{37,38}.

As mentioned before, after the declaration of independence, the country lived a long period of civil war. During this period, the urban infrastructure of Luanda remained stagnant during this period. This stagnation included little investment in the alteration of existing parks in the consolidated urban areas and in the creation of new ones. Nevertheless, there has been intentions to preserve colonial built heritage prior the already discussed Luanda's Metropolitan Master Plan. The establishment of Luanda's historical Centre (LHC) in 1992 through a joint ministerial decree (Mingas, 2011) aimed mainly at preserving colonial-built heritage proves those intentions. In the decade of 2000 to 2010, as a central government initiative, a plan for Luanda's formal Central Business District (LCBD) was approved and is coincidentally incorporated in the previously established LHC. The materialisation of these intentions is still in process, with the construction of the new National Assembly building inaugurated in 2018 being part of the project.

In 2014 a Master Plan for Luanda was commissioned by the central government to a conglomerate of national and foreign entities. Urban planning offices included MIC-HUB - Mobility in Chain a planning transportation firm founded in Milan, Broadway Malyan an architecture, urbanism and design practice with projects focusing on planning cities

³⁶ The country faced a long civil war that ended in 2002.

³⁷ However, bureaucratic procedures caused significant delays in its approval, subsequently hindering its adoption by provincial and municipal authorities.

³⁸ The Luanda Provincial Masterplan (PDGML) was only approved on March 1st, 2018, despite its execution being completed in 2015.

worldwide, Nova University of Lisbon focused on the plans 'components of environment, housing, social inclusion and communities' participation. Deloitte, an international auditing and financial consulting company developed the economic vision of the plan and Aurecon Angola focused on the infrastructural component of the plan. Urbinvest was the national company overseeing the work developed by the foreign parties and the bridge between the technical team and the Angolan Government. Noting that this plan did not the total geographic territory of Luanda but only what was considered its metropolitan area comprising of six municipalities at the time over a territory of 5 300 square kilometers (PDGML report, 2017).

An important component of the plan was its transit-oriented strategy which in the lenses of MIC-Hub could improve connectivity between densely populated areas of the city that are poorly connected. However, although the plan talks about strategies to decentralise services and employment hubs, the graphic representation of the final proposal show that the city centre remains the main services, institutional and employment hub adding to its tourism attraction potential that, in terms of mobility is still problematic until public transportation options can support the pendular daily dynamics between the city centre and the main residential hubs of which Kilamba. sitting at 30 kilometres away from city centre is the largest in populational density. Kilamba, also called Kilamba Centrality, located southwest from city centre is the densest urbanisation in the country projected and built under PNUH objectives. The first phase estimates an occupation of 120 000 residents over an area of 880 hectares housed in 20 002 residential units mainly apartments³⁹ (Maussion, 2023; Cain, 2020).

³⁹ Also based in documents consulted at the Ministry of Public Works Urban Planning and Housing



FIG 71: SUPERIMPOSITION OF THE ROAD NETWORK PROPOSED AND RESIDENTIAL AREAS DENSITY IN THE PDGML
SOURCE: <https://www.mic-hub.com/project/plano-director-geral-metropolitano-de-luanda/> **ACCESSED:** 10 FEBRUARY 2025

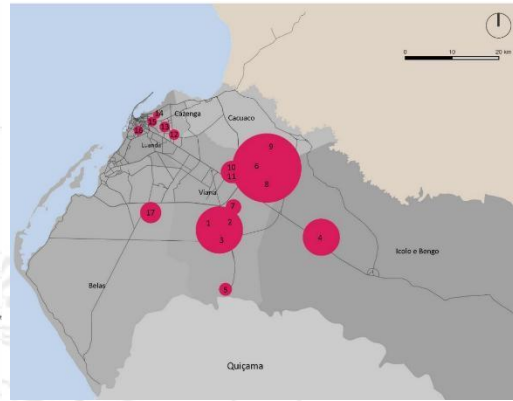


FIG 72: HOUSING PROJECTS UNDER PNUH
SOURCE: PDGML REPORT OF 2015 - URBAN PLANNING VISION IN ANGOLA 'S *DIÁRIO DA REPÚBLICA* Nº 133, 1ST SERIE, DATED OCTOBER 11TH, P. 7926

On the other hand, while the projected public transportation networks do not materialise, popular transportation modes of transportation cover the gap. Hélder José (2020) the director of IPGUL at the time of the elaboration of PDGML, produced reflections about the capacity of communities in Africa to adapt and auto-produce solutions to cater for their needs such as the *Toca-toca* in Guiné Bissau, *Tro-Tro* in Ghana, *Chapas* or *Love* in Mozambique and *Danfós* in Nigeria, for example⁴⁰. Popular transport in Luanda is commonly known as *Kandongueiros*⁴¹, from the native mother tongue Kimbundu *Kandongá*, which means an illicit or unrecognised commercial activity. The name originated from the fact that these cars were not recognised by government as a regulated taxable service (José, 2020). This reality is changing. In 2020, the statistics of the study developed by Helder José in conjunction with *Kandongueiros* Association show that out of the 60 000 minivans operating in Luanda, 8 000 were registered and from a total of 180 000 people employed, 24 000 were formally employed with contracts taxable salaries (Ibid). The maps below indicate that routes in use dialogue with the network proposed on the PDGML providing a viable

⁴⁰ Referring to another relevant study about *Kandongueiros* in Luanda on Castro, Reschilian and Zanetti's article (Castro, Reschilian C Zanetti, 2018) (Castro, Reschilian C Zanetti, 2018)(Castro et al., 2018



alternative despite the lack of comfort and compactness that bigger public transport commuting options offer with less impact to traffic congestion.

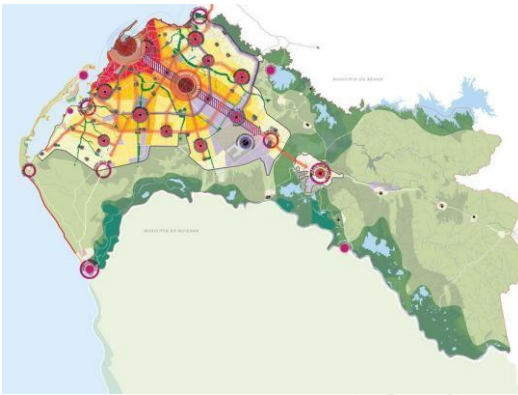


FIG 73: ILLUSTRATION OF THE DECENTRALISATION STRATEGY
SOURCE: PDGML REPORT OF 2015 - URBAN PLANNING VISION IN ANGOLA'S *DIÁRIO DA REPÚBLICA* N° 133, 1ST SERIE, DATED OCTOBER 11TH, PP. 8234-8235

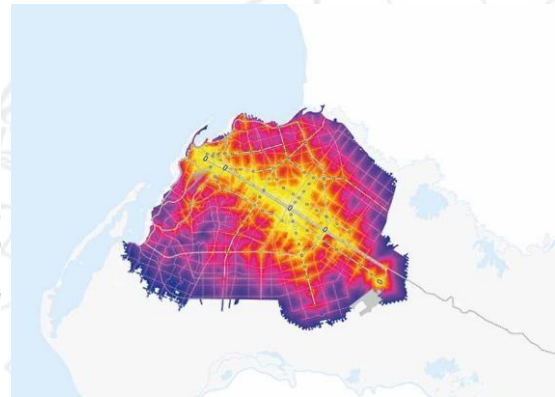


FIG 74: AREAS WITH HIGHER INTENSITY OF JOB OFFERING, COMMERCIAL ACTIVITIES AND TRAFFIC (HOT AREAS) IN YELLOW.
SOURCE: <https://www.mic-hub.com/project/plano-director-geral-metropolitano-de-luanda/> ACCESSED: 10 FEBRUARY 2025.

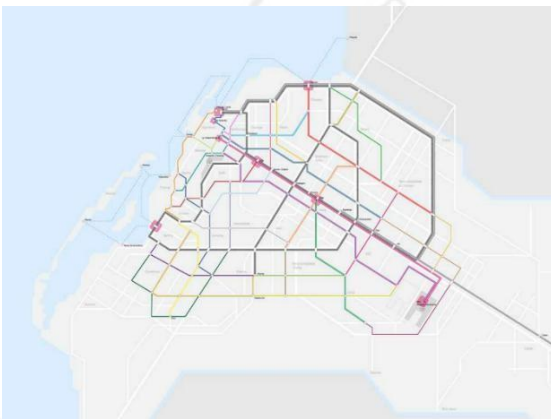


FIG 75: THE PROPOSED METROPOLITAN TRANSPORTATION NETWORK
SOURCE: PDGML REPORT OF 2015, TRANSPORTATION VISION IN ANGOLA'S *DIÁRIO DA REPÚBLICA* N° 133, 1ST SERIE DATED OCTOBER 11TH, P. 8303



FIG 76: NETWORK USED BY KANDONGUEIROS
SOURCE: https://www.linkedin.com/posts/h%C3%A9lder-jos%C3%A9-5a8a52120-mapeamento-da-rede-informal-de-mobilidade-activity-7188840778981359616-4Uf9?utm_source=shareCutm_medium=member_desktop (ACCESSED: 20 DECEMBER 2023)

The objective of the 2015 Luanda's Metropolitan Master Plan was to transform Luanda into a compact, multifunctional, metropolitan, and inclusive city. Part of the masterplan's strategy proposed citizen participation in the transformation of the city, with significant emphasis on slum upgrading with and without forced removals, depending on the nature of the occupation such as density and site locations that can pose as a risk for the inhabitant communities. This Master plan encapsulates strategies of expansion for the city from previous

Master Plans and creates a vision for Luanda integrating economic and social prosperity and the reduction of unplanned neighbourhoods were nearly 70% of Luanda’s population live (PDGML report, 2015). This plan also included programs for the development of public spaces, reviving and upgrading existing public spaces while creating new ones, especially in Luanda’s city centre (Ibid).

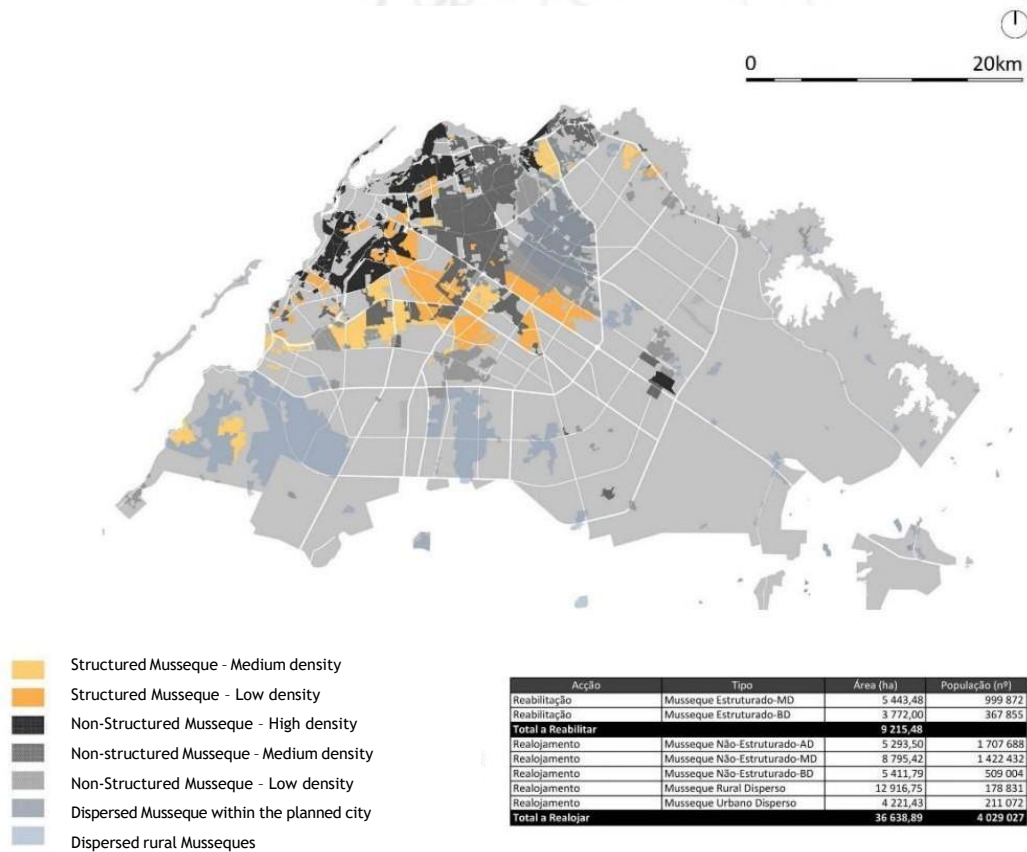


FIG 77: ILLUSTRATION OF MUSSEQUES IN LUANDA TYPIFIED ACCORDING TO THE ROAD NETWORK MORPHOLOGY AND POPULATION DENSITY.

SOURCE: PDGML REPORT OF 2015, IN ANGOLA’S *DIÁRIO DA REPÚBLICA* Nº 133, 1ST SERIE, DATED OCTOBER 11TH, P. 7738

Government visions of Luanda’s future was ambitious. Teams committed to deliver solutions for social, economic, environmental and governance challenges and to establish a reference in land planning and urbanism in Africa⁴². Little has happened to materialise the

⁴² “Following consultation, The Plan will be used to create policies for governing land-use allocations and planning controls across the city’s municipalities over the next 20 years. The result is a plan that offers a new model for urban growth in Africa and elsewhere. It provides a fully integrated and costed framework, which complements or replaces prior legislation, policies, and programmes to guide government spending. It also responds to economic challenges that emerged during the project by providing a focused road map for phased prioritised implementation. The strategy allows the city to

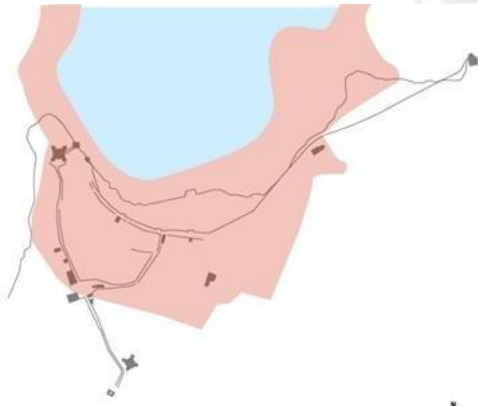
visions the plan promised. Looking at planned the city centre neighbourhoods today, from an urban design perspective, it is possible to understand that the current layout of green spaces, squares, and piazzas, many of them surrounded by motorised streets and roads is derived from colonial administration times and have been unaltered. Such designs, reminiscent of the garden city models modernist urban planning ideals discussed before are not welcoming to children and family outings in general. Notwithstanding the existing POSs morphological characteristics, it is worth noting the diversity of uses of the built fabric in the vicinities of such spaces as a positive feature. These uses include residential, commercial, offices and social amenities such as schools, churches, and museums, as micro-centralities, providing a similar rational of the 15-minute city model (Gehl & Svarre, 2016; Florindo et al., 2017) which, in the case of Luanda, many times fail to translate these areas into inclusive vibrant public spaces. While users of lower-income backgrounds elect seating and enjoying the outdoors, users with more economic means primarily visit the spaces with coffee shops, restaurants or during outdoor events such as music festivals or pop-up markets.

6.4 SUMMARY OF CHAPTER

Luanda's downtown remains the epicentre of administrative and commercial life within the city's urban context. Despite efforts to relocate some administrative, commercial, and mainly residential functions to other sites, such as Talatona, traffic congestion to and out of downtown Luanda signals the relevance the area still represents to the city. The land price, as seen during colonial administration remains the highest of the city, as it is the area best

embrace the natural context of its verdant river basins and sandy coastal beaches as major assets integral to its revitalised green network". (<https://www.broadwaymalyan.com/cms/documents/Masterplanning.pdf>). In 2016, the Broadway Malyan component of PDGML won the British Expertise International award in the Outstanding International Masterplanning Project category. Meanwhile, back home, the management of plan is still an unsettled decision. Since the plan's approval its management responsibilities the plan has gone from IPGUL to GPL over to the Ministry of Public Works Housing and Urban Planning without much visible actions on the ground.

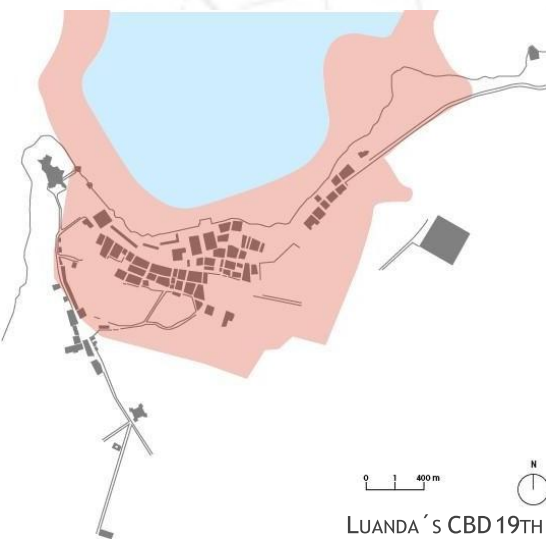
covered with water, electricity, sewage, and residential density. However, the street livelihood of the old streets of downtown Luanda remains polarised with sites of the haves and the have-nots set apart. The challenge of Public Open Space social inclusion is worth investigating.



LUANDA'S CBD 17TH



LUANDA'S CBD 18TH



LUANDA'S CBD 19TH



LUANDA'S CBD 1926



LUANDA'S CBD 2023



LUANDA 2023
ROAD NETWORK AND CITY EXPANSION

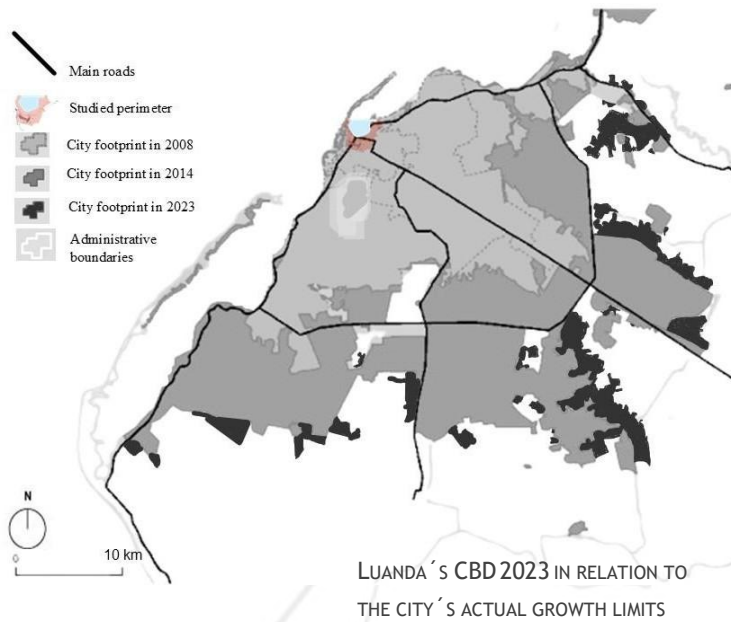


FIG. 78: MAP INTERPRETATIONS OF LUANDA'S CBD CHRONOLOGICAL GROWTH FROM THE 17TH CENTURY UNTIL 2023 BASED ON MARTINS ET AL, 2010, AMARAL 1968, AND GOOGLE EARTH MAPS OF 2023.
Source: Author

As seen above, the Bay of Luanda has received dedicated attention since colonial administration times, shaping the city progressively to the image achieved today. The Bay of Luanda, redeveloped after independence, previously a beach front, a port and a promenade during colonial times, is the largest and most representative public space of the city, it is the city's main postcard image. Although poorly integrated with the city's interior, the new intervention capitalises on the fact that allows for sports playing, sightseeing, restauration, open venues for music, flea markets, public celebrations, and public manifestations. With the last upgrade intervention dating from 2015 (Lopes, 2016), the Bay which was initially managed by a private body and perceived as a semi-public space, is now in the hands of Luanda's provincial government showing signs of poor maintenance in its greeneries and cleanness. Its design and timing of construction were inspired by the end of the civil war and the country's economic boom due to revenues from oil exports and of world-city aspirations of cities of the global south (Hoyle, 2000; Croese, 2018; 2021; Watson, 2009). Despite catering for high income clientele in the services offered and its initial patrolling, the area is today a welcoming inclusive POS.



Fig 79: COVER PAGES OF THE PDGML - LUANDA'S METROPOLITAN MASTERPLAN (PLANO DIRECTOR GERAL METROPOLITANO DE LUANDA), 2015.
SOURCE: MOREIRA, 2018, P. 23



CHAPTER VII

Case Study Application

7. INTRODUCTION

Looking back at the roadmap designed, stage one is completed, and the following stages focus on the application of the knowledge collected to downtown Luanda. This Chapter focuses on stage the second stage which is Understanding of the urban context and data collection. Building upon the previous chapter's insightful and critical analysis of Luanda's historical urban evolution from a macro perspective, this chapter presents the study of parks in downtown Luanda. Firstly, the identification process of the studied POSs in a defined perimeter of the city which is done with the aid of Space syntax. This tool helps to identify areas with greater potential for social interactions. The Space Syntax study is detailed on this chapter. The next step was direct observation of the use of the selected POSs combined with interviews to the users to hear what the ups and downs in everyday

routines of using those specific POSs. A registry of photographs and diagrams compile the graphic records of the study.

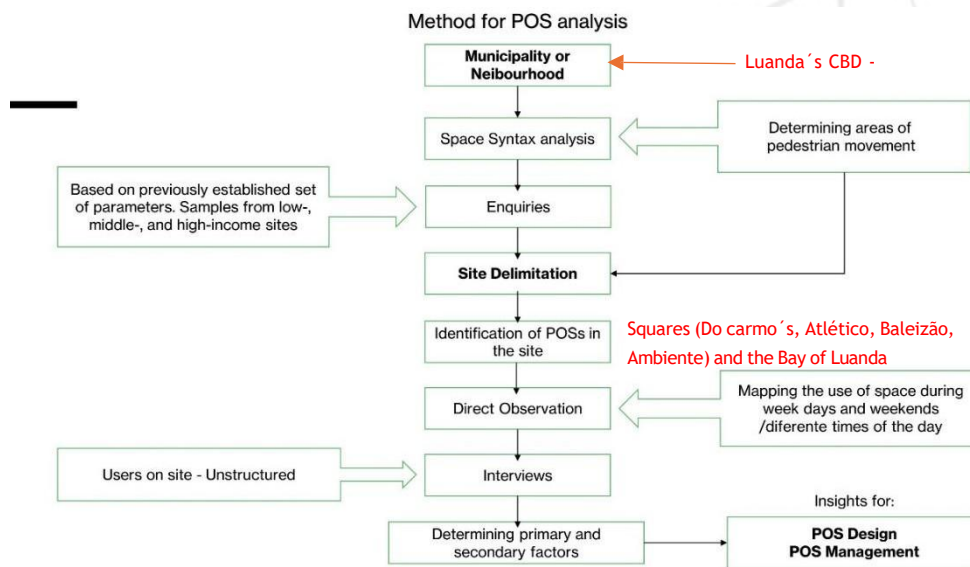


FIG 80: ATHOR'S DIAGRAM SUMMARY OF SITE WORK AND SITE ANALYSIS WITH DETAILS OF THE SITE WORK

7.1 - DEFINING THE PERIMETER - THE CONTRIBUTION OF SPACE SYNTAX TO THE RESEARCH

Space Syntax and Public Open Space Revitalization

The space syntax research field started to be developed in the early 1970s by Bill Hillier, Julienne Hanson and colleagues at the Bartlett School of Architecture, University College London. It is amid criticism about the modern movement zoning urban planning and urban design that at the end of the 1970s, space syntax was first put forward and applied by Bill Hillier and colleagues (Bendjedidi, Bada and Meziani, 2019; Almy et al., 2021). Henceforth, many scholars used syntax analysis in various fields, such as studies on urban traffic, urban street layout, and urban space design, the latter of interest for this research. Through Space Syntax is possible to think of space differently by focusing on the configuration of spaces, movement patterns and their social meanings (Bendjedidi, Bada and

Meziani, 2019; Aşilioğlu and Çay, 2020). The method is chosen for the current research work because it provides techniques and tools that allow spatial analysis to understand the link between spatial configurations and functional dynamics.

The first published bibliographic records are in the article entitled '*The man-environment paradigm and its inconsistencies*' (Hillier and Leaman, 1973). However, the publication of detailed information about the name and theoretical basis intended to develop with space syntax appeared in the article 'Space Syntax' (Hillier et al., 1976). The books '*The Social Logic of Space*' (Hillier, 1988) and '*Space is the Machine*' (Hillier, 1996; 2007) present further published information on Space Syntax analyses. Hillier (1996; 2007; Al_Sayed et al., 2014) stresses the importance of the correlation between the visual properties of a given space and people's behaviour around it statically or dynamically. When referring to urban space, Hillier and Lida (2005) considers the city to be composed of two cities: the physical city (with buildings and physical elements) and the experiential city (the space experienced between buildings), in which the spatial network and space are the shared medium. Social interactions and human behaviour associated with perceptions of public spaces and the presence of people in public spaces is the crucial feature of public spaces that urban design can improve and encourage and that can be encouraged through the physical plan (Gehl, 2011).

Apart from being an effective tool to identify and simulate human spatial systems, potential uses of space, their social interpretation, and the impact that form has on its function, space syntax relies on a synthetic and expressive visual representation of space, the so-called axial map. The axial map consists of a web of a small set of axes—called axial lines—illustrating the whole spatial system covered by a road network. This graphic representation of urban fabric or buildings is called the 'syntactic model', which is considered an abstract representation of how spatial systems configurations. The simplistic nature of the

representation reduces the importance of geometric configurations of architectural and urban features and focuses on the cognitive processing of spatial information. Syntactic representation thus aims to represent the physical and visual continuity experienced by the users of a spatial network. The axial map does not portray visual obstacles but rather the potential of accessibility based on the observer's visual perception.

From the perspective of public space, the axial analysis allows the visualisation of the entire network, and the accessibility patterns it displays. There is evidence of using Space syntax to enhance economic performance (Yamu, van Nes and Garau, 2021). Based on the axial analysis, for example, it is possible to position commercial activities (hotels, restaurants, shops) in locations of the road network that show a high probability of pedestrian movement. On the other hand, positioning health and educational facilities in locations offering quieter and safer surroundings becomes facilitated through an axial analysis of the site. ***“Syntactic analysis is based on rigorous mathematical descriptions using a set of algorithms developed within the graph theory. The axial graph of an axial map is a graph in which the vertices or nodes correspond to the axial lines, and two vertices are adjacent if and only if the corresponding axial lines intersect. The axial graph contains information about the connections of each axial line with all the others that constitute the system and allows analysing the relative position of each line concerning all the other lines”*** (Heitor and Silva, 2015, p. 149). Therefore, each line's properties obtained do not vary according to their conditions but with their inserted position (topological) in the system.

Axial Analysis

Amongst all measures developed and tested by the spatial syntax community, two have become the reference when analysing urban configurations: Choice and Integration. These two syntactic measures related to the concept of 'natural movement', i.e. the proportion

of urban pedestrian movement determined by the grid configuration itself (Hillier et al., 1993) and allow to establish a parallelism between the value of 'integration' of a space and its potential to be understood as a destination in random movements (to-movement) and between the value of 'choice' and the probability of a space to be used as a crossing point in such journeys in which it is neither origin nor destination (through-movement) (Heitor and Silva, 2015).

Choice (called Betweenness Centrality in graph theory) measures potential passing traffic (mainly pedestrian) motion. The programme calculates the least cost (angular; accumulated change of direction) path between all possible source origin/destination (OA) pairs (in the map/graph, the analysis considers each element as a possible origin and destination to determine the choice (Hillier et al., 1993; Heitor and Silva 2015; Yamu et al., 2021). Thus, those elements (axial lines/roads) that cumulatively belong to the lowest cost paths between all source/destination pairs will often present higher choice values (Hillier et al., 1993; Heitor and Silva, 2015). Note that this sum is divided by the total number of possible trips (Ibid). On the contrary, elements that cumulatively meet less frequently on the sum of all least-cost paths will have lower choice values.

Integration (called Closeness Centrality in graph theory) is the second relevant measure for analysing urban configurations. It measures the degree of centrality and usually emphasises those spaces in the city that the ordinary citizen would call the main streets, where a large part of specialised commerce positioning is often associated with an urban centre's functional concept (Yamu et al., 2021). Typically, integration analysis uses the axial map as a medium. However, since there would be an advantage in using this measure in the segment map, the algorithm used in the axial map had to be updated. Moreover, as in the case of 'choice', when one moves from the analysis of the axial map to the analysis of the

segment map, the 'counting' the depth in topological terms changes to angular terms (where large high angles imply high expenditure) (Heitor and Silva, 2015) (Fig. 4)

The Space Syntax Methodology applied to Luanda

Axial analysis is applied to understand how the road infrastructure as a network links peripheral neighbourhoods to the city centre. The first analysis looks at connectivity, integration, and choice to interpret current mobility patterns within the CBD. The second analysis looks at possible impacts of pedestrian movement on the road network due to altering access to the city centre by creating a built public square amenity. Based on the analysis outcomes, different amenities are positioned in locations that would benefit both the user and the service performance. For example, the locations chosen for commercial services (restaurants and shops) envisage the optimisation of investment returns and social interactions based on the high probability of pedestrian activity. On the other hand, educational and health services prioritise areas that offer lower pedestrian traffic and safety.

Understanding people's behaviour in space, the way they use and inhabit space, is essential to building pleasant public spaces (Bendjedidi, Bada and Meziani, 2019) that attract residents, tourists, investment, and employees with a direct impact on city economies and intercity competition (Gehl and Svarre, 2013). The argument is that preferred spaces are those characterised by the most attractive visual properties experienced by the stationary person and with good variety of activities (Carmona, 2021).

Choice—Betweenness Centrality

The street networks are primarily used for movement and serve as a medium for social encounters with economic and cultural meaning (Pont et al., 2021). However, determining when a given street will receive more movement than another depends on its centrality within the network (Ibid.). The concept of accessible density is relevant in this

discussion because it refers to urban culture and the concentration of social practices and forms of behaviour, all of which interact based on spatial co-location, proximity or overlap, which underpins city functionality (Ibid.). Street networks' centrality and density factors are strong drivers of urbanity.

These parameters go beyond population density and economic activities but encapsulate appropriate service provision and public transport and walkability, (Ibid.). Therefore, commercial activities such as Restaurants and Laundry shops are positioned based on high density and centrality values to promote encounters and liveable streets. Coincidentally, streets with high centrality values already present a high concentration of offices, hotels, and government offices.

On the other hand, the elementary school is in the middle of a residential area away from major traffic routes for children's safety reasons. However, the proximity of restaurants to residential areas is a good option because its use can prolong after office working hours. Parking facilities are scarce in downtown Luanda; therefore, the hospital is close to a well-integrated route but away from denser important nodes to avoid traffic congestion and difficulty of access, especially by car (Fig. 78).

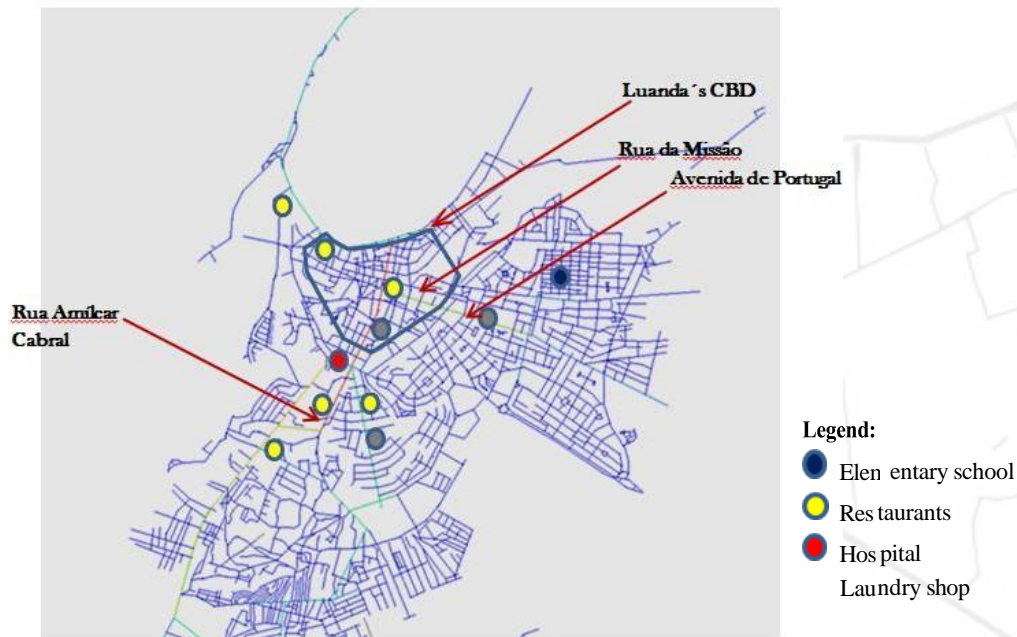


Fig 81: CHOICE ANALYSIS IN LUANDA CBD AXIAL MAP 2008, DEPTHMAPX 0.8.0
 Source: Author

Integration

Evidence shows that locations with high integration values coincide with high renting costs (Pinelo & Heitor, 2007). Although this correlation may present exceptions (Ibid.), it is sensible to say that such a parameter supports the investigation of the success of businesses with the syntactic integration metrics of a specific site.

The criteria for identifying preferable locations considered road integration and the targeted public audience. Choices are consistent with those made for choice. High integration and visibility values support the probability of a given site's spatial configuration attracting more significant social interaction and rich public vitality through co-presence and encounters in public spaces (Peponis, Marcus & Pont, 2021). However, less integrated streets and access to open public spaces are essential for recreation and stress reduction (Pont et al., 2021) and children's social equipment. All these considerations weighed on the exercise's outcome.

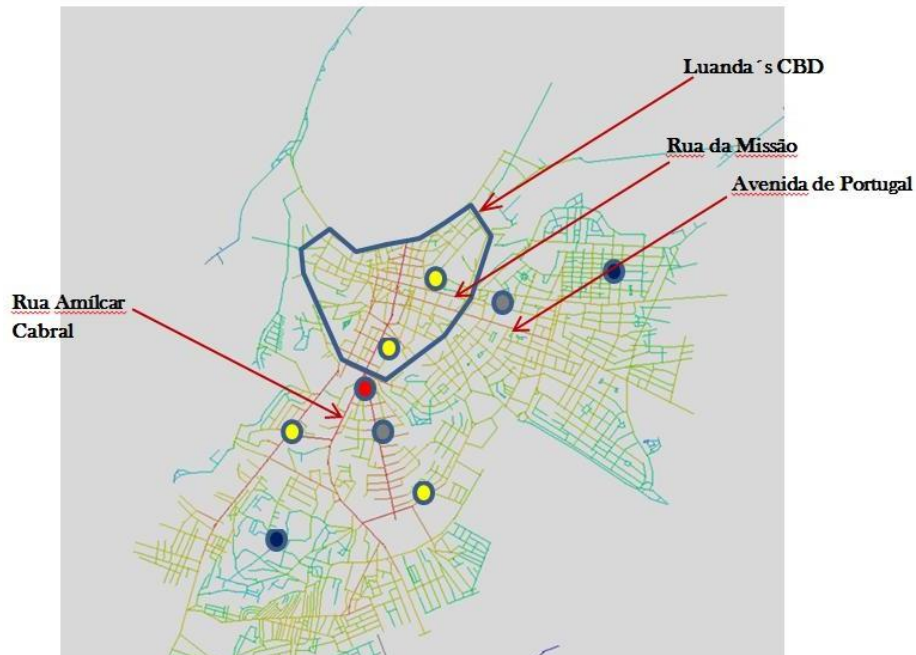


FIG 82: INTEGRATION DISTRIBUTION IN LUANDA CBD AXIAL MAP 2008, DEPTHMAPX 0.8.0
SOURCE: AUTHOR

The location of services and equipment does not alter significantly compared to the previous exercise. The location choices reinforced the integration analysis as a strategy to enhance liveability along streets with high integration. In Luanda's urban culture context, increasing the density of restaurants and commerce is advised (Fig. 79).

SIMULATION –Proposing an alteration on the network with a physical obstruction.

In this second academic exercise, the axial map produced for Luanda's CBD displays the effects of creating a public space with a built structure/building that obstructs both visibility and motorised traffic introduced as a simulation. The choice analysis results in alteration/interruption in the main connectivity axe that links the inner area of the CBD and the Bay of Luanda, which corresponds to the intersection of Rua Amílcar Cabral and the two perpendicular roads, namely, Rua da Missão and Avenida de Portugal. As a result, the city centre loses its use intensity comparatively to its initial character as a primary route of choice from any origin to any destination in the city (Fig. 80).

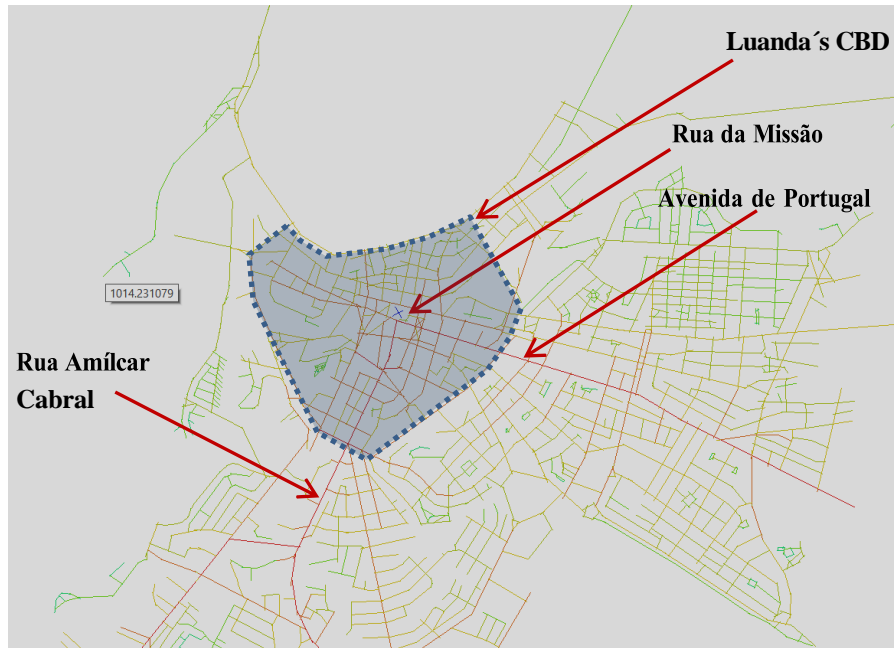


Fig. 83: Integration analysis on the altered road network Axial map 2008. DepthmapX 0.8.0
Source: Author

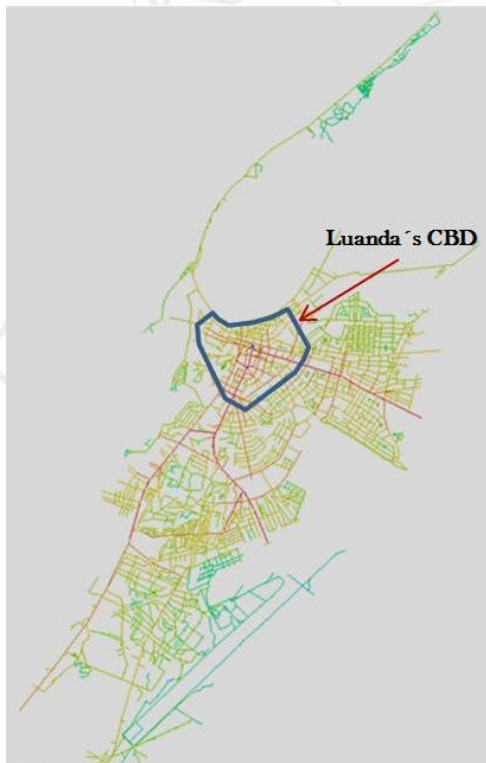


Fig 84: An Integration analysis on the altered road network of Luanda's Axial map 2008 DepthmapX 0.8.0.
Source: Author

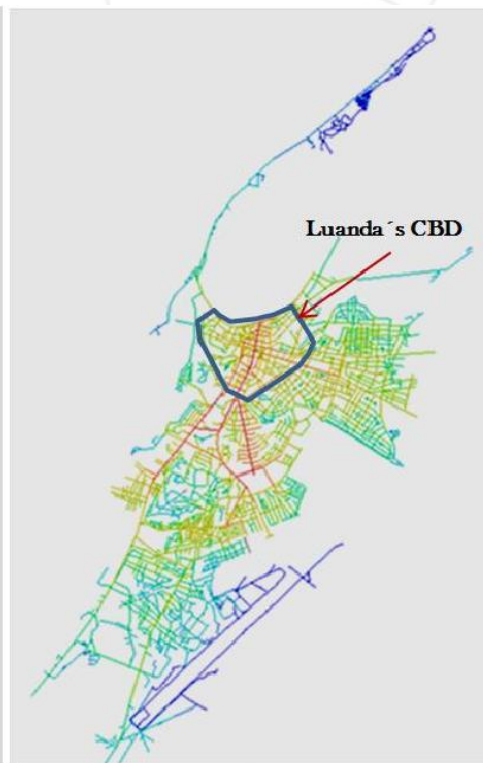


Fig 85: Integration analysis on the original road network of Luanda's axial map 2008, DepthmapX 0.8.0
Source: Author

Similarly, as presented in the Choice analysis above, a second analysis was done on the axial map produced for Luanda's CBD from an integration perspective. Again, an

alteration introduced simulates the creation of public space with a built structure that obstructs both visibility and motorised traffic. The result is alteration/obstruction in the central connectivity axis that links the inner area of the CBD and the Bay of Luanda from the intersections between Rua Amílcar Cabral and Rua da Missão (Fig 83). However, the integration values of Rua da Missão do not alter compared to prior to the introduction of the obstruction. Furthermore, in this case, the importance of the city centre has not been as severely affected, meaning that it did not lose its high integration values compared with the rest of the city. After all, initial ideas from the 1960s modernist urban plans are valid and pedestrian civic centres a possibility left behind worthy of consideration. Mutamba was initially conceived as a pedestrian square and a tunnel was designed to provide efficient motorised connection to the Bay.

Identification and selection of POSs for the field study and field work in downtown Luanda

The space syntax study analysed downtown Luanda in order to understand human behaviour in its road network and identify “hot - red” and “cold - blue” axis of human movement. The cold axes indicate low human activity whereas the hot axes indicate higher human activity thus the potential to promote high socialization outdoor spaces. This study helped to determine which parks were located on areas of higher intensity of use thus though to be ideal to study and promote social interactions and worthwhile investigated from a research perspective. Five public spaces were selected to be analysed, namely Largo do Carmo, Largo do Atlético, Largo do Baleizão, Largo do Ambiente and The Bay of Luanda. Each one holds different characteristics in size, urban furniture, accessibility, safety, opportunities to appropriate, comfort and may serve different purposes for their users.

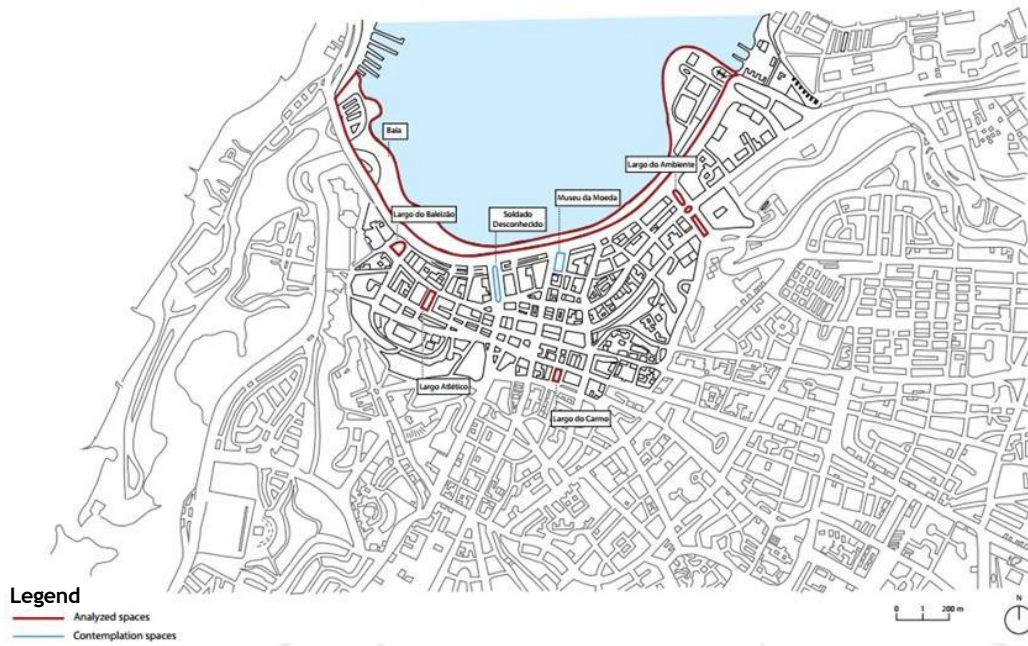


FIG 86: THE MAP OF THE SELECTED POSs STUDIED IN LUANDA'S DOWNTOWN.
SOURCE: AUTHOR'S INTERPRETATION AFTER 2023 GOOGLE EARTH'S MAP OF LUANDA.



FIG 87: INTEGRATION ANALYSIS ON THE UNALTERED ROAD NETWORK AXIAL MAP 2008 DEPTHMAPX 0.8.0.
SOURCE: AUTHOR



FIG 88: SUPER IMPOSITION OF INTEGRATION ANALYSIS ON THE ALTERED ROAD NETWORK AXIAL MAP 2008 DEPTHMAPX 0.8.0 AND THE MAP OF THE SELECTED POSs STUDIED IN LUANDA 'S DOWNTOWN SHOWING THE HOT LOCATIONS IN TERMS OF THE SYNTAX ANALYSIS.

SOURCE: AUTHOR

The value of space syntax in urban interventions - Summary

Based on the literature review already discussed, it is argued that the attractiveness of public spaces depends on their accessibility, variety, legibility, robustness, visual appropriateness, richness and personalisation; the absence of these qualities might induce failure in the creation of responsive spaces (Khan, 2014). The academic exercises aimed to investigate the strength in the connectivity between the inner-city centre and the Bay in the event of creating a public built-up square or pedestrianising a square.

Preliminary conclusions from the simulations of both scenarios indicate that building a structure, such as a museum or a multiuse public building, in the city centre square affects mainly the integration and choice parameters and weakens the connection between the inner city and the Bay. As a result, the city loses its robust connectivity and integration with the Bay, and the northeast connection alters significantly. Considering that the Bay of Luanda is the city's most significant open public space, the connection between the newly created open space (in the simulation) and the Bay must be strengthened and not disrupted.

On the other hand, pedestrianising the square has no impact on the behaviour of the network since space syntax looks at lines of sight and pedestrian movement rather than motorised circulation. Therefore, creating a pedestrian open square presents a better opportunity to enhance walkability, trivial encounters, and social interaction, as discussed above. These characteristics, combined with outdoor comfort, visual appeal, and safety, are critical elements in promoting vibrant public spaces (Lamour et al., 2019), which is the paper's central argument. Furthermore, from the perspective of locating services around the Bay, the suggested square and surrounding areas, the analyses have aided in understanding the most integrated roads and those with high choice parameters. These parameters are essential to locate business and envisage financial gains, which makes the syntactic analysis valuable.

The architectural, urban design, and social history embedded in the space add potential value to the use of the space. The natural beauty of the Bay, its urban design, and the intertwined architectural additions represent strong physical and imagery poetic icons of Luanda. Even though these characteristics are appealing, previous experiences show that improving safety, outdoor comfort and walkability is vital, as is promoting open-air activities and locating services that stimulate social interactions and trivial encounters. Each city holds particular social, cultural, economic, political, and environmental characteristics. These characteristics reflect on the project and the chosen approach; thus, interventions must combine architectural and urban design expertise with community participation to grasp residents' aspirations and socio-cultural paradigms of the place. The community's resistance to accepting the initial Dubai-like proposal for revitalising the Bay of Luanda reinforces this idea.

Finally, the syntactic analysis is a valuable method of site analysis to improve and create better public open spaces and public life in Luanda's city centre. These exercises open a research window on urban revitalisation projects using space syntax as a methodology

and a tool. In addition, comparative studies across cities in the developing world are an opportunity to expand the knowledge and improve POSs interventions in these regions using this tool.

This section investigated the usefulness of POSs in promoting vibrant public life and social inclusion using space syntax. One of the challenges of urban revitalisation is the risk of failure upon heavy financial burdens for the state (Carmon, 1999; Kayanan, 2022), thus the rising neoliberalism and urban entrepreneurship in urban revitalisation projects (Kayanan, 2022). Space Syntax helps to determine the investment returns through the correlation between high integration values and high office rents (Pinelo and Heitor, 2007) is another valuable aspect of this method. However, integrating community co-participation ensures the use and preservation of the spaces in the long run and can reduce perceptions of social exclusion. Furthermore, in the Luanda's Bay revitalisation project, there is a visible improvement in the space but also a lack of a strategy to activate the space and promote trivial encounters through mixed-use services and activities accessible to every social extract. Therefore, there is evidence that physical requalification does not spontaneously revitalise (from a social interaction perspective) and that urban revitalisation needs to be an intentional process to which Space Syntax is valid.

The literature review demonstrates that POSs are essential to cities, such as promoting urban tourism, government hegemony, city branding and boosterism to attract foreign investment (Hoyle, 2000; Harvey, 2008; Amado, 2019) and promote the urban micro-economy. In addition, architecture and urban design aesthetics and functionality significantly influence the use, comfort, safety, and attractiveness of POSs (Lamour, Morelli and Marins, 2019). Furthermore, the variety of uses that POSs may offer is crucial for city centre vitality. However, and most relevant to this work, is the fact that POSs also offer opportunities for social interaction and cohesion through public manifestations, festive

celebrations, entertainment events; enhanced walkability and human well-being (Hughes, 1999; Gehl and Svarre, 2013; Lamour, Morelli and Marins, 2019). The simulations in the academic exercises show the possibility of pedestrianisation. Pedestrianising streets do not impact the pedestrian's perceived connectivity of the site and evidence shows that pedestrianising streets and reducing motorised circulation can improve public life and social interactions (Montgomery, 2014; Aşilioğlu and Çay, 2020). The temporary closing of streets in London and New York to create safe environments for children to play are examples of tactical urbanism initiatives that promote walkability and social interactions (Lydon and Garcia, 2015).

Space syntax analysis is a valuable tool for simulating alterations such as pedestrianising (Yamu et al., 2021; Heitor and Silva, 2015), encouraging social interactions and trivial encounters. In the area within the perimeter that marks what is considered Luanda Central Business District and the city's Historical Centre a few hot roads stand out namely Rua da Missão, Rua Rainha Ginga and Portions of Avenida 4 de Fevereiro (Avenida Marginal). These hot roads guided the identification of the parks studied during field work as areas with potential to generate social interactions. Field work aimed at confirming what this tool represented graphically. On the flip side, the potential identified can also serve to propose entertaining amenities, temporal activities and gathering conditions to promote the interactions intended based.

7.2 STUDYING PUBLIC OPEN SPACES IN LUANDA'S DOWNTOWN.

Understanding Luanda's downtown city grid manifested to be a multifaceted task. Apart from the need to investigate historical facts and events that shaped the city into what it is today, which is done on the previous section, there is the need to understand social and

political and administrative dynamics of contemporary Luanda. On the one hand there are the perspectives of the residents, the visitors, and the people that navigate the city centre solely for professional reasons; on the other hand, there are also the perspectives from the professional class that act and intervene on it, such as urban planners, architects, urban designers and engineers, as political administrative stakeholders including the city governor or mayor, the municipal administrative bodies, the district and neighbourhood bodies. In Luanda, most of these professionals and decision makers converge on a political administrative agenda that dictates areas with priorities to intervene and consent of central government bodies on any initiative that comes along within local administrative offices or from citizens and the private sector.

This section presents a layered analysis of the study of the spaces of the temporal morphologic transformations of the parks, direct observation, the data collected from the enquires and interviews that support the synthesis of the strengths and weaknesses of the studied spaces. The purpose here is to determine vital characteristics of POSs in Luanda that, according to users and the observations performed by the author can define an appealing and therefore liveable POS in the context of Luanda. There are two main objectives to achieve during site analysis. The first is to observe how the space is used and understand what the most important use is, in other words how the space serves its users. The second is to understand what is lacking in terms of motivating more users to visit the POSs and what refrains them from using those spaces even when the best built/physical conditions are offered. This will aid in designing future spaces consciously and improving space attraction and management thus expectantly promoting POS liveability.

7.2.1 Quantitative data

Executing the enquiry marked the beginning of field work. The questionnaire used took upon the parameters established above derived from the literature review. These parameters were: Economic (Diversity of Economic activities and services available and Accessibility), Social (Social interaction and inclusivity and Safety), Environmental (Comfort - sun, wind, rain - seating and standing), Governance (Participatory processes and public policies). The result was a questionnaire with seven subsections as follows: Attractiveness and frequency of visits to POSs, Safety, Comfort, Enjoyment of being in POSs, Accessibility, Use and Activities performed in POSs, Governance and Public Policies. The last section is dedicated to the demographics of the population enquired such as gender, age and occupation.

These parameters were converted into categories with at least three constructs each (Maggino, 2015). Following what is advised in the literature consulted (Henson & Roberts, 2006; Osborne and Costello, 2009; Ramli et al., 2016), a first phase of Exploratory Factor Analysis comprised a sample of 30 participants as a test before testing on a larger sample determined with G*Power software which should be of a minimum of 900 people in number but due to budget and time constraints, it was only possible to collect 758 samples. The final statistical analysis could not be completed, and conclusions are drawn from the density of positive answers in each section to determine the most relevant positive and negative characteristics and to POS users in Luanda. This information is then supported by qualitative research performed during the fieldwork.



OBJECTIVES

As mentioned before, the enquiry aimed to “listen” to the users of POSs in **downtown Luanda**. The objective was to establish attraction and deterrent factors to using parks and other waterfront walkways, streets and other **open spaces** available downtown. Additionally, it was vital to know, from a **social inclusion perspective**, the spectrum of users these spaces attract from socio-economic groups, gender, age and physical disabilities, for example. The materialisation of this task required institutional approvals; the support of **LURA** was vital in this regard. The **students** and architects involved in helping the researcher carried the letter of consent from **IPGUL and Rangel District Administration**. Law enforcement officials sometimes requested this letter, and the team also presented the letter to participants during the survey on-site. This section presents a synthesis of the results. The complete graphics from the answers obtained is in Annex 1 of Chapter 7.

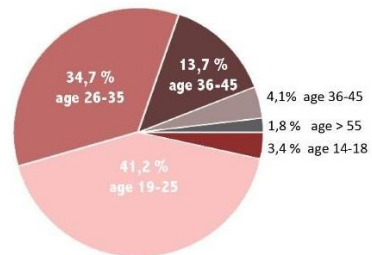
METHODOLOGY

Two methods were used to obtain answers: online and on-site requests. The survey was available online and posted on social media platforms, namely **WhatsApp groups, Facebook, and Instagram**. The survey link was also sent privately to more conservative users to gain reach. On-site, the university students recruited helped collect user answers in person. Different locations allowed reaching users of different social strata.



RESULTS

1 DEMOGRAPHY



Most users interviewed were between the **ages of 19 and 25**, which aligns with the statistical average of Luanda’s population, which is primarily young. Regarding occupation, **39.6% of users were students**, and **30.3% of users worked for public and private companies**.

Another factor that influenced these statistics revealed during conversations with users on site is that students are the younger demographic and **were more available to answer** the questionnaire.

② MOST USED SPACES

Luanda Bay is downtown Luanda's most frequently visited space. The main attractive characteristics of this space are the wide walkways containing urban furniture, **leisure spaces**, children's playgrounds and spaces for physical activities.



③ QUALITY OF THE SPACE

The most positive quality highlighted in public open spaces was the opportunity to **enjoy the outdoors** (57.1%), good opportunities for **jogging** (31.5%), and **enjoy the views** (32.1%) and to **sit outside** (31%). Additionally, **meeting friends** and **entertaining opportunities** represented 31.6% and 21%, respectively. Users showed distress by **waste** (72.7%) and perceptions of **unsafety** (49.9%), which are the critical deterrent factors to the use of the spaces.

4 ACCESSIBILITY

This theme focuses on the physical perspective of how users travel to and from public spaces. Most users live **far from the city centre (44.7%)**, and many use popular modes of transportation, the minivans called **kandongueiros or kumbis (52.4%)**, to reach the spaces. Most users intentionally use their homes to visit spaces (69%), followed by users that use spaces to pause and rest before or after their daily working journeys. These numbers prove the appealing nature of public open spaces within the city context, regardless of the distance users need to travel to access them.



Although most users use Kumbis/Kandongueiros, a popular collective, mode of transportation, users living, working and studying in the vicinities state that these spaces are easily accessed on foot.



5 ACTIVITIES

A percentage of 77% of users stated that POSs in downtown Luanda provide **entertainment opportunities**. The activities that were found most attractive were **physical exercises (81%)**, **parks for children (65,2%)**, and the remainder related to **music and dance**.

In terms of commercial activities, the most predominant one revealed by users is **informal trade** fostered by the fact that the social strata most present in those spaces and that traders practice the most reachable price range and variety of goods (including foods, clothes, electronics accessories, to mention a few), compared to formal shops, cafés, and restaurants.



6 GOVERNANCE

Most users (96.3%) think that **spaces can be improved**, especially in terms of perceptions of **safety and cleanliness**, as before; 89.8% of users claim **they can contribute to improving spaces**, pointing out that **resident associations** are the best platform to participate and voice their opinions. On the other hand, the institutional body identified by users on the improvement of spaces is the **Luanda Provincial Government**.

Is there proximity between local administration entities such at neighbourhood or district levels and the population to collaborate in the improvement of public spaces in Luanda?



7.2.2 Qualitative Data

Introduction

Direct observation took place on the POSs elected for the study namely Largo do Carmo, Largo do Atlético, Largo do Baleizão, Largo do Ambiente e Baía de Luanda along all its extension. The two main themes of observation were USE OF SPACE (routes, standing, seating, leisure, outdoor sports, commercial activity) and INTENSITY OF USE within the same space (main routes and permanence in the space). The results from the enquiry already done were taken into consideration as well. For instances, themes of cleanliness and safety were of high relevance because the results of the enquiries indicated them as main factors of impediment for POSs visitors in downtown Luanda.

The study of the site on the ground allowed to interact with the city and people, understand its history and look at downtown Luanda behind different lenses. The city centre has embedded the oldest historical accounts of the birth of Luanda both geographically and physically. Within the perimeter of study is the site of the city's Foundation and expansion. It was also within this perimeter that slavery ports were established and the head of the king of Kongo exposed to intimidate natives that resisted occupation and fought against slavery.





Additionally, walking around the streets provided an opportunity to live and understand from a personal perspective what the data from the enquiries meant. One cannot discard the fact that each person experiences a place differently based on its social, economic, and educational background. However, to know the place may not be replaced by readings and photographs and this has been an experience worthwhile living.

To synthesize the findings, the observation was guided within the following indicators:

Uses and activities:

This theme refers to everyday pleasure activities (sitting and talking), formal commercial activities (shops and restaurants), informal traders, health related activities (sports) and entertainment (children's playgrounds and art related activities (arts and crafts, music and dance, open air theatre).

Icons:

- Sitting 
- Casual interactions/Talk 
- Formal businesses 
- Informal traders 
- Sports 
- Children's playground 
- Entertainment 

Safety:

This theme alludes to physical safety (crime and traffic accidents), protection against environmental elements (rain, wind, and hot sun weather) as well as health protection with regards to cleanliness.

Icons:

- Crime 
- Protection against the elements 
- Traffic and hazardous situations 
- Cleanliness 

Comfort:

Indicates the equipment provided on site that ensures a pleasant experience such as noise control and the ability to have conversations, seats, children's playground, clear views of the surroundings and pavement in good condition for walking and to practice sports.



Icons:

- Good to meet and talk: 
- Availability of seats 
- Children's playground 
- Good pavement to walk/jogging 
- Sports venues and/or equipment 

Image:

This theme crosses with Comfort, but it is specific about the quality and the pleasing image of the space. Here the focuses are pleasantness of the views of the space and around, the quality of urban furniture provided and the quality and conservation of the pavement. These elements also deal with the maintenance of the POS and its surroundings.

Icons:

- Good Seats: 
- Pleasant views 
- Well preserved pavements 

Accessibility:

This theme refers to physical access to the space to the space, but it also links to socio-economic aspects of accessibility. It analyses whether the place is restrictive to public/private modes of transportation or by foot. Additionally, each mode of transportation reflects socio-economic means of the users.

Issues of access of children and the elderly as well costs to access the space were not addressed specifically. The primary focus was physical and financial barriers of accessibility.

Icons:

Accessible with private cars: 

Informal taxis drop off and pick up points: 

Accessible by foot: 

This stage of the work involved literature review of the historic dimension of each park as well as archival research. The aim was to understand the social dynamics experienced in these spaces from colonial administration to contemporaneity and the morphological transformations of the spaces. These aspects feed on the heritage value of these spaces and provide a vision of their trajectory which helps to know if they have become more inclusive through time or not and prevent repetition of interventions that failed. Additionally, this study brings to light contemporary uses of these spaces through different dimensions such as the perceptual dimension (safety and comfort), visual dimension (image), social dimension (activities and accessibility), functionality (uses), governance (management and space appropriation) place production (physical and regulatory flexibility). At the end of the study of each park, positive and negative characteristics are pointed out. The photographs used were chosen to portray the related park most prominent characteristics or challenges at the time field work happened, illustrating day and night settings. Nevertheless, photographs

displaying the transformation of the parks are also used. The author could not acquire old photographs for every park.

7.2.2.1 Largo Irene Cohen also known as Largo do Carmo.

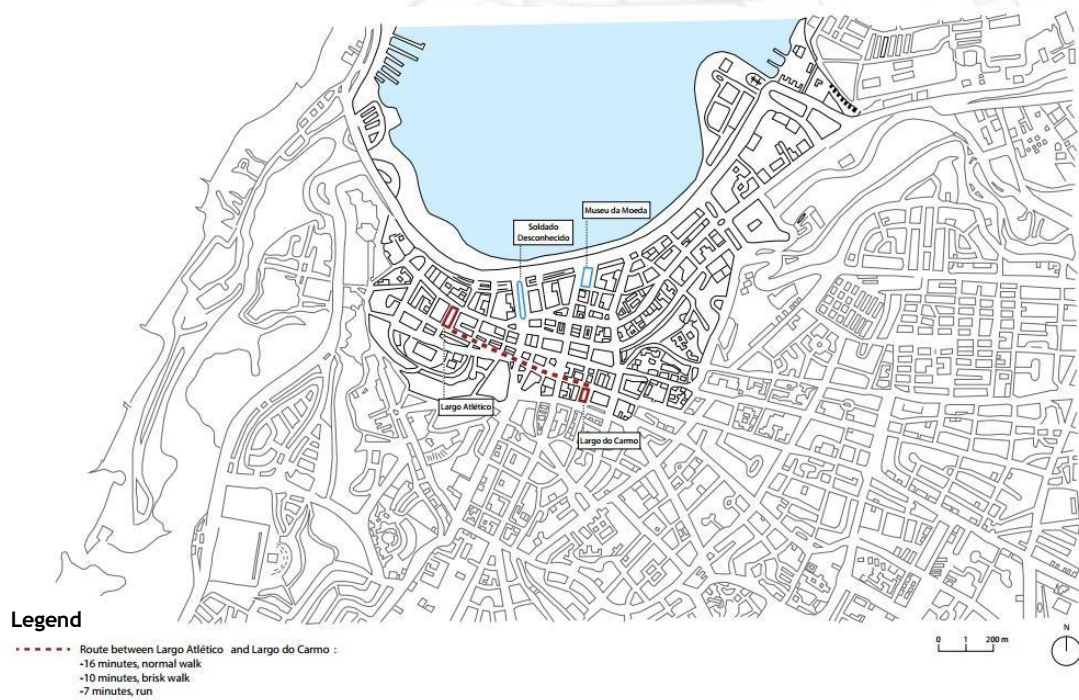


FIG 89: LOCATION MAP OF THE ROUTE TRAVELLED BETWEEN LARGO DO CARMO AND LARGO DO ATLÉTICO.
SOURCE: AUTHOR

This park was the starting point of the field work journey. The park is commonly known as Largo do Carmo (Do Carmo’s Square) which is the name it is used to refer to on this document. The set up is institutional, although there is a primary school, a church, and a clinic on the edges of the park. It was inaugurated a few months before the visits took place.

Historically, this small urban park was just a green area. Initially called Largo Alexandre Herculano (Alexandre Herculano Square) after a Portuguese writer and historian, this small park has seen its name change a couple of time. During the Portuguese ruling, POSs in downtown served to project the Exempla Virtutis, virtuous examples of notable men and women of their history. In the case of Largo Irene Cohen, the Portuguese representative was

Alexandre Herculano. After Independence, the national administration used the same paradigm and used POS to eternalise the names of brave men and women during the recent history of the struggle for liberation's war. However, an interesting transition happened. The park was divided into two, one half functioning as a parking facility for the Provincial government across the road and it was named Irene Cohen Square. The half in front of the Do Carmo's church kept the name of the church until October 14th 2022 when it changed to Irene Cohen Square as well, inaugurated by Luanda's Provincial Governor Manuel Homem.

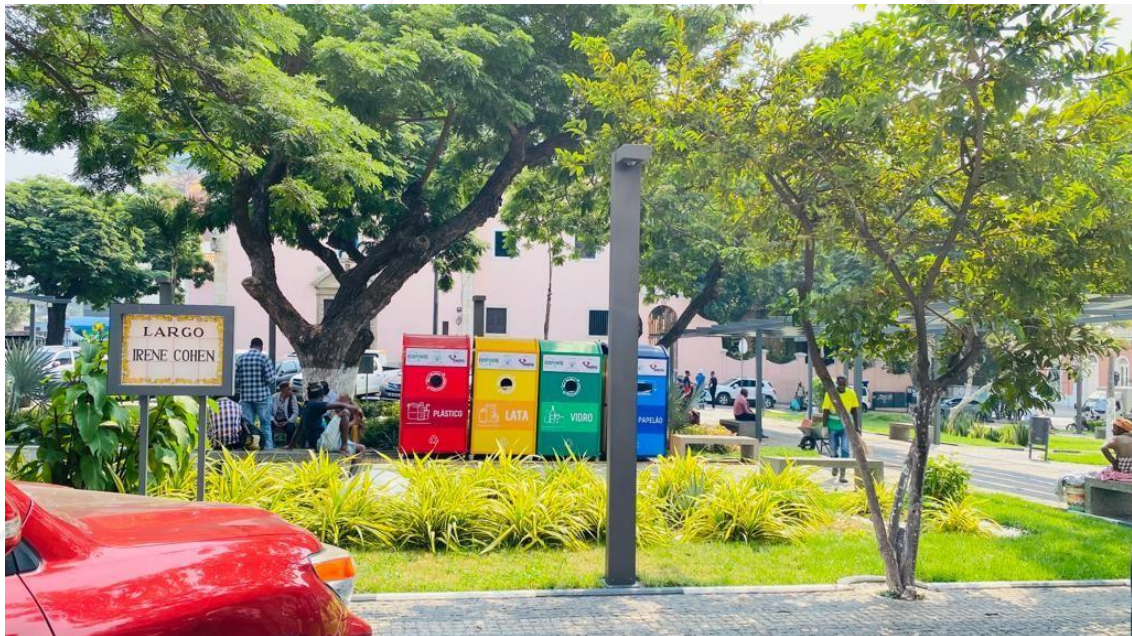


Fig 90: DO CARMO'S SQUARE ON A WEEKDAY AFTERNOON, MAY 2023.

SOURCE: AUTHOR, DECEMBER 2022

Located opposite the church in Largo Irene Cohen is Luanda's Provincial Government headquarters, built in 1890. This is a notable specimen of Luanda's neoclassical architecture examples although it has eclectic references on the façade facing the park (Martins et al, 2010). The back of Luanda's Provincial Government is Largo da Mutamba which design has altered, hardly performing its old transportation hub purposes. Notably, the building faces two important modern movement architectural samples; Ministry of Finance (1949-1951) and Ministry of Public Works and Town Planning (1968) (Martins et al., 2010).

The other half took the name of the catholic church opposite to it and was called Largo do Carmo after Do Carmo's Church. This church was built between 1660 and 1689 in a Baroque architectural style with addition built under Governor Lencastre (1688 - 1691) (Ibid).

It is interesting to note that the church was built during colonial administration and preserves its name to date. Irene Cohen was a nationalist woman that died during the struggle for independence war. In 2023, after the refurbishment of Largo do Carmo, the two halves of the park adopted the same name, Irene Cohen.

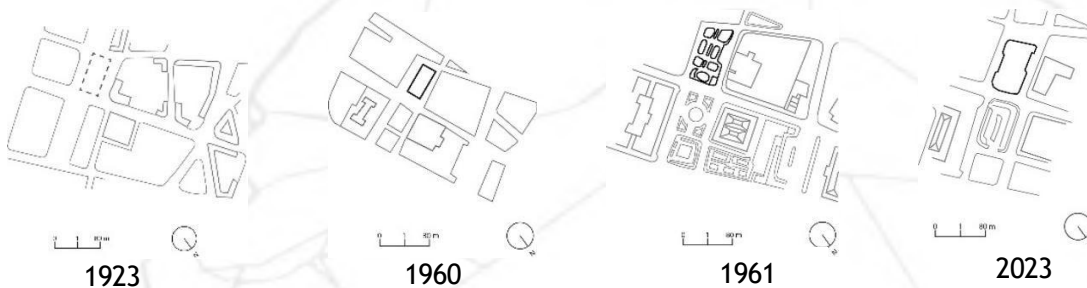


FIG 91: DIAGRAMS ILLUSTRATING THE MORPHOLOGICAL TRANSFORMATION OF LARGO DO CARMO FROM 1923 TO 2023
SOURCE: AUTHOR

The functions of the buildings around have maintained along the years and new uses introduced. The park was initially one unit, later divided into two. The grid network has evolved as it can be followed on the diagrams below. Nonetheless, the social functions of the park have changed dramatically from colonial administration to now. The ex-Largo do Carmo today is a place of encounters, rest and pause for citizens of diverse income groups. Informal trade is present but in a temporary mode. The recent refurbishment introduced new gardens and public toilets, but the latter is still not open to public use. On a less positive note, this park's livelihood dims at night as does the area in general. The surrounds do not have sufficient street lighting for the user to feel safe to hang around.

The recent refurbishment introduced new gardens and public toilets, but the latter is still not open to public use. Nonetheless, the social functions of the park have changed dramatically from colonial administration to now. The ex-Largo do Carmo today is a place of encounters, rest and pause for citizens of diverse income groups.



FIG 92: AERIAL VIEW PHOTO OF DO CARMO'S SQUARE.
SOURCE: GOOGLE EARTH ACCESSED IN 2022



FIG 93: AERIAL VIEW SKETCH - DO CARMO'S SQUARE.
SOURCE: AUTHOR

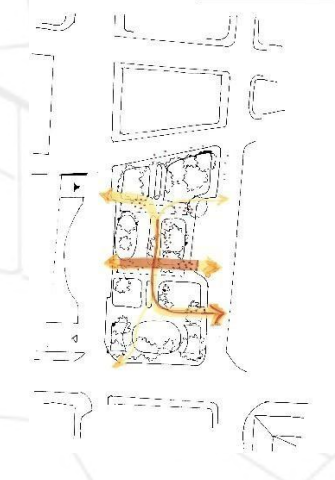


FIG 94: MAPPING OF PEDESTRIANS ACTIVITY (STATIC AND MOVING) - DO CARMO'S SQUARE.
SOURCE: AUTHOR

This is primarily a place of rest and socialisation. Although it is located within a heavily formal context, this park provides some flexibility to integrate hawkers and visitors harmoniously. Informal trade is present, but appropriation occurs on a temporary mode. In Do Carmo's park, police surveillance is not explicit, but the context enforces some discipline within its perimeter. There cannot be found people sleeping on the benches nor permanent hawkers stands. When offices close, movements dims, and the sun sets very little evidence of informal trade is left behind.

The park's design, new gardens and benches is appealing to users and passers-by. Users affirm that the recent intervention had a positive pleasant outcome. On a less positive note,

this park's livelihood dims at night as does the area in general. The surrounds do not have sufficient street lighting for the user to feel safe to hang around.



FIG 95: DO CARMO'S SQUARE ON A WEEKDAY EVENING.
SOURCE: AUTHOR, MAY 2023.

7.2.2.2 Largo do Atlético

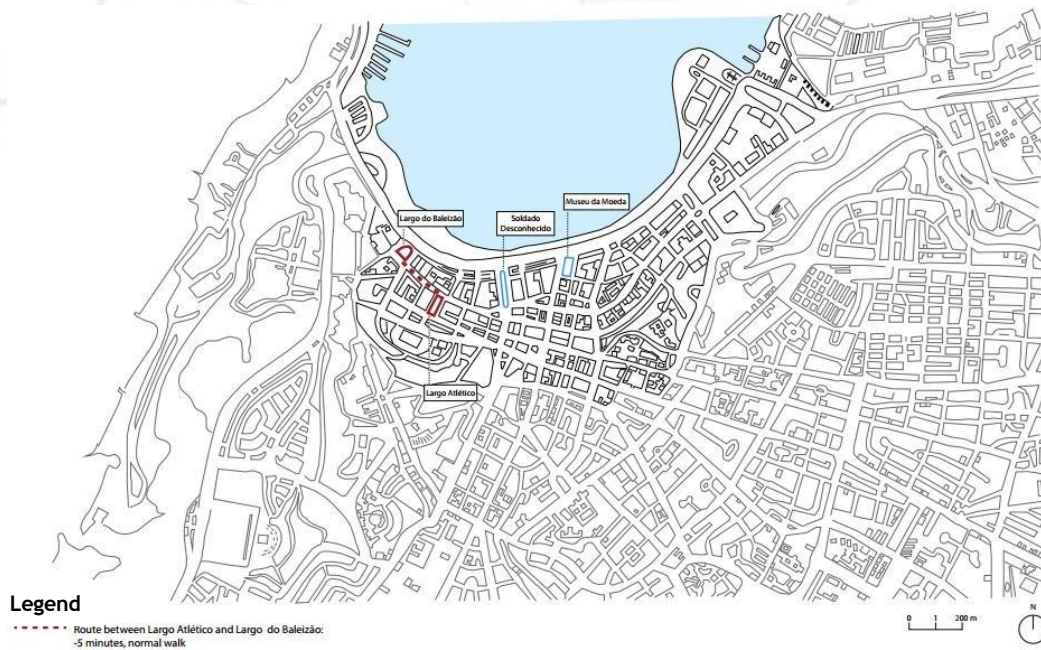


FIG 96: LOCATION MAP OF THE ROUTE TRAVELLED FROM LARGO DO ATLÉTICO TO LARGO DO BALEIZÃO
SOURCE: AUTHOR

This park distances sixteen minutes from Largo Irene Cohen, and five minutes from Baleizão. This park contrasts with the previous park in size, functions, and accessibility. Historically, this area was dedicated to commercial trade of the African population and was called Quitanda Grande (Quitanda means market in the native mother tongue Kimbundu and therefore Quitanda Grande big market). Between 1832 and 1850 Luanda witnessed growth in residential construction for people of African and European descent. There is a gradual transition of street names in planned and unplanned neighbourhoods from Luanda's plan of 1775 compared to that of 1848. Native nomenclatures are gradually erased and the names of the Portuguese pantheon of civil and war figures adopted (Mourão, 1996; Amaral, 1961).⁴³



FIG 97: LATERAL ACCESSES OF THE LARGO DO ATLÉTICO.
SOURCE: AUTHOR, MAY 2023

⁴³ However, some native names persisted such as Ingombota, Kinaxixi persisted formally and others such as Mutamba informally as a registry of the memories of the old city and old local practices.

The park was called Largo de Luís Lopes Sequeira, a Portuguese captain that defeated the native Kongo's king D. António I 358 years ago. Historical accounts say that the king was decapitated and his head left hanging to dry on a church nearby called Igreja dos Remédios⁴⁴. This salvage act was done to instil fear and compliance on the African population during the slave trade. Inside the park there is a monument erected in remembrance of Paulo Dias de Novais and it reads "conqueror, populator, governor and captain of Angola 1575 - 1589". After Independence the park was called Largo do Atlético after a popular sports club linked to leaders of the nationalist movement in Angola (Mourão, 1996). This name is preserved until today.

The park is mainly surrounded by residential and office buildings of modern architectural style. However, less than five minutes away is the Anthropology Museum, a typical residential sample of the 18th century, owned by a rich trader converted into a museum at the end of the 20th century after some restoration and amplification interventions (Martins et al., 2010).

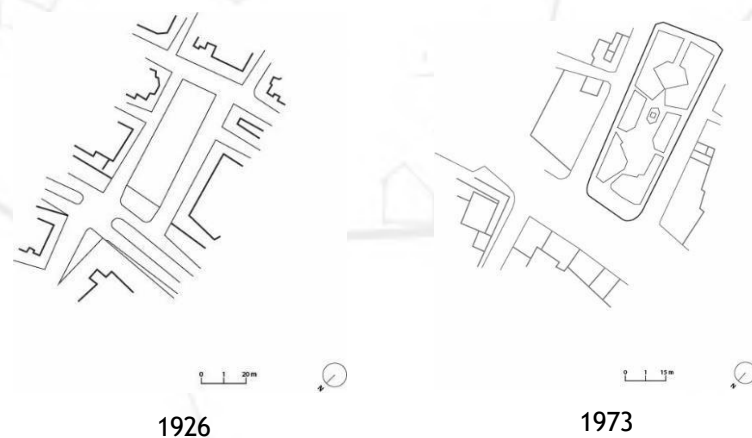


Fig 98: DIAGRAMS ILLUSTRATING THE MORPHOLOGICAL TRANSFORMATION OF LARGO DO ATLÉTICO FROM 1923 TO 1973
SOURCE: AUTHOR

It is the perfect place for a family outing and a business lunch meeting. The atmosphere is calm and quiet. The public side of the park has seats and kids' playground equipment

⁴⁴ <https://www.jornaldeangola.ao/ao/noticias/detalhes.php?id=438916>

although not kept in best condition. The park is walled and after 11pm doors are closed, and public use interrupted. The overly shadowy place provides the user a sense of enclosure. It is pleasant to sit on this park on a hot sunny day. It is not a noisy context. However, the park could benefit from better cleaning and maintenance of the seating and playground furniture.



FIG 99: LARGO DO ATLÉTICO ON A WEEKDAY DURING LUNCHTIME.

SOURCE: AUTHOR, JANUARY 2023

The amenities present on this park provide good opportunities for a family outing and a business lunch meeting. The atmosphere is calm and quiet. The public side of the park has seats and kids' playground equipment although not kept in best condition. The park is fenced and after 11PM gates are closed, and public use interrupted. Except for residential buildings, some of the buildings around have changed their functions. The ground floor of

the buildings around is predominantly commercial and the upper floors keep the residential functions but there are buildings occupied by banks, hotels, and a theatre. The park is mainly used by office man and women working nearby and residents.

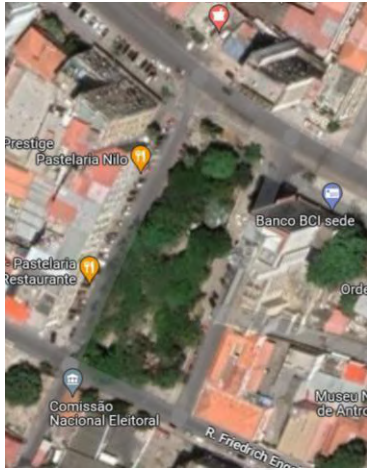


FIG 100: AERIAL VIEW IN 2023.
SOURCE: EXTRACTED FROM GOOGLE EARTH IN 2022



FIG 101: AERIAL VIEW SKETCH OF THE PARK IN 2023.
SOURCE: AUTHOR

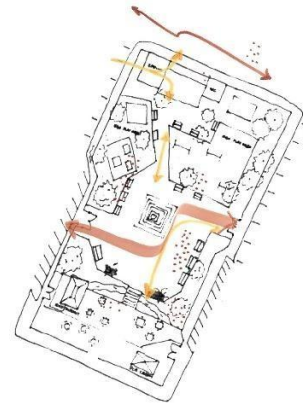


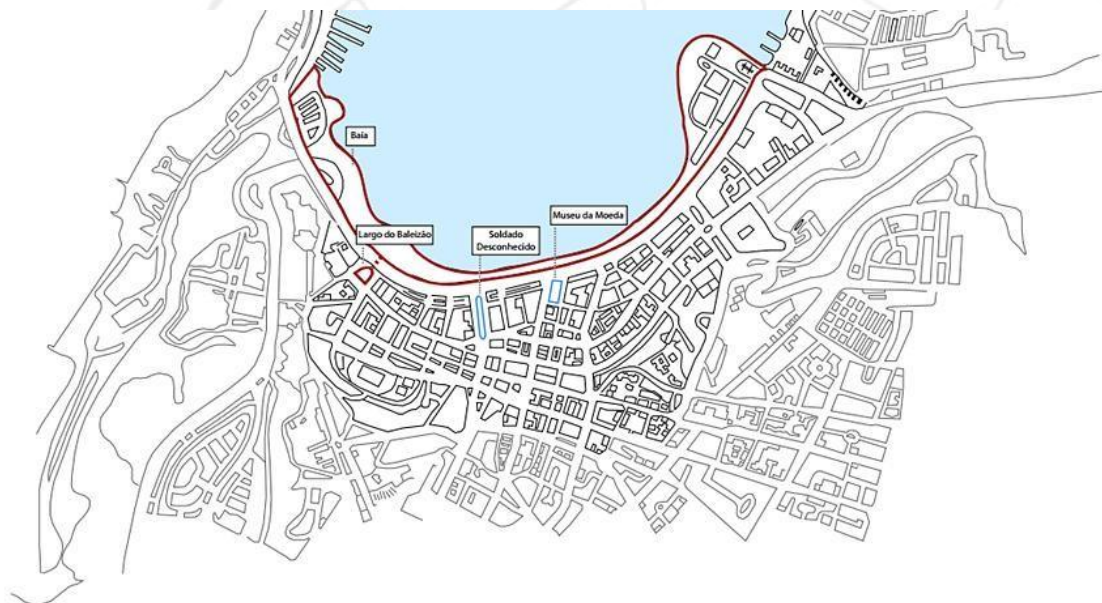
FIG 102: MAPPING OF PEDESTRIAN ACTIVITY (STATIC AND MOVING).
SOURCE: AUTHOR

The management of the park is owned by the company exploring the restaurant inside of it. Apart from the restaurant there is also an ice-cream shop. Any entertaining activity must be authorised by the restaurant management. Hawkers are not allowed to sit and sell therefore, the only informal commerce performed here happens on foot. This park has certain limitation of spontaneous use. The strict rules enforced by managers such as the closing of the gates 1 PM and strict rules for hawkers intend to preserve the park and the restaurant furniture. On a positive note, the space is completely covered with trees shade during the day which is desirable in the hot humid Luanda's climate. The park is perceived as safe during day and night times but cleanliness and the maintenance of the park's furniture is a challenge.



FIG 103: LARGO DO ATLÉTICO ON A WEEKDAY EVENING.
SOURCE: AUTHOR, JANUARY 2023

7.2.2.3 Largo do Baleizão



Legend
- - - - - Route between Largo do Baleizão and Baía:
-1 minute, normal walk



FIG 104: MAP ILLUSTRATING THE ROUTE TRAVELLED FROM LARGO DO BALEIZÃO TO LUANDA BAY PROMENADE.
SOURCE: AUTHOR

This park distances five minutes walking from Largo do Atlético and contrasts with the previous park in size, functions, and accessibility. It is located across the road from the Bay of Luanda with good visual access of the sea and of any activity that happening across the road. On a historical note, the map of 1926 shows this park appears as a roundabout of minute proportions serving primarily as a road network structure. During the 17th century

the oldest building opposite the park, also known as Sobrado do Óculo, served as offices of port for the slave trade that happened at the park. The Fort up the hill, Fort São Miguel, is where São Paulo of Luanda Ville was established. This space holds some of the oldest memories of the city's history (Mingas, 2011; Correia, 2012).



FIG 105: A VIEW OF LARGO DO BALEIZÃO LOOKING DOWN FROM FORTALEZA DE S. MIGUEL AROUND 1960S

SOURCE: <https://www.facebook.com/search/top?q=luanda%20-%20imagens%20dos%20velhos%20tempos> (ACCESSED: 8 AUGUST 2023)

Fort São Miguel construction elapsed between the 16th and 18th centuries. It was the first fortification built in Luanda under the command of Paulo Dias de Novais in the 16th century, serving as the first inhabited construction of Portuguese settlers when they first set foot in Luanda's territory in 1575 (Martins et al., 2010). The fort served primarily and initially defensive purposes and later, between 1876 and 1938 as an exiles deposit. Today the construction houses the Museum of the Military (Ibid).

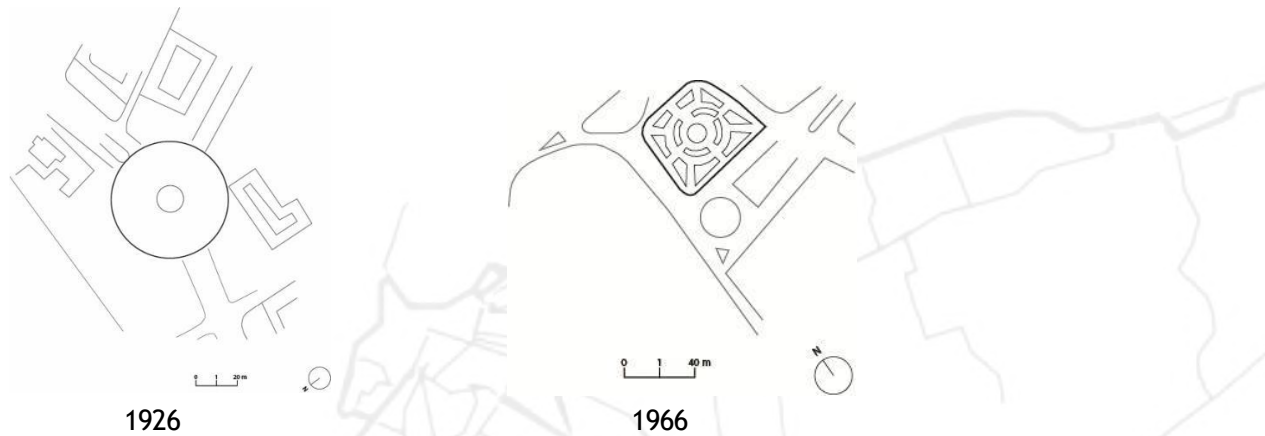


FIG 106: DIAGRAMS ILLUSTRATING THE MORPHOLOGICAL TRANSFORMATION OF LARGO DO BALEIZÃO FROM 1923 TO 1966
SOURCE: AUTHOR

This park is, in comparison to others in this study, the one with more alterations in its name. In a map of Luanda dating from 1926, it appears as Largo Diogo Cam in honour of the famous Portuguese sailor in the Portuguese maritime expansion narratives and the first to step into Northern Angolan territory. However, there are records that during colonial administration, the roundabout was designed with larger dimensions meant to be a garden with Victorian designs inspirations to be called Largo Infante Dom Henrique (Fig 104). Furthermore, the buildings surrounding the park also played an important role on the park's nomenclature. Opposite the bay, the park faces a historical building also dated from the 17th century which once housed Dom João II college. The building is also known as "Sobrado do Óculo". A typical double storey building of the time with plaster and wood originally brought from Brasil with a hip roof structure made of ceramic roof tiles and balcony metallic balustrade fenestration, a mixture of Baroque and Victorian architecture.

In 1968, the college reopens with an addition of a café Baleizão, within its premises called Baleizão, known up to this day to be the best ice cream shop in town. The park was then known as Largo do Baleizão. After the declaration of Independence and In honour of the Cuban military support during Angolan's civil war, a monument was built in the park during independence and the park known as Largo da Amizade Angola-Cuba. Nevertheless, Largo Baleizão is as this place is best known. Other landmarks around this park are the

Continental Hotel, the old soap factory, the newly built Shopping Fortaleza on the footsteps of the hill where São Miguel Fort stands.



FIG 107: LARGO DO BALEIZÃO ON A SATURDAY EVENING.
SOURCE: AUTHOR, MAY 2023

The park has changed considerably along the years. From a roundabout to a Victorian garden and finally to a park housing a monument with trees and seats, Baleizão has a rich trajectory to tell. Direct observation and interviews allowed to determine that this park is perceived as a peaceful and quiet place to sit and rest. Police surveillance ensures safety within the space. Complaints arise about the lack of shadow where seats are located. Visitors prefer to sit on tree edges when the sun is too hot to bear.

The functions of the buildings around the park registered changes along the years. For example, the building that once was a college in the 1950s and 1960s, as explained above, turned into a residential building from 1970 up until 2019 when it was emptied and declared

unfit for occupation due to infrastructural decay and lack of maintenance. The old factory has become a museum and the building across the old factory was also a residential building which is currently under refurbishment. This park is predominantly a resting place. Its location sets the scene for a stand-by stop of nearby workers that use public and private transports alike. There are transport pick-up and drop off points right on the borders. During weekends, when there are parties, the parks transform into an extension of the party grounds on the bay.

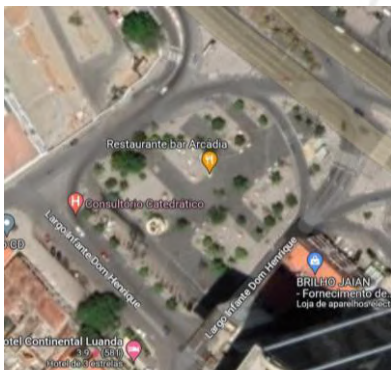


FIG 108: AERIAL VIEW OF THE PARK
SOURCE: EXTRACTED FROM GOOGLE earth in 2022

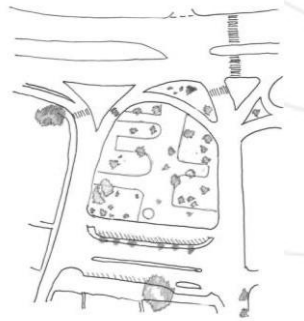


FIG 109: AERIAL VIEW SKETCH
SOURCE: AUTHOR

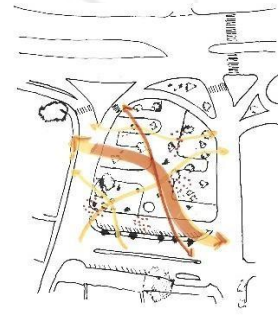


FIG 110: MAPPING OF PEDESTRIAN ACTIVITY (STATIC AND MOVING).
SOURCE: AUTHOR

This is predominantly a place of rest and contemplation. Many users use this site as a standby area while waiting for public transportation since there is a bus stop nearby. Other senior users come here to contemplate the bay and just sit around enjoying the outdoors. Some of the users interviewed on this site live in Zango, a social housing urbanisation project on the outskirts of Luanda. They come here because they lived on this area and moved due to urban interventions that happened around the area, but they explain that many friendships remain in the area, and this is the meeting point and a space for socialisation. Similarly, to all studied POSs, here hawkers stroll around the park. Some of them sit around and most pass through. An elderly retired man explained that when shows are organised at the Bay, the stage is usually set across the Bay and the less advantage set their own party and enjoy those events from a distance.

There is some degree of regulatory flexibility. Users report that the place is used for parties and gatherings at night when similar events happen across the street at the Bay. This is the spot where the less advantage gathers and enjoy music festivals from afar, enjoying the music without having to pay for tickets that surpass their economic capabilities. There is no playground equipment nor sports dedicated area. Other than the Bay, the views around are of decaying buildings. However, on a more positive note, the atmosphere is peaceful around the park. Police surveillance provides an added a sense of safety to passers-by and to the users of the park primarily during the day. At night, the park is dark and perceptions of safety decrease.



FIG 111: LARGO DO BALEIZÃO MID-DAY IN DURING THE WEEK.
SOURCE: AUTHOR, JANUARY 2023

7.2.2.4 Bay of Luanda



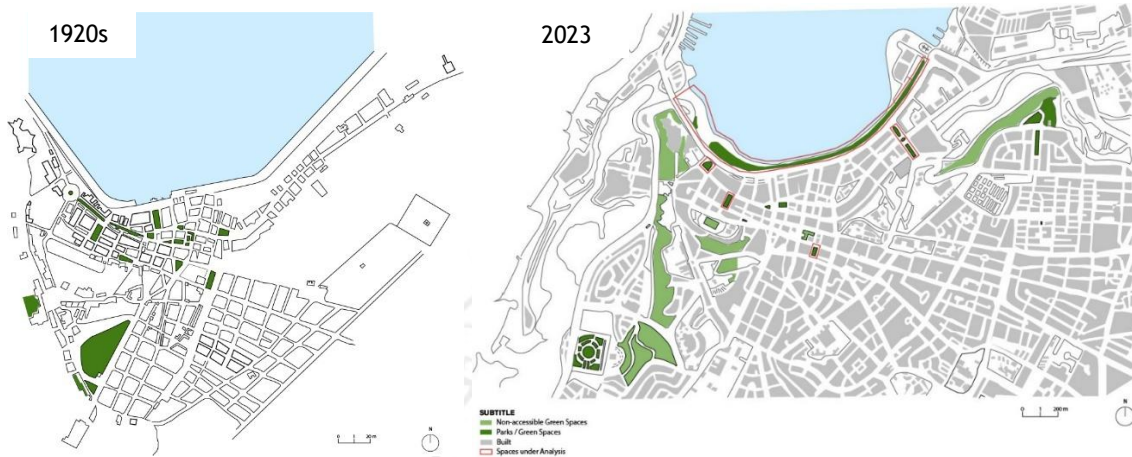


FIG 112: A COLLAGE OF IMAGES AND MAPS OF LUANDA, ILLUSTRATING THE TRANSFORMATION OF THE BAY FROM COLONIAL ADMINISTRATION YEARS TO CONTEMPORANEITY

SOURCE: PHOTOS OF THE BAY IN THE 1970s - GARCIA, 2016, P. 51; 2023 - AUTHOR'S PHOTO, JANUARY 2023
 THE MAPS ARE AUTHORS' INTERPRETATIONS BASED ON PRIMARY SOURCES AND GOOGLE EARTH IMAGES.

This public open space is a reference to Luanda's city centre dwellers and to those living in the outskirts of the city (Fig 112). The attention this space receives from politic-administrative institutions of Luanda date from colonial administration era. Despite early attention by Governor Sousa Coutinho in the 18th century, the road that limits the bay was officially inaugurated in 1948 by Governor José Agapito da Silva (Garcia, 2016). It is relevant to mention that at the time the city centre mainly enjoyable by people of European descent. During field work, the author was able to meet students at colleges from outside city centre who were visiting the space in a school outing. The visit included the Coins Museum (Museu da Moeda) and the Unknown Soldier Monument as iconic sites of Luanda's downtown. For some of them this was the first time they visited these facilities. The teachers that accompanied the children explained that every year a classroom is selected to visit the bay and that children enjoy it. They came on a school bus and sat around the gardens at the end of the visit to discuss what they learnt. This school outing confirms the importance of the site for citizens living in the city centre and outside, in the outskirts of the city.

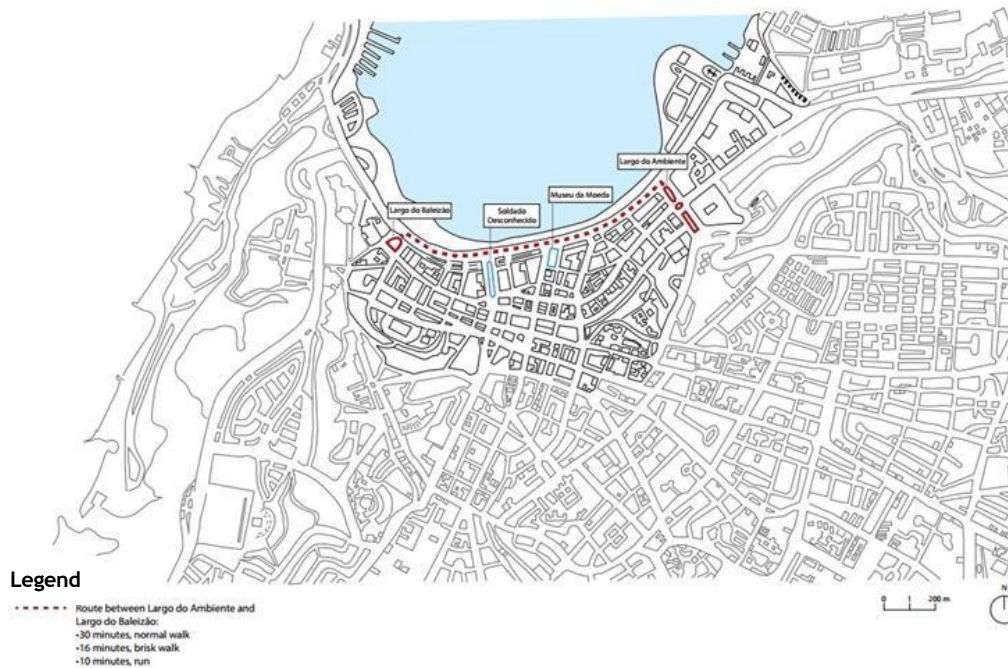


FIG 113: LOCATION MAP OF THE ROUTE TRAVELLED FROM BALEIZÃO THROUGH THE BAY TO LARGO DO AMBIENTE.
SOURCE: AUTHOR

The historical evolution of the bay also describes vital facts of the urban, social and economic development of Luanda. Historical maps of Luanda show that the sea line was along Rua da Praia, today's Rua Rainha Ginga, one of the first roads to be opened and defining the formal settlement of the city (Santos, 1970). With time, the sea line was pushed further away until it took the current shape. During the 18th century, Luanda's urban development phase called "Illuminist Urbanism" was led by Sousa Coutinho. During this phase the city urban planning strategies introduced zoning and improved sewage and drainage infrastructure. It was during this time that the bay transformed from a beach front to a Public Park (Passeio Público in Portuguese). an urban equipment to provide space for leisure and socialisation with arborization for climate comfort. The map of 1929 also shows a railway with the dock sitting opposite to what is today the Monument of the Unknown soldier.



FIG 114: A NATIVE MARKET WHERE THE BAY OF LUANDA IS TODAY IN 1910.

SOURCE: [HTTPS://WWW.FACEBOOK.COM/SEARCH/TOP?Q=LUANDA%20-%20IMAGENS%20DOS%20VELHOS%20TEMPOS](https://www.facebook.com/search/top?q=LUANDA%20-%20IMAGENS%20DOS%20VELHOS%20TEMPOS)
(ACCESSED: 1 JANUARY 2023)



FIG 115: THE BAY IN 1926

SOURCE: AUTHOR'S INTERPRETATION FROM LUANDA'S 1926 MAP



FIG 116: THE BAY IN 2023

SOURCE: AUTHOR'S INTERPRETATION FROM LUANDA'S 2023 GOOGLE MAP

Along the Bay it is possible to find examples of Military, Religious and residential architecture of the 17th and 18th centuries. There are also samples of modern architecture,

Estado Novo, contemporary and international architectural styles. The functions of most buildings around the bay remain similar to the ones prior to the Independence period (Fig 128). From the Port of Luanda until the headquarters of the National Bank, the buildings offer an arcade. The walk is pleasant. These buildings have commerce and offices at ground level and residential above except for ministries and banks. From the National Bank to Largo do Baleizão the path is disrupted with a mixture of government buildings, commerce, and residential buildings without an arcade or a legible sidewalk connecting them. The Bay is the largest POS and green space in Luanda's city centre. From the bay you can easily access all the previous spaces on foot. Within today's revitalised bay there are parking facilities.

The silhouette of the built forms that define the skyline along the bay is layered with buildings of Luanda's different phases of architectural languages and urban development (Fig 116). Testifying military architecture, we have Fort Sao Miguel (1670 - 1768), Religious architecture Nazareth Catholic Church (1664), built during slave trade with baroque influences Sobrado do Baleizao (17th century), eclectic baroque (1767) and neoclassical references after refurbishments (1959) in the Alfandega Building, of neoclassical architectural references of Estado Novo the is the Port of Luanda headquarters (1923 - 1945) and the emblematic National Bank headquarters (1956). Modern architecture specimens are many residential and institutional buildings and hotels such as Hotel President.

After the declaration of Independence new additions complemented existing façades with glass. However, the inadequacy of such add-ons to local climatic conditions and challenges of maintenance of the new and old are permanent debates amongst the national urban and architectural professional community. New buildings of international and contemporary architectural styles such as the new Sonangol headquarters (2008), Kianda

Towers (2018) and Kilamba Towers (2016) contrasting geometries to the existing built context.

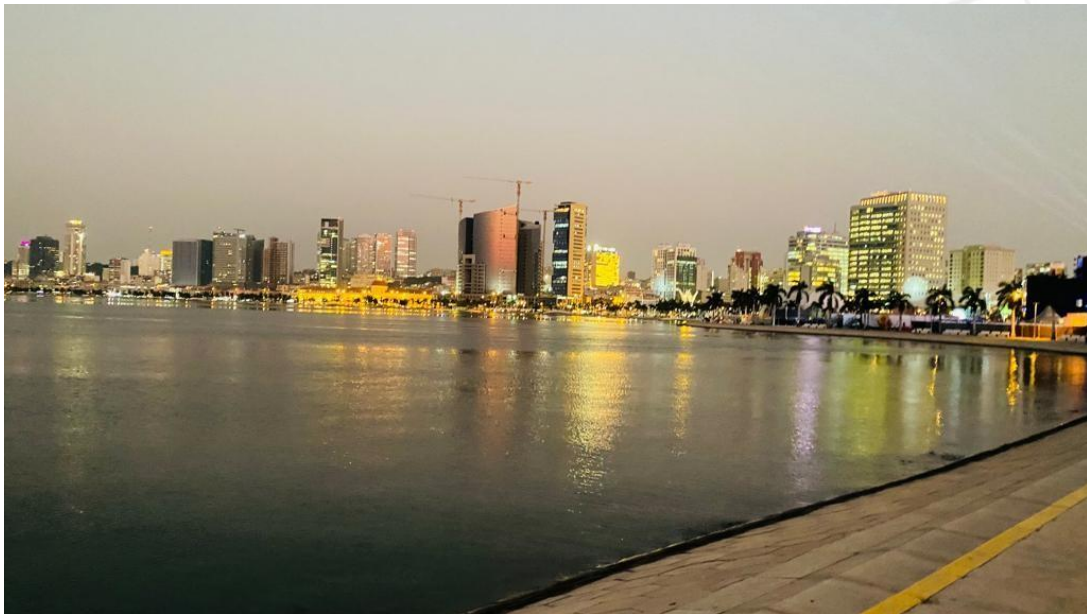


FIG 117: THE SILHOUETTE OF THE STREET VIEW ACROSS THE BAY OF LUANDA. A FAÇADE MADE OF BUILT SPECIMENS OF DIFFERENT POLITICAL ADMINISTRATIVE TIMES AND OF DIFFERENT URBAN AND ARCHITECTURAL MAINSTREAM PARADIGMS.

SOURCE: AUTHOR, JANUARY 2023



FIG 118: CHILDREN OF A COLLEGE LOCATED ON THE OUTSKIRTS OF THE CITY ON A SITE VISIT IN THE BAY OF LUANDA (COLÉGIO TURMA DA BIBI SITS IN BENFICA, WHICH IS APPROXIMATELY 20 KM AWAY FROM LUANDA'S CITY CENTRE).

SOURCE: AUTHOR, DECEMBER 2022



FIG 119: AERIAL VIEW OF THE BAY OF LUANDA
SOURCE: GOOGLE EARTH 2023

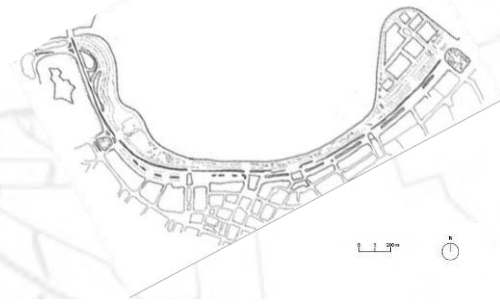


FIG. 120: SKETCH OF THE AERIAL VIEW OF THE BAY
SOURCE: AUTHOR'S INTERPRETATION FROM THE GOOGLE EARTH MAP IN 2023



FIG 121: MAPPING OF PEDESTRIAN MOVEMENT. STATIC AND MOVING ALONG THE BAY.
SOURCE: AUTHOR

The bay offers the full array of opportunities of leisure and entertainment from shops, restaurants, walking and running tracks, basketball courts, kids' playgrounds, seats, and gardens (Fig 121). The bay is the most multifaced park of the city centre. It is a sport destination, a meeting place, a place to sit and rest and to eat and allow the children to enjoy the outdoors and play. After the last intervention, the bay had a dedicated semi-public management body. This office was responsible to keep the space clean, cater for the maintenance of the gardens, and manage the shops and restaurants located within the perimeter. This also would also organise outdoor events such as music festivals and markets. The idea was to have a self-sufficient body that would care for the bay and depend less on

public funds. After President Lourenço took over office, this set up was dismantled and recently the management was handed over to Luanda's Provincial Government.

Despite local administration efforts to restrict informal trade along the bay, it is possible to see some hawkers seating around, especially on those areas with greater permanence of visitors. However, most informal trade is done on foot. It is not clear what the rules are now regarding pop-up events and informal trade along the bay. In the meantime, visitors and sellers take advantage of this uncertainty and enjoy informal trading whenever it is possible.



FIG 122: THE OPENNESS OF THE BAY ALLOWS FOR A VARIETY OF USES. IN THE PHOTO AN OPEN-AIR EXERCISE CLASS AT DOWN ON A FRIDAY AFTERNOON AFTER WORKING HOURS.

SOURCE: AUTHOR, MAY 2023

Pros and Cons

The place also offers niches of paved open spaces, flexible to be used for concerts, public speeches, and occasional flea markets. On the negative side, there is high perception of unsafety on more deserted areas and littering on the areas most visited. Furthermore, palm trees do not provide the expected shadows for sunlight protection. Restaurants are concentrated in the area across Largo do Baleizão. Around this area there is a large private parking facility as well. Even though there is urban furniture available, most visitors stay here

either to play sports or to enjoy a meal in the coffee shops and restaurants available. The clientele is middle- and upper-class residents. It was also interesting to see the area that was projected to become an open-air shopping mall. Most shops have closed, and structures show signs of decay. The open-air mall at the Bay has now strong competition, the newly built Shopping Fortaleza, across the road showing stronger traction in the services and shopping experience provided. Fortaleza opened to public on November 26th 2020 according to the mall's official website⁴⁵ and have restaurants, clothing, furniture, jewellery, home appliances shops, supermarkets, pharmacies, and recently added three movie theatres making it challenging to reactivate shops at the Bay. The author was able to talk to some of the people working in the project, architects, engineers and managers who explained that the construction of the mall was motivated by the absence of malls in the city centre. The existing option could not compare with the experiences provided in Belas Shopping the first mall in Luanda with movie theatres or Xyami shopping in Nova Vida, both far from the city centre. Additionally, the mall provided about 500 employment opportunities at a time when many families and youth lost their jobs due to the imposed restrictions especially to commercial platforms and offices during the covid pandemic.

⁴⁵ <https://shoppingfortaleza.co.ao/sobre/>

7.2.2.5 Largo do Ambiente

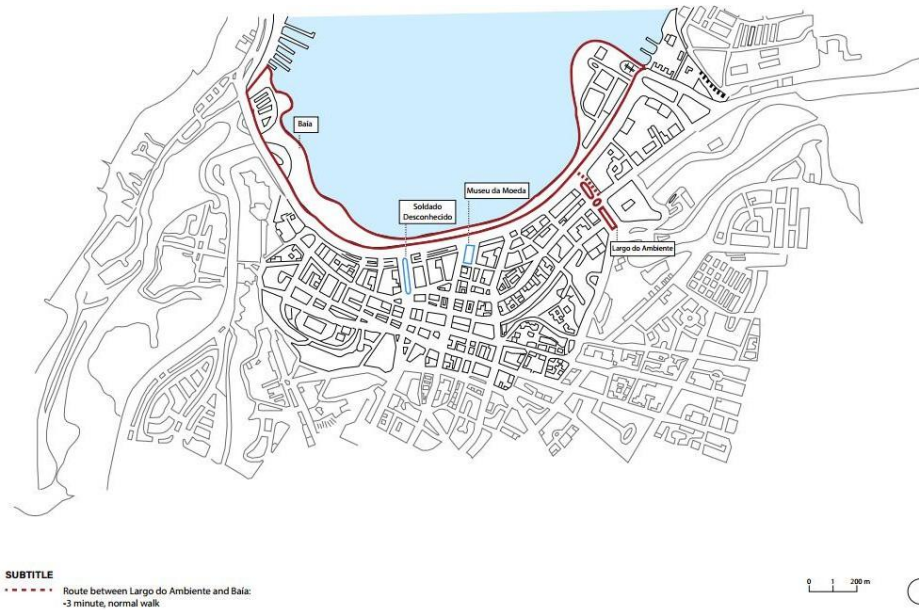


FIG 123: LOCATION MAP OF THE ROUTE TRAVELLED FROM THE BAY TO LARGO DO AMBIENTE.
SOURCE: AUTHOR

Largo do Ambiente⁴⁶ distances about thirty minutes from Largo do Baleizão through the Bay and fifteen minutes walking from Largo do Carmo closing the circuit of the studied area (Fig 122). The area of the city centre where this park is located had not been developed in 1926 as the map of the same year shows (Fig 124).

Historically, Luanda introduced green parks and gardens within the city grid at the end of the 19th century with the renaissance idea to beautify the city, provide spaces for social interactions for the city dwellers, predominantly of European descent, and honour praiseworthy men of the Portuguese historical lexicon. Located close to the opposite extreme of the bay of Luanda, Largo do Ambiente presents the most intense transformations on its morphology in terms of road network proposals and physical transformations. This park is located at the end of the oldest longitudinal road, parallel to the beach line. This road was for this reason first known as Rua da Praia (Beach Road), then Avenida de Salvador Correia

⁴⁶ The square of the environment in Portuguese

and after the declaration of Independence Avenida Rainha Ginga, a heroic African queen that fought against Portuguese invasion and the slave trade.



FIG 124: A VIEW OF LARGO DO AMBIENTE FROM THE CHURCH'S SIDE WALK LOOKING UP TO Miramar neighbourhood.

Source: Author, December 2022

Looking at the road articulation, the main intention to develop the city grid around the park related to the need to link downtown with the agglomerations where cemetery Alto das Cruzes is located, which exists until now. This access also provided an alternative route to Largo do Carmo where a cluster of official buildings were built and remain in existence to date. A construction that precedes the park is Nossa Senhora da Nazaré catholic church and is the first building in Luanda declared a historical monument in 1922 (Martins et al, 2010). Built in 1664 under the command of Governor André Vidal de Negreiros (1661-1666), the church faces the Bay. At the time of construction boats would park in front of it and the church was a welcoming landmark. Its architectural style is austere and geometrical resembling the Portuguese architecture of the 17th century. Banks, offices some residential buildings surround the park, which is totally by road infrastructure, similarly to all previous parks.

The last upgrade to the park was inaugurated in 2016 but referred to as a major improvement to traffic articulation and not as a POSs add on to city centre exposing Luanda’s urban management greater focus to improve traffic and lesser interest to provide breathing spaces and entice socialization between city dwellers and visitors.

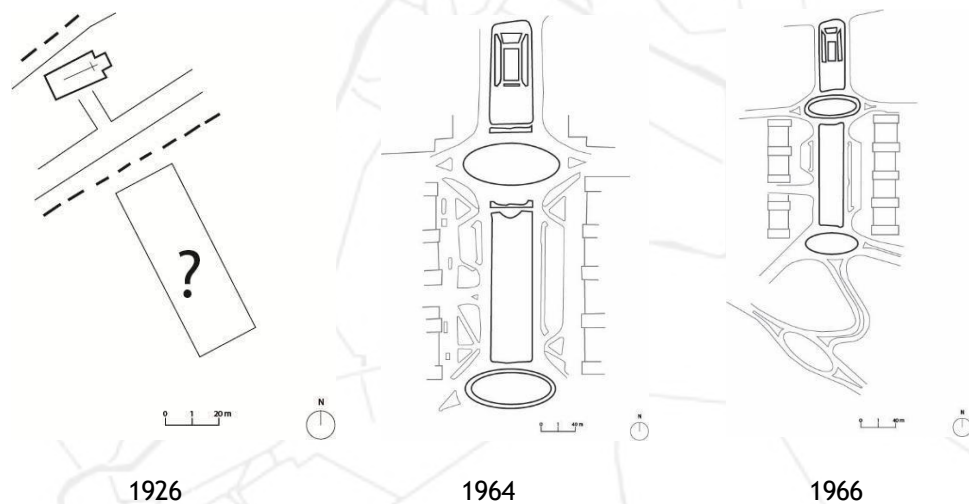


FIG 125: DIAGRAMS ILLUSTRATING THE MORPHOLOGICAL TRANSFORMATION OF LARGO DO AMBIENTE FROM 1926 TO 1966.
SOURCE: AUTHOR

The park is described by users, gardeners, and guards as quiet and peaceful. The views are some of the most appealing of the studied POSs, gardens are well kept, and pavement cared for. Underneath the park is an inactive public parking facility. Unfortunately, it was not possible to know the reasons for the parking facility closedown which, according to the guards lasts for the last three or four years. Parties, shows and pop-up events are not allowed. Nevertheless, on Fridays and during weekends, the park is elected for photo shoots of newlyweds and family outings.



FIG 126: AERIAL VIEW OF THE SQUARE.
SOURCE: GOOGLE EARTH ACCESSED
in 2023

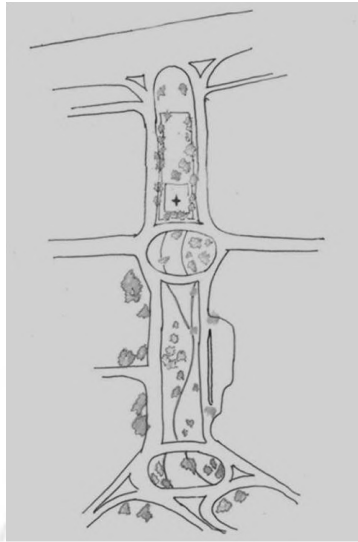


FIG 127: AERIAL VIEW SKETCH
SOURCE: AUTHOR'S INTERPRETATION
AFTER GOOGLE EARTH'S MAP

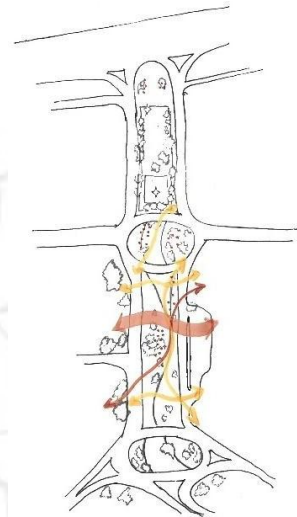


FIG 128: MAPPING PEDESTRIAN
ACTIVITY (STATIC AND MOVING).
SOURCE: AUTHOR

The functions of the buildings around the space have been intense from colonial to Independence times and further. The park is surrounded by high storey buildings along the longitudinal axis, the church on the lower extreme facing the Bay and the serpentine road climbing up the hill to reach Alto das Cruzes cemetery. A mixture of residential upstairs and offices at street level is predominant in the surroundings. However, many buildings are completely dedicated to offices occupied by oil companies such as British Petroleum, Total, Ministry of Defence and Banks.

Limited appropriation is observed or permitted on this park. Strict rules are in place and the place is purely used to sit and rest. During the day, it is possible to see people sleeping around more shadowy kerbs. This dimension is limited to the management in place and little there is to report. Although the physical layout of the space allows for spontaneous temporary appropriations such as markets and other outdoor activities, such initiatives are repressed and reinforced by guards securing the park. Only occasional gatherings and sightseeing visitors can and use the space freely especially from Friday evenings and over the weekends after dawn. The lack of shades discourages a more intensive use during daylight hours.

This park can be considered the best kept park within the city centre. The natural decline of the topography, the surrounding architectural built forms and well-kept gardens contribute to an appealing place to visit and catch pictures to eternalise moments as the newlyweds do. However, on a negative note, the park offers no formal seats or shadows. Sitting happens on steps and garden edging and little greeneries provide shadows necessary for outdoor comfort in the hot humid days of Luanda.

7.3 FINDINGS

This section of the study confirms the potential of the studied area to provide spaces for socialisation, trivial encounters. The results of the statistic enquiry show that male visitors are more frequent than female. Additionally, students and public workers combined are the bigger slice of visitors. Another interesting aspect is the age range of the visitors which are mostly young adults from 19 to 36 years old. These numbers express that POSs in downtown Luanda are less attractive to children and senior users which is something that can be improved but could also come from socio-cultural grounds, especially in for female senior citizens who privilege more contained spaces. Other interesting statistical findings are the fact that safety, especially at night, and cleanliness are the major concerns. On the other hand, the best features are the opportunity to enjoy the outdoors, socialise and opportunities of entertainment. Participants indicated the Bay of Luanda as the public open space of preference.

From an urban perspective, the first gentrification actions within the perimeter occurred during colonial administration when the native neighbourhood of Coqueiros was dismantled, and the African population sent to the peripheries where the first *musseques* were established, resulting in integration challenges that remain today. Moreover, downtown expanded and so did the road network connecting downtown (*Baixa da cidade*) to the

higher city plateau (*cidade alta*) starting from this perimeter as well. Not surprisingly, within this studied area we find architectural examples of Styles used from the birth of the city. The archival and literature review shed light on the meaningful transformations that shaped the area into what it is today. All these facts and events are relevant for the city's touristic attractiveness but also contribute to sentiments of belonging to the community that live, work and travel around the city unknowingly stepping on historic grounds and never realising it. Building uses remained similar from late 1970s until today (Fig 128).

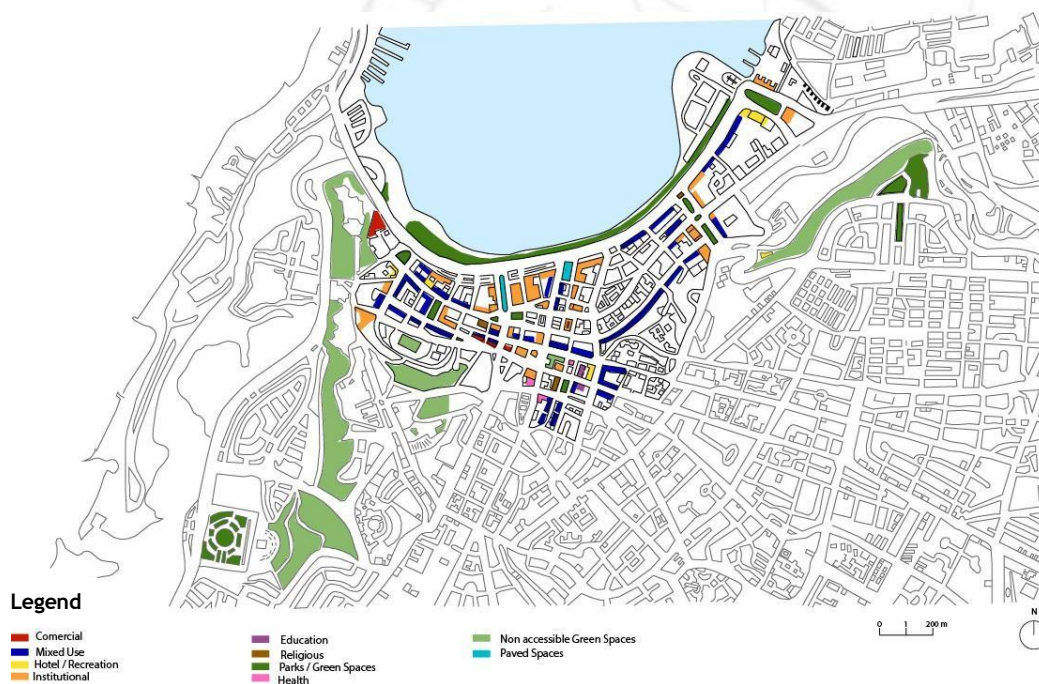


FIG 129: MAPPING OF USES IN THE PERIMETER OF STUDY, AROUND THE PARKS STUDIED.
SOURCE: AUTHOR

Walking from one park to the other is doable without extreme physical weariness. At times, strolling between these parks is a pleasant experience if prepared with sun protection, water, and comfortable shoes. It is unfortunate that no historical information is provided on the parks or along the streets. The longest distance travelled was from Largo do Baleizão along the Bay to Largo to Ambiente.

In synthesis, the spaces studied present three main characteristics:

- Spaces to Meet and Rest (Largo do Carmo)
- Spaces to Pause, Rest and Observe (Largo do Ambiente, and Largo do Baleizão)
- Spaces to Visit, Meet, Eat and Play (Largo do Atlético, and Baía de Luanda)

Baía is set apart on this third category. Even though the activities mentioned are the most prevalent amongst visitors, it is also an inviting place to rest and observe.



FIG 130: A VIEW OF THE MUSEU DA MOEDA (THE COIN MUSEUM) LOOKING TO THE BAY OF LUANDA, MAY 2023
SOURCE: AUTHOR, DECEMBER 2022

Across the Bay and between Largo do Baleizão and Largo do Ambiente pathway we find iconic monuments that provide picture perfect moments of a visit around the city centre. These “postcard” spots are the Coin Museum (Museu da Moeda) (Fig 129), and The Unknown Soldier Monument (Museu do Soldado Desconhecido) (Fig 130). These places, although unrestricted to the public blatantly, preserve an austerity on its surroundings. Sitting around and long standing for long periods in these sites, especially in the Unknown Soldier monument square feels inappropriate due to the surveillance and the heavy institutional set up, and their architectural design are best admired from afar.



FIG 131: A VIEW OF THE UNKNOWN SOLDIERS' MONUMENT LOOKING TOWARD THE BAY OF LUANDA, MAY 2023.
SOURCE: AUTHOR, DECEMBER 2022

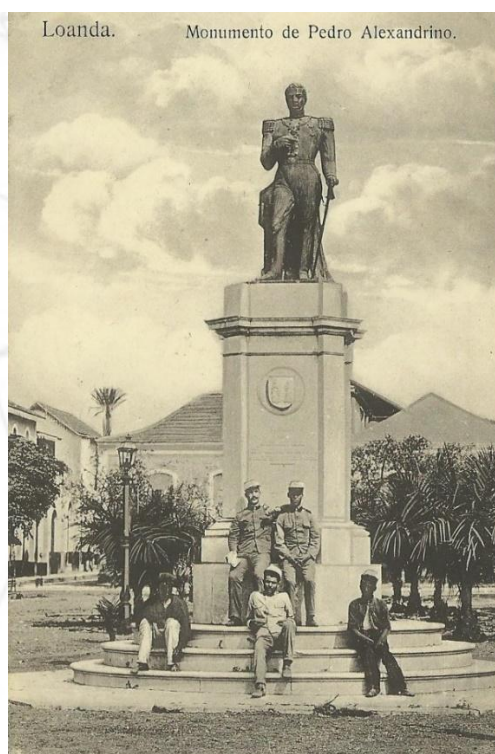


FIG 132: A POSTCARD DATING FROM 1851 OF PEDRO ALEXANDRINO SQUARE, A MONUMENT DEDICATED TO PEDRO ALEXANDRINO DA CUNHA (1801-1850), WHO SERVED AS A COLONIAL PORTUGUESE CAPTAIN AND ADMINISTRATOR. THIS IS THE SITE OF TODAY'S UNKNOWN SOLDIER (MONUMENTO DO SOLDADO DESCONHECIDO). IN FRONT OF IT WAS THE OLD SEA GATES PIER.

SOURCE:

[HTTPS://WWW.CSARMENTO.UMINHO.PT/SITE/S/POSTAL ILUSTRADO/ITEM/170773#?xywh=563%2C10%2C574%2C465Ccv=1](https://www.csarmento.uminho.pt/site/s/postal-ilustrado/item/170773#?xywh=563%2C10%2C574%2C465Ccv=1) (ACCESSED: 29 JUNE 2024)

Some characteristics are common to all the parks such as the presence of informal trade on various degrees according to the presence of potential buyers. Another trait is police surveillance witnessed during all field work visits. During field work the author observed that littering increases with longer permanence of informal traders. Some parks such as Do Carmo and Baleizão have more regular cleaning than other parks.

None of the parks offers protection against rain and all of them are perceived as unsafe at night due to deficient street lighting. Another interesting fact is that most visitors use informal taxis which means that these places are mostly visited by middle to low-income citizens. Nevertheless, all parks have bus stops for buses, and drop off and pick up points for informal taxis. Although parking lots exist around all of them, only the bay offers enough parking options to visitors, but the options are primarily private. Flexibility enables the use of parks for spontaneous activities and events but, Largo Do Carmo is the most lively of all places studied but the one with less flexible space on its layout. This is probably due to the proximity of the park to a heavily visited context of offices, banks, restaurants, a school, a church, hotels and so forth. Coincidentally, in the syntax analysis, this park is located in an area of high potential of pedestrian movement.

Most spaces are used to sit and rest and only Do Carmo and Ambiente are not occasional venues for parties and concerts. Sports and playground facilities are not abundant; only Atletico and the Bay offer such equipment but with poor maintenance. In terms of safety, all parks are perceived as safe during the day apart from the deserted areas of the bay. None of the spaces provide protection against rain and besides the flooding that happens around the city during rainy season, lack of shade is also a deterrent factor to use these parks in rainy days. The most unclean space is Atlético however, it is also the place where visitors have stayed longer. As for Comfort, all

places offer decent walking, sitting, and talking opportunities. Atlético offers the least legible surroundings, probably because it is fenced.⁴⁷

Image elevates the quality of the place. Manicured gardens, tailored pavements and aesthetically appealing surroundings turn the experience of being outdoors memorable and create the willingness to repeat the visit. In this regard Ambiente offer the best image. This parks pavement and gardens have been carefully designed and efforts to maintain its aesthetics are visible with private companies “adopting” different niches of gardens around the park and surveillance making sure that there is no vandalism, and the parks image is preserved. However, the lack of shadow, seats, and things to do not convert the place into the most visited. One wonders if these characteristics were purposeful to inhibit heavy socialisation on the park and keep it a transit space and a space for contemplation.

7.4 SUMMARY OF CHAPTER

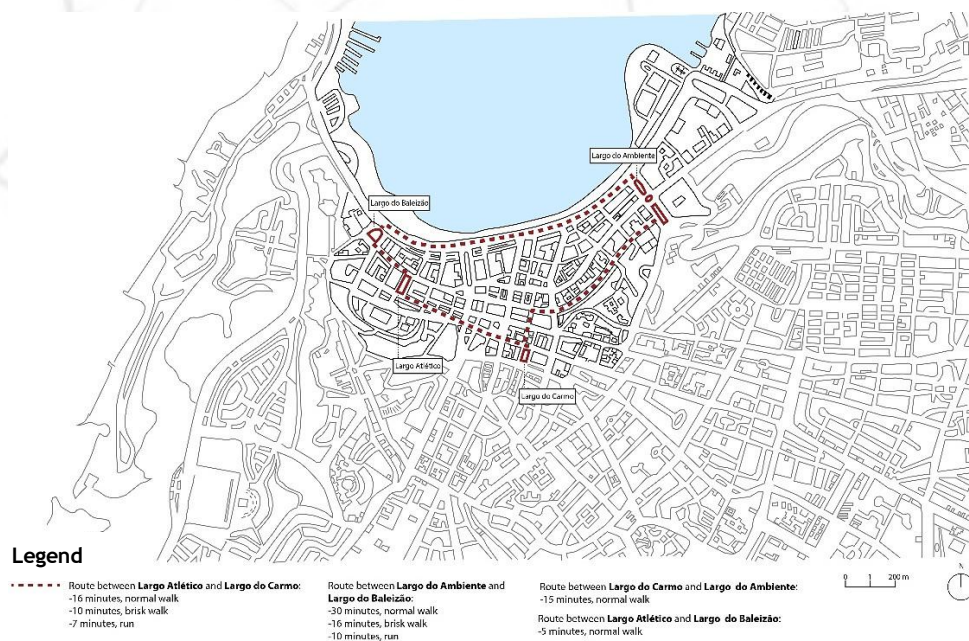


FIG 133: ILLUSTRATION OF THE PERIMETER TRAVELLED AND THE DURATION OF THE WALKS.

SOURCE: AUTHOR

⁴⁷ Looking back at indigenous “public open spaces”, which were “fenced/contained”, It is worth saying that most spaces lit up at under the night’s darkness veil. Looking back at indigenous “public open spaces”, it is interesting to observe that POS users still elect less exposure while in POSs either by choosing contained parks or hours of the day with reduced visibility such as nighttime (even with related perceptions of unsafety).

Traffic congestion from Luanda's suburbs into the city centre and out during peak hour of working days denounce the strong service hub the city centre is. Although the city has expanded geographically, the city centre concentrates most of the job offers opportunity, high concentration of public administration institutions, banks headquarters and branches, private companies offices, hotels, restaurants, university faculties and so forth to mention a few. Suburbs remain predominantly residential with some residual commercial and service structures considering what is offered in the historical city centre.

The interviews show that visitors are balanced between residents in the vicinities, nearby neighbourhoods and people living outside the city centre. Most users work or study in the vicinities of the area and use these parks as resting points as well as meeting spots. Informal trade is a constant feature around these parks. Users confess that salaries do not allow them to visit coffee shops and restaurants every day and they alternate from coffee shops and restaurant meals and snacks offered by informal traders. The traders however take advantage of lunch-time movement to offer other goods such as electronic gadgets, clothes, and shoes.

Different parks offer different amusements and facilities. Largo Atlético and the Bay of Luanda are the only one with children's playgrounds. This equipment shown worrying signs of deficient maintenance and could be harmful to children who use them, especially in Largo do Atlético. This deficient offer of children's facilities discourages families to visit parks as is confirmed during interviews and during the enquiry. Sports courts can be found in the Bay of Luanda. The flexibility of those courts enables a variety of uses such as dance, Zumba and aerobic open-air classes that take place late in the afternoon into the evening and during mornings, afternoons, and evenings on the weekends. It is also in the Bay where most open-air music shows and festivals take place. Pop-up markets and political events happen here regularly but not on a provable anticipated agenda. Lack of physical safety is indicated as

a major deterrent to users to visit POSs in Luanda. Local administrative structures are responding to this cry allocating police surveillance to the parks. During the site visits, only Largo Irene Cohen had not police surveillance, but this park is located across Luanda's Provincial Government and there one can find guards and policeman permanently.

Other perception of safety is protection against the elements, traffic accidents and littering. The latter is indicated by the users as the second major cause of refraining from long stays in POSs in the precinct. However, photographs taken during site visits testify the efforts of responsible institutions to improve the cleanliness of the parks. One of the service providers in Largo do Carmo indicate that they have worked for months without payments and sometimes are forced to stop providing the service to motivate the contracting institution to regularise payments. The managing company of Largo do Atlético laments that residents are the first ones to litter and vandalise the furniture in the park and are not contributors to the maintenance costs. They explore a restaurant built in the park and provide cleaning and security services for the park as part of the contract they signed with Luanda's Provincial Government. Access to the park is free.

None of the parks provides built structures to provide shadow or protection from the rain. Some parks have mature trees and are pleasant to sit and rest during peak hot hours. This is the case of Largo Irene Cohen and even better Largo do Atlético. Urban furniture and pavement conditions are other aspects that motivate users to visit parks. Parks such as Largo Irene Cohen, Largo do Ambiente and the Bay of Luanda are praised by users as being appealing and offering comfort to users.

The predominant mode of transportation is private owned mini vans. Initially seen as an illegal mode of transportation, today they are the strongest network of transportation within the city centre and from the city centre to the outskirts of Luanda. Some of the drop off points coincide with the parks facilitating users to rest, chat and meet upon arrival in the

morning or on their way home at the end of their working days. Nevertheless, all parks are accessible on foot, bay car or “public” transport. There are physical barriers for people with deficiencies, old-aged citizens and children aggravated by the fact that most parks are surround by road. These users are usually accompanied by a friend or family member.

The analysis data permits to establish predominant uses in each park as follows:

Largo Irene Cohen (Do Carmo): meet, pause, and rest.

Largo Atlético: Family outings and eating.

Baleizão: sit and enjoy outdoors, art display.

Baía: family outing, sports, dining and entertainment.

Largo do Ambiente: enjoy outdoors, art display.

The table summary of the parks’ uses and available amenities (Fig 133) makes it easier to compare predominant uses amongst the parks and the ones less available in POSs within the perimeter. The diagram summary of the uses on the other hand illustrates the synthesis analysis spatially (Fig 134).

	Uses & Activities	Safety	Comfort	Image	Accessibility
Do Carmo					
Atlético					
Baleizão					
Baía					
Ambiente					

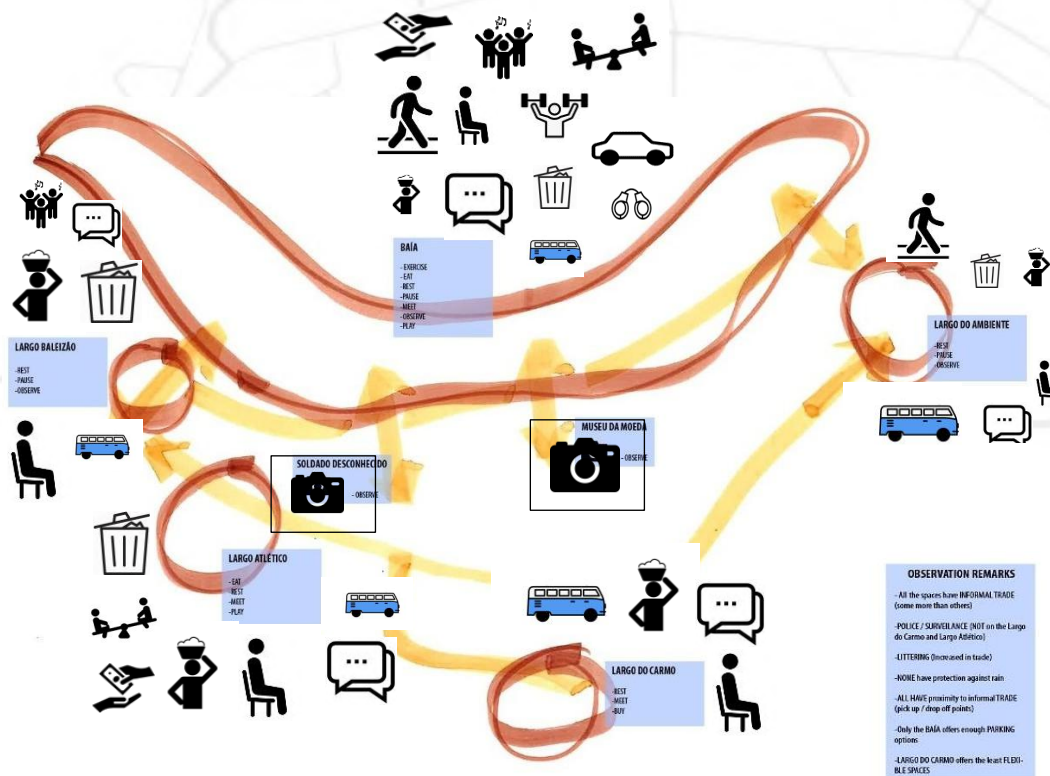
Potentials for each POS:

Do Carmo - meeting, pause and rest. Atlético - family outings, dining. Baleizão - sit and enjoy outdoors, art display. Baía - family outing, sports, dining, entertainment. Ambiente: enjoy outdoors, art display

FIG 134: SUMMARY OF THE ANALYSIS OF EACH PARK BASED ON THE INDICATORS USED IDENTIFYING COMMONALITIES AND DIFFERENCES AMONGST THE PARKS STUDIED.

SOURCE: AUTHOR

Lastly, public open space activating strategies tested in western cities such as Leeds '24 Hour City Initiative' and Edinburgh's Hogmanay Festival landed in Luanda and with some adaptations produced some positive effects. Private companies in Luanda take advantage of open spaces in the Bay to organise music festivals and smaller initiatives such as Nossa Ginga transform deserted streets at night into cozy "venues" for open air jazz concerts at night. The results of the survey conducted indicated that one of users highest triggering factors to visit POSs at night are entertaining opportunities. This is enough to say that revitalisation practices of the Global South do have some degree of application in Global South urban context. The challenge remains to extend the positive externalities to the unprivileged.



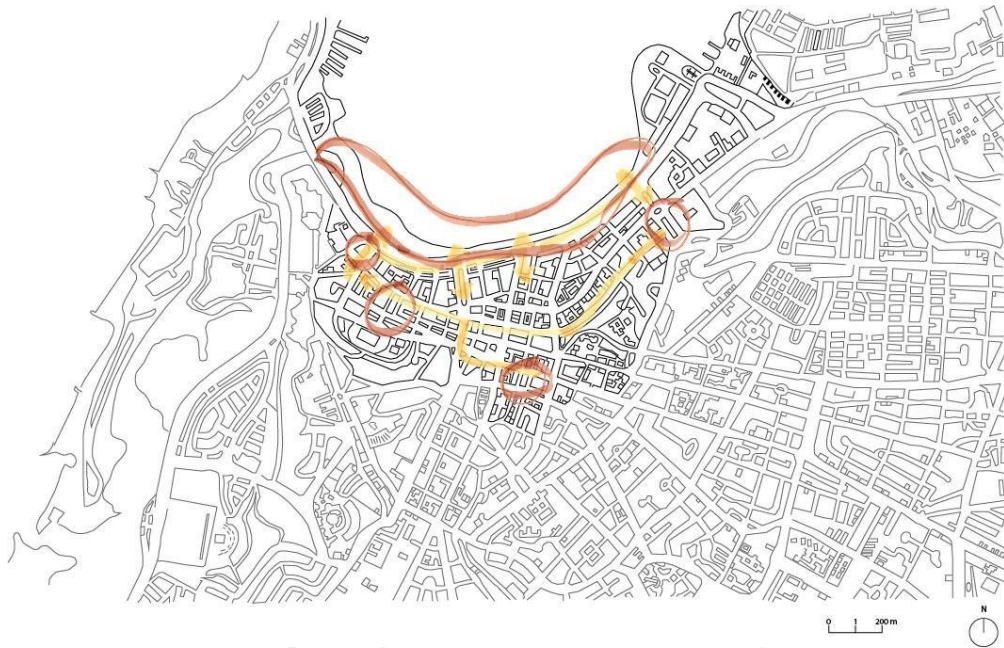


FIG 135: DIAGRAMMATIC REPRESENTATION OF THE PERIMETER WITH EACH PARK'S CHARACTERISTICS.
SOURCE: AUTHOR



CONCLUSION

THEORETICAL SUMMARY

This thesis examines public open spaces as urban planning elements that can promote social inclusion and socialization for all socio-economic classes and age groups, particularly children, the elderly, and women. The research focuses on the morphologic and social value of these spaces and their strategic design and implementation to promote urban revitalisation and social inclusivity. The literature review reveals that issues like economic disparities, community segregation, and access to public open spaces in Luanda were familiar challenges in European cities and in cities in the United States. The study also explores cultural differences in perceptions of public open spaces in different cultural settings, such as Roman cities generally prioritizing public life and Islamic and Anglo-Saxon cities historically focusing

on socialization activities behind walls and enclosed courtyards. The study also examines indigenous Angolan "city-making" examples, highlighting the importance of public life and cultural values in public open spaces. The results provide guidelines for locating, designing, and intervening effectively in public open spaces to promote social inclusivity and improve their functionality.

It is concluded that Public Open Spaces can be strategically designed and implemented to effectively catalyse urban revitalisation. This is achieved by providing a method of intervention in POSs that places the needs and aspirations of users at the centre. By doing so, POSs can promote social inclusivity in urban environments, ensuring that they are designed with the community in mind.

This method ensures strategic urban design through the study of the sites and enquiring users, which ensures the appropriate use of resources from design to implementation, aiming to create spaces that catalyse urban revitalisation and promote social inclusivity in urban environments,

On a sustainability note, it is crucial to remember that at its core, sustainability appeals to the rational use of resources and the reduction of non-renewable resources in construction. This includes due care of the maintenance challenges and defining policies that cater for effective and continuous maintenance. The long-term sustainability of POSs is dependent on this continuous care, making it a key consideration in their design and implementation.

This research highlights the potential of public open spaces (POSs) in cities in the global south to promote social inclusion and enhance city liveability through revitalisation using Luanda's downtown as the case study. The study examines four main aspects: existing spaces' morphology, public administrative paradigms, community's capacity to pressure

power structures, and native users' cultural perspective on liveability. It is concluded that state-led urban design intentions alone may not resolve the negative impacts of gentrification in revitalisation processes. However, it provides a significant opportunity for social interaction and promotes a platform for social inclusivity. Administrative leadership and citizen agency play a vital role in addressing these issues.

Inadequate maintenance and lack of oversight of public open spaces negatively impact their liveability (Fig 135). The diagnosis method produces indicators such as accessibility, cleanliness, and safety that are paramount to users' satisfaction in Luanda. The method also exposes existing liveability models promoted by civil society minorities, which can be used to activate spaces and create stages for increased social interaction and inclusion opportunities. The method is specifically developed for planned cities, recognising its potential to meet the quality POS needs of both planned and unplanned residents while maintaining city liveability.

SOCIEDADE

Semanário Novo Jornal

Falta de manutenção leva Estado a descartar urinóis que custaram 7 milhões USD

Urinóis montados em 2014, só funcionaram por 19 meses. Administração Municipal de Luanda dá o veredito atestando que, pelo estado obsoleto dos equipamentos, já não há conserto. Entretanto, garante novas estruturas para Luanda ainda no primeiro semestre deste ano.



FIG 136: DUE TO LACK OF MAINTENANCE, PUBLIC TOILETS IN WORTH SEVEN MILLION USD OF INVESTMENTS FROM LUANDA'S PROVINCIAL GOVERNMENT WERE REMOVED FROM THE STREETS OF DOWNTOWN LUANDA IN JANUARY OF 2024. PUBLICATION IN A LOCAL NEWSPAPER, NOVO JORNAL, OF JANUARY 20TH, 2024.

SOURCE:

<https://novojornal.co.ao/sociedade/interior/falta-de-manutencao-leva-estado-a-descartar-urinois-que-custaram-7-milhoes-usd-116564.html> (ACCESSED: 12 JULY 2024)


MAIN FINDINGS

This thesis offers a comprehensive overview of urban interventions in sub-Saharan cities, such as Luanda, with a specific focus on the value of public open spaces for enhancing city liveability. By identifying gaps in POS interventions, the study develops and proposes an approach model that ensures significant improvements in a cities' quality of life and sustainability.

Revisiting at the field work results of the study of the five selected parks, **most parks serve mainly for seating and relaxing**, apart from Do Carmo and Ambiente, which are not typically used for parties and concerts. **Sports and playground facilities are scarce**; only Atletico and the Bay provide such amenities, but with inadequate care. Regarding safety, **all parks are regarded as safe during the day**, except for the isolated areas of the bay. None of the parks offer shelter from rain, and in addition to the flooding that occurs across the city during the rainy season, and therefore the absence of cover also discourages the usage of these parks on wet days. Atlético is the least clean area; nonetheless, it is where users have lingered the longest. Regarding Comfort, **all studied parks provide adequate facilities for walking, sitting, and chatting, with well-maintained pathways, benches, and open areas for social interaction**. Atlético provides the least legible environment, likely because of its enclosure.

From the insights gathered from the theory and the implementation of public open space interventions, the following conclusions emerge:

- Urban interventions are primarily triggered by urban deterioration, safety concerns, and profitable real estate prospects.



Interventions in Europe and the United States, along with the researched examples of Curitiba, Singapore, and District Six, are predicated on **urban policy improvements**. Interventions in Luanda emerge as local administrations and community organisations seek to enhance public spaces.

- Luanda exhibits a limited **diversity of public spaces**, with most being encircled by roads, resulting from street reticulation rather than intentional social planning.

- While **gentrification** poses significant challenges in European and American cities, Luanda's primary issues add to the list inadequate **maintenance and the lack of appeal** of parks to affluent users.

- Ultimately, **cultural heritage and social behaviours** are crucial in creating liveable environments in Luanda.

Urban policy improvements and understanding of cultural and social practices are essential components of public open space interventions aiming at enhancing urban vitality, as they are intricately linked to the context political and socio-cultural settings.

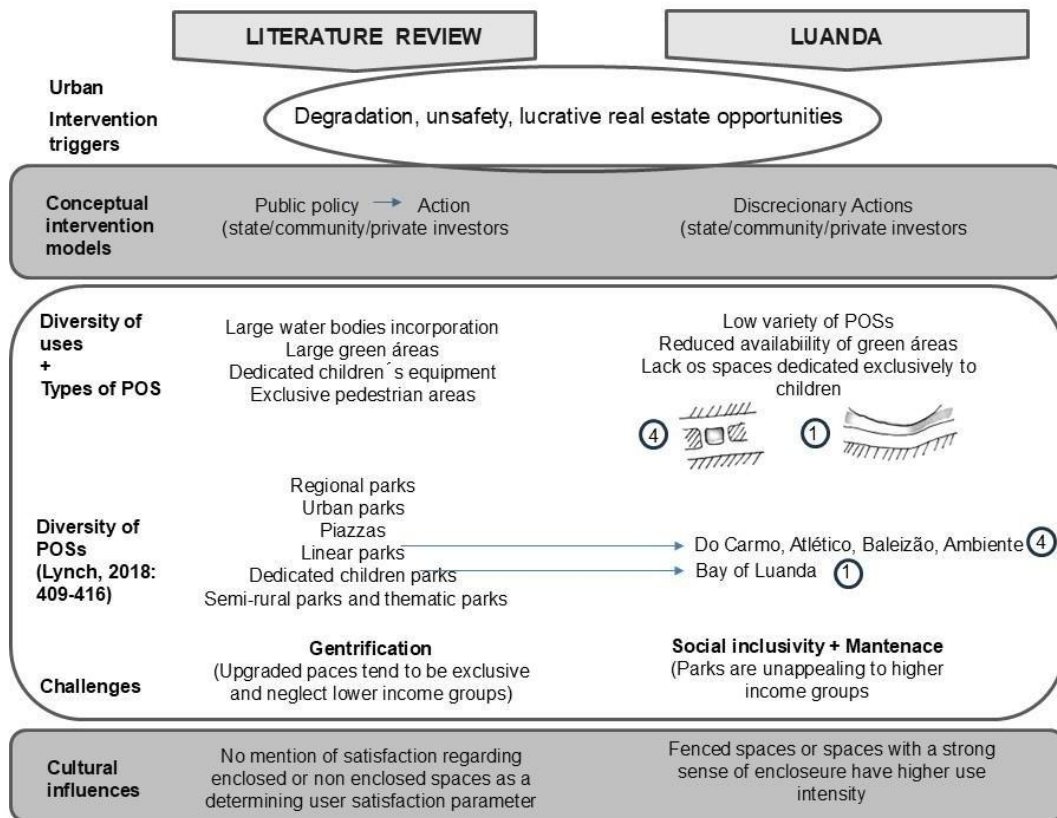


FIG 137: SYNTHESIS OF THE RESULTS BASED ON THE LITERATURE REVIEW AND THE FIELD WORK PERFORMED IN LUANDA.

SOURCE: AUTHOR

The relevant and essential role that POS have for the mental and physical health of residents as well as those who work in the city or visit it makes the diversity and typology of these spaces one of the main points that entities that manage cities should focus on, providing efficient management and undertaking interventions. The advantage of POSs is that they can integrate the city grid, creating a network of spaces that spreads throughout cities and promotes the cities' attractiveness. Additionally, identifying and mapping a city POS network

makes it easier to understand how diverse the existing POSs are and increases the diversity in typologies and experiences, thus integrating different offers for different age and social groups.

The method developed to study public open spaces in Luanda's downtown is not only applicable to other neighbourhoods in the city and the country but also serves as a robust foundation for spatial interventions and the development of a public-administrative strategy for public open spaces. Using the methodology developed by this thesis would mean that the absence of guidelines in Angolan urban legislation does not leave public open space interventions to the discretion of administrators, but rather, provides a reliable framework for their decision-making.

The research increased the available knowledge about urban design in cities in Sub-Saharan Africa, placing urban interventions in a contextual relationship between the global north and the global south. It enables more comparative studies between African and Western cities to be developed as it provides a method for understanding and studying open public spaces in cities, addressing their different design and implementation phases.

The outcome of this research is also relevant to entrepreneurs contributing to the implementation of POSs, as well as local authorities at the neighbourhood, district and municipal level, as it provides a valid science-based tool to inform intentional financial investments that promote the liveability of the city and the reinforcement of social inclusion.

FUTURE DEVELOPMENTS

The study of the selected network of spaces in Luanda serves as a basis to map and highlight existing public spaces (POSs) in the city centre and beyond, promoting pedestrian movement, the micro economy, and social interactions. Space syntax serves as a strategic

tool for identifying areas of pedestrian movement and social interaction and allows simulation exercises to test the impact of alterations in the road network grid.

This research encompasses urban revitalisation and public open space interventions. However, the lack of policy amendments to bolster POS interventions in Luanda is a critical issue that demands immediate attention. The success of interventions in unplanned neighbourhoods, such as roads, streets, and multi-functional public equipment, in combatting social isolation and inequality, hinges on the support of such policies. Covered public spaces like the Mercado da Chapada present significant opportunities for fostering healthy, educational, economic, and social interactions. Expanding the network of POSs from the planned city to unplanned neighbourhoods and devising community engagement strategies are pivotal areas for further exploration. The urgency of policy amendments to support POS interventions cannot be overstated, as they are crucial for the development and maintenance of public spaces.

Despite the challenges, the commitment of public administrators is unwavering. State-led and grassroots initiatives for POS revitalisations, though not yet widespread, are gaining momentum in the city of Luanda. In an interview with PlatinaLine.com⁴⁸ on November 20, 2020, Dr. Maria Antónia Nelumba, the president of the Administrative Commission of the city of Luanda, underscored the importance of the interventions in Rua Rainha Njinga. She made it clear that “this initiative is not confined to a specific road or urban district but will encompass various public spaces across the city, including roundabouts, gardens, building façades, markets, piazzas, and other roads. Our aim is to emulate the success of Ingombota’s urban district and infuse more life and economic opportunities into our roads. We are on the

⁴⁸ PlatinaLine.com is an online Angolan magazine.

clasp of presenting numerous similar interventions for social and environmental inclusion in the city".⁴⁹

This work envisions a future where policymaking and policy amendments can bolster POS interventions at national and local levels in Angola. It also envisions an expanded scope of work for unplanned cities through community engagement strategies and continued research on providing POS networks in unplanned neighbourhoods. The goal is to ensure sustainable funding mechanisms for the maintenance and development of these POS networks, thereby fostering a sense of engagement in the community.



FIG 138: WEEKDAY IN THE BAY OF LUANDA.
SOURCE: AUTHOR, JANUARY 2023

⁴⁹In Portuguese "Este tipo de intervenção não se esgota nesta rua e nem neste distrito, mas será replicada nos diferentes espaços públicos da cidade: rotundas, jardins, fachadas de edifícios, mercados, praças, ruas. É ambição de todos seguir o exemplo da Administração da Ingombota de trazer mais vida e rendimento às nossas ruas; em breve, apresentaremos outras obras com este carácter de inclusão social e ambiental por toda a Luanda." Dr. Maria Antónia Nelumba <https://platinaline.com/rua-rainha-njinga-ganha-novo-cenario-artistico/> (accessed 12 December 2024).



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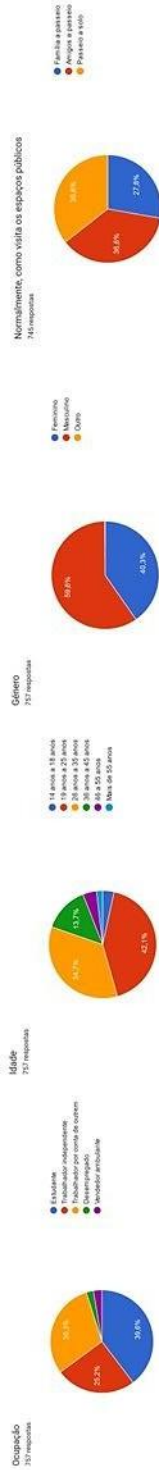




ANNEXES

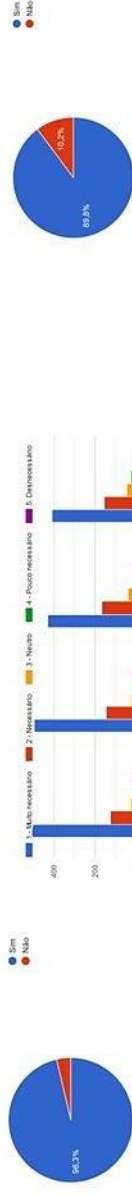
Annex 1

The results of the Enquiry Survey.

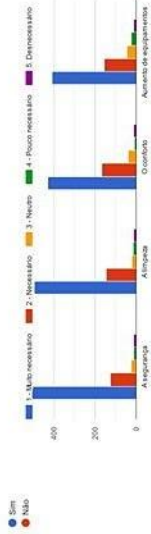


- Questões Demográficas

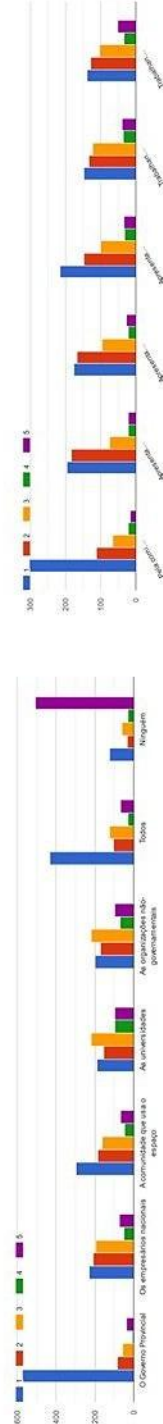
1. Na sua opinião há alguma coisa a ser melhorada? (assinale todas as opções relevantes)



1.1. Se sim, numa escala de 1 a 5, assinale o grau de necessidade de melhoria dos itens indicados abaixo.

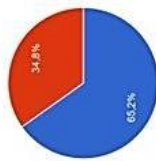


2. Quem deve melhorar os espaços públicos da Ilha de Luanda? (assinale todas as opções relevantes)

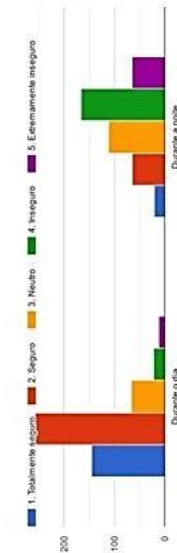


- Governança e Políticas Públicas

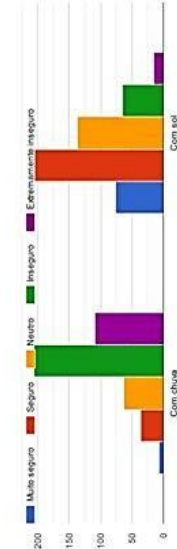
1. O espaço oferece oportunidades para as crianças brincarem?
758 respostas



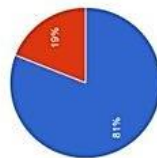
1.1 Se respondeu 'sim' na pergunta anterior indique em que alturas do dia as crianças podem aproveitar o espaço em segurança (assinale todas as opções relevantes).



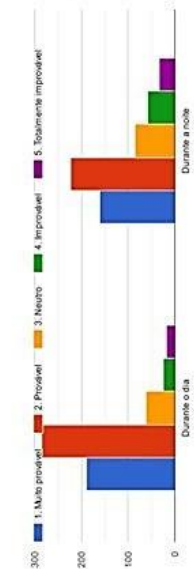
1.2 Se respondeu 'sim' a pergunta número 1 desta secção, indique em que condições climáticas as crianças podem aproveitar o espaço em segurança (assinale todas as opções relevantes).



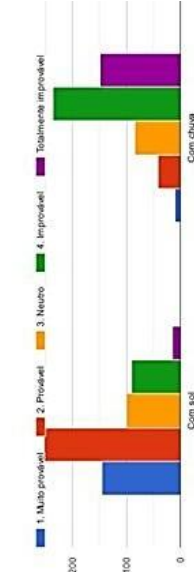
2. O espaço oferece oportunidades praticar exercícios físicos?
758 respostas



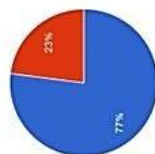
2.1 Numa escala de 1 a 5, diga a probabilidade de praticar exercícios no espaço nos períodos do dia indicados abaixo.



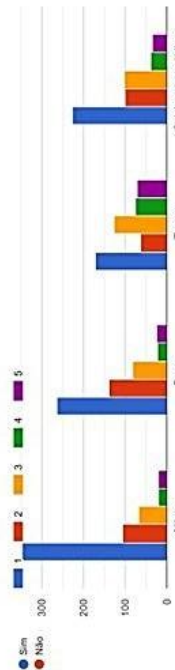
2.2 Numa escala de 1 a 5, diga a probabilidade de praticar exercícios no espaço nas condições indicadas abaixo, onde 1 significa forte probabilidade e 5 nenhuma probabilidade.



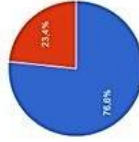
3. O espaço oferece oportunidades de entretenimento?
758 respostas



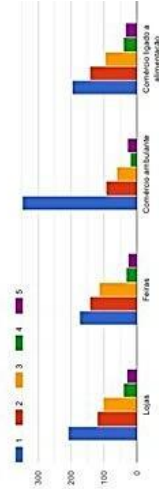
3.1 Se concorda, diga quais.



4. O espaço oferece oportunidades de comércio?
758 respostas

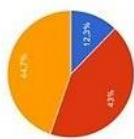


4.1 Se concorda, numa escala de 1 a 5 indique quais as mais comuns.

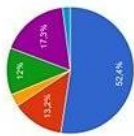


- Uso e actividades

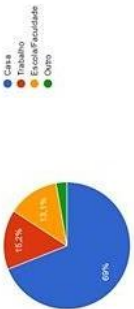
Onde reside?
758 respostas



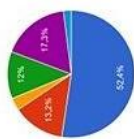
Como se desloca para chegar aos espaços públicos que visitar?
758 respostas



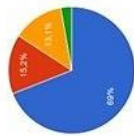
Normalmente, de onde vem quando visita os espaços públicos?
758 respostas



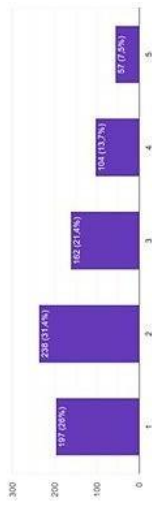
Como se desloca para chegar aos espaços públicos que visitar?
758 respostas



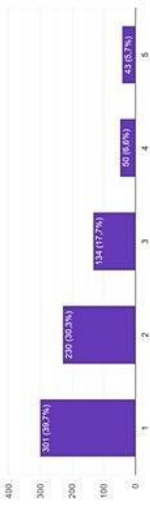
Normalmente, de onde vem quando visita os espaços públicos?
758 respostas



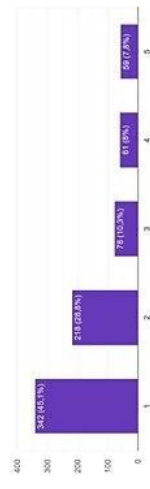
O espaço é acessível por meio de transportes públicos?
758 respostas



O espaço é acessível com carro próprio?
758 respostas



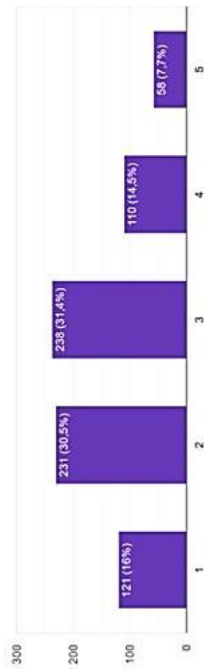
O espaço é acessível a pé?
758 respostas



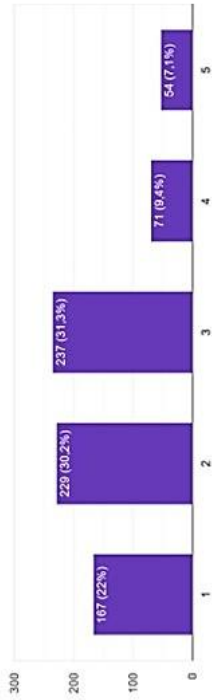
- Acessibilidade



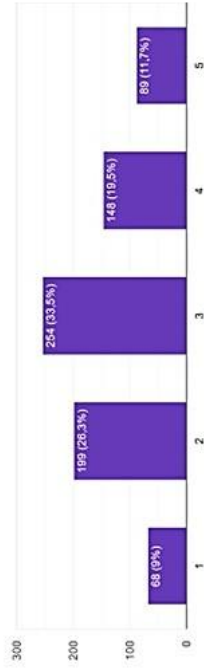
1. Sente-se bem próximo das fachadas dos edifícios?
758 respostas



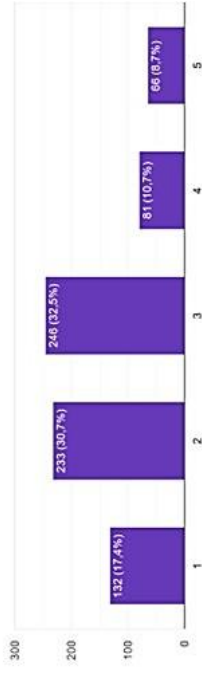
3. O espaço oferece oportunidades para apreciar o clima (sol/sombra, calor/frescor, brisa)?
758 respostas



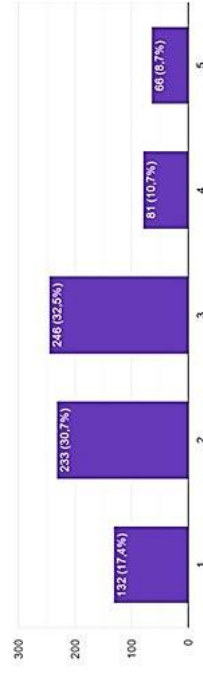
2. O mobiliário urbano é agradável (visualmente e ao tacto)?
758 respostas



4. O espaço é agradável aos sentidos (visão, audição, tacto – vistas agradáveis, materiais de construção visualmente apelativos e agradáveis ao tacto, jardins/árvores/água)?
758 respostas

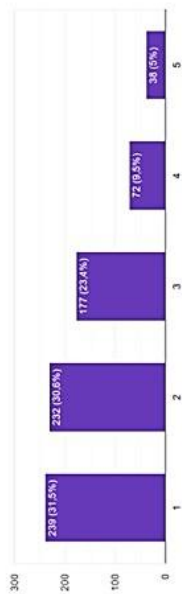


4. O espaço é agradável aos sentidos (visão, audição, tacto – vistas agradáveis, materiais de construção visualmente apelativos e agradáveis ao tacto, jardins/árvores/água)?
758 respostas

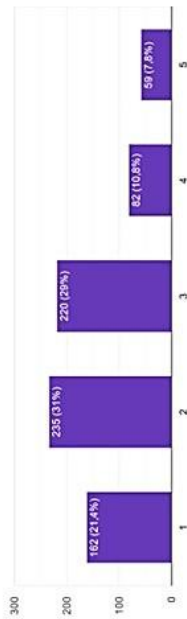


- Prazer de estar no Espaço Público

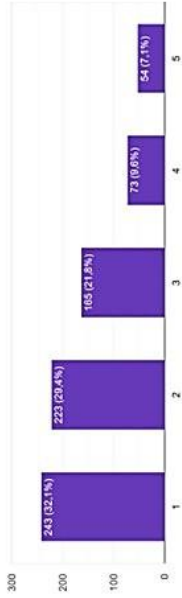
1. O espaço oferece boas oportunidades para caminhar (não tem obstáculos, o pavimento é bom, é acessível a pessoas com mobilidade reduzida, adultos e crianças, tem fachadas e vistas agradáveis)?
758 respostas



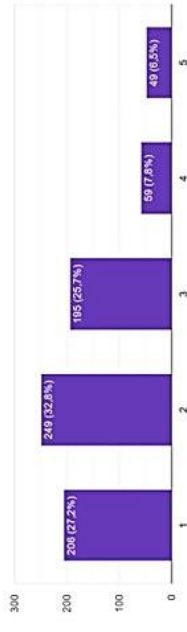
3. O espaço oferece boas oportunidades para sentar-se (bancos, sombra, vista agradável, sol e movimento de pessoas)?
758 respostas



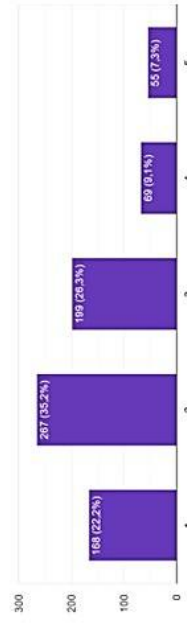
2. O espaço oferece boas oportunidades para estar de pé e apreciar o seu redor (apoios para pessoas de pé)?
758 respostas



4. O espaço oferece boas oportunidades para observação (Linhas de visão sem obstáculos, vistas interessantes, boa iluminação)?
758 respostas



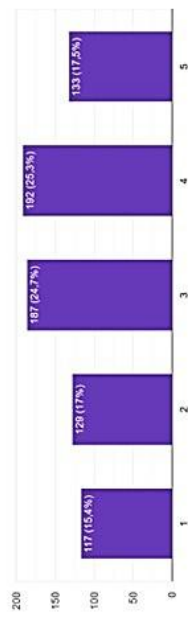
5. O espaço oferece boas oportunidades para ouvir e conversar (baixo nível de ruído, mobiliário urbano que promove conversas e encontros)?
758 respostas



- Conforto

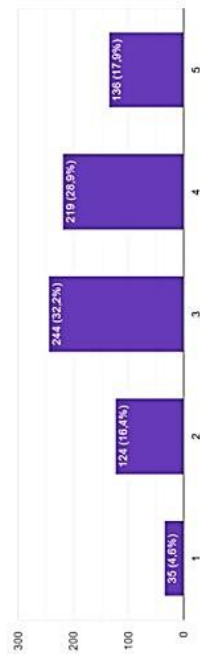
Sente-se seguro com relação a acidentes de carro?

758 respostas



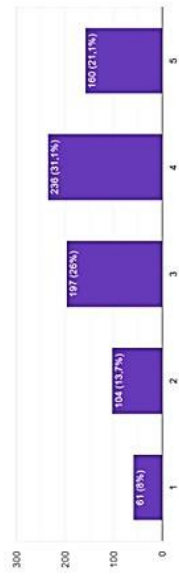
Sente-se seguro no espaço público nas diferentes condições climáticas (chuva, calor/frio, vento, poeira, barulho)?

758 respostas



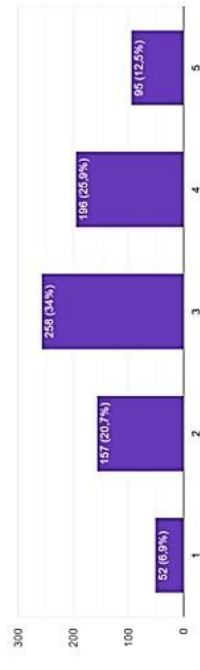
Sente-se seguro com relação a crime e violência (há movimento de pessoas, iluminação, supervisão policial)?

758 respostas



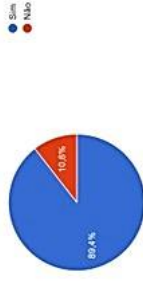
Sente-se seguro com relação a possibilidade de contrair doenças no espaço público (o espaço é limpo)?

758 respostas

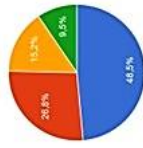


- Protecção

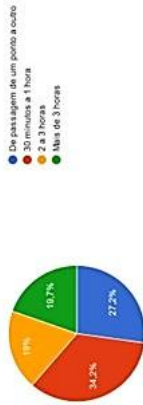
Costuma visitar os espaços públicos da Baixa de Luanda?
758 respostas



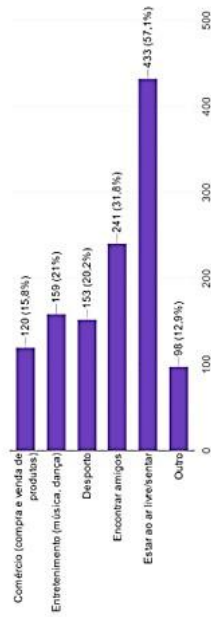
Com que frequência visita os espaços públicos na Baixa da cidade?
758 respostas



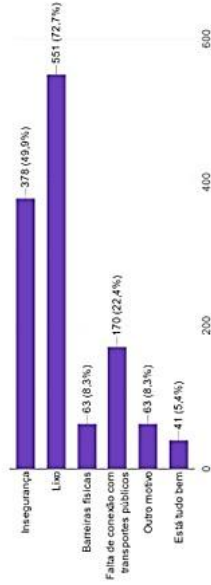
Quanto tempo costuma permanecer nos espaços públicos?
758 respostas



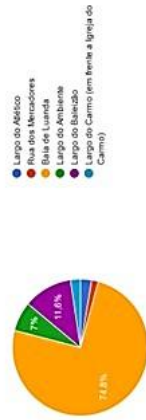
O que mais lhe atrai aos espaços públicos (marque todas as opções relevantes)?
758 respostas



O que menos gosta nos espaços públicos (marque todas as opções relevantes)?
758 respostas



Indique um espaço público de referência para si, na Baixa de Luanda
758 respostas



- Questões sobre o uso do Espaço Público



ANNEX 2

ARCHIVAL PRIMARY SOURCES - MAPS OF THE STUDIED PUBLIC OPEN SPACES STUDIED.

These files belong to Luanda's Municipal City Council (CML) during colonial administration period and are kept at the Luanda's Planning and Management Institute (IPGUL) archives.

Drawings concerning Largo do Carmo

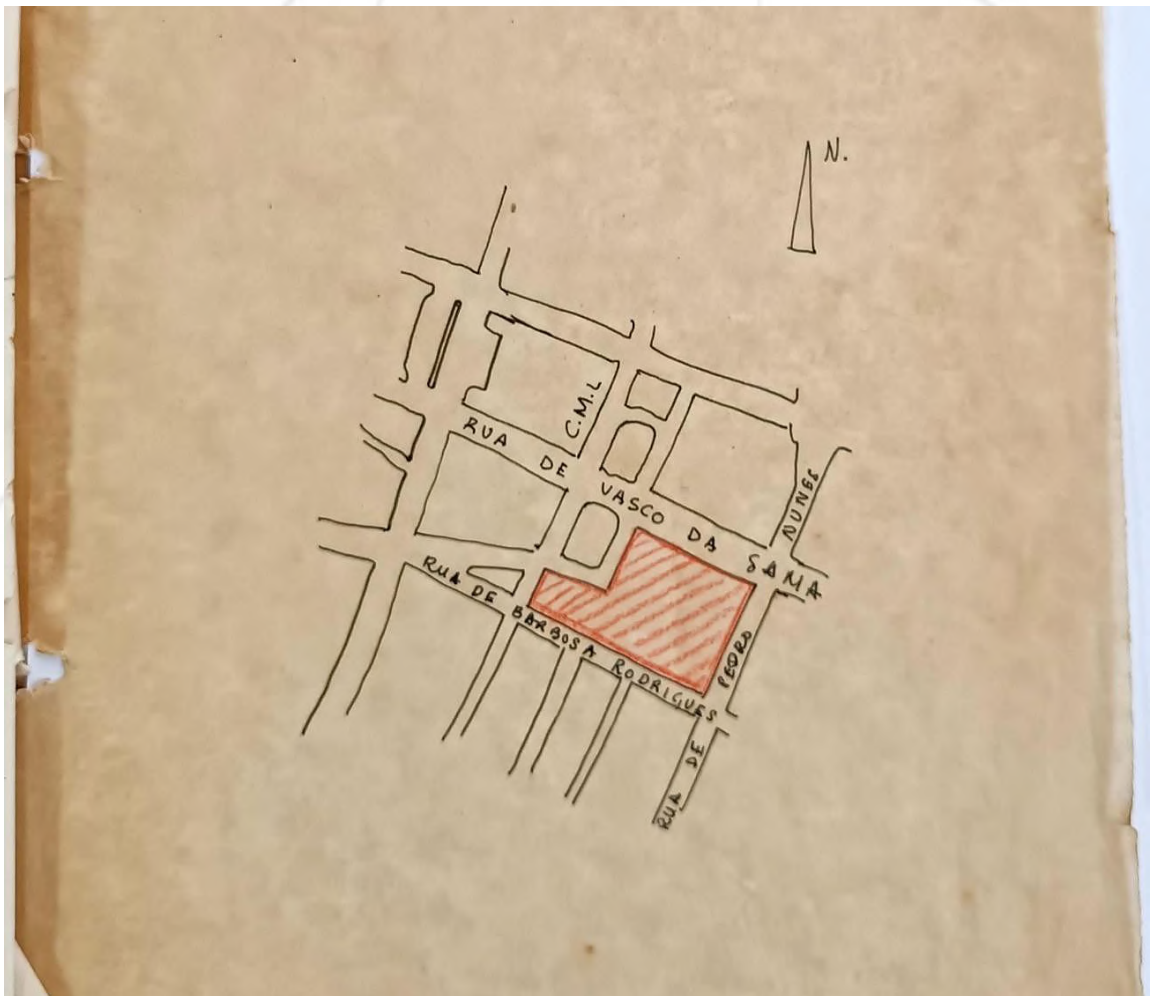


FIG 1: SKETCH OF DO CARMO'S PARK DATING FROM THE 1940S.

SOURCE: IPGUL ARCHIVE - CML FILE 5 - ESTUDOS 1969, FOLDER: ZONA 2 1964, CONSULTED IN DECEMBER 2022.



FIG 2: DRAWING OF A PROPOSAL FOR DO CARMO'S PARK INTERVENTIONS, DATING FROM THE 1960S.
SOURCE: IPGUL ARCHIVE - CML FILE 5A-RR, FOLDER: 5 - URB 1950, CONSULTED IN DECEMBER 2022.

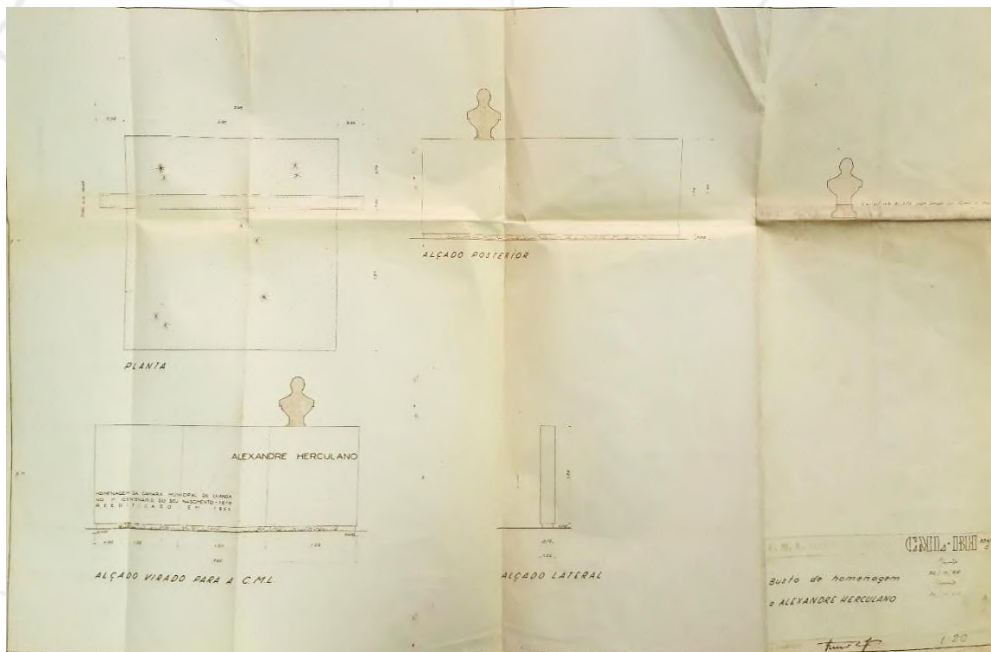


FIG 3: DRAWINGS FOR A STATUE OF ALEXANDRE HERCULANO, TO BE BUILT IN DO CARMO'S PARK DATING FROM THE 1964.
SOURCE: IPGUL ARCHIVE - CML FILE 5 - ESTUDOS, FOLDER: ZONA 5 1964, CONSULTED IN DECEMBER 2022.

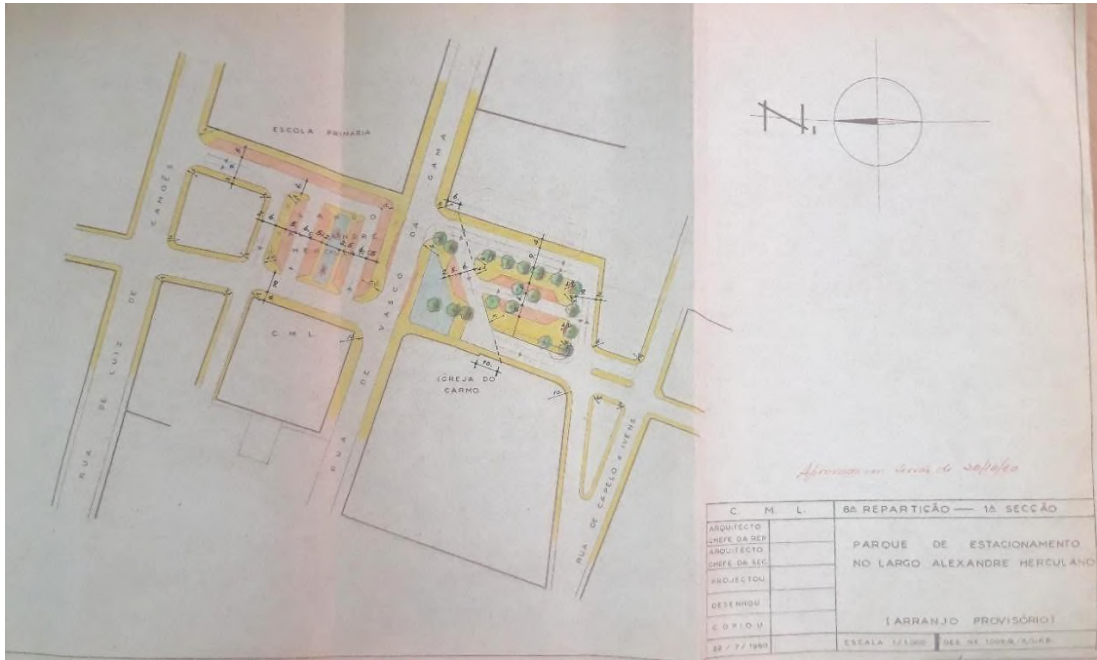


FIG 4: DRAWING OF DO CARMO'S PARK, PROPOSING AN INTERVENTION TO INTRODUCE PARKING FACILITIES, DATING FROM THE 1960.

SOURCE: IPGUL ARCHIVE - CML FILE 5A-RR, FOLDER: 5 - URB 1950, CONSULTED IN DECEMBER 2022.



FIG 5: DRAWING OF AN INTERVENTION NEAR DO CARMO'S PARK, DATING FROM THE 1960.

SOURCE: IPGUL ARCHIVE - CML FILE 5B-RR, FOLDER: (NOT NUMBERED BUT WITH THE FOLLOWING DESCRIPTION: "QUARTEIRÃO EM FRENTE A IGREJA DO CARMO", CONSULTED IN DECEMBER 2022.

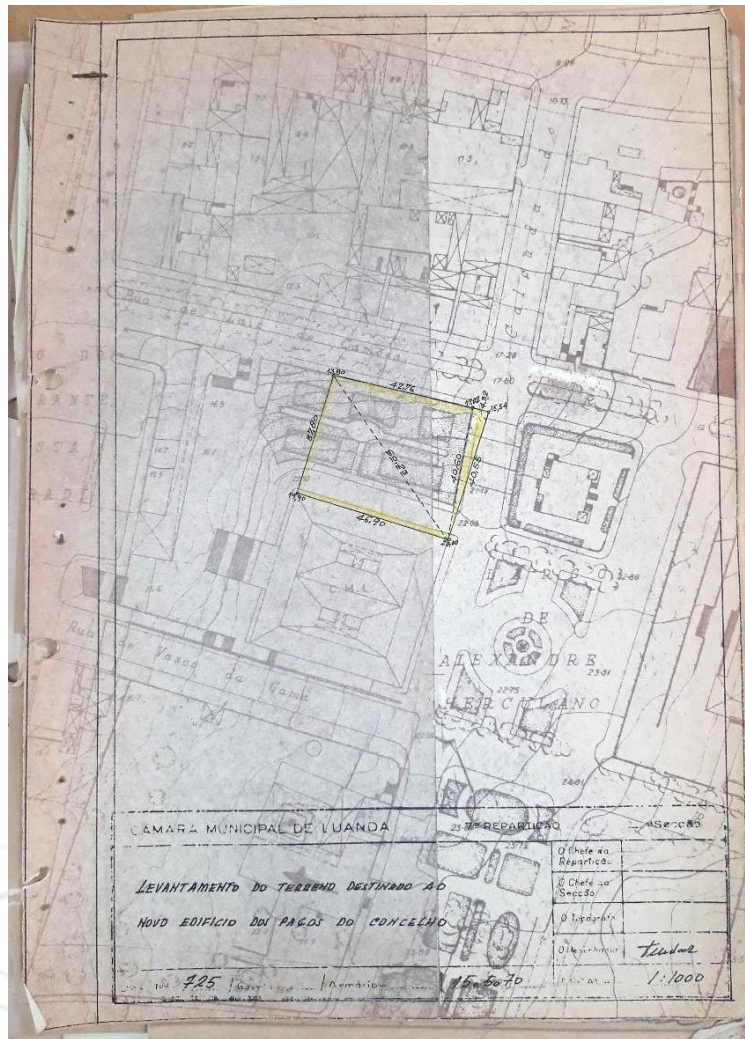


FIG 6: DRAWING OF AN INTERVENTION NEAR DO CARMO'S PARK, DATING FROM THE 1960.
 SOURCE: IPGUL ARCHIVE - CML FILE 5- ESTUDOS, FOLDER: (NOT NUMBERED BUT WITH THE FOLLOWING DESCRIPTION:

“NOVO EDIFÍCIO DOS PAGOS DO CONCELHO, LOCALIZAÇÃO, CONCURSO PARA ELABORAÇÃO DO ANTEPROJECTO”),
 CONSULTED IN DECEMBER 2022.

Drawings concerning Largo do Atlético



FIG 7: DRAWING OF ATLETICO'S PARK, EXTRACTED FROM A 1920 MAP OF LUANDA.
 SOURCE: IPGUL ARCHIVE - CML FILES, CONSULTED IN DECEMBER 2022.

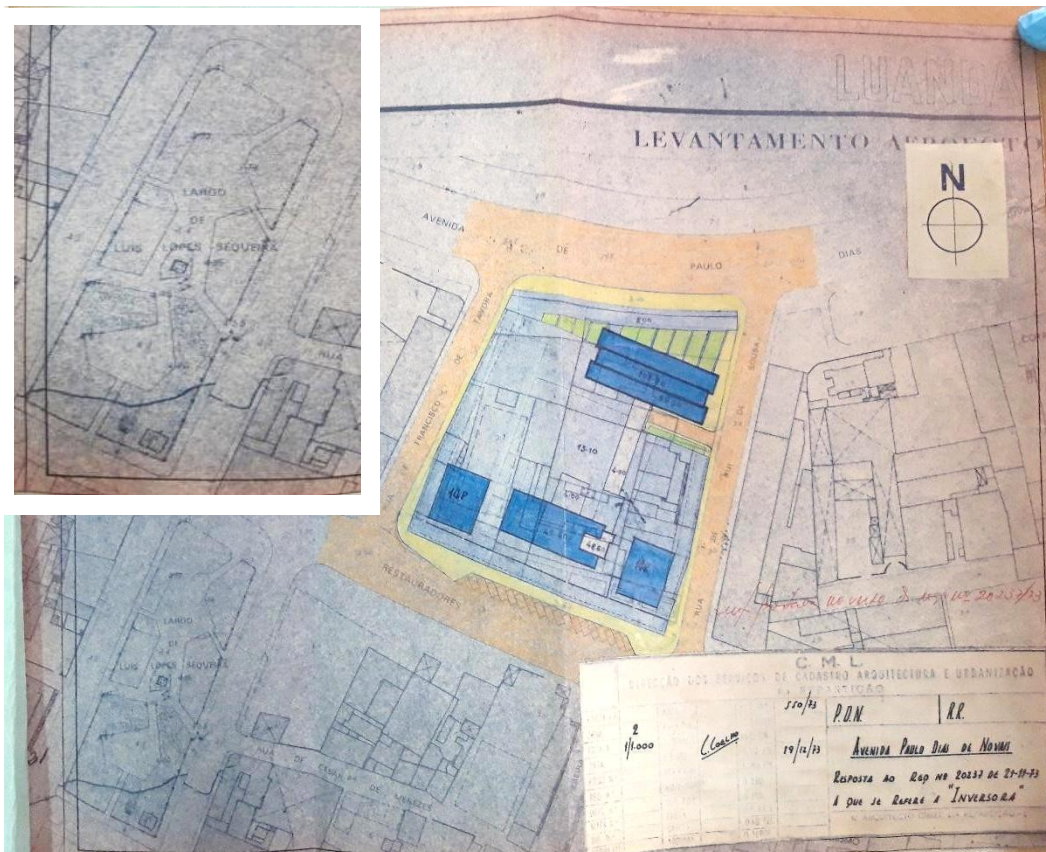


FIG 8: DRAWING OF ATLETICO'S PARK, DATING FROM 1960S.
 SOURCE: IPGUL ARCHIVE - CML FILE 5 - ESTUDOS 1969, FOLDER: ZONA 2 1973, CONSULTED IN DECEMBER 2022.

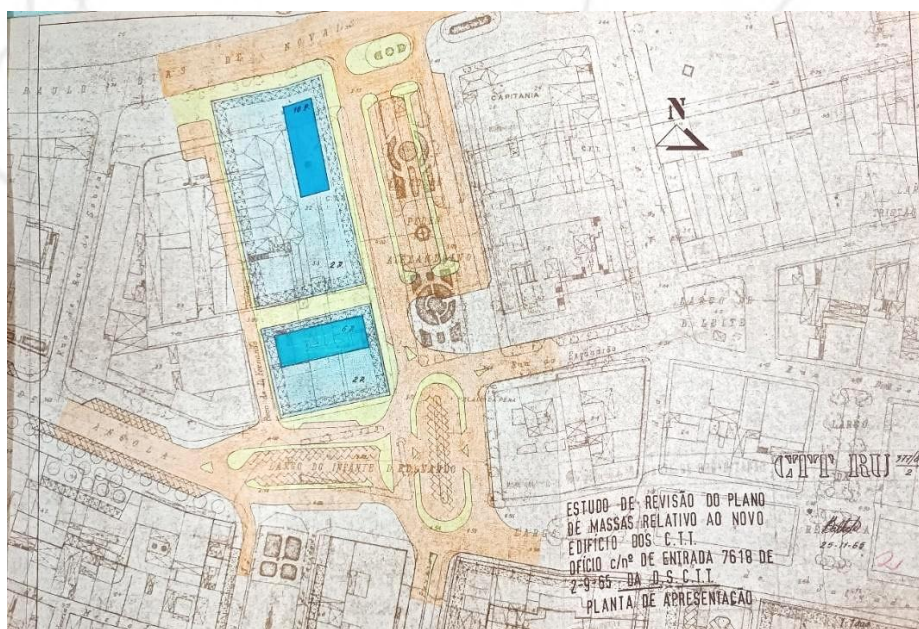


FIG 9: AREA MAP INCLUDING A PARTIAL VIEW OF ATLETICO'S PARK AND INCLUDING AN INTERVENTION TO ALTER THE UNKNOWN SOLDIER MONUMENT PARK. THIS DRAWING DATES FROM 1965.
 SOURCE: IPGUL ARCHIVES - CML FILE 5B-RR, FOLDER: ZONA 2 1961, CONSULTED IN DECEMBER 2022.

Drawings concerning Largo do Baleizão

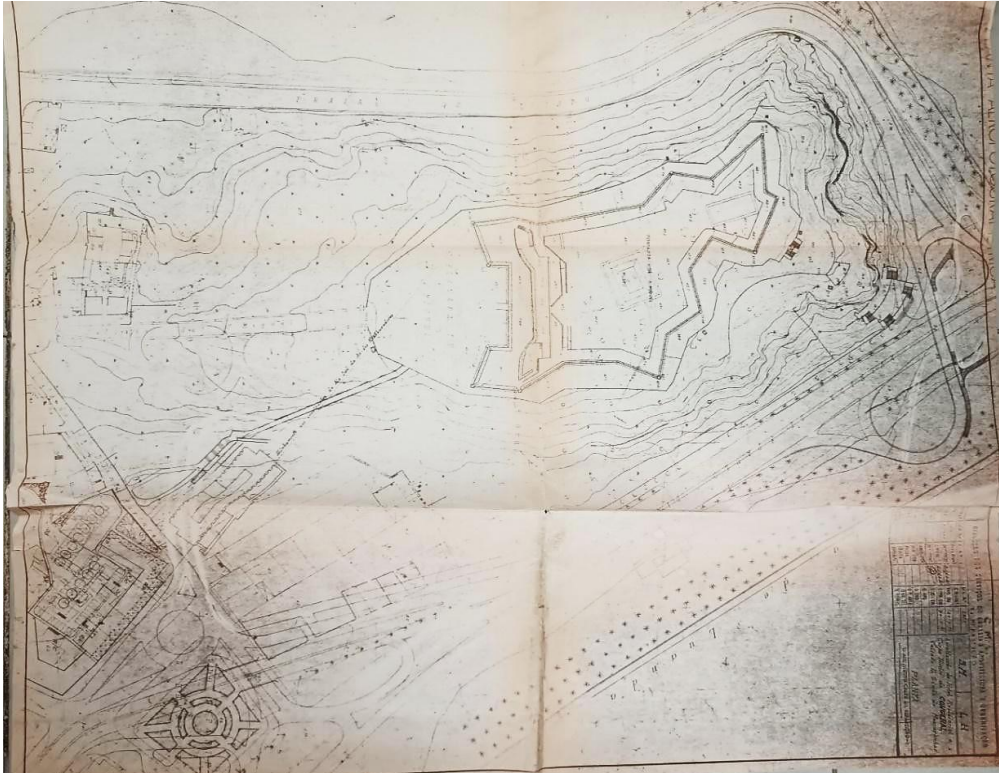


FIG 10: AREA MAP INCLUDING BALEIZÃO'S PARK. ALTHOUGH THE LEGEND IS ILLEGIBLE, THIS DRAWING DOCUMENTS AN INTERVENTION THAT HAPPENED BETWEEN THE 1940S AND 1960S, BASED ON PHOTOGRAPHS OF THE PARK.
SOURCE: IPGUL ARCHIVES - CML FILE 3 - ESTUDOS, FOLDER: 7 - 1962, CONSULTED IN DECEMBER 2022.



FIG 11: AREA MAP INCLUDING BALEIZÃO'S PARK. ALTHOUGH THE LEGEND IS ILLEGIBLE, THIS DRAWING DOCUMENTS AN INTERVENTION THAT HAPPENED BETWEEN THE 1940S AND 1960S, BASED ON PHOTOGRAPHS OF THE PARK.
SOURCE: IPGUL ARCHIVE - CML FILE 5B-RR, FOLDER: ZONA 2 1961, CONSULTED IN DECEMBER 2022.

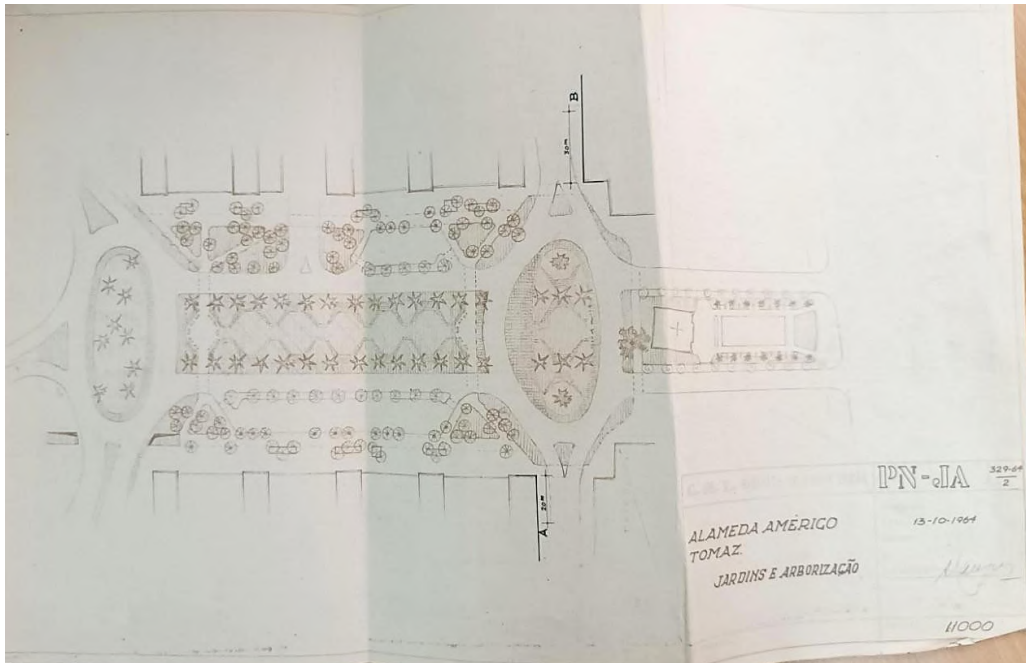


FIG 12: DRAWING PROPOSING AN INTERVENTION ON AMBIENTE ´S PARK, DATING FROM 1964.
 SOURCE: IPGUL ARCHIVES - CML FILE 2 - ESTUDOS, FOLDER: (NOT NUMBERED BUT WITH THE FOLLOWING DESCRIPTION: "RESPOSTA A NOTA Nº 555C DE ENTRADA DOS SMTIC, FICHA 45C/c5"). CONSULTED IN DECEMBER 2022.

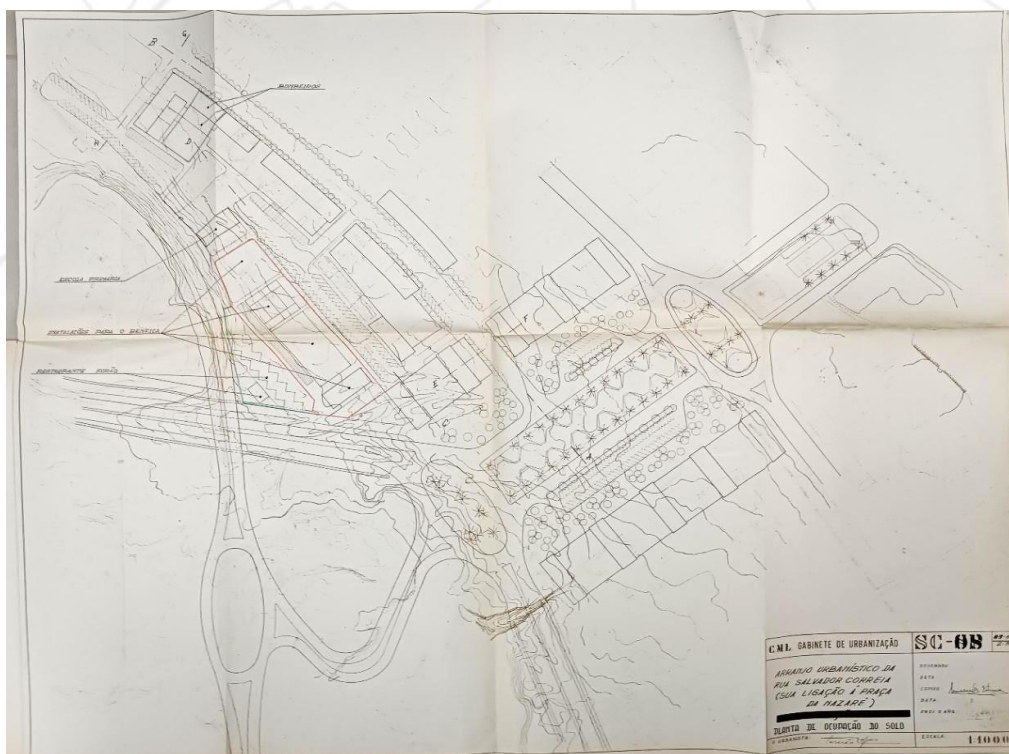


FIG 13: DRAWING PROPOSING AN INTERVENTION ON AMBIENTE ´S PARK, CONNECTING THE PARK WITH NAZARÉ CHURCH ´S PIAZZA. DATING FROM 1963.
 SOURCE: IPGUL ARCHIVES - CML FILE 3 - ESTUDOS, FOLDER: 7 - 1962, CONSULTED IN DECEMBER 2022.

Drawings concerning Largo do Ambiente

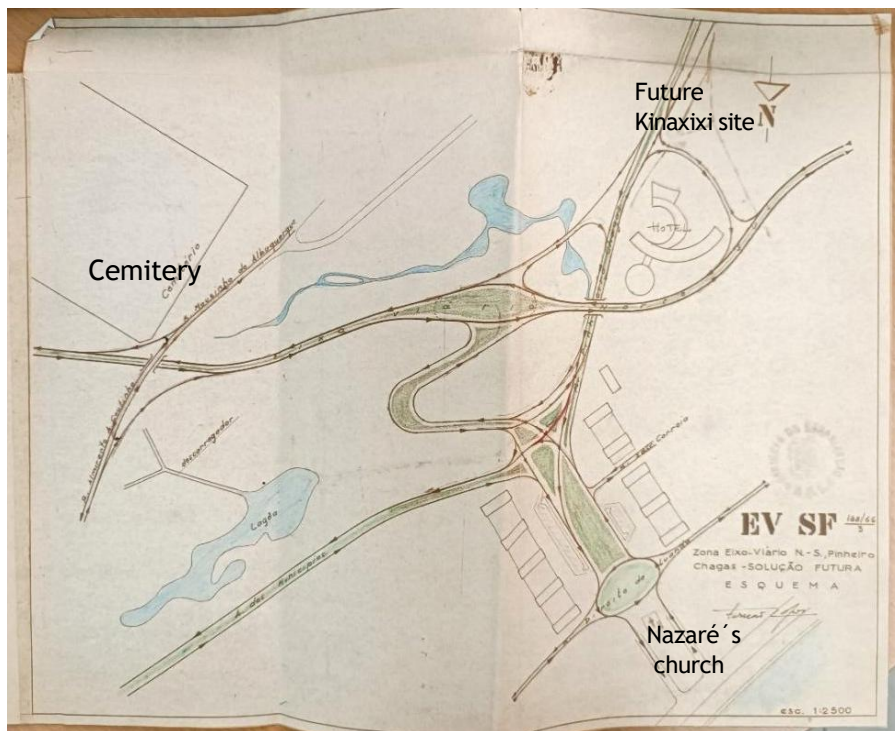


FIG 14: PROPOSED INTERVENTION ON AMBIENTE'S PARK, CONNECTING THE PARK TO ALTO DAS CRUZES CEMETERY, AND INCLUDES ROADS THAT LEAD TO KINAXIXI MARKET. THIS DRAWING DATES FROM 1966.
SOURCE: IPGUL ARCHIVES CML FILE 3 - ESTUDOS, FOLDER: (NOT IN FOLDER), CONSULTED IN DECEMBER 2022.

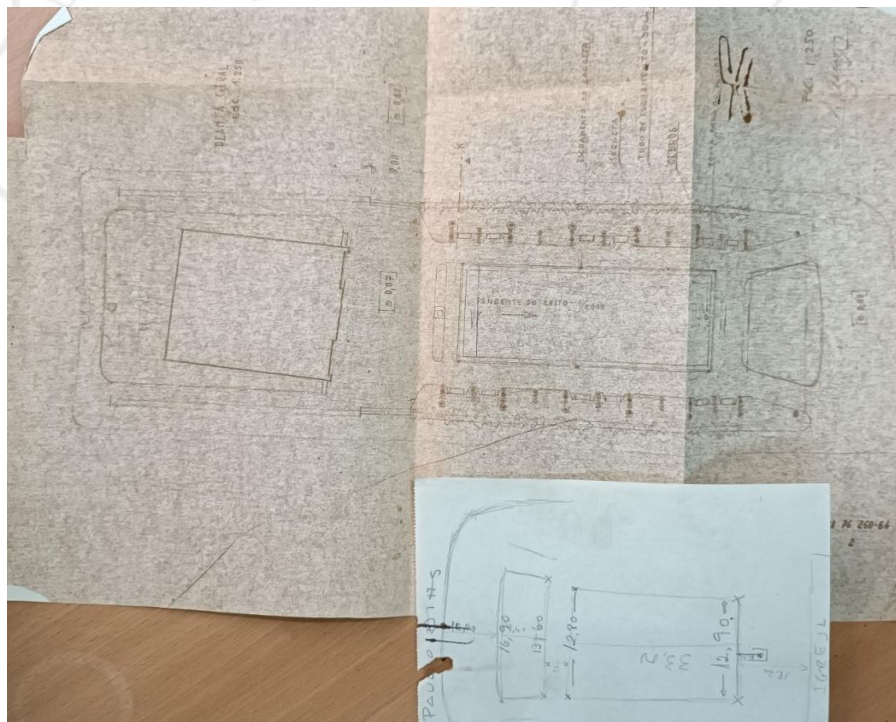


FIG 15: PROPOSED INTERVENTION ON AMBIENTE'S PARK. THIS DRAWING DATES FROM 1964.
SOURCE: IPGUL ARCHIVES - CML FILE CML FILE 5 - ESTUDOS 1969, FOLDER: ZONA 2 1964, CONSULTED IN DECEMBER 2022

ANNEX 3

This section delves into the historical context of Luanda's urban development, presenting proposals to address the lack of parking in the city centre. These files belong to Luanda's Municipal City Council during colonial administration period.

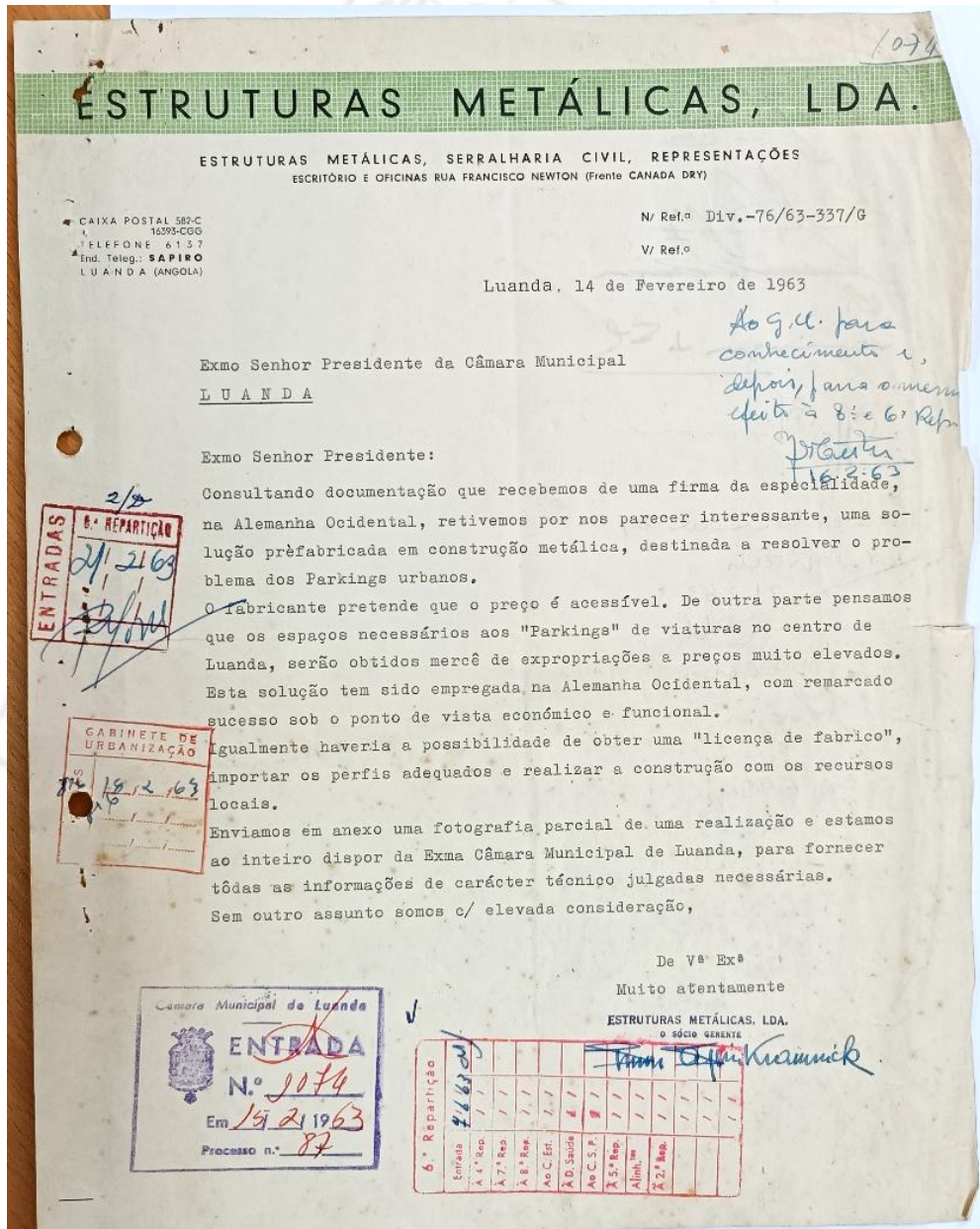


FIG 1: THE LETTER FROM THE MANAGING ASSOCIATE OF A METAL CONSTRUCTION COMPANY (ESTRUTURAS METÁLICAS, LDA), PROPOSING THE CONSTRUCTION OF A VERTICAL PARKING FACILITY IN MUTAMBA, NEAR DO CARMO'S PARK.

SOURCE: IPGUL ARCHIVE - CML FILE 2 - ESTUDOS, FOLDER: (NOT NUMBERED BUT WITH THE FOLLOWING DESCRIPTIONS: "ESTUDO DO QUARTEIRÃO FORMADO PELAS RUAS SALVADOR CORREIA, PEREIRA FORJAZ, LUÍS DE CAMÕES E CALÇADA DO MUNICÍPIO". CONSULTED IN DECEMBER 2022.

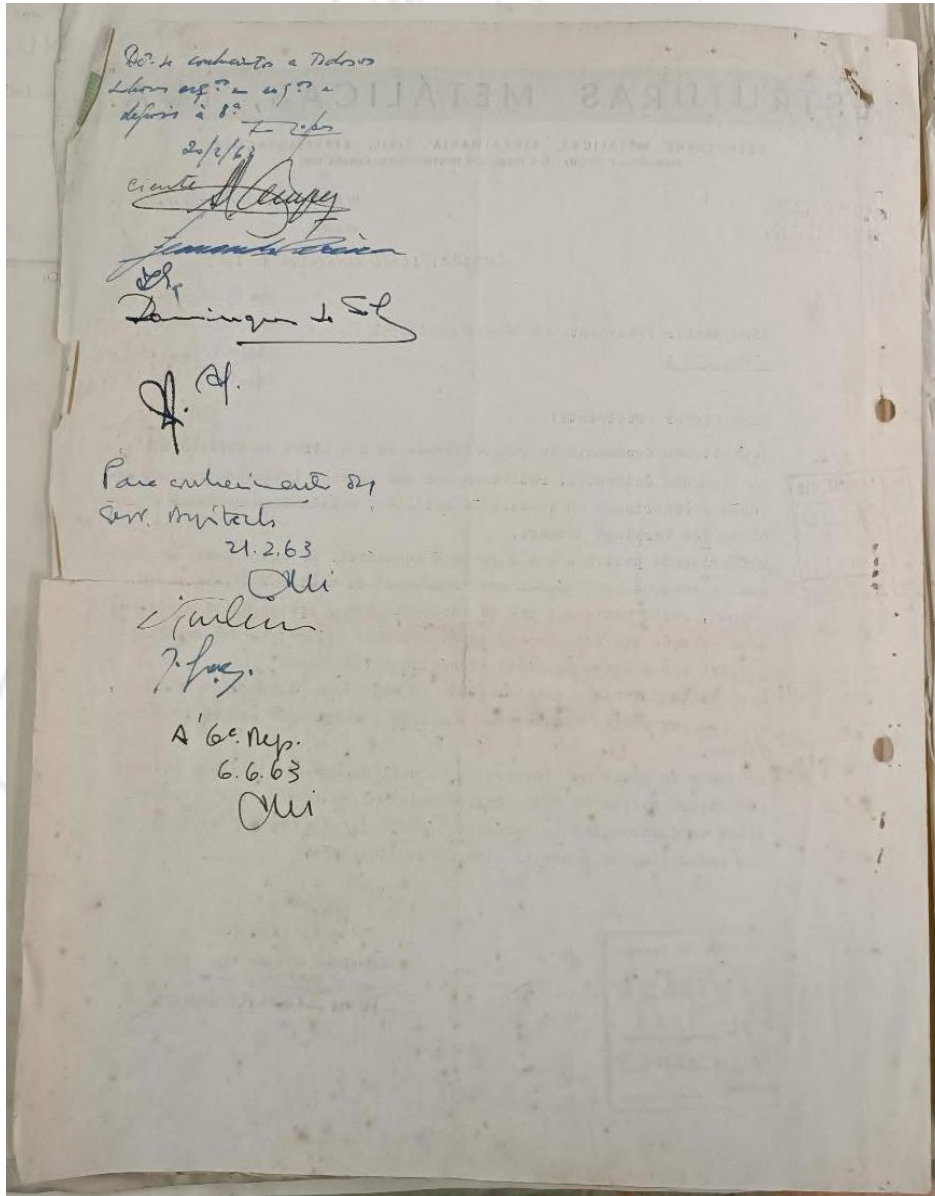


FIG 2: RECORD OF SIGNATURES AT THE BACK OF THE LETTER ABOVE.
SOURCE: IPGUL ARCHIVE - CML FILE 2 - ESTUDOS, FOLDER: (NOT NUMBERED BUT WITH THE FOLLOWING DESCRIPTION: "ESTUDO DO QUARTEIRÃO FORMADO PELAS RUAS SALVADOR CORREIA, PEREIRA FORJAZ, LUÍS DE CAMÕES E CALÇADA DO MUNICÍPIO". CONSULTED IN DECEMBER 2022.



FIG 3: A PHOTOGRAPH OF THE VERTICAL PARKING FACILITY, PROPOSED FOR CONSTRUCTION IN MUTAMBA, NEAR DO CARMO'S PARK, WHERE A MULTIMODAL JUNCTION CONNECTING THE CITY CENTRE TO THE BAY WAS ALSO PROPOSED.

SOURCE: IPGUL ARCHIVE - CML FILE 2 - ESTUDOS, FOLDER: (NOT NUMBERED BUT WITH THE FOLLOWING DESCRIPTIONS: "ESTUDO DO QUARTEIRÃO FORMADO PELAS RUAS SALVADOR CORREIA, PEREIRA FORJAZ, LUÍS DE CAMÕES E CALÇADA DO MUNICÍPIO". CONSULTED IN DECEMBER 2022.

ANNEX 4

Proposal to improve motorised circulation between the Bay and Largo da Mutamba.

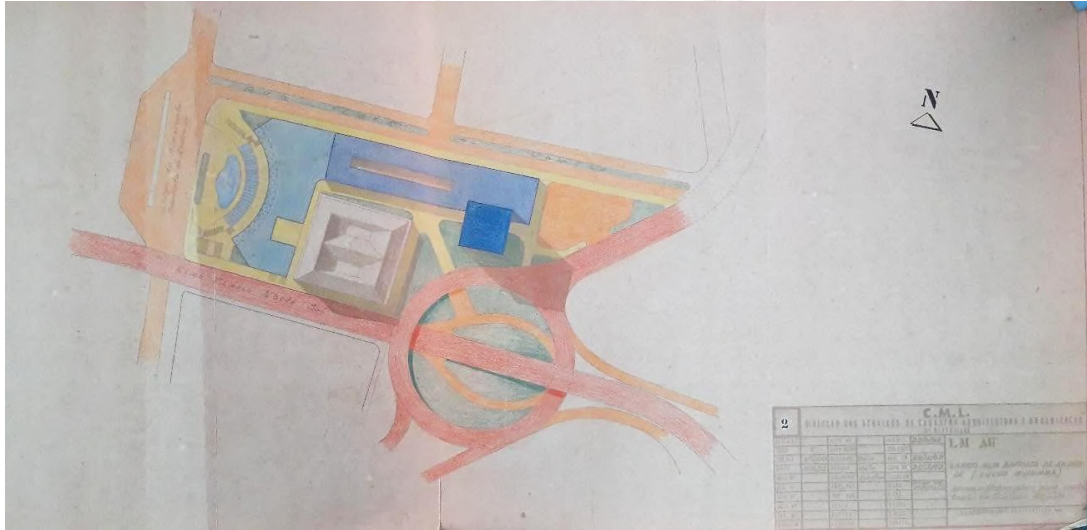


FIG 1: PROPOSED INTERVENTION IN MUTAMBA, NEAR DO CARMO'S PARK, PROPOSING A MULTIMODAL JUNCTION CONNECTING THE CITY CENTRE TO THE BAY. THE PROPOSAL ALSO INCLUDED GREEN AREAS, PARKING FACILITIES AND OFFICE BUILDINGS

SOURCE: IPGUL ARCHIVE - CML FILE 5 - ESTUDOS, FOLDER: ZONA 5-ESTUDOS 1969, CONSULTED IN DECEMBER 2022.

ANNEX 5

RECORDS OF THE ACTIONS TAKEN TOWARD URBAN INTERVENTION IN LUANDA DURING COLONIAL RULE

1- The conception of the social equipment and the process of relocating the population living on the sites identified for constructing these amenities.

Source: IPGUL Archive - CML file 5A - RR, folder Zona 5 (no date but with the following description: "Arranjo Urbanístico do Largo dos Lusíadas e da zona limitada por aquele Largo, pela Luiz de Camões e pela Nossa Senhora da Muxima. Aprovado em sessão de 17/04/63").

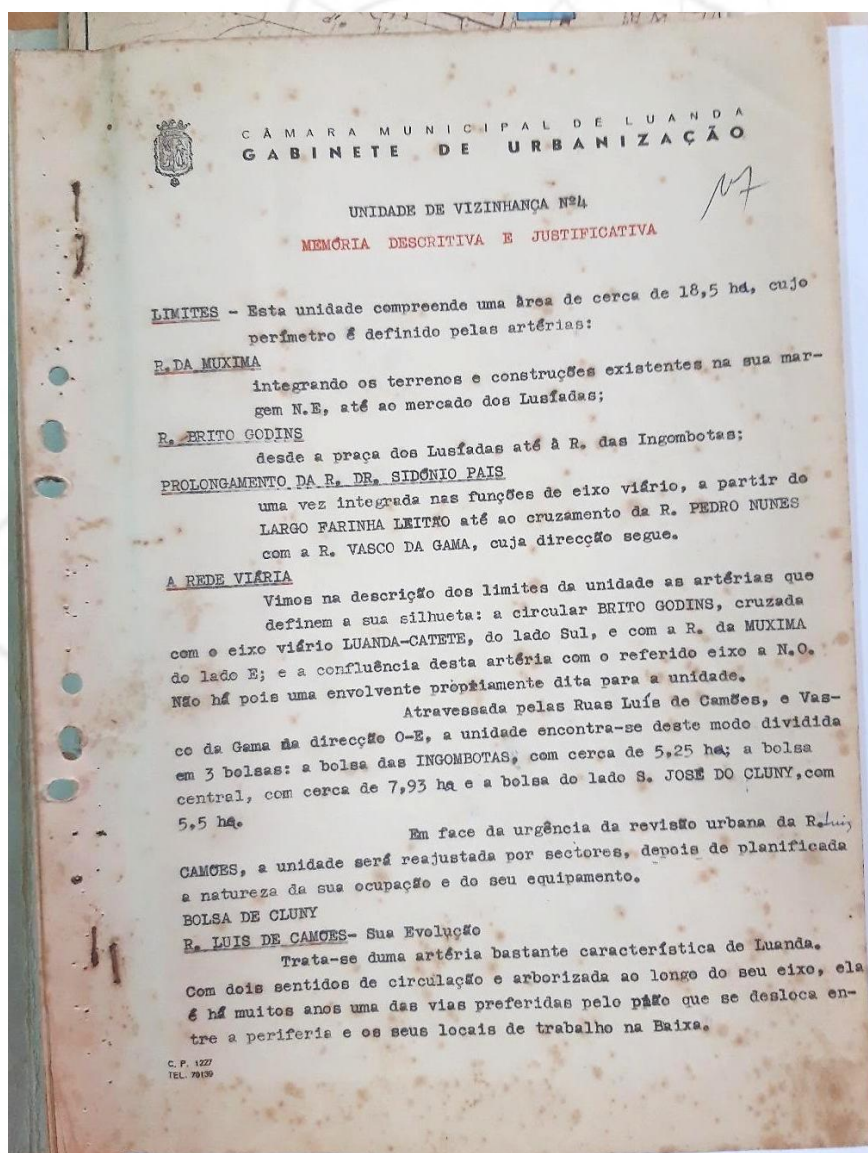


FIG 1: FIRST PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.

SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



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2.

Dentro da tradição, nas suas raras construções antigas tem preferência a habitação "tipo colonial", dum piso único, sobre pequenos pilares de alvenaria. Ainda há vestígios deste tipo de construção.

Pouco densa de população por virtude da grande reserva da Missão evangélica, a sua margem direita, para quem sobe, é quasi somente ocupada por moradias unifamiliares de um só piso.

É no surto económico do café que começa a invasão do bloco de rendimento. A urbanização é forçada pela iniciativa particular. O atraso dos respectivos estudos do Gabinete transformam-se por isso num entrave à expansão cada vez mais solicitada pelas condições invulgarmente privilegiadas do local: boa exposição às brisas, horizonte marítimo etc.

Processa-se uma tentativa para o alargamento da Rua LUIS de CAMOES, imposta pela intensidade do tráfego. Pretendeu-se simultaneamente torcer o seu eixo para o levar ao centro do monumento da Praça dos Lusíadas, dado que os terrenos da margem direita do 1º troço (a partir da Rua Pereira Forjaz) são municipais e os da margem esquerda, no 2º, estão livres de construções.

Mas apesar de tudo, os compromissos existentes obrigaram a pôr de parte a solução, cujos vestígios entretante ficaram patentes no desalinhamento dos dois blocos recentes do 2º troço.

CONDIÇÕES GEOLÓGICAS DO TERRENO

O terreno em que se implanta a unidade de nº 4 faz parte duma mancha orientada de E para o centro da cidade, cuja penetração em forma de dedo se define por uma linha seguindo os perfis longitudinais das ruas Almirante Azevedo Coutinho, Mouzinho de Albuquerque e R^{ta} Rito Gedins até ao Liceu Salvador Correia; daqui desce ao Largo Serpa Pinto e toma a direcção de Hotel Globo onde se enfia na Rua Salvador Correia seguindo seu perfil para continuar depois o recorte da base da falésia no sentido do E. Trata-se duma formação de BURDIGALIANO PLIOCENO

C. P. 1227
TEL. 79130

FIG 2: SECOND PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.

SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



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GABINETE DE URBANIZAÇÃO

17 3.

(FACIES ARENOSO E ARGILOSO) e EOCENO, que permite fundações com bom comportamento elástico, quando não em terreno sujeito a erosão.

ALTERAÇÃO DO SISTEMA VIÁRIO DA BOLSA -

Dada a expansão actual da cidade para leste, a R. Luís de Camões é hoje uma radial muito importante, cujo perfil transversal terá de ser alargado como vimos. Em virtude dos compromissos existentes ao longo do seu perfil, a que também já fizemos referência, esse alargamento só será viável entre a Praça dos Luzfadas e o cruzamento com a R. da MUXIMA, onde uma pequena retunda distribuirá o tráfego entre o 1º troço da mesma artéria e a Calçada Gregório Ferreira, a caminho do Centro.

A R. PEDRO NUNES será cortada pelo eixo LESTE (LUANDA CATETE). O seu arranque a partir da retunda será alargado, para um parque de estacionamento. O mesmo acontecerá ao troço de ligação entre a R. LUÍS DE CAMÕES e a da MUXIMA, a qual será inteiramente dada a estacionamento, perdendo o seu contacto com a Rua Luís de Camões.

No seu traçado definitivo, o perfil transversal da R. Luís de Camões terá uma largura total de 35,90m. Mantendo o alinhamento actual, na sua margem direita (para quem sobe) teremos a partir do contra lancil: 1 passeio com 2,20 metros de largo, uma faixa de rodagem com 6,25m, 1 passeio arborizado com 3,25m, uma faixa central com 12,50m, cujo eixo marca a simetria transversal do referido perfil. Este quer dizer que a actual largura entre o referido contra-lancil e o lancil da margem esquerda, - agora tomado como eixo - duplicará, resultando para a faixa central uma largura dupla do perfil actual de qualquer das faixas.

Os passeios laterais serão desdobrados, onde ainda for possível, numa largura de mais 4 metros para cada um, à custa dos pórticos criados nos planos marginais dos prédios avançados.

O PLANO DE MASSAS

O plano marginal esquerdo (para quem sobe) no sector correspondente a esta unidade será composto por seis

FIG 3: THIRD PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.

SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



blocos de comprimentos entre os 40 e os 49 metros, orientados sensivelmente a S.SO; um bloco de cerca de 44m voltados para a R. da MUXIMA e finalmente um bloco menor com cerca de 24m - voltado para a Praça dos Lusíadas.

Os blocos marginais da R. Luís de Camões serão alternadamente avançados ou recuados, num arranjo de conciliação com o desalinamento encontrado nos dois blocos recentes do 2º troço desta artéria.

O bloco nº 8, situado nas costas do bloco nº 4 e cujo espaço intermédio será ocupado por um cinema, terá 5 andares e será lançado sobre pilares; seu r/c será ocupado parcialmente com um programa complementar do centro social vizinho.

Mantem-se as moradias existentes do lado da MUXIMA que, nesta bolsa, constituem a ocupação dada a moradias individuais.

DISTRIBUIÇÃO DA POPULAÇÃO

E EQUIPAMENTO CÍVICO

A população desta bolsa é da ordem das 900 almas - 207 famílias - distribuídas numa área aproximada de 5,5 hectares a uma densidade de 169/he.

Esta fraca densidade resulta de se acumular aqui um programa substancial de equipamento colectivo que ultrapassa as simples necessidades da unidade.

No quadro nº 1 pode ler-se a natureza da ocupação de cada bloco. Não figura nele o tipo de família 10 que se considera satisfeito nas construções de R/C e 1º andar existentes e que se mantêm no plano.

O equipamento a instalar nesta bolsa e relativo às necessidades da unidade consta de:

EQUIPAMENTO CÍVICO

CINEMA - para 800 pessoas

CLUB DE JOVENS

BIBLIOTECA

SALAS DE MÚSICA E PEQUENAS REUNIÕES

IGREJA - para 1000 pessoas c/ casa paroquial

FIG 4: FORTH PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.

SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



CÂMARA MUNICIPAL DE LUANDA
GABINETE DE URBANIZAÇÃO

M 5.

1 TALHO
3 MERCEARIAS
COMÉRCIO 1 DEPÓSITO DE PRO
DIÁRIO 1 QUIOSQUE TABACO, JORNAIS etc.

EQUIPAMENTO COMUM

EXISTENTE 0 MERCADO DE QUINAXIXE
0 MUSEU
0 COLÉGIO DE S. JOSÉ DE CLUNY
IGREJA DA MISSÃO EVANGÉLICA
ESCOLA DE DACTILOGRAFIA

O sector do comércio diário será satisfeito com o comércio local a criar na R. Luís de Camões e que aqui se prevê no R/C dos blocos avançados do alinhamento- os nºs 1-2-4-6e7.

NOTA IMPORTANTE

Há uma necessidade facilmente compreensível de planificar a distribuição quer dos vários tipos familiares que constituem a população, quer todo o equipamento colectivo que lhe diz respeito, dentro da organização da unidade. Esta planificação teria mesmo de apoiar fatalmente um plano de obras, quando a sua realização se entregasse a uma única entidade, sob pena de não ficarem satisfeitas as necessidades locais da mesma população.

Ora é a iniciativa particular e fraccionada que normalmente se incumbe desta tarefa.

Perante a dificuldade manifesta de controlar qualquer plano desta natureza, cuja imposição, mal compreendida, poderia ser mesmo interpretada como uma violência, na medida em que ela pode interferir com a livre iniciativa e com os pretensos direitos de qualquer proprietário que se propõe construir, "ele" no "seu terreno", parece de toda a vantagem que essa mesma necessidade entre na consciência de todos os interessados, com terrenos neste ou em qualquer outro ponto da cidade. Isto até, porque em última análise, um tal reconhecimento se traduz por um bene-

FIG 28: FIFTH PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.
SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



Mx

*Área: 18 642 m²
Densidade: 270 hab./ha. - 50 hab./bloco*

	SECTOR DE CLUMFY		SECTOR DE CLUMFY		Densidade	Famílias a alojar nos Sectores seguintes	COSTA DO OCEANO
	Alunos	Fam. Leds	Famílias disponíveis	Alunos			
Solteiros	1505	759	149	149	610	264	
Casados	1270	640	56	112	348	190	
3/4	3017	1522	86	307	187	86	
4/5	2073	1046	17	110	51	26	
6/7	1336	669	6	6	20	12	
8/9	635	270	32	2	558	952	
10	273	158	14				

C.P. 1227
TEL. 70130

FIG 30: SEVENTH PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.
SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



CÂMARA MUNICIPAL DE LUANDA
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ffício para esses proprietários, do ponto de vista comercial.

Assim este controle poderia exercer-se mais suavemente através de simples recomendações, feitas oportunamente pela Repartição Municipal encarregada destes assuntos, a todos aqueles que a ela recorrem pedindo informações sobre a natureza e características das construções que pretendem realizar.

PARQUES DE ESTACIONAMENTO

As necessidades da bolsa, neste sector, podem traduzir-se pela existência a curto prazo de 209 viaturas, calculadas na razão de 1V/família e 1V/ 30 m² de área em escritórios e comércio. No local só podem encontrar-se 148 lugares para estacionamento; o parque de estacionamento em altura a construir junto ao Mercado de Quinxixe, deverá ser largamente absorvido pelas necessidades da Praça dos Lusíadas, do referido mercado e das grandes massas de construção que vão surgindo a E.

Não poderemos, pois, contar com ele, não obstante este sector estar situado dentro da sua zona de influência (ver informação 28/GU/63).

REGULAMENTO DA CONSTRUÇÃO

Profundidade da construção, incluindo zonas de protecção	13m
Afastamento entre blocos -mínimo-	10m
" " " moradias Gem. ou indiv. mínimo	8m
Pés direitos - Habitação - piso a piso	3m
" " Escritórios " " "	3m
" " Comércio não menos de	3,5m
" " Armazéns " " "	2,5m
em Anexos " " "	2,5m

NOTA

Quando como aproveitamento de espaço se lançem pisos intermédios em casas comerciais, esse aproveitamento não excederá 50% da área do estabelecimento; e os respectivos pés direitos nunca serão inferiores a 2,40m.

Os anexos ficarão em todos os casos integrados na construção, quer se trate de blocos quer de moradias individuais isoladas ou geminadas

C.P. 1227
NL 79139

FIG 31: EIGHTH PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA.

SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



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GABINETE DE URBANIZAÇÃO

7.

Ne caso dos blocos, os anexos ficarão sempre
no R/C, admitindo-se a sua instalação em semi-cave.
Admitem-se caves para armazéns comerciais.

O ARQUITECTO

Antonio Nunes e Silva Campino
ANTÓNIO NUNES E SILVA CAMPINO

7/3/67
O ARQUITECTO URBANISTA

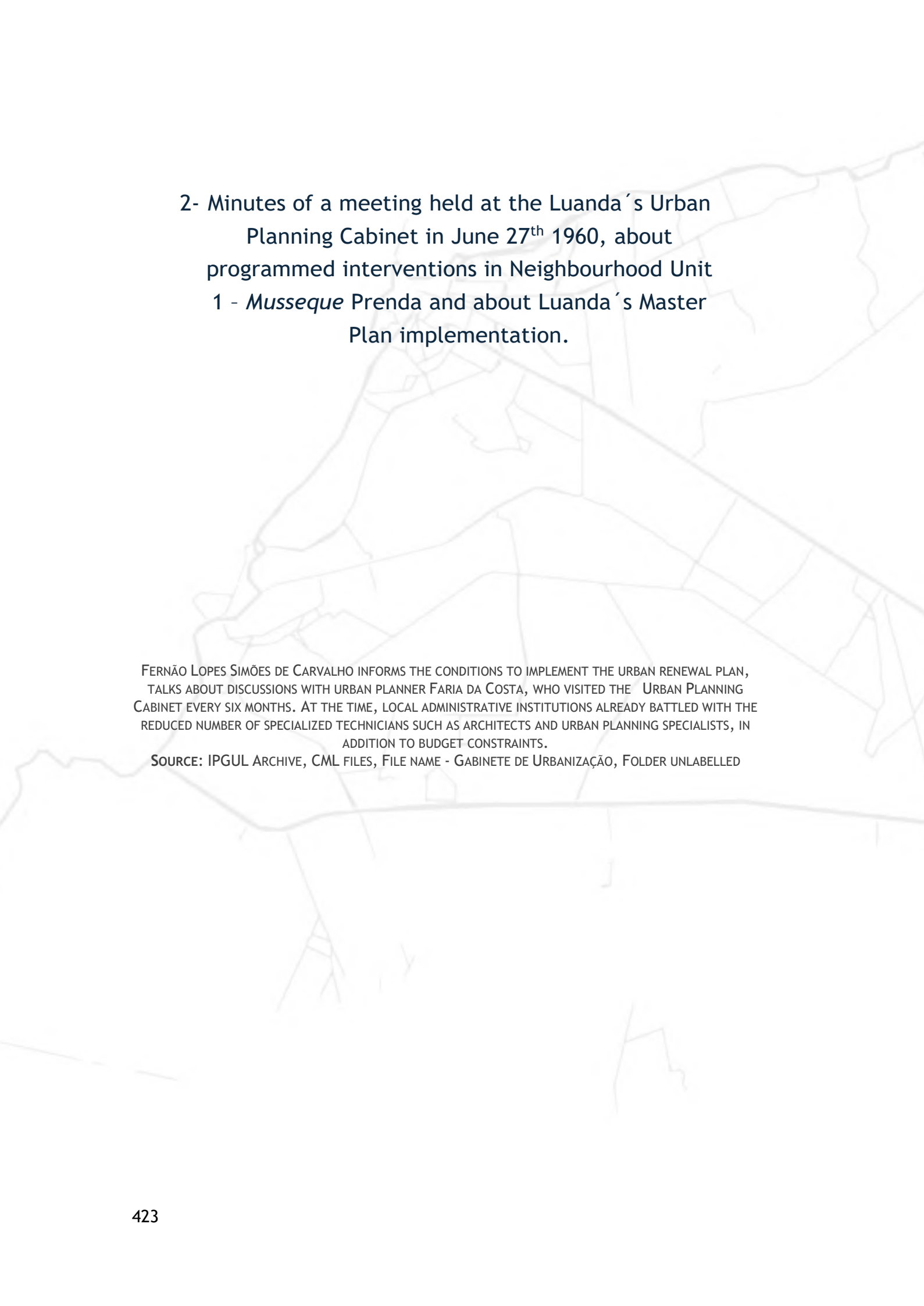
Fernão Lopes
FERNÃO LOPES SIMÕES CARVALHO

*Deus a profundidade de
construção que o p.º direito
das sublojas fixadas neste
regulamento poderão ser
diferentes, ficando assim caso
dependente de aprovação do
projeto apresentado ao p.º
pela repartição
competente.*

Luanda, 1 de Março de 1967

Fernão Lopes
4/3/67

FIG 32: NINTH PAGE AND LAST PAGE OF THE DOCUMENT EXPLAINING THE PROPOSAL TO INTERVENE IN NEIGHBOURHOOD UNIT 4, IN LUANDA. SOURCE: IPGUL ARCHIVE, CML FILE 5A - RR, FOLDER ZONA 5



2- Minutes of a meeting held at the Luanda's Urban Planning Cabinet in June 27th 1960, about programmed interventions in Neighbourhood Unit 1 - *Musseque* Prenda and about Luanda's Master Plan implementation.

FERNÃO LOPES SIMÕES DE CARVALHO INFORMS THE CONDITIONS TO IMPLEMENT THE URBAN RENEWAL PLAN, TALKS ABOUT DISCUSSIONS WITH URBAN PLANNER FARIA DA COSTA, WHO VISITED THE URBAN PLANNING CABINET EVERY SIX MONTHS. AT THE TIME, LOCAL ADMINISTRATIVE INSTITUTIONS ALREADY BATTLED WITH THE REDUCED NUMBER OF SPECIALIZED TECHNICIANS SUCH AS ARCHITECTS AND URBAN PLANNING SPECIALISTS, IN ADDITION TO BUDGET CONSTRAINTS.

SOURCE: IPGUL ARCHIVE, CML FILES, FILE NAME - GABINETE DE URBANIZAÇÃO, FOLDER UNLABELLED

RC

Não me refiro em pormenor aos bairros para a população não civilizada porque foi objecto de estudo recente e integrado no Plano Regulador que aguarda aprovação da Tutala.

Tendo em consideração o aumento da população verificado nos últimos 15 anos ela deve atingir 600.000 habitantes em 1970 dos quais, pelo menos 120.000 a 150.000 serão civilizados.

Para acompanhar este provável aumento da população não basta aumentar a sua densidade porque parte da rede viária existente ou projectada não comportará o correspondente trânsito nem terá espaços para estacionamento. É preciso pois um estudo de conjunto em colaboração com técnicos de varias especialidades, pois há a atender aos esgotos, defeza contra a erosão, povoamento florestal e outros problemas.

É indispensável também a colaboração do Governo na comparticipação nos encargos com os trabalhos urgentes de urbanização que excedem a capacidade financeira da Câmara, e na resolução de alguns problemas técnicos e politicos com sejam a defeza da Ilha de Luanda, defeza da avenida marginal da Praia do Bispo, defeza das barrocas e a construção dos bairros para a população não civilizada.

Esse estudo deverá incluir um programa sobre os encargos financeiros a assumir com as expropriações, construção de arruamentos, arborização, redes de esgotos, construção de mercados, matadouro, etc., etc., de modo a poder deduzir-se as respectivas prioridades em função da sua necessidade, do seu custo e urgência.

Sem tal programa correr-se-á o risco de se fazer hoje para se desfazer amanhã como tem sucedido até agora.

maior fôr a relação entre o seu comprimento e a sua largura. Ora o que tem sido projectado para as zonas verdes parece ter seguido critério oposto pois em grande parte delas o seu comprimento excede oito vezes a sua largura e esta é, em muitos locais, inferior a 50 metros.

Nalguns casos parece que houve intenção de reservar para as zonas verdes a parte dos terrenos particulares que não serviam para construção, endoçando-se assim à Câmara os encargos com a sua regularização, arborização e conservação.

Urge também estudar-se a localização do Jardim Zoológico, e Botânico, localização do Matadouro, Oficinas e estações de recolha dos veículos dos transportes colectivos, estações do Corpo de Salvação Pública, gares rodoviárias não só para veículos de carga como para veículos dos futuros transportes colectivos para as zonas sub-urbanas a Sul e sudeste da cidade cujo desenvolvimento se prevê com as grandes obras de irrigação apoiadas nos rios Bengo e Quanza.

A Zona Industrial que no Plano de 1942 estava prevista muito bem na proximidade do porto transformou-se simplesmente numa zona de armazens, a qual se acha agora designada impropriamente por Zona Industrial de Armazens !

A criação posterior da Grande Zona Industrial situada a 5 quilómetros do porto está praticamente por ocupar porque não se dispunha até há pouco tempo das respectivas redes de água, energia eléctrica e esgotos. A primeira destas redes está em execução, prevê-se a instalação breve de rede de energia eléctrica, mas é absolutamente necessário iniciar-se a construção da rede de esgotos para fomentar a fixação de indústrias e evitar a dispersão das mesmas em zonas fora do foral da cidade.

Pela fôrça das circunstancias, o recente Plano Regulador já teve de admitir a nova zona industrial, a norte da estrada do Cacusco, com as correspondentes zonas residenciais. Urge portanto estudar a executar a urbanização deste nova zona Industrial.

A primeira destas avenidas sairia da Avenida Marginal, passaria pelo Largo Tristão da Cunha, largo da Republica, iria ter ao Largo Serpa Pinto e prolongava-se para a zona sudoeste da cidade. A segunda daquelas avenidas daria acesso às zonas residenciais e Leste e a Sudeste da cidade.

As grandes artérias radiais de saída da cidade previstas no plano de 1942 deviam ser constituídas por duas faixas de rodagem, cada uma para quatro filas de veículos separadas por uma placa arrelvada de 3 metros, ou seja uma largura total de 25 metros acrescidos dos passeios e das zonas "non edificandi".

Naquele plano previam-se também arruamentos espaçosos e arborizados cujas larguras dependiam da sua função e do trânsito provável.

Seu que fôsse devidamente justificado alterou-se a concepção inicial da rede viária desta cidade e constata-se :

- 1^o- As grandes artérias radiais de saída da cidade têm uma largura que decresce da periferia para o centro da cidade, contrario do que devia ter sido projectado.
- 2^o- As grandes arterias circulares estão mal definidas e a sua largura será insuficiente para o futuro trânsito.
- 3^o- Em grande parte dos novos arruamentos e em alguns dos antigos arruamentos já alterados não se previu a sua arborização apesar dela ser possível e necessária.
- 4^o- A redução da largura dos passeios em ruas novas chegou ao exagero de os prever com meio metro. Como podem instalar-se nesses passeios as condutas de água, cabos de energia eléctrica e telefones sem que eles atravessam as sarjetas, pois que essa solução é contrária às elementares normas de higiene e segurança?

As Zonas Verdes depois da sua arborização, que já devia ter sido iniciada há anos, necessitam de ser vedadas para o seu fácil policiamento e conservação. Para uma determinada área a vedar o desenvolvimento das vedações será tanto maior e portanto tanto mais dispendiosa a sua construção quanto

Admitiu-se assim um grande aumento da densidade populacional mantendo-se a mesma rede viária, os mesmos espaços livres e a mesma rede de estabelecimentos escolares.

Tais alterações estariam bem se as densidades populacionais inicialmente consideradas fossem baixas. Será assim ?

Estou convencido que tal não sucedeu e pelo menos não encontrei a sua justificação.

O argumento que há necessidade de prever maior número de pisos nos prédios para compensar os preços elevados que atingiram os terrenos não se justifica inteiramente porque o seu valor depende não só da sua localização como também do número de pisos que a Câmara autoriza ou impõe para os prédios nele construídos. Deve-se pois, em parte, à Câmara Municipal a valorização e por vezes a especulação com esses terrenos, sem proveito algum para esta e com prejuízo para os problemas de trânsito.

Para V. Exas. fazerem ideia do que será o problema de estacionamento em Luanda dentro de 20 anos posso dizer-vos que, segundo inquéritos e estudos estatísticos recentes realizados em várias cidades, o número de veículos que há necessidade de estacionar nas zonas centrais comerciais é de 12 a 16 % do número de veículos existentes nessas cidades. Em Luanda o problema do estacionamento na zona central será muito mais grave do que se passa noutras cidades não só porque a proporção de veículos automóveis em relação à população é grande como também devido ao facto da construção de grandes prédios naquela zona em que a maior parte dos andares se destinam a residências.

Não é preciso portanto grande esforço de imaginação nem conhecimentos técnicos, para prever que, dentro de poucos anos, haverá uma situação caótica para os problemas de trânsito e estacionamento na zona Comercial Central, tanto mais que o Plano de Urbanização de 1947 eliminou as duas grandes arterias com cerca de 40 metros de largura e destinadas a descongestionar o trânsito entre a Zona Central e os Bairros Residenciais. Eram elas a Avenida Central e a Avenida obtida com o alargamento da Rua Luiz de Camões.

PROPOSTA PARA ACTUALIZAÇÃO DO PLANO DE URBANIZAÇÃO DE LUANDA

Exmo. Senhor Presidente e Prezados Colegas da Vereação, ~~XXXXXXXXXX~~ 11

Na sessão desta Vereação realizada do dia 9 de Abril deste ano, foi resolvido por unanimidade, convidar um urbanista de reconhecida competência para dar o seu parecer sôbre os problemas mais importantes da urbanização de Luanda.

Porém do estudo rápido que fiz dos elementos que me foram facultados posteriormente àquela data, tivei algumas conclusões que desejo expôr a V. Exas. para vossa apreciação, porque delas se verifica a necessidade de se rever e actualizar o Plano de Urbanização em vigôr.

O Plano de Urbanização, elaborado em 1942 pelos architectos urbanistas Srs. E. DE GROEN e MOREIRA DA SILVA, é de facto a único plano completo para a urbanização de Luanda porque dele faz parte a memória descritiva e justificativa bem como os regulamentos de zonas, de talhanentos e de construção.

Naquele plano foram consideradas Zonas Residênciais, Comerciais e Industriais, nas quais as áreas e alturas máximas das construções obedeciam a certos limites que conduziam a determinadas densidades populacionais.

Por deliberação camarária de 25 de Outubro de 1946 foram aumentadas de 20 a 50% os limites das áreas cobertas em cada talhão das zonas residênciais o que correspondeu a admitir nessas zonas um aumento de densidade populacional sem alteração da rede viária do plano de 1942.

No Regulamento do Último Plano de Urbanização foi aprovado em sessão camarária de 10 de Março de 1954, e actualmente em vigôr, permitia-se que a altura máxima dos prédios nas zonas Comerciais Centrais e nas zonas Mixtas de Comercio e habitação fôsse de vez e meia a largura da rua. Posteriormente aquela altura reduziu-se para uma vez a largura da rua mas nos gabarits que têm sido aprovados com o argumento do equilibrio de massas alguns prédios são previstos com alturas superiores aqúelle limite.

apresentar e

Neste projeto, ~~apresentar~~ e sessat e seis
de 29-10-58, levou a se fazer uma análise
~~de situação~~ todos os problemas relacionados a
urbanização da cidade porque se tem sido criada
o setor municipal urbanista, fante a ente, a
apresento uma proposta para reiss e atualizar
o Plan de urbanização.

• ~~Necessária~~ ~~plano~~

(continuação)

mensal - três mil e trezentos escudos - Total anual - Trinta e nove mil e seiscentos escudos; Dois Desenhadores de segunda classe - letra "Q" (a preencher por pessoal do Quadro da Oitava Repartição) Um Dactilógrafo- letra "U" - vencimento mensal - dois mil e quatrocentos escudos - Total anual - vinte e oito mil e oitocentos escudos dois serventes - Vencimento mensal - quinhentos e cinquenta escudos - Total mensal- mil e cem escudos - Total anual - treze mil e duzentos escudos - o que perfaz o valor global anual de seiscentos e oitenta e um mil e novecentos escudos.

----- Foi deliberado aprovar e submeter à sanção tutelar.

----- x -----

STRONG

EXTRA

(continuação)

----- Assim, proponho ainda que se solicite a Sua Excelência o Governador-Geral a sua melhor atenção e boa vontade para o assunto, para que esta Câmara Municipal possa receber uma participação de sete e cinco por cento, análoga à que se obteve para a Brigada de Estudos dos Problemas de Erosão e Esgotos nos anos de mil novecentos e cinquenta e sete a mil novecentos e cinquenta e nove.

----- O tempo previsto para a duração do Gabinete de Urbanização é de três anos, findos os quais haverá que pensar na integração de parte dos seus elementos nas Repartições apropriadas da Câmara".

----- Eis a composição dos Quadros: Quadro I Engenharia Urbanística
Um Consultor técnico de mecânica dos solos e questões rodoviárias - Gratificação por especialização - cinco mil escudos - Total mensal - cinco mil escudos - Total anual sessenta mil escudos; Um Consultor técnico sanitário - Gratificação por especialização - três mil escudos - Total mensal - três mil escudos - Total anual - Trinta e seis mil escudos; Dois Engenheiros Cíveis - letra "F" - Vencimento mensal - oito mil escudos - Total mensal dezasseis mil escudos - Total anual cento e noventa e dois mil escudos; Um topógrafo - letra "K" - Vencimento mensal - cinco mil escudos - Total mensal - cinco mil escudos - Total anual - sessenta mil escudos; Um Desenhador Principal - letra "M" - Vencimento mensal quatro mil e trezentos escudos - Total mensal - quatro mil e trezentos escudos - Total anual - cinquenta e um mil e seiscentos escudos; Dois Desenhadores de primeira classe - letra "O" - Vencimento mensal - três mil e oitocentos escudos - Total mensal - sete mil e seiscentos escudos - Total anual - noventa e um mil e duzentos escudos; Um Desenhador de terceira classe - letra "S" - Vencimento mensal - dois mil e oitocentos escudos - Total mensal - dois mil e oitocentos escudos - Total anual - trinta e três mil e seiscentos escudos; Um auxiliar de Topógrafo - letra "T" - Vencimento mensal - dois mil e seiscentos escudos - Total mensal - dois mil e seiscentos escudos - Total anual - ~~xxxxx~~ - anual - trinta e um mil e duzentos escudos; Um Escrivão de primeira classe - letra "S" - Vencimento mensal - dois mil e oitocentos escudos - Total mensal - dois mil e oitocentos escudos - Total anual - Trinta e três mil e seiscentos escudos; Um Dactilógrafo - letra "U" - Vencimento mensal dois mil e quatrocentos escudos - Total mensal - dois mil e quatrocentos escudos - Total anual vinte e dois mil e oitocentos escudos; Quatro Serventes - Vencimento mensal - cinquenta e cinquenta escudos - Total mensal dois mil e duzentos escudos - Total anual vinte e seis mil e quatrocentos escudos - Total global - seiscentos e quarenta e quatro mil e quatrocentos escudos.

----- Quadro II - URBANIZAÇÃO- Um Arquitecto Urbanista - letra "E" - Vencimento mensal - onze mil escudos - Gratificação por especialização - cinco mil escudos - Total mensal - dezasseis mil escudos - Total anual cento e noventa e dois mil escudos; Dois Arquitectos - letra "F" - Vencimento mensal oito mil escudos - Total mensal dezasseis mil escudos - Total anual cento e noventa e dois mil escudos; Um Pintor de Arte - letra "I" - Vencimento mensal seis mil cento e vinte e cinco escudos - Total anual - setenta e três mil e quinhentos escudos; Um desenhador Principal - letra "M" - Vencimento mensal quatro mil e trezentos escudos - Total mensal e quatro mil e trezentos escudos - Total anual - cinquenta e um mil e seiscentos escudos; Dois Desenhadores de primeira classe - letra "O" - vencimento mensal - três mil e oitocentos escudos - Total mensal - sete mil e seiscentos escudos - Total anual -venta e um mil e duzentos escudos; Um Desenhador de segunda classe - letra "Q" - vencimento mensal - três mil e trezentos escudos - Total

Cópia da proposta submetida
na Sessão de 27/7/60, refe-
rente ao Gabinete de Urbani-
zação.-

----- "Tendo em consideração a proposta apresentada pelo Excelen-
tíssimo Senhor Engenheiro Ramos da Costa, aprovada em Sessão de vi-
te e sete de Abril próximo passado, na qual propunha a criação d
Gabinete de Urbanização, e procurando obter uma solução que tenha
viabilidade, tendo em atenção a situação dos técnicos especializados
já ao serviço da Câmara como consultores, tenho a honra se submete
à aprovação de Vossas Excelências a seguinte proposta:

----- Primeiro - Que o Gabinete de Urbanização fique dependente di-
rectamente da Presidência da Câmara;

----- Segundo - Que o referido Gabinete seja constituído por dois
sectores especializados que trabalharão em íntima colaboração: o d
engenharia urbanística e o de urbanização;

----- Terceiro - Que os Quadros orgânicos destes sectores sejam, r
pectivamente, os quadros I e II que se juntam e onde se indicam as
categorias, gratificações e vencimentos de contrato propostos;

----- Quarto - Que dois dos lugares de desenhadores de segunda cla-
do Quadro II sejam desempenhados por pessoal de igual categoria do
Quadro da Oitava Repartição e os dois lugares de arquitectos, enqua
o não façem por pessoal a admitir, sejam também desempenhados por
quitectos a destacar da Oitava Repartição.

----- Como esclarecimento informo Vossas Excelências que o pessoal
constante do Quadro I é parte do que actualmente presta serviço na
gada de Estudos dos Problemas de Erosão e Esgotos.

----- As gratificações de cinco mil escudos mensais previstas para
engenheiro especializado em problemas de mecânica de solos, fundaç
e rodoviárias e para o arquitecto urbanista, análoga à do Consulto
rídico desta Câmara, resultam da especialização que os problemas q
há a resolver exigem e que obriga a procurar os técnicos indispens
veis entre um reduzido número.

----- Mais informo que embora a Brigada de Estudos dos Problemas de
rosão e Esgotos tenha já estudado os problemas referentes às Barro
e esgoto pluvial da cidade, ainda há que estudar os referentes aos
novos bairros e os problemas concernentes e arruamentos, como os d
engenharia de fundações rodoviária e de operações de tráfego, prob
mas estes que requerem uma especialização profunda.

----- O encargo anual que iremos contrair, só com pessoal, com a f
ção do Gabinete de Urbanização, é de um milhão, trezentos e vinte
seis mil e trezentos escudos.

----- É um encargo pesado, mas indispensável.

(continuação)

tratar.

----- SEXTO - Que o Gabinete proceda aos trabalhos parciais de urbanização sobre plantas não cadastradas para que não possa insinuar-se influências estranhas.

----- SÉTIMA - Que se considere novamente a constituição do Conselho Municipal de Urbanização de função consultiva nos moldes já por mim propostos, uma vez que temos ainda de tomar resoluções sobre Plano Regulador e os planos de grandes conjuntos urbanísticos.

----- OITAVO - Que o Gabinete de Urbanização se instale no prédio onde funcionou o Banco de Angola, como já foi previsto, mantendo-se isolado do público sob pena disciplinar para os funcionários que não respeitem tal determinação.

----- NONO - Que o projecto de remodelação da Zona Central de Luanda bem como o projecto de urbanização do Muceque Prenda seja elaborado pelo Gabinete de Urbanização sem prejuizo da conclusão do plano Regulador".

----- Esta proposta foi aprovada por unanimidade.

----- X -----

STRONG

EXTRA

(continuação)

----- Acresce ainda que o Diploma Legislativo número dois mil sete centos e noventa e seis, de dezanove de Dezembro de mil novecent e cinquenta e seis prevê a subordinação técnica das Câmaras Municipais às Secções Distritais de Urbanização desde que não disponham gabinetes de urbanização dirigidos por architectos urbanistas, que a situação presente desta Câmara, pois que o Consultor urbanista dispensa a direcção permanente de um architecto urbanista.

----- Temos pois que actuar, quanto antes, adoptando as soluções convenientes para pôr em marcha os estudos de urbanização que a cidade precisa pois será petulância admitir que só o tempo resolverá estes problemas.

----- Pelas fazções expostas proponho:

----- PRIMEIRO - Que se crie imediatamente o Gabinete de Urbanização independente da Oitava Repartição. Para a formação deste Gabinete deverá transitar todo o pessoal actualmente em serviço na Brigada de todos dos Problemas de Erosão e Esgotos visto ter cessado este ano a comparticipação do Estado nas suas despesas e de dispor de técnicos competentes para colaborar na urbanização como já tem sucedido nos estudos em que colaboraram.

----- SEGUNDO - Que seja contratado um urbanista para colaborar neste Gabinete sob a orientação do architecto Faria da Costa.

----- TERCEIRO - Que se contratem dois architectos com prática de urbanização competentes para trabalharem exclusivamente neste Gabinete em substituição dos dois architectos contratados previstos na Oitava Repartição, e, se fôr necessário, se solicite da Tutela autorização para conceder a estes architectos honorários equivalentes aos auferidos dos técnicos das Brigadas Técnicas do Estado em que se consideram ajudas de custo permanentes para compensar o carácter accidental do lugar. O dispendio suplementar de vinte a trinta mil escudos mensaes que tal originará para a Câmara serão largamente compensados pela redução dos prazos de conclusão dos estudos e projectos urgentes que impõem pela sua oportunidade.

----- QUARTO - Que sejam transferidos para o Gabinete de Urbanização os desenhadores que actualmente trabalham nos estudos de urbanização da Oitava Repartição.

----- QUINTO - Que a Chefia do Gabinete de Urbanização seja entregue ao actual Chefe da Brigada da orientação técnica do urbanista a cargo

(continua)

(continuação)

delado urgentemente, tantas são já as alterações adoptadas e ainda será necessário fazer.

----- Não se têm feito os inquéritos indispensáveis para sobre eles se poder fazer previsões da evolução da Cidade sob o aspecto social, industrial e político. Não se tem incluído nos planos gerais nem nos planos parcelares de urbanização o estudo dos esgotos das águas pluviais que devem condicionar parcialmente o traçado em planta e perfil tanto mais que os colectores da rede de esgoto da Cidade, mesmo os de recente construção garantem apenas o escoamento de uma pequena fracção de águas provenientes das chuvas máximas já verificadas.

----- Continua portanto a falta de elementos de estudo e a falta de coordenação técnica entre as actividades que devem colaborar nos projectos de urbanização dando origem a erros graves como se constata na zona adjacente à Rua do Senado da Câmara e Bairro da Vila Alice que causam à Câmara prejuizos de alguns milhares de contos que podiam ter sido evitados.

----- Dificuldades análogas se verificam em Largos, Pracetas e Ruas de pavimentação recente que não têm garantido o escoamento superficial das águas das chuvas visto estarem a cotas inferiores às das ruas adjacentes como sejam o Largo situado entre o extremo Sul da Rua Doutor Antunes e a Rua de António Barros; o Largo do General Carmona; o extremo Noroeste da Rua de Cabral Moncada e tantas outras que constam do Plano de Urbanização de mil novecentos e quarenta e sete e que não foram modificados como devia ter sido feito.

----- Urge portanto estabelecer a coordenação dos serviços técnicos da Câmara para se obter melhor rendimento e perfeição de trabalho, sem o que, continuará a Câmara a ser alvo de severas criticas à maneira como está projectando e executando a urbanização da Cidade.

----- Se hesitarmos perante este problema a Câmara correrá novamente o perigo de lhe ser imposta pelo Estado novas directivas de urbanização com os graves inconvenientes do conhecimento geral da população.

----- Não há exagero da minha parte porque tal situação já chegou ao conhecimento do Governo Central a avaliar pelas referências feitas nos jornais a propósito da expressão "Salvem Luanda" atribuída a Sua Excelência o Presidente do Conselho de Ministros.

(continua)

(continuação)

----- Terceiro - Remodelar o Plano Regulador que serviria de base a todos os futuros estudos, trabalho este que seria elaborado por aquele Gabinete sob a sua orientação.

----- Quer dizer portanto que a orientação geral dos estudos de urbanização seria feita pelo Architecto Faria da Costa e que os estudos em Luanda seriam acompanhados pelo architecto urbanista que então estava ao serviço da Câmara.

----- Entretanto foi dispensada a colaboração deste architecto urbanista e abriu-se concurso para o substituir mas não houve interessados.

----- Posteriormente resolveu-se nomear Chefe da Oitava Repartição o architecto mais antigo em serviço na Câmara e não se criou ainda o Gabinete de Urbanização, apesar de ser indispensável.

----- Sem menos consideração pelos architectos actualmente em serviço na Oitava Repartição temos de confessar que a situação quanto aos estudos da urbanização da Cidade melhorou na concepção geral do desenvolvimento da Cidade e nalguns princípios orientadores dos promotores da urbanização dada pelo architecto-urbanista Faria da Costa, mas estes têm sido executados sem a assistência permanente de um urbanista como convém, visto que dispomos apenas da visita semestral do consultor urbanista Faria da Costa.

----- Esta assistência seria o bastante se a Câmara tivesse ao seu serviço um outro urbanista, mesmo com menos prática do que tem o nosso consultor, mas conhecedor dos princípios e leis gerais a que deve obedecer a moderna urbanização, em que predominam os problemas e condicionamentos que requerem também a colaboração directa de engenharia.

----- Excluindo o projecto de urbanização do Muçique Burity elaborado pelo mesmo architecto quanto à futura orientação a seguir na urbanização do Muçique Prenda, nos restantes estudos elaborados desde o Plano dos architectos Groer e Moreira da Silva não se atende de completamente à densidade populacional, ao problema de estacionamento de viaturas, à localização racional dos mercados de bairro, escolas, técnicas, hospitais, cemitérios, estações telegráficas, postais, esquadras de polícia, etc, etc. de acordo com as entidades oficiais, obedecendo-se quase exclusivamente às limitações impostas pelo Regulamento do Plano de Urbanização que necessita de ser remodificado.

(continua)

GABINETE DE URBANIZAÇÃO
(Acta n.º de 27/4/61)

----- Número mil quinhentos e oito - carta do architecto-urbanista Fernão Lopes Simões de Carvalho - a comunicar as condições em que se encarregaria de elaborar o estudo de remodelação da urbanização da Zona Central da Cidade e o estudo de urbanização do Muçequo Prenda.

----- Depois de lidas as informações números setenta e dois e cento e setenta e dois prestadas, respectivamente, pelas Oitava e Sexta Repartições, o Vogal Senhor Engenheiro António de Sousa Ramos da Costa ditou para a acta a seguinte proposta:

----- "O problema da elaboração de estudo e projecto da remodelação da urbanização da Zona Central de Luanda e a urbanização do Muçequo Prenda que nos é apresentado para apreciação são partes integrantes do Problema Geral de Urbanização de Luanda.

----- Há portanto que resolver este problema geral e nele enquadrar aqueles dois estudos que se pretende resolver com urgência.

----- Peço pois licença para novamente chamar a atenção dos illustres Colegas sobre o problema geral de urbanização da cidade visto que esta Vereação tem obrigação de o resolver, uma vez que o levantou há dois anos e ainda se encontra por solucionar satisfatoriamente.

----- Com efeito, quando se expôs o problema ao architecto-urbanista Faria da Costa e quando a Câmara tinha ao seu serviço um architecto-urbanista que chefiava a Oitava Repartição aquela propôs:

----- Primeiro - Criar um gabinete de urbanização que não estivesse em contacto com o público para melhor aproveitamento do seu trabalho o que significaria que teria de ser independente da Oitava Repartição. A orientação geral dos estudos seria feita pelo Architecto Faria da Costa.

----- Segundo- Constituir aquele gabinete com o architecto-urbanista que então chefiava a Oitava Repartição, um ou dois architectos que nela trabalhavam e admitir ainda mais architectos com prática de estudos de urbanização que viriam de Lisboa.

(continua)

É chegado o momento de se equacionar de novo os problemas de urbanização para serem resolvidos da forma mais racional e conveniente não só para o presente como principalmente para o futuro. É portanto necessário rever e actualizar o Plano de Urbanização bem como o respectivo regulamento, de acôrdo com as modernas concepções da urbanização para os países de clima tropical, e sem subestimar o grande desenvolvimento da cidade nos próximos anos.

Convém também regulamentar a construção das edificações tendo em atenção a sua orientação e radiação solar, para o que já há estudos recentes elaborados pelo Serviço Meteorológico de Angola.

Das razões expostas proponho que se aproveite a oportunidade da estadia nesta cidade do Architecto Urbanista, Senhor Faria da Costa, para o convidar a apresentar uma proposta para a revisão e actualização do Plano de Urbanização de Luanda, incluindo o respectivo regulamento, memória justificativa e pormenores de execução visto que a Repartição de Urbanização da Câmara está sobrecarregada com trabalho e não convém aumentar o seu pessoal técnico porque o actual encargo financeiro anual com aquela repartição é de cêrca de 1.000 contos.

Luanda, 29 de Outubro de 1958

Sessão de 29 | 10 | 1958,

Foi deliberada e aprovada
a presente proposta.

J. P. Monteiro

Annex 6 - BAY of Luanda

THE INAUGURATION OF AVENIDA PAULO DIAS DE NOVAIS IN 1948,
TODAY'S AVENIDA 4 DE FEVEREIRO.



O governador-geral, José Agapito da Silva Carvalho e o presidente da Câmara de Luanda, na inauguração da Marginal, em Outubro de 1948.



FIG 1: AT THE TOP A PHOTO OF THE INAUGURATION OF LUANDA'S BAY IN 1948 BY GOVERNOR JOSÉ AGAPITO DA SILVA AND BOTTOM LEFT A PICTURE OF LIVELY RESTAURANTS OPENING TO MARGINAL ROAD IN EARLY 1970S
SOURCE: GARCIA, 2016, P. 50

ANNEX 7

PUBLIC RECORDS OF THE 1963'S HEAVY RAINFALLS OVER LUANDA AND ITS DESTRUCTIVE EFFECTS.



FIG 1: A JOURNAL PAGE SHOWING THE DAMAGE CAUSED BY OF HEAVY RAINS IN LUANDA IN 1963
SOURCE: GARCIA, 2016, P. 132

ANNEX 8

MUSSEQUE MARÇAL - PROJECT, BUILDINGS AND SPONTANEOUS OCCUPATION.



FIG 1: THE STUDY OF MARÇAL NEIGHBOURHOOD URBAN PLANNING IMPLEMENTATION. FROM THE NEIGHBOURHOOD PLAN TO *MUSSEQUE* FORMATION.
SOURCE: LURA ARCHIVES

ANNEX 9

LUANDA'S URBAN GROWTH ACCORDING TO REAL

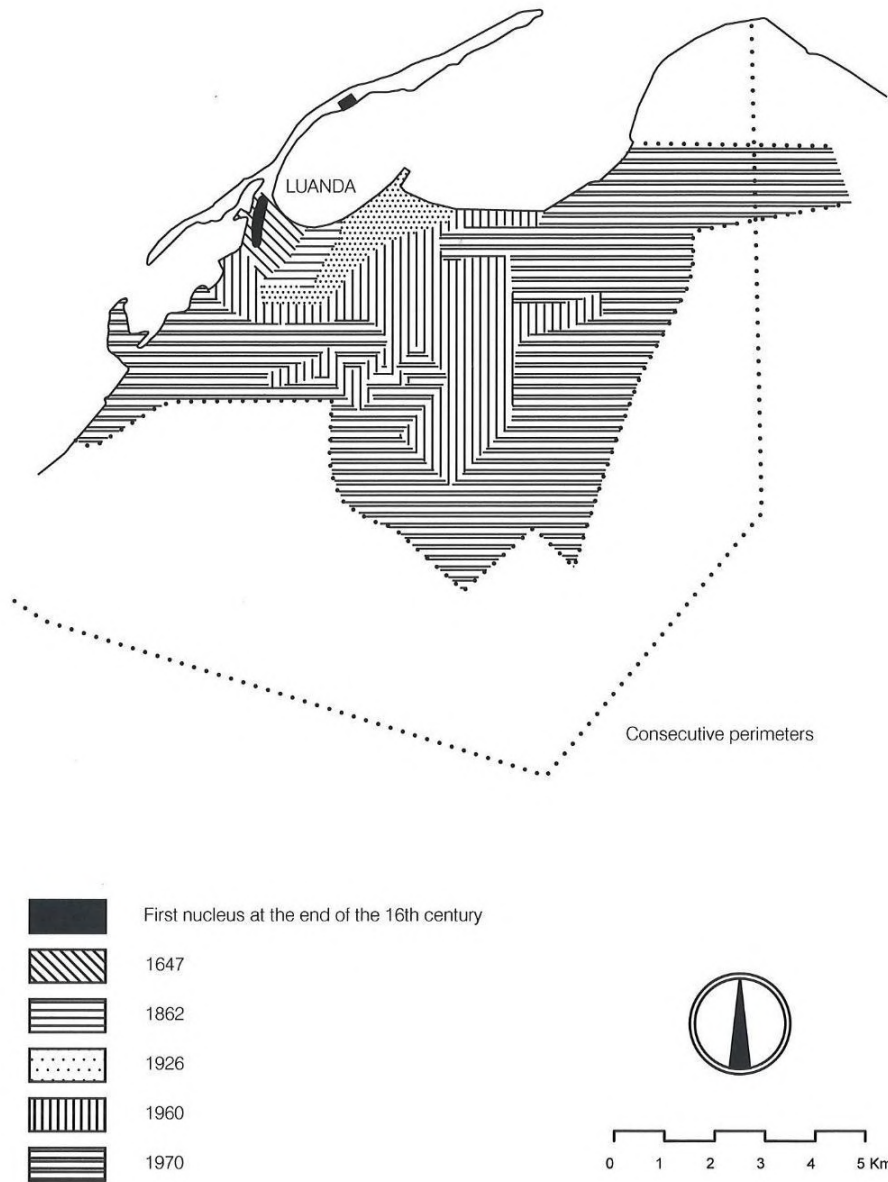


FIG 1: DIAGRAMTUC MAPS ILLUSTRATING LUANDA'S GROWTH FROM THE 18TH CENTURY UNTIL 1970.
SOURCE: REAL, 2010:21

ANNEX 10

PLANS OF THE CITY OF LUANDA (1926 AND 1961)

Source: IPGUL

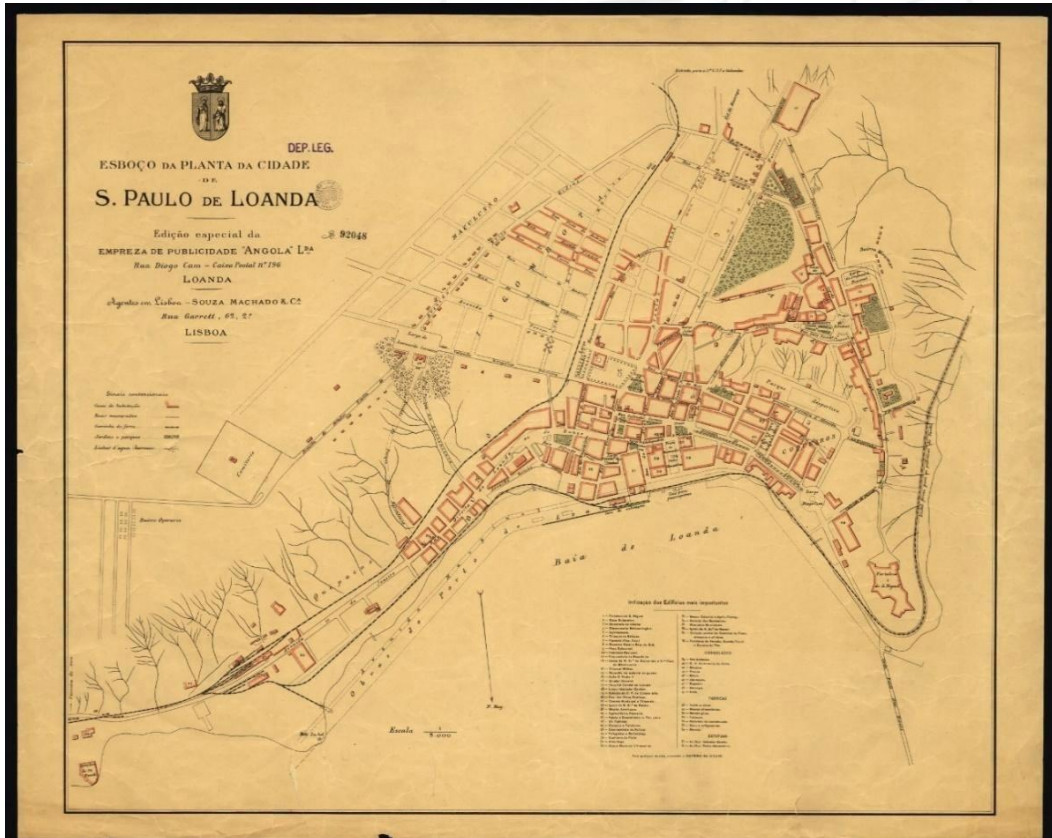


FIG 1: MAP OF LUANDA, DATING FROM 1926.
SOURCE: FILE IN THE IPGUL ARCHIVES CONSULTED IN DECEMBER 2022
HANDLED PERSONALLY BY PROFESSOR ALICE CORREIA

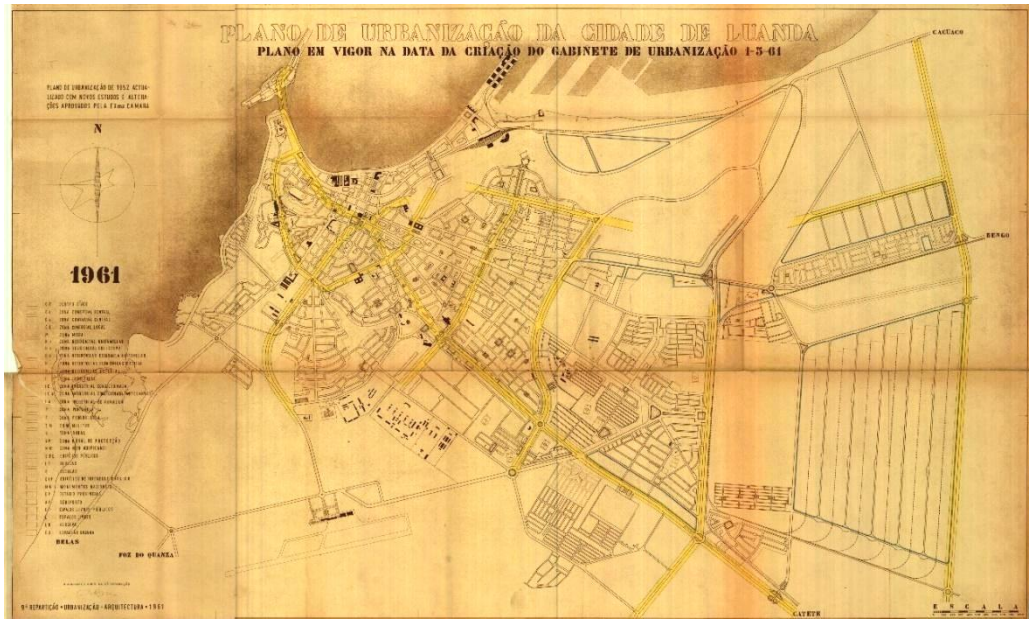


FIG 2: MAP OF LUANDA, DATING FROM 1961.

SOURCE: FILE IN THE IPGUL ARCHIVES CONSULTED IN DECEMBER 2022

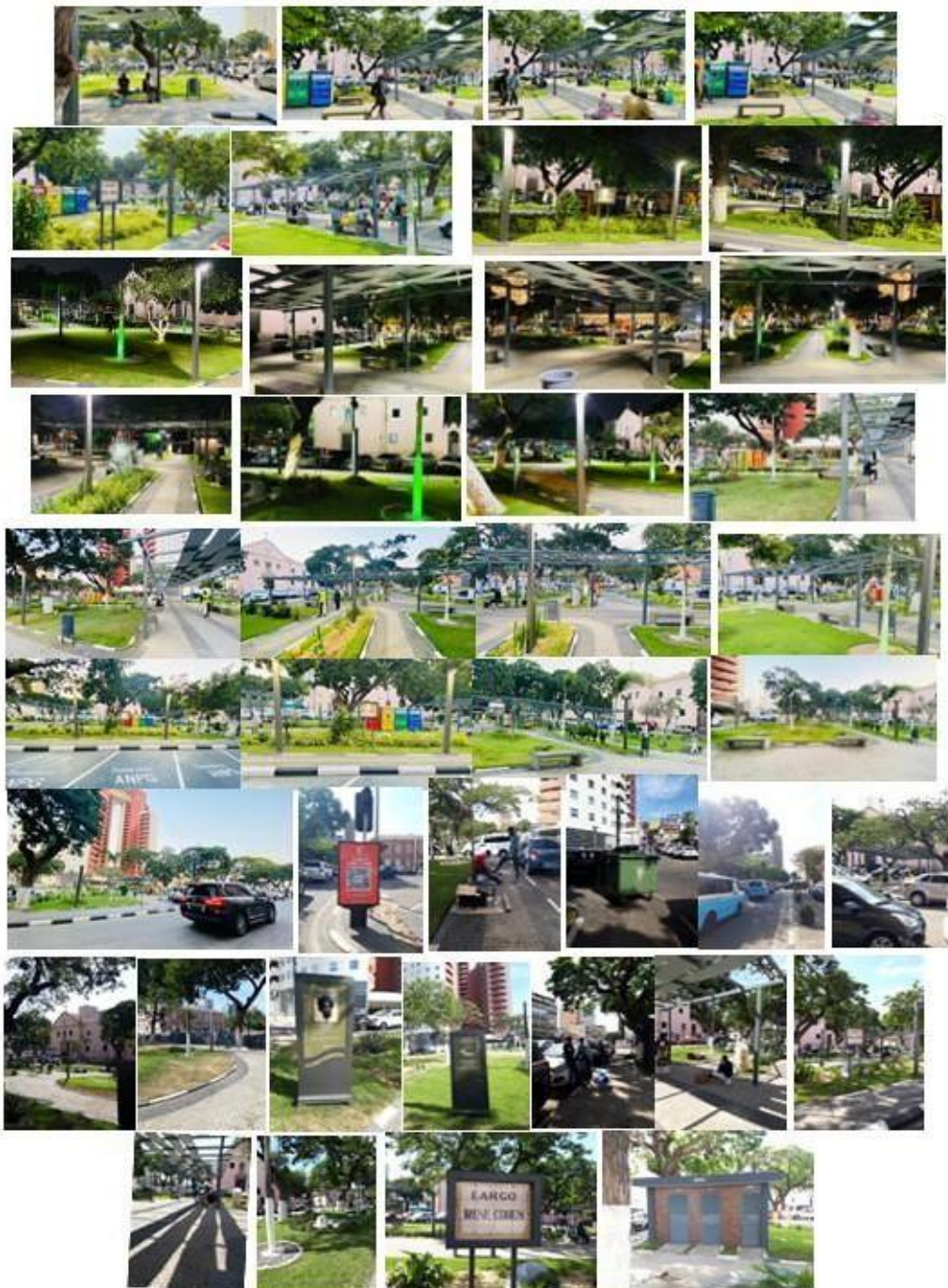
HANDLED PERSONALLY BY PROFESSOR ALICE CORREIA

ANNEX 11

THIS SECTION OFFERS A PHOTOGRAPHIC REPORT OF THE DAILY DYNAMICS OF THE STUDIED PARKS, PROVIDING A VISUAL UNDERSTANDING OF THEIR USAGE PATTERNS DURING THE DAY AND NIGHT BETWEEN OCTOBER 2022 AND JANUARY 2023.

All the photographs on this section were taken by the author.

Do Carmo



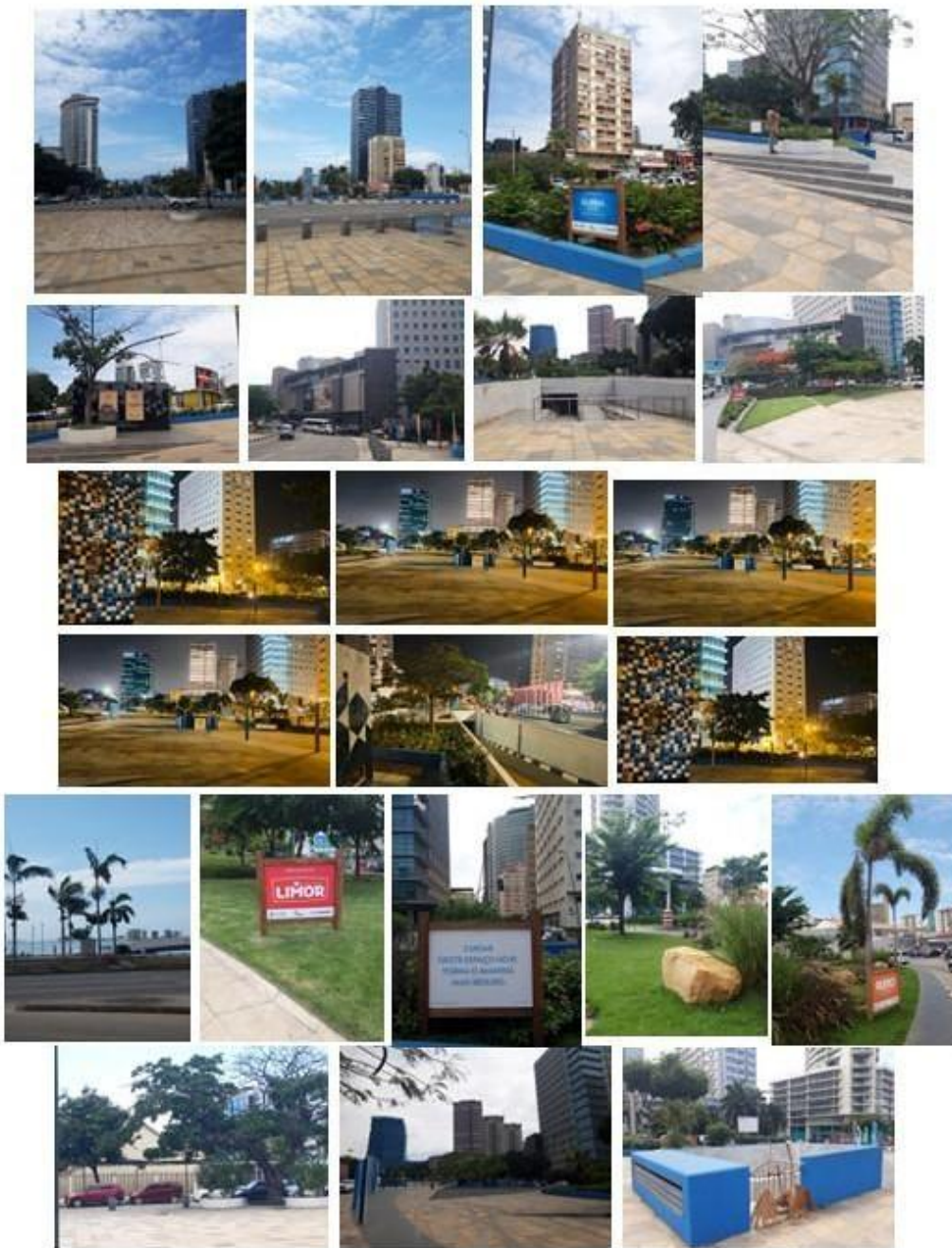
Baleizão

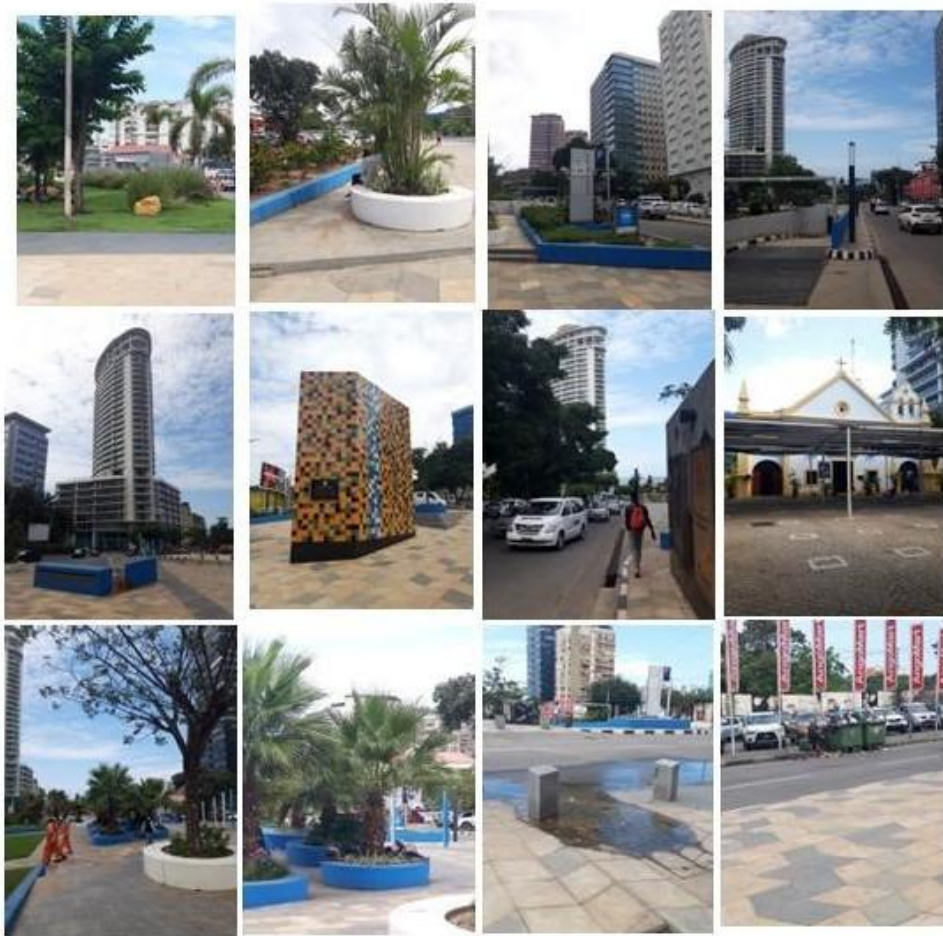


Bay of Luanda waterfront



Largo do Ambiente

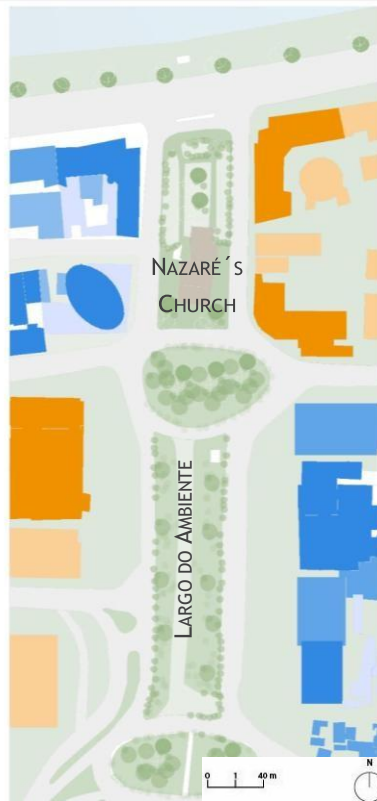




Annex 12

MICRO PLANS OF BUILDING USE AROUND EACH OF THE STUDIED PARKS.

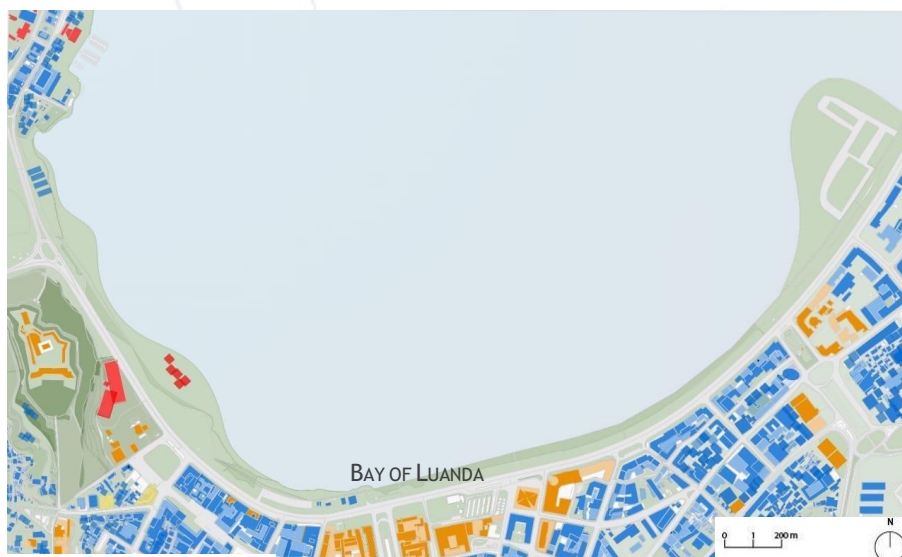
All the drawings on this section were produced by the author



LARGO DO AMBIENTE/ AMBIENTE'S PARK



LARGO DO ATLÉTICO/ ATLETICO'S PARK



BAY OF LUANDA



BALEIZÃO PARK



DO CARMO PARK



SOLDADO DESCONHECIDO SQUARE - THE UNKNOWN SOLDIER'S MONUMENT SQUARE

Legend

- | | | |
|--|---|---|
| ■ Comercial | ■ Education | ■ Non accessible Green Spaces |
| ■ Mixed Use | ■ Religious | ■ Paved Spaces |
| ■ Hotel / Recreation | ■ Parks / Green Spaces | |
| ■ Institutional | ■ Health | |

Annex 13

ENLARGED MAPS OF THE STUDIED AREA

All the drawings on this section were produced by the author

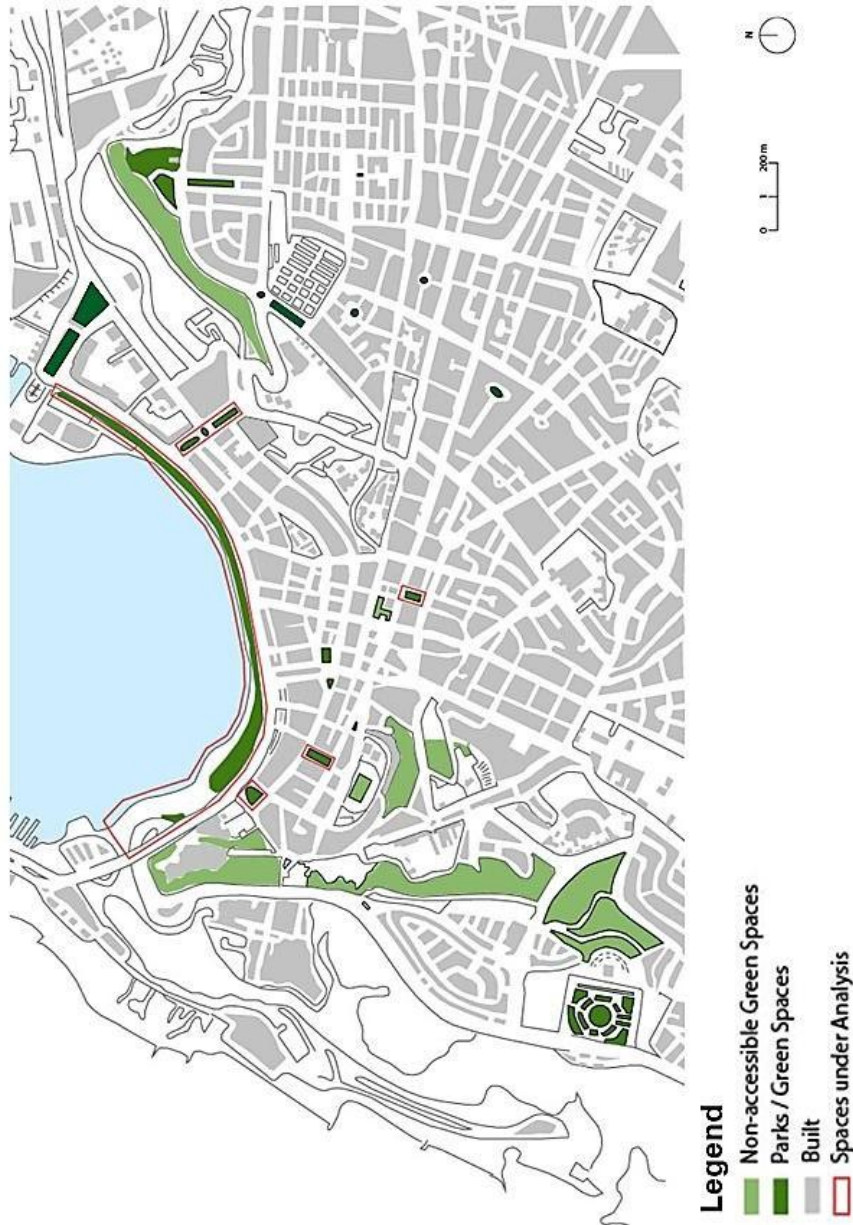


FIG 1: GREEN SPACES IN DOWNTOWN LUANDA IN 2023.

SOURCE: AUTHOR

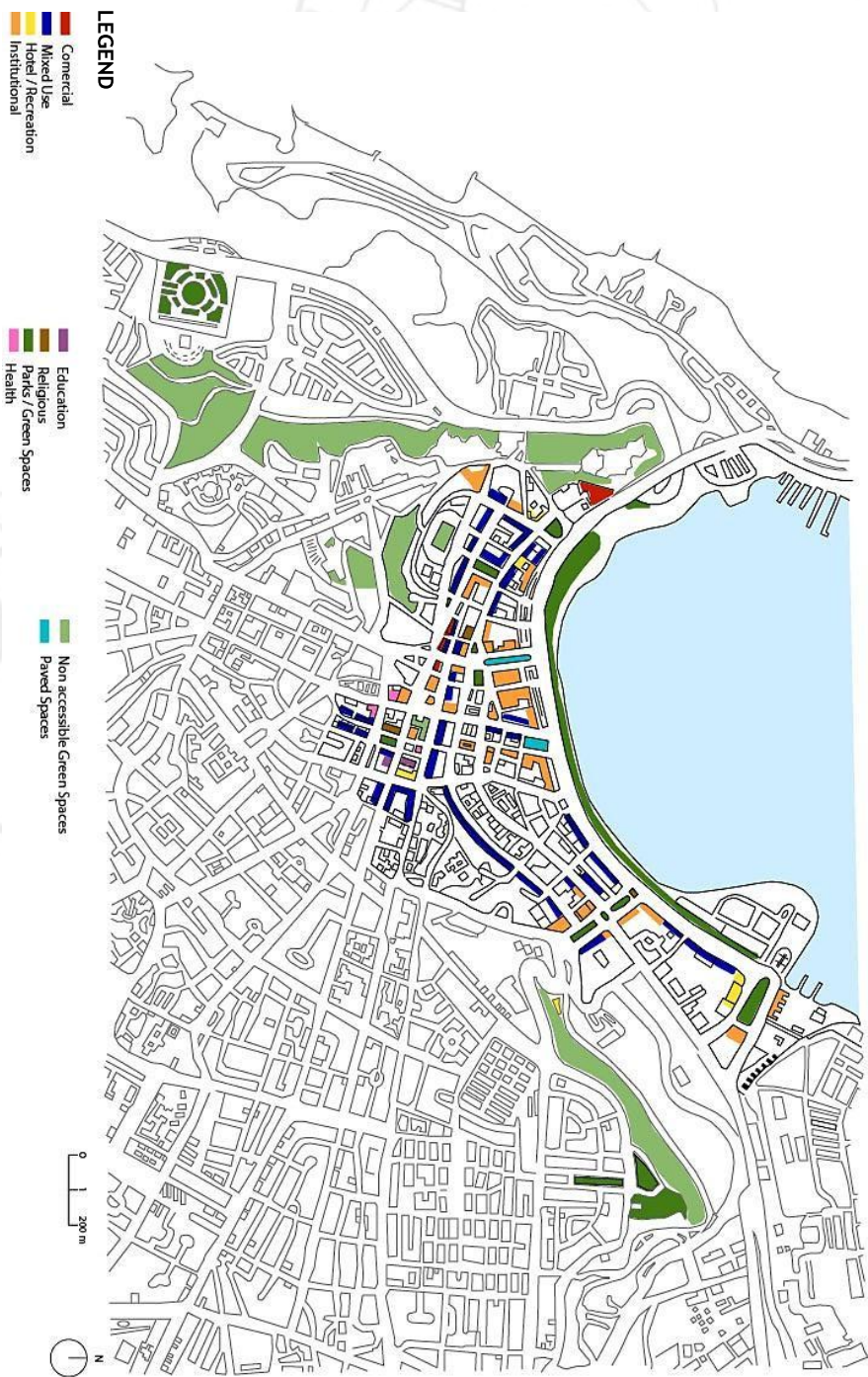


FIG. 2: BUILDING USES AROUND THE STUDY AREA IN DOWNTOWN LUANDA, 2023.

SOURCE: AUTHOR

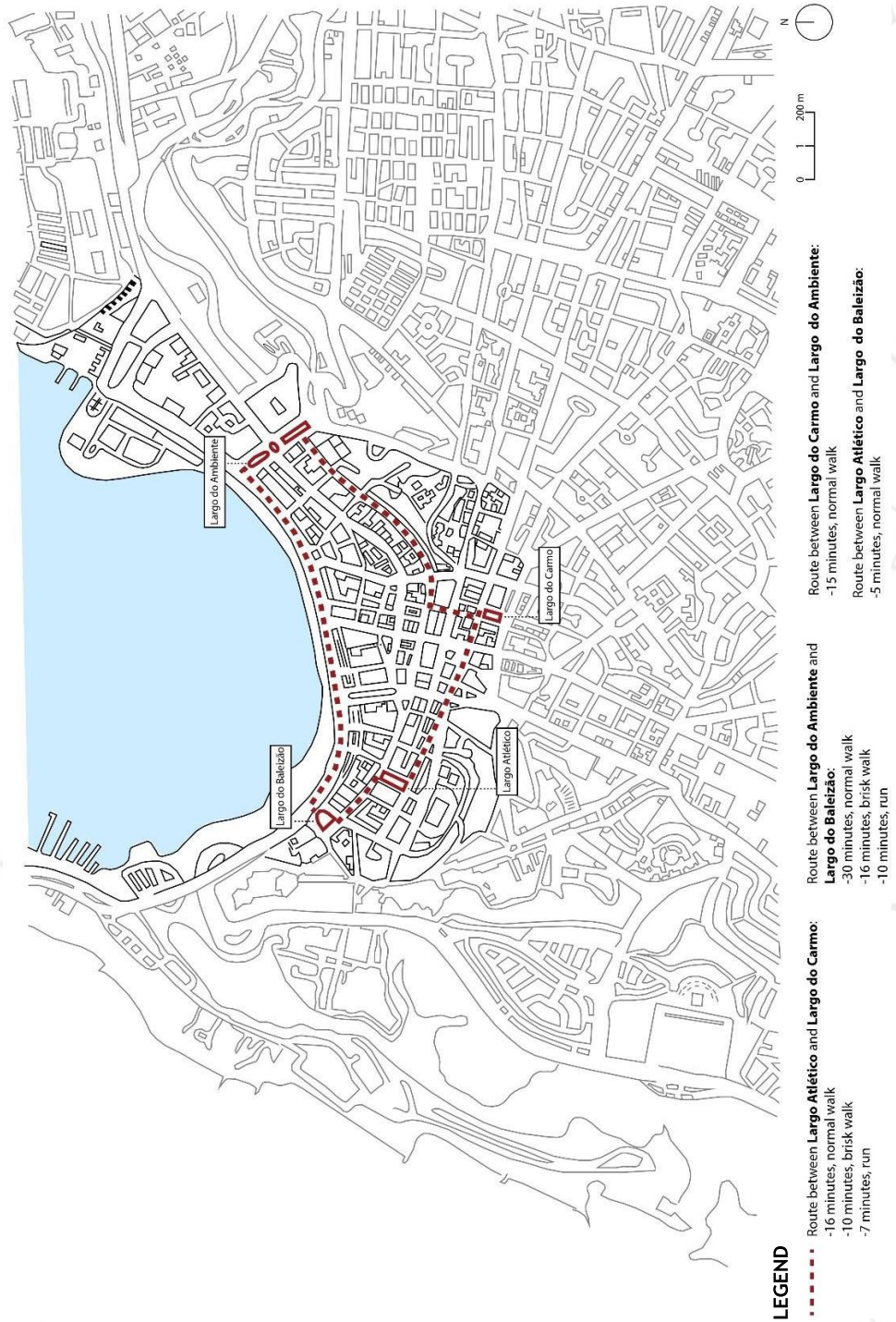


FIG 3: THE PERIMETER STUDIED WITH THE PARKS IDENTIFIED IN DOWNTOWN LUANDA, 2023.
 SOURCE: AUTHOR

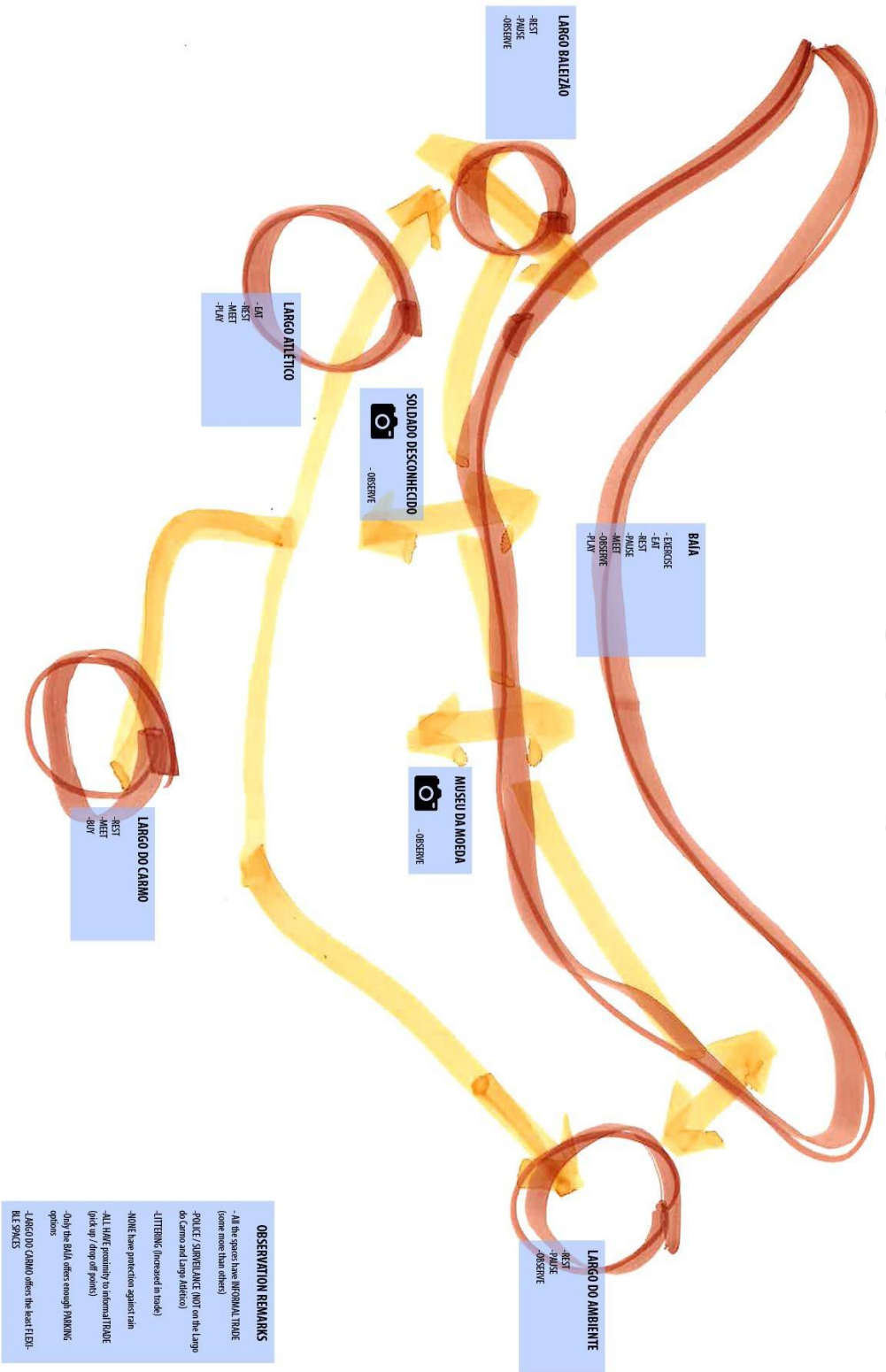


FIG 4: DIAGRAM OF THE FINDINGS OF THE STUDIED AREA IN DOWNTOWN LUANDA, 2023.
SOURCE: AUTHOR

