

4. analysis



Fig 4.3 Map of site showing zone positioning (author, 2006)

4.1 CONTEXT ANALYSIS

4.1.1 MARABASTAD AS PART OF PRETORIA

Dobson (2001:6), referring to Warwick Junction in Durban (South Africa), states that a reminder of Apartheid is the transportation modal interchange of which people oppressed by Apartheid had to (and still have to) make use of to move between home and work. At these interchanges, symbioses have developed between the commuters, with a need for food and convenient, cheap shopping, and opportunists (street vendors) serving them, with subsequent opportunists providing street vendors with stock. Marabastad serves as such an interchange. From its existence as an interchange, Marabastad has developed into an organised system of relationships that sustain the community. The system reaches much further than the physical structure of Marabastad – it consists of layers and scales of interdependence which gives Marabastad its unique character.



Fig.4.4 Map of Marabastad showing location of site (author, 2006)



Fig.4.5 Commuters on a Marabastad bus (Badsha, 1989)

The issues under consideration for the project area analysis are broadly the same issues that are relevant for the specific site. The following is thus a discussion of different aspects of Marabastad with further discussion of these aspects as they feature in the specific site in section 3.3.

ECONOMIES

As discussed above, Marabastad consists of different strata of society and levels of income groups. The two main groups are people earning incomes through the secondary economy and others from the primary economy. The secondary economy consists of the hawkers and street vendors selling to commuters moving through Marabastad, while the primary economy entails the many shops found in Marabastad. The shops vary from wholesalers selling to hawkers to hardware stores and pharmacies. The symbiotic relationship between the wholesalers and the traders lie in the fact that the traders are dependent on the produce sold by the wholesalers, while the wholesalers are dependent on the traders to sell their goods to the thousands on the streets who will not and do not have time to visit shops on their way to work and back. Furthermore, the traders provide convenient shopping to the commuters moving through Marabastad every day. All the economies are thus responses to other economies.

General merchandise sold by vendors includes traditional products (eg. Mopani worms, spices, medicinal herbs, etc.) and food cooked on the street (pap, sheba, spicy chicken, etc.) that is either bought on the go or enjoyed while sitting under temporary gazebos. Fruit and vegetables are either bought at the fruit and vegetable market or from farmers in the countryside and is then sold on the streets. The following are other commodities sold by traders: snacks in the form of chips, candy and peanuts, accessories like watches and belts, oils and pesticides, beauty products, soap and cigarettes. Another common sight is Vodacom, MTN and Cell-C phone network carts from which the commuters make calls.

Fig. 4.6 A cobbler's working tools (Spies & author, 2006)

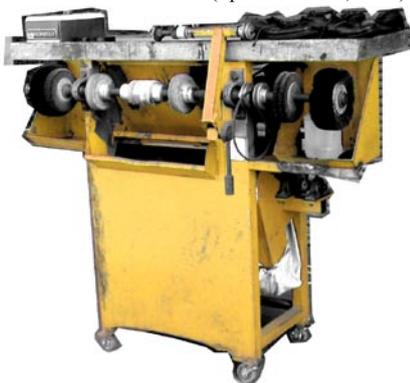


Fig. 4.7 A street electrician in Marabastad (author, 2006)



Fig. 4.8 Example of a barber in Marabastad (author, 2006)



Figures 4.6-8 Examples of economies in Marabastad

OPPORTUNITIES

As discussed earlier, in poor communities such as Marabastad, people make do with what is at their disposal, what is cheap and easily accessible and so design their environment accordingly. A certain atmosphere is created by the materials and methods used to build their environment and it lends to the site its unique character. The structures are arranged according to the movement patterns of the commuters and the current layout is already a valuable incentive as to what the proposed layout of the site should be.

A paradox of activities further define the site's demeanour: an interplay of exchanges between hawkers and commuters, thievery and illegal business alongside people trying to earn an honest day's living, cultures that clash and complement each other, contented and discontented people along the same street, pride in detail and effort amidst squalor, serves as examples. All these qualities of the site already make of it a successful site in terms of appropriateness to its surroundings. The opportunity now exists of planning a project in such a way as to preserve the unique quality.

Workshops

Many of the hawkers not only sell goods bought at wholesalers, but are craftsmen selling products manufactured by themselves, e.g. cobblers, dressmakers and hair stylists (view figures 4.6 - 8). Hence, an unexploited potential economy in Marabastad is workshops. An example of such a workshop is a shoe shop with a manufacturing department shown to the author by a local Marabastad friend. The store employs deaf members from surrounding communities. The advantage of workshops in a community such as Marabastad, where jobs are in short supply, is significant. Empowering people with the knowledge gained at workshops could mean that trainees would more easily be able to find jobs. Workshops also allow individual artists and craftsmen to develop their skills further with the potential of selling to the larger public.

Entertainment

Since its beginning, Marabastad has been known for its music and entertainment and its musical legacy seems not to have died out altogether. Scattered along the streets one finds people promoting musicians' music with big speakers and amplifiers, and musicians wanting to display their talents have the opportunity over weekends to perform at the Beer Hall in Marabastad.

Marabastad could attract more visitors and tourists by making more places accessible in the evenings through improved safety and provision of facilities for economic activity to continue into the night.

LANDUSE



Fig. 4.9 Map showing landuses in Marabastad (author, 2006)

Currently, Marabastad has no official residential component. The IUDF for Marabastad does however propose the incorporation of a residential community in Marabastad in the future (section 9 of the IUDF for Marabastad).

The three landuses, namely streets, historical landmarks and open spaces are referred to later in the document, while the rest of the landuses and zoning indicated on the map, give a clear indication of the current activities in Marabastad:

The transport modes (trains, buses and taxi's) are what energise Marabastad.

The commuters using the modes of transport create an opening for people to sell goods to the commuters, hence the many hawkers in Marabastad. Wholesalers in turn respond to the need of the hawkers to have produce to sell. Other businesses all provide bargain shopping opportunities.

MOVEMENT AND ACCESS

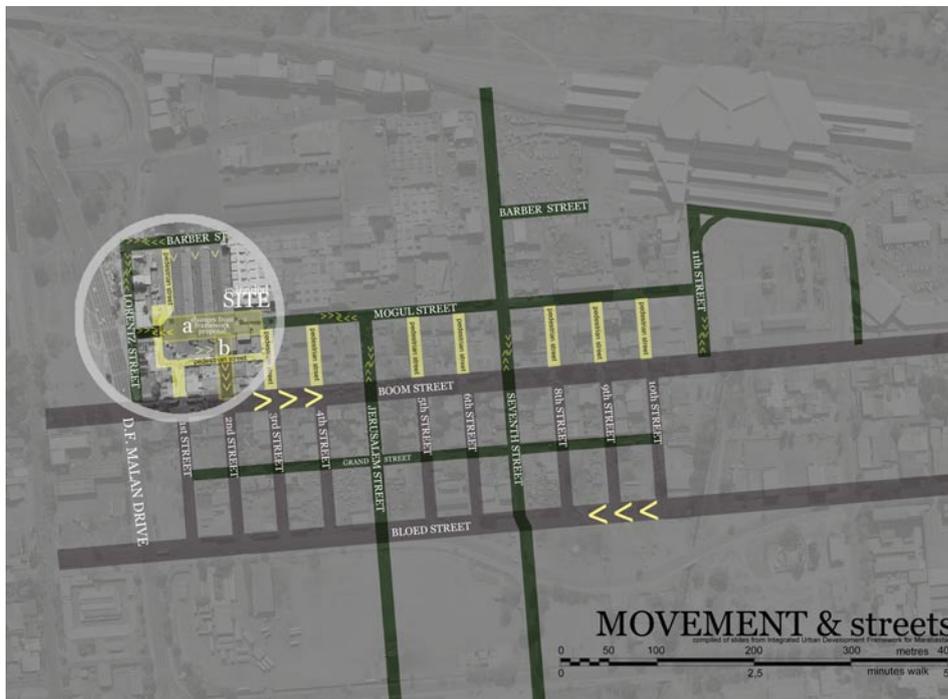


Fig. 4.10 Movement map of Marabastad (author, 2006)

Boom Street, a one way running east, is the main thoroughfare through Marabastad. Taking Boom Street from D.F. Malan Drive into Marabastad is the easiest way to enter the area. Even though south to north running streets also allow access, most of these streets are rather overcrowded with pedestrians, vehicles and road construction. Construction on the roads is currently underway, which should in the near future slightly improve the congestion. In light of the theory discussed in section 2, ubiquitous and random treatment of areas being developed should be avoided. There are currently projects under construction in Marabastad that seem to be randomly treated with no consideration as to what would really improve the urban quality in the area.

The streets of Marabastad are always congested with movement, and traffic moves slowly, with the exception of Boom Street. The conglomeration of motorised traffic and pedestrians in the streets seems to have resulted in a compromise of movement between them. The pedestrian streets to the north of Boom Street have a positive effect in accommodating pedestrians by totally segregating vehicles from pedestrians, allowing traders to freely place their stalls along the street.

HISTORICAL LANDMARKS AND PROBLEM AREAS



Fig. 4.11 Historical landmarks and problem areas in Marabastad (author, 2006)



Fig. 4.12 Examples of historical landmarks in Marabastad (author & Le Roux, 2006)

Landmarks and problem areas

In 1991 the firm Schalk le Roux Uys Kruger Architects was commissioned by the National Monuments Council to do a survey of the buildings with heritage value in Marabastad to establish which buildings were worthwhile to conserve. As stated in the subsequent book documenting the survey, the firm found that it was necessary not only to preserve certain buildings, but more importantly to preserve the area's overall historical quality (Le Roux, 1991:1). Thus, all of the landmarks are not use-specific but are only proposed to be preserved due to their contribution to the overall historical character of Marabastad.

Landmarks on the map herewith are indicated together with problem areas identified in Marabastad. Choosing potential sites for intervention was guided by the problem areas' proximity to landmarks.

VEGETATION AND OPEN SPACE

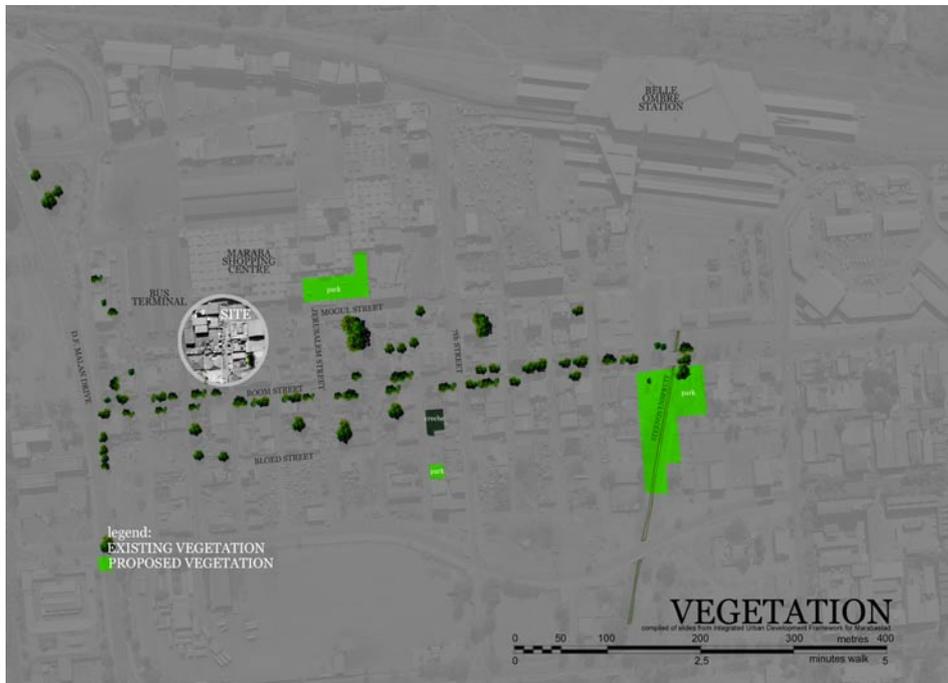


Fig. 4.13 Vegetation in Marabastad (author, 2006)

Vegetation and density

Vegetation and density are viewed together since the density will have an influence on how vegetation would be suitably applied in Marabastad.

EXISTING SITUATION

There is a serious lack of vegetation and green open spaces in Marabastad. Even though Marabastad's composition is already dense with limited open space, the need exists for considering which existing open spaces could be compromised and transformed into green spaces.

Most of the trees are street trees along Boom Street and others are between buildings, inaccessible to the public. There is no grass or other shrubs except for the lawn in the crèche.

Marabastad carries a large amount of pedestrians each day. The small surface area allows limited space for the development of green spaces, creating the need for alternative ways of greening the area. Furthermore, the prevalent activities of Marabastad (hawking, walking, etc.) are physically harsh on the environment, thus the need for vegetation application able to withstand constant traffic.

VEGETATION PROPOSALS

- Where streets are wide enough to accommodate both the needed traffic flow and extra space for trees, new street trees should be planted.
- Where appropriate horizontal surfaces are limited, vertical landscapes should be considered. Optimally, these landscapes should be combined with taps and other water sources to allow otherwise wasted water to be used to good effect. The vertical landscapes could include trellises (planting against fences), pergolas (climbers overhead) and espaliers (climbers against walls).



Fig. 4.14 Creche
grass - the only
grass in Marabastad
(author, 2006)

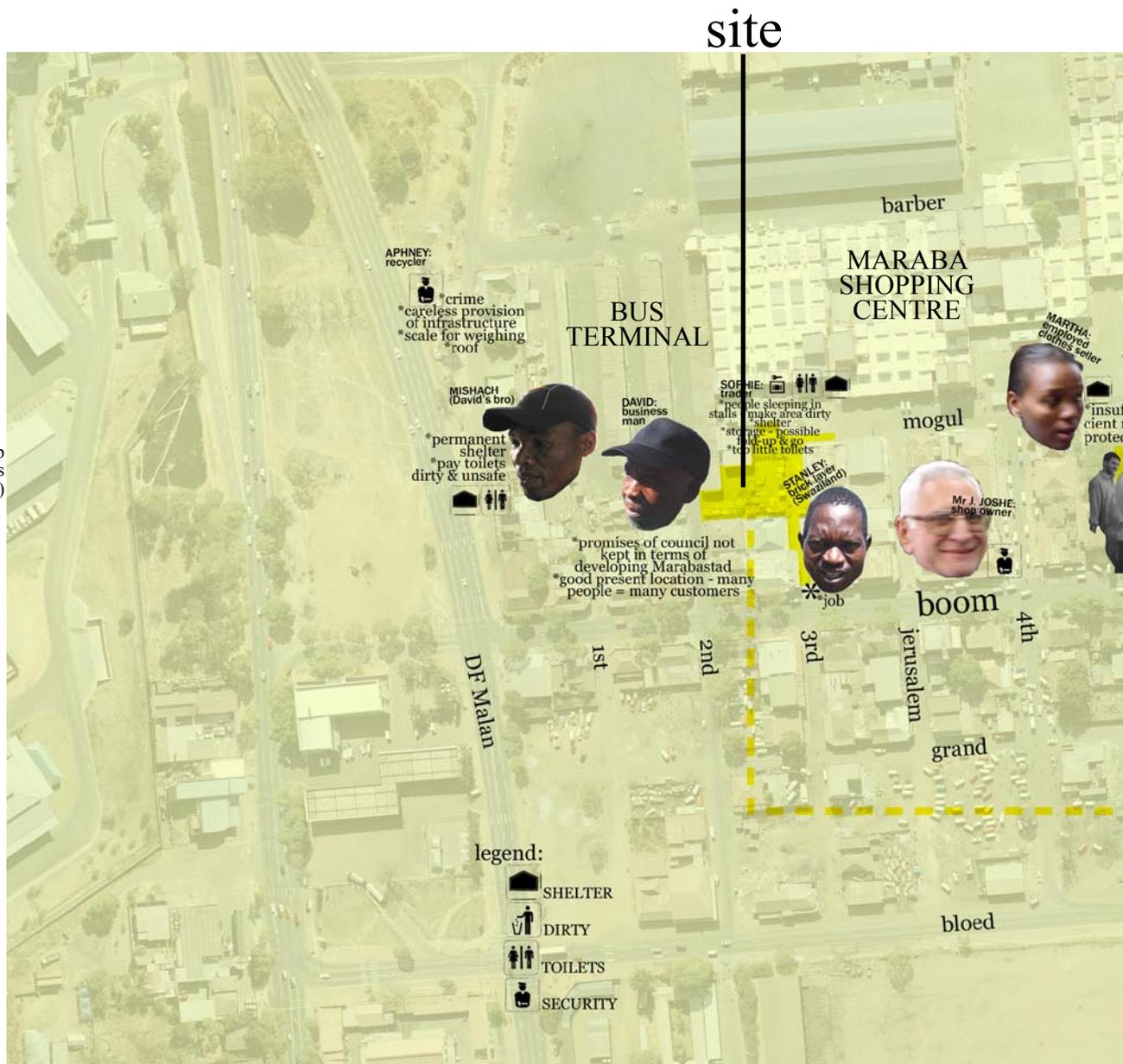


Fig. 4.15 Aerial map indicating interviews (author, 2006)

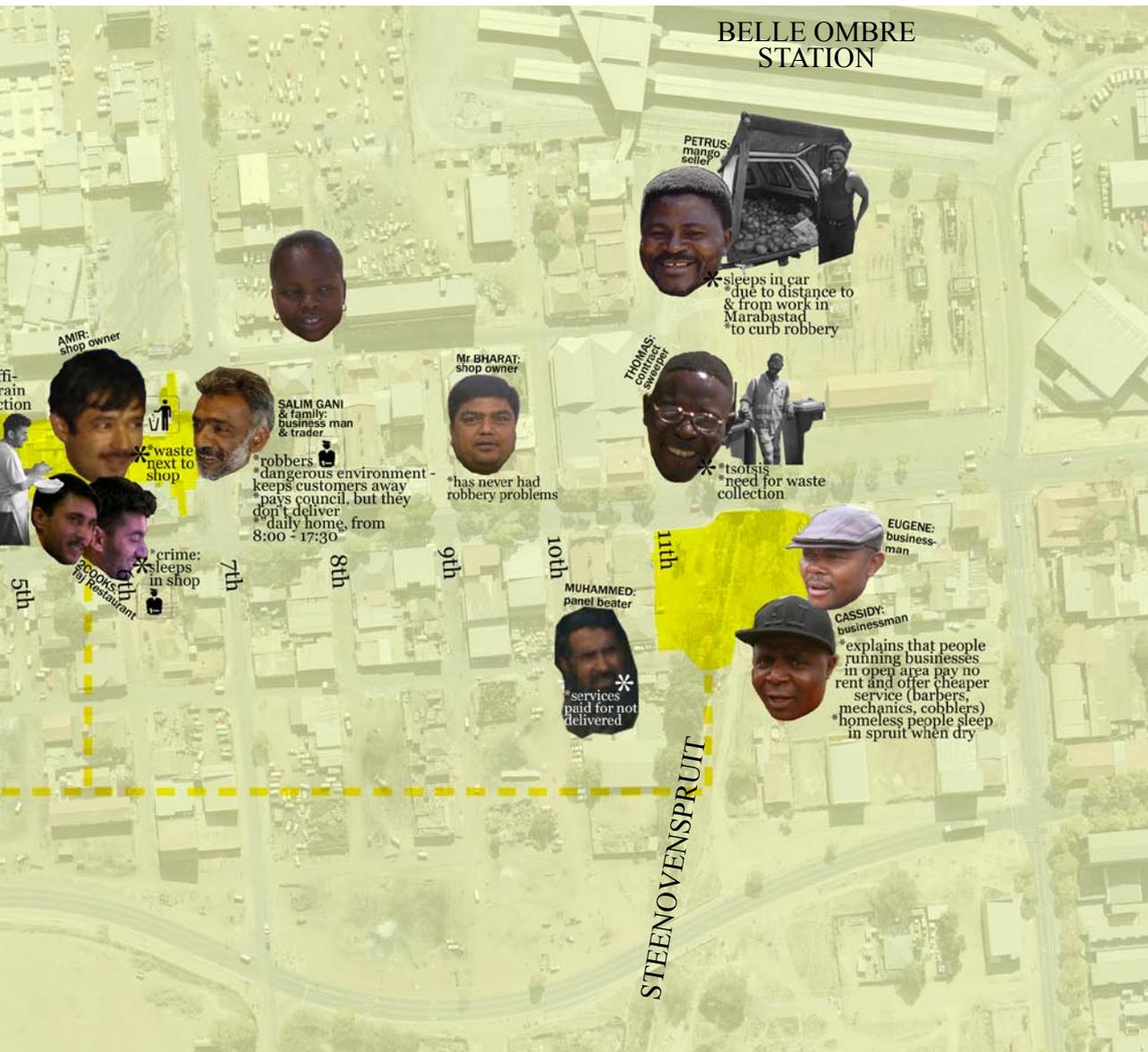
INTERVIEWS

The following map represents a summary of interviews conducted with commuters, hawkers and shop owners in Marabastad.

The question posed to the interviewees was 'what do you view as problems in Marabastad'.

The general problems prevalent in most of the interviews were the following:

- crime
- lack of council and police intervention to prevent crime
- unemployment



Specific problems of the hawkers are:

- provision of good shelter
- provision and upgrading of ablution blocks
- storage facilities
- garbage not collected

Specific problems of shop owners are:

- services that are paid for are not delivered

4.2 THREE SITES ANALYSES

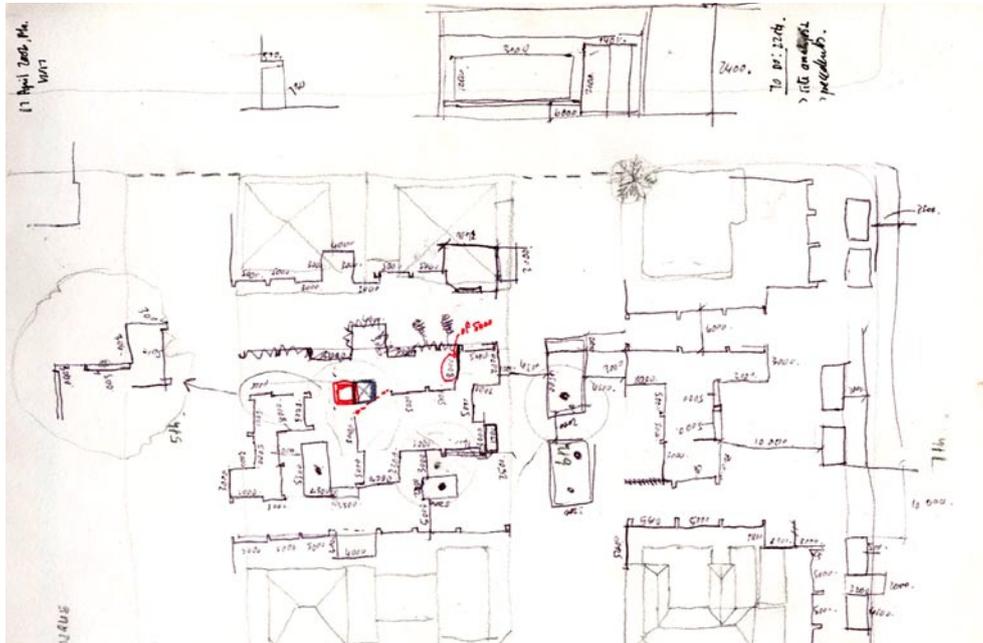


Fig. 4.16 Site survey of historical market (author, 2006)

SITE CHOICES & MOTIVATION

a) Problem areas

As previously stated, the decision was made to use problem areas as sites for intervention. Thus, the first factor determining the choice of site was whether it was considered a problem area. Through frequent site visits, photographs, interviews and intuition, three sites in Marabastad were decided upon. The respective sites were chosen each with a combination of factors making it a unique problem area (refer to 2.2).

52

3 PROBLEM AREAS:

(refer to section 2.1 for descriptions of the three problem areas)

1 Informal market adjacent to PUTCO bus terminal

Fig. 4.17.

2 Steenovenspruit on the eastern edge of Marabastad

Fig. 4.18.

3 Historical market on Boom street

Fig. 4.19.

1

Fig. 4.17 Photo of part of informal market by PUTCO bus terminal (author, 2006)



2

Fig. 4.18 Photo of situation at Steenovenspruit (author, 2006)



3

Fig. 4.19 Photo of historical market (author, 2006)



b) Problem areas and the vicinity of historical landmarks

Secondly, the choice of sites was substantiated by their proximity to historical landmarks. Many of the remaining buildings of the historical Marabastad are recognised as historical landmarks to be preserved.

In an area in which neglected historical landmarks occur, it is likely that as their surroundings improve, those responsible for the landmarks will start restoring it. Furthermore, it is probable that the upgraded surroundings and the subsequent restoration of a landmark would attract visitors due the site's new-found accessibility and attractive display.



Fig. 4.20 Historical landmarks in Marabastad (author & Le Roux, 2006)

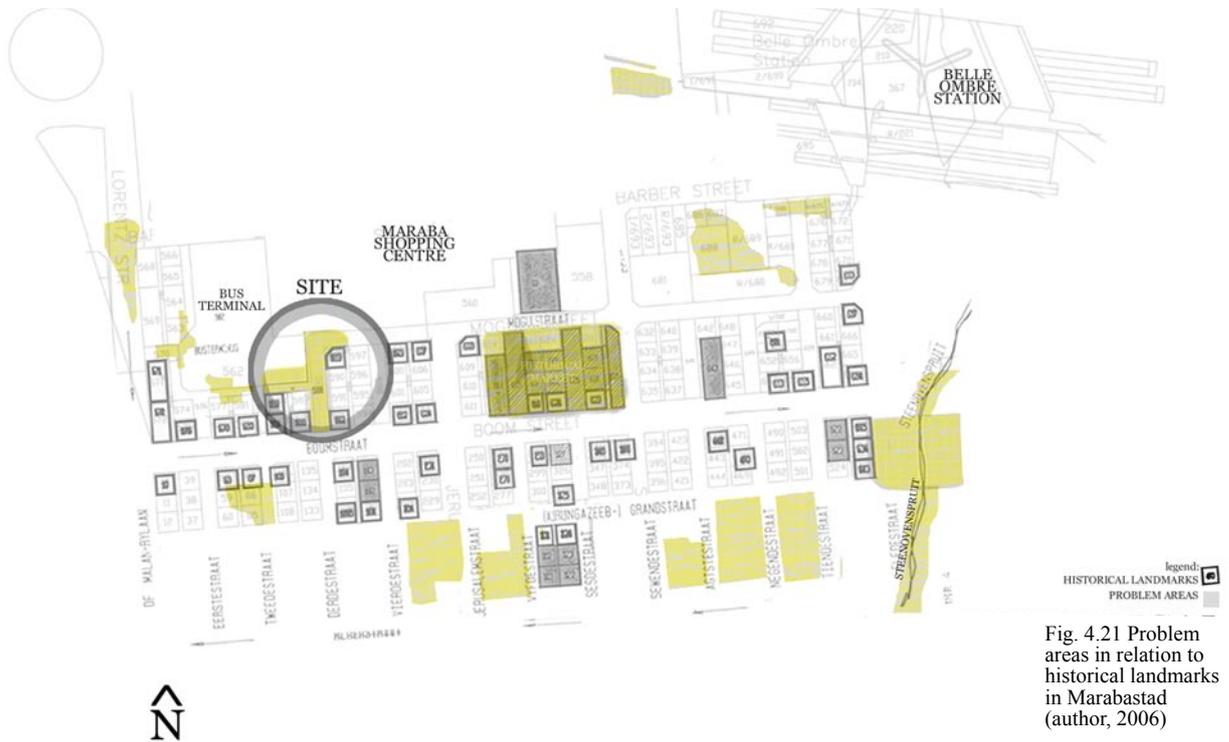


Fig. 4.21 Problem areas in relation to historical landmarks in Marabastad (author, 2006)

c) Location of problem area in relation to Boom Street

Thirdly, each site's close proximity to Boom Street made it a more obvious choice. Boom Street is considered the pulse of Marabastad as is evident from the following quote:

"Boomstraat self is die hart van die dorpsgebied..." (Le Roux 1991:15)

There is a continual flow of people in Boom Street and subsequent trailing off it. It also serves as the thoroughfare for most people visiting Marabastad. In terms of visitors, a site in Marabastad connected to Boom Street would probably be the most likely site to draw people due to its visibility from the street, hence the choice of sites along Boom Street.

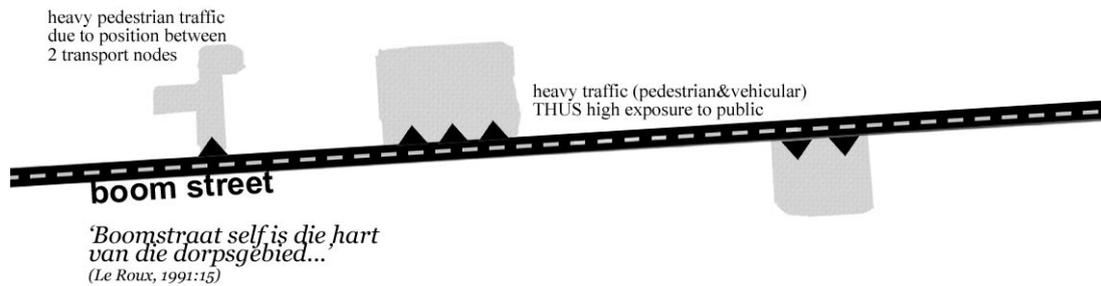


Fig. 4.22 Problem areas in relation to Boom street (author, 2006)

4.3 SITE ANALYSIS - GENERAL



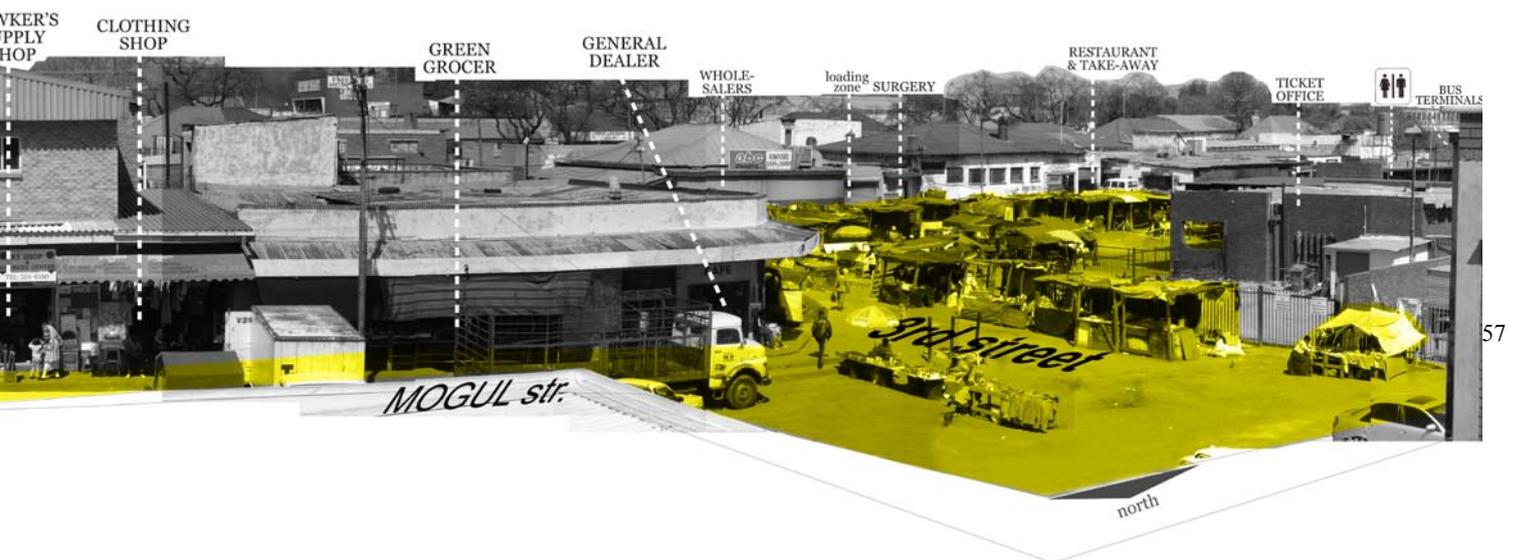


Fig. 4.23 Birdseye view of site, from the north, indicating landuses around site (author, 2006)



58

Fig. 4.24 View from east of the site (author, 2006)



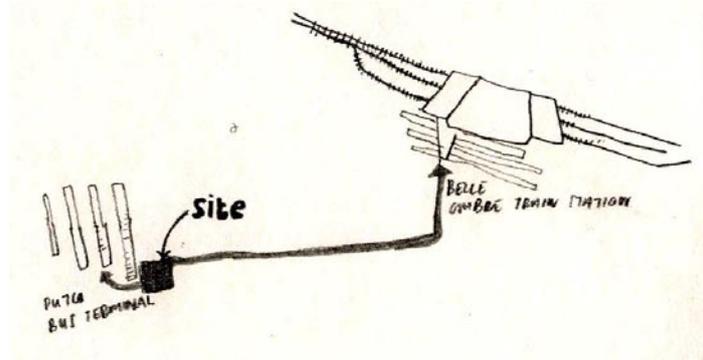


Fig. 4.25 Site location in relation to train station (author, 2006)

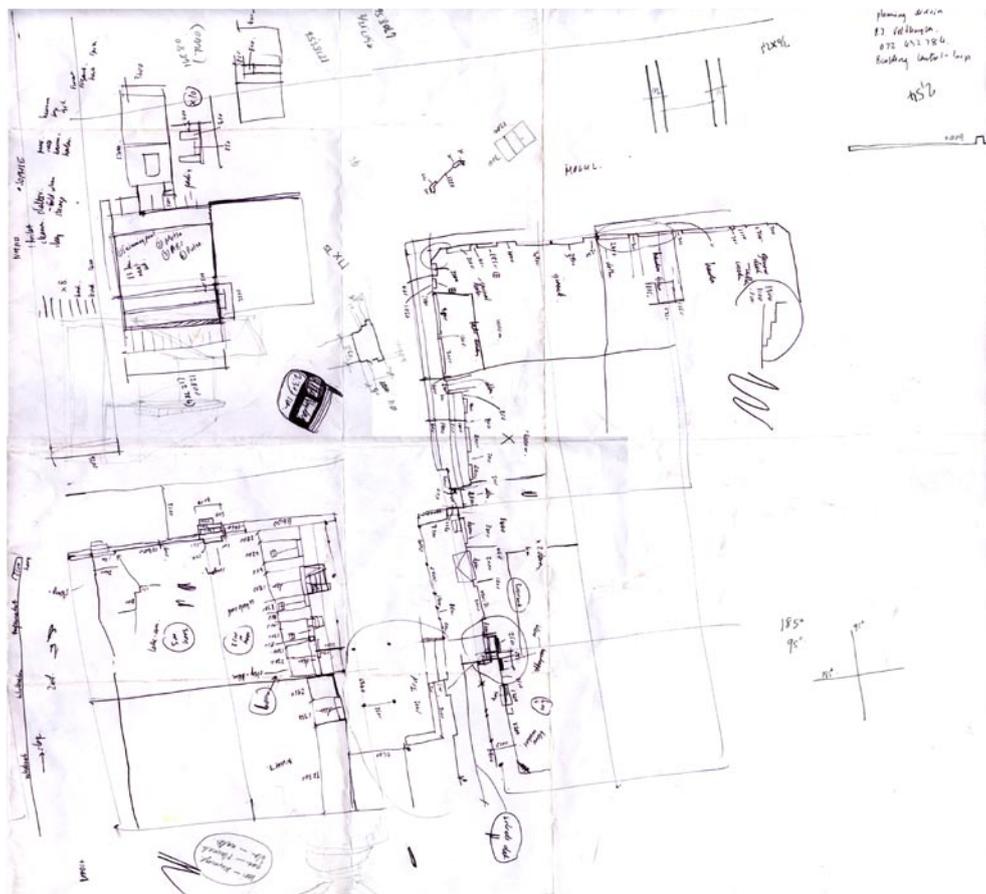


Fig. 4.26 Site survey (author, 2006)



Fig. 4.27 Differentiating between site and extended site (author, 2006)

A distinction is made between the *extended site* and the specific *site area*. The extended site refers to the whole bus terminal area, stretching from Barber Street in the north, to the pedestrian street behind the toilets in the south, 4th street in the east and Lorentz Street in the west (see fig. 4.27).

The site area includes Mogul Street and the Marabastad Shopping Centre in the north, the referred to pedestrian street in the south, 4th street in the east and 2nd street in the west.

The specific site into which most effort is put is best indicated on the map.

BACKGROUND

The chosen site is characterised by squatter-type structures, functioning as street vendors during the day and as permanent illegal squatting space during the evening. There are also ephemeral vendors on the site that do not have permanent structures from which they sell, but who set up stall from scratch every day.

As can be expected from a place such as Marabastad, which is in continual flux, the quality of the site has changed over the year. Garbage collection and cleaning have significantly improved and the streets are noticeably cleaner. It is this quality of constant transformation, typical of Marabastad, which gives all the more reason for a design that is able to adapt to change. Another change has been the replacement of the original asbestos bus terminal roofs with IBR steel sheets.

Despite the neglected condition of the environment and structures on the site, a pulsating atmosphere prevails that is unique to Marabastad.

SPECIFIC LOCATION

The site is positioned along a section of the eastern side of the PUTCO bus terminal. It is strategically located on the route from the Belle Ombre train station and the taxi rank to the bus terminal (view fig. 4.23). The thoroughfare of people to and from the different transport modes is the reason for the creation of the place and its existence. The site is also part of a larger system of people who are largely dependent on each other for income and livelihood.

Development on the proposed site has the potential to affect a large part the Marabastad community. Despite the small surface area that the site covers, a large number of people move through the area that can all benefit, however little, from the improvement of the site, as the space is made to function better as a waiting, trading and resting space.

ECONOMIES, OPPORTUNITIES, VEGETATION AND DENSITY

Aspects pertaining to economies, opportunities, vegetation and density on the site are very similar to their occurrence in the rest of Marabastad. They are thus illustrated, where possible, only with photographs.



Fig. 4.30



Fig. 4.31



Fig. 4.28



Fig. 4.29



Fig. 4.32

Fig. 4.28-32
Economies on site
(author, 2006)



Fig. 4.33 Pride in
meticulous organisation
of products sold
(author, 2006)

LANDMARKS AND PROBLEM AREAS

The landmarks bordering the site are not proposed for preservation for their specific uses, but rather for their contribution in establishing the historical character of Marabastad.

The following constraints attributed to the site being qualified as a problem area:

- historicity of the landmarks identified as having historical value are neglected
- there is a complete lack of vegetation on site
- hawkers, the main component of people on the site are not provided with shelter of any kind
- no adequate provision of ablution facilities
- in terms of waste, there are few, if any litter bins, causing an unhygienic environment
- waste collection is often delayed and causes an accumulation of garbage
- there is no provision of water in close range of the site
- no consideration was given to stormwater management
- safety problems include pilfering and a lack of surveillance

Other constraints specific to the site are certain regulating structures that are presumably remnants of the controlling nature of the Apartheid era, during which many structures in Marabastad were erected. These structures include the bus terminal and the accompanying ticket office.

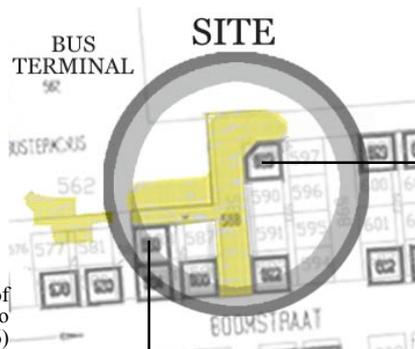


Fig. 4.34 Location of landmarks adjacent to site (author, 2006)



Fig. 4.35



Fig. 4.35-37 Two landmarks bordering site (author, 2006)

Fig. 4.36



Fig. 4.37

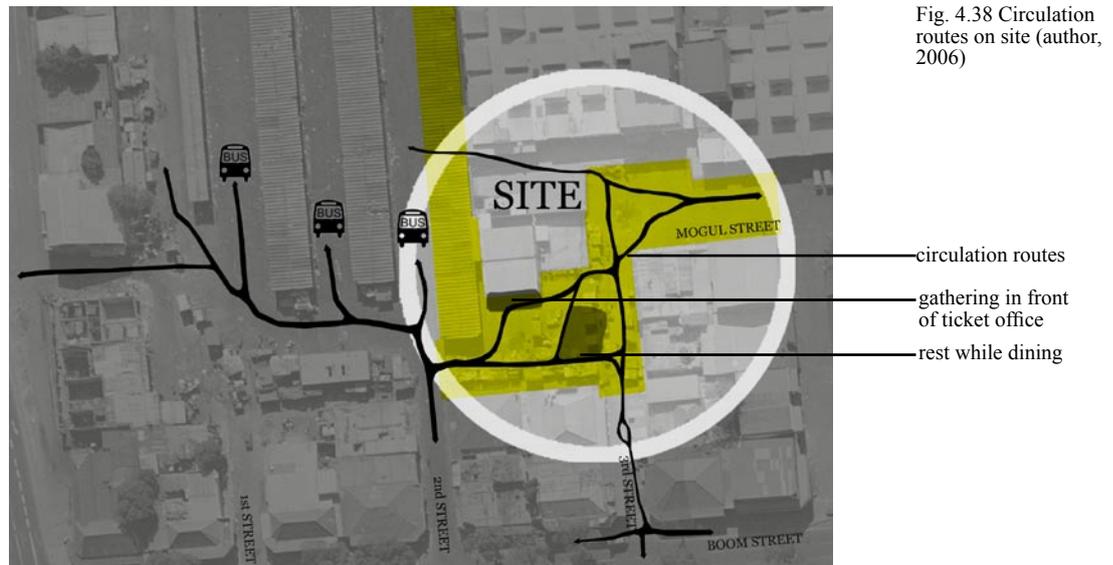


Fig. 4.38 Circulation routes on site (author, 2006)

MOVEMENT AND ACCESS

Buses are the only transport mode found at the bus terminal while the other modes of transport (Belle Ombre train station and taxi ranks) that the commuters make use of, are east of the bus terminal (the bus terminal being on the western edge of Marabastad). The movement of commuters between the different transport modes is the main generator of trade in the area. Buses arrive on site hourly, ensuring an ongoing influx of people on and around the site.

Suggested adjustments to framework proposal and current site movement

(view fig. 4.39)

a) Adjustment to framework proposal

The Marabastad development framework proposal includes opening up Mogul Street to run across the bus terminal grounds. It is strongly suggested that the road be kept as is, since a certain protective quality is established in the current cul-de-sac of Mogul Street. The fact that the street is not a complete thoroughfare from the west to the east of Marabastad, means that traffic at the western end of Mogul Street is very quiet and thus creates a safe pedestrian environment. Breaking through the bus terminals would disturb the current preference of pedestrians over vehicles.

b) It is also suggested that 2nd street is converted to a one way. Making it a one way, with one lane, would provide higher pedestrian safety since traffic would only have to be observed from one direction.

64

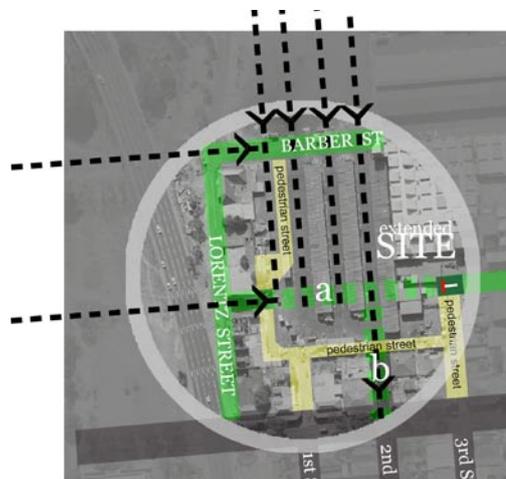


Fig. 4.39 Suggested road configuration on extended site (author, 2006)

Fig. 4.40 Landuse around site (author, 2006)



LANDUSE

Landuse on site consists firstly of an informal market. The market is however a reaction to the site's main purpose: serving as a bus terminal. The surrounding buildings house businesses that are typical in the rest of Marabastad. Hawkers wholesalers and green grocers supply stock to the hawkers. Most of these shops allow hawkers to sell directly in front of their shops, probably because it attracts customers.

The general dealers and take away shops provide goods that hawkers do not provide (i.e. cutlery, kitchenware, furniture, electrical supplies, food that cannot be cooked on the street, etc.). Small enterprises such as women's hairdressers are also found just off the site. One empty building borders the site on its eastern boundary.

4.4 SITE ANALYSIS - SEVEN ZONES

1



Fig. 4.41 Plan indicating zones (author, 2006)

DESCRIPTION OF SEVEN ZONES IDENTIFIED ON THE SITE AREA

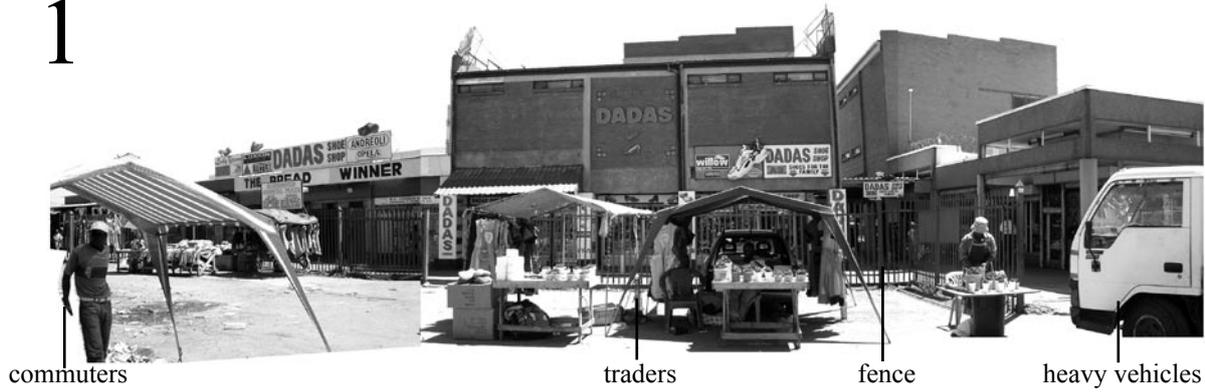
Seven zones were identified on the site that each has a different quality, which serves a different function and requires different interventions. The site is divided into the zones as set out below. The division of the site into zones aided in the decision-making of which layout, structures, planting, paving and amenities would be suitable for the respective areas (section 5.2).

ZONE 1.
APPROACH TO SITE FROM BELLE OMBRE TRAIN STATION – MOGUL STREET

The segment of Mogul Street that is included in the site area is the most westerly part of the street. The street ends in a parking lot that also forms the eastern edge of the bus terminal. The road is very wide, reaching a width of up to 20 metres and it is covered by asphalt. Along most of the northern boundary of the zone is a fence that separates the street from the shopping mall. There are openings in the form of gates in the fence at certain instances to allow passage into the shopping centre area. The function of the fence can only be ascribed as having security value - the openings are presumably closed during the evening. The area mostly serves as thoroughfare for the thousands of commuters moving to and from various transport modes. Heavy vehicles still reach this end of the street, including garbage trucks and delivery vehicles. Scattered along the Mogul Street part of the site are hawkers that have set their stalls up along pedestrian routes. No provision in the form of shelter or services has been made for them.

Fig. 4.42 Site photo with landuse (author, 2006)

1



commuters

traders

fence

heavy vehicles

traders

rubbish

fence

traders

1



67

Fig. 4.43 Site photo with landuse (author, 2006)

2
3
4



Fig. 4.44 Plan indicating zones (author, 2006)

- 1. APPROACH TO SITE
- 2. WAITING & MOVEMENT AREA UNDERNEATH BUS TERMINAL ROOF
- 3. COURTYARD ZONE
- 4. VAULT SPACE
- 5. MOVEMENT ZONE
- 6. ALLEY ZONE

**ZONE 2.
MOVEMENT ZONE THROUGH AND ALONG SITE**

As has been stated, a lot of movement occurs on and around the site in the form of commuters moving between transport modes. As along most areas of movement, people also stop to either trade, talk or relax. The movement zone thus also includes the quieter spaces along the areas of pedestrian movement where trading and resting is expected to take place. The paving consists of interlocking concrete paving blocks and in situ cast concrete paving. In some areas the interlocking blocks have been removed by the users of the site to facilitate stormwater runoff.

68



Fig. 4.45 Situation at ticket office circa 1980 (Badsha, 2006)



Fig. 4.46 Current situation at Putco ticket office (author & Spies, 2006)

ZONE 3.
COURTYARD SPACE

In the central part of the space in front of the ticket office, there are currently hawkers stalls that serve as cooking facilities. The people selling the cooked food also provide seating to their customers in the form of steel tables and plastic chairs. The paving consists of a concrete slab that seems to have been laid without much forethought; it creates a harsh and reflecting surface.

ZONE 4.
VAULT SPACE

This is a proposed zone and it falls to the north of the alley zone. It also includes the pedestrian crossing strip that crosses 2nd street and connects the designed vaults on site and the suggested vaults between 1st and 2nd street. Currently, activities in the zone include mostly hawking and pedestrian movement; it also includes an area that crosses 2nd street which numerous pedestrians make use of to reach other parts of the bus terminal.

Fig. 4.47 Cooking in area in front of ticket office (author & Spies, 2006)



3

Fig. 4.48 Permanent hawkers, creating alleyway to its back (author & Spies, 2006)



4



5
6
7

ZONES 5&6.

WAITING AREA AT BUS TERMINAL AND MOVEMENT AREA BEHIND WAITING AREA

The area serves as a drop-off and embarking spot for bus commuters. The two zones are both underneath the most easterly existing bus terminal roof. Most of the floor area under the terminal roof is occupied by steel railings and seating that was presumably implemented in the time of 'forced busing' (Lelyveld, 1986:119) to control people boarding buses. Through observation it was noticed that the railings are not used for its original purpose, but rather as a structure onto which is placed a horizontal surface that the hawkers use as platform from which to sell their goods. The railings only serve as a reminder of the previous regime and physically it is a barrier to commuters trying to reach their buses. The area is usually full of activity with people walking along the back of the railings and hawkers trading in and along the railings (view fig. 4.50). Being under a roof, the space tends to be dark.

70



5&6

Fig. 4.50 View of activities underneath bus terminal (author & Spies, 2006)

ZONE 7. ALLEY ZONE

The alley zone is formed due to an impermeable edge created by hawkker stalls that are permanently on site. The zone is between the back of these stalls and the façade of buildings that are mostly unresponsive to the street. The alley zone is also separated from the rest of the site by a barrier kerb. From interviews with people familiar with the site, it was learned that people illegally sleep in the stalls that create the alley boundary. Although one understands that many of the people that do sleep in their stalls do it out of necessity, it remains illegal and alternative housing facilities should be considered. As a result of both longitudinal sides of the alley being relatively 'dead', the zone is not frequently used, making it a potentially dangerous and unpleasant area.

The building façades include a roller door where goods for hawkkers' wholesalers are delivered, thus making the alley necessary for delivery vehicles.

CONCLUSION

Through detailed site analyses, one can discern and consider site-specific aspects vital for optimal development, which could address all the underlying issues that influence the site and its functioning. The in-depth study of smaller areas, within the context of larger frameworks, allow for deeper insight to develop projects that are more suitable in their local contexts.

7



Fig. 4.51 View of situation in alleyway (author, 2006)



Fig. 4.52 View of situation in alleyway (author, 2006)