



chapter 3

urban vision

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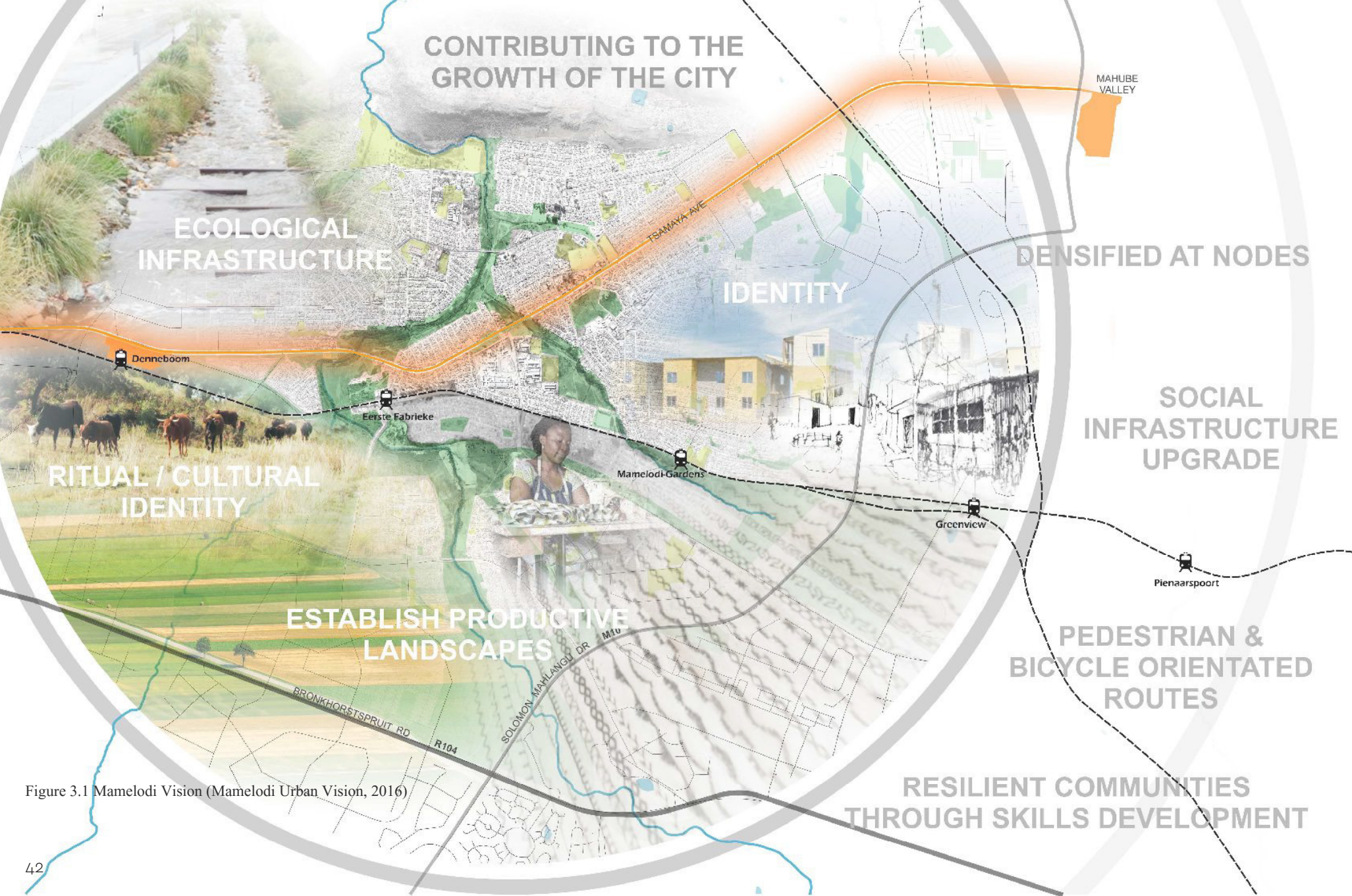


Figure 3.1 Mamelodi Vision (Mamelodi Urban Vision, 2016)

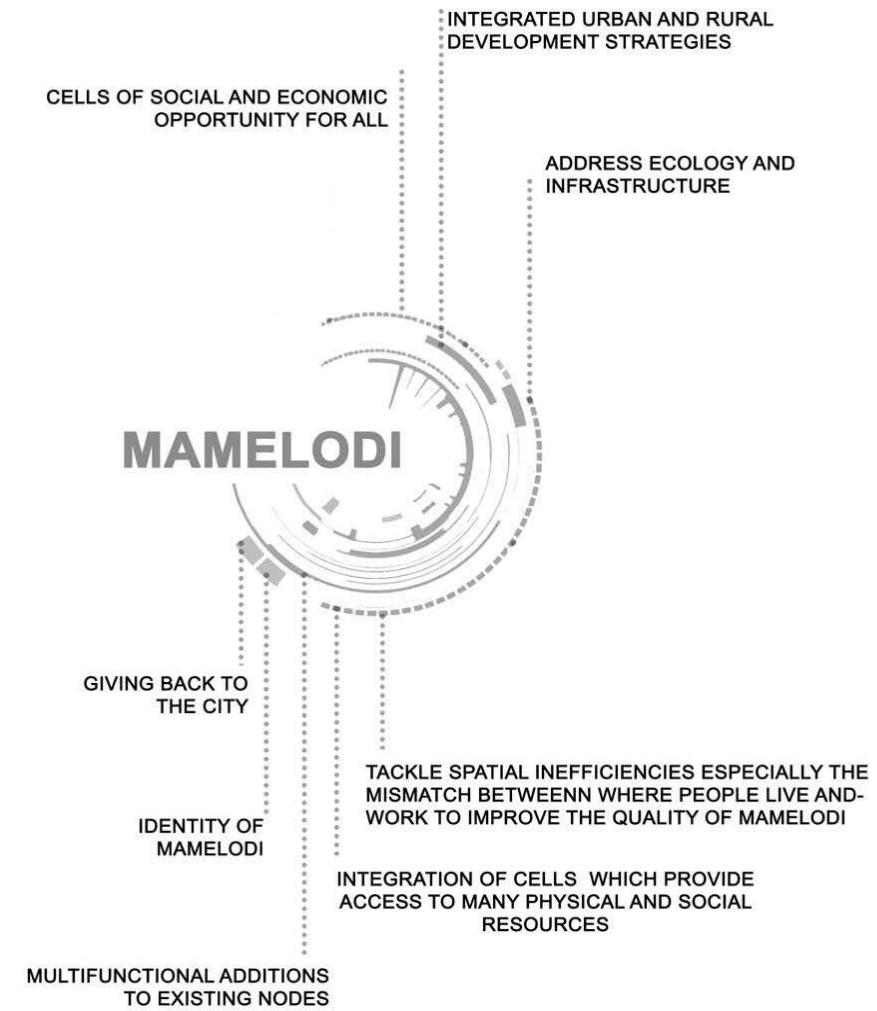
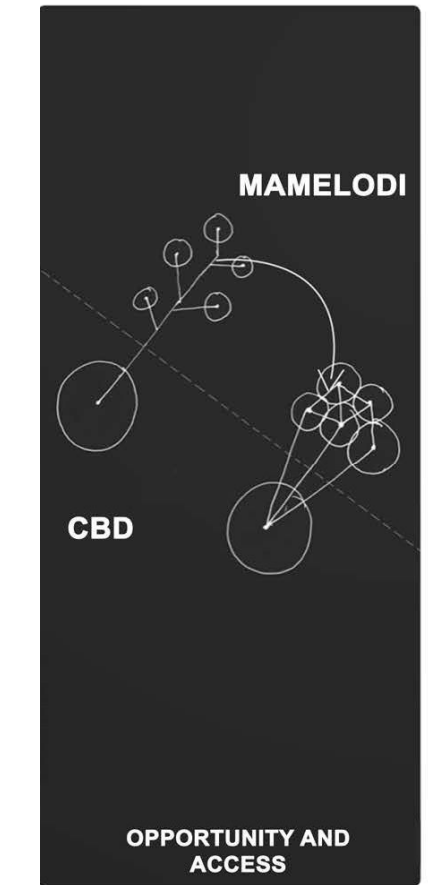


Figure 3.2 Mamelodi Diagram (Mamelodi Urban Vision, 2016)



The structural problems within the Mamelodi context arise from the issues surrounding the historical urban sprawl brought about by the apartheid regime.

Presently the majority of residents commute out of Mamelodi into the CBD and surrounding area on a daily basis to access opportunity for income generation.

This commute is expensive, congested and counter-supportive to local development.

The broad objectives of the framework study were therefore not only to establish better access to the city, but also to generate opportunity within the Mamelodi context itself.

Figure 3.3 Tools used in analysing the Mamelodi urban fabric (Pieterse et al, 2012)

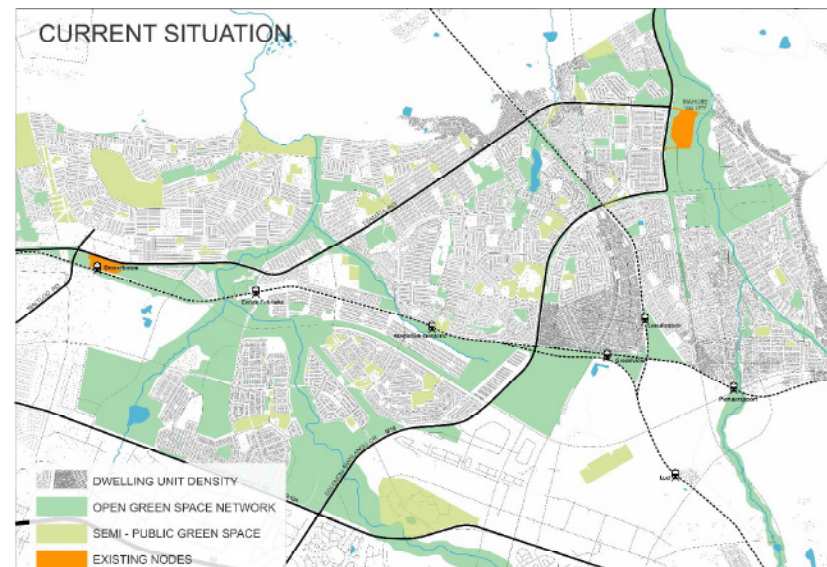


Figure 3.4 Current Situation (Mamelodi Urban Vision, 2016)

Mamelodi has grown steadily and is one of the biggest townships in Pretoria. Like many other townships, Mamelodi has been plagued by Apartheid spatial planning and as a result, the township is located 25km from Pretoria CBD. It is far removed from the financial and economic opportunities available in Pretoria. Even with this spatial disadvantage, Mamelodi is still the first port of arrival for those that are seeking employment and residency in Pretoria.

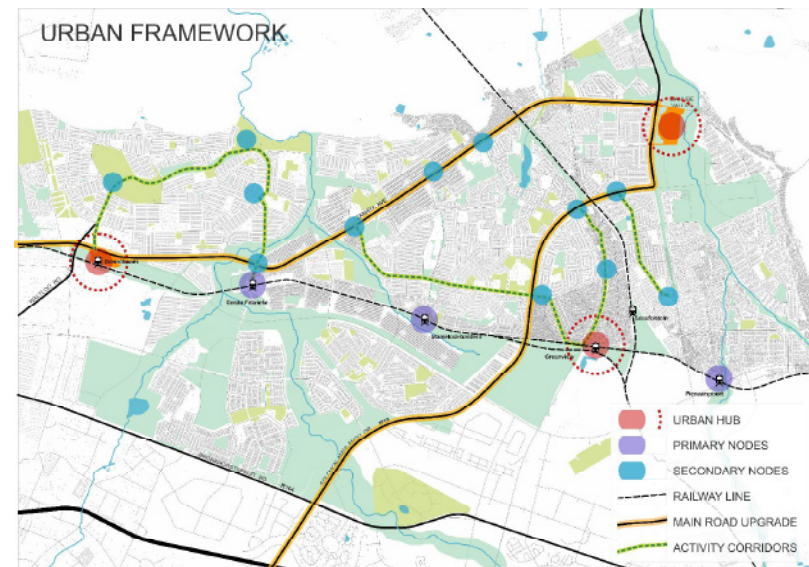


Figure 3.5 Urban Framework (Mamelodi Urban Vision, 2016)

Everyday a large number of people make their way out of Pretoria and towards the city. This leaves the township without much energy. This energy has been recognised as an energy that, if kept in the township, will help grow Mamelodi into a self-sustaining entity, an entity that once that can contribute to Pretoria in a positive way.

The broad objectives of this urban framework are rooted in the creation of opportunity within the context of Mamelodi, through the above-mentioned pointers as a guide. The generation of opportunity will be ensured by the integration of all the cells that make up the greater Mamelodi as a whole. Cells of social and economic opportunity will provide access to many physical and social resources that will result in the reduced dependency on the CBD.

Through understanding the energy that leaves Mamelodi on a daily basis through the daily exodus of people going to work in the CBD and other surrounding areas we have come up with a proposal to channel this energy back into Mamelodi. We begin to view Mamelodi as this cell that consists of various smaller cells that all work together in creating energy and opportunity in Mamelodi.

The proposed secondary transport upgrade for cyclists, pedestrians and tuktuks will facilitate quick access to the primary modes of transport, namely trains and taxis. This will facilitate movement within Mamelodi and hopefully stimulate economic activity along the routes between the identified nodes. Nodes will be linked to provide access to green spaces.

Urban development has not occurred next to the spruite or main river due to flood risk. These areas are however not fully utilized and, together with the unbuilt road land parcel, provide space and potential for the urban vision's STU as mode of transport and recreational activity.

The banks of the spruit has become a site to dump rubbish, potential to become a recycling node. Quite a few municipal pipes crossing the river. The vision proposes embracing this infrastructure to become part of public places. This great open space is underutilized and feels as if it divides the community. Through the proposed interventions we are hoping to create a better connected community with a stronger connection to the river and the ridge.

Human relationships are not limited by physical borders and Mamelodi can thus not be seen as an isolated entity. The roads, rivers and railway tracks extend far beyond the borders of Mamelodi. The vision subverts the initial intent of separation into one of inclusion. This idea can then later be applied to strengthen Mamelodi's connections to its neighbours

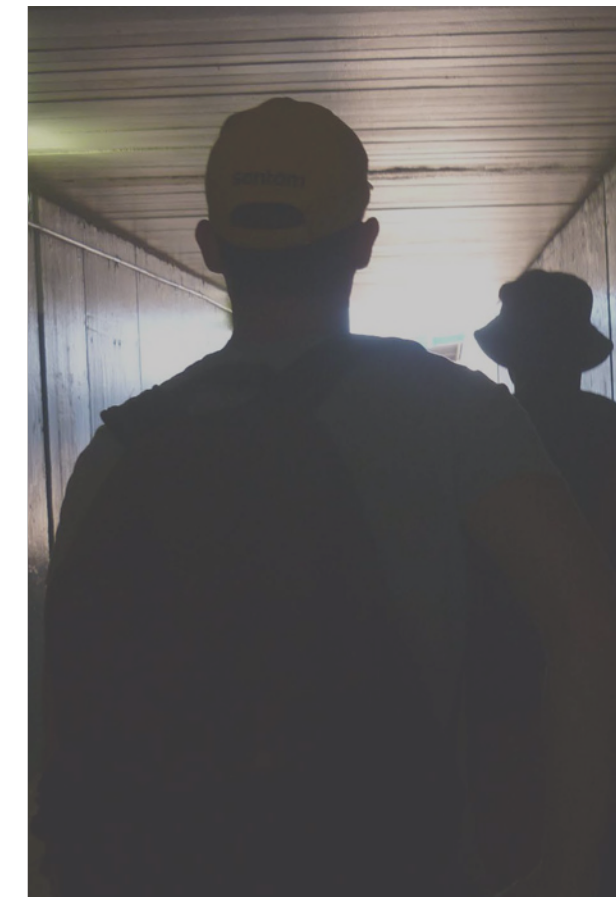


Figure 3.6 Daily commute (Mamelodi Urban Vision, 2016)



Figure 3.7 Existing and proposed urban cores (Mamelodi Urban Vision, 2016)

The initial step is identifying Mamelodi's urban core, Denneboom, and then proposing two more urban hubs (Mahube Max City Mall and Greenview train station), creating a triangle around the township. These cores are linked by Tsayama Road, which is the major road run east to west through Mamelodi, the commuter railway line and Solomon Mahlangu Drive which is the road into the east of Mamelodi (Figure 2).

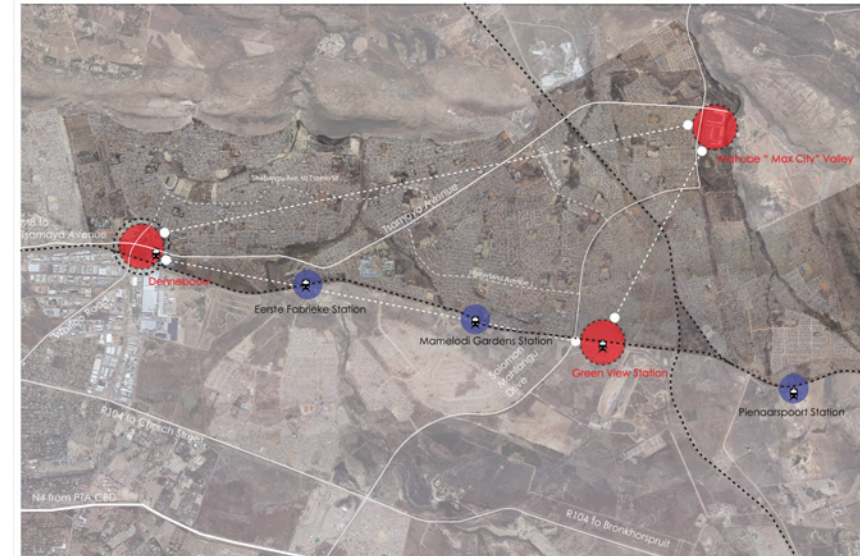


Figure 3.8 Primary nodes (Mamelodi Urban Vision, 2016)

The second step is identifying primary energy nodes, which have been identified as the train stations running on the southern edge of Mamelodi as shown in Figure 2. These train stations transport people and goods throughout Mamelodi and then out towards the city.

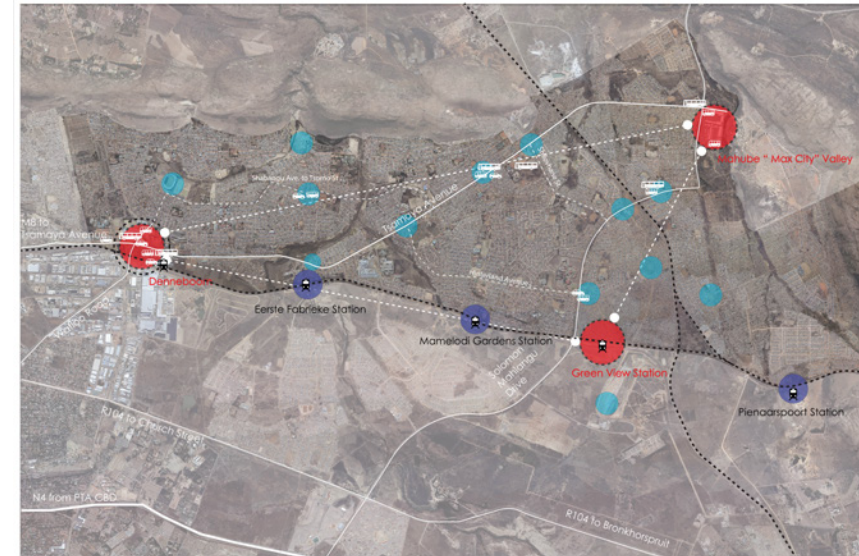


Figure 3.9 Secondary nodes (Mamelodi Urban Vision, 2016)

These primary nodes are then supplemented by the secondary nodes, which are public transport interchanges within the townships. These nodes are located in both the east and west of Mamelodi (figure 4).

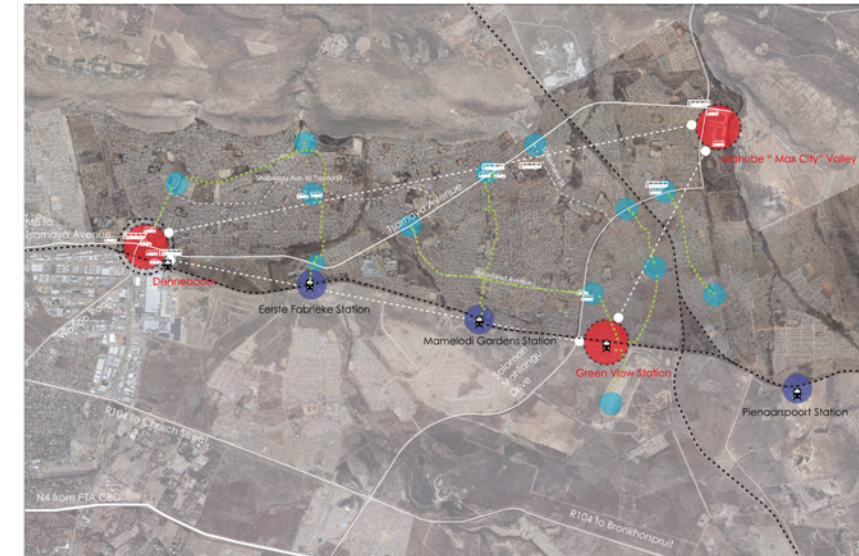


Figure 3.10 Activity spines connecting nodes (Mamelodi Urban Vision, 2016)

In order to achieve a greater distribution of energy within Mamelodi, the existing east to west movement will be disrupted by the implementing of north to south movement of people and goods through the activity spines we have proposed (figure 5).

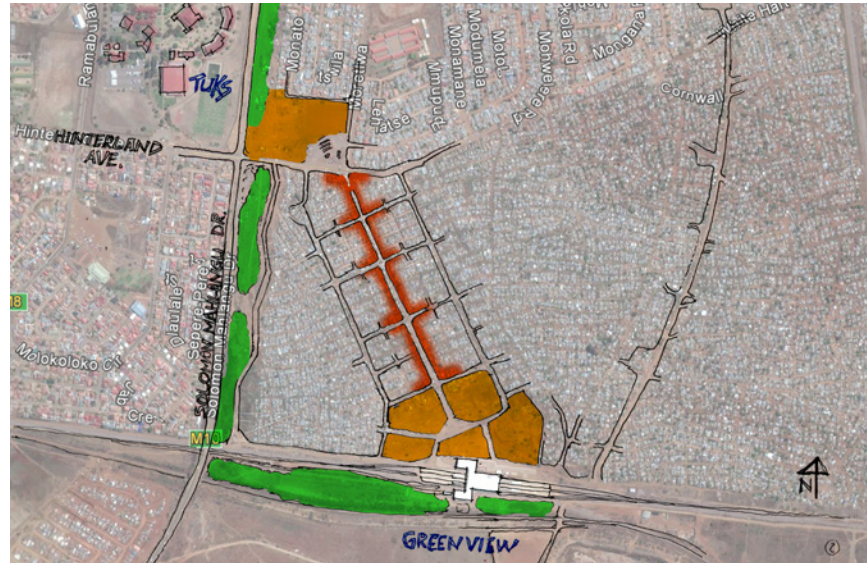


Figure 3.11 Proposed nodal development and activity spine activation (Mamelodi Urban Vision, 2016)

New developments will then happen at the identified primary and secondary nodes and gradually move along the activity spines ensuring the activation of the spines and allowing energy to move on the new north to south axes (figure 6).

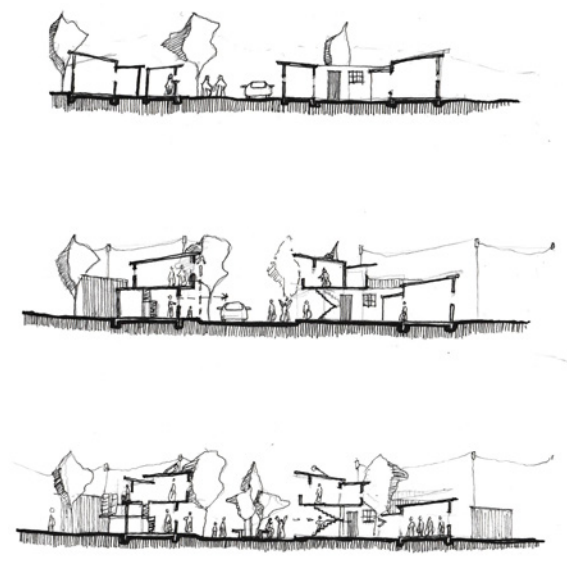


Figure 3.12 Phased growth of street (Mamelodi Urban Vision, 2016)

The proposed result of these interventions is the growth of smaller nodes within the activity spine. The hubs that will grow and house various activities and facilities, allowing Mamelodi to become a township with economic and financial opportunities within. The intention is that this revitalisation of Mamelodi will allow it to become an export of goods and services and not only labour as it currently does (figure 7).

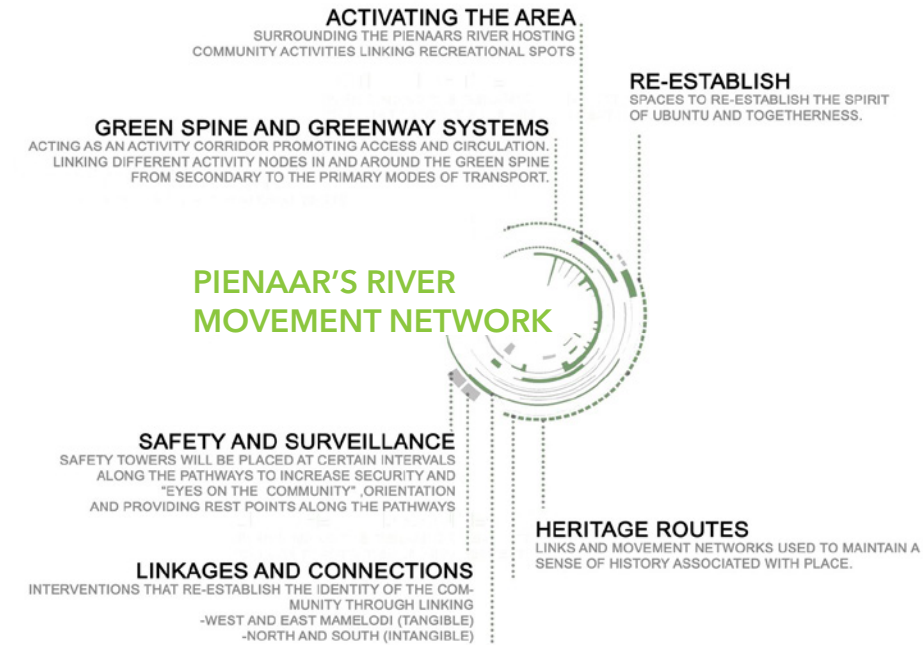


Figure 3.13 Pienaar's River Movement Network Diagram (Mamelodi Urban Vision, 2016)

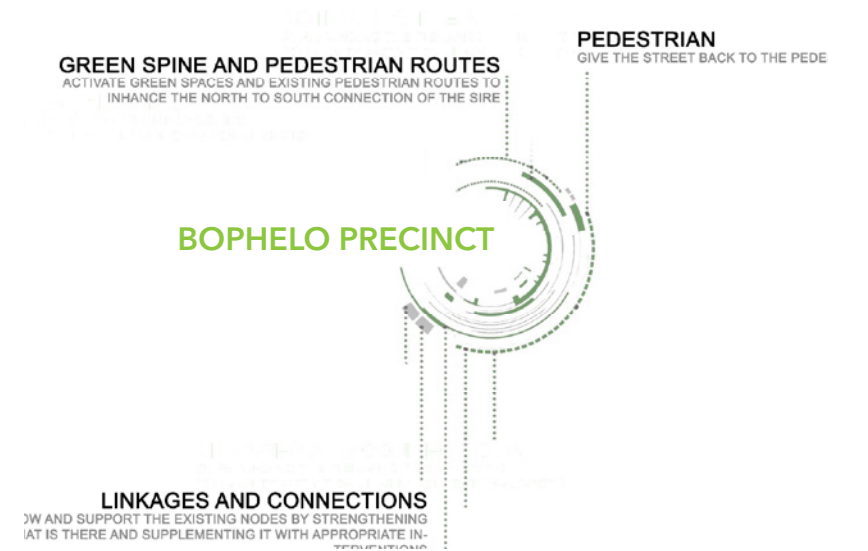


Figure 3.14 Bophelo Precinct Diagram (Mamelodi Urban Vision, 2016)

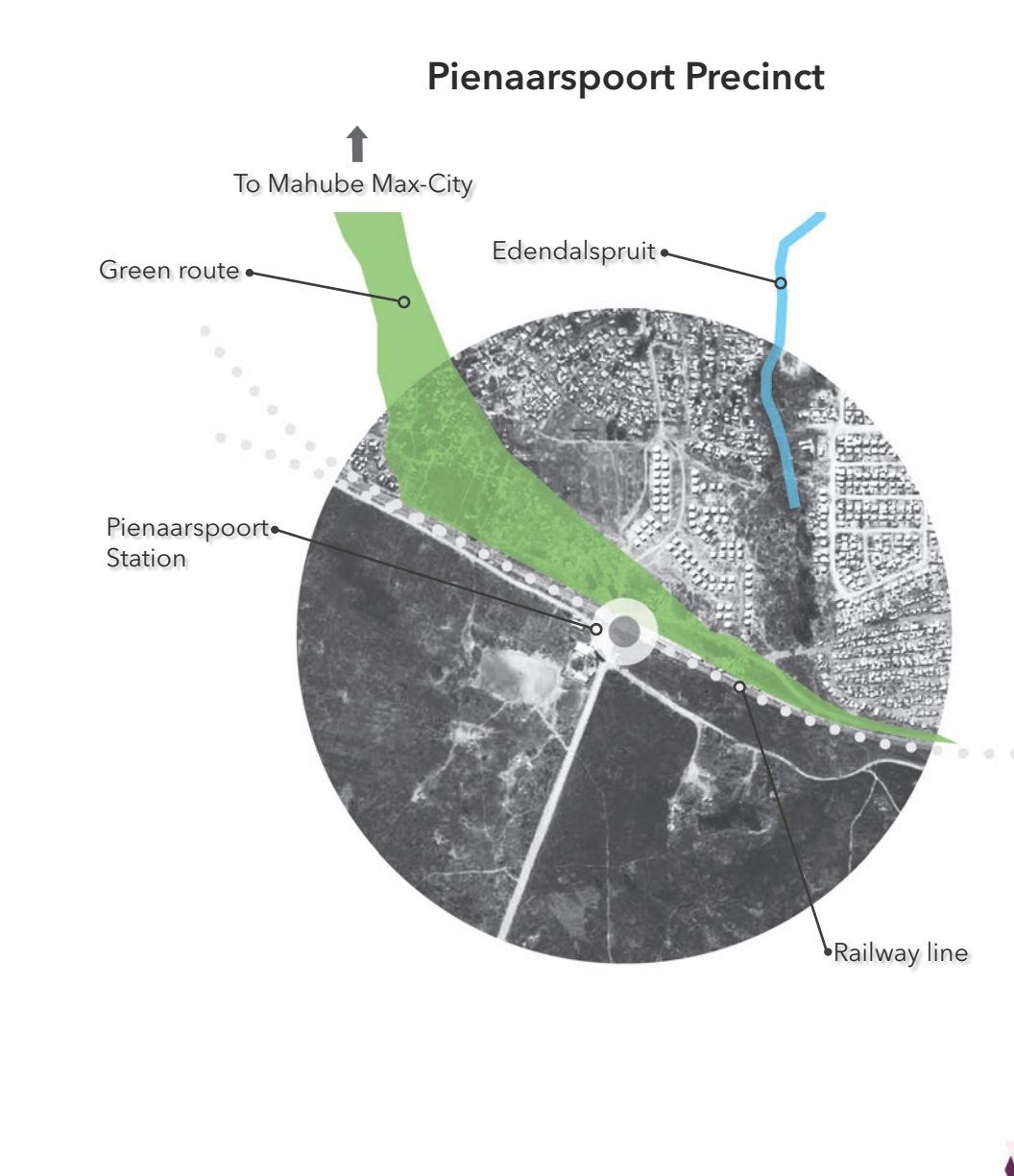
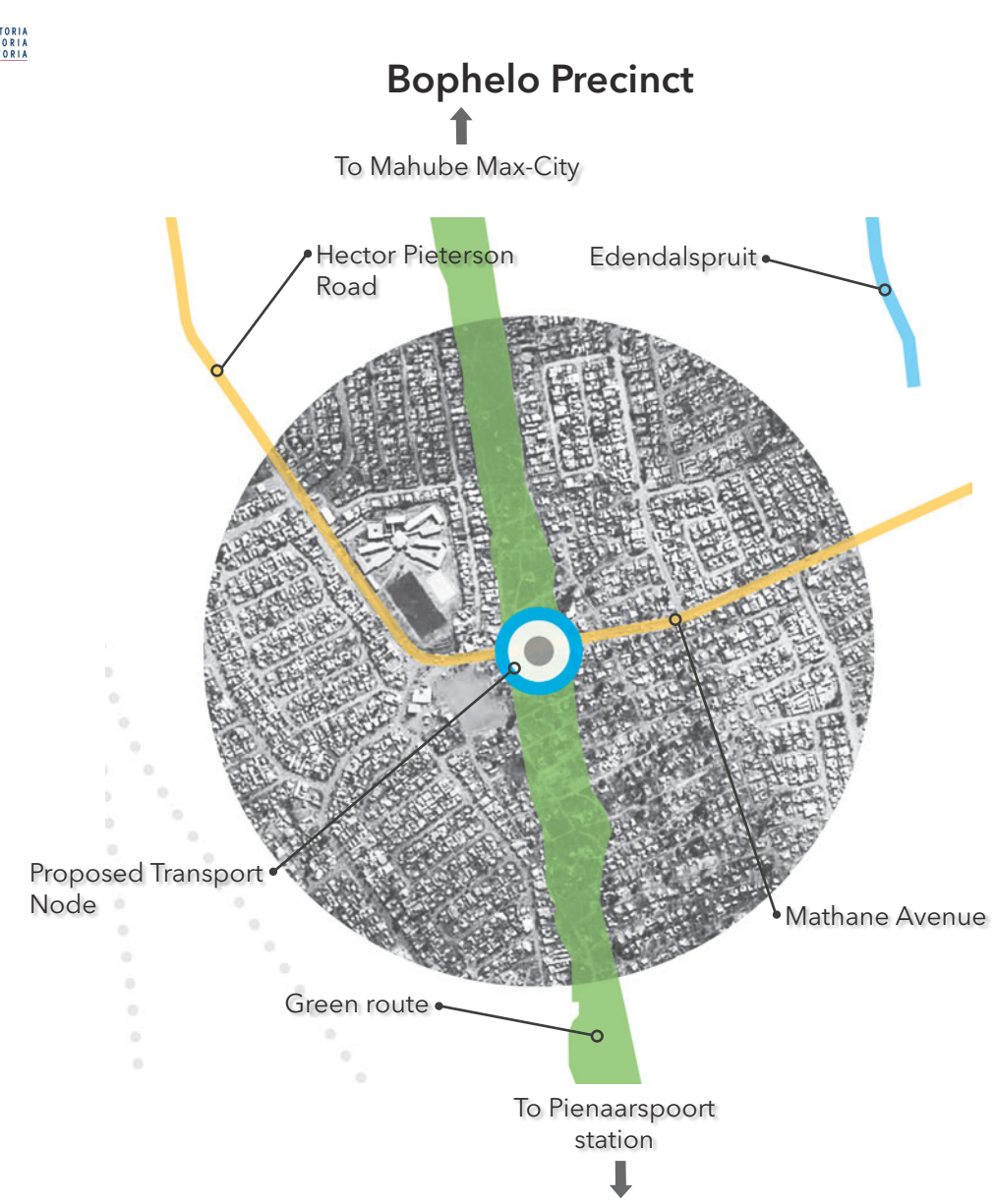
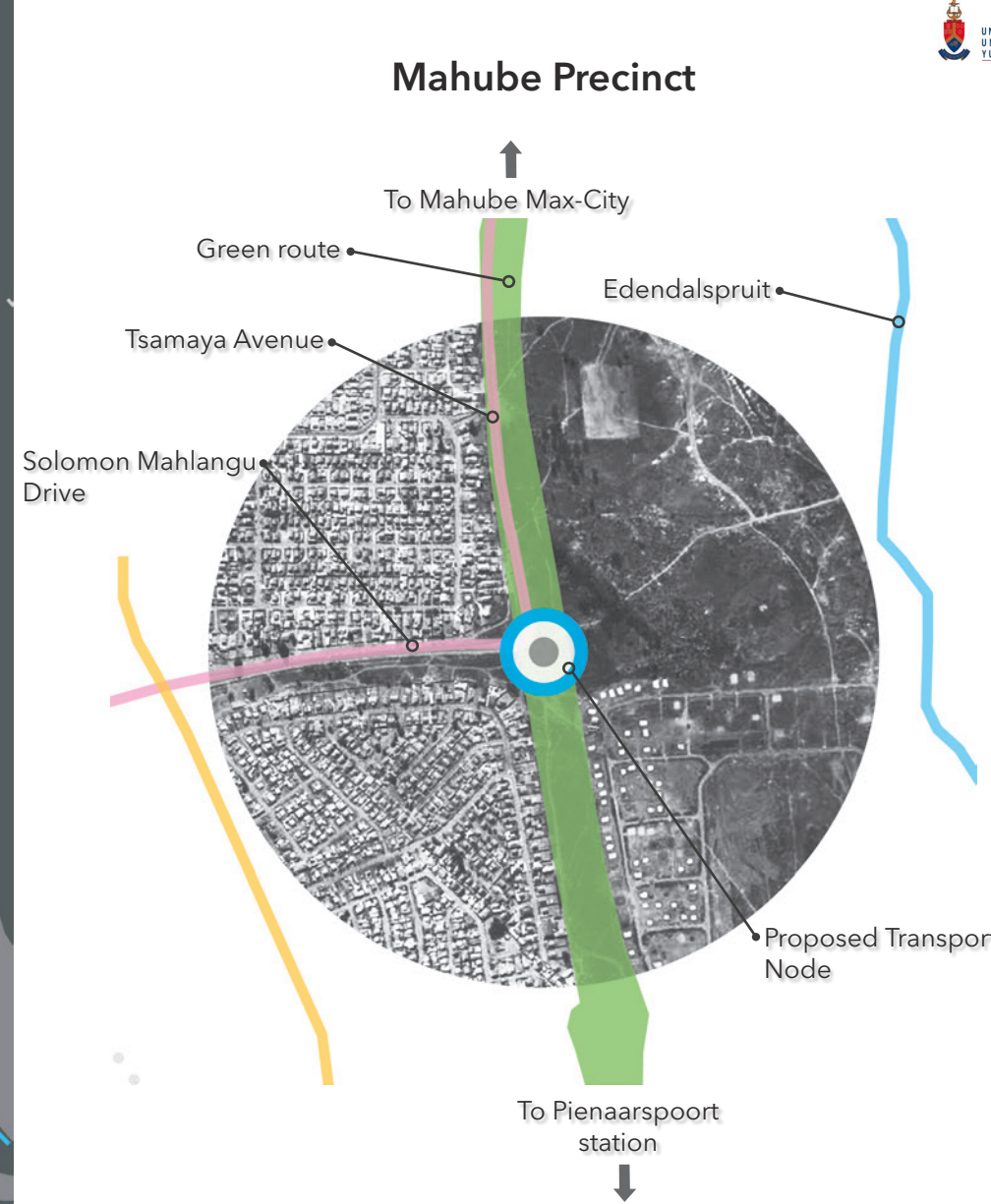
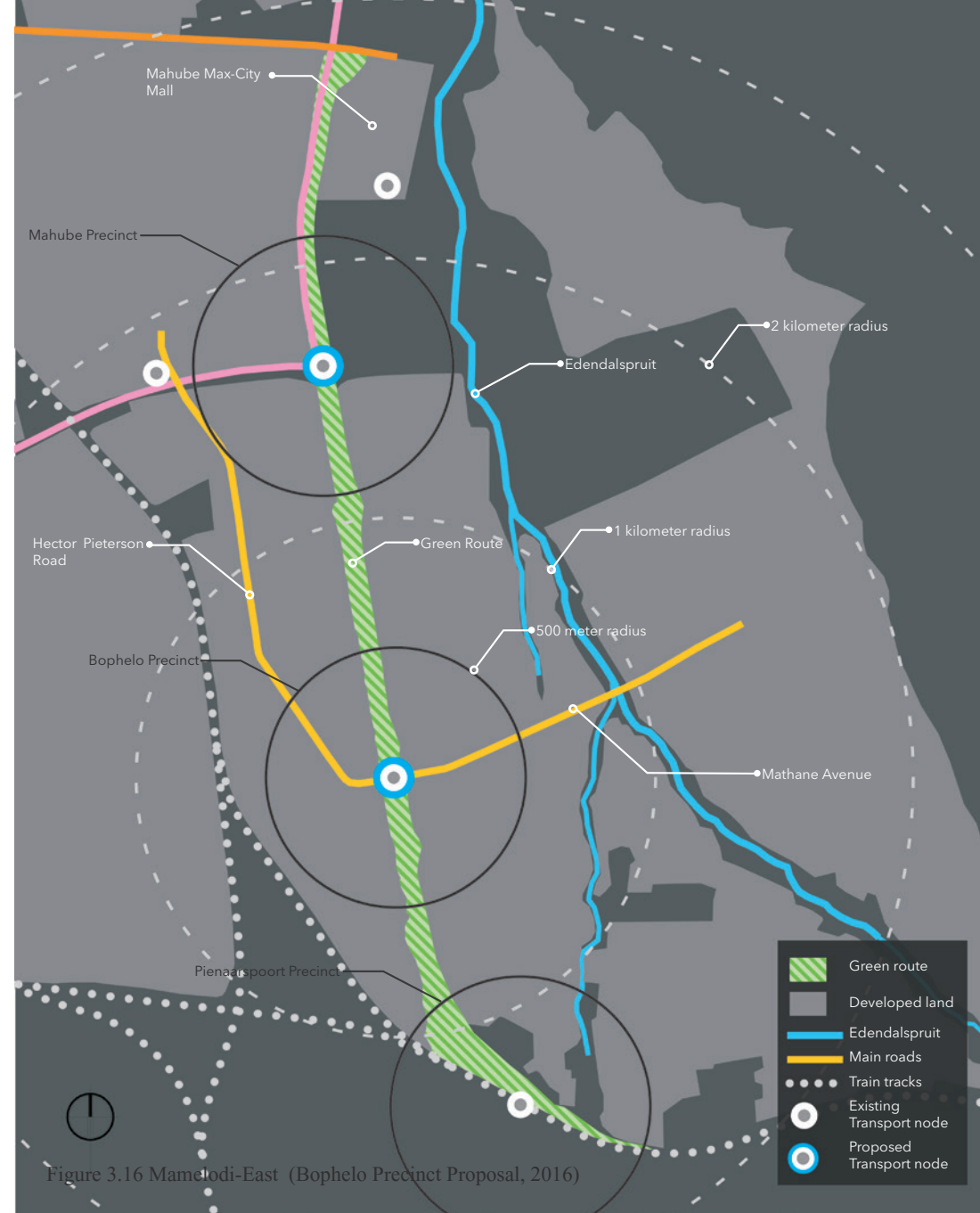


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Bophelo Precinct Proposal

Figure 3.15 Bophelo Precinct Proposal (Bophelo Precinct Proposal, 2016)



Existing routes



Figure 3.20 Existing routes (Bophelo Precinct Proposal, 2016)

Existing Zones



Figure 3.21 Existing zones (Bophelo Precinct Proposal, 2016)

Proposed Green Route



Figure 3.22 Proposed green route (Bophelo Precinct Proposal, 2016)

Proposed networks

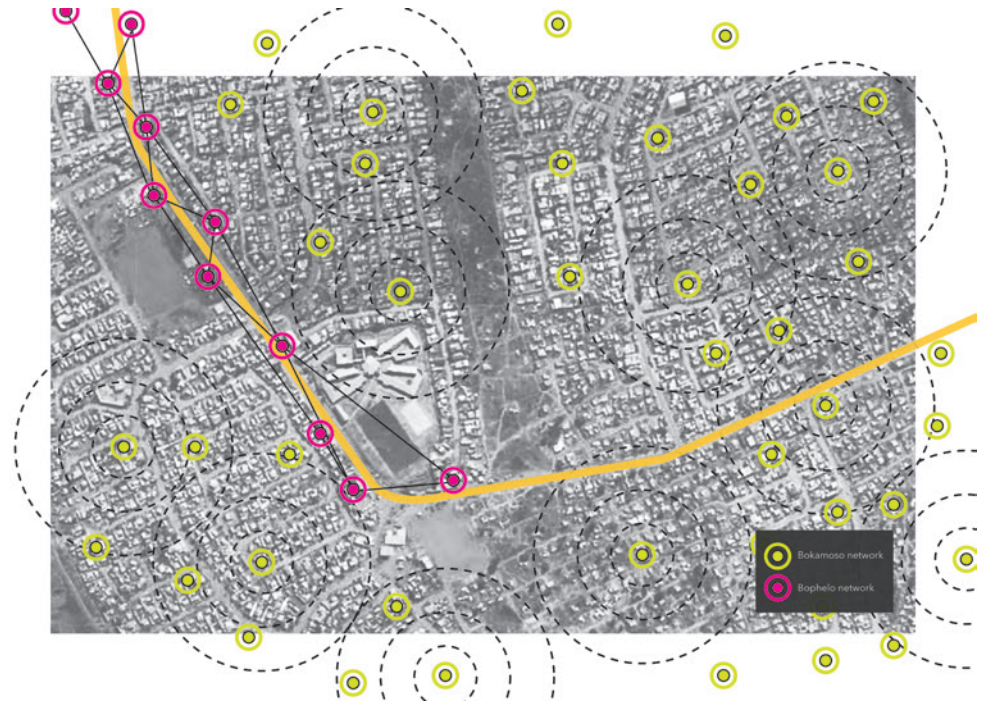


Figure 3.23 Proposed Networks (Bophelo Precinct Proposal, 2016)



Figure 3.24 Proposed nodes and activity spines (Bophelo Precinct Proposal, 2016)

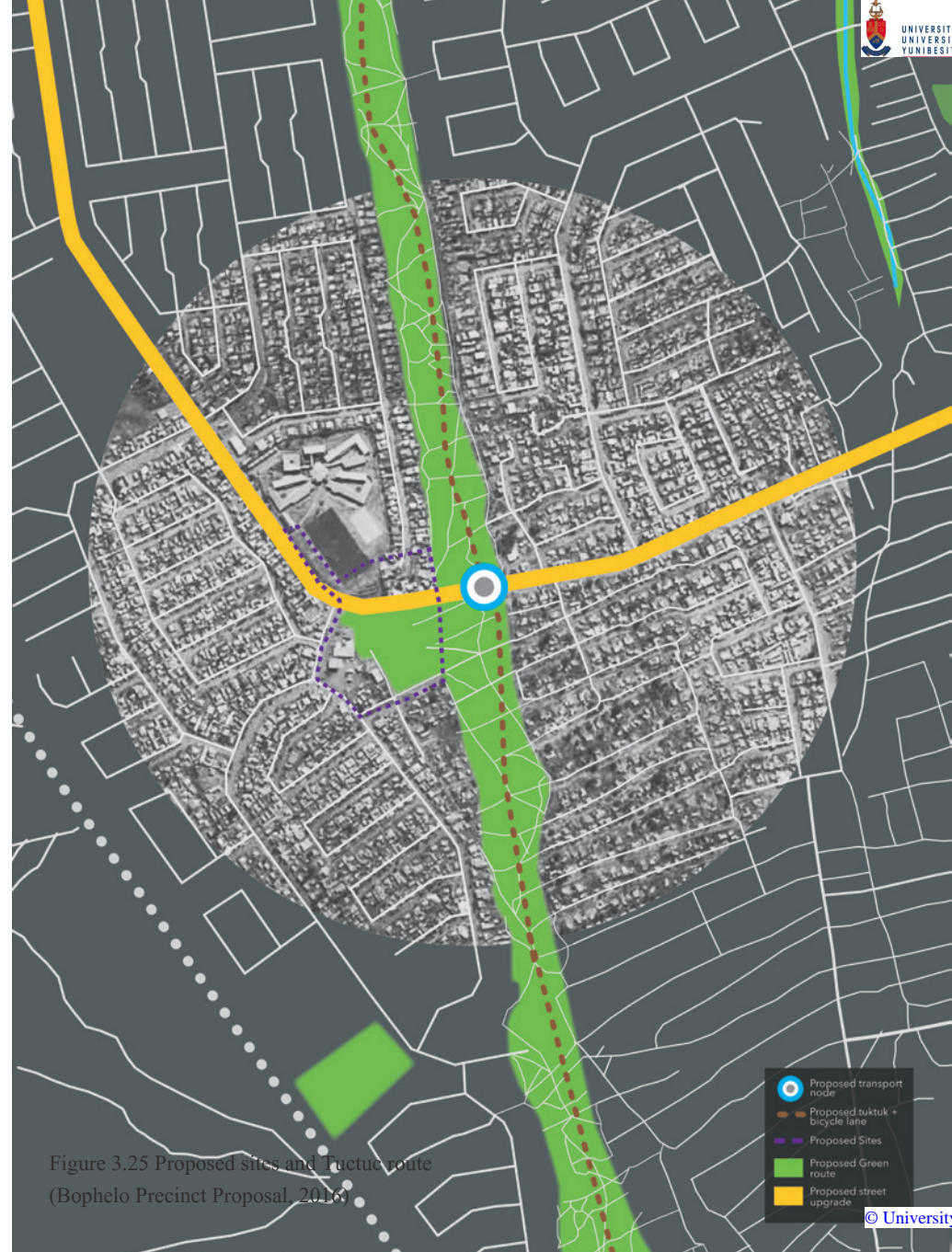
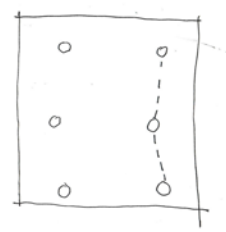
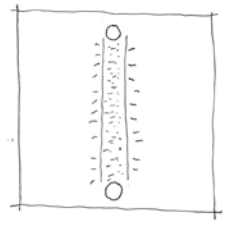


Figure 3.25 Proposed sites and route (Bophelo Precinct Proposal, 2016)



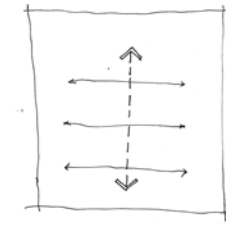
1. Improve connection between the nodes
 The connection between an urban core (Mahube Max-City mall); the public transport interchange on corner of Hector Peterson road and Solomon Mahlangu Drive.; and Piensaarspoort train station. This is to strengthen the north to south axis within Mamelodi.



2. Activate the "green route"
 The green route is an import route linking the various transport nodes to the urban core. The green route becomes a pedestrian route which will be activated at various points with commercial, agricultural and recreational activities. It also becomes a catalyst of reactivating green spaces in the community.



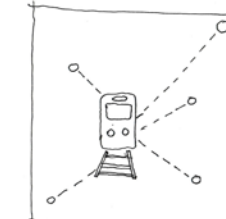
3. Promote pedestrian + cyclist movement
 The public amenities, economical opportunities and public transports hubs within Mamelodi are far away from Lusaka. These social infrastructures will be implemented in Lusaka to give better access to these facilities and help promote a pedestrian oriented community.



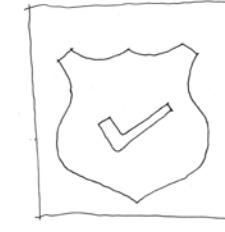
4. Connect existing east - west axis with a new north - south axis.
 Movement of people and goods moves on an east - west axis. The green route and additional nodal activation strategies aim to fulfil a movement across the north - south axis to create a better network within Mamelodi.



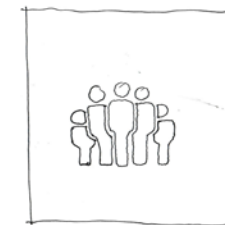
5. Upgrading street edge
 The street is identified as a valuable and contested space. The street becomes a catalyst to greater urban change through identifying the street as a valuable element in the community and then upgrading these edges.



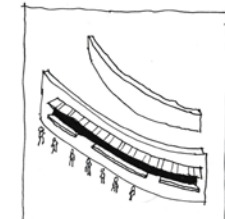
6. Improve access to public transport nodes
 Public transport is an important component within the community as it connects them to the rest of Mamelodi and the city of Pretoria.



7. Improve safety within community
 By improving the networks and relationships within Lusaka, there is an opportunity to improve the social cohesion and by doing that, a more healthier and more secure environment is created for the community



8. Increase access to public amenities
 Public amenities are located far away from Lusaka thereby decreasing their access to basic services that a community needs. By increasing the access to these services, the community is better served and their right to the basic public services is addressed.



9. Improve the market edge
 The street edge and the commercial activity identified in the main streets of Lusaka is an important element and presents an opportunity of identifying the informal market as an element of the culture of the community.

Figure 3.26 Proposal summary (Bophelo Precinct Proposal, 2016)