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# MULTI-NODAL TRANSPORT INTERCHANGE HUB

MARABASTAD



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FIG A\_Thesis intervention placed in the *Integrated Urban Design Framework* for Marabastad framework by Aziz Tayob



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“Transport interchanges have become the agora of the newly democratic state, the place of maximum commercial exchange and social interaction” (Deckler; 2006: 59).

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# ABSTRACT



This thesis explores city making, specifically good public space. The city of Tshwane is envisaged “to become the leading international African capital city of excellence...” (TICDRS; 2005: 5). Public transport is identified as being one of the interventions for achieving this vision.

The Tshwane Spatial Development Strategy 2010 and beyond state that “the ability to travel from one place to another is a basic requirement of a successful metropolitan area.”

The inner city core and the Marabastad precinct represent the heart of the Inner City and its Capital City significance. The main feature defining Marabastad's character today are the public transport systems contributing to the area as being an intermodal transport node (IUDFM; 2002: 253).

This thesis develops a multi-nodal transport interchange hub in Marabastad at the Belle Ombre train station. The program of the building is made up of three parts: Firstly the building defines a new public square in front of the Belle Ombre train station that is also the termination point for the green strip running through Marabastad, as planned in the Integrated Urban Design Framework for Marabastad. This square also provides a spill-out point for all the commuters of the various transport facilities surrounding the square. Secondly to provide formal facilities for the proposed new Bus Rapid Transit (BRT) and inner city distribution bus system, and thirdly to provide a connection for these new transit systems to the Belle Ombre train station. The building will have a mixed use character with programs such as informal market, offices and transitional housing units.

“Transport interchanges have become the agora of the newly democratic state, the place of maximum commercial exchange and social interaction” (Deckler; 2006: 59).

## OPSOMMING

Hierdie verhandeling ondersoek goeie stedelike samestelling en daar word spesifiek gefokus op suksesvolle publieke ruimtes .

Die visie vir die Stad van Tshwane is “om in ‘n leidende Internasionale Kapitale stad van Afrika ontwikkel te word...” (TICDRS; 2005: 5). Publieke vervoer word geïdentifiseer as een van die hoof toevoegings om hierdie visie te bereik.

Die kern en die Marabastad omgewing van die middestad verteenwoordig die hart van die hoofstad en die stad se kapitale karakter. Die hoof kenmerk wat Marabastad se karakter huidiglik definieer is die publieke vervoerstelsel wat bydra tot die area as ‘n publieke vervoer node (IUDFM; 2002: 253)

Die verhandeling ontwikkel ‘n multi-nodale vervoerwisselingspunt in Marabastad by die Belle Ombre treinstasie. Die program van die gebou omvat drie hoof dele:

Eerstens, definieer die gebou die publieke plein voor die Belle Ombre treinstasie wat ook die terminasiepunt is vir die groenstrook wat deur Marabastad ontwikkel word as deel van die beplande geïntegreerde stedelike ontwerpsraamwerk vir Marabastad. Hierdie plein verskaf ook ‘n vergader plek vir al die pendelaars wat al die vervoestelsels gebruik om hierdie hierdie nuwe plein. Tweedens huisves dit die formele funksies en funksionele benodighede vir die voorgestelde nuwe “BRT” en nuwe bussisteem wat die middestad bedien. Laastens voorsien dit die konneksie tussen die verskeie funksies na die Belle Ombre treinstasie. Die gebou is ‘n tipiese gemengde gebruik gebou met programme soos ‘n informele mark, kantore en oorgangsbehuising.

“Vervoer verwisseling nodes het die agora geword van die nuwe demokratiese staat, ‘n plek van maksimum kommersiële verhandelinge en sosiale interaksie.” (Deckler; 2006: 59).





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