

CHAPTER:

2

PROJECT JUSTIFICATION

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CONNECTING TSHWANE

As stated previously the *Tshwane Spatial Development Strategy 2010 and beyond* states that “the ability to travel from one place to another is a basic requirement of a successful metropolitan area.” (CTSDS; 2007:24).

It is this movement that ensures accessibility to jobs, social and recreational opportunities. It is of great importance that all these opportunities can be accessed at a lower cost, in a shorter period of time and with more convenience (CTSDS; 2007: 24).

The strategy identifies 5 points that form the basis for an efficient metropolitan movement system that connects strategic areas in Tshwane (CTSDS; 2007: 24):

1_ **Highways.** These form corridors for large-scale economic development. They also connect Tshwane to the rest of the Gauteng and the country.

2_ **Public transport system.** Forming the basis for this system is the existing rail system and proposed Bus Rapid Transit system:

- The **existing rail system** should become the basis of public transport throughout Tshwane and should become the primary movement system over long distances.
- The proposed **new Rapid Bus Transit system** will deal with transport problems over short to medium distances and connect metropolitan activity nodes that fall outside the areas serviced by the rail network.

3_ Completing the **concentric road network** that serves the multi-nodal structure of Tshwane.

4_ The **Gautrain development** that links Tshwane to Johannesburg.

5_ The development of **Wonderboom Airport.**

IMPACT AREA

As stated previously, the *Tshwane Inner City Development and Regeneration Strategy* focuses its proposal on the inner city core and Marabastad as it is believed that the greatest impact can be achieved by concentrating efforts in these areas (TICDRS; 2005: 2).

In 1999 the architectural firm of Aziz Tayob Partnership Architects Inc. compiled an *Integrated Urban Design Framework for Marabastad* for the City Council. They were re-appointed in 2002 to prepare an updated version of the document for the fast-changing realities of Marabastad. The framework states that its main aim is to ensure the reintegration of Marabastad within the grid of the inner city (IUDFM; 2002: 15).

This re-integration should occur in the physical urban environment and the socio-economic environment (IUDFM; 2002: 191).

The physical re-integration deals with:

- Interpenetrating of Urban Character
- Public Green Open Spaces
- Church Street west
- Zoning Overlaps
- Transport Links (IUDFM; 2002: 191).

The socio-economic deals with:

- Land ownership
- Social outreach programmes
- Cultural outreach programmes
- Economic support
- Publicity campaigns (IUDFM; 2002: 194).

The main feature defining Marabastad's character today is the public transport systems (railway station, two bus ranks and major taxi activity) contributing to the area as an intermodal transport node (IUDFM; 2002: 253). The *Inner City Development Framework* (in IUDFM; 2002: 194), however, describes modal integration of public transport in Marabastad as being poor, forcing modal competition rather than modal integration (IUDFM; 2002: 253).

It is envisaged that in the future Marabastad will be a major station for several modes of transport networks. Marabastad will act as one of the three major public transport nodes in the inner city, the others being the Pretoria Central Station and the taxi ranks at the zoological gardens (IUDFM; 2002: 253).

The transport facilities planned for Marabastad will be concentrated around Belle Ombre Railway Station (IUDFM; 2002: 253).

This is also the site proposed for the new BRT terminal for line 2 of phase one of the system (BRT Operational Plan; 2008: 4).

Trade in Marabastad is largely dependent on the movement of commuters, and this holds great potential for business opportunities around these transport facilities (IUDFM; 2002: 253).

One of the other dominant main features of Marabastad is the Steenhoven Spruit - despite it being canalized. The development plan for Marabastad allows for the redevelopment of the entire length of the spruit, from Princess Park in the south to Boom Street in the north. The vision for the spruit is to be developed into a public green belt to form part of the city's open green systems (IUDFM; 2002: 231).



FIG 2.1_Belle Ombre metro rail station



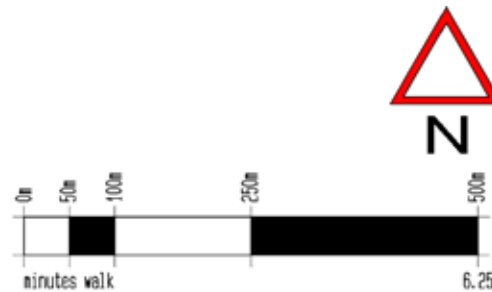
FIG 2.2_Belle Ombre metro bus rank



FIG 2.3_Taxi ranks at Belle Ombre Train station

FIG 2.4_The *Integrated Urban Design Framework* by Aziz Tayob Partnership Architects Inc.

The Architectural firm Aziz Tayob Partnership Architects Inc. compiled an *Integrated Urban Design Framework* for Marabastad in 1999 for the City council. They were re-appointed in 2002 to prepare an updated version of the document for the fast changing realities of Marabastad. The framework states that its main aim is to ensure the reintegration of Marabastad within the grid of the inner city (IUDFM; 2002: 15).



INTERVENTION

To deal with the spatial problems in the City of Tshwane, the *Tshwane Inner City Development and Regeneration Strategy* defines eight building blocks to start with the restructuring process of the city (TICDRS; 2005: 11).

The eight building blocks are:

- Announcing the destination
- Cultural circle
- Capital precinct
- Mandela development corridor and Apies River precinct
- Tshwane crossing
- Zone of urban regeneration
- Movement
- Exceptional public environment

It is also important to note that in order for these building blocks to be sustainable, they must be supported by an economically and socially sound environment. Five socio-economic building blocks are defined to ensure this (TICDRS; 2005: 22):

- Safety and security
- Development facilitation
- Identity and branding
- People's place
- Informal trade

The building blocks that will be tapped into in this thesis will be:

- Zone of urban Regeneration
- Movement

- Exceptional public environment
- People's place
- Informal trade

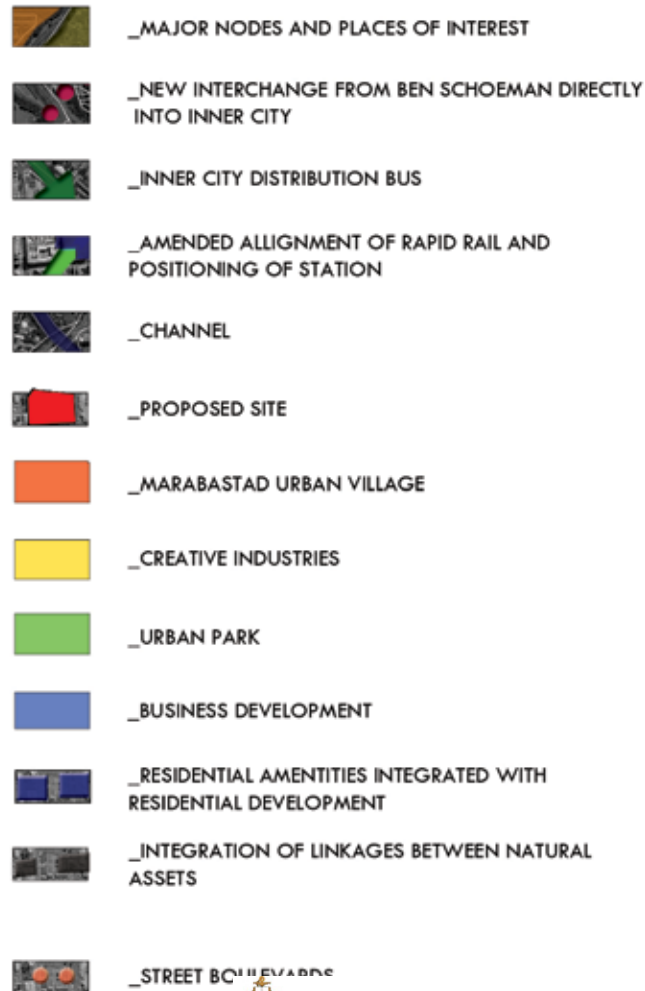


FIG 2.5_Building Blocks



FIG 2.6_Gradual Development of Marabastad - Current condition (IUDFM; 2002: 263)



FIG 2.7_Gradual Development of Marabastad - Stage 1 (IUDFM; 2002: 263)

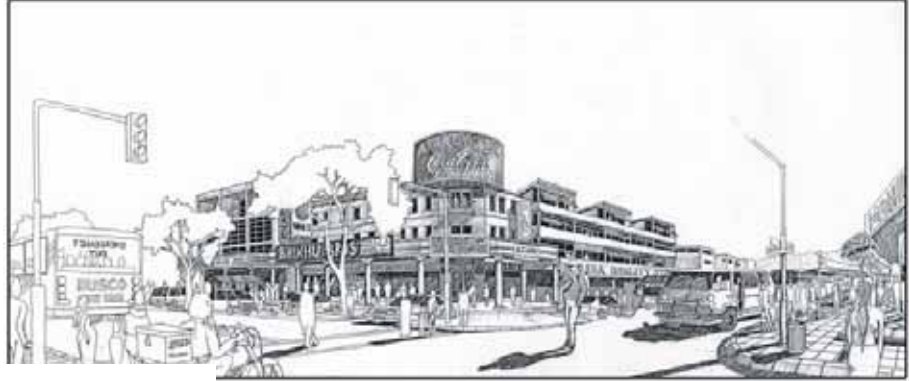


FIG 2.8_Gradual Development of Marabastad - Stage 2 (IUDFM; 2002: 263)