Figure 3.1 Mamelodi Vision (Mamelodi Urban Vision, 2016)

Figure 3.2 Mamelodi Diagram (Mamelodi Urban Vision, 2016)

Figure 3.3 Tools used in analysing the Mamelodi urban fabric

(Pieterse et al., 2012)

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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. Every day, 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 objective of this urban framework is 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, 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 modes of transport and recreational activity.

The banks of the spruite have been sites 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 spaces. This great open space is underutilized and feels as if it divides the community. Through the proposed interventions we hope to create a stronger, more 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 neighbors.
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 running east to west through Mamelodi, the commuter railway line and Solomon Mahlangu Drive which is the route into the east of Mamelodi (Figure 2).

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.

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).

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).
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).

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 exporter of goods and services and not only labour as it currently does (figure 7).
Figure 3.16 Mamelodi-East (Bophelo Precinct Proposal, 2016)

Figure 3.17 Mahube Precinct Proposal (Bophelo Precinct Proposal, 2016)

Figure 3.18 Bophelo Precinct Proposal (Bophelo Precinct Proposal, 2016)

Figure 3.19 Pienaarspoort Precinct Proposal (Bophelo Precinct Proposal, 2016)
1. Improve connection between the nodes
2. Activate the “green route”
3. Promote pedestrian + cyclist movement
5. Improve access to public transport routes
6. Increase access to public amenities
7. Improve safety within community
8. Improve waste management
9. Improve the market edge

The proposed nodes are shown in orange, the green route is shown in green, and the existing transportation routes are shown in blue. The proposed nodes are intended to connect with existing transportation routes and green spaces to create a more pedestrian-friendly and accessible community.