

# CONTEXT ANALYSIS

## 03: CONTEXT ANALYSIS



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I can read and write

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### 1 - MACRO SCALE

#### PRETORIA

##### 1 - 1 INTRODUCTION

In order to identify the best possible location for the proposed facilities, the following aspects were considered:

- Development history;
- Transport routes towards Pretoria CBD;
- Work opportunities and transport nodes in Pretoria CBD,

##### 1 - 2 DEVELOPMENT HISTORY

The Pretoria CBD is located in a river valley in the Magaliesberg mountains and lies between the Highveld and Bushveld climate zones in the north-east of South Africa. The city was named in 1855 by a Voortrekker leader, Marthinus Pretorius. The sheltered and fertile valley, previously inhabited by Nguni-speaking settlers, has become the capital city of South Africa (<http://www.tshwane.gov.za>). According to Gerrit Jordaan (Jordaan: 1989), Pretoria's layout has a symbolic connotation. The city is located between two mountain ridges (male) with a river (female) flowing through. The layout of the city is positioned on a symbolic cross with Church Square as the centre point. Because of the mountain ranges to the north and south, the city expanded eastward and westward. For many decades the previous government shaped Pretoria as the model apartheid city, with black people being forcefully removed from areas like Marabastad to rural townships on the outskirts in order to create a "whites-only" city (Mufamadi 2001). The site demographics and post-apartheid planning has left the business district isolated from some communities, especially on the edge of the more recently demarcated municipal area of Tshwane. This separation forces these marginalised communities to travel great distances every day by means of public transport.

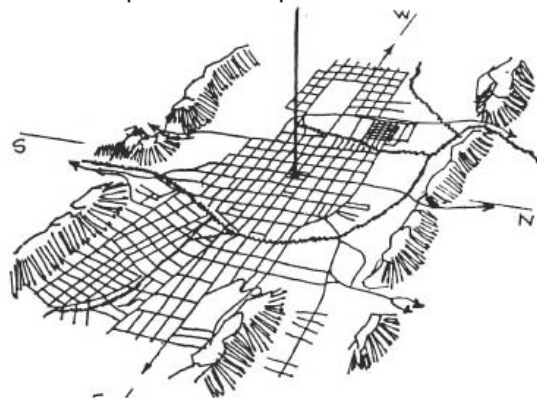


Figure 3.1: Layout of Pretoria (Jordaan 1989)

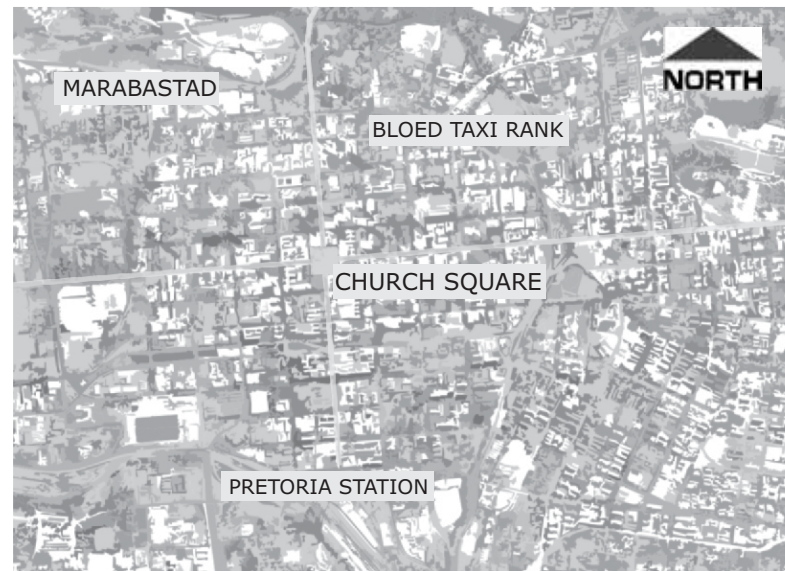


Figure 3.2: The symbolic cross of Pretoria

**1 - 3 TRANSPORT ROUTES TOWARDS WORK OPPORTUNITIES**

**1.3.1 - TSHWANE**

The following figures indicate the position of work opportunities in Tshwane and the movement towards these opportunities. The figures indicate that Pretoria's CBD is the prominent destination for the majority of commuters, who are mainly from the marginalised townships and the informal settlements of Tshwane.

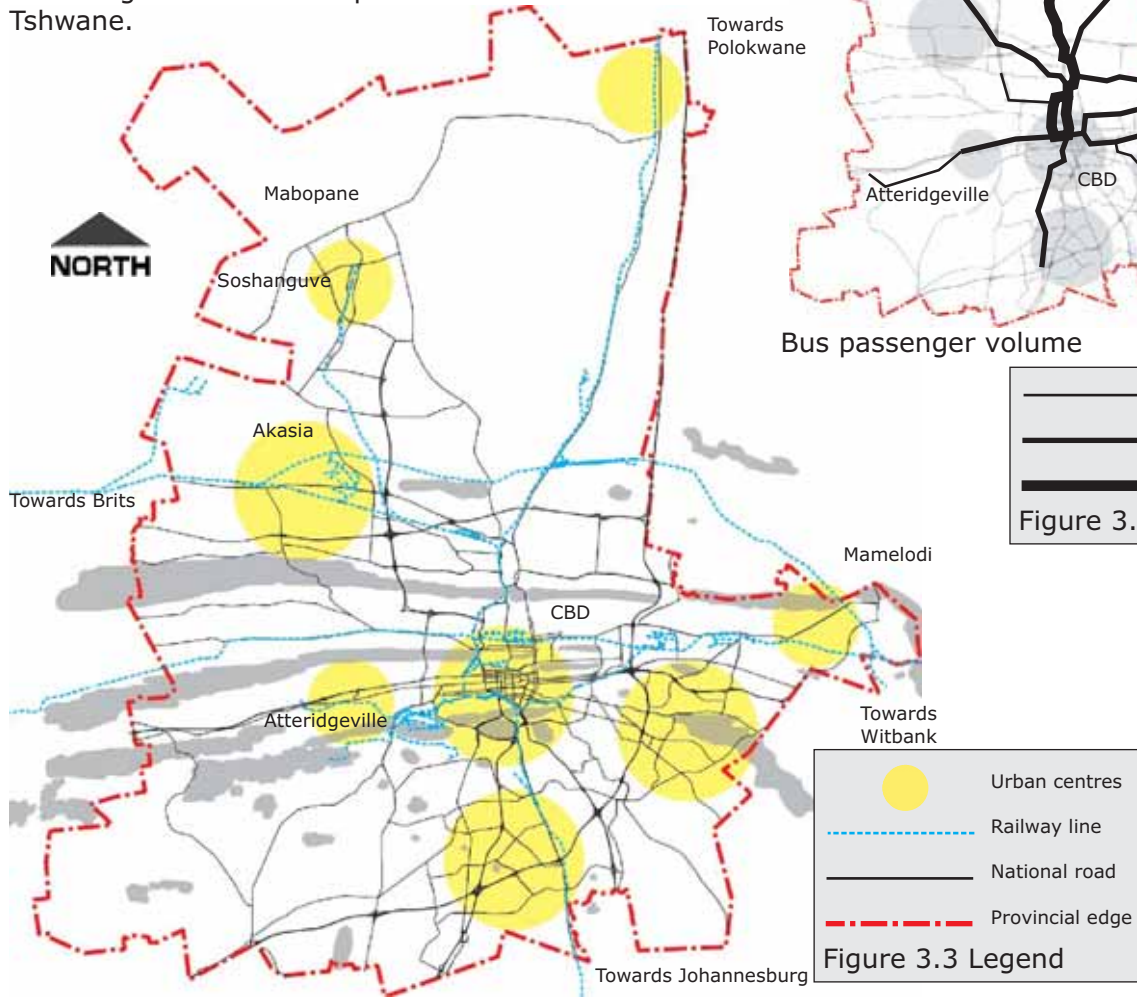


Figure 3.3: Transport routes of Tshwane (Nyeleti Consulting 2006)

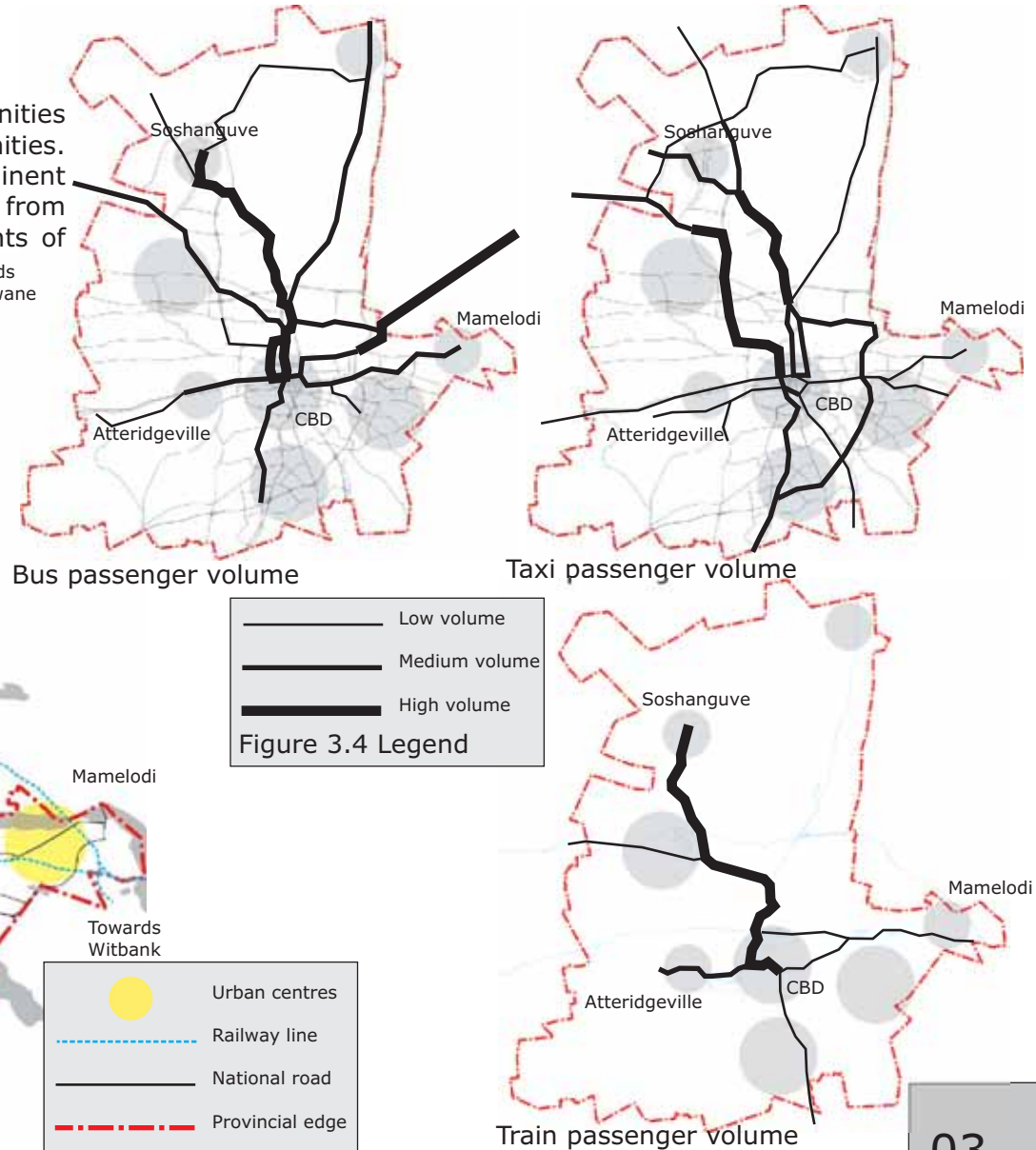


Figure 3.4: Passenger volumes in Tshwane (Nyeleti Consulting 2006)

### 1.3.2 - PRETORIA CBD

On a larger scale, movement from major transport nodes towards the primary work opportunities is indicated in the figure below

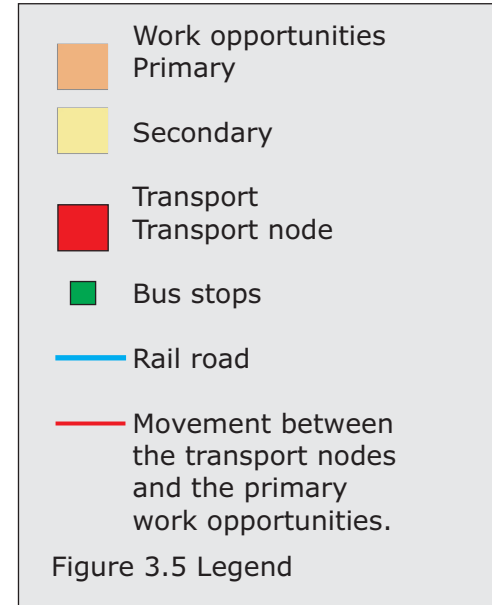
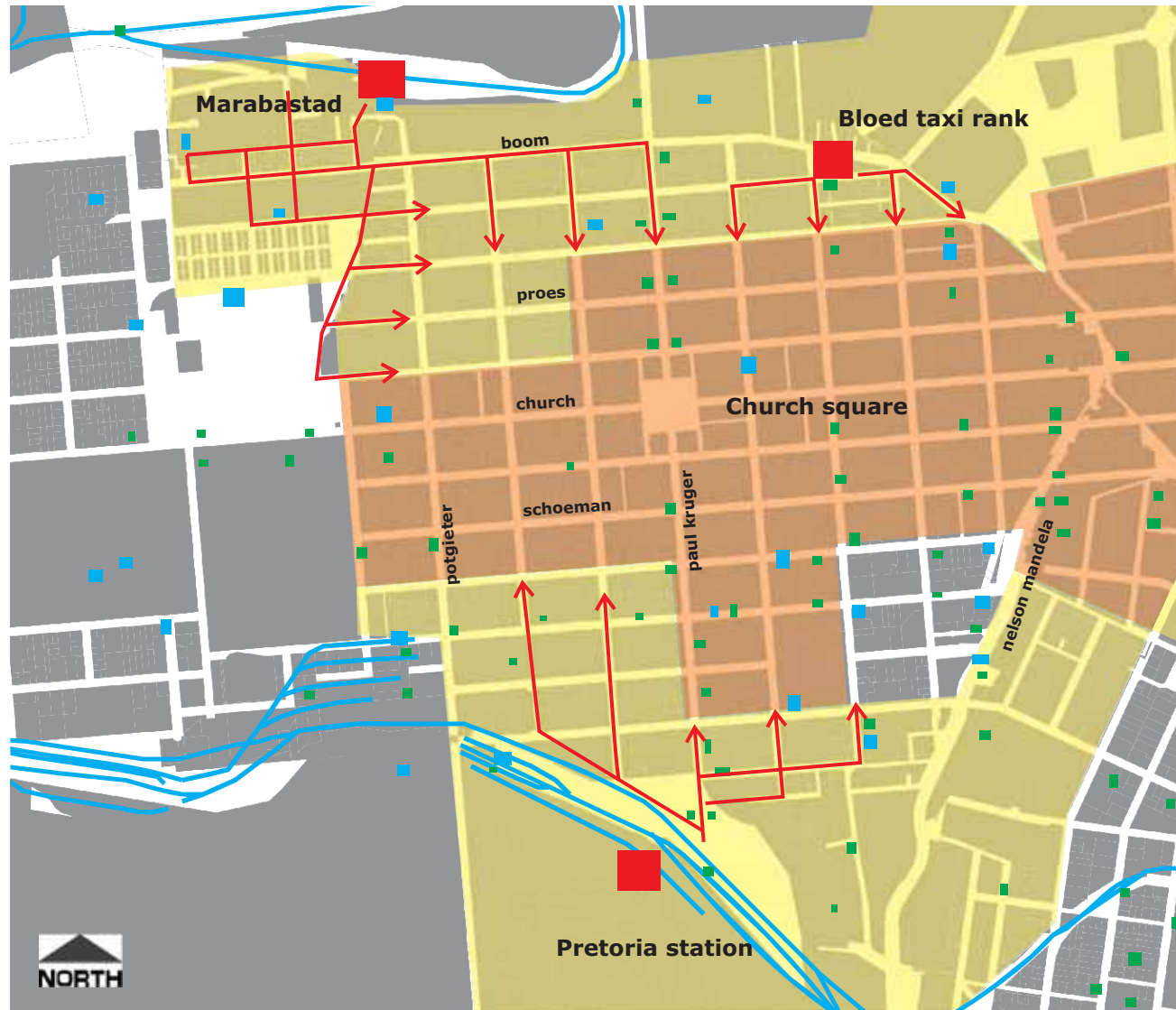


Table 3.1 Traveling towards Pretoria CBD (Nyeleti Consulting 2006)

Mode	%
Taxi	15,1%
Bus	9,5%
Train	6,5%
Car	33%
Walk	33%

Figure 3.5: Work opportunities and transport nodes (Nyeleti Consulting 2006)

## 2 - MESO SCALE MARABASTAD

### 2 - 1 INTRODUCTION

Marabastad hosts a number of major transport nodes linking the Pretoria CBD with the greater Tshwane area and beyond. Shopping centres, retail stores and informal traders have developed around the transport interlinks that are scattered across Marabastad. The following aspects should be investigated to identify a possible site for the placement of a literacy enhancement centre:

- History
- Layout plan
- Transport interlinks
- Historical conservation area

Temperature (Average)	Day 25deg Night 12deg
Rainfall	741mm per year
Cloud cover (Average)	33%
July	13%
December	54%
Wind primary	North-east
secondary	North-west
Humidity	
September at 08/00	57%
at 14/00	29%
March at 08/00	75%
at 14/00	48%



Figure 3.6: The boundaries of Marabastad (Marabastad framework Master's group 2007)



Figure 3.7: Building footprint of Marabastad (Author 2007)

## 2 - 2 HISTORY

The history of Marabastad reflects the development of the area and explains the current positions of buildings and movement patterns of pedestrians. Marabastad has historical significance that needs to be conserved. The history diagram describes the history of Marabastad on a time line. (Marabastad framework Master's group 2007)

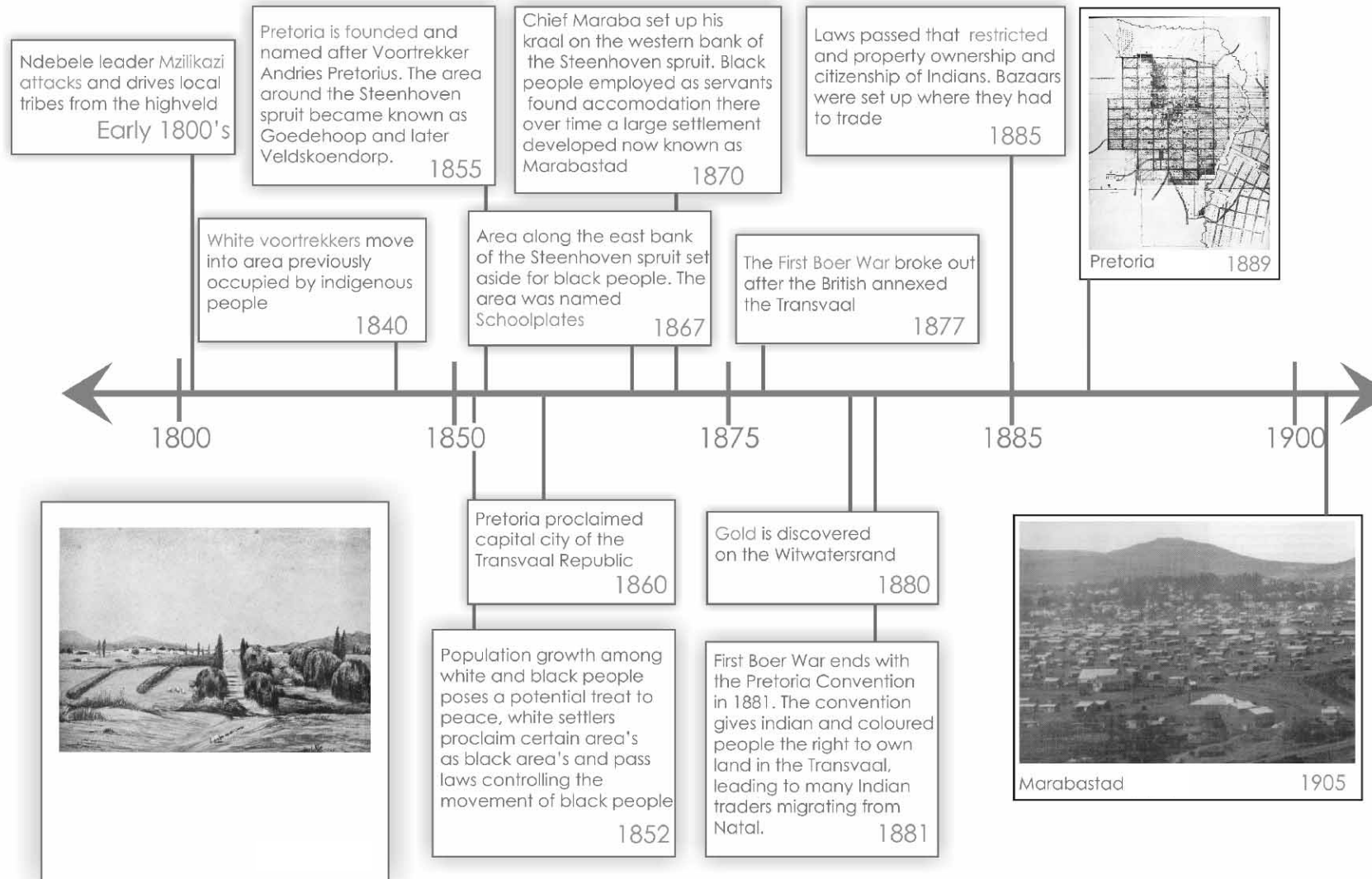


Figure 3.8: Marabastad history (1800 - 1900) (Aziz Tayob Partnership: 1998)

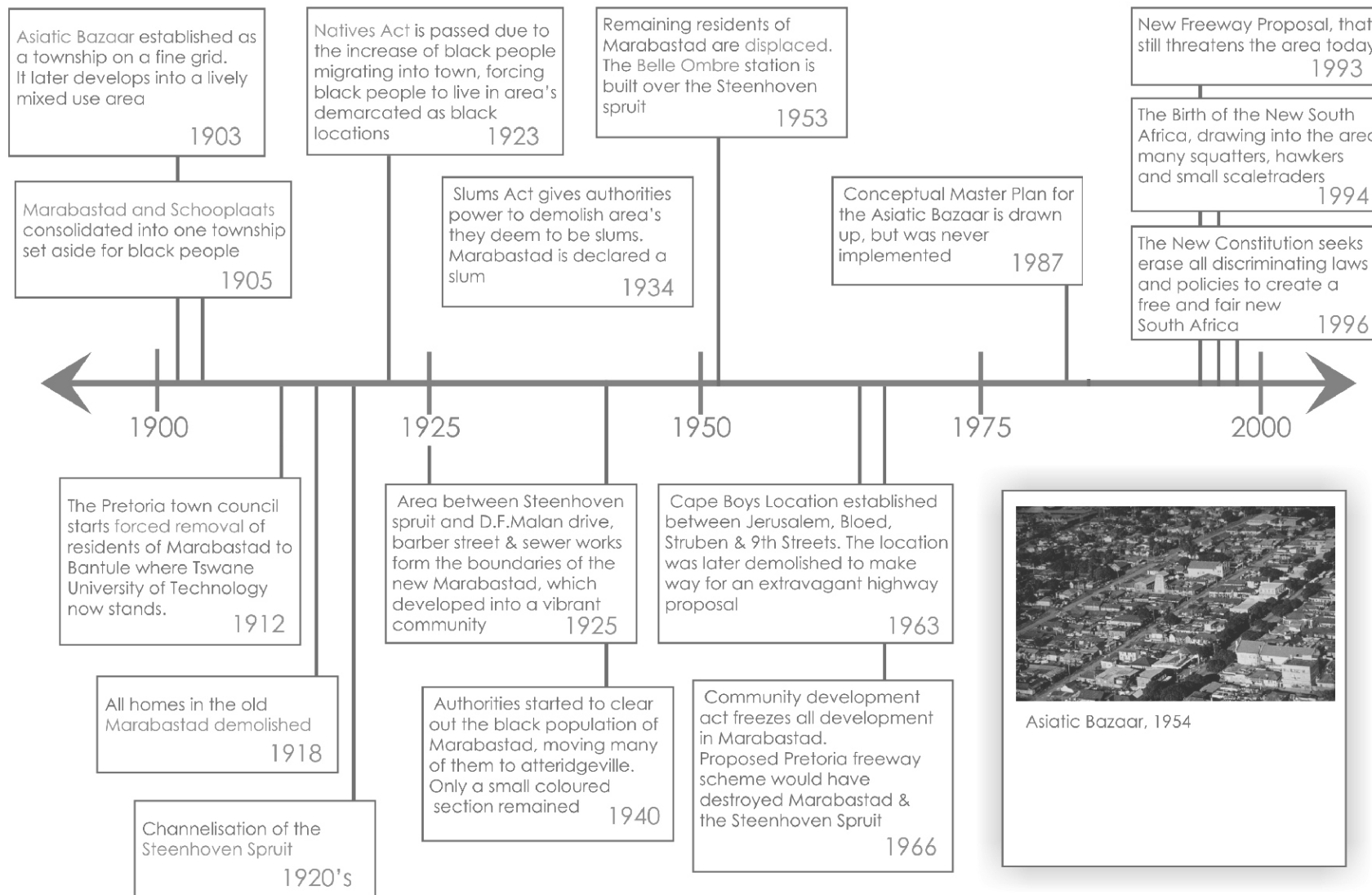


Figure 3.9: Marabastad history (1900 - 2000) (Aziz Tayob Partnership: 1998)

### 2 - 3 LAYOUT PLAN

In this section the author investigates the footprint of the buildings and their relation to surrounding open spaces. In addition, the primary and secondary vehicle routes and their origins and destinations are identified.

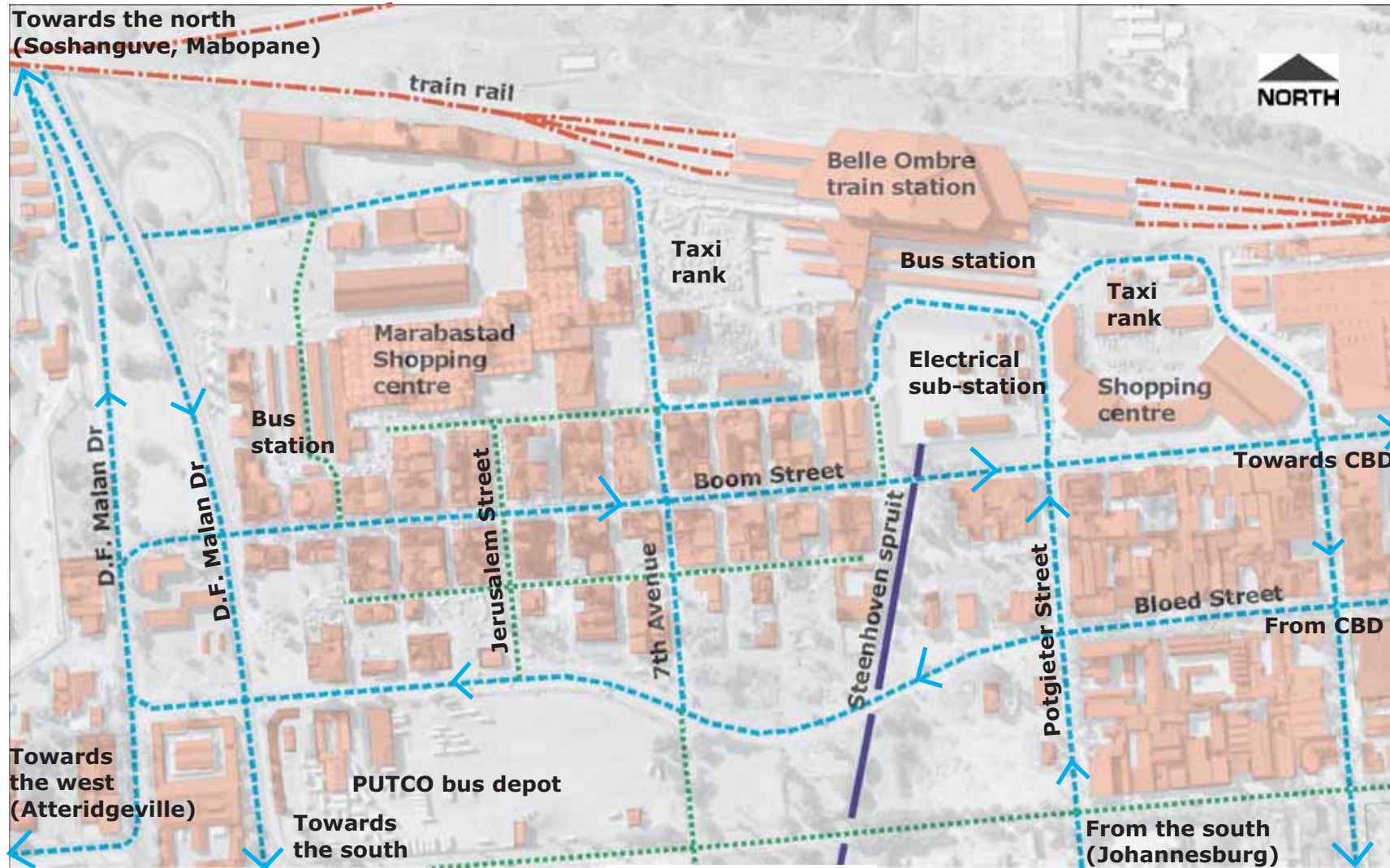


Figure 3.10: Layout plan of Marabastad (Author 2007)

Primary  
Secondary  
Road usage

## 2 - 4 HISTORICAL CONSERVATION AREA

A comprehensive survey of the buildings of Marabastad was done by Schalk le Roux Uys Kruger Architects in 1991. According to this survey, the buildings in the conservation area must not be seen as individual elements, but rather as an urban collective which reflect a certain way of life (Le Roux: 1991). The proposed site should not fall in the conservation area; the area should be preserved.



Figure 3.11: Proposed conservation area of Marabastad

## 2 - 5 TRANSPORT FACILITIES

In this section the author identifies the transport interlinkages and investigates the points of departure and destinations of the commuters. A site should be identified at a central point between the interlinkages to take advantage of the high number of pedestrians.

The following transport modes are located in the Marabastad area.

### RAIL

There is a normal daily rail service, with most passengers arriving in the morning and departing in the afternoon.

### BUS

Two bus operators provide services, Putco and Northwest Star.

Northwest Star transports passengers from north and east of Hammanskraal and north-west of Rust de Winter. Most of these passengers head for the Pretoria CBD as their end destination. Putco transports people mostly from Kwandebele to Marabastad.

### TAXI

#### BAZAAR STREET TAXI RANK

This taxi rank is located on the western side of the Belle Ombre Station at the end of Bazaar Street between the station and 7th Street. Numerous long-distance trips take place to and from the Bazaar Street Taxi Rank including: Marble Hall; Soshanguve; Mabopane Station; New Eersterust (Stinkwater); Brits; Mogogelo (Soutpan); Kyalami; Randburg and Soweto (Baragwanath).

#### 7TH AND MOGUL STREETS

This informal rank is located at the parking area on the north-western corner of 7th Street and Mogul Street. Taxis travel to and from Laudium.

#### JERUSALEM STREET TAXI RANK

The south-western corner of Jerusalem and Grand Streets is used as a taxi rank. Destinations include: Alexandra; Midrand; Valhalla; Johannesburg; Rooihuiskraal; Mabopane; Mamelodi; Kwandebele; Dennilton and Villieria.

#### BELLE OMBRE TAXI RANK

This rank mainly caters for passengers to Centurion.  
(Marabastad Public Transport Study 2002)



Figure 3.12: Transport facilities in Marabastad (Author 2007)

**2 - 6 IDENTIFYING A CENTRAL POINT BETWEEN THE TRANSPORT FACILITIES**

The following illustration show the relation between the conservation area and the transport facilities. A central point between the transport facilities is identified and the proposed site should be located as close as possible to this point.

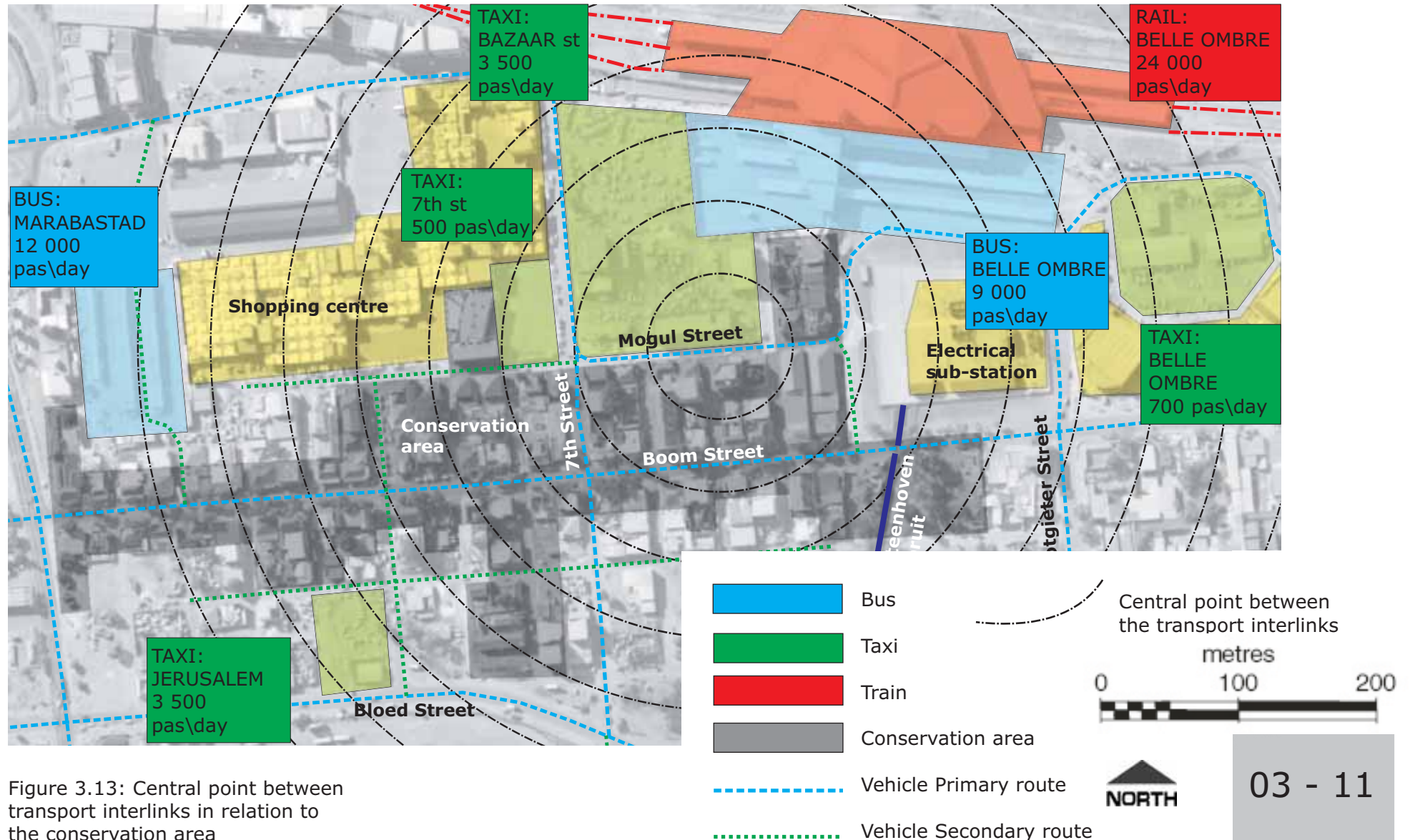


Figure 3.13: Central point between transport interlinks in relation to the conservation area

## 2 - 7 IDENTIFYING THE SELECTED SITE

Based on the research and assessment in previous sections a site was selected for the development of the literacy enhancement centre.

The selected site is erf 668, Asiatic Bazaar ext 1. The site is the closest available vacant property from the original central point between the transport interlinks and lies between - The Belle Ombre train and bus station; Boom Street; the urban edge of Marabastad and the electrical substation.

A high number of pedestrians use 11th Avenue to walk between Pretoria CBD and Marabastad, making this the ideal site to reach the communities of the rural townships of Tshwane. It is also ideally located between major transport facilities and along commuting routes.

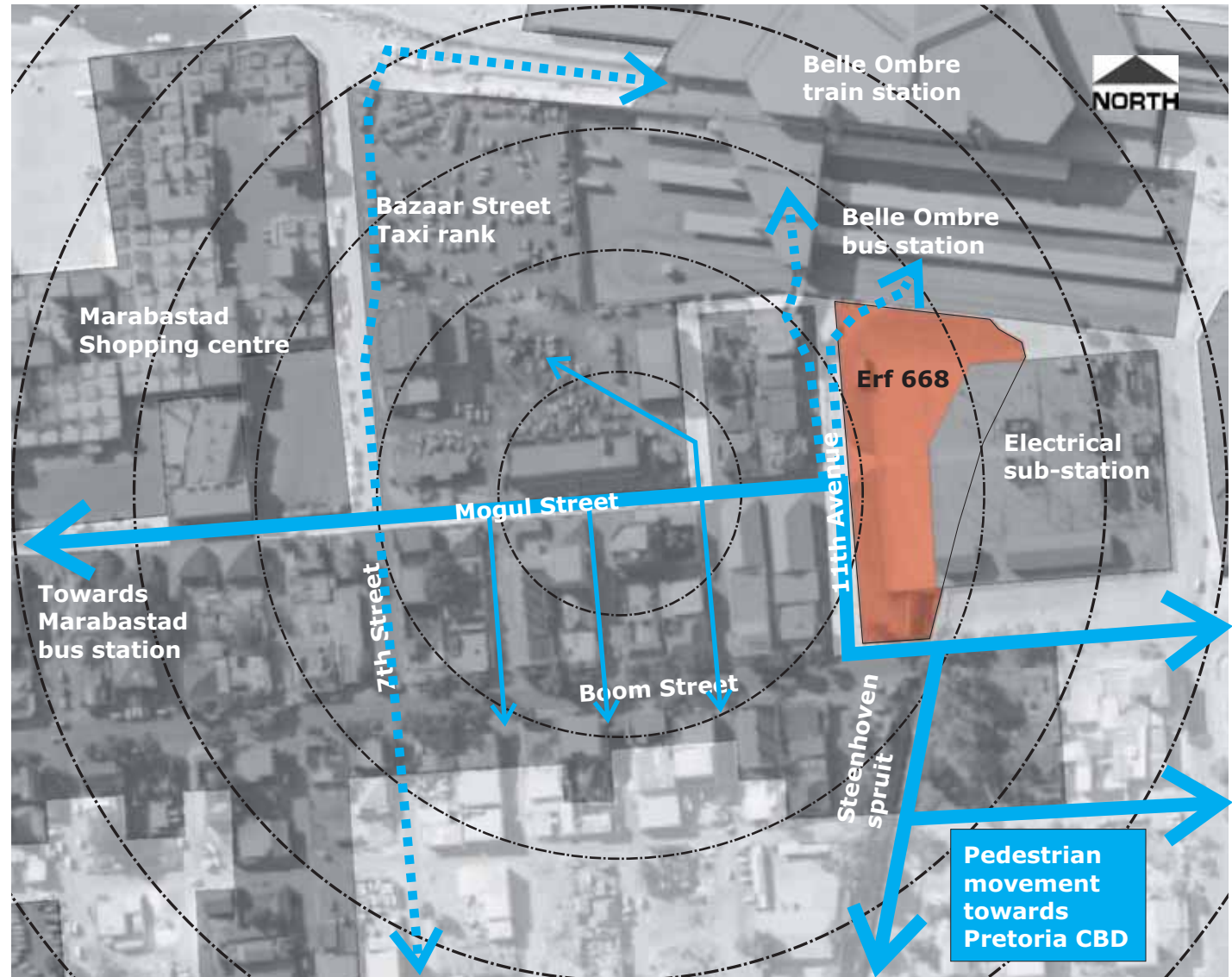


Figure 3.14: The selected site

 Selected site  
 Pedestrian movement  
 Existing contained urban framework