BELLVILLE | PUBLIC REALM STRATEGY

JULY 2023

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1 | INTRODUCTION

1.1 project scope and brief

The project scope is to establish, in the context of the recently unveiled Bellville Future City Master Plan (prepared by Zutari and Instinct), a series of public realm improvement projects that can be implemented in the short term (1 to 5 years) and that can be broadly categorised as spatial upgrades, management interventions, and/or public space activations / events. The aim is for these to promote immediate and incremental change and regeneration in the Bellville CBD in the short to medium term.

The broad scope of the strategy should be cognisant of the following:

- Bellville CBD has very good base infrastructure (data, water & electricity supply; bulk infrastructure; vehicular movement networks; strategic public transport provision and access).

- The CBD suffers from an image/perception problem, which relates to historic context (was promoted and developed as a seat of Afrikaner financial muscle under the Nationalist Government); cultural fragmentation and disintegration (it is a place of transition in which old established populations have departed or stagnated, and new immigrant communities are in the process of establishing themselves); social realities (there is a high level of anti-social behaviour, crime and grime; and perceived service and management failings (see following point).

- Urban management within most parts of the CBD is primarily coordinated by the Voortrekker Road City Improvement District (VRCID), however this suffers from two primary constraints – the rates base is insufficient to adequately fund its work, and large areas of the CBD fall under public sector ownership (PRASA and City of Cape Town in particular) and it may not operate in these areas (e.g. taxi ranks, station forecourt etc.). City of Cape Town has recently appointed a precinct manager to coordinate municipal services within the CBD. Could the corporate sector play a greater role in the management of public space?

- Development of a public realm strategy will need to include a substantial engagement element, in particular to establish the who, what, where, why and how of Bellville today, to provide direction to interventions, and ownership of proposals. Engagement should define who the stakeholders are, and in particular who loses out if it goes wrong? This and fieldwork will also need to focus on understanding temporal changes – how the movement through and activities across the town centre change over time through the course of a day / week / month.

- Homelessness and rough sleepers – their impacts on the experience of the public realm for others, and potential (viable) solutions to address these in a humane way

- The role of immigrant communities in Bellville and their contribution to the character and functioning of the CBD

- The strategy will contribute to the regeneration of Bellville Town Centre and its immediate environs, with a focus on the public realm. In so doing, it should focus on user experience (including prospective and current owners/developers), and deliver a strategy for operations and management, events and activities, and upgrades in and of the public realm. The strategy should be based on analysis of work to date, including the Bellville Future Cities Master plan and other work around transport, as well as existing spatial and socio-economic conditions.

- The character of Bellville – what makes it unique? It was established for logistics / transport purposes, and this remains a quintessential characteristic – it benefits from proximity and strategic positioning. How can these be harnessed to the benefit of existing and new communities in the CBD?

- Integration with concurrent GTP studies underway in Belllville, in particular the Cycling and NMT Strategy, and the Student Housing Property Audit.

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1.2 project methodology

This work will encompass three stages :

- stage 1: Audit - research and analysis
- stage 2: spatial and programmatic concepts
- stage 3: delivery and implementation (projects and phasing)

This is the Stage 1 : audit and analysis report

This stage will define the extents of and parameters for the public realm strategy. In particular it will cover:

- Project inception – confirm brief, team, fees and programme; set out dates for workshops and engagement events; assembly of information, including base plans, regulations and guidelines, surveys, existing reports

- Site visit and inception workshop to agree project physical extents and project stakeholders

- Review of previous work, in particular the Bellville Future City Master Plan

- Assessment of existing uses and activities in the public realm, via a desktop study supplemented with limited fieldwork around the PTI and the core CBD area, to supplement work already done under the Bellville Future City Master Plan

- Understanding movement – fieldwork and observations to gain a qualitative understanding of how people move through and around the CBD, and what their experiential quality is, across all modes especially public transport and on foot, and including:

    o Movement nodes
    o Origins, destinations & routes
    o Change over time – day / week / season

- Precedent review – exploring city districts and urban environments of relevance, particularly in terms of scale and economic context, to draw lessons and identify opportunities, including opportunities for partnerships and knowledge share

- Engagement with stakeholders – two workshops with community representatives to establish who does Bellville work for and how, and to develop an understanding of social and economic issues and opportunities

- Workshop with client team to map out aims, assets, barriers and opportunities including:
    o Public realm infrastructure
    o Events and programmes
    o Corporates and institutions
    o Cultures & quirks
    o Networks and connections – physical, economic, socio-cultural
    o Metrics & goals

- Capturing of the analysis in a series of layered maps and visual essays.

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1.3 client group and stakeholders

CLIENT GROUP

The project study is commissioned by the Greater Tygerberg Partnership (GTP), with funding provided by the City of Cape Town. The project will be overseen by the GTP and the CoCT, in particular Urban Catalytic Projects (CoCT UCP). GTP is represented by the GTP CEO, Warren Hewitt, while CoCT UCP is represented by Frank Cumming (Director), Gideon Brand and Laurel Robertson.

The CoCT will establish a project reference group comprising representatives from key line departments, including:

- Sonette Smith/ Bronwen Jillings (urban design)
- Sadia Nanabhay (AED)
- Maurietta Stewart (Heritage)
- Melani Ohlson (Urban Mobility: Infrastructure Planning and Design)
- Phila Nkosinkulu (Recreation and Parks)
- Ivan Anthony (MURP)
- Dewald Theron (Precinct Manager)
- Makeya Karlie (Enterprise and Investment)

OTHER STAKEHOLDERS

Consultation with a wider group of stakeholders will be critical to the success of the project. CoCT and GTP will identify and coordinate with stakeholders, who will be invited to a workshop session where key concepts will be presented and discussed. Stakeholders identified to date include:

- Bellville Higher Education Forum and constituent members (UWC, CPUT, SUN)
- Bellville CEO Forum members (in particular large employers such as Sanlam & Eskom)
- Bellville Area Coordinating Task Team (ACTT)
- Friends of the Jack Muller Park
- Friends of the Library
- Informal traders
- Immigrant communities (e.g. Somali, Ethiopian)Small business (e.g. retail traders)

In addition, engagement with the sub-council via the Sub-Council Chair and Ward Councillor is vital to ensure political buy-in to the proposals, and to assist with identifying other stakeholders.

1.4 study extents

The diagram shows the extents of the Bellville study area within the broader context of surrounding areas and considers the primary spatial connection East and West along Voortrekker Road, as well as North and South along Durban and Robert Sobukwe Roads.

The proposed green corridor along the Elsieskraal River is also particularly relevant.

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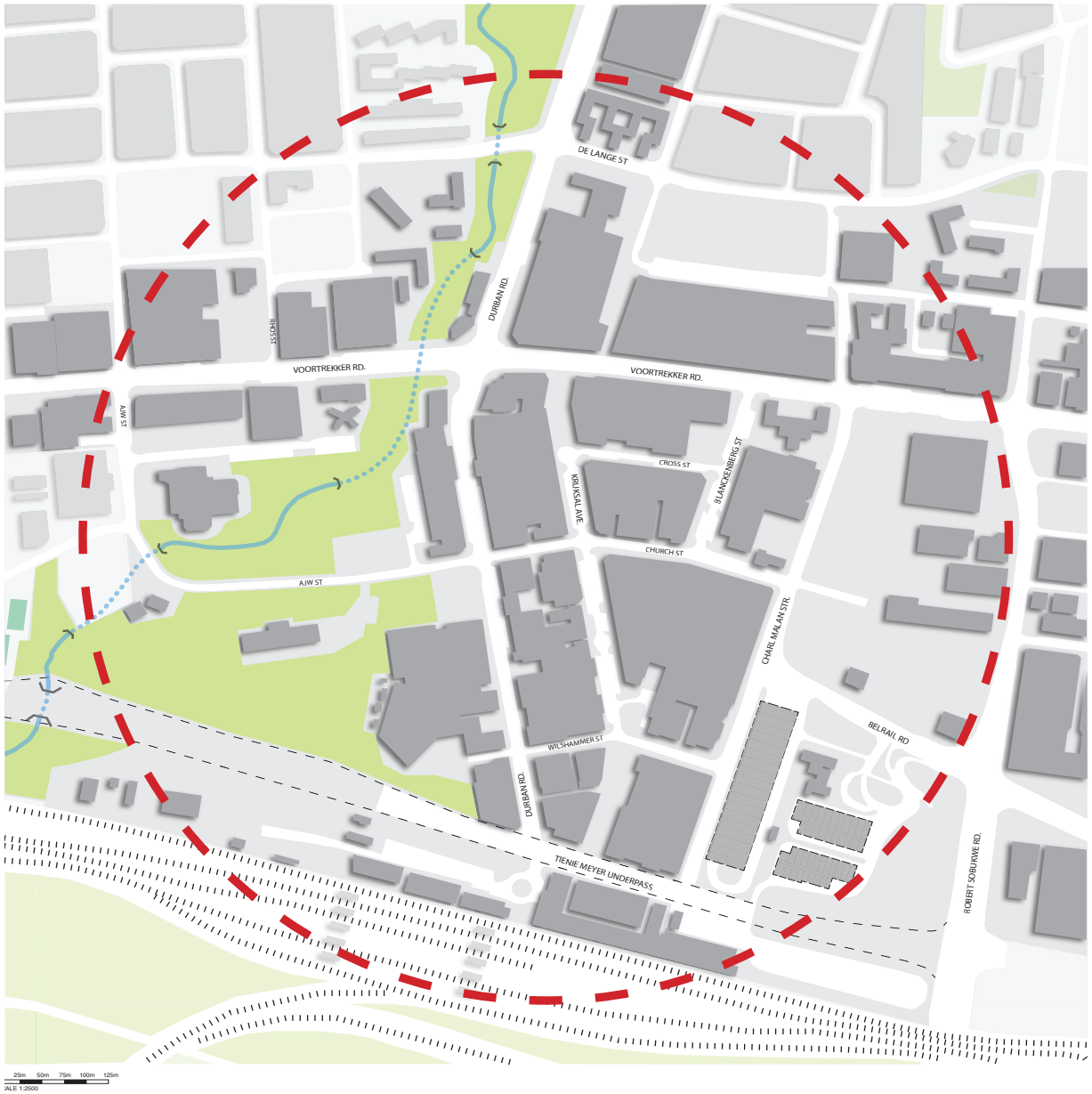
1.5 study focus area



The core focus area of the public realm strategy is the Bellville CBD and Elsieskraal Green corridor with Elizabeth Park at its centre.

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2 | OBJECTIVES

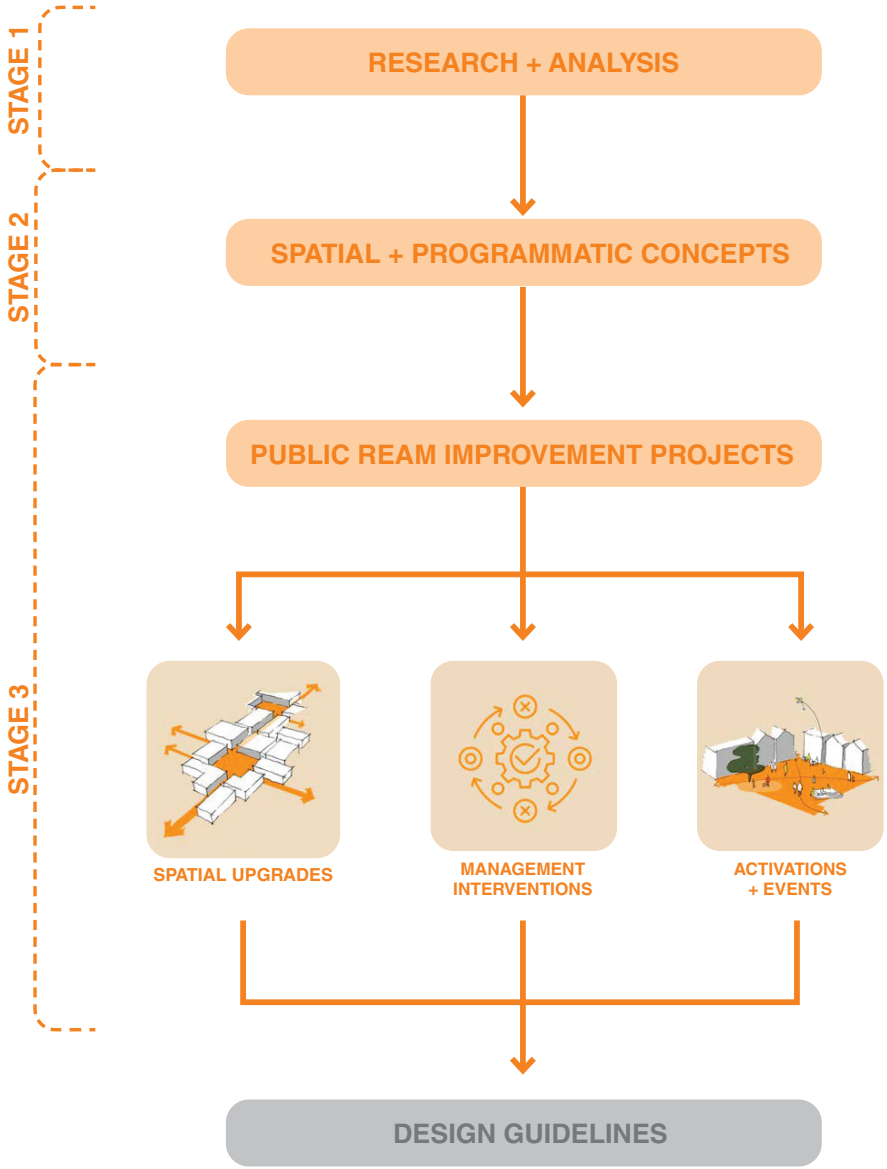
2.1 **objectives |** process

The project scope is to establish, in the context of the Bellville Future City Master Plan (prepared by Zutari and Instinct), a series of **public realm improvement projects** that can be implemented in the short term (1 to 5 years) and that can be broadly categorised as:

- spatial upgrades
- management interventions
- and/or public space activations / events

The **aim** is for these to promote immediate and incremental change and regeneration in the Bellville CBD.

Further to the above the approach is to firstly **provide input or critique regarding the current identified public realm upgrade projects** that are planned or underway, secondly, to **propose a series of additional key public realm upgrade projects** as catalytic activations that would be implementable in the following 5 years.



2.2 objectives | place-making

The focus of the BPRS will firstly be on delivering public places that aim to strengthen the specific characteristics of spaces shown in the illustrated diagram as a methodology towards place making, and secondly, as addressing the founding urban design principles listed on the following page.

What is Placemaking?

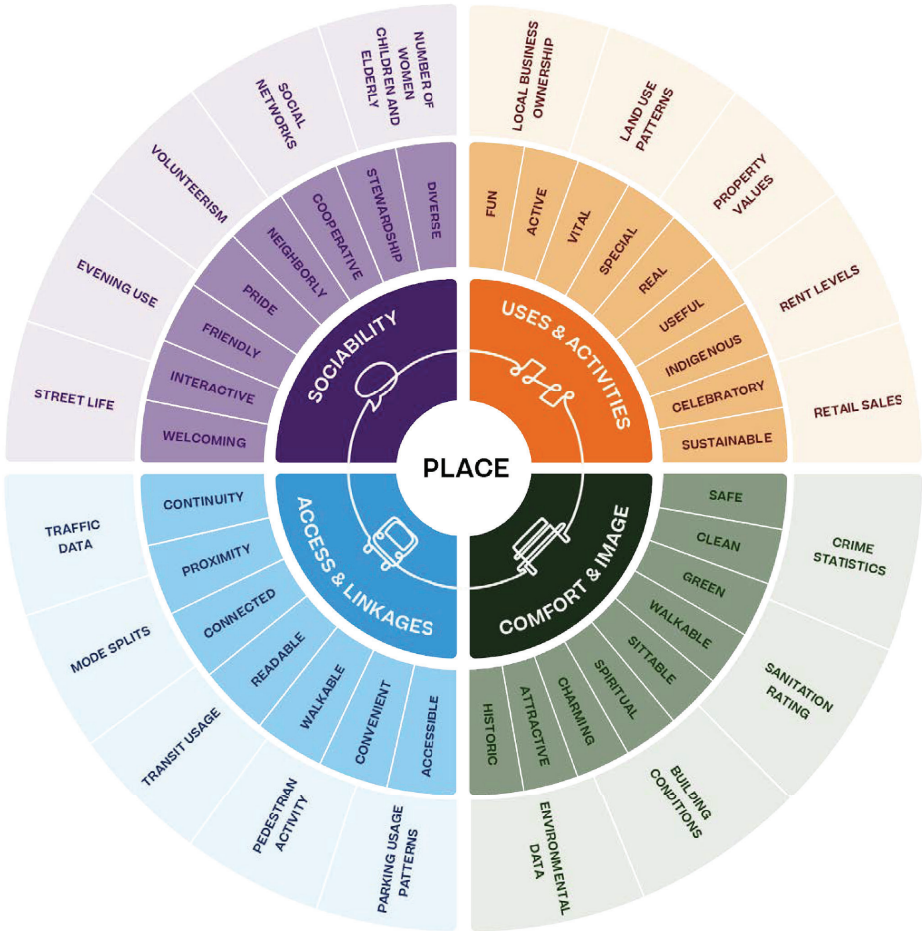
Place making inspires people to collectively re-imagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share, place-making refers to a collaborative process by which we can shape our public realm in order to maximize shared value. More than just promoting better urban design, place-making facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

What Makes a Great Place?

It's surprisingly simple.

Most great places, whether a grand downtown plaza or humble neighbourhood park, share four key attributes:

1. They are accessible and well connected to other important places in the area.
2. They are comfortable and project a good image.
3. They attract people to participate in activities there.
4. They are sociable environments in which people want to gather and visit again and again.



Reference: A Place-making Primer; Projects for Public Space: https://www.pps.org/publications

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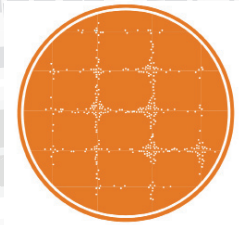
2.2 **objectives |** place-making

2.3 objectives | guiding principles

The focus of the BPRS will firstly be on delivering public places that aim to strengthen the specific characteristics of spaces shown in the illustrated diagram on the adjacent page as a methodology towards place making, and secondly, as addressing the founding urban design principles listed below.



1 INTENSIFICATION

enhance the intensity of activity nodes and streets to create a sense of place

- activation of irresponsive façades
- formalising street trading

2 PERMEABILITY

increase the permeability of city blocks to deliver a pedestrian environment

- urban structure
- pedestrian grid

3 CONNECTIVITY

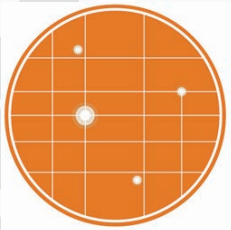
connect different modes of public transport with each other and with public spaces

- links
- rationalise PTI
- create public spaces

4 INTEGRATION

integrate the diverse uses & activities through improved accessibility

- social integration in the north south direction
- civic space agency
- dignified spaces



5 LEGIBILITY

improve legibility and navigability through the area

- urban structure
- signage
- public artwork

6 QUALITY

improve the quality of the public realm and public spaces

- streetscape improvements
- comfort
- lingering opportunities

7 IDENTITY

enhance the unique identity of Bellville and its character precincts

- reclaim the original street grid
- recognising the grain of the commercial street frontages supporting trade
- preserving the architectural legacy

8 RESILIENCE

promote resilient infrastructure to facilitate a highly adaptable environment

- greening-to avoid urban heat island effect
- alternatives to storm water management
- alternative energy generation

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2.4.1 **objectives |** guiding principles with precedents

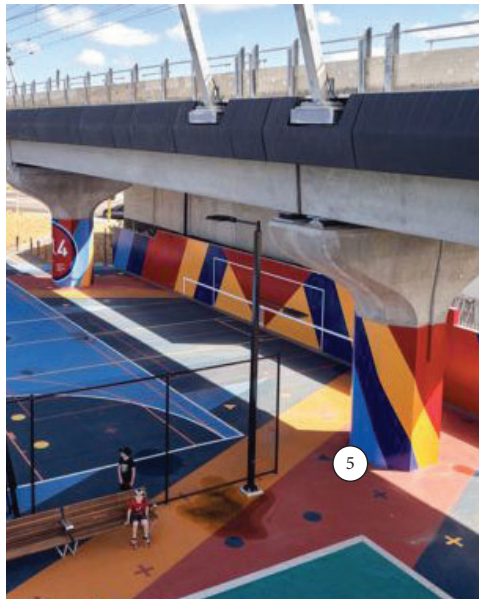
1 INTENSIFICATION

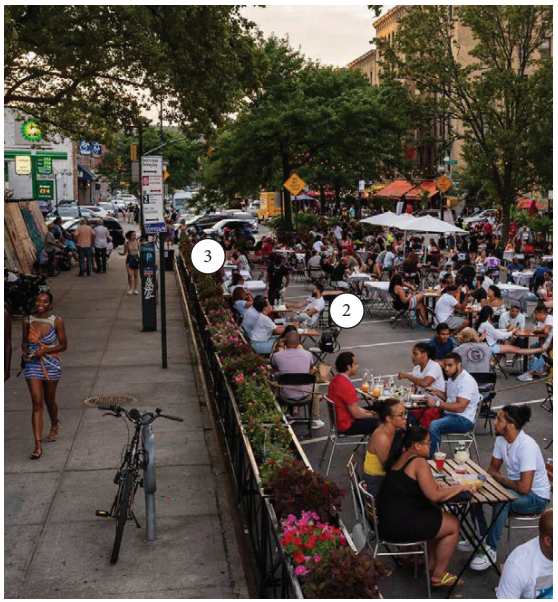
Places need to be designed to accommodate a range of functions and allow for the harmonious use of space by **different users**, at different times of the day, in a flexible manner.

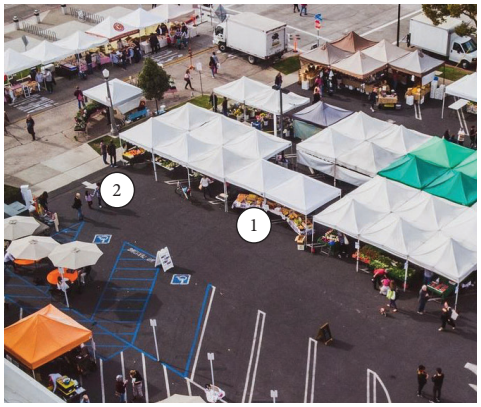
This should include a **vibrant mix of land uses** associated to the built environment, such as residential (including retirement villages), commercial, social services, civic facilities, cultural facilities, education facilities (catering for all levels from ECD's to Higher Education), retail activities, and sports facilities to stimulate economic activity at various scales. Various uses should also be considered associated to the different public spaces, and its important to ensure public spaces are designed considering a **variety of uses** to enable them to be multi functional.

As a result, uses start to overlap in space and time - the mix of uses will play an important role in **intensifying activity in the public realm** thus creating a pedestrian friendly and safe environment.

1. **TRADING COMPONENT**
2. **MULTI PURPOSE COMPONENT**
3. **LEISURE COMPONENT**
4. **PUBLIC SQUARE**
5. **SPORTS FACILITIES**







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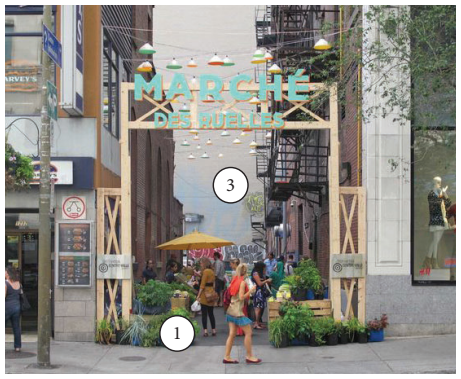
2.4.2 **objectives |** guiding principles with precedents

2 PERMEABILITY

Bellville must take into account the 'human scale', referring to size, texture and articulation of physical elements that match the size and proportions of humans and, equally importantly, correspond to the speed at which people walk or move.

The existing city block structure provides greater permeability in the north-south direction than the east-west. Increasing the number of pedestrian mid-block links, would provide pedestrians choice and alternatives for both commuting and recreational activities.

Pedestrian orientated spaces should ensure accessibility for a larger variety of people, promoting a shift from vehicle dependence to a more pedestrian oriented society through creating well-designed streets-capes for walking, cycling, and public transport.



1. **PEDESTRIAN ONLY MOVEMENT ROUTES MID-BLOCK**
2. **POTENTIAL FOR CONCESSION SPACE**
3. **MULTI FUNCTIONAL SOCIAL SPACES**
4. **SURFACING THAT EMPHASISES USE AND PEDESTRIAN CHARACTER**
5. **TREE PLANTING + STREET FURNITURE**

2.4.3 **objectives |** guiding principles with precedents

3 CONNECTIVITY

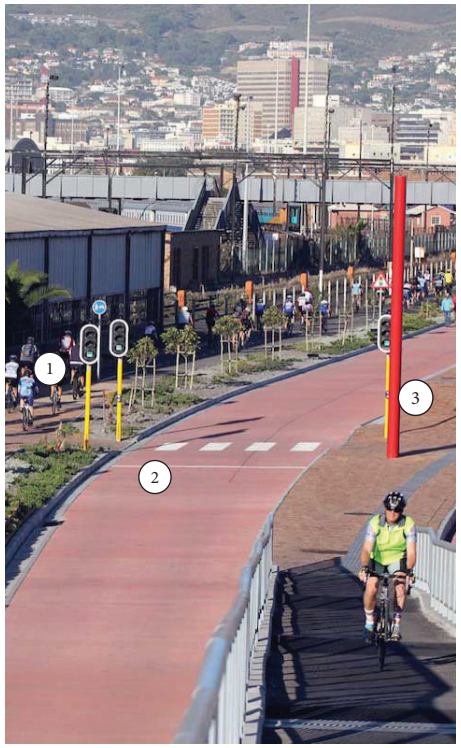
Connected places are more likely to be successful places. This refers both to internal (local) and external (strategic) connectivity; and to a multiplicity of different modes.

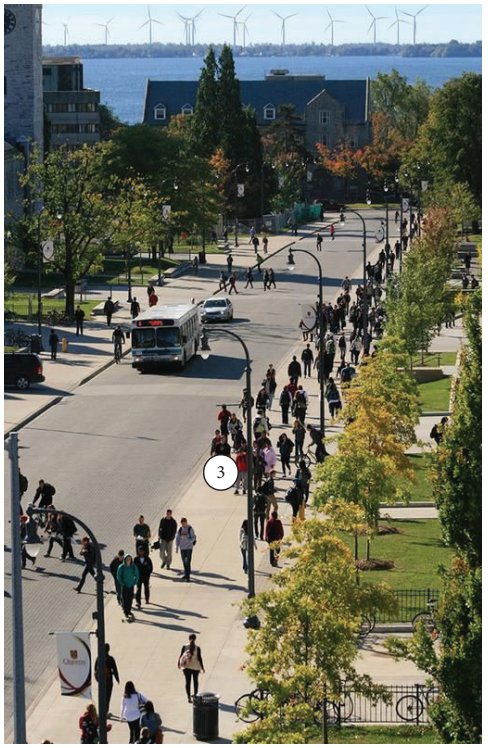
A connected place will be easy to access and easy to move through, whether on foot or bicycle, by public transport or in a private vehicle. A well-connected place will have multiple options for access and movement.

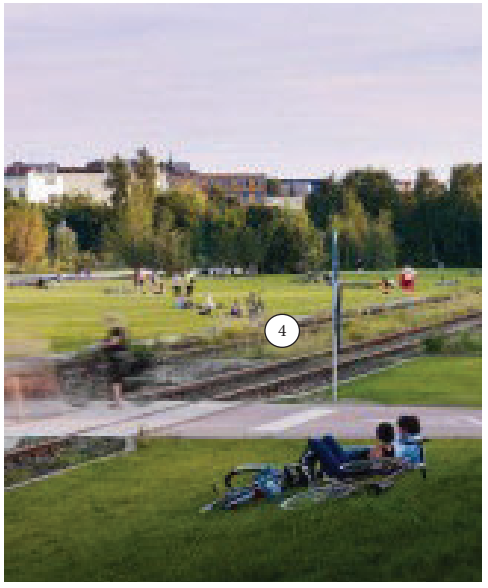
At a local level, connectivity should emphasise non-motorised movement, i.e. pedestrians and cyclists, as well as local public transport connections.

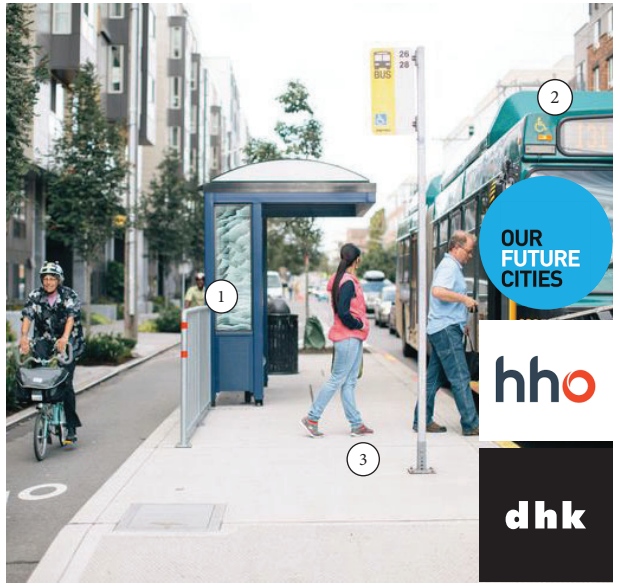
At a strategic scale, emphasis should be given to multi-modal public transport options, as well as private vehicles.

An integrated transport and movement system will create streets and spaces that are for people as well as arteries for transportation. In this approach, public spaces become the most important elements of a neighbourhood.









1. **INTEGRATED BICYCLE LANES**
2. **DEDICATED BUS LANES WHERE APPROPRIATE**
3. **CLEAR WIDE PEDESTRIAN PATHWAYS**
4. **PUBLIC TRANSPORT INTERCHANGE COMBINED WITH ACTIVE PUBLIC SPACE**
5. **STRATEGIC SURFACE PARKING**

2.4.4 **objectives |** guiding principles with precedents

4 INTEGRATION

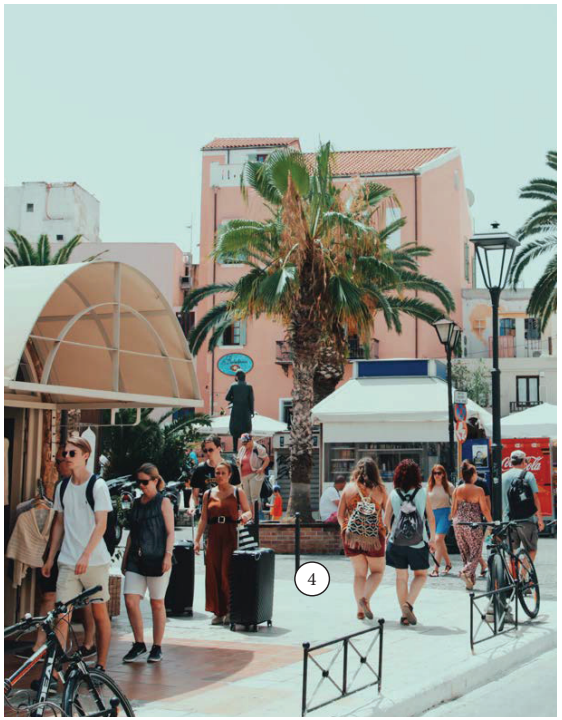
The area must be spatially integrated with its surrounds in order to function as a part of the city, rather than an isolated enclave. The area can only integrate with its surroundings and contribute to the functions of the city as a whole if it is well connected and accessible.

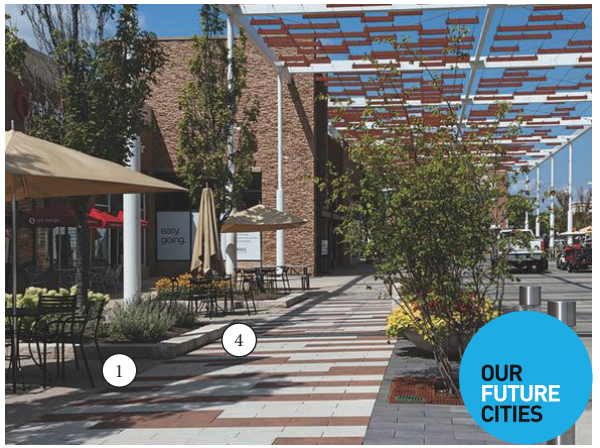
The public realm design of Bellville needs to create a sense of spatial continuity both within the precinct, to contribute to its overall sense of cohesion, and beyond, creating effective links to surrounding areas.

The public realm should also be integrated with the surrounding development, such that there is visual transparency between streetscape and buildings.

Integrating existing and new elements is also vital in ensuring continuity in character of the place, whilst making allowance for variety and differentiation.

1. **SPATIAL CONTINUITY**
2. **INTEGRATED PUBLIC REALM**
3. **VISUAL TRANSPARENCY**
4. **DIVERSE USERS**





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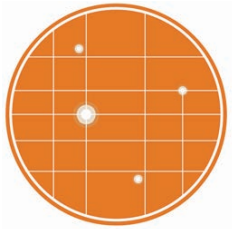
2.4.5 **objectives |** guiding principles with precedents



5 LEGIBILITY

Legibility refers to the ease with which users of a space can read, relate to and navigate an area effectively through the use of visual clues.

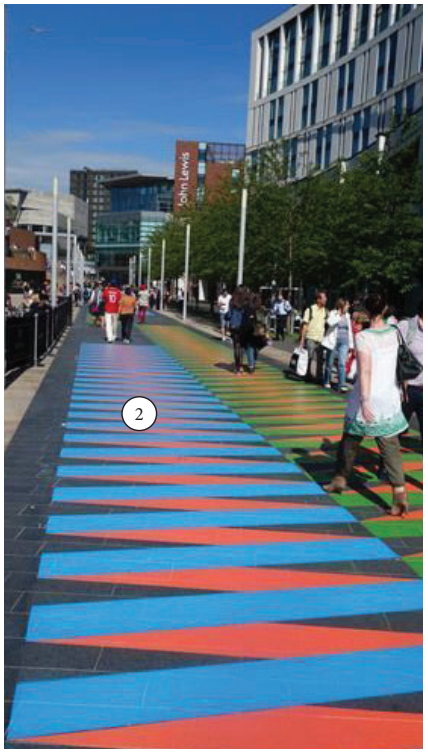
Good urban design should ensure that plot sizes and building shapes are not overly complex, with a clear hierarchy of streets, spaces, use and scale.

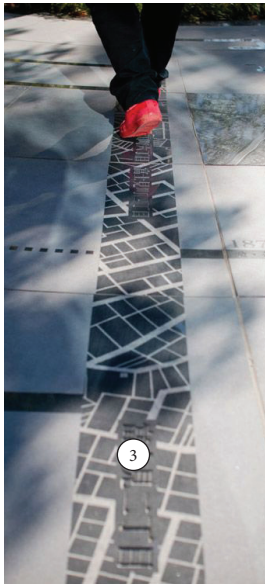
Legibility and coherent way-finding is inherently related to the quality of one's experience of a place. For example, well defined paths, edges, landmarks, signage and barriers help to increase the legibility of an area.

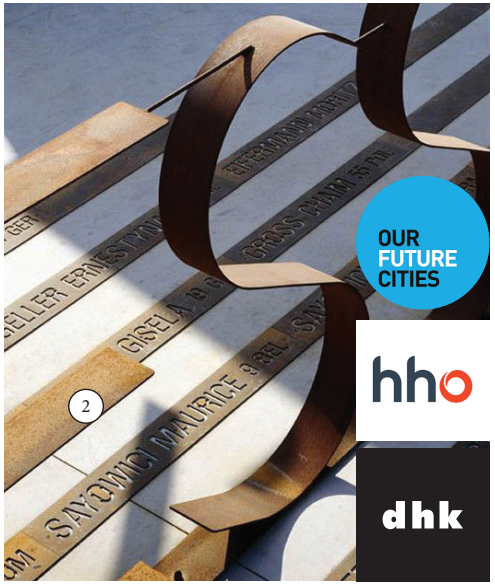
As a result, this can help to define routes and public spaces and help to guide pedestrians through an area. Lighting can contribute greatly to the legibility of a place, and increase one's perception of safety, and contribute to pedestrian comfort.

Recognisable landmarks are vitally important, allowing pedestrians to orientate themselves and relate to their surroundings. Legibility can also be enhanced through the use of well considered gateway elements that suggest transitions into the precinct.

1. **STREET FURNITURE DEFINING THE CHARACTER OF AN AREA**
2. **PUBLIC ART AS LANDMARKS**
3. **WAY-FINDING SIGNAGE**
4. **GATEWAY SIGNAGE**





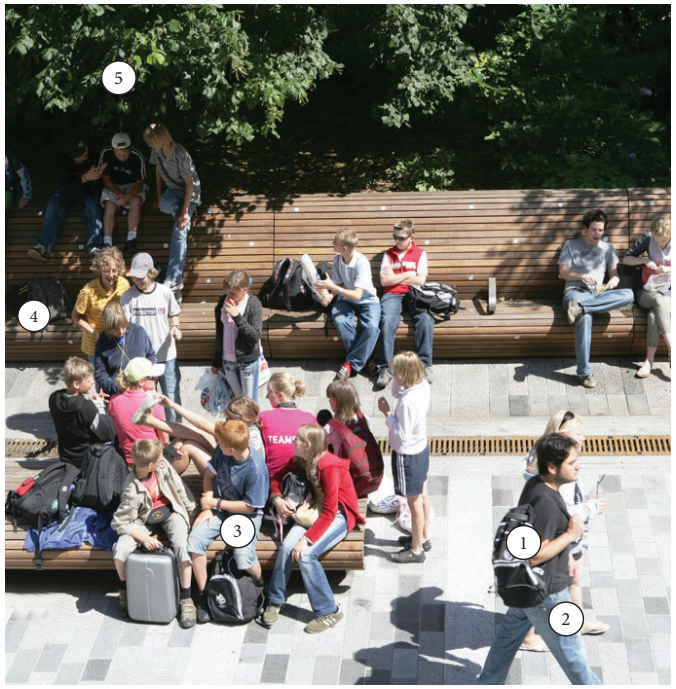


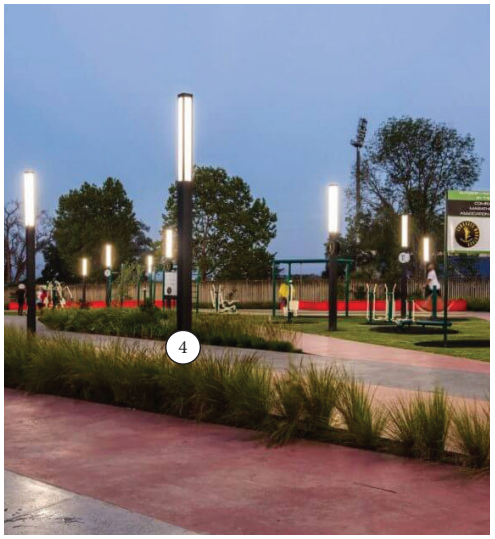
2.4.6 **objectives |** guiding principles with precedents

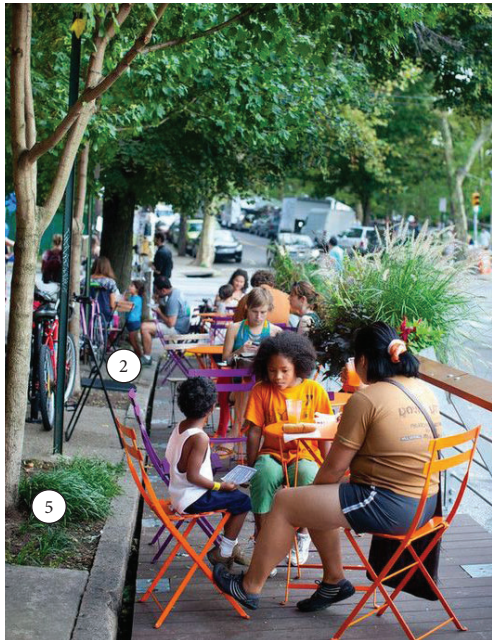
6 QUALITY

The design of the public realm must take a people-centric approach, in where streets are dignified spaces for people as well as arteries for transportation. There must be an emphasis on creating a high quality environment that:

- privileges the pedestrian over the vehicle
- ensures that streets are safe for everyone, not just cars
- provides opportunities to occupy space, whether for renting, engaging or recreating
- ensures comfort through extensive shading, regular and well maintained surfaces, consistent and well maintained planting, and carefully positioned, directional ambient lightning
- providing safe and comfortable movement for people with disabilities







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1. CLEAR WIDE DEDICATED PEDESTRIAN PATHWAYS
2. HIGH QUALITY SURFACE TREATMENT THAT EMPHASISES USE AND PEDESTRIAN CHARACTER
3. STREET FURNITURE
4. ADEQUATE LIGHTING
5. TREE PLANTING

2.4.7 **objectives |** guiding principles with precedents

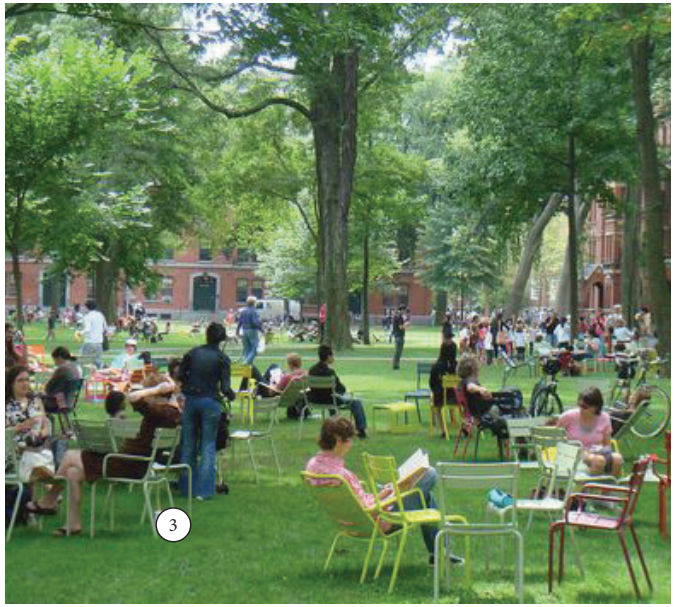
7 IDENTITY

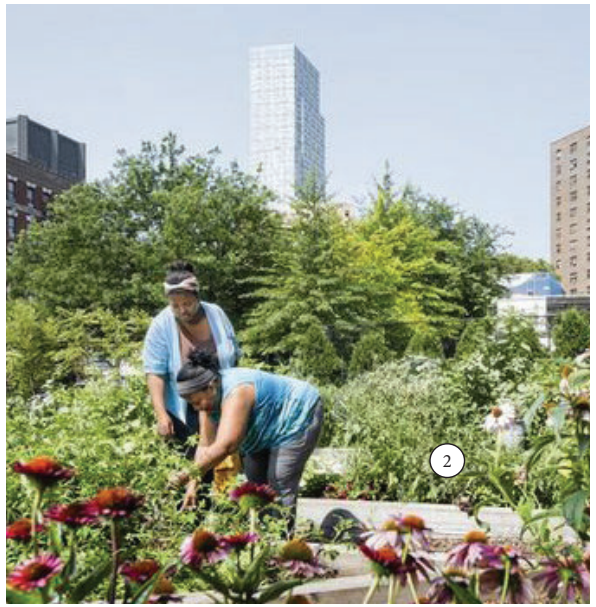
Interesting and unique features to enhance legibility and imageability contribute to the identity and character of a place.

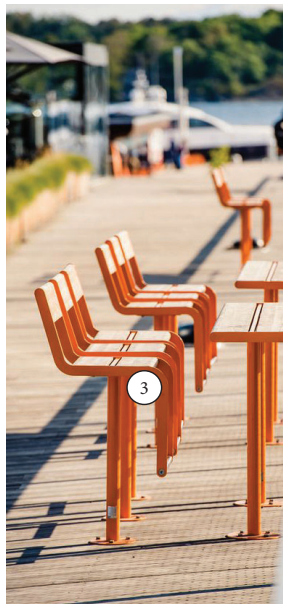
The design of the public realm should be highly influenced by its context and take into account the heritage and character of an area, seeking to enhance these. The character of an area is influenced by visual elements of a streetscape such as the choice of street furniture, public art and vegetation.

Street furniture adds value to the functional aspects of a streetscape and contributes subtly to an area's identity. Another example is public art, which has the potential to contribute to the image-ability of a space, whilst providing visible landmarks.

Choice of planting can also play a critical role in the contextualisation of an area - linking it to its location through recreating the prevailing natural environment, thereby contributing to its heritage and character.







1 **PUBLIC ART**

2 **SPECIAL FEATURES**

3 **STREET / PARK FURNITURE**

2.4.8 **objectives |** guiding principles with precedents

8 RESILIENCE

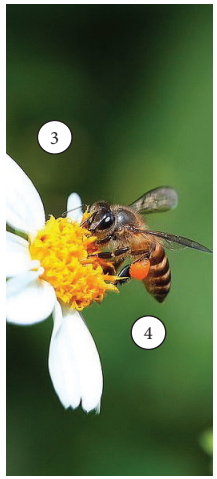
The reduction of activities and materials that contribute to climate change, and mitigation of climate change effects, are becoming increasingly important in the design of the built environment, and the public realm in particular. It is no longer good enough for our cities simply to be sustainable, they must be resilient in the face of change.

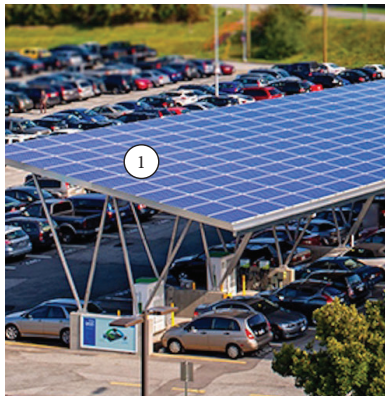
Improved storm-water strategies and the conservation of natural areas are essential as well as aspects such as energy efficiency and should be supported (e.g. through use of solar energy for public transport, lighting on streets and in buildings).

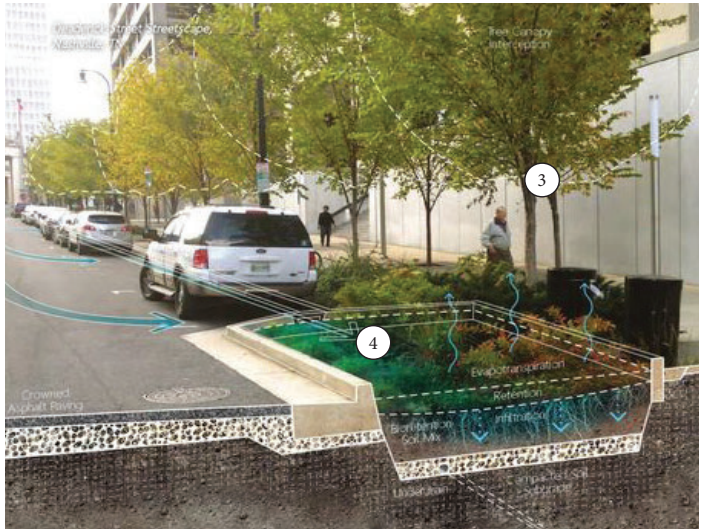
A resilient city is a highly adaptable city. Buildings and public spaces must be designed to adapt to the needs of their users in the present as well as over a longer period of time.

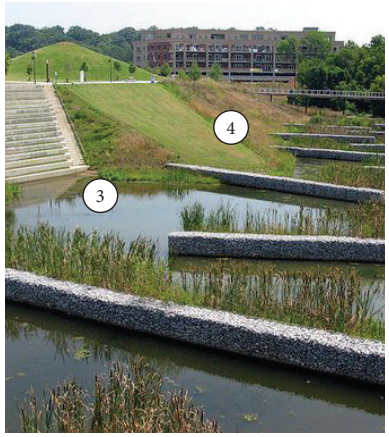
In the same way that buildings should be designed in such a way that they lend themselves to change of use over time, so too should the urban fabric be adaptable to allow for change and future development needs.

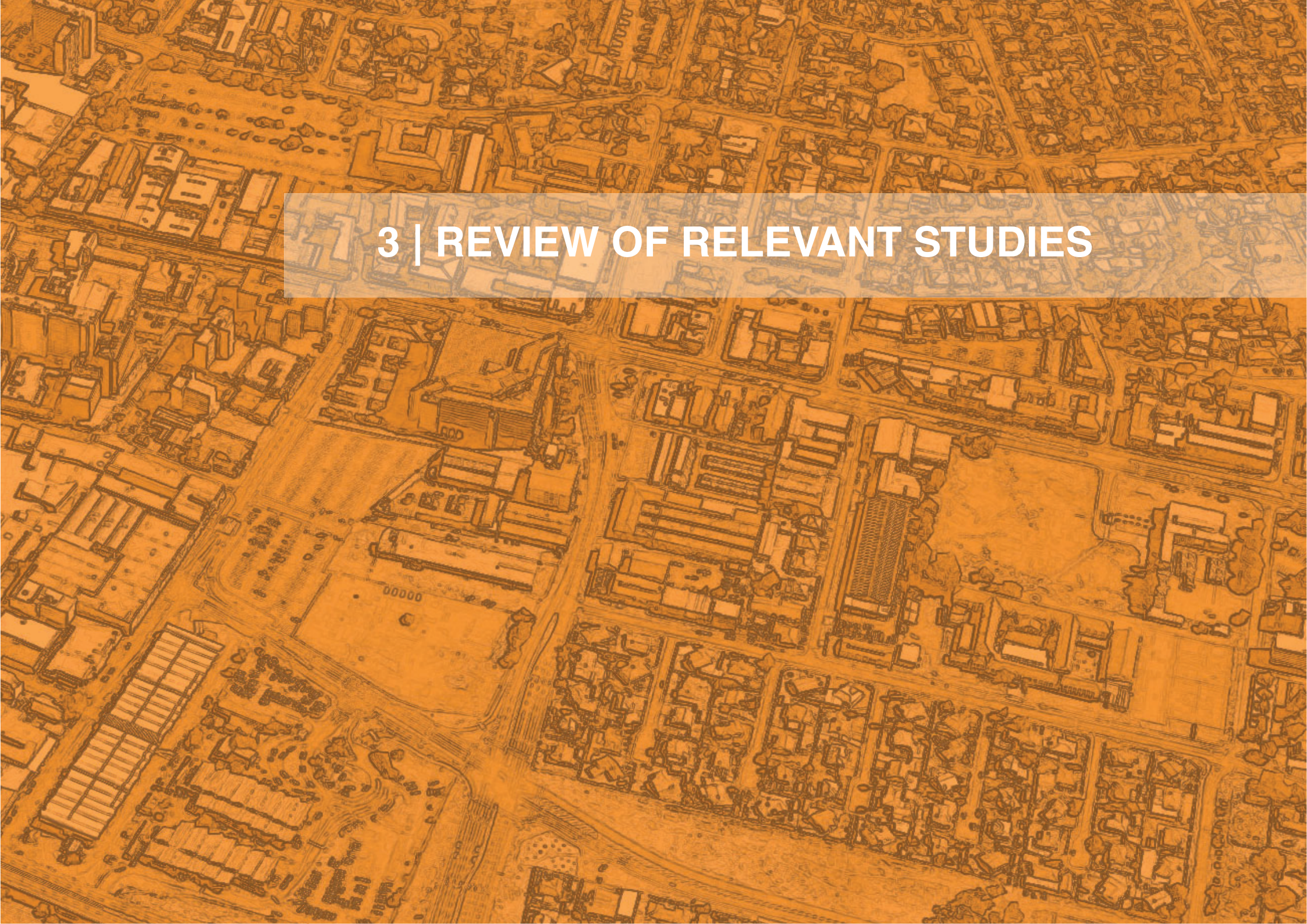
1. **RENEWABLE ENERGY SUPPLY**
2. **SOLID WASTE RECYCLING**
3. **WATER QUALITY CONTROL AND CONSERVATION**
4. **GREEN INITIATIVES**











3 | REVIEW OF RELEVANT STUDIES

3.1 overview

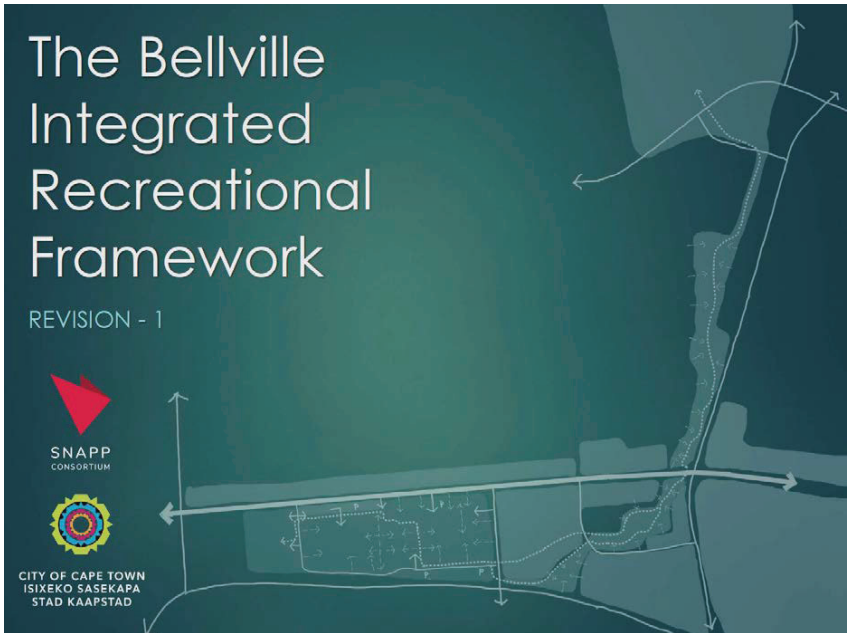
Primary Informing Studies & Reports (summarised below in this report):

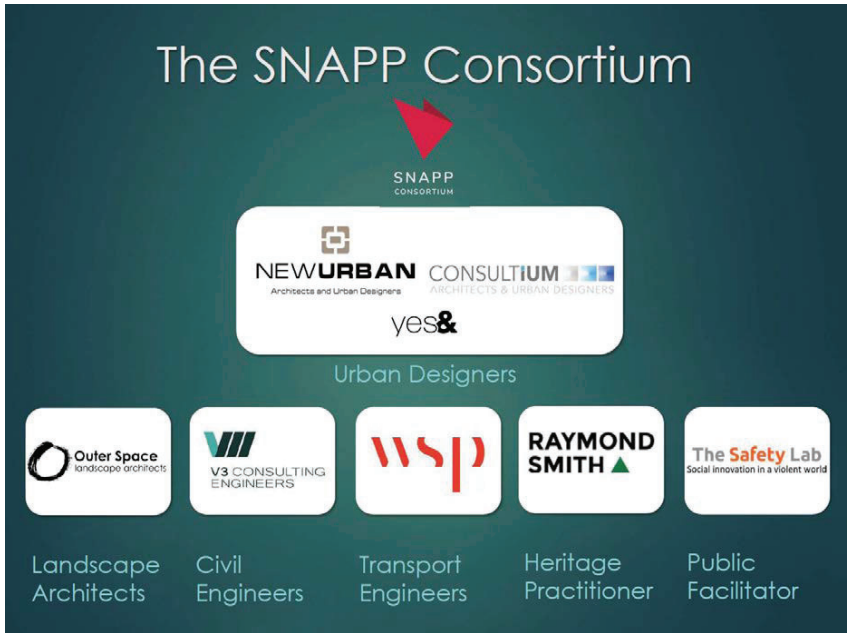
1. Bellville Integrated Recreational Framework
2. Bellville Heritage Study - August 2021
3. Bellville Future City Master-plan - January 2022
4. Kruskal Pedestrian Improvement Report - April 2017
5. Kruskal Traffic Study - August 2021
6. Kruskal Avenue Upgrade Landscape Plan - November 2021
7. Bellville Transportation Master Plan Framework - October 2019

Additional Studies & Reports Reviewed (not summarised here):

1. Local Spatial Development Framework - May 2022
2. Bellville Accelerator Report - March 2017
3. Bellville Opportunity Area Outline Business Plan - August 2017
4. Bellville Transport Interchange - Unknown
5. Bellville Metro Hub - Nov 2020
6. Bellville PTI Interim Improvement Proposal - December 2021

3.2 Bellville Integrated Recreational Framework





The Bellville Integrated Recreational Framework examines the open space along the Elsieskraal River corridor from the N1 highway to the Tienie Meyer bypass, including the Bellville sports grounds on Voortrekker Road. The framework develops a design concept to integrate the various spaces along the corridor, and examines four spatial components in more detail, particularly The Triangle site nearest to the N1, Tielman Marais Park, The Old Mutual site and the Bellville sports complex. The Elizabeth Park component is not considered in detail, however, this component has been recently upgraded.

For the purpose of the Bellville Public Realm Strategy, the most relevant aspects of this study are the draft framework plan and the concepts proposed for The Old Mutual site, which are summarised on the following pages.

3.2 Bellville Integrated Recreational Framework

ELSIESKRAAL RIVER CORRIDOR - FRAMEWORK PLAN

RELEVANCE TO BELLVILLE PUBLIC REALM STRATEGY

We will focus on the recreational opportunities explored in this framework that fall within our study area. This includes the 'Old Mutual' site between Davies Avenue and Voortrekker road, as well as connections to and from this site and Elizabeth Park.

SUMMARY:

"The Bellville Integrated Recreational Framework aims to address the fragmented nature of public spaces within Bellville through the realisation of a connected, high function open space network along the Elsieskraal River Corridor to Hardekraaltjie.

The framework envisages a linked system of active spaces that will provide recreational opportunities through a series of key upgrade, revitalisation and rehabilitation projects." These include:

- *The pedestrian link from Jack Muller Park to Tielman Marais Park via Alexandra Street.*
- *The proposed interventions on the Jack Muller Triangle site which could be executed independently of, or in combination with, the pedestrian link.*
- *The proposed interventions in Tielman Marais Park between Protea and Davies Roads.*
- *The proposals for the river corridor between Davies Ave. and Voortrekker Road*
- *The re-organisation and other interventions within the Bellville Sports Complex including the existing netball courts and pedestrian/ NMT links to Elizabeth Park.*
- *Proposals for Hardekraaltjie camp site.*

source : WP24 Bellville integrated Recreational Framework summary SNAPP Consortium

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3.2 Bellville Integrated Recreational Framework

ELSIESKRAAL RIVER CORRIDOR - OLD MUTUAL SITE

DESIGN PRINCIPLES:

"Make universally accessible, include a system of ramps and stairs to pull users into park.

Create activity at the lower level of the park to make sure this area is safe and well used

Make sure the stairs and ramps are an active part of the park.

Create plaza spaces and seating walls to activate the upper levels of the park or sidewalk to encourage activity and passive surveillance

Create safe and generous pedestrian facilities over Voortrekker Road and throughout the site to link this space to Tielman Marais and Elizabeth Parks"

source : WP24 Bellville integrated Recreational Framework summary SNAPP Consortium

RELEVANCE TO BELLVILLE PUBLIC REALM STRATEGY

The intent to create an integrated, accessible connection between this space and Voortrekker Road, mirroring the amphitheatre in Elizabeth Park on the South side of Voortrekker Road, will have implications for the streetscape of Voortrekker Road itself.

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3.2 Bellville Integrated Recreational Framework

ELSIESKRAAL RIVER CORRIDOR - OLD MUTUAL SITE

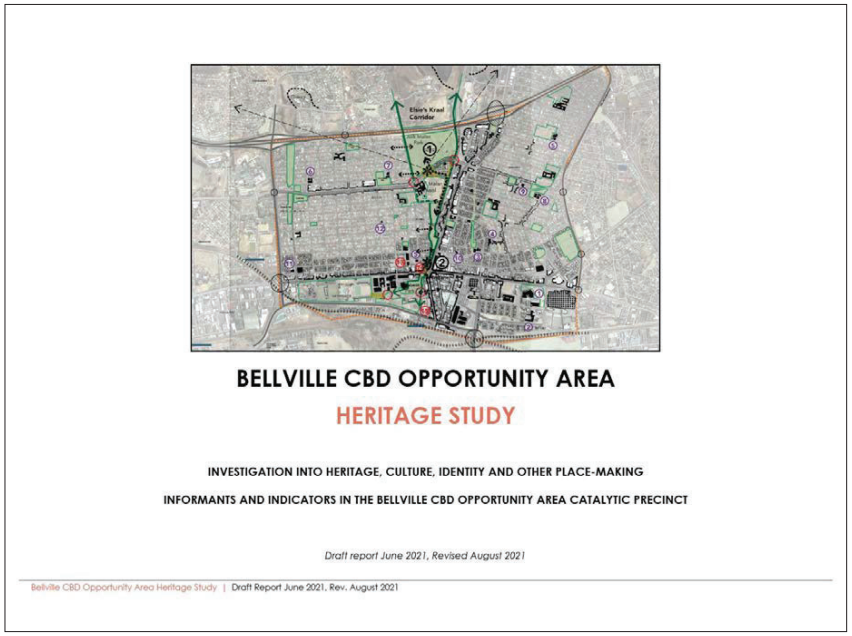
source : WP24 Bellville integrated Recreational Framework summary - SNAPP Consortium

source : WP24 Bellville integrated Recreational Framework summary SNAPP Consortium

source : WP24 Bellville integrated Recreational Framework summary - SNAPP Consortium

source : WP24 Bellville integrated Recreational Framework summary SNAPP Consortium

3.3 Bellville Heritage Study



BELLVILLE CBD OPPORTUNITY AREA

HERITAGE STUDY

INVESTIGATION INTO HERITAGE, CULTURE, IDENTITY AND OTHER PLACE-MAKING

INFORMANTS AND INDICATORS IN THE BELLVILLE CBD OPPORTUNITY AREA CATALYTIC PRECINCT

Draft report June 2021, Revised August 2021

Bellville CBD Opportunity Area Heritage Study | Draft Report June 2021, Rev. August 2021

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URBAN DESIGN SERVICES CC

Infinity Environmental

REPORT DETAILS
Issue 1. Draft for client comment
14 June 2021

Citation: Bellville CBD Opportunity Area Heritage Study. 2021. Draft Report for the City of Cape Town: Urban Catalytic Investment.

Bellville CBD Opportunity Area Heritage Study | Draft Report June 2021, Rev. August 2021 2

The Bellville Heritage Study considers the historical development of the wider Bellville area, from Mike Pienaar Boulevard in the West to Bill Bezuidenhout Avenue in the East, and from the N1 in the North to the Central Line rail corridor in the south. The study undertakes an analysis of urban elements, and defines a heritage inventory and framework. It goes on to identify five cultural landscapes, as : agricultural, socio-industrial, modernist, mobility and the contemporary arts. These themes lead to the identification of sites of historical significance.

For the purpose of the Bellville Public realm Strategy, the most relevant aspects are the historical urban development and analysis of Bellville's urban elements. Three of the five cultural landscape themes are identified as relevant to our study area, namely the agricultural, modernist and mobility landscapes. Various sites of significance are also identified within the focus area.

On the following pages are a summary overview of the Heritage Study analysis, as well as reviews of the study's findings concerning The Elsieskraal River corridor area of significance, the landscape of modernist civic and religious buildings, and the route of the abandoned railway line from Bellville Station to the northern quarries.

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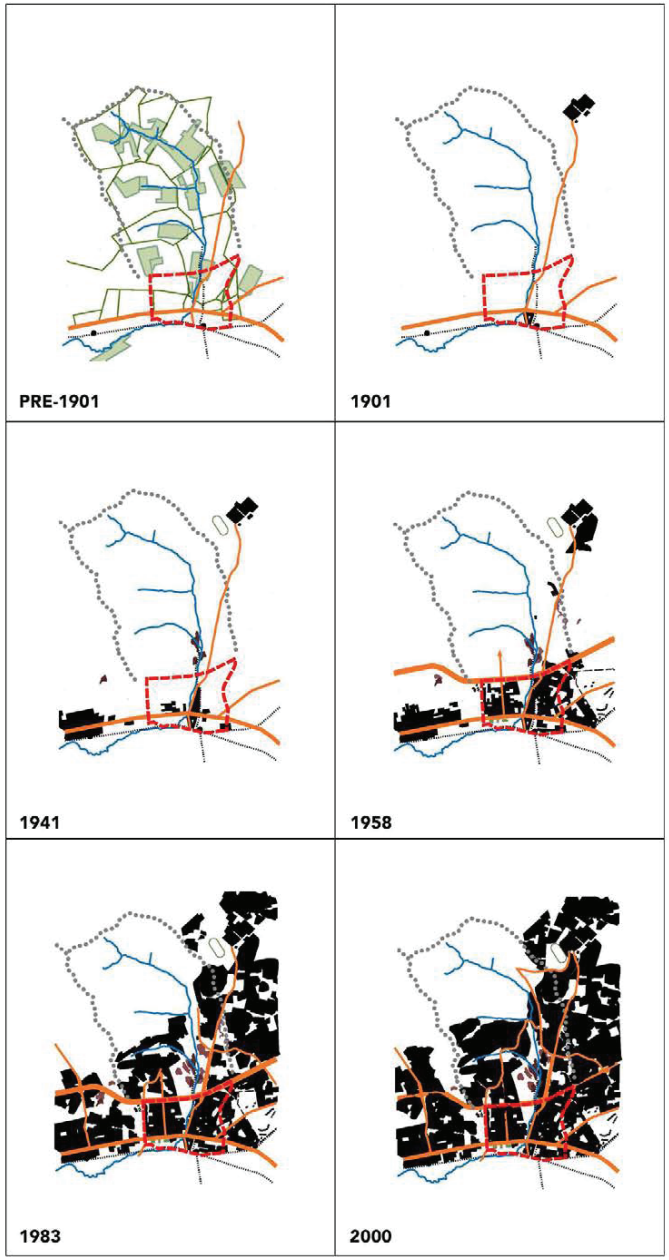
3.3 Bellville Heritage Study



Summary of the evolution of Bellville in the 20th Century. (BOA Heritage study, 2021)

THE DEVELOPMENT OF BELLVILLE

The evolution of Bellville and its urban layout started with the station as a key stop-over place between the Tygerberg and the Cape flats down south. Bellville, originally known as the 'Hardekraaltjie' Outspan or '12th mile' was developed due to its ideal location connecting Cape Town to surrounding areas and having an available water supply from the Elsieskraal River. Bellville sits on the edge of the Tygerberg and the topography of this area influenced where major routes and railways ran, which then became a tool for segregation between the north and south as they acted as physical barriers. This spatial planning and division between north and south reveals the socio-historical tensions between the communities of Bellville. This makes Bellville a threshold for other parts of the city and has great potential for future connection.

The 12th milestone seems to be an important part of Bellville's historical development, but it does not seem to be adequately acknowledged. A very subtle monument of the '12th milestone' along with a historical gas lamp located on the corner of Voortrekker and Durban road makes for an underwhelming Provincial Heritage Site. Other significant sites include the remains of the Hardekraaltjie Outspan, which is currently a caravan park and sports ground.

NEW COMMUNITIES

Today, the communities that have grown immensely over the last decade and call Bellville home, originate from north African regions of Somalia, Ethiopia and Sudan. These communities contribute to Bellville's economic growth predominantly through trade, while others make use of high level professions to serve the community. A large number of students with permanent residence permits make up part of this community, while others are either visitors or asylum seekers. They predominantly represent Christian and Muslim faiths with religious buildings all around Bellville, some making use of any occupiable space within the CBD. They are well educated, culturally rich and have maintained middle-class values with a reasonable standard of living. These communities seem to make up the majority of the CBD inhabitants and intend to remain here for the foreseeable future. Thus it is important to acknowledge their presence and celebrate their identity as part of Bellville's urban fabric. This will not only make them feel more at home, but allow sharing of knowledge and culture amongst themselves as well as the rest of Cape Town.

The current state of the Bellville CBD (Abrahamse, 2021).

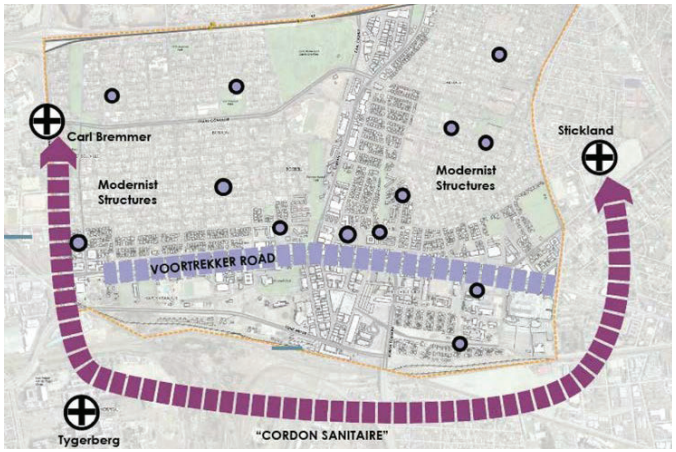
source : Bellville Heritage study - Final report 2021

3.3 Bellville Heritage Study

The quarries in the c1950s. (Source: The National Library)

THE SOCIO-INDUSTRIAL LANDSCAPE

The Quarries were a major part of Bellville's development and landscape. The old spur railway that connected the quarries to Bellville station was constructed in 1901. The tension and racial segregation during the time resulted in forced removals of those living at the quarries, which then led to activism and protest from the 1960's.



source : Bellville heritage study

MODERNISM

There are a number of modernist architecture sites around Bellville inspired by Californian mid-century and Brazilian Modernism. These modern structures were used by the National Party to assert their presence and power in Northern Bellville, further emphasising the barrier to the south.

This diagram indicates the position of significant modernist structures in Bellville, and how the hospital sites create a spatial barrier to the South.

Bellville Station in the 1960s.

Voortrekker Road in 1966.

source : Bellville Heritage study - Final report 2021

MOVEMENT & COMMUNICATION

Another important historical element in the development of Bellville is the route along the old wagon trail which follows today's Durban Road. The poles that were erected along the route to guide travellers could be used as a reference for new intervention opportunities.

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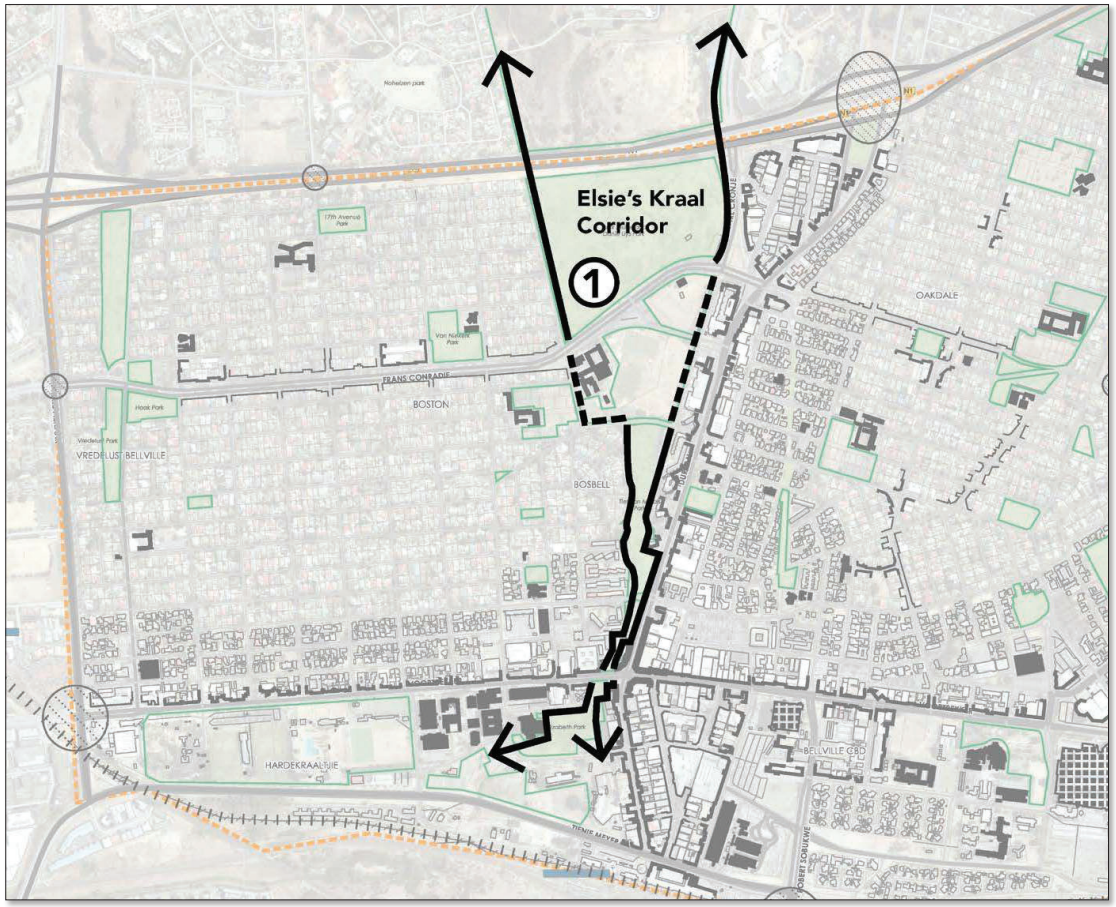
3.3 Bellville Heritage Study

AREA OF SIGNIFICANCE : ELSIESKRAAL CORRIDOR



Elsieskraal river corridor locality plan - Bellville Heritage study - Final report 2021

DESCRIPTION:
The Elsieskraal green corridor is seen as the heart of Bellville. It runs along Durban road from the N1 down to the railway line and beyond. The bellville Public Realm Strategy considers the strip of land behind the Old Mutual building just north of Voortrekker Road and Elizabeth Park towards the Hardekraaltjie sports ground. Elizabeth Park and library has been fairly maintained as a public park but has great potential for further improvement.

HISTORICAL SIGNIFICANCE:
In the mid 1800's , The Durban Wagon Works was established in Bellville. Wagons would be transported along Durban road by steam tractor to the railway depot. This route has great historical significance and can aid to the development of the space by revealing how the landscape was used and the movement of the labourers during the time of quarrying.

The gradient along the edges of the river makes the space hostile (Berman, 2021).

The river has been canalised with hard edge treatments (Berman, 2021).

OPPORTUNITIES

"The site has the potential to be a continuous green space through the centre of Bellville, and the entire area could become a significant regional park associated with the river.

It could provide a possible continuous pedestrian and recreational route through Bellville.

The incorporation of heritage narratives in the upgrades of the park could enhance the sense of place and identity of Bellville."

CONSTRAINTS

"The DF Malan school is a barrier. The necessary privatisation and enclosure of green space here prevents the green spaces to the north and south being properly linked.

Discontinuity, with transverse roads crossing space. Frans Conradie provides a very wide and busy barrier to pedestrians.

Surrounding buildings present their back edge to the park, which limits surveillance and contributes to the perception of a park as a dangerous space.

Lack of safe and legible access to the green spaces.

The mono-functional treatment of the river in a canal limits the contribution of the water course as a positive element within the space.

Local residents want the spaces fenced (perceived security issues), which would further entrench fragmentation."

source : Bellville Heritage study - Final report 2021

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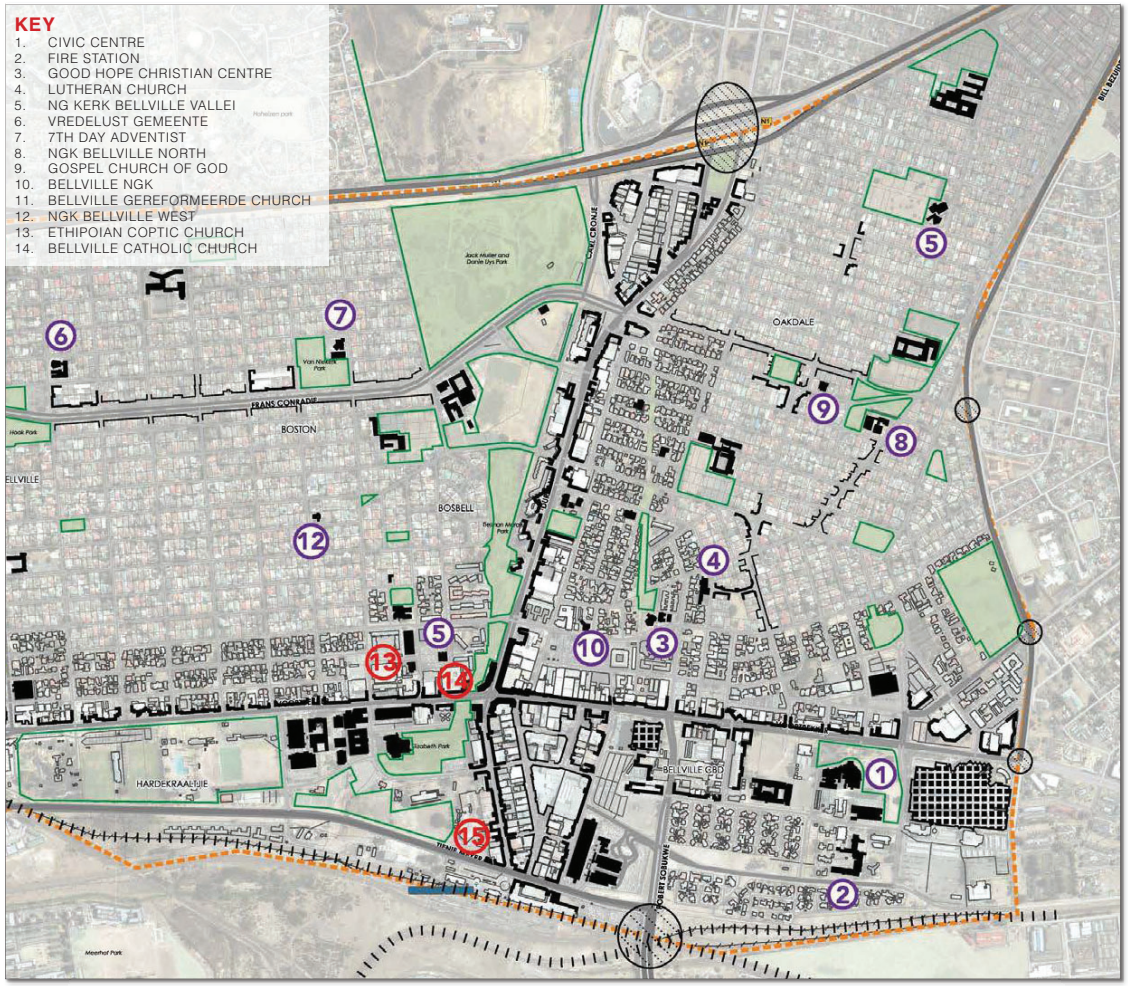
3.3 Bellville Heritage Study

AREA OF SIGNIFICANCE : MODERNIST CIVIC & RELIGIOUS BUILDINGS



MODERNIST STRUCTURES OF BELLVILLE MAP - Bellville Heritage study - Final report 2021

DESCRIPTION:
Bellville developed in the mid 20th century, and has a number of modernist civic structures and churches designed and constructed during this era.

HISTORICAL SIGNIFICANCE:
These modernist structures remain today and have strong connection to the apartheid period. These buildings are unique and stand out due to their use of materials and expressive forms. Although these structures are interesting, they require careful study and interpretation.

CIVIC CENTRE

GOOD HOPE CHRISTIAN CENTRE

Various historic photographs of buildings in Bellville with distinctive Modernist architecture. (All from UCT Digital Collection, Independent Newspapers Collection).

OPPORTUNITIES

"There is the opportunity to recognise these sites in a less physical way, for instance through the creating of a walking tour with a map. A similar document has been created for the Art Deco buildings in Vredehoek in Cape Town.

The sites should be identified on the City's heritage database.

The recognition of various important religious and civic sites has the potential to reveal the variety of communities that call Bellville home.

CONSTRAINTS

The architectural style of these buildings is somewhat associated with the apartheid state, and public memorials could be insensitive and contested.

Individually, many of the church sites have histories that are far more complex, and were often involved with anti-apartheid movements. However, these detailed studies of intangible significances are outside the scope of this study, and require further research, engagement and understanding."

source : Bellville Heritage study - Final report 2021

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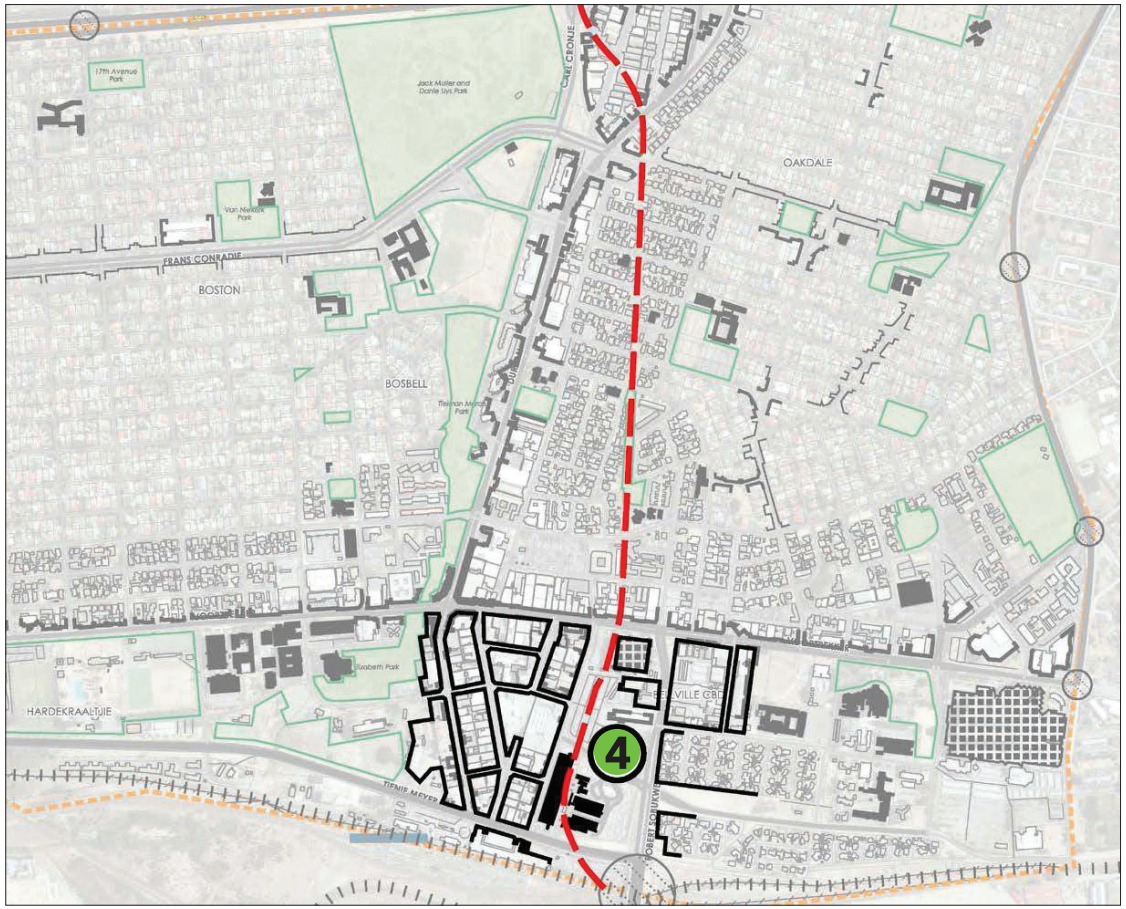
3.3 Bellville Heritage Study

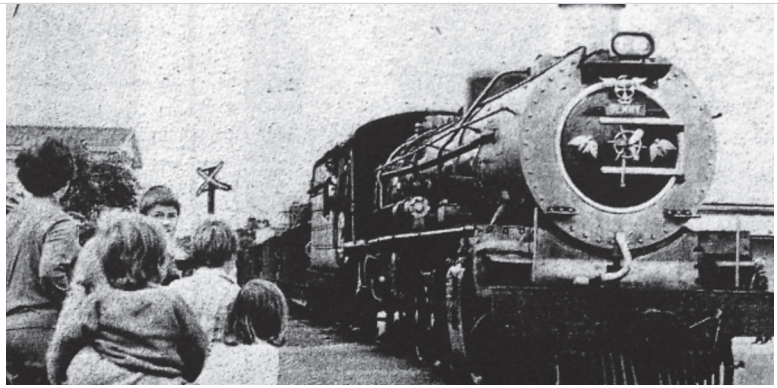
AREA OF SIGNIFICANCE : OLD RAILWAY LINE



HISTORICAL RAILWAY ROUTE MAP - Bellville Heritage study - Final report 2021

DESCRIPTION:
Bellville is a key connection for rail movement between east and west, but another important railway system connected the quarries up North to Bellville station. This route played a significant role in Bellville's industrial economy. Although the route is no longer used, the historic railway is marked by the towns servitude areas.

HISTORICAL SIGNIFICANCE:
The historic railway was key to the development of Bellville as it transported labourers and goods between industrial areas and the station. This socio-historical significance highlights the movement of the labourers on a daily basis. This railway, along with other significant areas and routes such as the old wagon trail could potentially indicate points of reference for future interventions.



"Poef-Poef Kosie", the last train that ran on the north-south line through Bellville, and was retired in 1978.

OPPORTUNITIES

"On site trial archaeological investigation would need to occur to establish if the railway lines are still in existence.

There is the opportunity to link the historic railway line to the proposed new IRT/ MyCiti Bus route

There is an opportunity to use this historic rail route to activate the proposed large square in the central area

A few sites of interpretation along the historic railway route could begin to shift the understanding of the various communities that worked in Bellville, and create a link to the present, more diverse community that live and work in Bellville today.

CONSTRAINTS

Many of the servitude areas have been annexed over time and the retrieval and upgrade of these spaces as publicly-accessible areas will require extensive engagement."

source : Bellville Heritage study - Final report 2021

3.4 Bellville Future City Master-plan

source : Bellville CBD LSDF_2022

The Bellville Future City Master-plan is the most significant study to be undertaken in Bellville in recent times and provides the broad context and direction for this Public Realm strategy.

The Bellville Future City master-plan provides a vision for the future of the Bellville CBD in terms of its functional programme, spatial fabric, transport function, urban realm and sustainable development.

The master plan divides the CBD into four sub-precincts, including the East District, Civic District, Culture District and Transport District. In particular, the Master-plan charts a way forward for the intensification of the Public Transport Interchange (PTI).

For the purpose of the Bellville Public Realm Strategy, we have reviewed the introduction of the Master-plan, its core layers and key themes, as well as the analysis of the four sub-precincts making up the Bellville CBD : the East District, Civic District, Culture District and Transport City Precinct.

3.4 Bellville Future City Master-plan

INTRODUCTION : OVERVIEW

source : Bellville Future city master plan

SUMMARY

The Bellville Future City Master-plan is a final draft of the key elements that have been designed and planned in conjunction with one another. These elements include;

- The Bellville CBD precinct & sub-precincts master plan design

- The PTI (public transport interchange design development concept

It summarises Bellville's Future City master-plan along with the PTI's design and planning process outcomes. The Bellville FCM Addendum is read in conjunction with current reports that include the Bellville Local Spatial Development Framework report as well as superseded reports to understand the process that has lead to this recommended master-plan and PTI option.

The Addendum contextualizes the development of this project and sets a 30 year long vision for Bellville.

It links guidelines and urban strategies which then informs the Master-plan's overall sustainability strategy and aims to explain the supporting movement logics and structuring elements for the PTI development.

Essentially, the Bellville Future City Master-plan poses questions on how these ambitions can be met , what the overall vision of a sustainable Bellville will encompass and what it means to be a contemporary city. These questions are answered through a series of design development and strategic framework studies that consider future global patterns and changing contexts.

3.4 Bellville Future City Master-plan

INTRODUCTION : THEMES & CORE LAYERS

SUMMARY

The report focuses on 5 key themes:

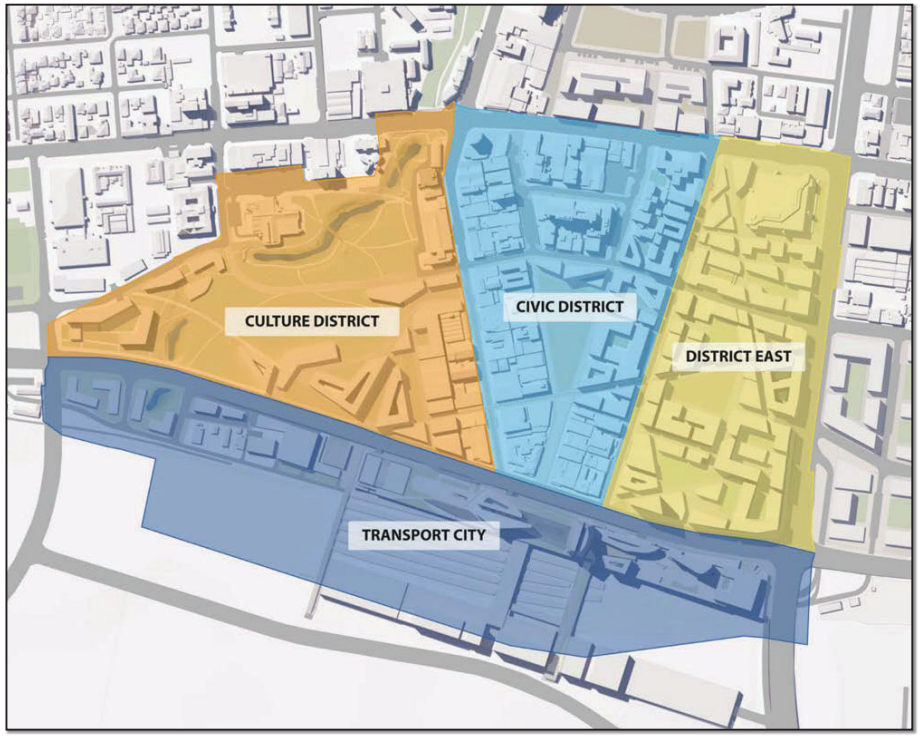
The importance of 'Bellville Future City', it outlines the existing assets that Bellville possesses and how to explore various opportunities by building onto these assets.

It considers Bellville in a local and metropolitan scale in relation to Cape Town and the policies that have been formulated to support spatial priorities, development growth and TOD

Illustrating and documenting the master plan in an urban ecosystem context, binding focus areas of the city through planning, analysis and design considerations.

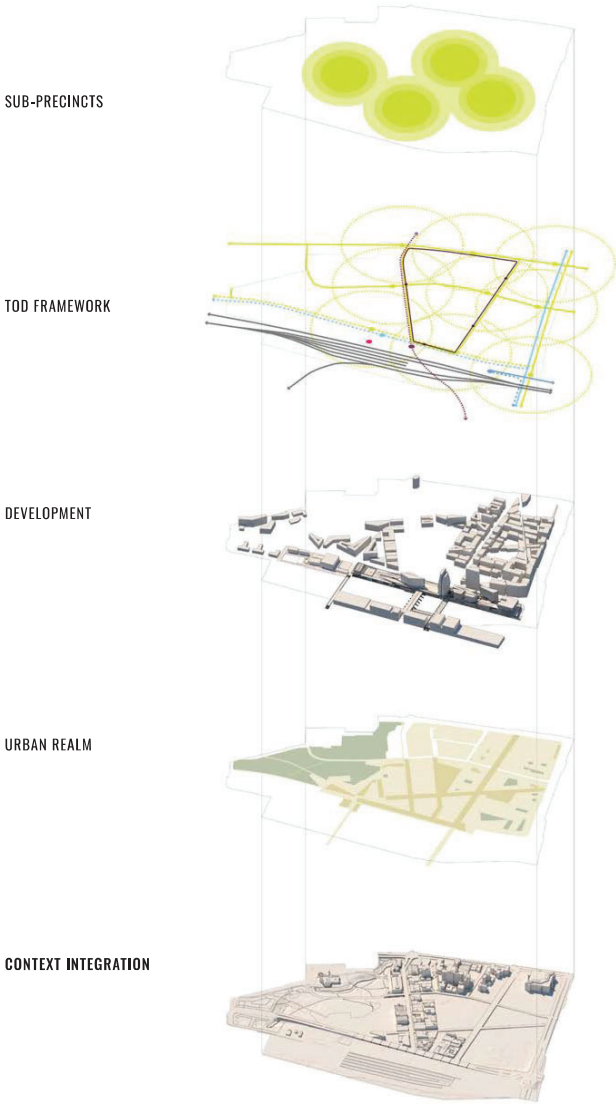
Dividing the focus area of Bellville into 4 sub-precincts along with their characteristics and data analysis to catalyze on Bellville's existing assets.

Illustration of the Public Transport Interchange in relation to the broader Master-plan aspects and contribution to the public transport agenda.



Sub-precinct divisions - Bellville Future City Master-plan

CORE LAYERS



" Instilling a unique sense of place, appropriate to a future Bellville is core to the Master Plan. The existing spatial fabric, heritage and richness of culture is build-upon by adding spatial and system-based layers that strengthen the existing assets or open new entry points for alternative development trajectories. "

source : Bellville Future city master plan

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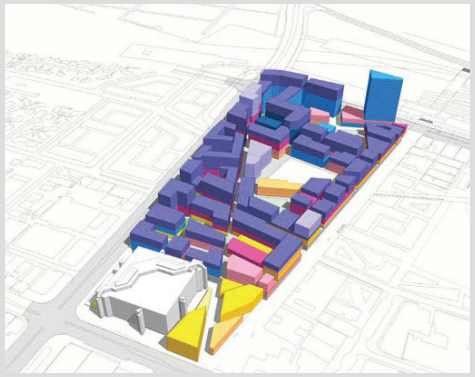
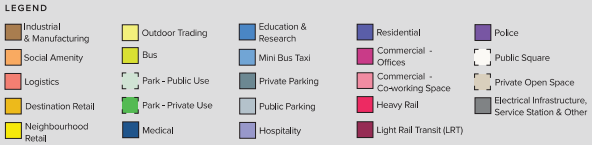
3.4 Bellville Future City Master-plan

SUB-PRECINCTS

EAST DISTRICT





SUMMARY

The East District is surrounded by 3 major routes; Tienie Meyer bypass, Robert Sobukwe Road and Voortrekker Road.

This proposals for this area focuses on connectivity and integration by expanding the existing east -west and north - south historic fabric.

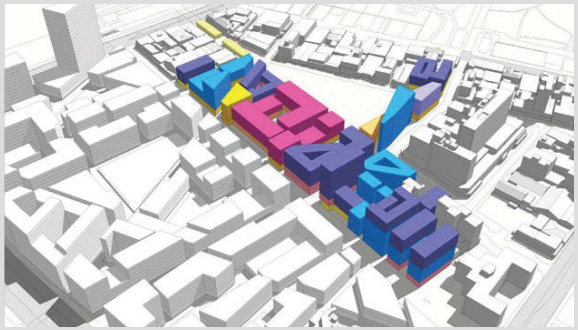
Charl Malan Street then becomes a high street boulevard and links the PTI hub activities with Voortrekker Road and the urban core.

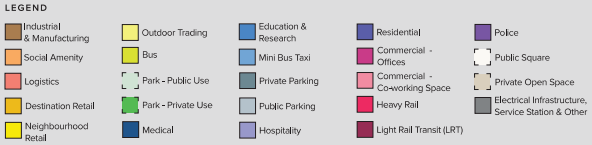
It focuses on non motorised transport and shared streets with active street frontages.

The development focuses on dense mixed-use that prioritises social amenity and retail

It proposes to have underground parking to allow pedestrian and public transport focused streets.

CIVIC DISTRICT





SUMMARY

This district will be the heart of the urban environment because of its location and accessibility.

It is centred around civic life and community activities hosted in the public central square (ceremonies, festivals and gatherings)

The Civic District functions are split between the north-east and south-west with the public square at its centre resonating with the historic square before Middestad mall.

The north- east node houses educational facilities and student housing integrated with a civic and social hub

The south-west node focuses on street front retail and market trading combined with small-scale hospitality.

This district aims to integrate the existing fabric with the new urban fabric while connecting all other districts and major destinations

source : Bellville Future City Master-plan

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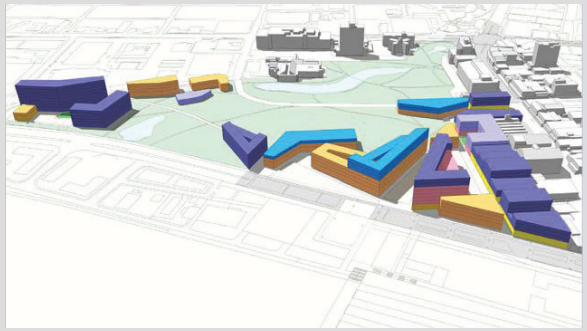
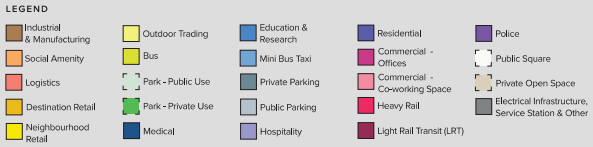
3.4 Bellville Future City Master-plan

SUB-PRECINCTS

CULTURAL DISTRICT





SUMMARY

For the future of Bellville, the Culture District will become the ‘creative engine’ by building onto the existing fabric and encouraging creativity and artistic expression.

The main aim of this district is to integrate the Elsieskraal river corridor with the urban realm by acting as a gateway, and mediating the urban edge.

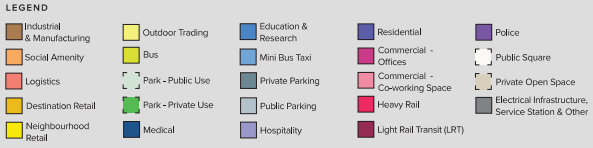
There is an opportunity to apply the ‘Bellville Recreational Framework’ strategy and a linkage extending from the N1 down to the Hardekraaltjie sports ground

There is great potential for this site as it sits within a culturally diverse area that maintains important educational and heritage functions.

Additional amenities will be utilised to encourage cultural exchange between the rich African cultural diaspora and promote economic progression.

Another attribute to this district is the connection to the PTI environment through activated public squares.

TRANSPORT CITY



SUMMARY

This district is located south of the Tienie Meyer bypass at the existing train station and railway. It is currently underutilized and isolated.

It proposes to house all public transport networks within a vertically integrated PTI with additional development above it.

This essentially separates vehicular and pedestrian traffic to integrate transport modes seamlessly.

The additional functions are strategically chosen to support the PTI and encourage diversity and 24 hour activity for a safe and sustainable environment

It will add substantial economic opportunity and social amenity integrated into the city while maintaining its own travel based identity.

This large scale mixed-use approach allows for a wide variety functional offerings.

There is a long term opportunity to expand southwards into the Belrail site.

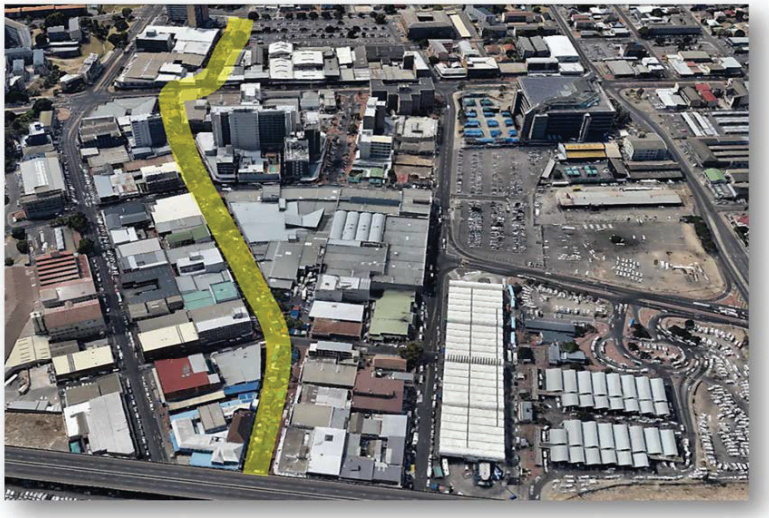
source : Bellville Future City Master-plan

3.5 Kruskal Pedestrian Improvement Report

KRUSKAL AVENUE, BELLVILLE

STAGE 4A: DESIGN ASSESSMENTS AND DETAIL DESIGN

Pedestrian Improvement Report



Draft Report

April 2017

PREPARED BY:
STURGEON CONSULTING

CONTACT PERSON :
Barend du Preez
Tel no: 083 701 2299

PREPARED FOR:
CITY OF CAPE TOWN
SPATIAL PLANNING & URBAN DEVELOPMENT
CONTACT PERSON :
Ms Sonette Smit
Tel no: 021 400 9435

The kruskal pedestrian improvement report considers the opportunities for enhancing the pedestrian environment along the Kruskal Avenue corridor. The report presents objectives, describes pedestrian and traffic count analyses, and then proposes a number of pedestrian focussed interventions in the CBD.

The objectives, and proposed interventions are summarised on the following two pages, while the pedestrian and traffic counts have been incorporated into the spatial mapping undertaken for this public realm strategy.

PROJECT OBJECTIVES

The objectives for the upgrading of the Kruskal Avenue Spine are:

To plan and implement quality hard and soft landscape upgrades in the public realm in a manner that promotes the general health, welfare and safety of citizens.

To resolve some of the existing traffic and pedestrian conflicts

To promote economic development by facilitating informal trading in the area

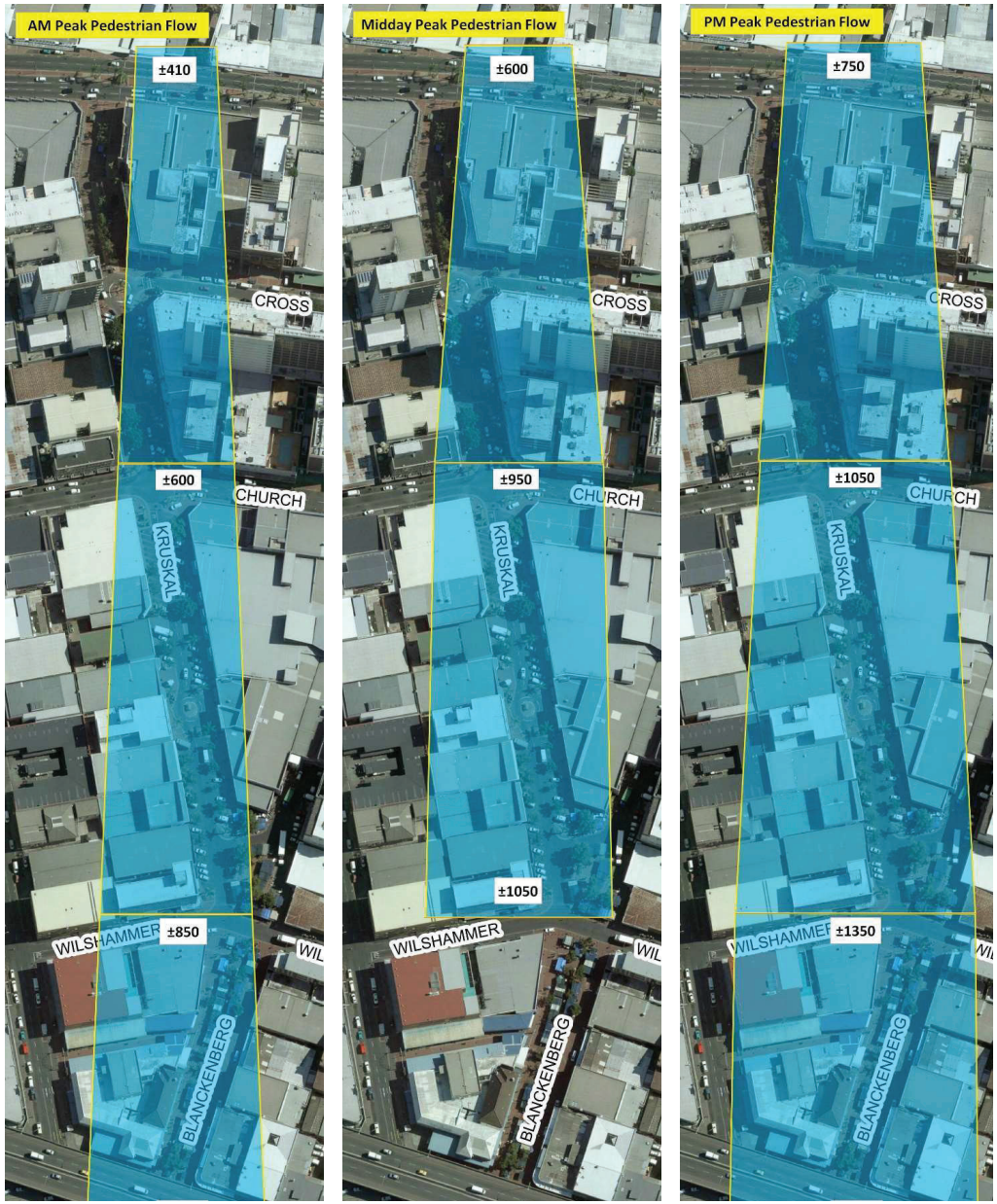
To determine what informal trade infrastructure would be financially sustainable

To ascertain how to regulate such trading activities in public areas through a financially sustainable institutional mechanism in which the risks and rewards of management is transferred to a third party.

source : Kruskal Pedestrian Improvement Report

3.5 Kruskal Pedestrian Improvement Report

PEDESTRIAN COUNTS



source : Kruskal Pedestrian Improvement Report

3.5 Kruskal Pedestrian Improvement Report

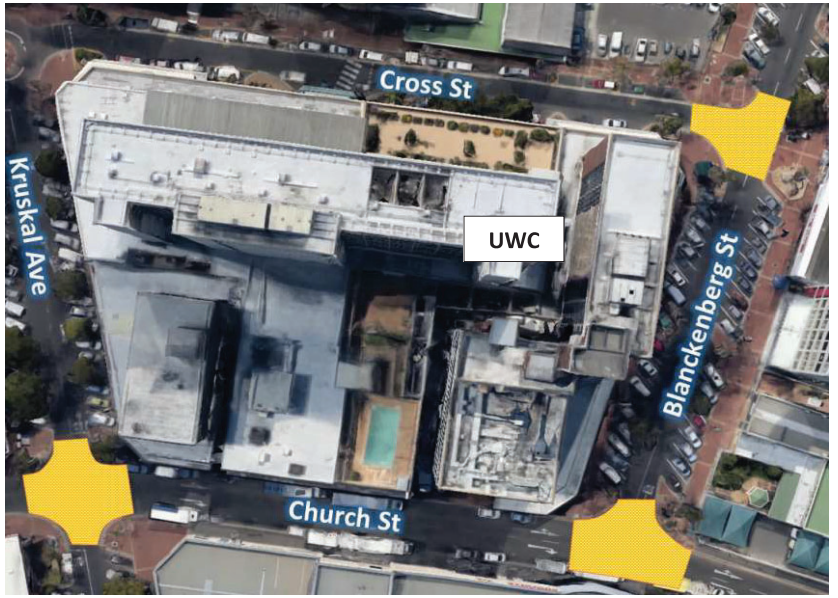
PEDESTRIAN CROSSING

source : Kruskal Pedestrian Improvement Report

RAISED CROSSING

source : Kruskal Pedestrian Improvement Report

RAISED INTERSECTIONS



source : Kruskal Pedestrian Improvement Report

The report proposes a number of minor interventions including raised table intersections at kruskal and Church, at Church and Blanckenberg, and at Blanckenberg and Cross. Other interventions include a raised pedestrian crossing at the southern end of Lower Blanckenberg street and that the pedestrian crossing at the northern end of Kruskal street is widened. None of these proposals have been implemented.

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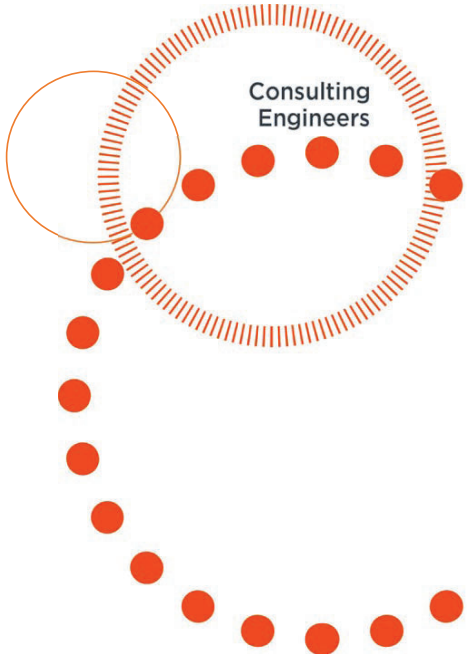
3.6 Kruskal Avenue Traffic Study



City of Cape Town: Urban Planning and Design Spatial Planning and Environment

Kruskal Avenue Upgrade Project Phase 2
Traffic Study Draft Report
Contract 375C/2018/19-WP-004
August 2021

Prepared for: Rameez Fataar and Sonette Smit
Prepared by: Lihan van der Merwe

The Kruskal Avenue Upgrade Project by HHO builds on the previous work by Sturgeon Consulting, to examine the opportunity for further environmental upgrades to Kruskal Avenue. The study conducted further traffic and pedestrian flow surveys (which have been captured in the spatial mapping for the public realm strategy), and presented a master-plan for Kruskal Avenue.

The objectives for the Kruskal Avenue Upgrade Project are summarised below, while the master-plan is illustrated on the following page.

PROJECT OBJECTIVES

The Purpose of this study is as follows :

To conduct a review of the previous traffic and transportation studies, and conceptual design proposals for phase 2 of the Kruskal Avenue upgrade project.

To assess existing traffic network operations (light, heavy and public transport) along the Kruskal Avenue spine and surrounding road network.

To determine the existing pedestrian movement and flow patterns along the Kruskal Avenue spine, and the extent to which this demand is serviced by the phase 2 upgrade.

To determine the existing parking demand, operations, and circulation patterns in the vicinity of the Kruskal Avenue spine, to evaluate the associated Phase 2 upgrade proposal.

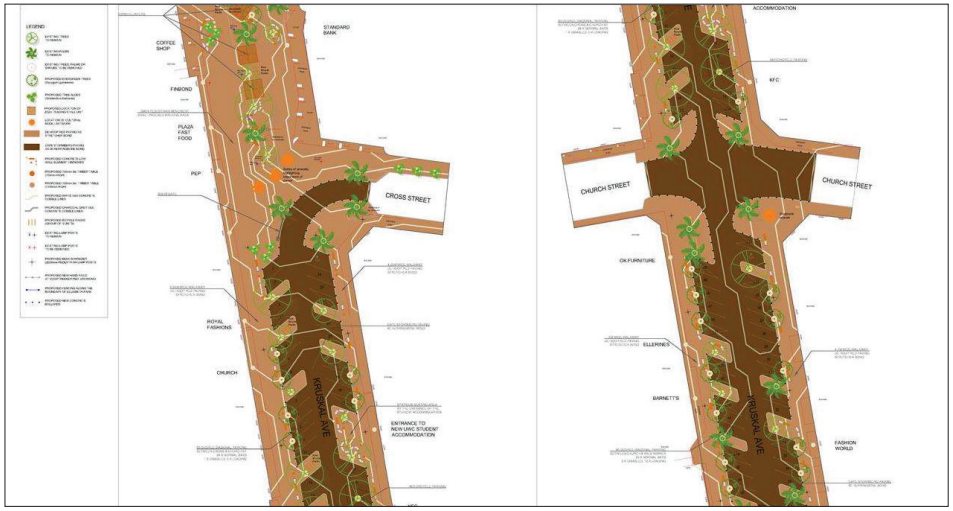
To assess the current loading and service operations in the vicinity of Kruskal Avenue, with a view to identifying problems and issues and proposing improvement interventions.

To develop and assess alternative conceptual design proposals of capacity, operational safety and universal accessibility improvements.

source : Kruskal Avenue Upgrade Project

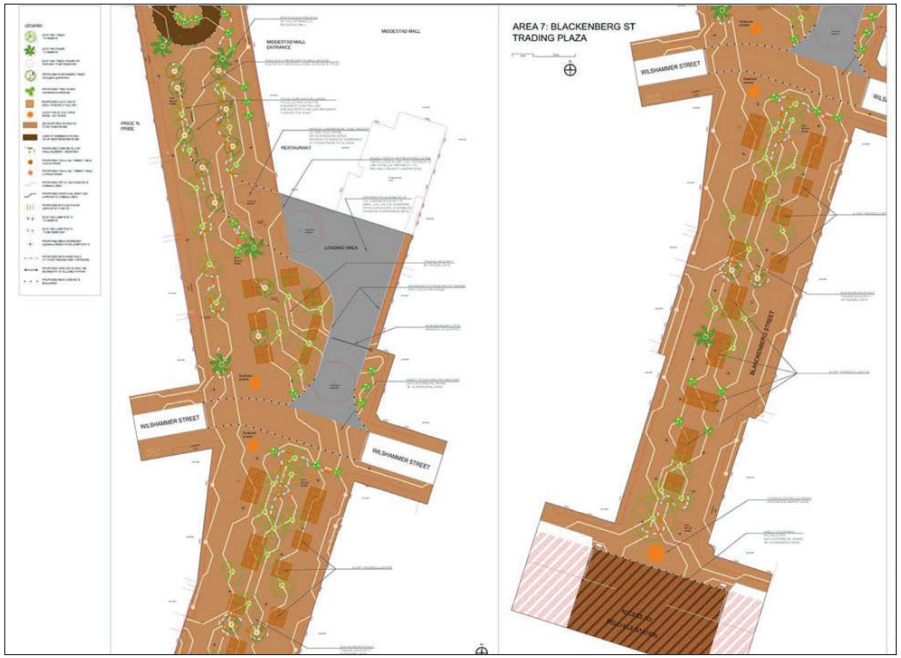
3.7 Kruskal Avenue Upgrade Landscape Plan

KRUSKAL AVE. NORTH



source : Kruskal Avenue Upgrade Project

KRUSKAL AVE. SOUTH



source : Kruskal Avenue Upgrade Project

The Kruskal Avenue master-plan proposes to extend the fully pedestrianised area of Lower Blanckenberg Street north up Kruskal Avenue from Whilshammer street halfway to Church Street. Vehicles would be permitted south of Church Street but would have to turn around at the midpoint and return northwards.

3.7 Kruskal Avenue Upgrade Landscape Plan

KRUSKAL AVE. LATEST LAYOUT

source : Kruskal Avenue Upgrade Project

Subsequent more detailed work has reinstated the vehicular connection between Church Street and Whilshammer Street, but as a one way southbound from the midpoint of the block.

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3.7 Kruskal Avenue Upgrade Landscape Plan

KRUSKAL AVENUE

source : Kruskal Avenue Upgrade Landscape Plan - Terra+

The landscape plan provides further detail on how the physical environment of kruskal Avenue will be upgraded.

The intersection of Kruskal Avenue and Wilshammer Street is illustrated in further detail on the following page.

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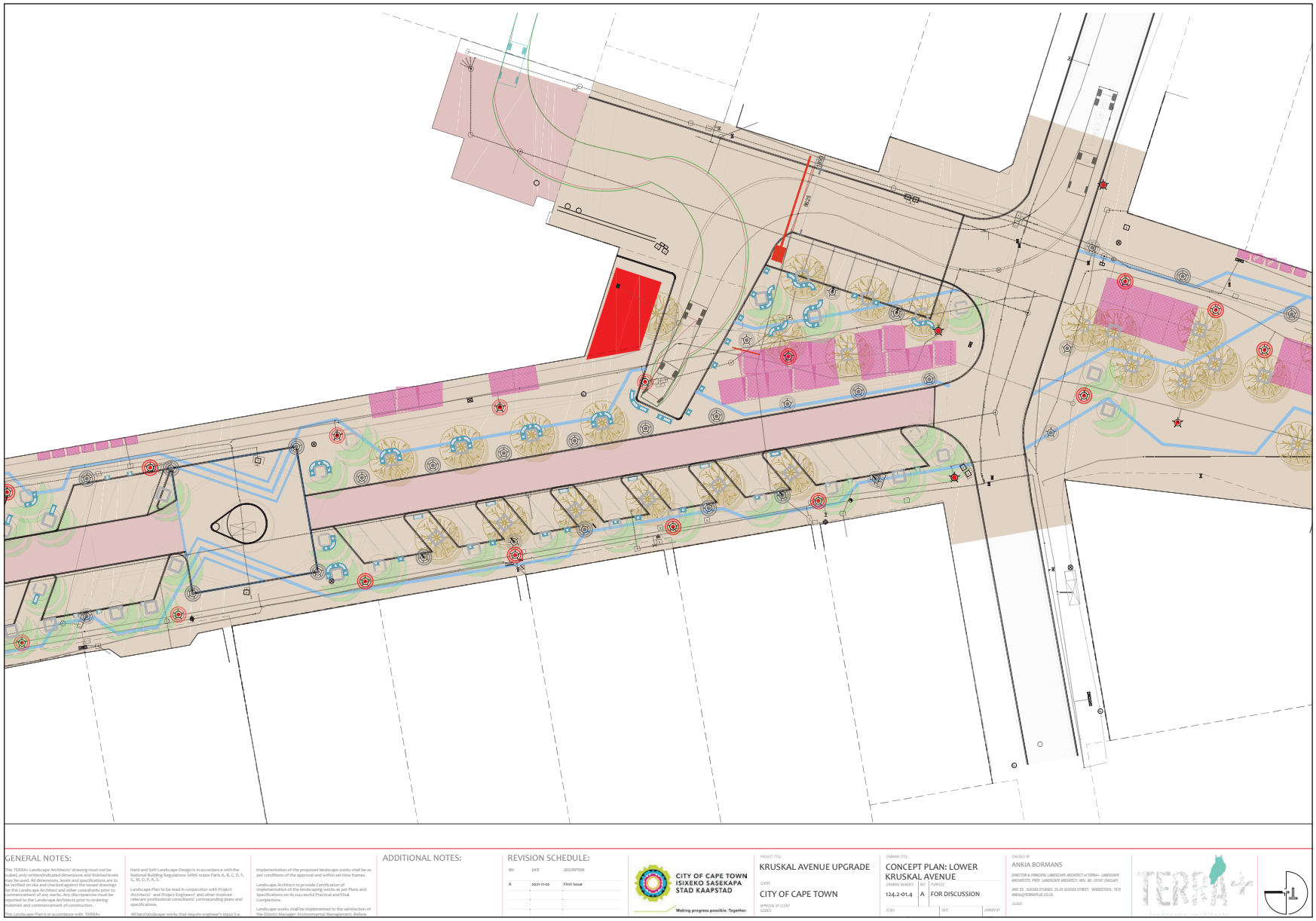
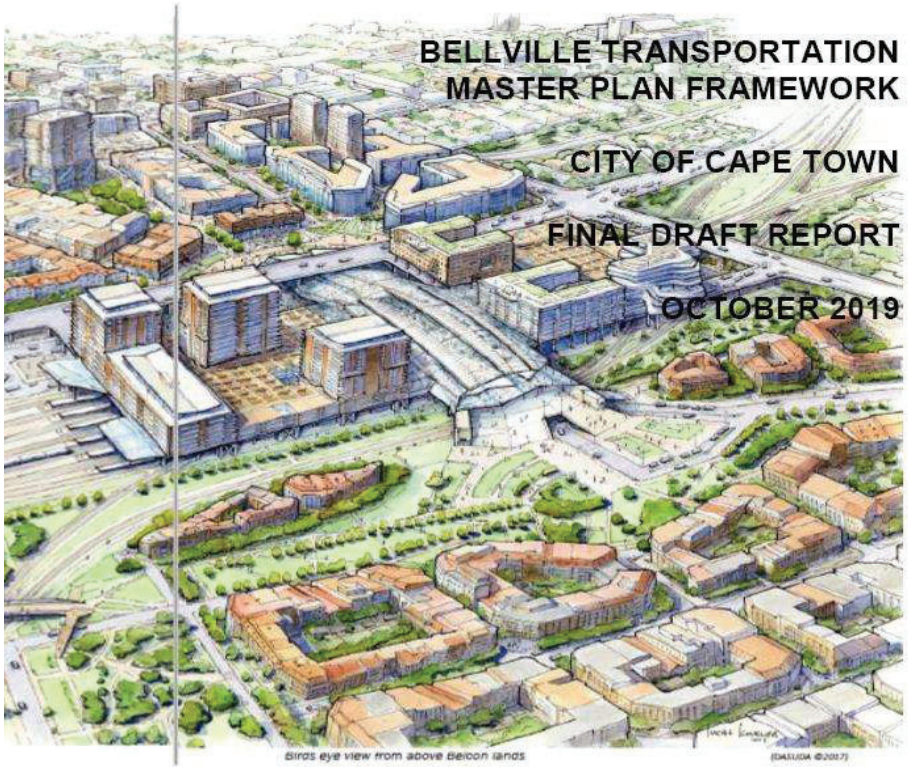
3.7 Kruskal Avenue Upgrade Landscape Plan

KRUSKAL AVENUE & WILSHAMMER INTERSECTION



source : Kruskal Avenue Upgrade Landscape Plan - Terra+

3.8 Bellville Transportation Master-plan Framework



The Bellville Transportation Master Plan Framework examines the final end state Land use, as well as core road network proposals, the extended network road proposals and the impact of these road network proposals. It considers the bus and taxi facilities and public transport response along with east and West options for the Future PTI.

PROJECT OBJECTIVES

The City of Cape Town requires a review of all transportation planning associated with Bellville CBD precinct. The intended outcome of the review is a synthesis of all planning proposals that have been considered to date and the formulation of a Bellville CBD Master plan Framework including a Transportation Framework that will :

Be endorsed officially and politically

Provide a degree of certainty regarding future road transport infrastructure provision.

Provide a more informed position on public transport service provision.

Inform infrastructure and public transport service provision implementation budgeting cycles

Provide a stable foundation upon which general development within the Bellville CBD precinct can be leveraged, by both the public and private sectors.

source : transportation study master plan Framework

CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

aurecon

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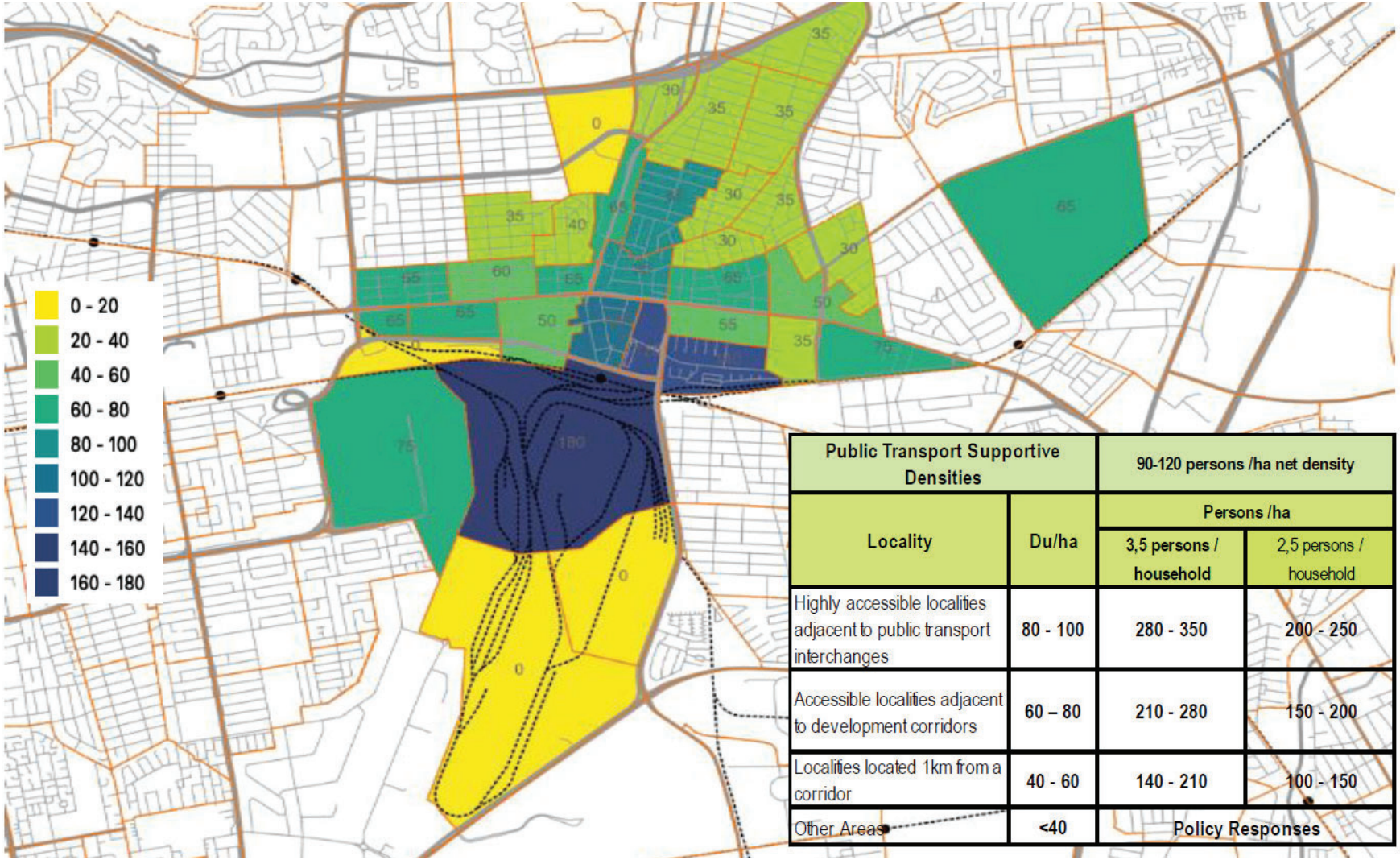
3.8 Bellville Transportation Master-plan Framework

FINAL END STATE LAND USE



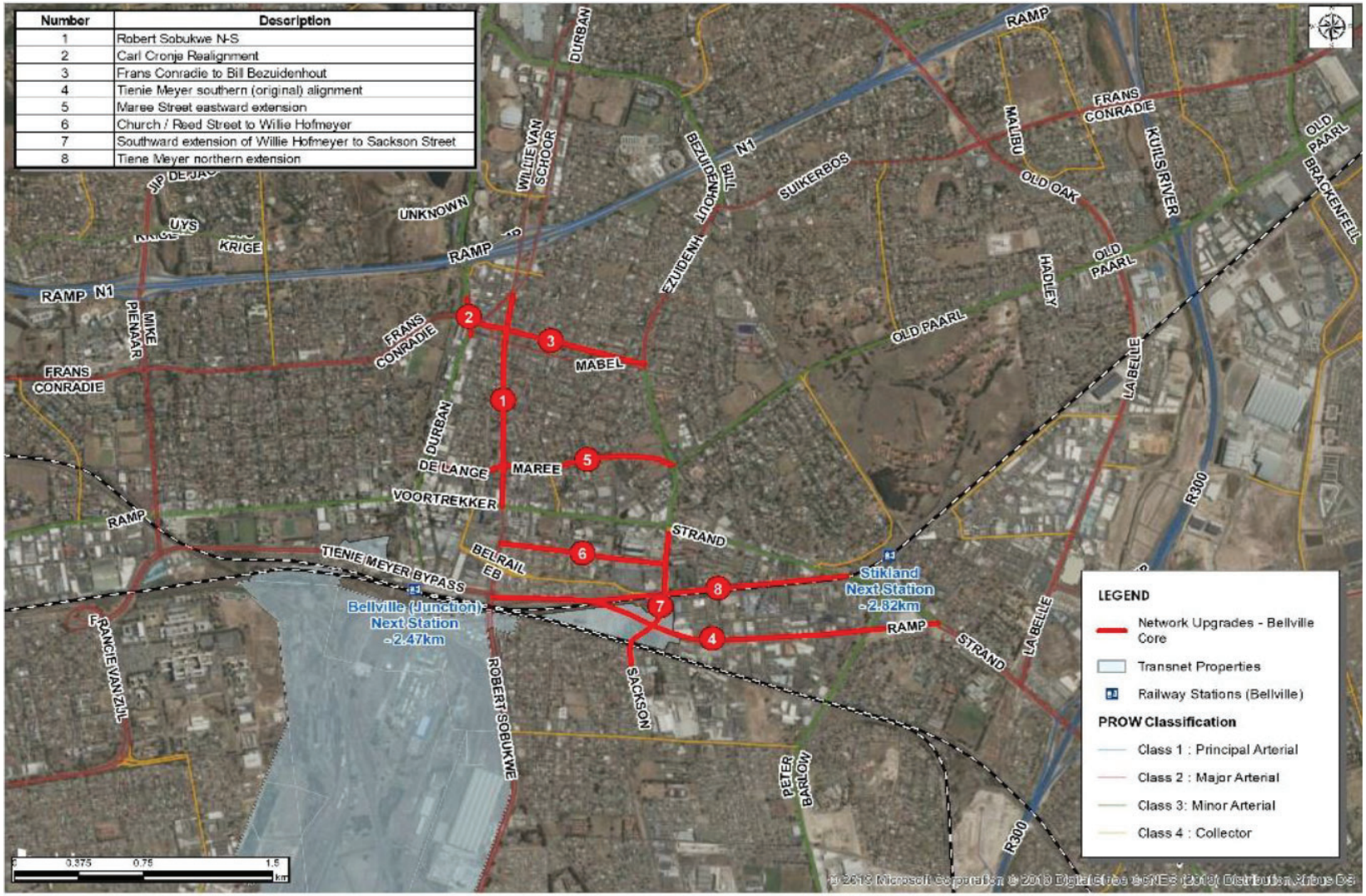
Public Transport Supportive Densities		90-120 persons /ha net density	
Locality	Du/ha	Persons /ha	
		3,5 persons / household	2,5 persons / household
Highly accessible localities adjacent to public transport interchanges	80 - 100	280 - 350	200 - 250
Accessible localities adjacent to development corridors	60 – 80	210 - 280	150 - 200
Localities located 1km from a corridor	40 - 60	140 - 210	100 - 150
Other Areas	<40	Policy Responses	

source : Bellville Transportation Master Plan Framework, 2019

The End State Land Use diagram gives us a more comprehensive and in-depth understanding of the study area which will be supportive of Transit Orientated Developments and how these areas have informed the Core Road Network Proposals.

3.8 Bellville Transportation Master-plan Framework

CORE ROAD NETWORK PROPOSALS



The Core Road Network Proposals aim to improve the connectivity of the vehicular movement network and achieve better efficiencies within the Bellville CBD and surrounds by continuing the existing road network and contribute significantly to traffic reduction.

source : Bellville Transportation Master Plan Framework, 2019

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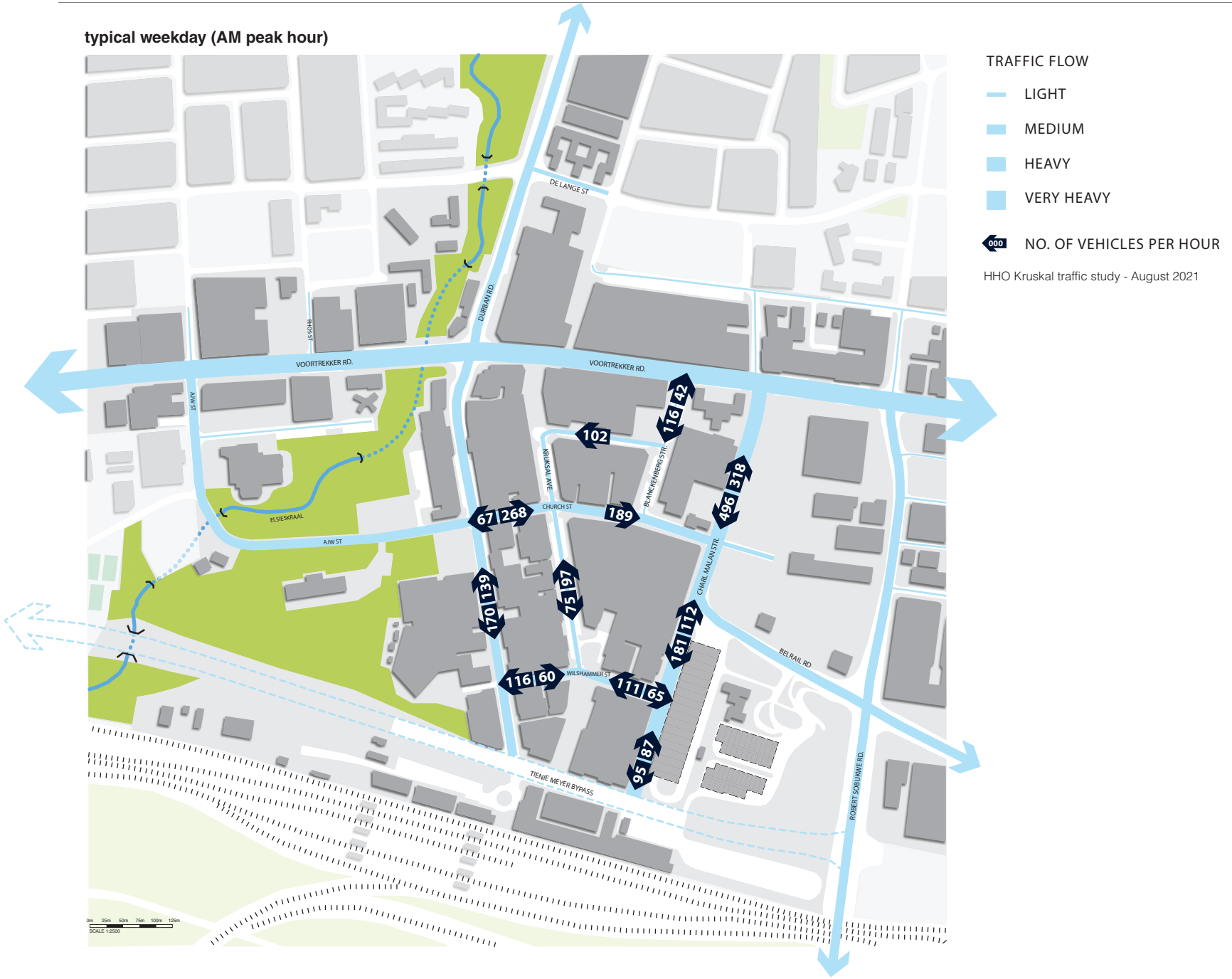
4 | SPATIAL ANALYSIS

4.1 vehicular movement

typical weekday (AM peak hour)



TRAFFIC FLOW

- LIGHT
- MEDIUM
- HEAVY
- VERY HEAVY

000 NO. OF VEHICLES PER HOUR

HHO Kruskal traffic study - August 2021

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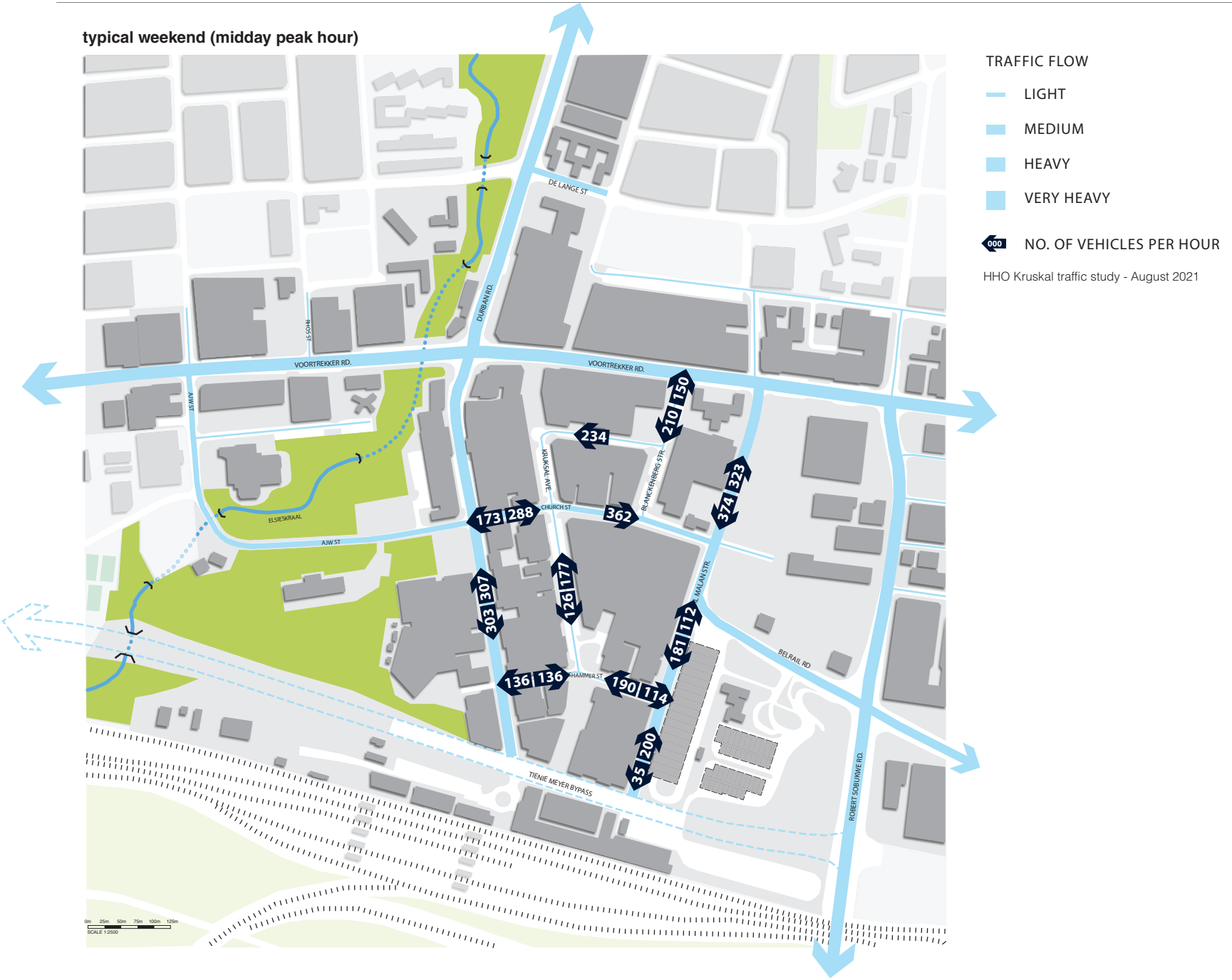
4.1 vehicular movement

typical weekend (midday peak hour)



TRAFFIC FLOW

- LIGHT
- MEDIUM
- HEAVY
- VERY HEAVY

000 NO. OF VEHICLES PER HOUR

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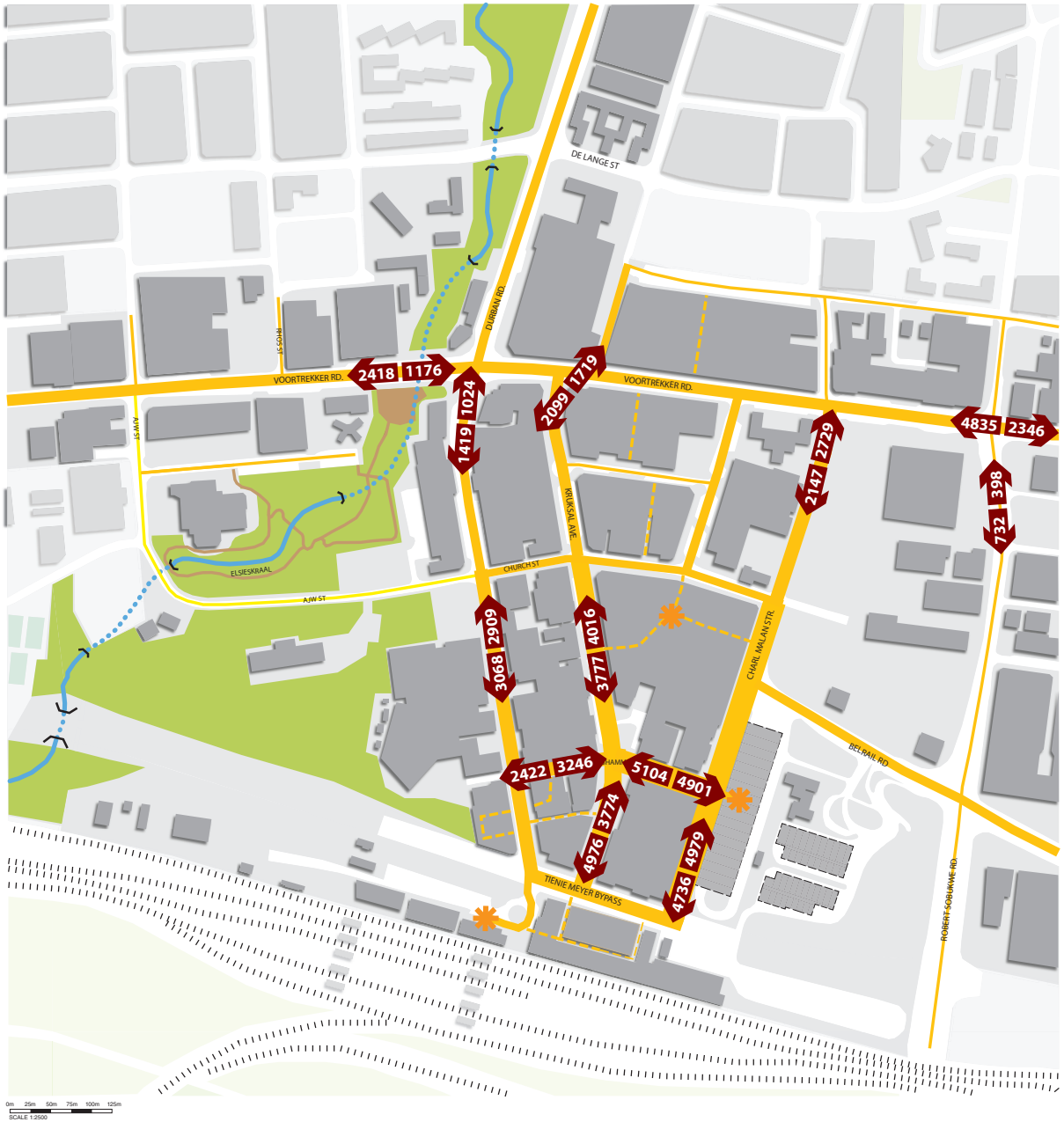
4.2 pedestrian movement

full weekday (07:30 - 17:30)



PEDESTRIAN TRAFFIC

- LIGHT
- MEDIUM
- HEAVY
- VERY HEAVY
- 000 NO. OF PEDESTRIANS
- LANDMARKS
- INTERNAL MOVEMENT ROUTES

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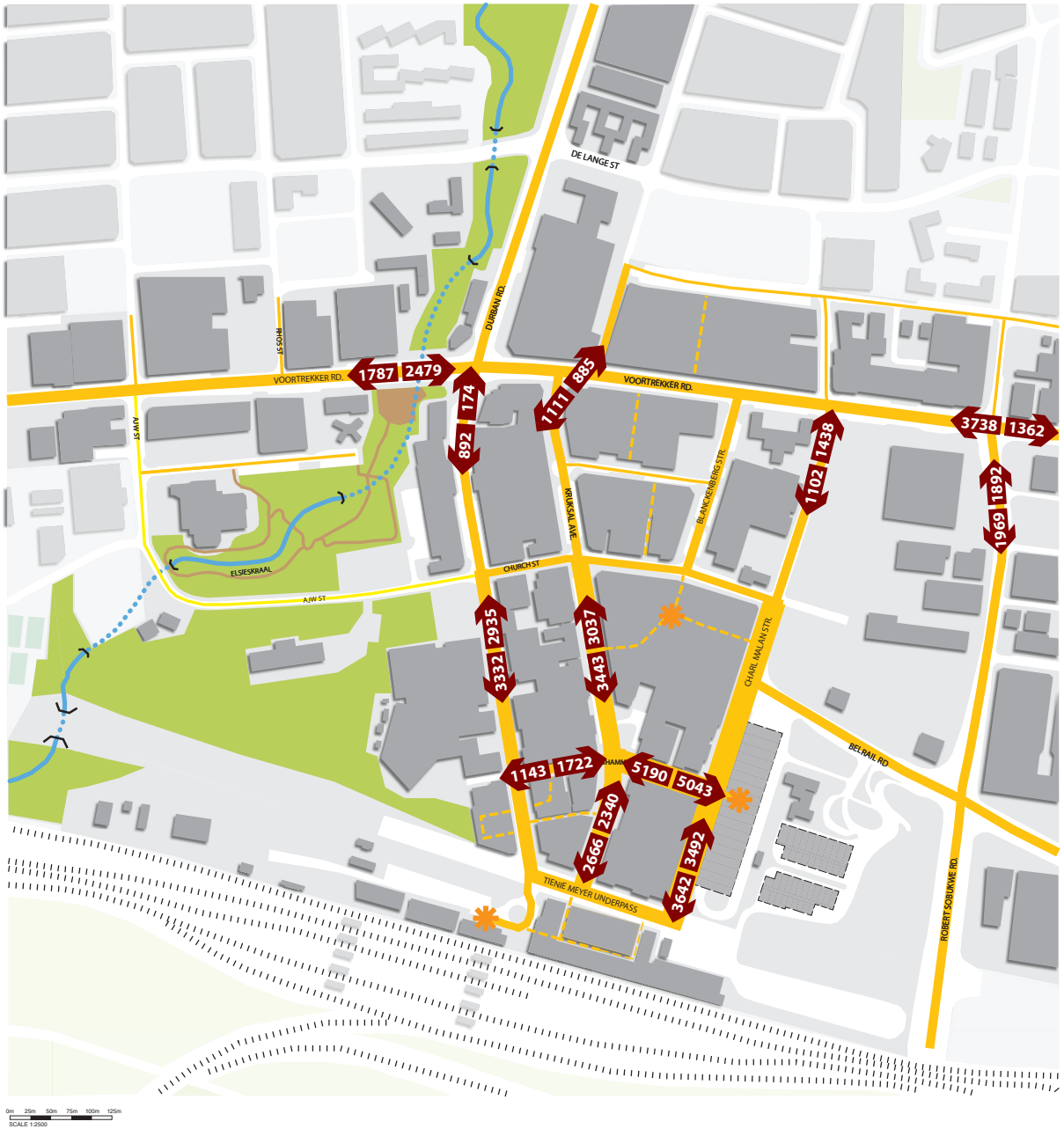
4.2 pedestrian movement

full weekend day (07:30 - 17:30)



PEDESTRIAN TRAFFIC

- LIGHT
- MEDIUM
- HEAVY
- VERY HEAVY
- NO. OF PEDESTRIANS
- LANDMARKS
- INTERNAL MOVEMENT ROUTES

HHO Kruskal traffic study - August 2021

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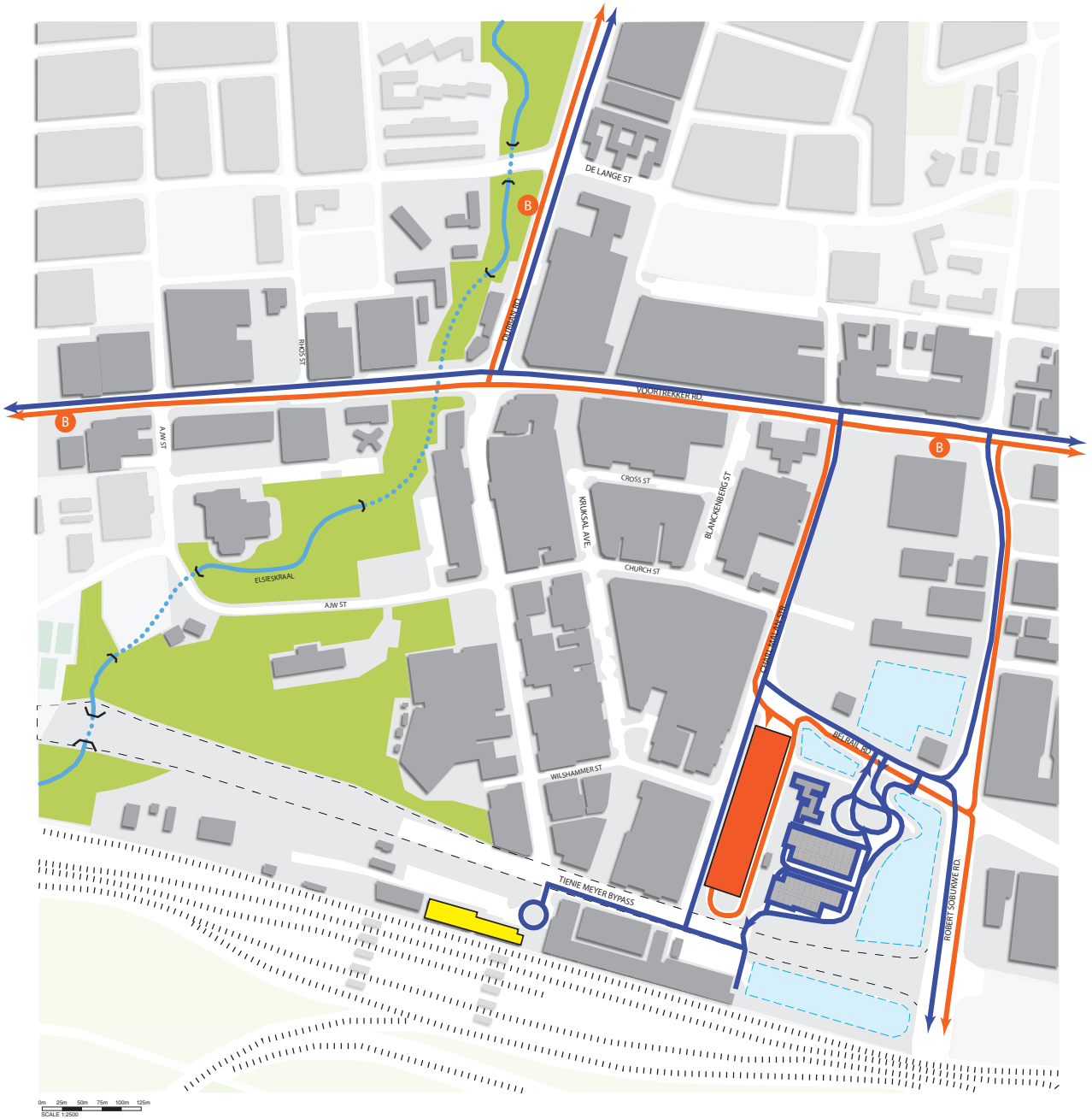
4.3 public transport network



TAXI ROUTES
TAXI STATION
TAXI HOLDING
BUS ROUTES
BUS STATION
BUS STOPS
TRAIN STATION

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4.4 character areas

- HISTORIC CORE
- LINEAR CITY
- POORLY DEFINED GREEN BELT
- FRAGMENTED TRANSPORT
- SUBURBIA

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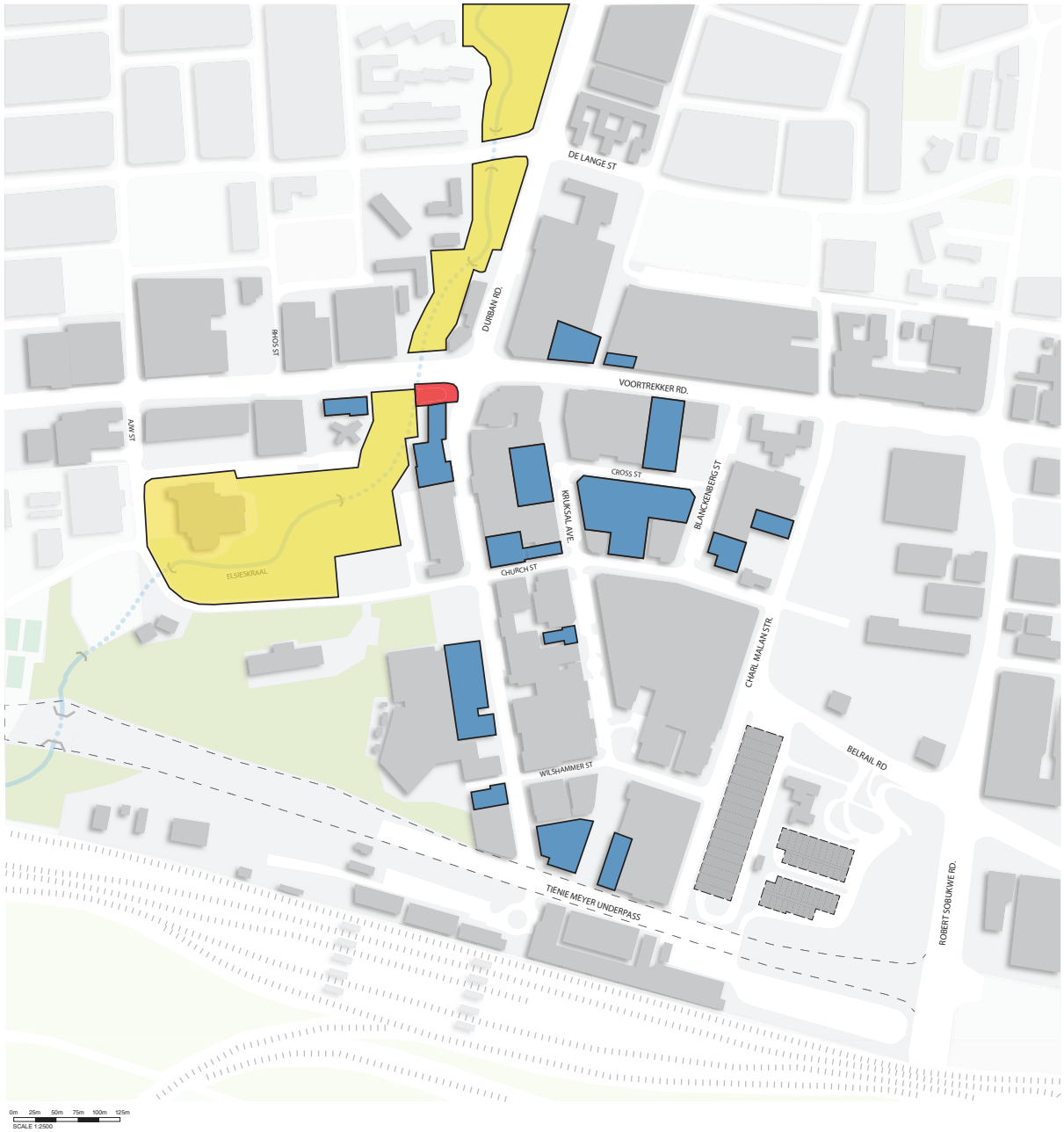
4.5 heritage



GRADE IIIA

GRADE IIIB

GRADE IIIC

Grade I:
heritage resources that are so exceptional that they are considered to be of national significance. They are identified and managed by the South African Heritage Resources Agency (SAHRA).

Grade II:
heritage resources that have special qualities and are significant in a province or region. They are identified and managed by provincial heritage resources authorities (PHRAs). In the Western Cape, the PHRA is Heritage Western Cape (HWC).

Grade III:
heritage resources are categorised as 'all other heritage resources worthy of conservation'. The local authority (in this case, the City of Cape Town) is responsible for identifying and managing them. The CCT has grouped grade III heritage resources into A, B and C to assist with their respective management.

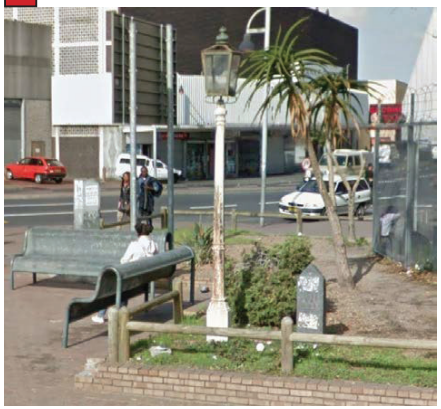


image from Google Maps of historic gas lamp and '12th Mile' milestone on the corner of Voortrekker and Durban Road.

4.6 zoning

- CENTRAL BUSINESS
- SECONDARY BUSINESS
- PUBLIC OPEN SPACE
- OFFICE PARK
- GOVERNMENT
- LIGHT INDUSTRIAL
- INDUSTRIAL
- GENERAL RESIDENTIAL
- SINGLE RESIDENTIAL
- RAILWAY & RESERVED SITE

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4.7 land ownership

- OWNED BY CITY OF CAPE TOWN
- STATE OWNED ENTERPRISES
- PROVINCIAL
- NATIONAL
- PRIVATELY OWNED

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4.8 land uses

- CHURCH
- MOSQUE
- EDUCATIONAL FACILITY
- STUDENT ACCOMMODATION
- HOSPITAL / CLINIC
- LIBRARY
- PUBLIC PARK
- SPORT FACILITIES
- COMMUNITY GARDEN
- BUS / TAXI STATION
- TRAIN STATION
- COMMERCIAL RETAIL
- PRIVATELY OWNED/SMALL SCALE RETAIL
- MIXED USE
- EDUCATIONAL INSTITUTIONS
- STUDENT ACCOMMODATION
- HOTEL
- RESIDENTIAL
- INDUSTRIAL
- CIVIC / COMMUNITY
- OFFICE
- TRANSPORT
- HOMELESS SHELTER & SAFE HAVEN

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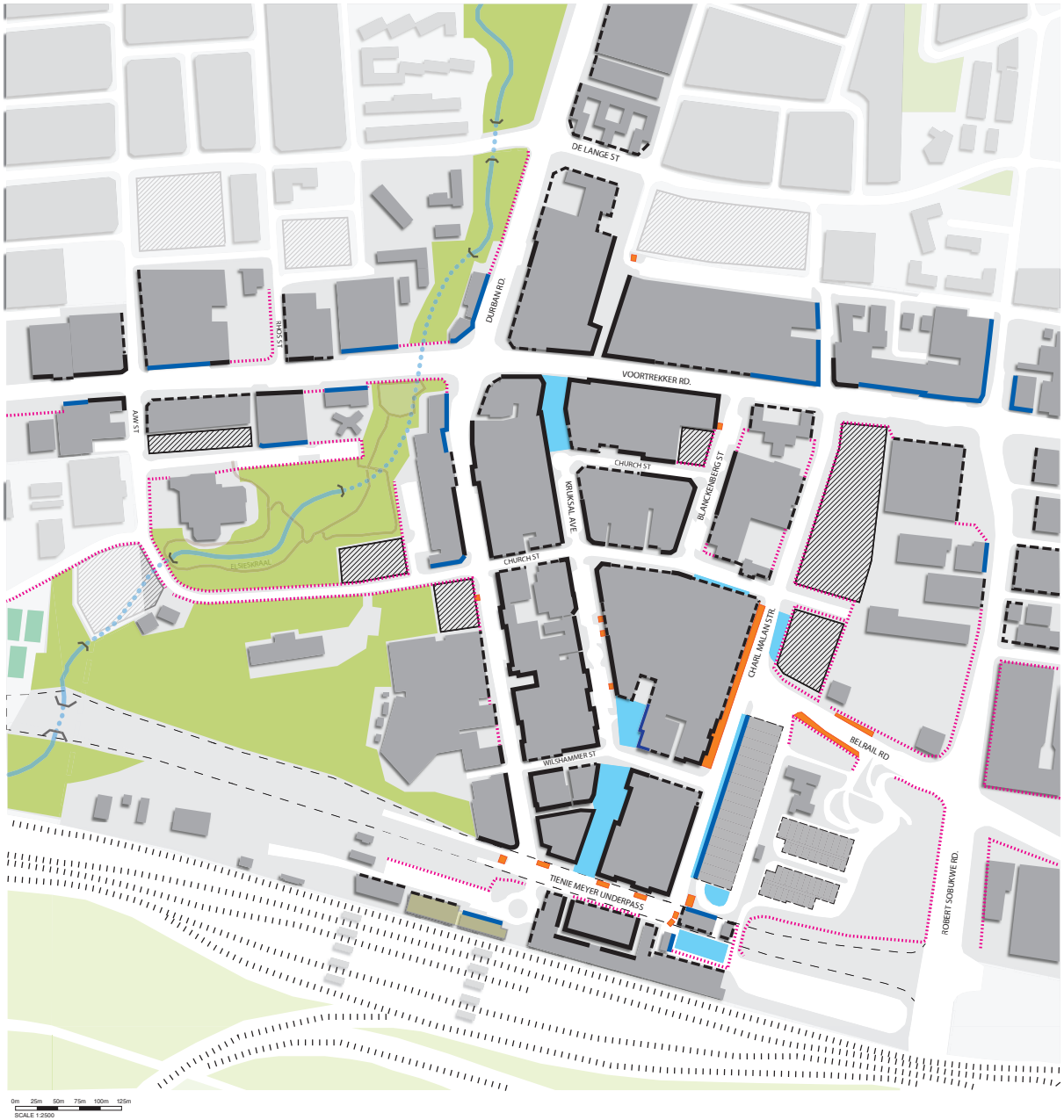
4.9 frontage



SITE EXTENTS

ACTIVE FRONTAGE : RETAIL

ACTIVE FRONTAGE : OTHER

BLANK / DEAD

FENCE

PARKING LOTS

INFORMAL RETAIL (PERMITTED)

INFORMAL RETAIL (ILLEGAL)

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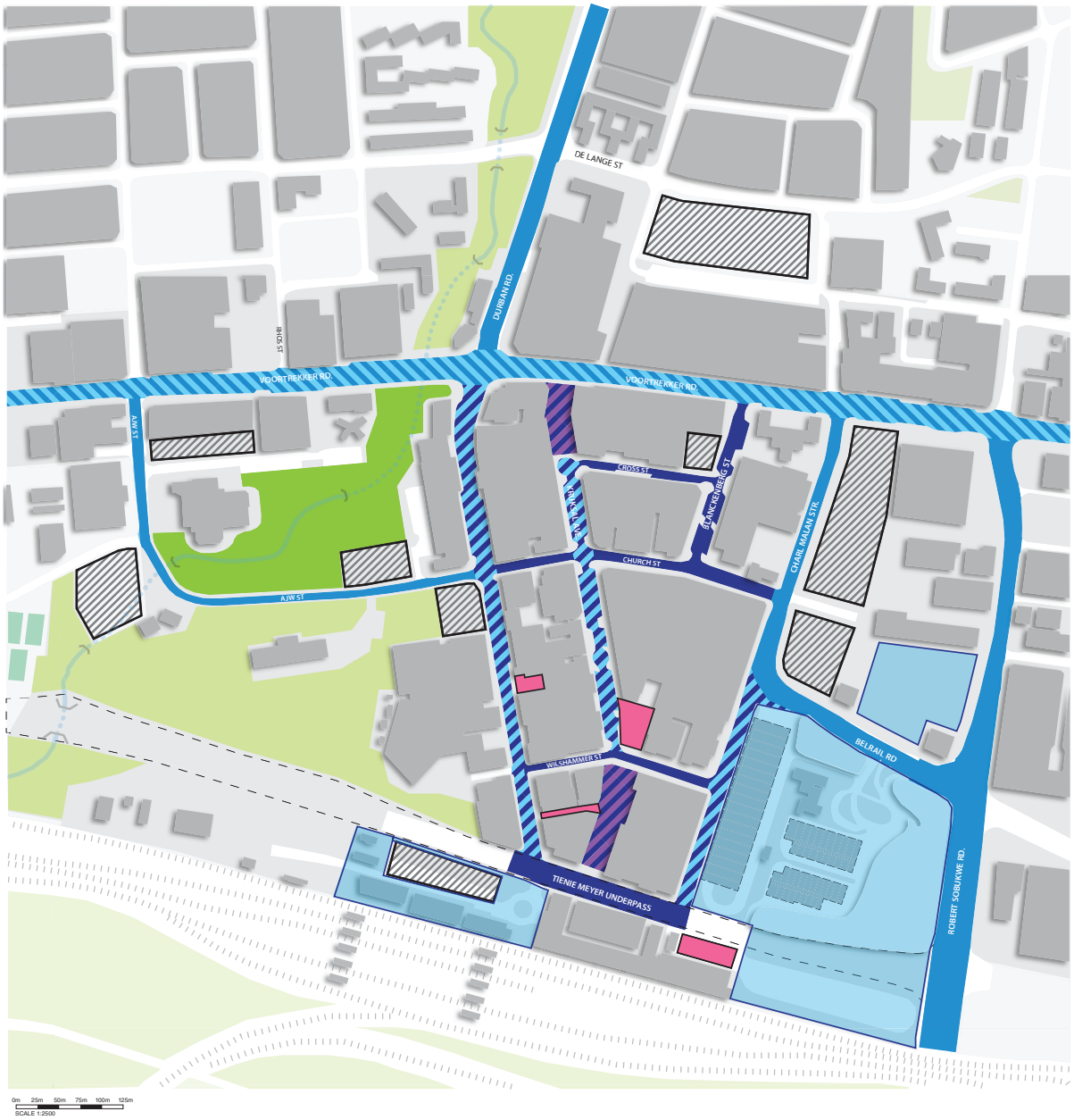
4.10 public space typologies



STREET TYPOGROPHIES

- MOBILITY
- ACTIVITY
- NMT
- SERVICE

SPACE TYPOGROPHIES

- PUBLIC PARK
- GREEN SPACE
- PUBLIC SQUARES & LANES
- PARKING LOTS
- PUBLIC TRANSPORT HUBS

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4.11 qualitative study table

STREET NAME	STREET TYPOLOGY	CLEANLINESS	ATTRACTIVENESS	FINISHES / MAINTAINANCE	FIT FOR PURPOSE	COHESIVENESS
VOORTREKKER	MOBILITY, ACTIVITY					
DURBAN ROAD	ACTIVITY, SERVICE					
KRUSKAL	SERVICE , ACTIVITY , NMT					
CHARL MALAN NORTH	MOBILITY					
CHARL MALAN SOUTH	ACTIVITY , SERVICE					
ROBERT SOBUKWE	MOBILITY					
BLANCKENBERG	SERVICE					
CHURCH	SERVICE					
BELRAIL	MOBILITY					
WILSHAMMER	SERVICE					
TIENIE MEYER UNDERPASS	SERVICE					
AJW	MOBILITY					
CROSS ST	SERVICE					

EXCELLENT VERY GOOD GOOD FAIR POOR

OUR FUTURE CITIES

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dhk

4.12.1 activity heatmap

HIGH

LOW

OUR FUTURE CITIES

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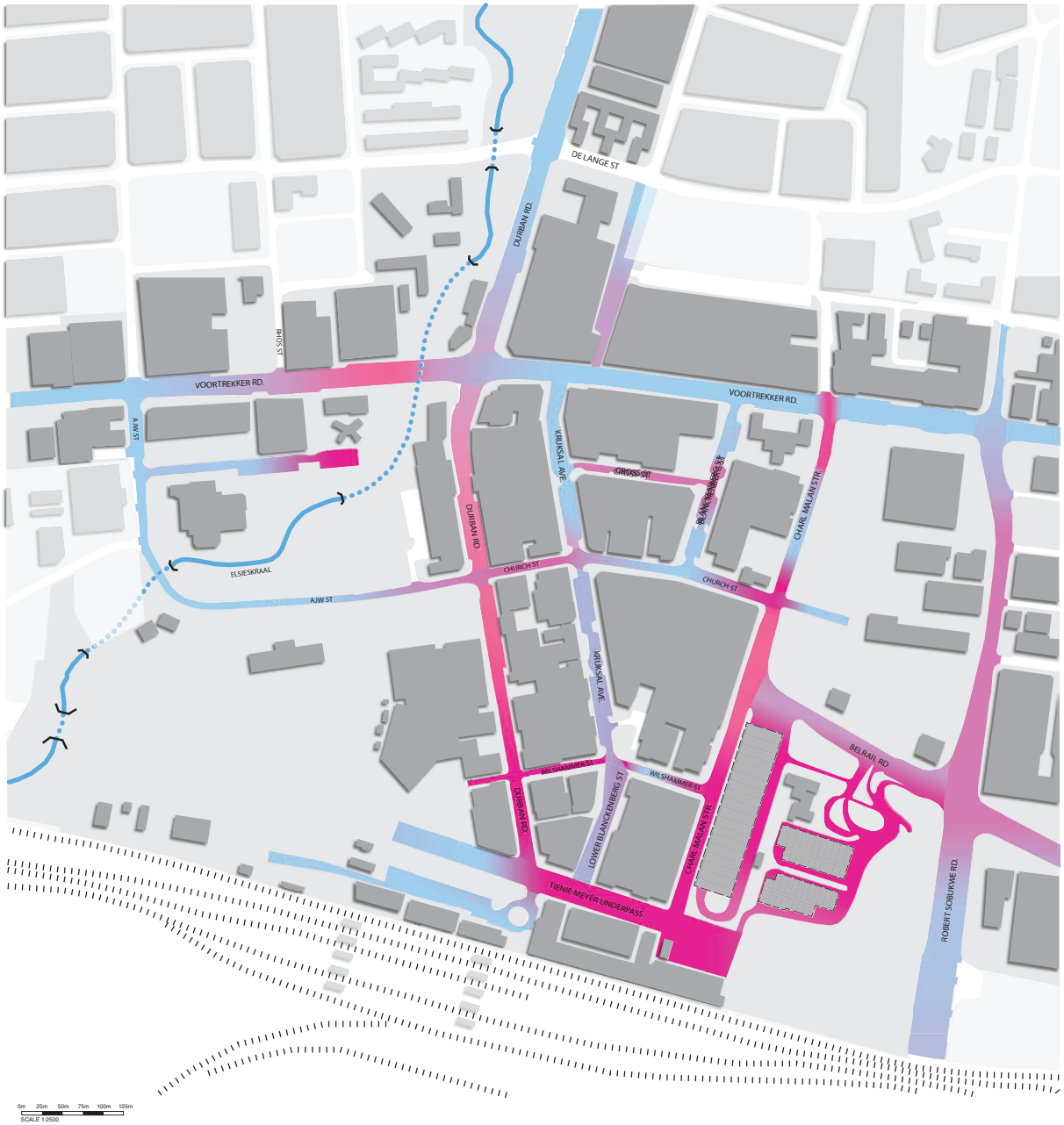
4.12.2 finishes & maintenance heatmap



GOOD

FAIR

POOR

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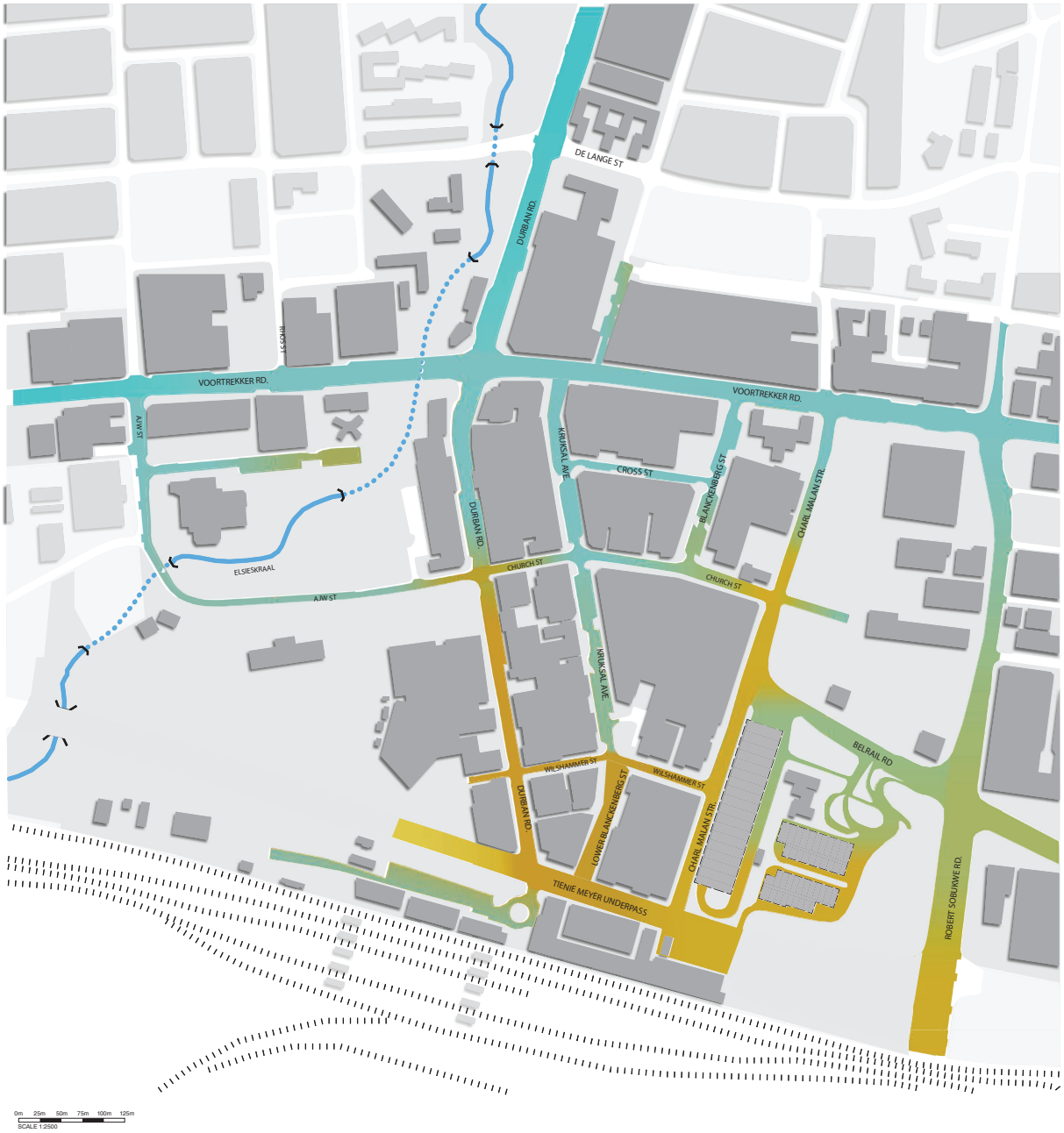
4.12.3 cleanliness heatmap



GOOD

FAIR

POOR

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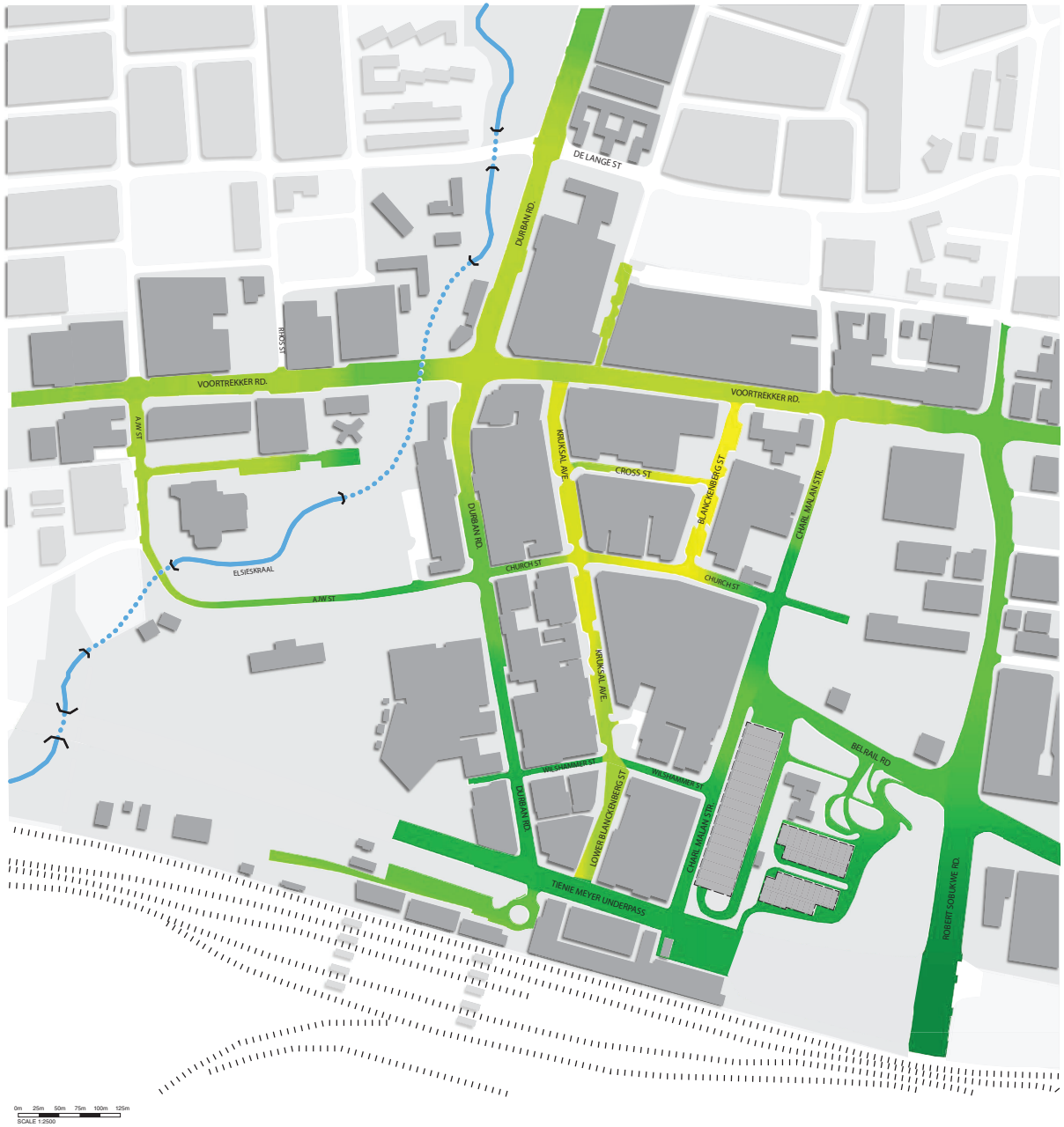
4.12.4 attractiveness heatmap



HIGH

LOW

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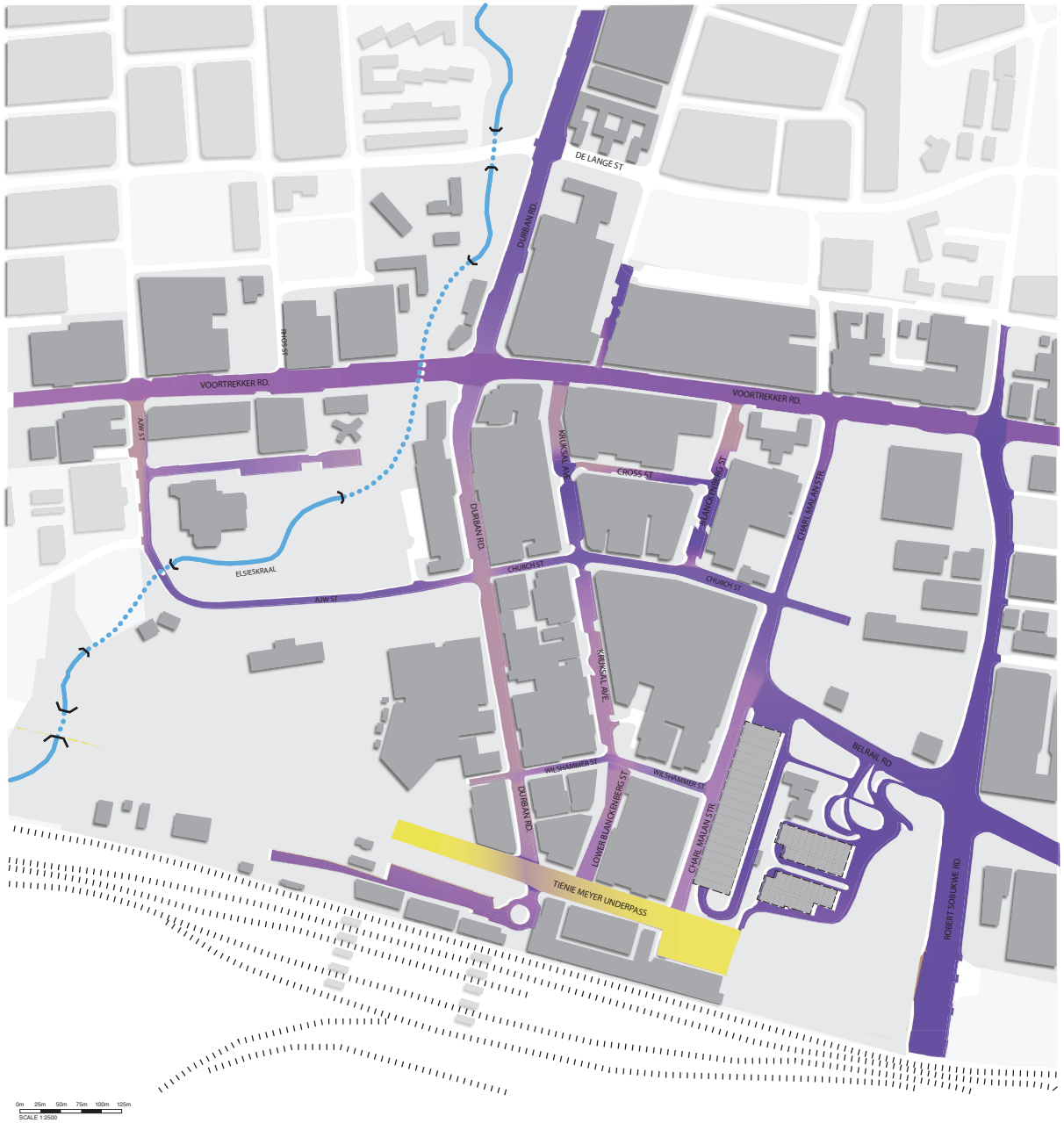
4.12.5 fit for purpose heatmap



GOOD

FAIR

POOR

4.12.6 summary analysis of public realm condition

FOCUS AREAS FOR INTERVENTIONS

HIGH
LOW

The spatial and programmatic concepts are derived as a response to the observations made during the analysis and review captured in the Stage 1 Report.

The level and intensity of the proposed interventions directly responds to the existing performance of the public realm as analysed and illustrated on the adjacent page.

The proposed projects identified in this report respond to the performance heat maps indicating the areas of activity, attractiveness, cleanliness, the state of finishes and maintenance, and whether an area is fit for its purpose.

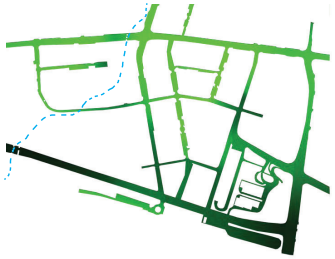
These projects are intended to be implemented in the short to medium term (5-10 years), to address the most pressing issues, and capitalise on opportunities to improve Bellville's public realm, thereby improving external user's perceptions of Bellville.

The guidelines for future projects proposed in the Stage 4 Report, will aim to ensure a successful public realm across the project study area in the medium to long term.

SITE ANALYSIS | HEAT MAPS

HIGH
LOW

ACTIVITY

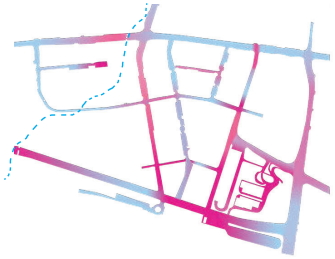


HIGH
LOW

ATTRACTIVENESS

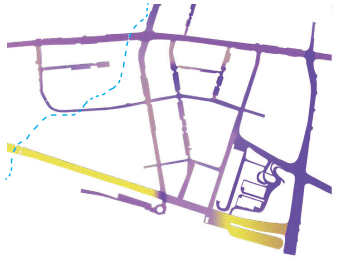
GOOD
FAIR
POOR

CLEANLINESS



GOOD
FAIR
POOR

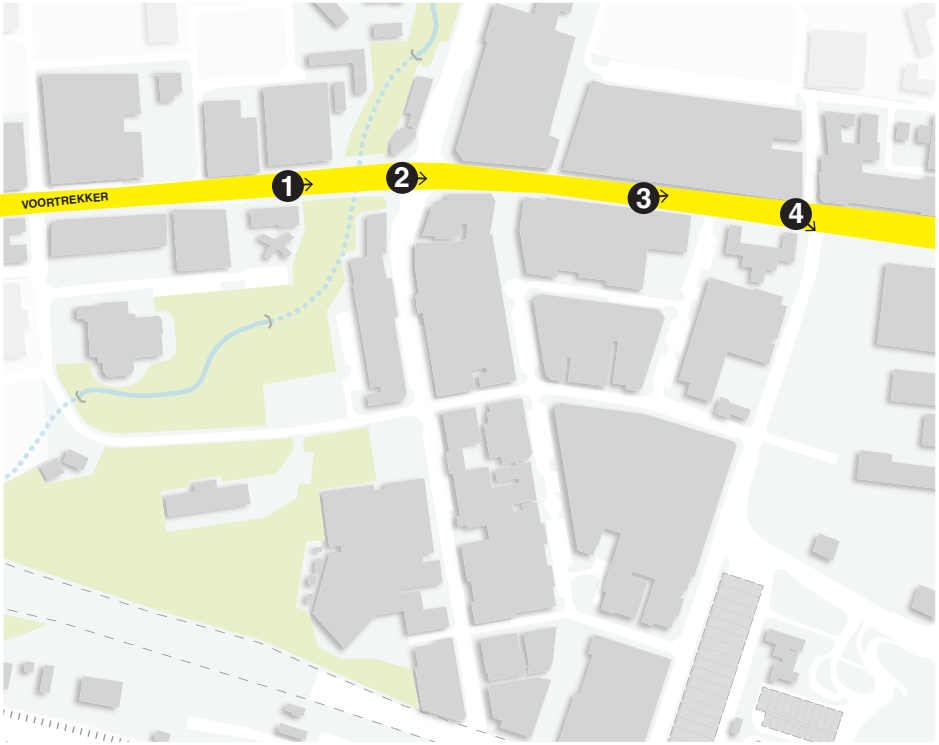
FINISHES & MAINTENANCE



GOOD
FAIR
POOR

FIT FOR PURPOSE

4.13.1 **streetscape analysis :** Voortrekker Road



Lack of way finding elements at important pedestrian & public transport link.

Vehicular traffic has preference at intersection resulting in unsafe and poorly demarcated crossings.

Not clearly defined and underwhelming entrance to Elizabeth Park. Fence creates hard and uninviting edge for pedestrians

Uncomfortable sidewalk due to lack of shade and streetscape elements (benches , bins, trees)

Blank building edges and fences result in wasted spaces despite busy pedestrian traffic. dangerous and unremarkable as a gateway' to the CBD

Vehicular traffic has preference at intersection resulting in unsafe and poorly demarcated crossings.

Blank building edges create dead zones despite relatively busy pedestrian traffic

STREET NAME	STREET TYPOLOGY	CLEANLINESS	ATTRACTIVENESS	FINISHES / MAINTAINANCE	FIT FOR PURPOSE	COHESIVENESS
VOORTREKKER	MOBILITY, ACTIVITY	●	●	●	●	●
		VERY GOOD	VERY GOOD	VERY GOOD	GOOD	EXCELLENT

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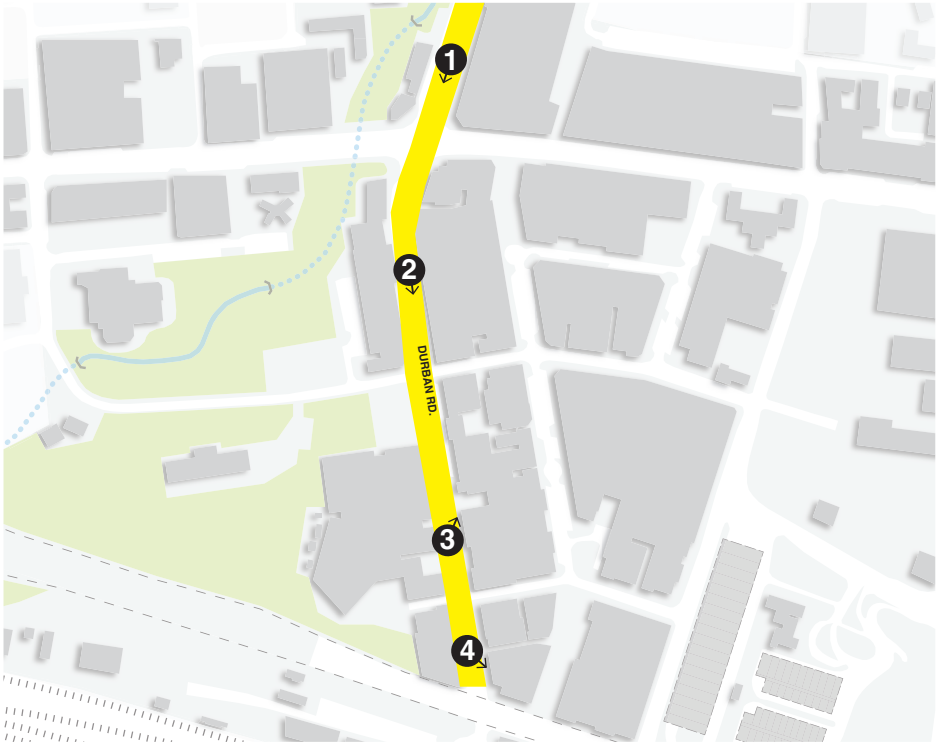
4.13.2 **streetscape analysis :** Durban Road



Large sidewalks underutilized Due to blank building edges

Uncomfortable sidewalk due to lack of shade and streetscape elements (benches , bins, trees)

Diagonal parking and service vehicles create uncomfortable & overcrowded sidewalk.

Feels disconnected from opposite sidewalk and unsafe to cross

Underwhelming thoroughfare / lane and lack of appropriate way finding elements.

Courtyard blocked off by service vehicles. Lack of streetscape elements and appropriate signage at a potential landmark area.

STREET NAME	STREET TYPOLOGY	CLEANLINESS	ATTRACTIVENESS	FINISHES / MAINTAINANCE	FIT FOR PURPOSE	COHESIVENESS
DURBAN ROAD	ACTIVITY, SERVICE	POOR	FAIR	POOR	FAIR	VERY GOOD

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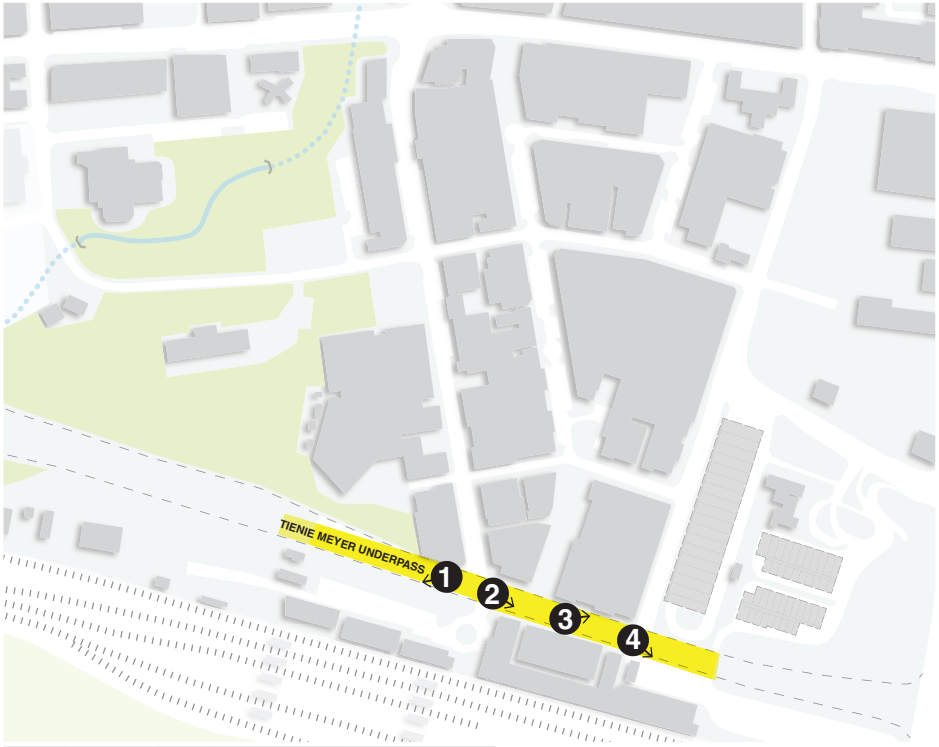
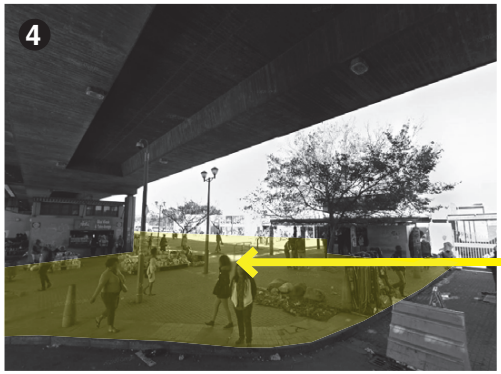
4.13.3 **streetscape analysis :** Tienie Meyer Underpass



Awkward zones between busy vehicular routes make it unsafe for pedestrians and lack appropriate streetscape and way finding elements. Lack of appropriate lighting.

Poorly demarcated crossings and walkways create chaotic and unsafe movement between vehicles and pedestrians.

Bellstar junction blank facade and fenced off sidewalk creates unsafe and undesirable spaces.



Open spaces and pedestrian routes blocked off and blurred by poorly defined edges and lack of way finding elements.

Inconsistent materials and streetscape elements fails to establish identity of urban environment

Service & parked vehicles disconnect active street edge from opposite edges and important landmarks.

Vendors forced to use areas of the street to set up markets due to overcrowded walkways & fenced off areas.

STREET NAME	STREET TYPOLOGY	CLEANLINESS	ATTRACTIVENESS	FINISHES / MAINTAINANCE	FIT FOR PURPOSE	COHESIVENESS
TIENIE MEYER UNDERPASS	SERVICE	POOR	POOR	POOR	POOR	FAIR

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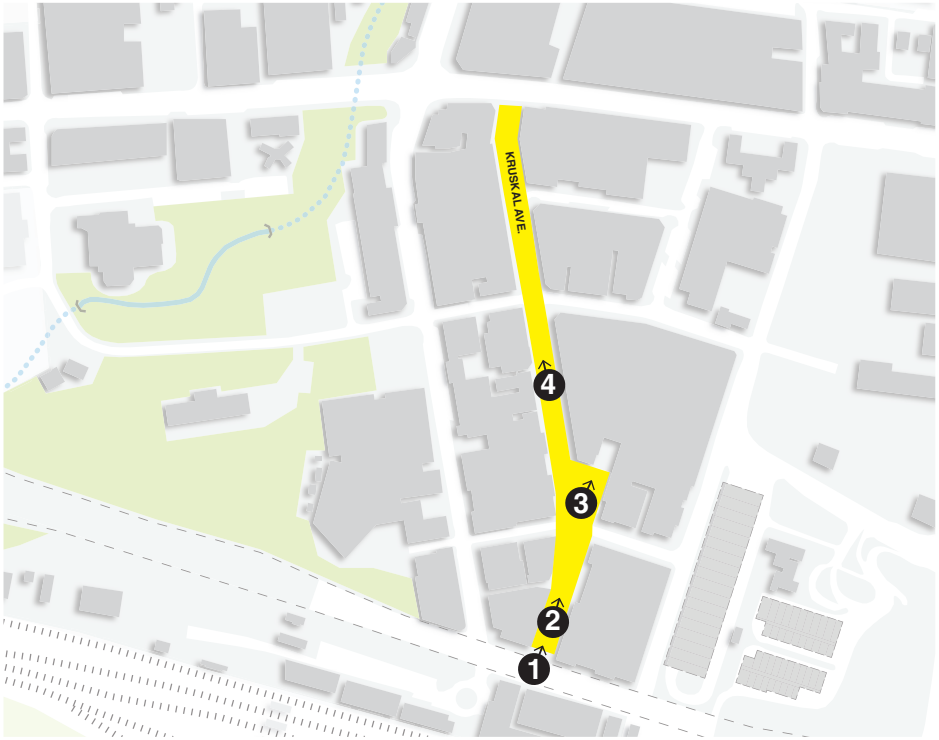
4.13.4 **streetscape analysis :** Kruskal Avenue



Cluttered and poorly structured market avenue inhibits connection to station.

Overcrowded market spaces create awkward pedestrian traffic making it unsafe.

Lack of variety in terms of goods for sale by vendors. Lack of display of local culture.

Service and parked vehicles create disconnection between opposite sidewalks and north - south ends of Kruskal NMT areas.

Lack of shading & streetscape / way finding elements.

Very underwhelming entrance to Middestad mall

Potential open spaces or squares feel blocked off and uncomfortable due to service areas and hard building edges.

Difficult for pedestrians to orientate themselves or navigate the spaces around them.

STREET NAME	STREET TYPOLOGY	CLEANLINESS	ATTRACTIVENESS	FINISHES / MAINTAINANCE	FIT FOR PURPOSE	COHESIVENESS
KRUSKAL	SERVICE , ACTIVITY , NMT	●	●	●	●	●
		VERY GOOD	VERY GOOD	VERY GOOD	GOOD	EXCELLENT

OUR FUTURE CITIES

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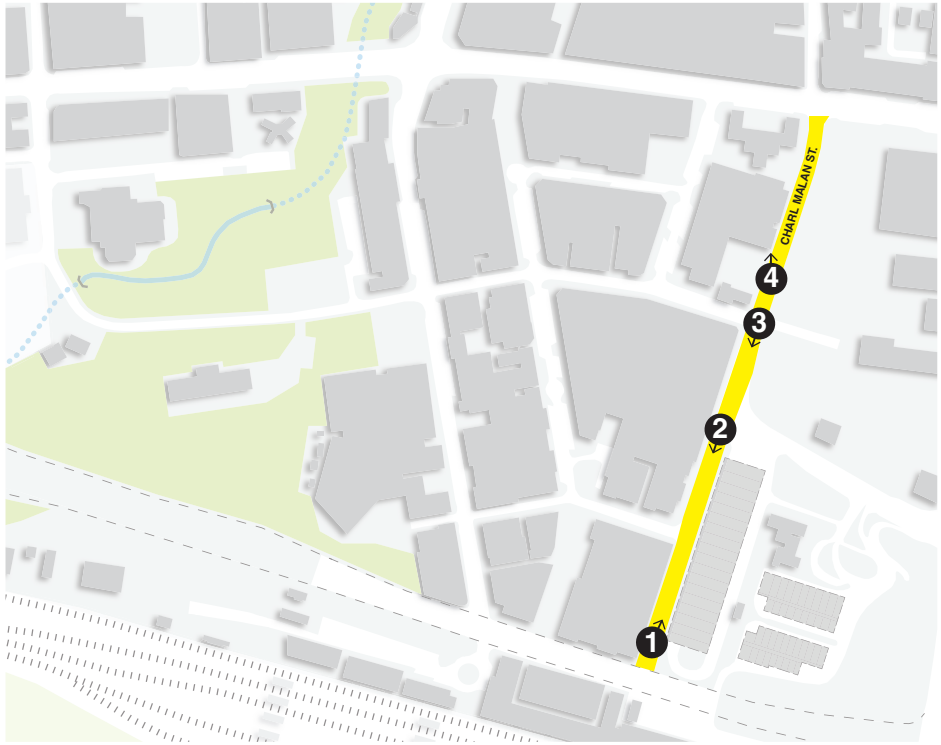
4.13.5 **streetscape analysis :** Charl Malan Street



Parked, service and informal taxi stops create chaotic edges on both sides.

Bus station sidewalk overcrowded with informal markets and lack of waiting space for commuters.

Disorganized and overcrowded market spaces against blank façades create awkward pedestrian traffic making it unsafe.

Illegal vendors fined daily due to lack of allocated market spaces near to commuter routes.

Random taxi stops disrupt vehicular and pedestrian traffic.

Empty and underutilized areas opposite parking lot used as dumping sites. almost no active street edges towards Voortrekker road

Inconsistent streetscape elements and materials fail to establish the identity of the urban environment.

Underwhelming entrance to Middestad mall with no way finding elements at major transport hubs.

extremely dangerous, unmanaged crossing leading to narrow pavements between crossing and PTI.

STREET NAME	STREET TYPOLOGY	CLEANLINESS	ATTRACTIVENESS	FINISHES / MAINTAINANCE	FIT FOR PURPOSE	COHESIVENESS
CHARL MALAN NORTH	MOBILITY					
CHARL MALAN SOUTH	ACTIVITY , SERVICE					

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4.14 **focus area for interventions |** overlay of constraints

The adjacent diagram identifies the constraints and fixes as determined by the Spatial Analysis in Section 3 of our Stage 1 Report.

These constraints are kept in mind throughout the Stage 2 to Stage 3 & 4 proposals, however the proposals are not limited to the constraints and opportunities captured, but also respond to observations and suggestions made by participants of the various core team and PMT meetings to date.

LEGEND:

- large areas of off street parking are disconnected and misuse of valuable land. insufficient on-street parking
- inefficient use of space ; overlapping uses, cluttered, repetitive (market stalls)
- chaotic taxi holding environment
- conflict between vehicles & pedestrians
- hostile vehicular networks & disconnected transport functions act as physical barriers
- dead-end street-scape environment and blank/fenced façades create impermeable, unsafe and poor-quality public realm
- perceived lack of urban management and safety (cctv, security)
- unpleasant pedestrian experience. unattractive and dirty public realm.
- missing street connections / links in the road network that leads to congestion in the CBD

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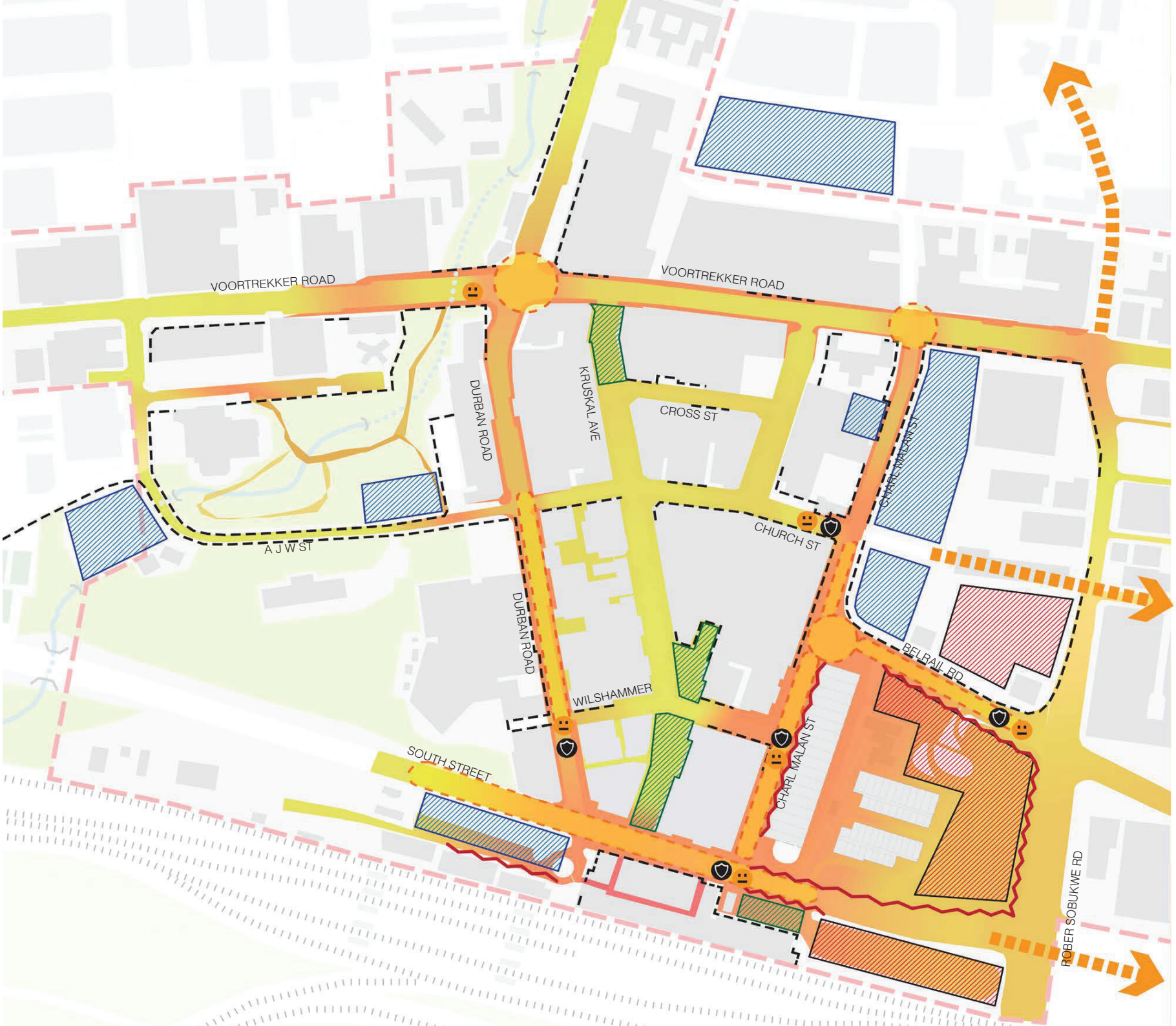

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4.15 **focus area for interventions |** overlay of opportunities

The adjacent diagram identifies the opportunities and fixes as determined by the Spatial Analysis in Section 3 of our Stage 1 Report.

These opportunities are kept in mind throughout the Stage 2 to Stage 3 & 4 proposals, however the proposals are not limited to the opportunities captured, but also respond to observations and suggestions made by participants of the various core team and PMT meetings to date.

LEGEND:

- large student population to generate activity and shop locally within the public realm
- Elizabeth park and Elsieskraal canal corridor is a major open space asset with potential to connect & integrate them with the CBD and improve permeability to key locations
- Cultural diversity and richness – recent immigrant communities introducing different cultural approaches and attitudes to clothing, food, religion, signage and representation, and public realm use.
- Co-existence of layers of retail activity, from informal and semi-formal traders, wholesalers, small scale street facing retailers, minor arcades, to commercial shopping centres; shops in front of shops
- Vibrant economic environment (activities), weekend shopping, shoppers come by train & taxi & bus
- Space available for development, from redevelopment of existing low rise areas, to vacant sites (or surface parking areas), to the major Belcon area to the south of the station
- Lack of significant redevelopment in recent times has left a legacy of mid- to late twentieth century buildings creating a distinct architectural character
- Plenty of on-street activity means natural surveillance, eyes on the street
- Street-scape upgrading to date has focused on centre of CBD – Kruskal, Blackenberg, Church and Cross Streets – and has already begun to deliver a pedestrian focused central CBD environment, this can be built on in future proposals
- There are schools close to the interchange, with children making use of train to go to school

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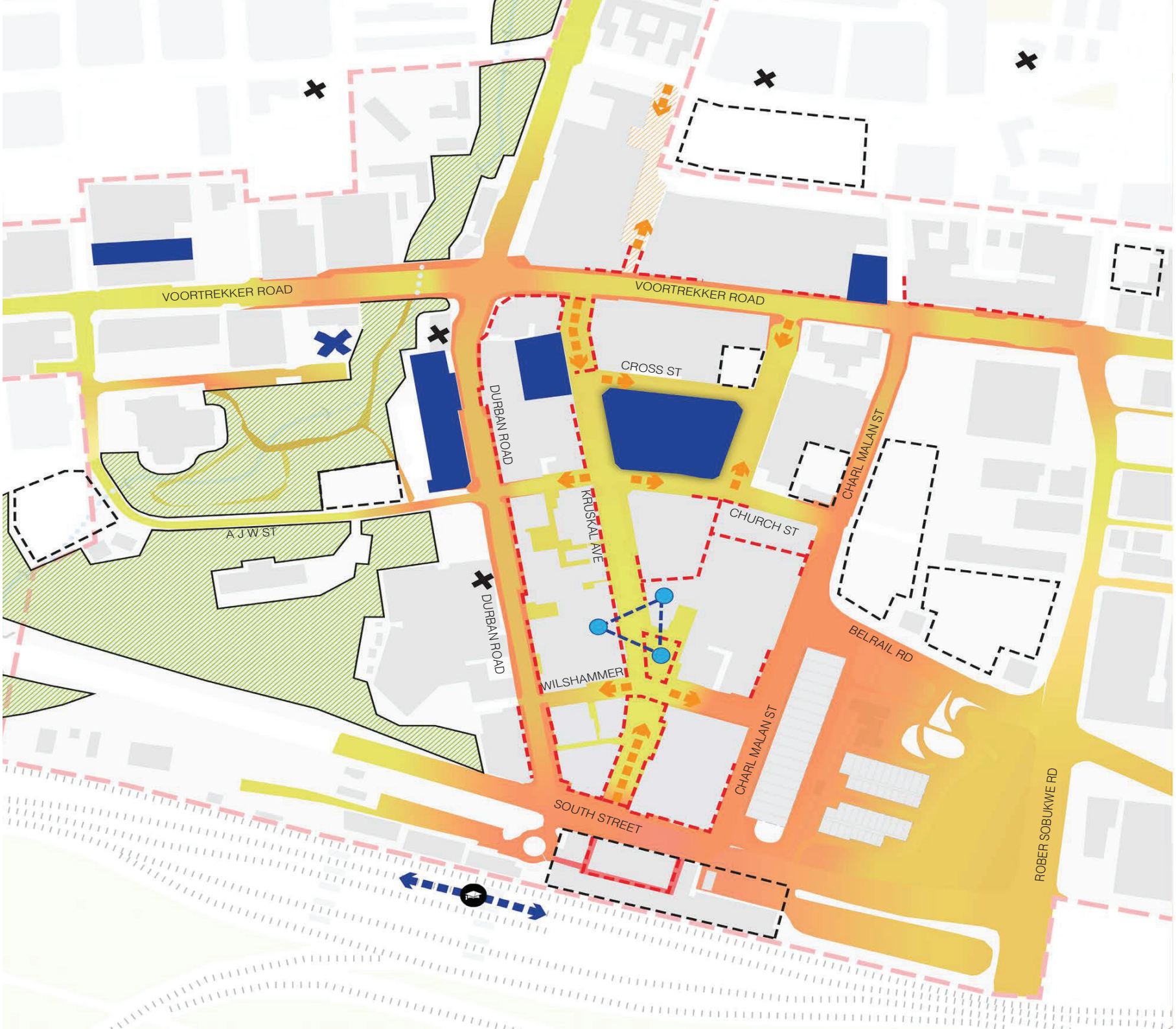

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5 | PUBLIC REALM STRUCTURE

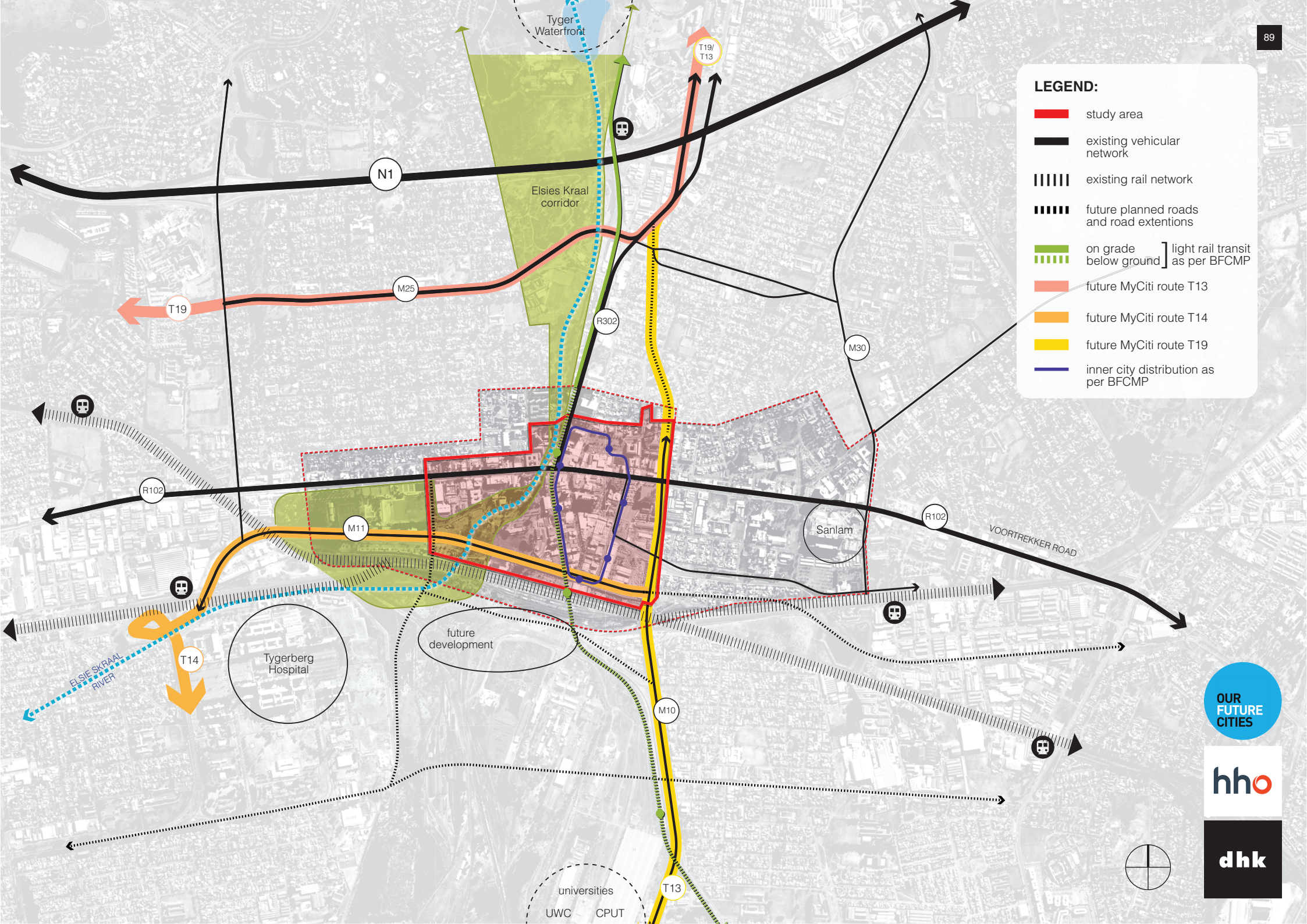
5.1 broader context | linkages + connections

The broader context linkages consider all future planned developments influencing the public realm strategy. The current known significant destinations associated to the broader context of Bellville are also considered. The future linkages, that are planned to be implemented from 2023-2032 include:

- future vehicular roads
- future light and heavy railway lines &
- future MyCiti bus routes and the inner city distribution route as per the BFCMP.

The Public realm strategy assumes continuous development and upgrades to the public transport facilities serving Bellville, as these facilities play a critical role in connecting Bellville to the wider city network, and also brings users from the wider area to Bellville CBD.

**Since the relocation of the Public Transport Intersection as proposed in the BFCMP will only be implemented in the longer term, upgrades and new facilities are proposed for the current Public Transport Intersection in the interim. To ensure that there is minimal abortive work and costs / expenditure; it is proposed that the bus terminus and taxi rank is re used as a dedicated market space in the future when the PTI moves to the location as proposed in the BFCMP.*



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5.2 public realm structure + components

5.2.1 catalytic nodes within the focus area

Activity nodes should be identified and enhanced across the project scope area to ensure a balanced sense of activation supporting the public realm. The existing key destinations stimulating active foot traffic and “eyes on the street” include:

1. The Taxi rank
2. The Golden Arrow Bus Terminal
3. The Train Station
4. The Middestad Mall
5. The Bellville Department of Home Affairs
6. Bellville’s Magistrate Court
7. The Bellville Fruit & Veg Market and
8. Bellville’s Public Library

The first four catalytic nodes are the four major nodes, while the other four are minor nodes.

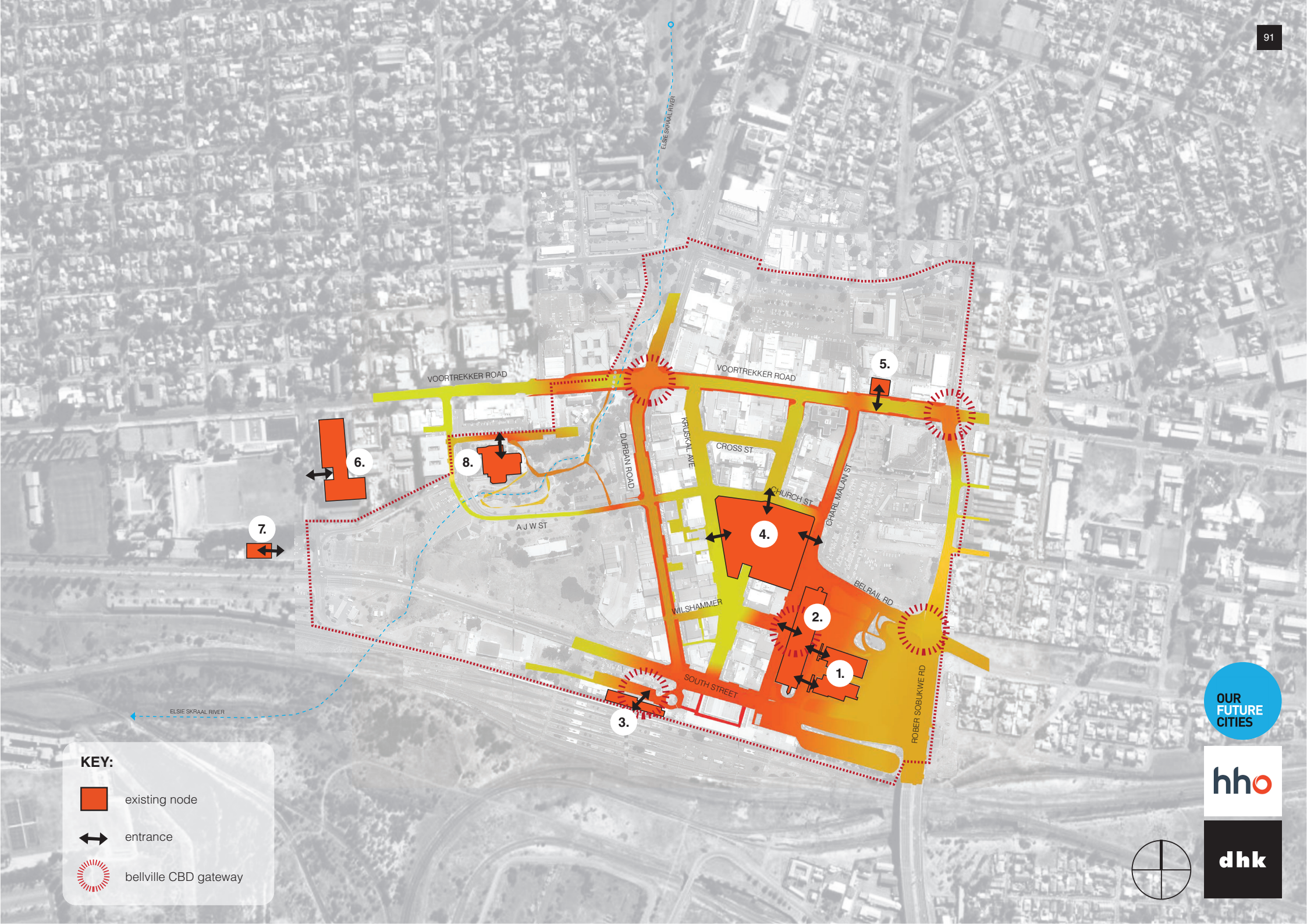
The major nodes are clustered in the southeast of the Bellville CBD, and correspond to the areas identified in the condition study on having the highest activity and poorest condition. These nodes are the focus for primary public realm interventions.

The minor nodes are more peripheral, but offer opportunities for local catalytic interventions in their locations.

aim | to change the perception of bellville and improve the qualitative daily experience

method | 1. capitalise on existing nodes and gateways

2. develop public realm interventions which respond to the analysis; namely, existing quality, existing activity level and opportunities and constraints


ELSIE SKRAAL RIVER
VOORTREKKER ROAD
VOORTREKKER ROAD
DURBAN ROAD
KRUISKAL AVE
CROSS ST
CHURCH ST
CHARL MALAN ST
A J W ST
WILSHAMMER
BELRAIL RD
SOUTH STREET
ROBER SOBUKWE RD
ELSIE SKRAAL RIVER
1.
2.
3.
4.
5.
6.
7.
8.
KEY:
existing node
entrance
bellville CBD gateway
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5.2 public realm structure + components

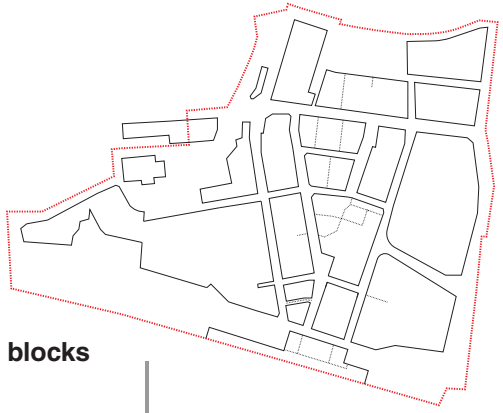
5.2.2 linkages + connections

Permeability is seen as a positive attribute of many pedestrian friendly, active and vibrant cities. Permeability refers to the extent to which urban form promotes choice of movement throughout areas.

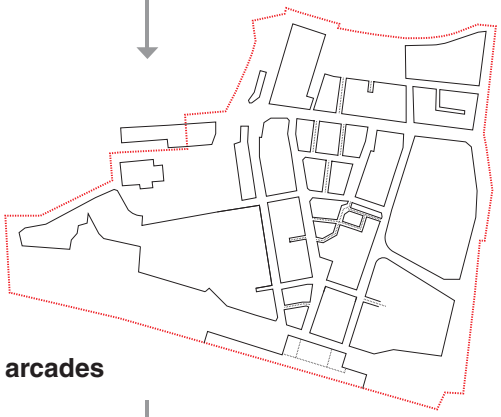
The central CBD area is successful in the way that arcades provide pedestrian linkages through urban blocks.

The spatial + programmatic concepts in this report aim to extend this typology by providing additional mid-block connections and linkages in the north-south and east-west directions. These connections will improve legibility within the area by increasing permeability and creating smaller city blocks.

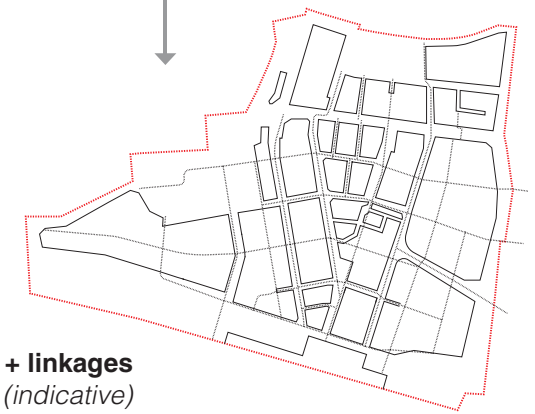
Furthermore, the proposals seek to expand the existing street grid by introducing extensions to the existing streets, thereby increasing connections into the surrounding area.



existing blocks



existing blocks + arcades



proposed extended connections + linkages
(indicative)

ELSIE SKRAAL RIVER
VOORTREKKER ROAD
VOORTREKKER ROAD
DURBAN
KRUSKAL A
CROSS
A J W ST
CHURCH ST
ROAD
MALAN ST
CHARL
BELRAIL RD
WILSHAMMER
SOUTH STREET
ROBER SOBUKWE RD
ELSIE SKRAAL RIVER
KEY:
study area
existing movement network
proposed movement network
development edges
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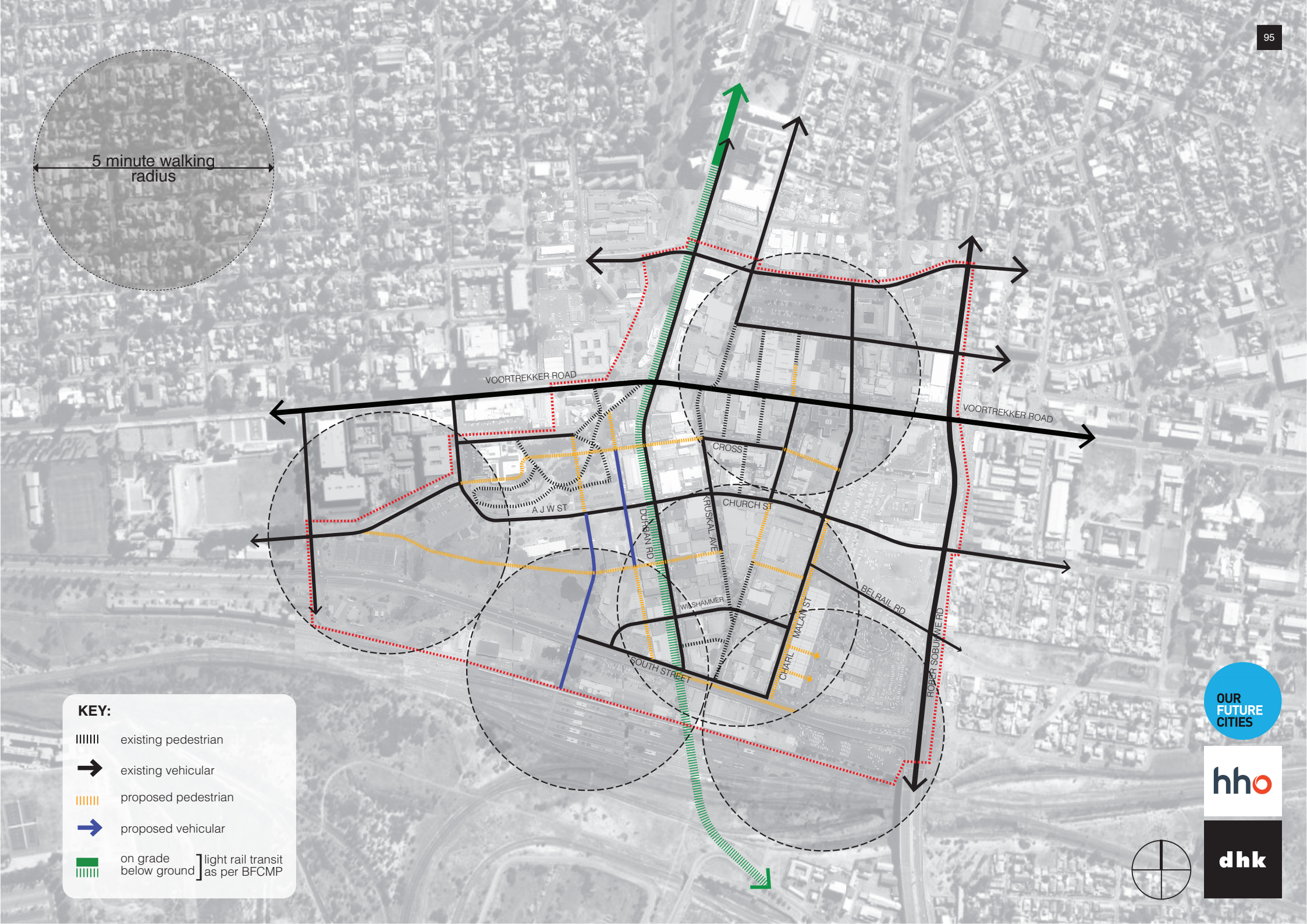
5.2 public realm structure + components

5.2.3 connections typologies

Further to the above illustrations of improving connectivity through new movement networks, the illustration on the opposite page suggests new routes of movement through the existing fabric to better support the public spaces.

The various connection typologies define different street types. The streets themselves form the majority of public space in the study area (as they do generally in townscape) and the shaping of the street scape is critical to the success of the Bellville public Realm Strategy.



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5.2 public realm structure + components

5.2.4 spaces + places

Apart from the street space itself, there is a lack of usable public space within the Bellville CBD.

The diagram on the adjacent page suggests a series of public squares, piazzas and parks at key locations within the study area. Some of these already exist, but this study proposes to extend and define these to ensure a continuous, legible and coherent public realm network.

The proposed public spaces respond to existing activity nodes and movement networks to define a hierarchy of public spaces that includes:

- retail piazza: pedestrian only spaces supporting surrounding retail activity
- public squares: in which space is shared between vehicles and pedestrians, but with a pedestrian priority over certain areas or at certain times
- parks: local green space with pedestrian and non-motorised access
- multi purpose parking lots: identified parking lots are enabled to house alternative programmes and events

Uses & Activities: The aim of the public realm strategy is to achieve a balanced public realm network that offers the maximum opportunities to attract a variety of users and uses to Bellville CBD, ensuring a rich and vibrant environment where public spaces improve the overall living experience and perceptions of Bellville.

The following activities / functions / associations are typically related to different typologies of public spaces:

- safety
- leisure
- social gatherings
- silence / calm environment
- nature / wonder
- physical exercise / movement / transport
- outdoor sports / competition / events
- children's play / wonder
- dog walking or play
- art experience
- resting / respite
- reading or learning
- entertainment / events
- consumption / trading / exchange

Public spaces can have varying degrees of these characteristics. In some cases one space offers all the above, in others only a limited few.

Edge Conditions: A successful public realm also depends on the edge conditions, which should be well defined, visually permeable and active as far as possible. This applies to building façades, park edges, parking lot edges, service yard edges and erf boundary walls and fences as conditions that face the public realm and affect the quality of the experience it offers. Where these edges offer a physical and or visible connection between the street and the activity within, they offer a richer and safer urban experience. Active management and policing of the public realm can be reduced where there is visible activity.

Where streets have the same zoning restrictions, they often tend to create similar responses. Where possible the aim should be to achieve homogeneous street walls through consistent street edges fronting the street.

Traffic tends to move slower to observe activities either on sidewalks, within arcades or activities taking place within buildings.

Where buildings turn activities inwards and façades allow no visual connection to by-passers, traffic tends to move faster, security is reduced, and the urban experience is compromised.

VOORTREKKER ROAD
VOORTREKKER ROAD
CROSS
DURBAN ROAD
KRUSKAL AVE
CHURCH ST
A J W ST
WILSHAMMER
MALAN ST
CHAPEL
BELRAIL RD
ROBER SOBUKWE RD
SOUTH STREET
ELSIE SKRAAL RIVER
KEY:
retail piazza + pedestrianised streets
public square
park
parking_multi purpose
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5.2 public realm structure + components

5.2.5 public realm overall vision

The public realm includes all areas of space within a city that are intended for public use. There are many different types of public space, which can be distinguished from one another in terms of their function and scale. The public spaces within Bellville CBD can be categorised into 7 different generic typologies, which are:

- Major Streets
- Service Streets
- Pedestrian Streets
- Pedestrian Priority Streets
- Retail Piazza
- Squares
- Urban Parks
- Multi-Purpose Parking Lots

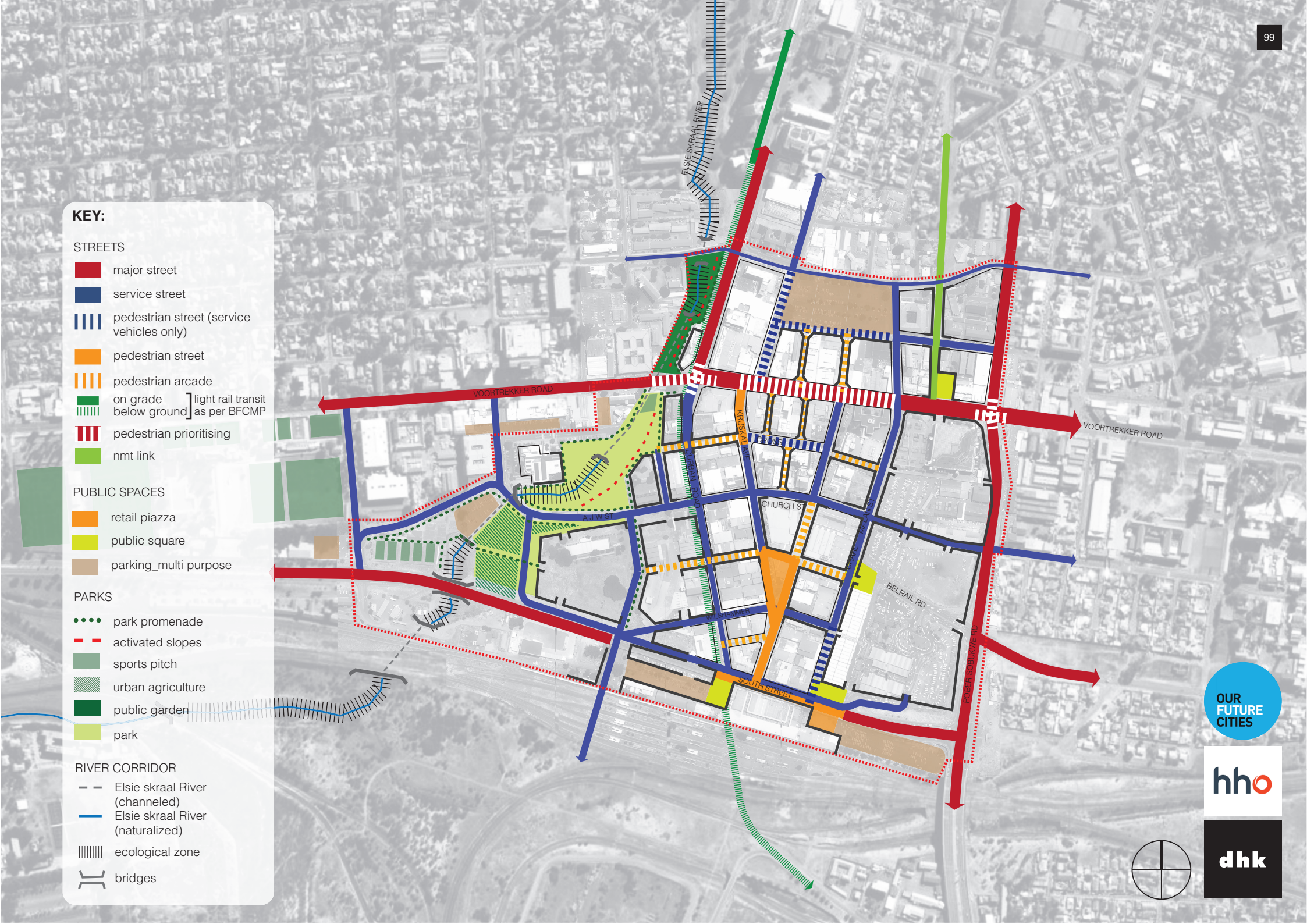
It is important to note that all spaces are multifunctional, although different spaces emphasise different uses. In corridor spaces the emphasis is on movement, with some emphasising pedestrian movement and others vehicular movement. Even where corridor spaces accommodate strategic vehicular movement, e.g. major streets, they are nevertheless considered as vital public space components, and not simply as traffic corridors.

Public spaces function better when they are tied together as a network, rather than functioning as isolated entities.

"As cities grow upward, inward, and outward to serve changing populations, it is critical to consider the many players and processes that shape streets. Our streets are integrally tied to other urban systems and designing them well offers multiple benefits to cities and their residents."

(GLOBAL STREET DESIGN GUIDE, 2016: 3)

* note: only streets that affect the ground floor condition are shown, the Tienie Meyer overpass is not shown, but rather South Street below.


KEY:
STREETS
major street
service street
pedestrian street (service vehicles only)
pedestrian street
pedestrian arcade
on grade
below ground
light rail transit as per BFCMP
pedestrian prioritising
nmt link
PUBLIC SPACES
retail piazza
public square
parking_multi purpose
PARKS
park promenade
activated slopes
sports pitch
urban agriculture
public garden
park
RIVER CORRIDOR
Elsie skraal River (channeled)
Elsie skraal River (naturalized)
ecological zone
bridges
ELSIE SKRAAL RIVER
VOORTREKKER ROAD
VOORTREKKER ROAD
KRUSKAL AVE
CROSS
DURBAN ROAD
CHURCH ST
A J W ST
BELRAIL RD
WILSHAMMER
SOUTH STREET
ROBER SOBUKWE RD
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hho
dhk

5.2 public realm structure + components

5.2.6 activations + events

The Public Realm Strategy aims to provide diverse experiences within the study area. Human activities occurring in public open spaces contribute to a richer experience. The aim is to enable events that occur both during the day and evening, where appropriate.

By planning for events to take place in certain spaces, the spaces need to be upgraded to enable them. Comfort is key to the success of space use and should be considered carefully with each event and associative space.

Furthermore events enhance street life, strengthen social networks, improve the efficiency of space use and enable vital, fun, active, diverse, safe and interactive moments between people. The proposed events are grouped under the following typologies:

- Sports / Activities
- Cultural
- Recreational
- Commercial
- Festive
- Social &
- Entertainment

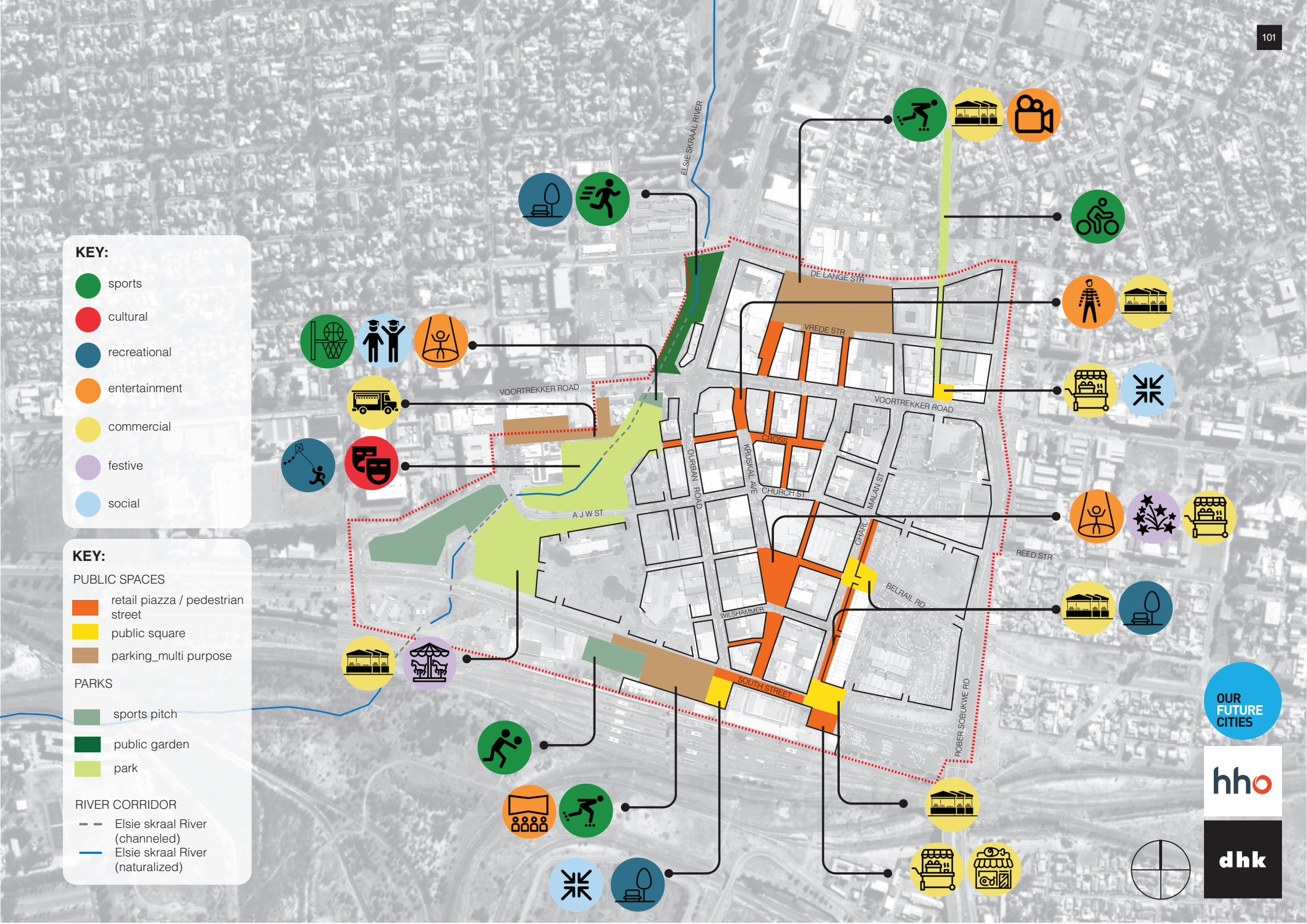
The following interventions proposed by *Better Bellville Together* are in planning processes soon to be implemented and include the following actions:

Public Realm Improvements:

- New lighting (attached to building façades)
- New lighting (tree canopies)
- New murals
- New / Upgrading Gardens

Events:

The Elizabeth Park amphitheatre is planned to be used every 6 months facilitated by the *Friends of Elizabeth Park Association.*


KEY:
sports
cultural
recreational
entertainment
commercial
festive
social
KEY:
PUBLIC SPACES
retail piazza / pedestrian street
public square
parking_multi purpose
PARKS
sports pitch
public garden
park
RIVER CORRIDOR
Elsie skraal River (channeled)
Elsie skraal River (naturalized)
ELSIE SKRAAL RIVER
DE LANGE STR
VREDE STR
VOORTREKKER ROAD
VOORTREKKER ROAD
CROSS
DURBAN ROAD
KRUSKAL AVE
CHURCH ST
MALAN ST
A J W ST
CHARL
REED STR
BELRAIL RD
WILSHAMMER
SOUTH STREET
ROBER SOBUKWE RD
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5.2 public realm structure + components

5.2.7 medium term public realm interventions

The medium term public realm strategy concept plan is shown on the adjacent page as an overlay on the existing condition.

For the medium term, the public realm strategy focuses on delivering improvements to the public realm in the core CBD area, both to achieve maximum impact and to minimise abortive work in areas that are proposed for large scale redevelopment through the BFCMP.

The medium term strategy therefore focuses on improving the southern and central areas , while avoiding the northern, eastern and western precincts.

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5.2 public realm structure + components

5.2.8 long term proposed public realm

The long term public realm strategy concept plan is shown on the adjacent page as an overlay on the BFCMP (Bellville Future City Masterplan).

The public realm strategy dovetails with the BFCMP and incorporates the key structure and principles, while proposing various alternatives at the detail level to deal with current / medium term challenges and opportunities and allow for a phased approach to implementation.

Western Precinct alternatives:

1. A service alley to proposed developments to reduce congested Durban road with loading and distribution activities.

2. Pedestrian arcades across long urban blocks to increase access to Elizabeth Park / the Elsie skraal river corridor.

3. Building footprints are proposed to support edges to public spaces and avoid large undefined green space.

4. Re-purposing of existing buildings with unique characteristics rather than demolition.

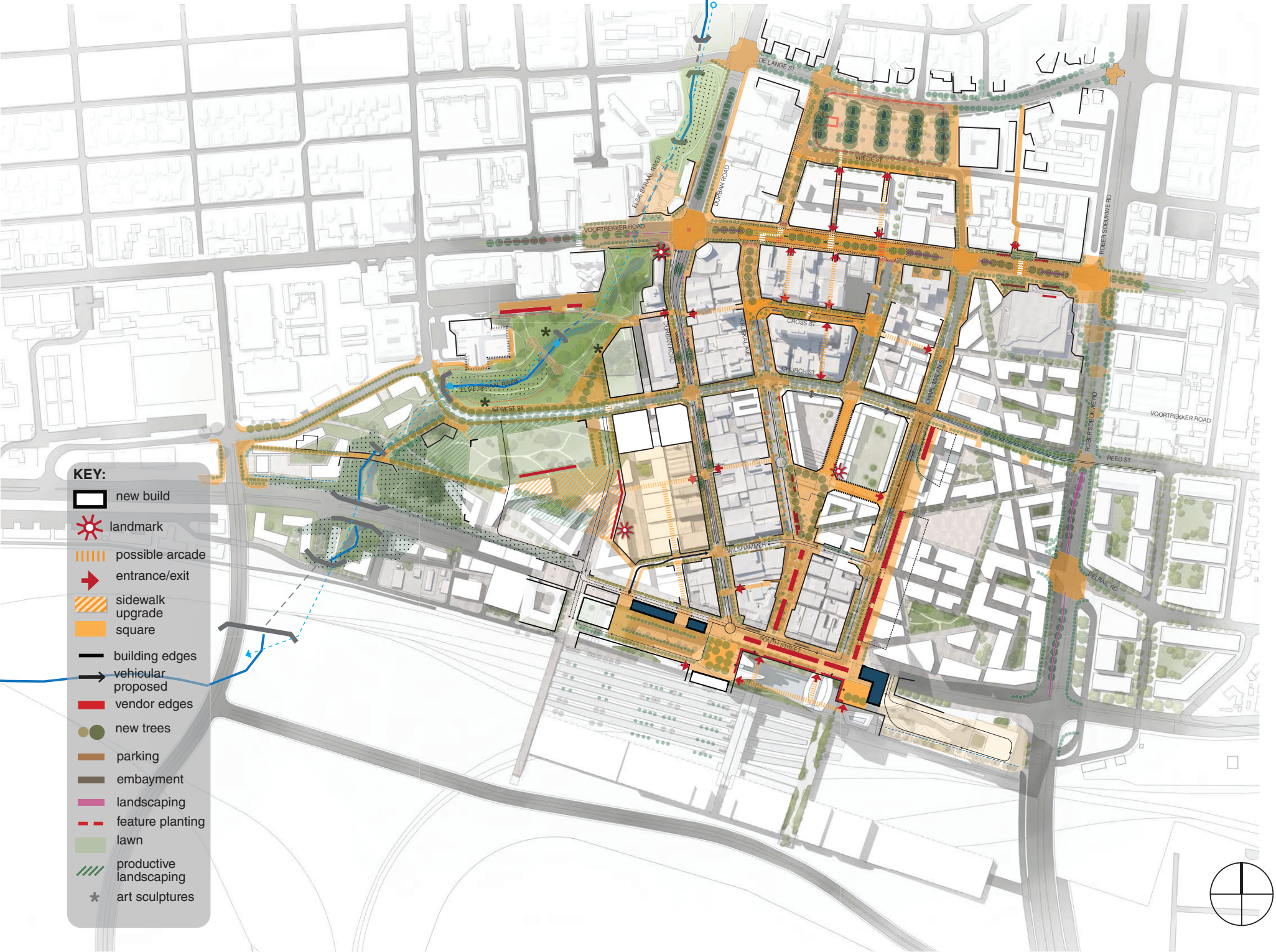
Eastern Precinct alternatives:

5. Conversion of the existing Bus Terminus building to a civic market

Northern Precinct alternatives:

6. Re-purposing of he parking lot between De lange and Vrede streets as a multi-purpose space accommodating other uses as well as parking

7. Alignment of north south pedestrian links from Voortrekker Road towards De Lange to respond to existing opportunities rather than requiring the demolition of entire buildings.



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6 | DELIVERY APPROACH

6.1. introduction

Further to the spatial guidelines and principles communicated in the Stage 2 Report, the public realm strategy aims to support the **economic development** potentials and activations associated to Bellville, these include:

- Retail / Trade
- Government, National, Provincial and Local
- Tertiary Institutions (Housing) &
- Arts and making

All efforts and initiatives rely heavily on successful **area management systems**. It has come to our attention that these management plans require a critical reviewing process in order to improve the way we move forward in creating and sustaining spaces. The following management structures apply:

- Security
- Cleanliness
- Maintenance
- Parking &
- Traffic

In addition to the spatial planning and management structures, initiatives and interventions rely on support by **planning and promotion systems** listed here:

- Marketing
- Business plans / strategies
- Spatial Planing
- Development Planning &
- the Bellville Future City Master Plan

Current ongoing efforts and initiatives associated to the **improvements of the Public Realm** include the following:

- Spatial Upgrades: dhk, ofc & hho
- Lighting and other: Alex Jongens (Better Bellville Together)
- Public Arts: Baz Art
- “Informal” Trading: AED
- Events: Greater Tygerberg Partnership

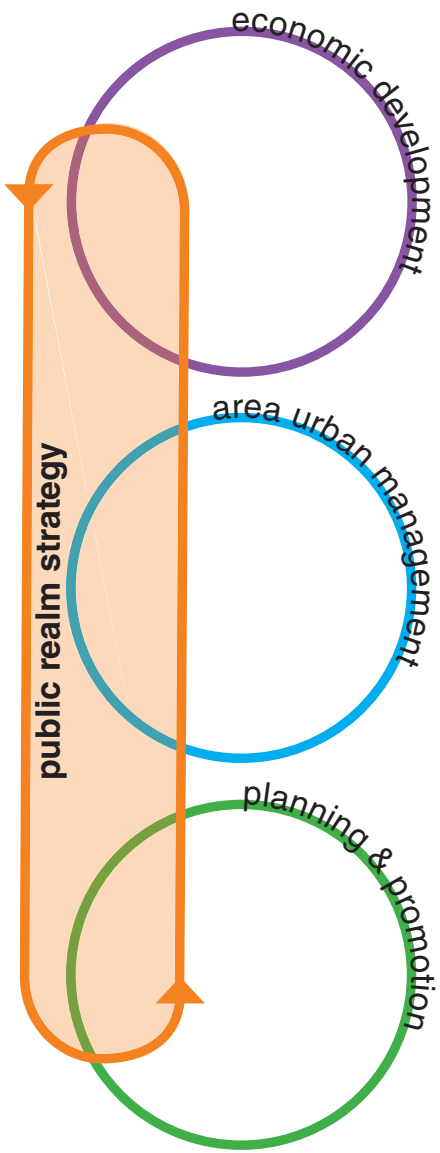
A **temporary space making strategy** is proposed to test the bare necessities required to improve the spatial experience of the identified project areas.

“Street experiments are “intentional, temporary changes of the street use, regulation and/or form, aimed at exploring systemic change in urban mobility” (Bertolini, 2020, p. 735)

Temporary work as a precursor to major project implementation allows studies to be conducted through testing. The studies should measure performace of identified aspects before and during the temporary installation to assess the successes and failures of the tested scenario. Testing examples include: positive use of space, business growth and traffic flow.

During a street experiment, different urban actors together implement a “try-out” intervention, giving the street a new and potentially radical set-up that offers more space to soft, active mobility and a healthy and liveable public realm. In short: moving away from “streets for traffic” and towards “streets for people”. Street experiments differ fundamentally from permanent and predetermined interventions. Crucially, by being temporary and reversible they allow the exploration of solutions where there is still uncertainty or not enough consensus, about what could work or not, and why. (https://streetexperiments.com/)

This method stimulates behavioural change as the main informant to more permanent upgrades. This approach to public space upgrades has been implemented all over the world with references and guidelines available at streetexperiments.com.



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6.2 temporary space making

aim

- inviting **access** (physical / visual)
- **utility** function (variety of use)
- sense of **safety** / security
- space for **comfort** (sense of autonomy to adjust the space to users needs)
- meaningful **engagement** (chance for passive observation, active engagement with other users)

design aspects

- improve access - pedestrians, cyclists, traders, children & elderly
- achieve comfortable space to allow engagement
- introduce public space elements that can be easily incorporated
- engage different usage for age groups / user groups
- resolve existing uses that would be implicated (study)
- identify materials to use to keep the intervention sustainable

temporary space making tools

vehicular access control

! wow factor !

temporary road closure by means of bollards / planters etc.

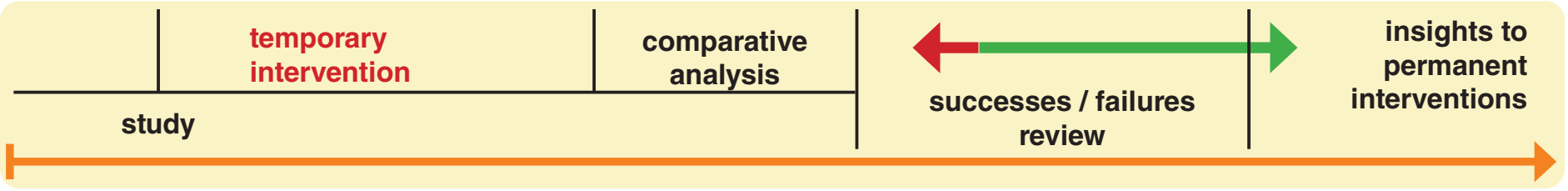
pedestrian zone demarcated with paint

utility function (children play, events and other)

trade / markets zone

comfort (seating, shade, flowers / greenery)

lighting (security / night use)



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6.3 phasing

The purpose of this document is to provide a comprehensive implementation strategy for the various projects identified in Bellville's Public Realm Strategy. The document serves as a platform to facilitate discussions with the relevant asset owning departments, supporting stakeholders, and affected stakeholders to ensure that their concerns and needs are considered in the planning process.

The implementation plan outlines specific project actions to improve the public realm and includes the purpose of each action, its priority in relation to other listed projects, and the anticipated impact on Bellville's public realm.

Additionally, the document identifies pre-delivery processes to be conducted to assist the relevant departments in efficiently managing each project and avoiding potential challenges or delays. Other key aspects listed for support include the project type, ease of implementation, the time required for implementation, and high-level cost estimates.

The implementation strategy has two sections:

The first section relates to projects identified to be realised in the short term to medium term, and the second section, to the long term projects.

The first section also includes the temporary project proposals to test the radical changes associated to the city strategic projects.

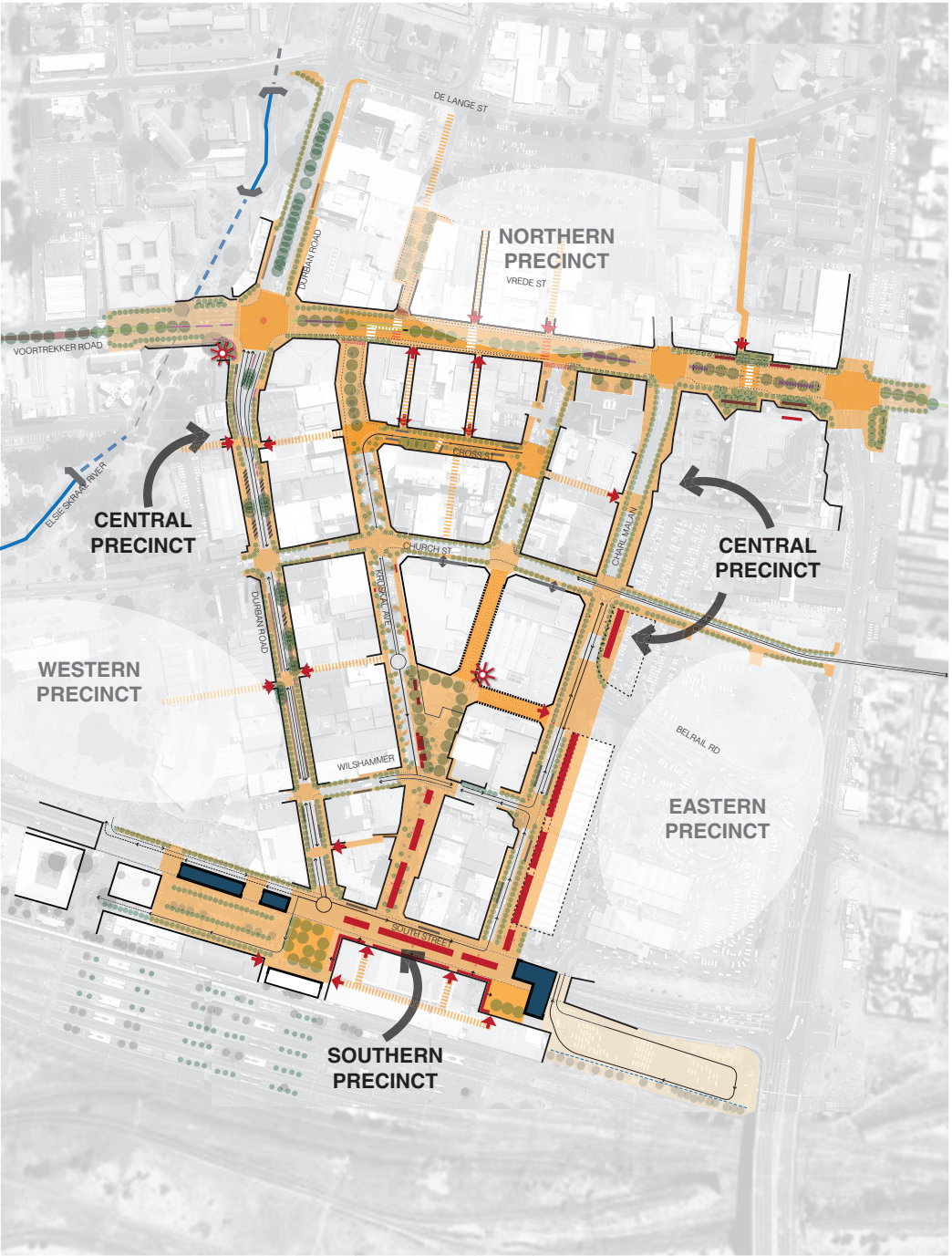
The projects and interventions are derived as a response to the observations made during the analysis and review captured in the Stage 1 Report. The level and intensity of the proposed interventions directly respond to the existing performance of the public realm as analysed and illustrated in our Stage 2 Report. The proposed projects respond to the performance heat maps indicating the areas of activity, attractiveness, cleanliness, the state of finishes and maintenance, and whether an area is fit for its purpose.

The longer term complementary projects, will aim to ensure a successful public realm across the project study area. The initial 1-5 years of the framework addresses the most pressing issues and opportunities to improve Bellville's public realm and through that aims to improve perceptions of Bellville.

The first drawing shown illustrates the proposed temporary projects on an overlay of the existing conditions, the second drawing illustrates the permanent proposed projects over the existing conditions overlay, while the third drawing illustrates the permanent proposed public realm upgrades on an overlay of the Bellville Future City Masterplan.

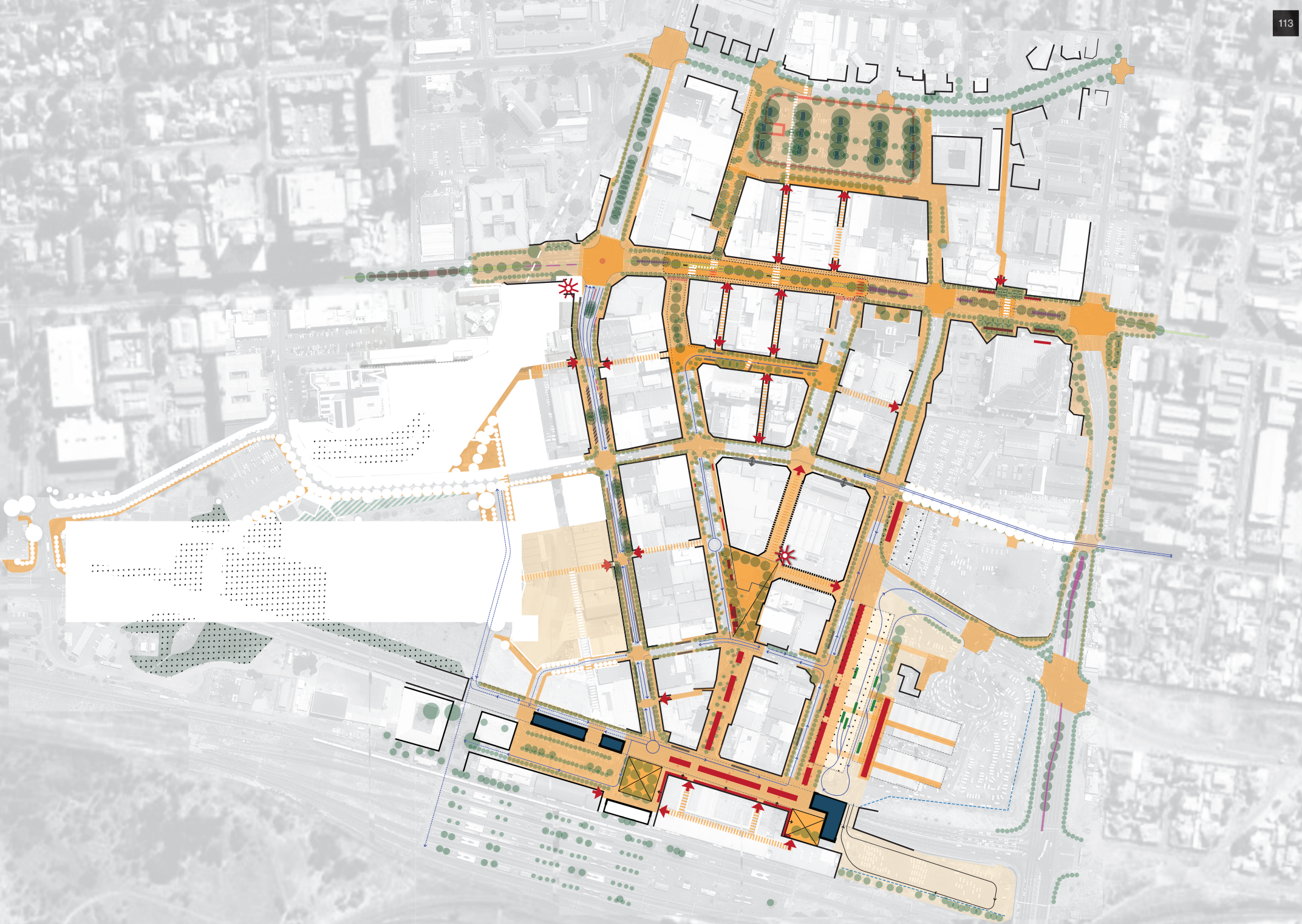
temporary intervention

short - medium term projects



long term projects

6.4 long term public realm vision

The long term public realm strategy concept vision plan is shown on the adjacent page as an overlay on the current conditions (aerial photograph). This plan illustrates the potentials across the entire study area to achieving a more successful public realm.

The delivery and implementation plan as per the Stage 3 Report further elaborates on the approach towards delivering and developing the projects.