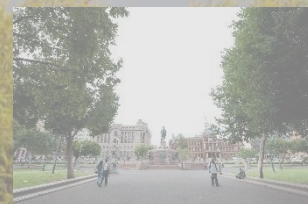


# Tshwane Inner City Revitalisation

## Future of the City Centre

**Dennis Madumo, Pr. Pln**

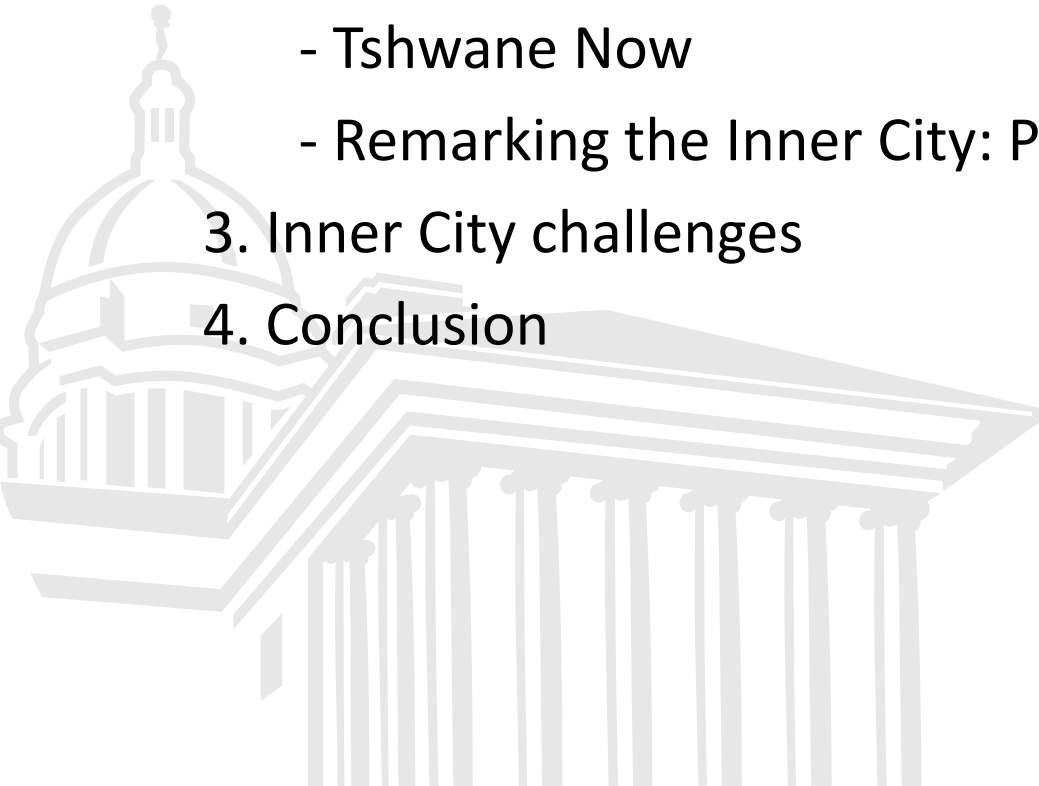
Economic Development and Spatial Planning Department  
012 358 1529 | [dennisma@tshwane.gov.za](mailto:dennisma@tshwane.gov.za)





# Content

1. Background
2. Tshwane Inner City Revitalisation
  - Tshwane Now
  - Remarking the Inner City: Precinct Plan
3. Inner City challenges
4. Conclusion





# Background



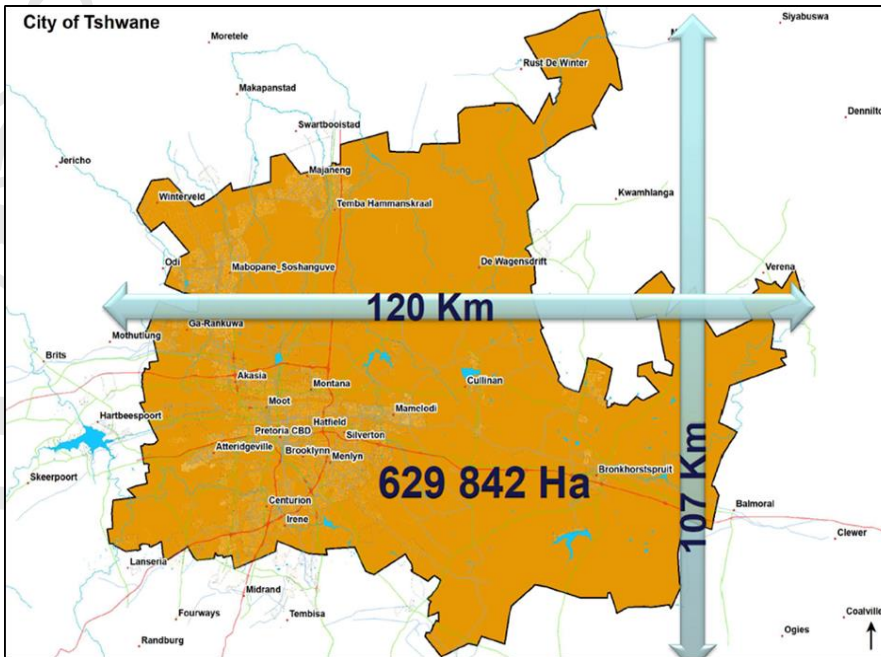
# Did you know?

The City of Tshwane is the **3<sup>rd</sup>** largest municipality in the world

**6298 km<sup>2</sup>**

**Total Land Area**

The City of Tshwane is the **administrative seat of the South African government** and is the birthplace of South Africa democracy.



Number of Households  
**911 536**

Average Household Size  
**3.2**

Number of Employed  
People (Ages 15 – 64)  
**1 079 273**

Unemployment  
Rate  
**21,2% below National average**

**Inflation**; 4.9% (higher than National  
inflation rate)

**Capital Expenditure**; R4,2 billion



# Did you know?

With **134 diplomatic missions** and 26 international organizations represented, the City of Tshwane has the **2<sup>nd</sup> highest** concentration of embassies after Washington DC

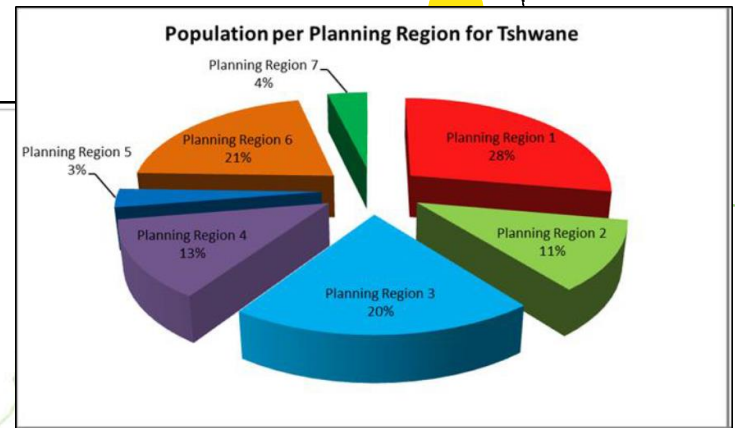
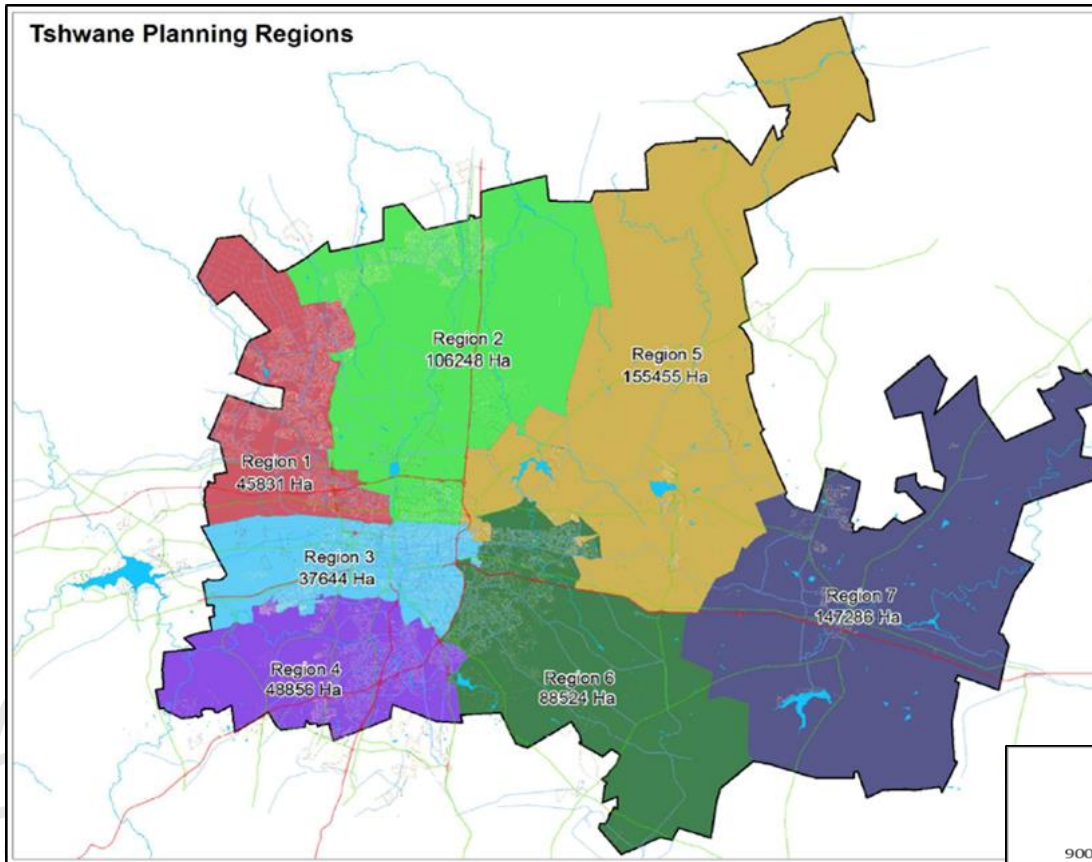
U.S. Embassy Pretoria,



Embassy of Switzerland

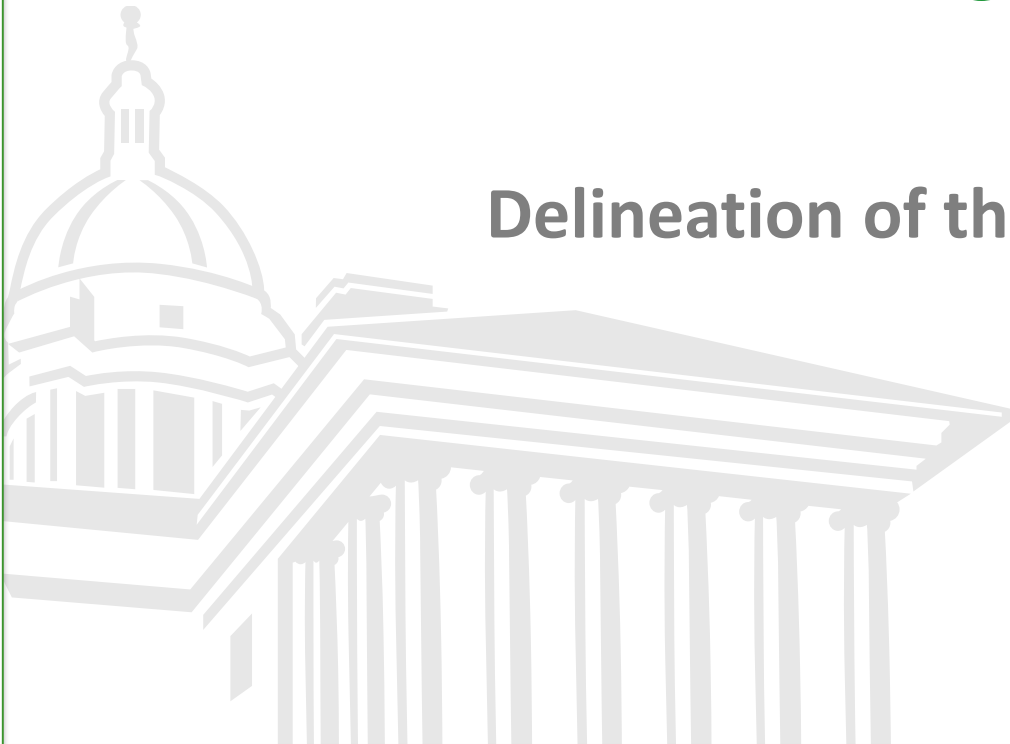


# Did you know?



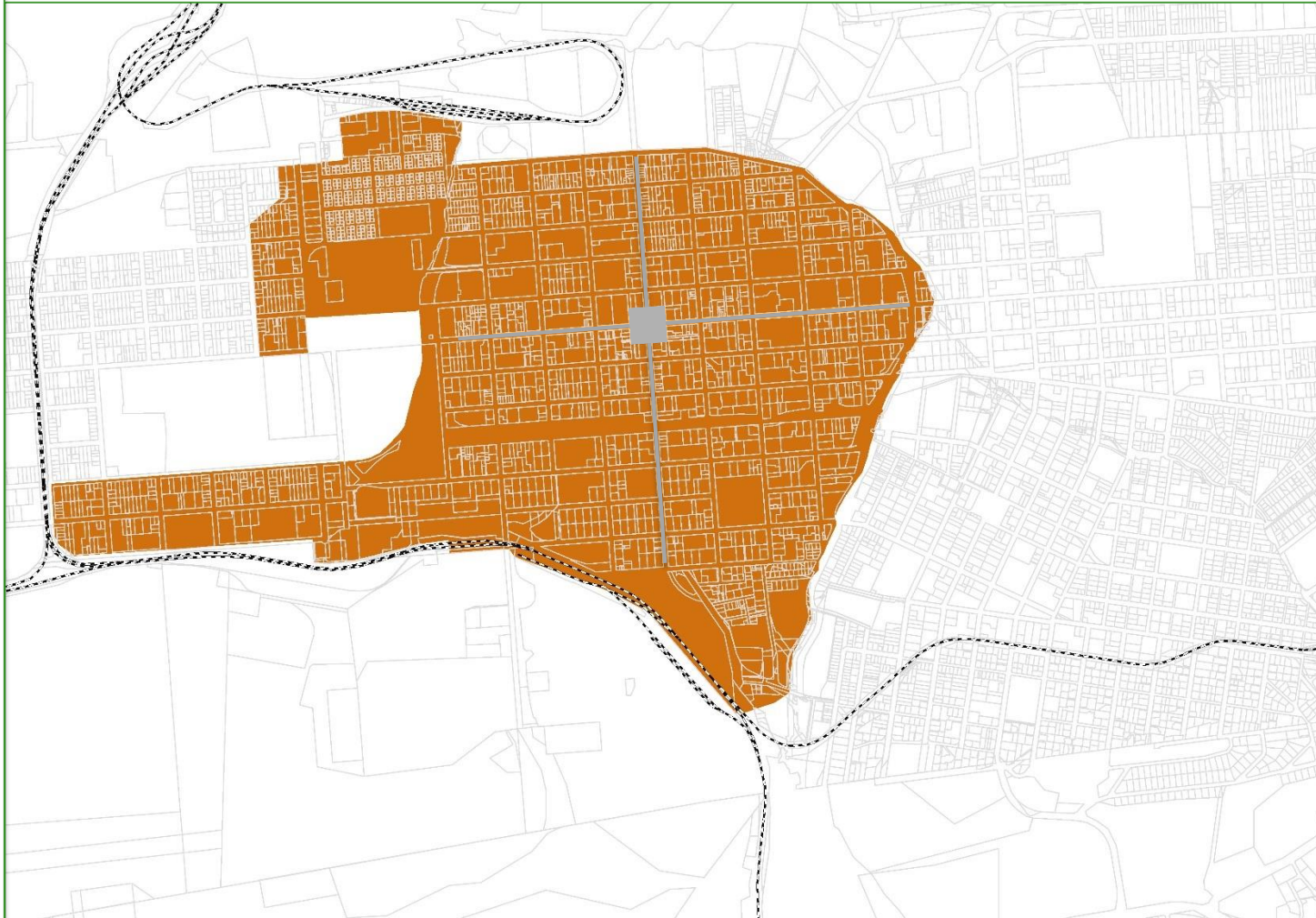
# TSHWANE INNER CITY REVITALISATION

**Delineation of the Inner City**





# Area of Intervention



**What:**  
Urban Development  
Zone 2004.

**Where:**  
Specific  
demarcated area in  
the Tshwane Inner  
City.

**Why:**  
The area is of  
importance to the  
City Council and is  
subject to specific  
development  
guidelines.

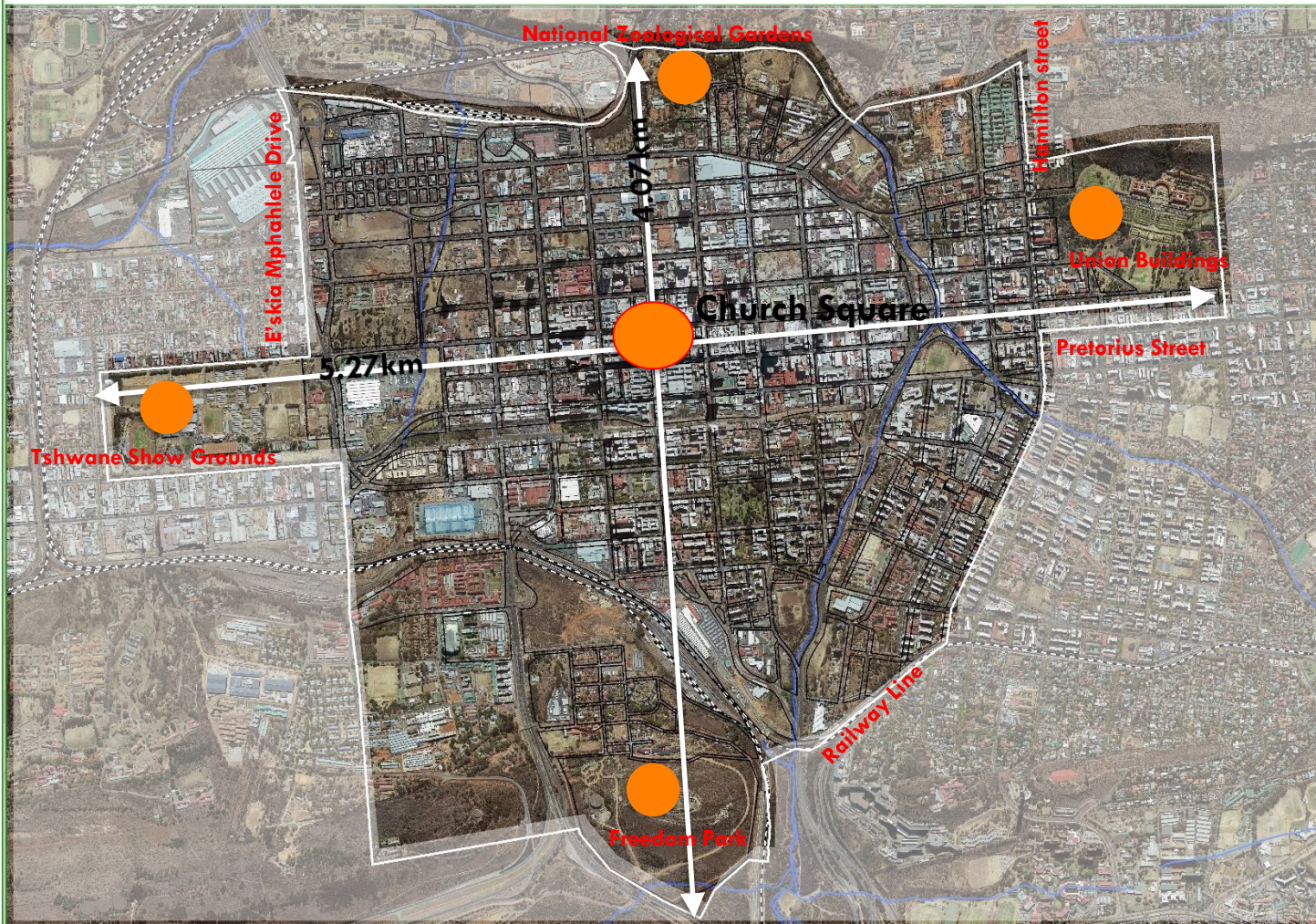


# Area of Intervention

## Inner City Boundary- Aerial photo



CITY OF  
**TSHWANE**  
IGNITING EXCELLENCE



North South as the  
crow flies:

**4.07km**

East West as the  
crow flies:

**5.27km**

The total extent of  
the area is:

**11.83km<sup>2</sup>**

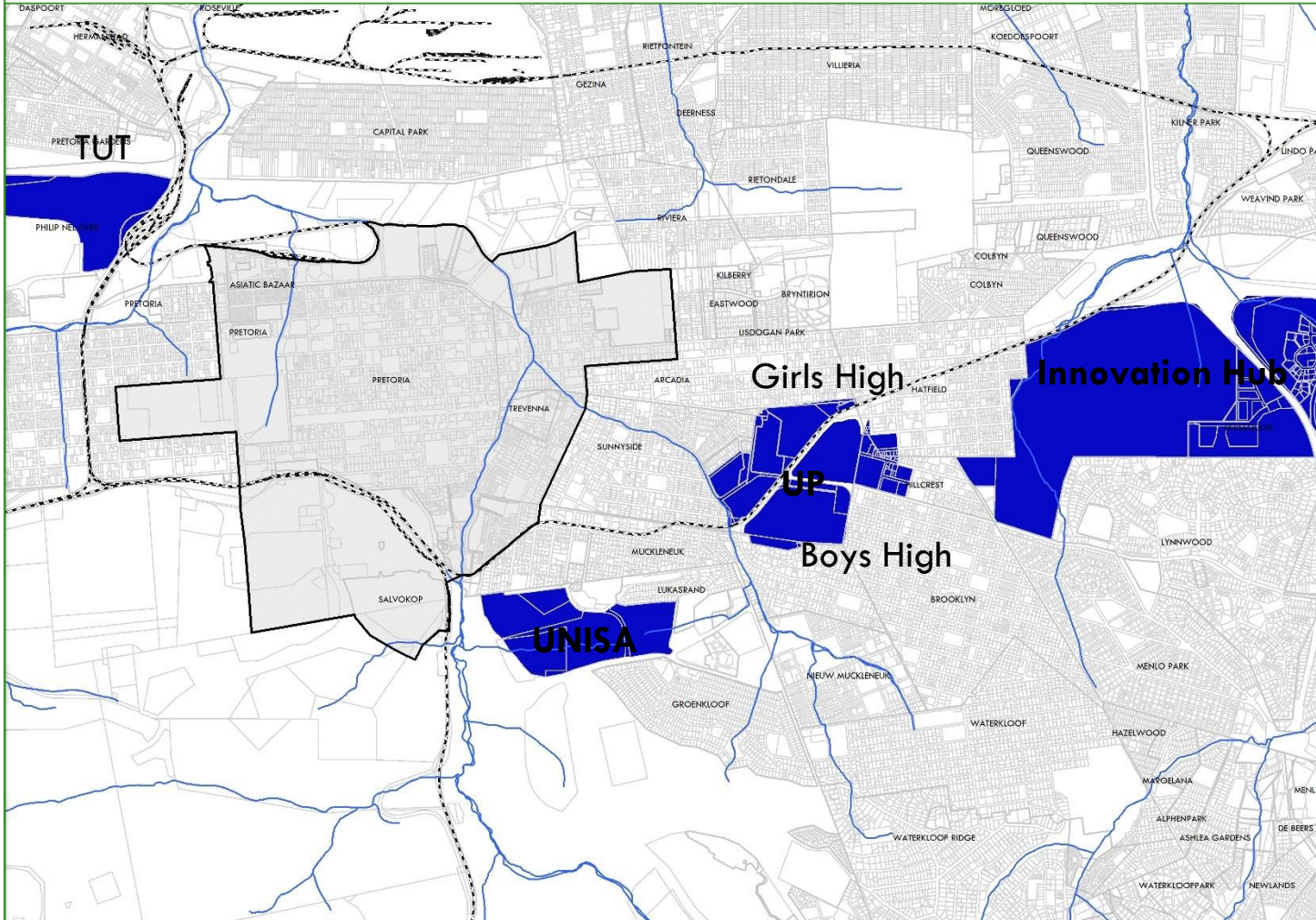
# Area of Influence





# Area of Influence

## Man Made Elements – Education and research clusters



**What:**  
Various educational clusters.

**Where:**  
TUT to the west of the Tshwane Inner City, various others scattered in an easterly direction.

**Why:**  
The City of Tshwane is well known for its strides towards innovation and education.

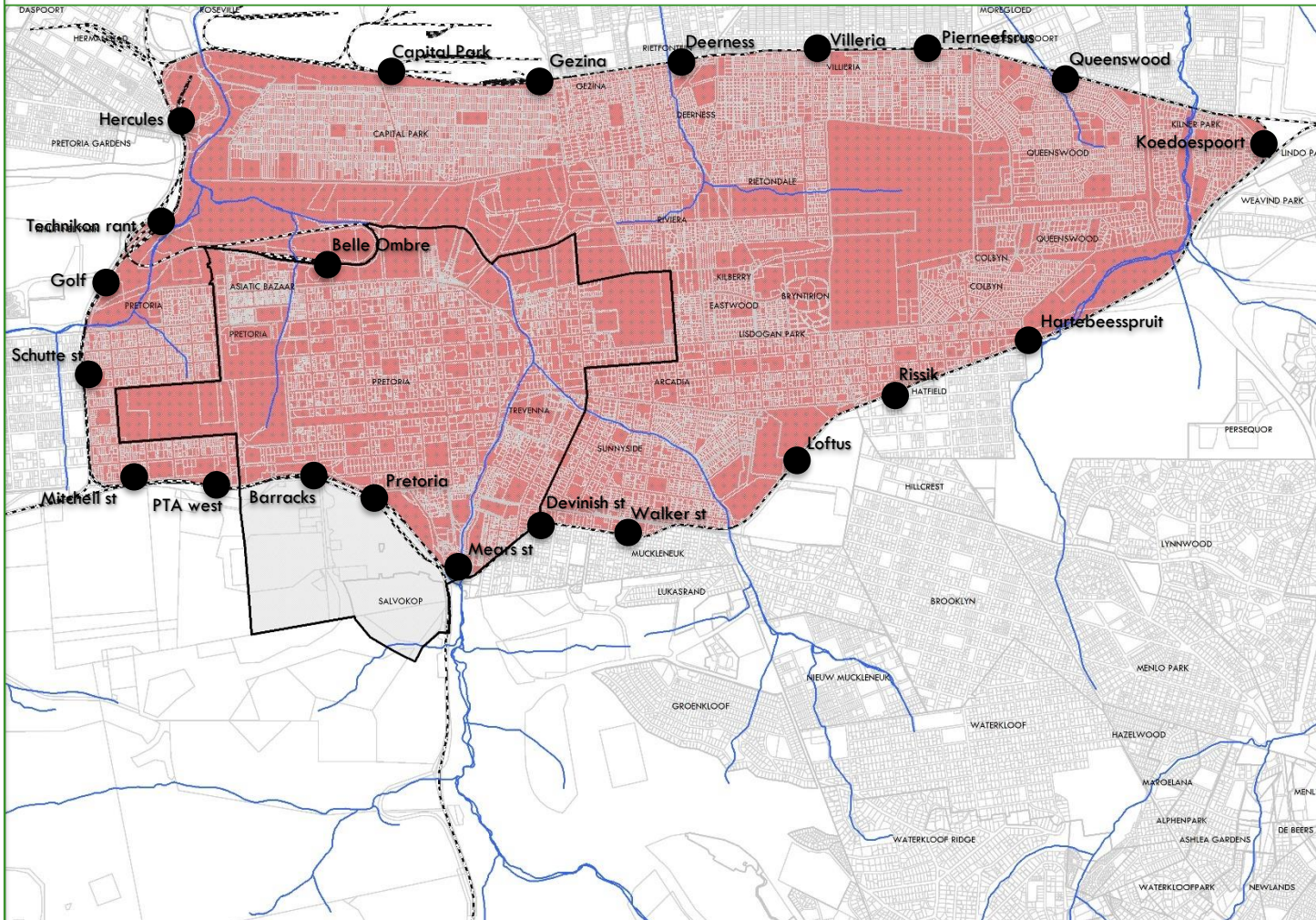


# Area of Influence

## Man Made Elements – Ring rail



CITY OF  
**TSHWANE**  
IGNITING EXCELLENCE



**What:**  
Ring Rail

**Where:**  
Surrounding the Tshwane Inner City from the N1/N4 bypass to Pretoria West

**Why:**  
The area overlaps significantly with the area of intervention and could contribute to TOD related developments.





CITY OF  
**TSHWANE**  
IGNITING EXCELLENCE

# TSHWANE NOW



# TSHWANE NOW...



- Not yet inclusive, and accessible to all
- Some buildings are in a poor state
- Traffic congestion and inadequate provision for public and non-motorised transport
- Crime and grime, which leads to negative perceptions of the Inner City
- Inconsistent enforcement of by-laws
- Inadequate management of informal economy
- Uncoordinated urban management interventions
- Disjointed development initiatives – City, national government, private sector, academic institutions



CITY OF  
**TSHWANE**  
IGNITING EXCELLENCE

# REMAKING THE CAPITAL..



- Focus on **develop of Precinct plans, urban design frameworks** and streetscape guidelines
- **Take aesthetics of each precinct** viz. Government Boulevard; Ceremonial Boulevard; Mandela Development Corridor; Salvakop Precinct Plan, Norther Gateway Precinct and Civic Precinct ***that must represent the envisioned future***
- Implement urban management intervention.



# PRINCIPLES GUIDING REMAKING OF THE CAPITAL



- **The remaking the spatial form of the capital** is guided by the principles of:
  - Justice;
  - Sustainability;
  - Resilience;
  - Spatial quality; and
  - Spatial efficiency.
- **Focus on block by block urban management interventions** to enhance the quality of life and reclaim public life
- We aim to **catalyse private sector investment** in and around **priority nodes and crowd** in private sector investment through incentive packages
- Aggressively **drive the implementation of the City's Catalytic projects i.e. Tshwane House, Tshwane Rapid Transit System**, urban renewal initiatives
- Establishment of the **Government Boulevard** and implement the **Cabinet decision** with regards to Re-Kgabisa Tshwane



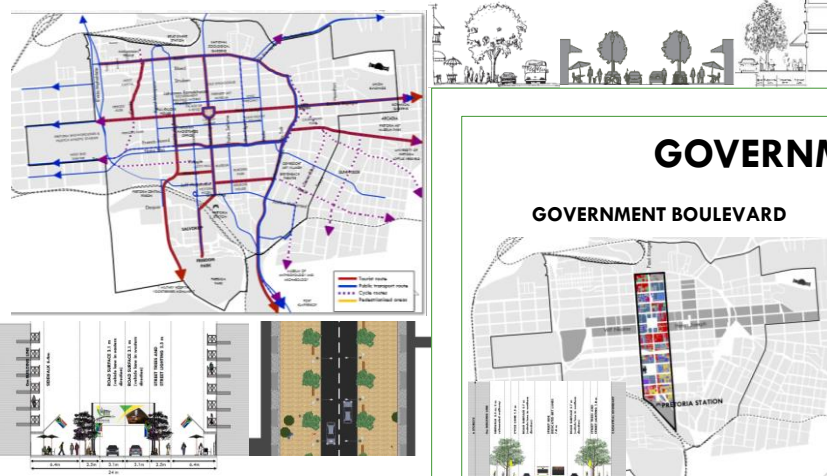
CITY OF  
**TSHWANE**  
IGNITING EXCELLENCE

# INNER CITY PROJECTS

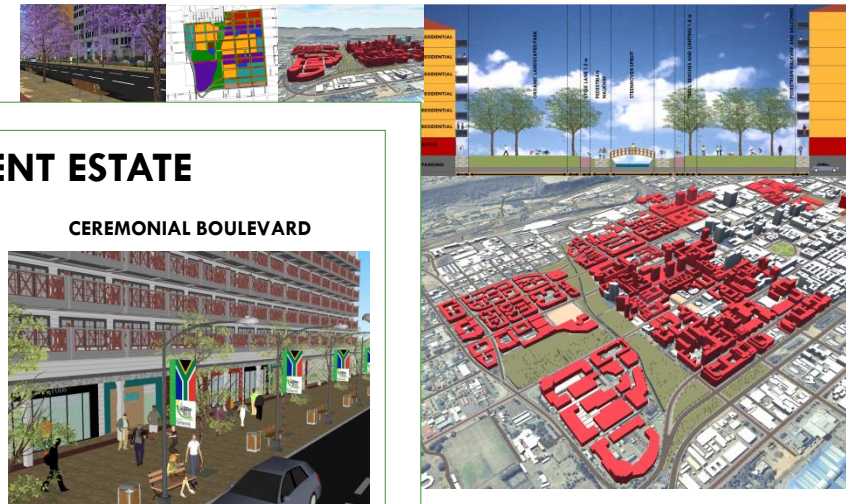


- A number of projects form part of the TICRS
- These are interlinked and will ensure a holistic outcome
- Projects address a wide variety of spatial interventions , investment opportunities and social needs
- **GOVERNMENT ESTATE**
  - CAPITAL CITY MACRO FRAMEWORK
  - GOVERNMENT BOULEVARD
  - CEREMONIAL ROUTE
  - CIVIC PRECINCT
  - NORTHERN GATEWAY LANDMARK DEVELOPMENT
- **CAPITAL COMMISSION**
  - URBAN MANAGEMENT
  - MUNICIPAL BY-LAWS
  - INNER CITY EVENTS
- **INTEGRATED PUBLIC AND NON-MOTORISED TRANSPORT PLAN**
- **NELSON MANDELA DEVELOPMENT CORRIDOR**
  - CALEDONIAN INNER CITY PARK
  - NELSON MANDELA DRIVE BOULEVARD
- APIES RIVER GREEN BELT
- **PROVIDING IN THE SOCIAL NEEDS OF INNER CITY RESIDENTS**
- **THE DEVELOPMENT OF THE WEST CAPITAL**
- **TOURIST ROUTE (INCLUDING WALKING IN THE FOOTSTEPS OF NELSON MANDELA)**
- **GATEWAYS TO THE INNER CITY**
- **SALVOKOP PRECINCT**
- **STRATEGY FOR FIGHTING CRIME AND GRIME**
- **SUPPORTIVE AND OVERARCHING PROJECTS**
  - SOCIO-ECONOMIC PROFILING
  - HERITAGE ANALYSIS
  - STREETScape DESIGN GUIDELINES
  - INFRASTRUCTURE ASSESSMENT

## PUBLIC & NON MOTORISED TRANSPORT



## WEST CAPITAL



## GOVERNMENT ESTATE

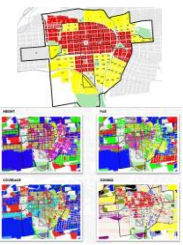
### GOVERNMENT BOULEVARD



### CEREMONIAL BOULEVARD



## INFRASTRUCTURE ASSESSMENT



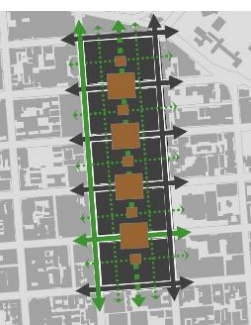
## BY-LAW & CCC

Zone	By-Law	CCC
Central Business District	...	...
Government Estate	...	...
...	...	...

## NORTHERN GATEWAY



## CIVIC PRECINCT



## NELSON MANDELA GREEN CORRIDOR



## GATEWAYS



## PLACES FOR PEOPLE

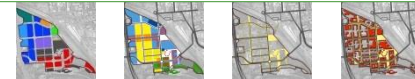


## TOURISM

## OTHER



## CRIME & GRIME



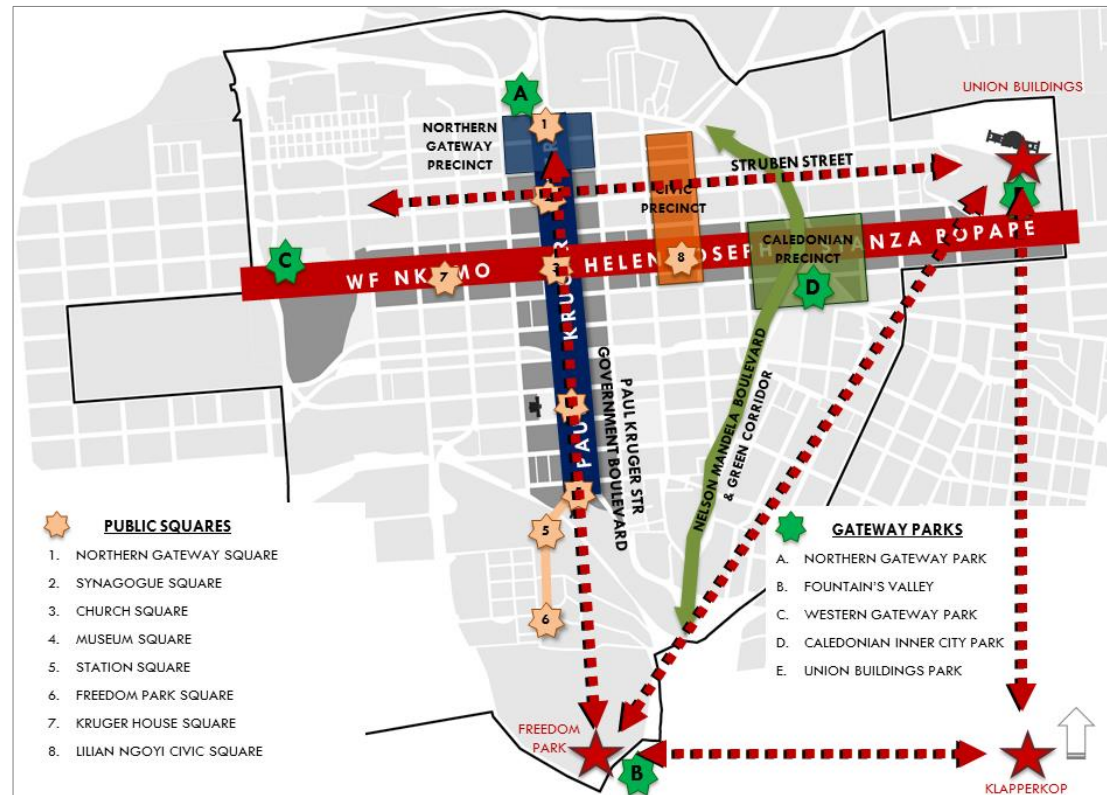
## DECKING OF RAILWAY LINE & SALVOKOP



# PROJECTS: MACRO FRAMEWORK FOR THE GOVERNMENT ESTATE

The Government Estate consists of:

- The Government Boulevard
- The Ceremonial Boulevard
- The Northern Gateway Landmark Development
- The Civic Precinct
- The Caledonian Precinct
- The Nelson Mandela Green Corridor
- A number of vistas connecting important symbolic buildings and places



# PROJECTS: GOVERNMENT ESTATE



## GOVERNMENT BOULEVARD

The Government Boulevard is located on Paul Kruger Street. It is the seat and the face of national government and is designed in a manner fitting the status of the National Government. The street itself will become a public space interspersed with symbolic public squares and landmark buildings.



## CEREMONIAL BOULEVARD

The Ceremonial Boulevard is located on WF Nkomo, Helen Joseph and Stanza Bopape Streets. It stretches from Kgosi Mampuru Street in the west to the Union Buildings in the east. It will accommodate supportive uses to the national government. Its design to accommodate a variety of civic activities, e.g. parades, processions, festivals.



# PROJECTS: GOVERNMENT ESTATE



## CIVIC PRECINCT

The Civic Precinct is centred around the State Theatre, Lilian Ngoyi Square, the Women's Museum and Tshwane House (the new municipal offices). It is a people's place and has an exceptional and unique design that accommodates a variety of activities both during day time and night time. It will attract both local residents and domestic and international tourists.



## NORTHERN GATEWAY

The Northern Gateway Landmark Development is located at the northern entrance to the Inner City on the Government Boulevard (Paul Kruger Street) and will announce the entrance to the Government Estate. It will consist of two tower buildings that house a number of new national department headquarters. The buildings will be surrounded by public squares that enhance the historical buildings adjacent to the tower blocks.





# PROJECTS: PUBLIC & NON-MOTORISED TRANSPORT PLAN

The aim of the Public and Non-motorised Transport Plan is to create an Inner City that is served by an efficient and convenient public transport system (that includes the BRT: A-re-yeng) and a streetscape that creates a safe and attractive space for pedestrians and other forms of non-motorised transport. The Plan classifies all roads in the Inner City according to their function, e.g. mobility street, mixed-mode street (all mode of transport) and semi- and fully pedestrianised streets. Design guidelines have been drafted for each street type to ensure a high quality public environment and consistency in the development character that will contribute to the Inner City as the face of government and the Capital City.





# PROJECTS: NELSON MANDELA GREEN DEVELOPMENT CORRIDOR



## CALEDONIAN INNER CITY PARK

The Caledonian Inner City Park will address the dire need for public open space for both residents and workers in the Inner City. The park is designed according to sustainability principles. It accommodates a number of active and passive open spaces to address the wide variety of needs of users. A management and funding plan will ensure that the park remains an asset to the inner city over the long term. It will contribute to the revitalisation of an area of the Inner City that has shown signs of decline and will attract private sector investment.



## NELSON MANDELA DRIVE BOULEVARD & APIES RIVER GREEN BELT

Nelson Mandela is one of the main access roads into the Inner City. It will be developed into a boulevard that is designed and landscaped to reflect its importance for the Capital City. The accessibility and visibility along this route creates several private sector investment opportunities. The boulevard will be enhanced by the Apies River Green Belt, which will not only create additional recreational space but also create an attractive environment.



# PROJECTS: WEST CAPITAL AND SALVOKOP



## DEVELOPMENT OF THE WEST CAPITAL

The West Capital located to the west of Bosman Street and to the north of Nana Sita Drive. It has been underdeveloped for decades and many stands are vacant. These negative characteristics are being turned around and the area is being developed into an opportunity for private sector investment. Its connections to the Government Estate projects and its accessibility adds to its regeneration potential.



## DEVELOPMENT OF SALVOKOP

Salvokop is to the south of Pretoria Station and contains Freedom Park. The buildings and places within this Precinct that have historical, symbolic and architectural importance, as well as the views afforded by its topography, give it a unique character that perfectly supplements the vision of the Capital City. The vacant land within this precinct present investment opportunities.



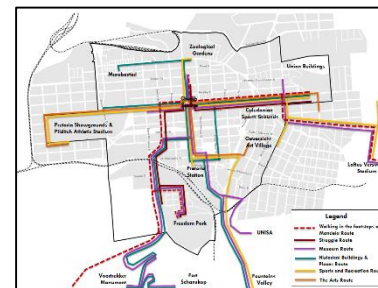
## GATEWAYS INTO THE INNER CITY

It is important to visually define the Inner City and to announce its entrances in order to enhance its symbolism and importance. Several gateways have been defined to fulfil this function. Gateways are placed at important roads, public transport routes, historical boundaries and at the viewpoints onto the Inner City created by the spectacular hills that surround it.



## TOURISM ROUTE

The Inner City is an important tourist destination due to historical and symbolic importance. An important part of the tourist route is Walking in the Footsteps of Mandela which allows tourists to visit all the places that were of importance to the life of Nelson Mandela, from the Synagogue where the treason trial took place to the Union Buildings. Through this project, tourist routes that are accessible by a variety of transport modes (including cycle routes, walking tours, and bus tours) are provided and tourist information is enhanced through several media options.



# INNER CITY CHALLENGES



# Challenges

- Evidence of systemic failures on all aspects of urban management
- Capital City functions significantly lacking by international standards
- Negative perceptions of Inner City: high levels of crime, safety concerns, poor public realm
- Unregulated informal economy
- Insufficient events of a critical scale to show Tshwane as a live and work city of choice
- Illegal taxi ranks and parking regulation
- Funding instruments to finance economic and social infrastructure assets



# Tshwane Inner City: place to work, study, live and play



# CONCLUSION



- The **City of Tshwane** strives to be a **liveable, resilient and inclusive** City where the **citizens can enjoy a high quality of life** and have access to social and economic opportunities.
- **Implement a number of game changing interventions** have been identified to **stimulate investments, growth and job creation**
- Therefore, a programmatic and systematic approach to **spatial restructuring** is one of the **critical elements of Remaking the Capital & its SOUL.**

NGIYATHOKOZA

DANKIE KE A LEBOGA

NGIYABONGA

**NDIYABULELA**

INKOMU NDI KHOU  
LIVHUHA

*Thank you*

**Dennis Madumo, Pr. Pln**

Spatial Planning & Development Division

012 358 1529 | [dennisma@tshwane.gov.za](mailto:dennisma@tshwane.gov.za)