

CITY OF JOHANNESBURG



Practical Case: Two economies – Sandton & Alexandra

12 May 2022

PRESENTATION OUTLINE

1. INTRODUCTION & PURPOSE
2. ALEXANDRA
3. WYNBERG
4. SANDTON
5. THE POLICENTRIC CITY: DESIRED STRUCTURE
6. EXISTING JOBURG STRUCTURE: INVERTED POLYCENTRIC MODEL
7. FUTURE JOBURG MODEL: COMPACT POLYCENTRIC

INTRODUCTION & PURPOSE

- ❑ To have a conversation regarding Sandton and Alexandra, one cannot exclude the area of Wynberg.
- ❑ The areas of focus are located on the northern portion of the Louis Botha Corridor.
- ❑ Although both Alexandra and Sandton are not part of the Corridor, they are an integral part of it.
- ❑ The housing densification that is being promoted and implemented along the corridor partly aims to relieve the congestion issues of Alexandra.
- ❑ The Apartheid town planning of the past aimed to segregate areas such as Alex from economic opportunity areas such as Sandton and Wynberg, hence the emphasis on connectivity between these areas as well as throughout the City as a whole.
- ❑ This presentation will give an overview of these 3 areas and the challenges experienced.
- ❑ It will also look at some of the interventions the City has implemented to foster integration and investment into these areas.



ALEXANDRA

- ❑ Alexandra was established in 1912, on land originally owned by a farmer, who tried to establish a white residential township, naming it after his wife, Alexandra.
- ❑ At the time of establishment, it was a considerable distance from the centre of Johannesburg, hence, it was not successful.
- ❑ Consequently, in 1912, Alexandra was proclaimed as a so-called "native township". Because the township was proclaimed before the South African 1913 Land Act, it was one of the few urban areas in the country where black people could own land under a freehold title.
- ❑ The 1912 the layout of Old Alex consisted of 2307 lots, of which some were sub-divided and ultimately yielded 2530 residential stands and non-residential stands.
- ❑ In 1948, the new Apartheid State came to power and freehold title was abolished. Some households were removed but the majority stayed as tenants of the government (hence the properties in Old Alexandra are still under municipal ownership).
- ❑ The old Alexandra General Plan was cancelled and replaced with several Surveyor General Plans with 6783 erven.
- ❑ The above events have all contributed to the vast informality in this now well-located township.

ALEXANDRA: CHALLENGES

- ❑ High unemployment rate – majority of those working are employed within Alex, Sandton and other surrounding areas
- ❑ The area experiences high levels of poverty
- ❑ High concentration of people and informal settlements which leads to conditions of overcrowding (estimated population of about 231,884 people/82,846 households)
- ❑ Poor living conditions – an unclean and unhealthy environment
- ❑ Poor infrastructure services
- ❑ People living along the Jukskei River
- ❑ Complex land claims issues that have prevented significant intervention in Old Alexandra

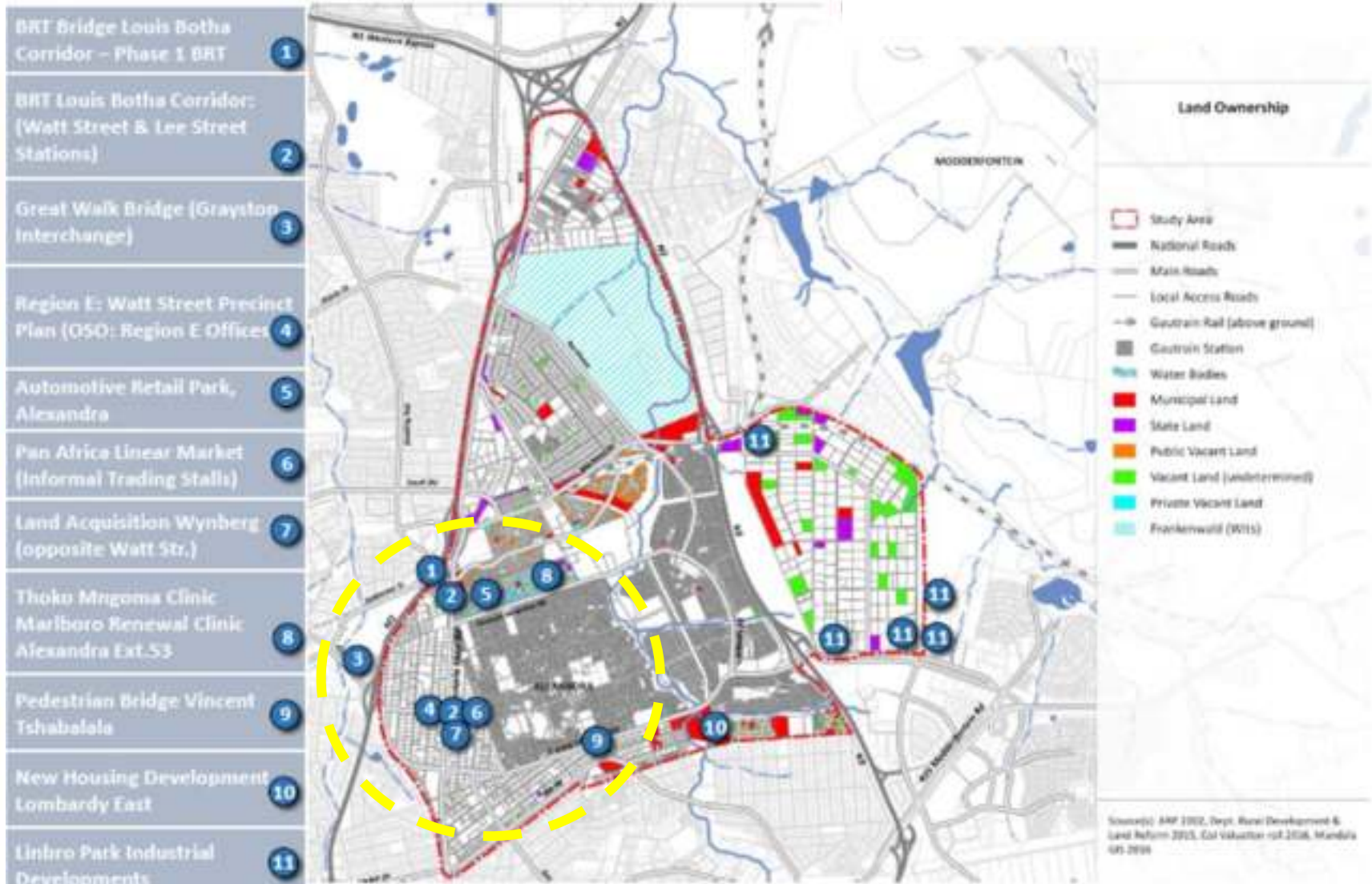


PLANS & PROJECTS



- ▣ Through a joint provincial and municipal government program called the Alexandra Urban Renewal Programme (ARP) established in 2001, numerous spatial plans have been drafted and implemented for areas in and around Alexandra.
- ▣ With an approximate density of around 200du/ha, it is evident that to partially address issues in Alex, one needs to also look outside of Alex.

PROJECTS WITHIN ALEXANDRA AND WYNBERG



FUTURE PROJECTS IN NEIGHBOURING AREAS

Area	Size (ha)	MOU (units)	Residential Potential
Waterfall City		5,500	
Modderfontein	1,600	3,500	65,800
Frankenwald	294	3,500	32,657
Linbro Park	247	5,500	25,000
Marlboro South	32		2,000
Linksfield	95		2,000
Total	2,268	18,000	127,457
Public Owned	144		
Private Owned	552		
Other	52		
Total Vacant Smaller Land Parcels (Figure 25)	748		

HOUSING PROJECTS IN ALEXANDRIA



Ext 7
1389 RDP houses



Ext 9 (K206)
1229 RDP (give-away)
housing units
1695 Affordable rental
units



Marlboro
50 RDP flats



Eastbank
520 Affordable rental
units



HOUSING PROJECTS IN ALEXANDRA



Riverpark
870 RDP houses



M2 Hostel
98 Social housing +
286 Affordable rental
units



Ext 8
181 RDP houses



WYNBERG

- ❑ An industrial and commercial node is bounded by Sandton on the west and Alexandra on the east.
- ❑ A well-connected node which provides employment opportunities for Alexandra residents.
- ❑ Offers activities/opportunities relating to manufacturing, commercial, industrial, contracting and entrepreneurship. A range of employment opportunities for residents of Alexandra.
- ❑ Located in close proximity to the M1 highway.
- ❑ Located along the Louis Botha development corridor.
- ❑ Watt Street interchange is located at the heart of this precinct.



WYNBERG CHALLENGES

- ❑ Land unavailable for future expansion or development – lacks vacant land parcels.
- ❑ Perceptions of disorder, unsafety and security.
- ❑ Poor experience of accessibility.
- ❑ Identity of area is disjointed.
- ❑ Constrained movement through the area.
- ❑ Poorly matched land uses & incoherent street frontages.
- ❑ Undifferentiated & unmanaged street activity.
- ❑ Parts of the area is very degraded and buildings are dilapidated and in need of revitalization.

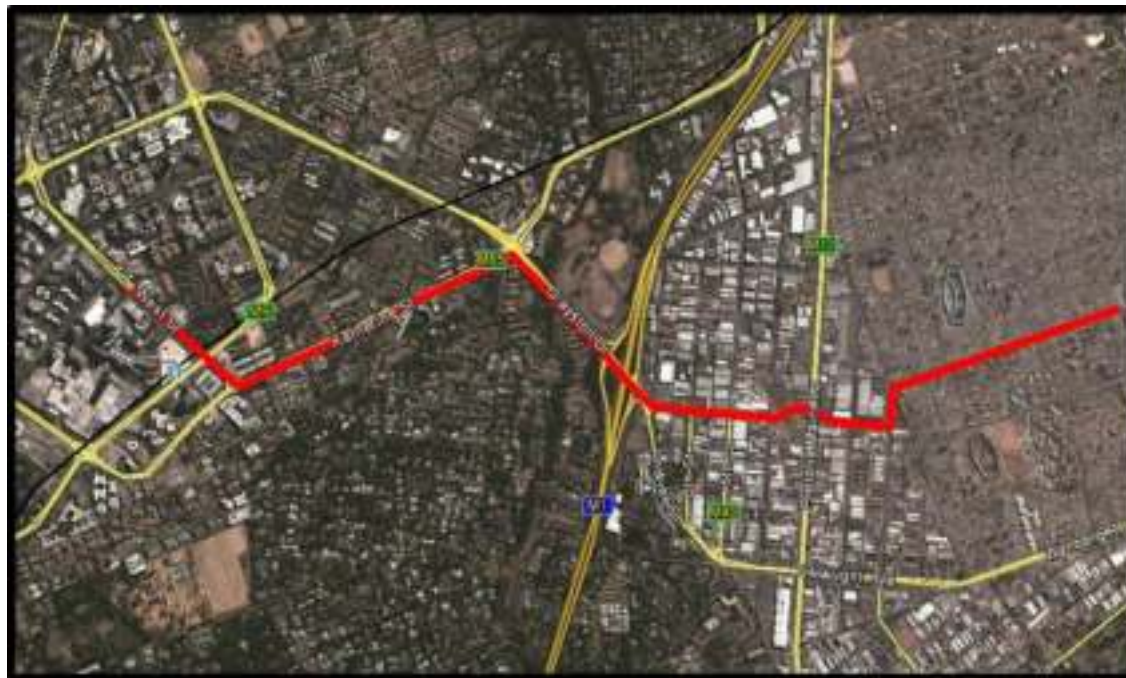


WATT STREET INTERCHANGE: INITIAL CONCEPTS



THE GREAT WALK

- ❑ The Great Walk connects with the Pan African shopping centre on Alex's Watt Street.
- ❑ Shortens the distance of approximately 10 000 Alexandra residents who walk or cycle the roughly 5km distance between Sandton and Alex.
- ❑ The aim of this project was focuses on non-motorized (Walking/cycling) movement between Alexandra and Sandton - this eliminates vehicular and pedestrian conflict.
- ❑ Is part of Phase 1C of the Rea Vaya programme, designed to serve the north-east quadrant of the city linking the central business district with Alexandra, Sandton, Randburg, Greenstone, Ivory Park, Rabie Ridge and Midrand.



OBJECTIVES OF THE GREAT WALK

- ❑ Offers a quick route for pedestrians and cyclists to move between Alexandra and Sandton.
- ❑ Promotes the growth of a spatially integrated Johannesburg (between the three study areas).
- ❑ Encourages a move towards non-motorised forms of transport.
- ❑ The development includes a bridge which crossing over the busy M1 and is adjacent to a busy Grayston Drive.
- ❑ Interventions also include street furniture, cycling lanes and better lighting.



SANDTON

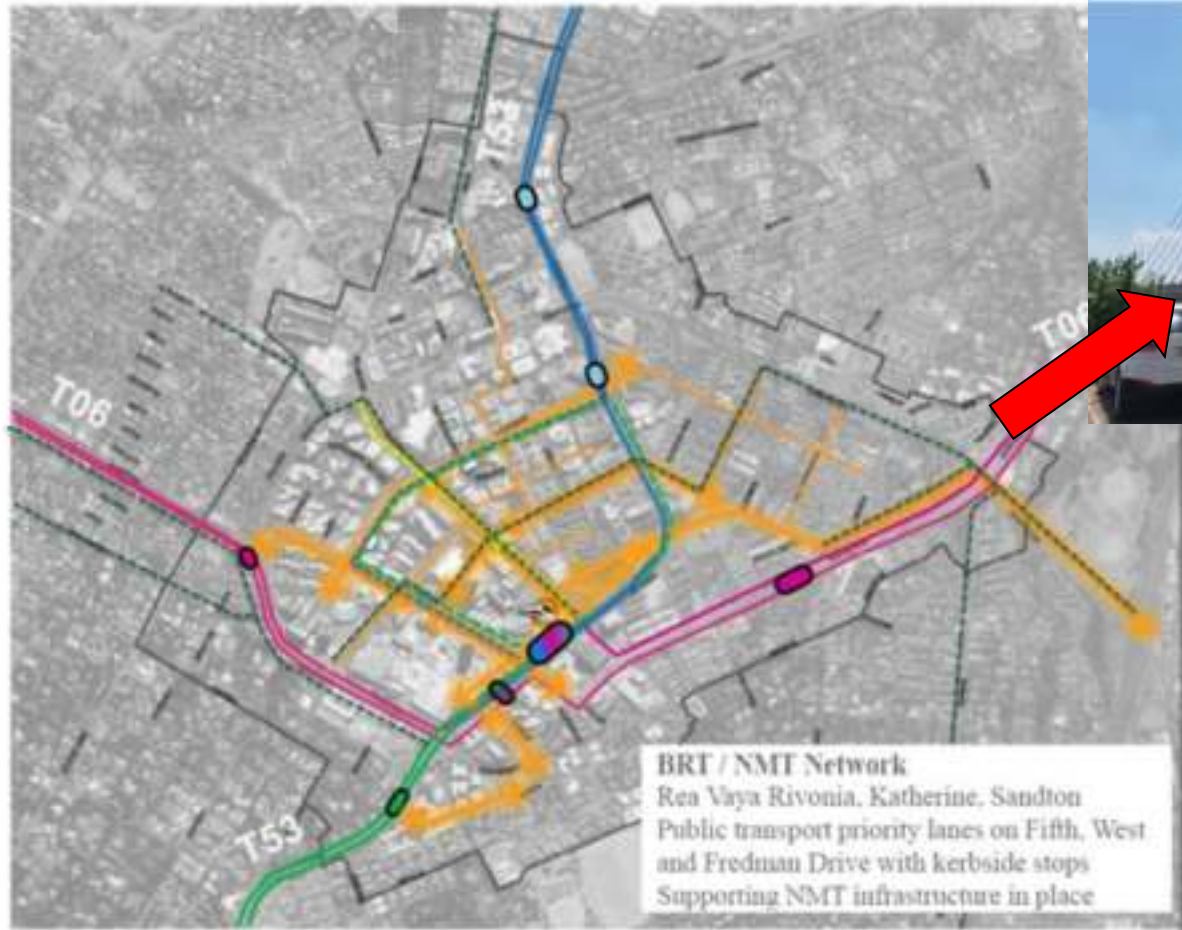
- ❑ The second largest CBD in the City – one of the most important financial & business districts in South Africa.
- ❑ A Metropolitan node that serves surrounding sub-regional areas.
- ❑ Has a vibrant character, also characterized by high rise residential apartments, commercial centres and compact office parks.
- ❑ Has a well established and functional road hierarchy / classification.
- ❑ Has a wide range of social facilities e.g education, health, infrastructure and public amenities
- ❑ Offers a variety of employment opportunities – those living in Alexandra, Wynberg etc.



PLANNED BRT / NMT NETWORK IN SANDTON

Lees Street BRT & Pedestrian bridge connecting Wynberg & Sandton along Katherine Drive

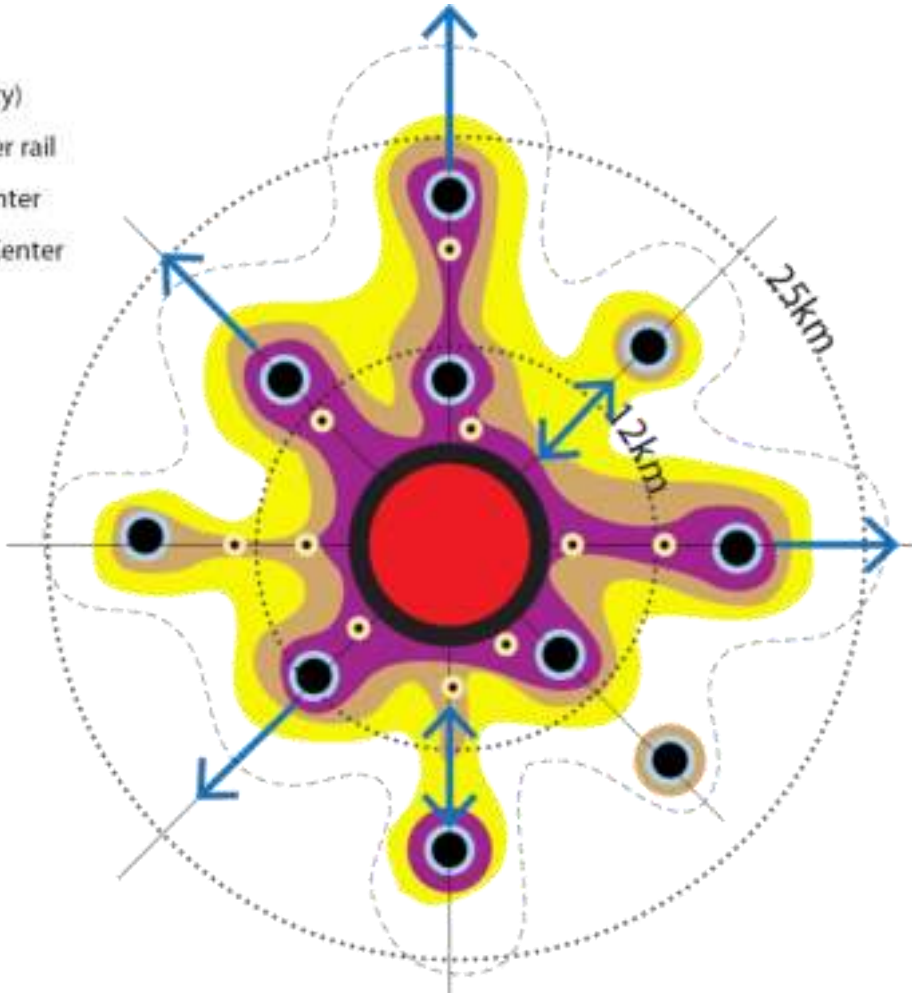
- Legend
-  BRT trunk route median
 -  PT lane (kerbside)
 -  Kerbside stop
 -  BRT Station
 -  Transit Mall
 -  Mixed BRT/PT lane
 -  Pedestrian linkages
 -  Cycle lanes



- The City is implementing numerous BRT & NMT projects within the CBD of Sandton
- However, the CBD is surrounded by mainly low density residential, high-end residential homes.
- The City's SDF strives to achieve a compact Polycentric Urban Model

JOBURG'S DESIRED STRUCTURE :THE POLICENTRIC CITY

-  Metropolitan Core (high density)
-  Major inter-city road, commuter rail
-  Principal Metropolitan Sub-Center
-  Secondary Metropolitan Sub-Center
-  High density suburban
-  Medium density suburban
-  Low density suburban
-  Very low density suburban

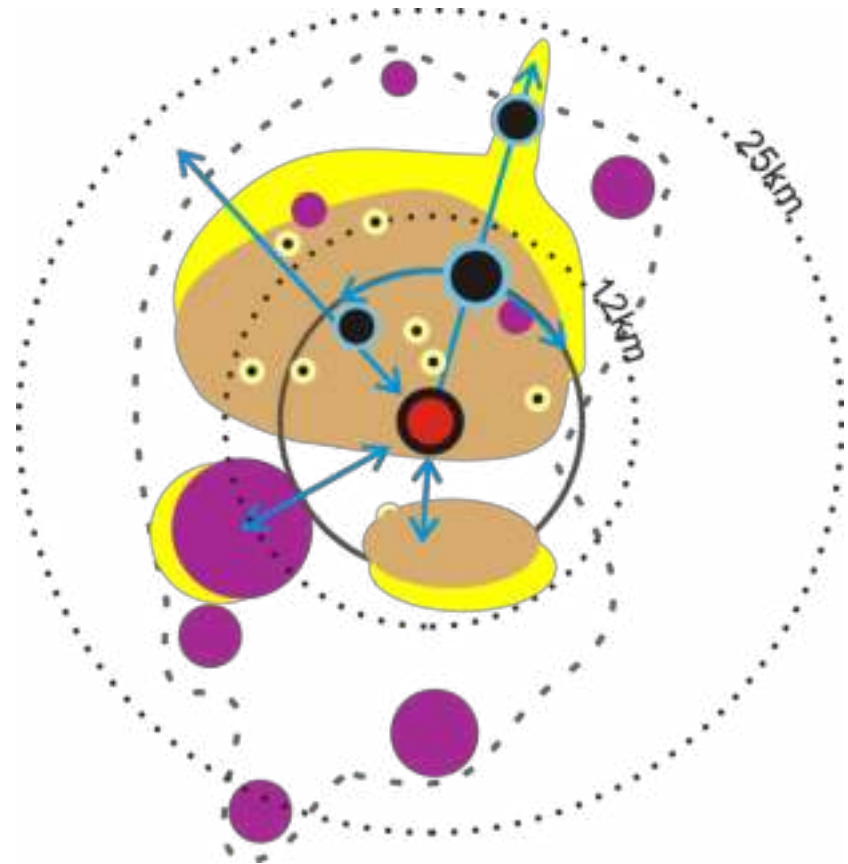


Traditional urban growth model

The vision of the polycentric city model is built around the principles of: compactness, inclusivity, connectivity, efficiency, resilience, sustainability and job creation. Balancing linear development opportunities with a strong core and well-connected nodal points

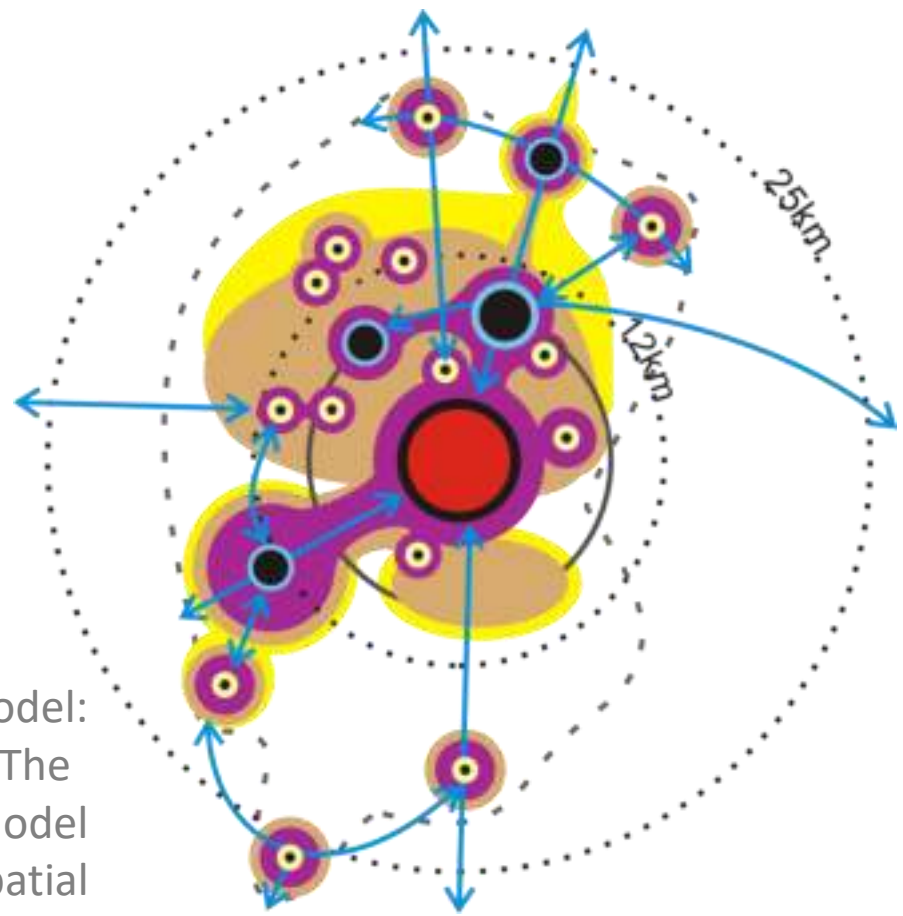
EXISTING JOBURG STRUCTURE: INVERTED POLYCENTRIC MODEL

-  Metropolitan Core (high density)
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FUTURE JOBURG MODEL: COMPACT POLYCENTRIC

-  Metropolitan Core (high density)
-  Major inter-city road, commuter rail
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-  Secondary Metropolitan Sub-Center
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-  Medium density suburban
-  Low density suburban
-  Very low density suburban



Through a Series of Key Transformation Strategies ...

Johannesburg Future City Model: Compact Polycentric Urban Form. The Polycentric Compact Urban Model directly combats both spatial inequality and inaccessibility of jobs, as well as long commuting times, traffic congestion and pollution.

The End!!!
Thank you

