

Diagram 2: On the Way to Other Destinations

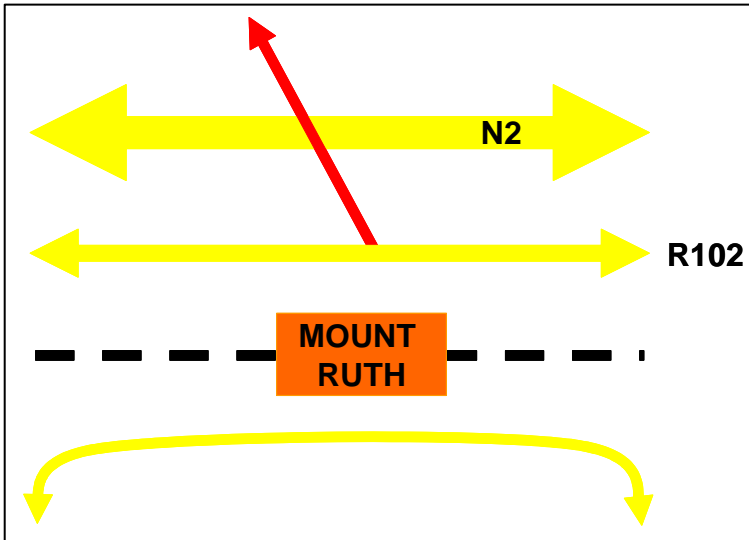
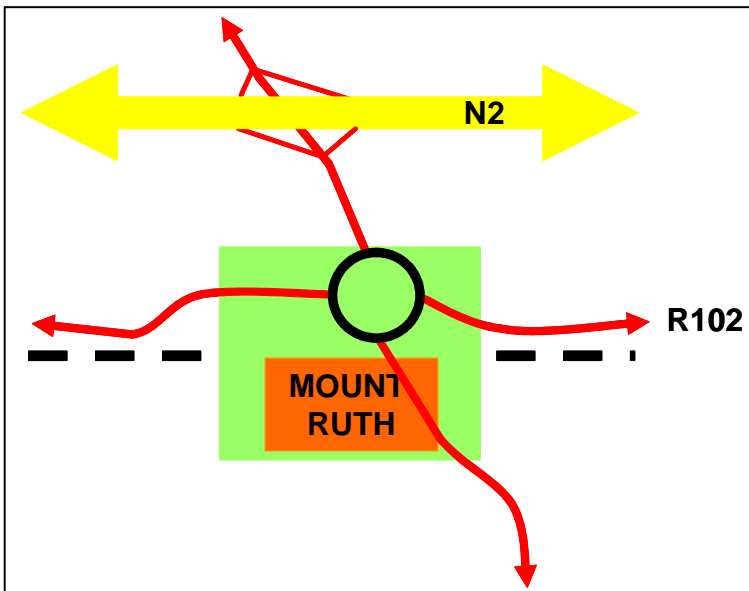


Diagram 3: A Destination



6. CONCEPTUAL ALTERNATIVES

6.1 MELD Framework Plan Principles

The Mdantsane East London Development (MELD) Corridor Framework Plan embodies the policies and principles which have endured over the last five years in the IDP, SDF and local planning documentation in Buffalo City. The MELD document sets out specific recommendations for the Mount Ruth Nodal Precinct. These are described below and extracts are cited where appropriate.

6.1.1 Development Proposals

6.1.1.1 Planning Strategy

The MELD Plan recommends that the primary local planning strategy is to plan for the basic needs of the local community in response to real demand for housing, transport services, wholesale and retail goods and services and

possibly small manufacturing activities. This is consistent with the project philosophy of consolidating and intensifying the land issues within the current city boundaries and with creating greater choice and diversity of living environments. Thus the strategy is to make opportunities available for small developers, from Mdantsane if possible, to initiate commercial or housing developments while ensuring that sufficient space is kept for larger developers as and when they become interested.

It is believed that new high density housing is a prerequisite to generate a local market that, together with an increase in the use of the station and related transport interchanges, will create a larger market threshold. Once such a larger threshold has been reached, larger commercial operators are likely to become interested and will either take up available space in the middle of development blocks or buy out and consolidate smaller erven. The concept plan for the nodal precinct is depicted below (Diagram 4).

6.1.2 Spatial Structuring Elements

The MELD plan recommends that two large public spaces, one on either side of the railway line adjacent to the station should be created. Around these the transport interchange and retailing would be the primary activities. To further structure the development a collector/distributor street is proposed between and parallel to the R102 and N2.

Within this skeleton a series of large land parcels are proposed. The development pattern within these large blocks should be controlled in such a way that the edges are developed first and planned gaps are allowed to facilitate future development of the central area. This structuring concept is likely to encourage smaller developments around the edges of the blocks and large ones in the middle but also does not preclude the whole block form being filled with small scale development. Development should allow for a midblock pedestrian movement system to occur.

6.1.3 Land Uses and Intensities

A number of land uses were identified:-

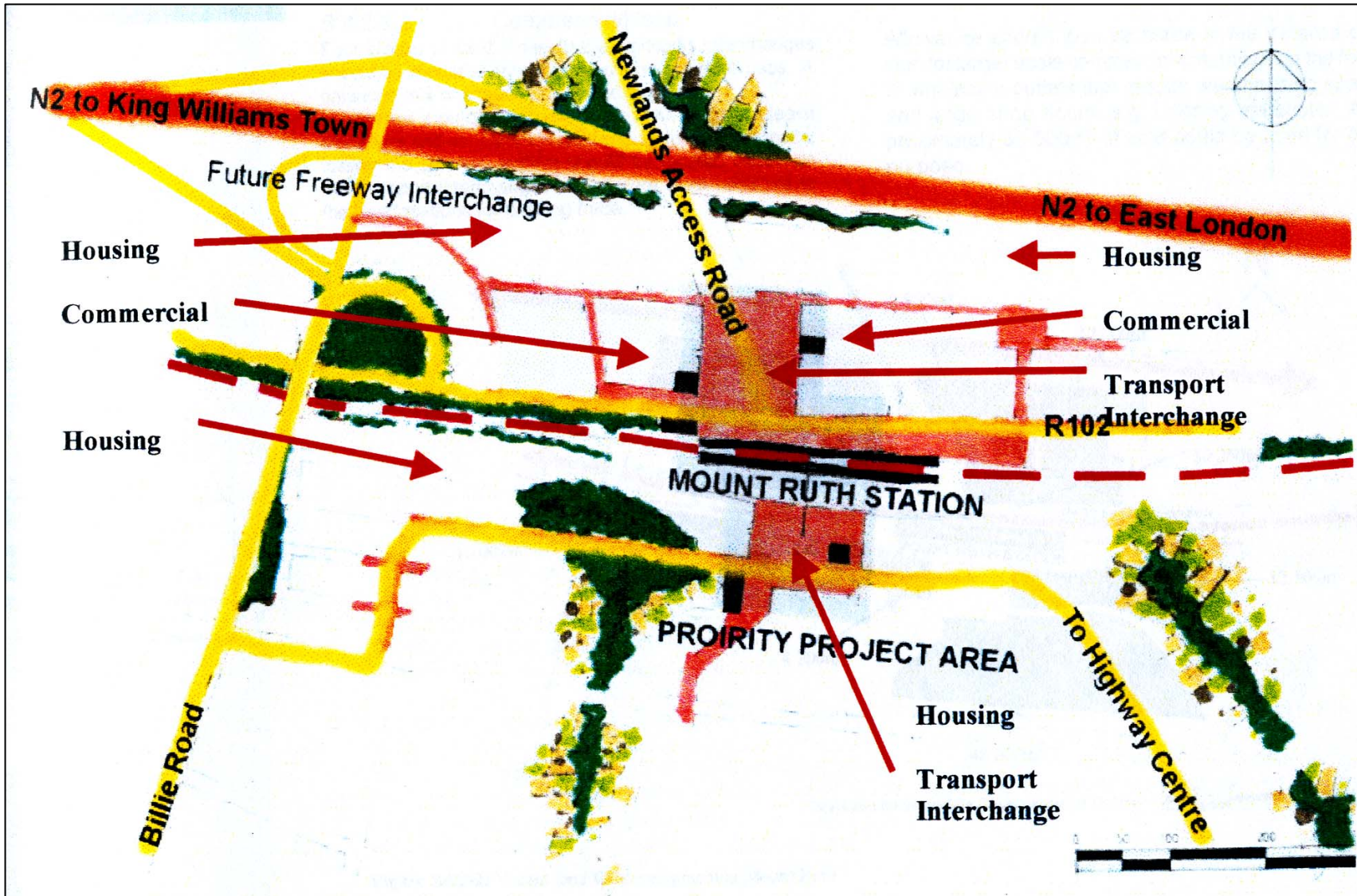
❖ Transportation Interchanges

Interchanges to accommodate people moving from taxis to train and vice versa are located on either side of the station. The exact scale of the facilities needs to be verified but adequate space should be reserved for expansion of the transport activity as well as retail activities in the vicinity. Approximately 15 000m² of land should be reserved for this purpose;

❖ Commercial/Retail

MELD suggests four blocks of land close to the transport interchanges should be allocated primarily to commercial retail uses. A balanced mix of small medium and large scale businesses should be accommodated and the land release procedure and conditions should ensure that this happens. Ideally the smaller retailers should be located closest to the transport interchanges as they are most sensitive to the best locations for passing trade.

Diagram 4: Concept Plan for Mount Ruth Node



Allowances should also be made in the detailed design for larger scale commercial enterprises in the form of wholesale outlets that require warehousing space and large shop floors, e.g. building materials. Approximately 50 000m² of land could be used for this purpose.

❖ **Small Trader Market Places**

Each of the Transport Interchanges should be planned to have a substantial number of smaller trader's kiosks of varying degrees of sophistication. Some would merely be roofed shelters while others may be fully enclosed, lockable and have electricity and water supply. These would then be rented at an economic rental to traders via a lease agreement that could be daily, monthly, annually or longer.

❖ **High Density Housing (Medium Density Residential)**

Immediately behind the Commercial/Retail blocks a great opportunity exists for medium density housing and approximately 120 000m² of land could be used for this purpose.

❖ **Movement Systems**

Fundamental to the success of the MELD Project is the creation of a transport environment that minimises the perceived and real cost of travel. In essence, this means that the transport system must be acceptable to the user in terms of travel time, user friendliness, safety and security with reasonable levels of comfort but at the same time, affordable to the extent that the portion of the disposable household income spent on transport is held below the targeted 10% level.

It has been argued that in order to stimulate the economically upwardly mobile community to continue using public transport, there is an urgent need to introduce measures that will, over time, re-assign passenger movements from road-based to rail-based transport by providing links from the arterial network to the rail station in Mdantsane and providing the necessary interchange facilities, rail as an alternate to road based public transport can increase its market share.

❖ **Pedestrian and Bicycle**

Movement by walking is inexpensive but can be time consuming. The approach adopted is that of identifying key access routes to the focal point at the railway station, to upgrade these to acceptable standards and to make them environmentally pleasant. The priority decreasing as distance increases from the station.

Provision must also be made for the lock-up storage of bicycles at some future date. The large scale use of bicycles is not seen as likely in the future in this location due to the nature of the terrain.

❖ **Public Transport**

Nodal focus is on the creation of an integrated land use/transport system. In terms of the public transport system, this requires the development of terminal facilities to the north and south of the Mount Ruth Station.

The MELD Framework Plan recommends the design must facilitate the movement of vehicles, make provision for off-loading, loading, and stand-by areas (including vehicle washing areas). All facilities must be designed to minimise conflicts (vehicular and pedestrian), provide for street to street movement of pedestrians, and facilitate inter-modal transfers and the introduction of integrated ticketing systems.

❖ **Private Transport**

Mdantsane has limited access to the N2 freeway system. This lack of accessibility impacts negatively on the area, particularly with respect to attracting investment. At the same time, it is recognised that there are important linkages missing from the network as a whole, if the logic of a hierarchical road system is to apply. In order to attract investment in the area through improved accessibility, it is proposed that an access interchange be provided on the N2 which connects with the M16 (Billie Road), which will improve access to the Highway Town Centre, and the Newlands Road to the north.

In addition to the interchange, the plan feels it is necessary to suitably alter the alignment of the Newlands access road to connect with the proposed interchange. The remaining link to the R102 and Mount Ruth Station should provide for free left turn movement so as to facilitate public transport access to the station.

6.2 Economic Systems

The framework plan recommended the following:-

❖ **An Economic Vision for Mount Ruth**

Because of its location at several major transport routes, economic activities can take advantage of this feature. It will be an easy access point for bulk deliveries, so that wholesale and distribution activities can occur there. A fresh produce market can receive agricultural produce from the Newlands/Farm 303 area.

The enhancement of the modal interchange at Mount Ruth Station will make it possible to centre retail activities around it which are oriented towards commuters, in both the formal and informal sectors. The importance of this node vis a vis Highway Centre will increase. It need not compete with existing activities at Highway or the CBD.

Support for small businesses can be provided by establishing a local business service centre at the node, where access to credit, management training and information on investment opportunities can be obtained. This would be a satellite office of the one at Highway.

Public sector involvement in economic development can occur via the Cecilia Makiwane Hospital, which can stimulate emerging businesses through its procurement contracts.

- ❖ **Establish a Wholesale Commercial Centre**
Enhancement of the modal interchange will open opportunities for the establishment of wholesale commercial centre that can develop to include a retail centre over time. Such a centre can serve a medium density residential area in its immediate vicinity, as well as the population in the regional market area. The full spectrum of retail goods and services can be offered.
- ❖ **Establish Waste Recycling Processes**
The city is likely to locate a large waste depot at Mount Ruth where waste will be sorted and can be sold or reprocessed by local entrepreneurs. This could be of economic benefit, provided it does not become an environmental hazard at the same time.
- ❖ **Establish an Open Air Market**
A public square around the modal interchange can be utilised for informal trading activities.
- ❖ **Establish a Fresh Produce Market**
A small fresh produce retail market near Mount Ruth will reduce the necessity for traders in Mdantsane to transport their supplies from the Wilsonia Fresh Produce Market. It can serve as a depot for agricultural products from the Newlands/Farm 303 area.
- ❖ **Promote Small-Scale Intensive Farming Activities**
Land availability in Newlands/Farm 303 area can be utilised for small-scale intensive farming, which can supply a fresh produce market. Agri-villages can possibly attract tourism.

6.3 Community Facilities

Finally the MELD Framework Plan recommended certain community services or social services which should be located inside or close to a node. These are depicted on Table 5.

Table 5: Community Facilities Bundle

Category	Facility	Ideal Location
Education	Crèche/Pre-school	Close to Community Kickabouts and routes that lead to public transport spines
	Primary School	Maximum two blocks from public transport route and on Public square
	Secondary School	Maximum two blocks from public transport route and on Public square
	Tertiary Institution	Maximum two blocks from public transport route and on public square
	Library	Near schools and maximum of one block from public transport routes
	Skills Training Centres	Maximum two blocks from public transport route and on public square
Health and Welfare	Pension Payout Points	Next to station or transport interchange and on public square
	Local Clinics	Next to station and transport interchange
	Day Hospital	Maximum two blocks from station or transport interchange
	Hospital	Maximum one block from public transport route
	Academic Hospital	Maximum one block from public transport route
Transport	Rail Station	As determined by rail operating logic and where there is ample land for development
	Transport Interchange	Near Rail Station and in node or CBD
	Taxi/Bus Stop	Along public transport route after main intersection
	Transport Information Kiosk	At transport interchanges and stations
Municipal Services	Public Conveniences	At transport interchanges and public squares
	Trader Kiosk	At transport interchanges and public squares
	Multi-Purpose Hall	At nodes within one block of public transport route and/or transport interchange
	Payment Office	At community hall
	Local Planning and Engineering	At community hall in special development areas
	Head Office	In East London CBD
Sport and Recreation	Community Kickabout	Between residential blocks as part of street space
	Community Sports Courts	Between residential blocks as part of street space (for basketball, netball, tennis)
	Indoor Sport Hall	At major nodes within one block of public transport route
	Swimming Pool	Next to indoor sports venues
	Sportsfield	Close to schools and at the head of small valleys to link with green space system
	Stadium	Close to public transport routes or interchanges
	Parks and Gardens	At places of natural beauty, water features and near the centre of major Nodes
Safety and Security	Police/Security Kiosk	At transport interchanges and stations an on major public squares
	Police Station	At major Nodes
	Community Security Centre	In special development areas

6.4 Infrastructure Scenarios

6.4.1 Upgrading of Capacity

The implications of infrastructure are discussed in detail under section 4.4 above. In summary, the following matters have to be attended to:-

- ❖ **Water:** Augmented storage and pumps will be required to supply water to the area (investigations are underway to identify a suitable site for such a facility);
- ❖ **Wastewater:** It will be necessary to construct additional outfall sewers and pumps to serve the area;
- ❖ **Electricity:** An additional 11kV feeder from the Mount Ruth substation would be required; and
- ❖ **Waste Removal:** Clarity is required concerning the possibility of constructing a transfer station at the Mount Ruth Station. If this is to occur, suitable land will need to be reserved during the planning process.

6.4.2 Strategic Road Linkages

In order to create linkages between the rail, taxi/bus and road transport systems, a set of scenarios were prepared to create intersections between the major roads in the area. These scenarios were formulated around the need to support the node in its growth towards becoming a destination and transportation hub (Refer to Appendix 2: Concept Planning Report).

❖ **Option 1: N2 Interchange Newlands Roads**

This involved construction of an intersection on the N2 and providing on ramps and off ramps to the existing Newlands Road (refer to Plan 10). The estimated cost of such an intersection would be between R10 and R14 million. This option has the advantage of having a limited impact on adjacent housing and infrastructure and, use an existing bridge. However, there are several disadvantages because the amount of developable land near the station would be reduced, a congestion/bottleneck point would be created at the junction between the Newlands Road and the R102. Further, there could be increased risk of conflict with pedestrians and traffic because all traffic between Mdantsane, Newlands and the surrounding areas could be focused onto Mount Ruth node.

❖ **Option 2: N2 Interchange – Billie Road**

This option involved the construction of a bridge over the N2 in the vicinity of Billie Road. An interchange would be created in this area, providing links to the Newlands Road, Mdantsane and the node (refer to Plan 11).

The second option would have the advantage of creating a direct link between Mdantsane and Newlands, also direct links between the N2 and the N6, less conflict with the nodal development area, and less land needed for construction of roads in the node itself (refer to Table 6).

Table 6: Advantages and Disadvantages of N2 Interchange

Advantages	Disadvantages
Direct link between Mdantsane and Newlands (N6)	Greater impact on existing dwellings
No potential conflict with development	New structure required across N2
Through traffic from development is eliminated	More expensive – roughly R15 – R23 million
Less land requirements for construction	

Option 2 would cost more (an estimated cost of R15 to R23 million), would have greater impact on existing homes in Newlands and would involve building a bridge over the N2.

❖ **Option 3: N2 Interchange – Billie Road and R102 Realignment**

In order to address the constraints presented by the through traffic on the R102 and the need to achieve integration between Mdantsane and Newlands, a third scenario was suggested. This comprised the intersection between Billie Road and the N2, but also involved realigning the R102 to open up land alongside the railway station to reduce the conflict between the R102 through traffic and the need to create a nodal destination. In the long term, it is thought that a bridge across the railway linking the R102 to Toyana Street, could enable traffic to move directly between the node and Highway Town Centre (refer to Plan 12).

This option has the advantage of connecting all road systems and opening up developable land close to the station and taxi/bus ranks. Convenience and safety of all commuters would be greatly enhanced. The long term opportunities of a link to Highway Town Centre could open up further development option; including a taxi/bus facility with shops and offices over the top of the railway station itself.

❖ **Conclusion**

Stewart Scott International conclude that the provision of a new interchange at Mount Ruth would be of considerable benefit to the traffic planning and engineering associated with the development node.

The preferred location for the interchange is on an extension of Billie Road (Option 3). A new bridge over the N2 freeway and the relocation of a portion of Newlands Road is required. The bridge over the railway linking the R102 and Toyana Street would be a vital link to enable an efficient public transport system between Newlands, Highway and Mount Ruth Station.

The cost of the preferred option is likely to range between R20 and R28 million. The wide range is due to uncertainty in the extent and nature of earthworks required and in the founding conditions for the structures.

Refer to Table 7 below for estimated costs for provision of transport interchange and facilities.

Table 7: Rough Cost Estimate

Number	Project Title	Project Description	Length (km)/Qty (No.)	Est. Cost R x 10 ³	Remarks
1	N2 Interchange	Construction of N2 Interchange	1.00	20.000	Includes minor works on Newlands connection
2	Extension of Toyana Street	Extension of Toyana Street over rail	0.48	8.000	Includes bridge over the railway line
3	R102 (Voortrekker Road)	Upgrading & Reconstruction of R102	1.00	2.800	Includes 1 traffic circle (Billie Road), widening to dual carriageway and proposed PT Stops
4	Realignment of Newlands Road	Realignment and relocation of Newlands Road	0.2	1.000	Includes 1 traffic circle (Billie Road), and Proposed PT Stops
5	Internal Streets	Construction of minor internal streets	0.45	1.125	Includes 3 minor traffic stops
6	Pedestrian Bridge over N2	Construction of a Pedestrian Bridge over N2 National Road	1.00	1.500	
7	New Taxi Ranks	Construction of two taxi ranks on either side of the station	2.00	5.000	
8	New Bus Terminal	Construction of a new bus terminal	1.00	3.500	
9	Toyana Street	Upgrading of Toyana Street	2.90	8.700	Includes sidewalks and bus stops
10	Section of Newlands Road	Upgrading of existing section of Newlands Road (up to N2 Interchange connection)	0.56	1.400	Includes section between interchange connection and existing N2 bridge
TOTAL (PHASE 1)				8.800	Projects Nos: 3 + 4 + 7
TOTAL (PHASE 2)				25.562	Projects Nos: 1 + (5/2) + 6 + 8
TOTAL (PHASE 3)				18.663	Projects Nos: 2 + (5/2) + 9 + 10
TOTAL COST ESTIMATES (PHASE 1 TO 3)				53.025	

Failure to provide an interchange would result in severe traffic problems within the development node. The upgrading of the R102 between the Fort Jackson and Nahoon Dam interchanges, a distance of 9 km, would probably be required. The suggested realignment of the R102, a distance of approximately 1,5km which is within the development node was subsequently discarded as an unnecessary expense which would cause small parcels of developable land in the node.

6.5 Land Use Scenarios

6.5.1 MELD Framework Plan Proposals

As indicated previously, opportunities are believed to exist for a number of land uses. The MELD Framework Plan describes certain uses which need to be considered:-

- ❖ **Community and Social Facilities:** Schools, Library, Skills Training Centres, Clinic, Pension Payout Point, Taxi/Bus Facility, Public Conveniences, Market Facilities, Multi-Purpose Hall, Sports Facilities and Safety and Security Installations;

- ❖ **Retail Facilities:** Small Trader Premises, Fresh Produce Market, Wholesale Retail, Storage Warehousing;
- ❖ **Offices:** Office Parks, Banks, Post Offices, Information Centres;
- ❖ **Industry:** Small Manufacturing Premises, Service and Light Industry, and
- ❖ **Housing:** Medium and High Density Housing, High Density Housing (rental, rent to own, rent to buy).

6.5.2 Action Planning Session

6.5.2.1 Introduction

The Action Planning Session was held on the 16th September 2004 at the Mdantsane Hotel. The session was well attended by numerous stakeholders (see Appendix 3).

The Action Planning Session commenced at 08.30 at the East London City Hall where a bus was waiting to transport the delegates to Mount Ruth Station for a site visit to familiarise them with the study area. The bus then moved on to the Mdantsane Hotel where the delegates were welcomed by Councillor Pati. The objectives of the project were explained by Councillor Pati to include:-

- ❖ The integrated planning and development of the Mount Ruth area to create a mixed land use node;
- ❖ High density housing;
- ❖ Business; and
- ❖ Ancillary facilities such as roads, public transport and engineering infrastructure.

6.5.2.2 Mind Mapping Session

The delegates of the action planning session engaged in a process of mind mapping with the intention of engaging all the stakeholders on their initial thoughts concerning Mount Ruth. Some of the main characteristics and concerns are listed below:-

- ❖ Security of the people especially children;
- ❖ Housing – where are the existing residents to live? What arrangements have been to accommodate them? What about existing informal settlements?
- ❖ Transportation of people to Mount Ruth;
- ❖ Developing the area to create jobs - business opportunities incorporating skills e.g. crafts. Due to high unemployment the crime rate is high;
- ❖ High Density Housing;
- ❖ Ownership by the community - how do we ensure black business remains involved and how will ownership be of benefit to the community?
- ❖ Utilisation of land;
- ❖ Rural communities and livestock needs of the area;
- ❖ Noise due to trains and traffic;
- ❖ Involvement of people in the technical side (e.g. MURP);
- ❖ The effect on traditional ceremonies;
- ❖ Bulk infrastructure;
- ❖ The area is scruffy and requires upgrading;
- ❖ All stakeholders must support the project;
- ❖ How would the land be acquired?
- ❖ The nodal hierarchy was discussed in relation to the movement pattern and number of people;

- ❖ SAPS to provide a satellite Police Station; and
- ❖ The link between the node to Cecilia Makiwane Hospital, Fort Jackson and other main centres.

6.5.2.3 *Opportunities*

The following were listed as opportunities for the Mount Ruth area:-

- ❖ Transportation hub;
- ❖ In a strategic place linking with the N2 and N6;
- ❖ The area seems to be a gateway to Mdantsane;
- ❖ The area should attract tourism;
- ❖ Black Economic Empowerment;
- ❖ Multi Purpose Centre;
- ❖ Urban Renewal;
- ❖ Restaurants;
- ❖ Boutiques;
- ❖ Linkages between big and small businesses;
 - Creation of wealth; and
 - Avoid repetition of services.
- ❖ Percentage of jobs to be given to the youth (civil society);
 - Involve youth in project steering committees; and
 - There are project managers already trained who require experience.
- ❖ Mode of transport to link with Highway; and
 - Extend Highway to the railway and Newlands.
- ❖ Urban greening and rehabilitation of the poor environment.

6.5.2.4 *How to Make Mount Ruth a Destination*

Listed below are some of the ways in which it is thought that Mount Ruth could become a destination and not a place that is just passed by:-

- ❖ Link roads;
- ❖ Access to the N2;
- ❖ Filling station and businesses;
- ❖ Overpass – the railway to link the R102 to Toyana Street;
- ❖ Post Office and banks;
- ❖ Bed and Breakfasts for travellers;
- ❖ Street Lamps (Amber);
- ❖ Businesses;
- ❖ Sports facilities;
- ❖ Housing with larger yards and High Density Housing; and
- ❖ Secure night clubs.

6.5.2.5 *Key Issues*

When the mind mapping session was completed the delegates identified the key issues affecting the Mount Ruth area. These were identified as follows:-

- ❖ Housing the existing families;
- ❖ Nodal hierarchy with Mount Ruth being in a strategic place;
- ❖ Ownership by the community;
 - Rural communities; and
 - Linkages between big businesses and small businesses.
- ❖ Bulk infrastructure; and

- ❖ How to make Mount Ruth a destination.

The delegates were then allocated to four working groups and were asked to discuss the key issues and the land around the Mount Ruth area, to share ideas and formulate proposals.

6.5.2.6 *Plenary Session*

The working groups discussed the various key issues and reported back to the plenary session with their concepts of the project.

Some of the working groups named their teams, for example Group 3 called themselves the “Young Lions” and Group 4 called themselves the “Go Getter Team”.

Group 1

❖ **Housing**

- Must be affordable;
- Constructed in phases;
- Housing mix with shops underneath; and
- Housing should accommodate those living in the areas now.

❖ **Black Economic Empowerment**

- Use large shops as magnet for smaller businesses;
- Joint ventures;
- Flea-market;
- Amusement Park;
- Undercover stalls; and
- Cultural village.

❖ **Nodal Hierarchy**

- Mount Ruth should be an extension of Highway and support it, not steal from it;
- Mount Ruth is regional in function but second in size in relation to Mdantsane CBD; and
- The diamond shaped interchange off the N2 was the most favoured.

❖ **How to Make Mount Ruth a Destination**

- Link to airport for tourists via Golden Highway to Mount Coke road;
- Filling station – open 24 hours;
- Post Office;
- Banks;
- Satellite Police Station;
- Municipal facilities;
- Tourist Information Centre;
- Tourist accommodation in Newlands;
- There should be no hotels at Mount Ruth;
- Cinema;
- Health club and sports facilities;
- Housing and shops mixed;
- Night clubs and restaurants;
- Vegetable market;
- Dairy;

- Large shop to act as magnet for small businesses;
- Undercover flea-market;
- Amusement park; and
- Cultural village.

Group 2

❖ Housing

- Low cost housing;
- High density housing;
- Mix of tenure – rent only or rent to buy etc. (High density);
- Look beyond Mount Ruth for certain housing options; and
- Bulk of development for businesses.

❖ Nodal Hierarchy

- Most people do their shopping in East London at present;
- Mount Ruth is strategically placed to link to other big businesses;
- Commodities for 1 month should be available at Mount Ruth e.g. groceries, hardware, clothing etc;
- Informal trading;
- Taxi ranks on both sides of railway;
- Mix businesses with housing to improve security;
- Nodes to be complimentary to each other;
- Transport to link nodes; and
- Sporting facilities.

❖ Black Economic Empowerment

- Local community to be involved in all construction activities when projects are implemented;
- Women to be empowered - manufacture, home industry, sell crafts to tourists etc;
- Accommodation industry and catering;
- Petrol filling station;
- Traditional African activities;
- Skills transfer - investigate government skills transfer programmes, mentors and finance; and
- Business generator/start up facility.

❖ Bulk Infrastructure

- Problems with existing infrastructure can be overcome;
- N2 interchange;
- Transport interchanges;
- Pedestrian bridge; and
- Is there support for the rail network and should this be expanded?

❖ Making Mount Ruth a Destination

- Clinics;
- Social facilities;
- Banks;
- Businesses;
- Sports facilities; and
- Night clubs.

Group 3 – "The Young Lions"

❖ Housing

- High density housing;
- Affordable rentals;
- Rent only or rent to buy; and
- Survey of people to establish how many require housing.

❖ Black Economic Empowerment

- Benefits for Mdantsane residents;
- Small business area/centre;
- Access to finance – franchise;
- Needs to be inline with BCM BEE framework;
- Rural and urban integration;
- Opportunity for people to sell their wares to potential investors; and
- Procurements policy ensures participation from PDI's and civil society.

❖ Linkages

- Access to Mount Ruth from N2 and N6;
- Access to freeway;
- Avoid duplication of businesses; and
- Resource/Information Centre.

❖ Mount Ruth as a Destination

- Multi Purpose Centre;
- Youth entertainment;
- Sports facilities;
- One magnet business to draw smaller businesses;
- Make it a modern link between rural and urban activities;
- Shops and offices;
- Restaurants;
- Offices;
- Petrol station;
- Parks and recreation centres;
- Crèches;
- Street lights; and
- Taxi ranks.

Group 4 "Go Getter Team"

❖ Housing

- Investigate the number of people who can be accommodated by; High Density Housing
- Need to get data to see how to accommodate people; and
- Look at alternative accommodation (Reeston).

❖ Linkages

- Feeder services between Cecilia Makiwane, Highway, Newlands, Fort Jackson etc;
- Engage taxi associations for input on shuttles; and
- Interaction of social partners e.g. Spoornet, communities, taxis etc.

❖ Black Economic Empowerment and Rural Communities

- Investigate how to involve Mdantsane and rural investors;

- NAFCOOC must give inputs on its plans via written communication; and
- BCM, BKCOB, NAFCOOC, Youth, DLA should call for proposals on ideas, review these proposals and ensure all interests are considered.

❖ **Bulk Infrastructure**

- Water supply is being increased – reservoir will be a part of this;
- Sanitation – reduce water leakage. A new pipeline is required on the other side of the R102;
- Financial challenges;
- Process must begin; and
- No budget available at present.

❖ **Making Mount Ruth a Destination**

- Housing;
- Businesses;
- Sports facilities and clubhouse;
- Cultural entertainment;
- Access from freeway;
- Youth entertainment;
- Cinemas;
- Produce market;
- Dairy;
- Petrol station;
- Tourism facilities;
- Restaurants; and
- Night clubs.

6.5.2.7 Recommended Land Use Scenarios

From the lists of suggestions above, it was possible to identify common thoughts regarding what is felt should be developed in the study area to make the project viable.

❖ **Housing**

- This is a priority in the area and high density housing seems to be acceptable;
- Rentals must be affordable;
- Business and housing could be mixed;
- Housing should be available on a rent only or rent to buy system; and
- The existing families residing on the site need to be accommodated as far as possible and their steering committee is to be contacted in this regard.

❖ **Nodal Hierarchy**

- Tourism/cultural centre;
- Nodes to be complimentary to each other;
- Transport required to link nodes;
- Taxi ranks on both sides of station; and
- Access to Mount Ruth from N2 and N6.

- ❖ **Black Economic Empowerment**
 - Local community to be involved in construction of projects;
 - Entertainment and amusement park;
 - Youth involvement;
 - Joint ventures and partnerships;
 - Skills transfer measures; and
 - Undercover stalls and fresh produce market.

- ❖ **Bulk Infrastructure**
 - Water supply is being increased;
 - Existing problems can be overcome with funding; and
 - No budget available at present.

- ❖ **Making Mount Ruth a Destination**
 - Petrol station - 24 hour service;
 - Post Office;
 - Banks;
 - Satellite Police Station;
 - Sporting facilities;
 - Housing and businesses mixed;
 - Cultural centre;
 - Large shops to act a magnet for smaller businesses;
 - Cinema;
 - Produce market;
 - Dairy;
 - Night clubs;
 - Restaurants; and
 - Entertainment for the youth.

Additional land uses could be geared towards the opportunities offered by the node being at a significant junction with the N2 and having links to the N6, Newlands, Mpongo Park, Nxahune River, Buffalo River and Mdantsane itself. There may be viability in tourism related uses in the node, such as Arts and Crafts market, Tourism Information Centre and a staging area for township tours, heritage tourism route and cultural experiences.

Youth development is seen to be a major strategic intervention of the Mdantsane Urban Renewal Programme. When one considers the virtual absence of venues and facilities for youth leisure and entertainment in Newlands and Mdantsane, the opportunities for establishing an entertainment and leisure complex in Mount Ruth node could be considered. This could comprise indoor and outdoor funfair theme park facilities, entertainment venues, sports facilities, games arcade and associated food/beverage outlets.

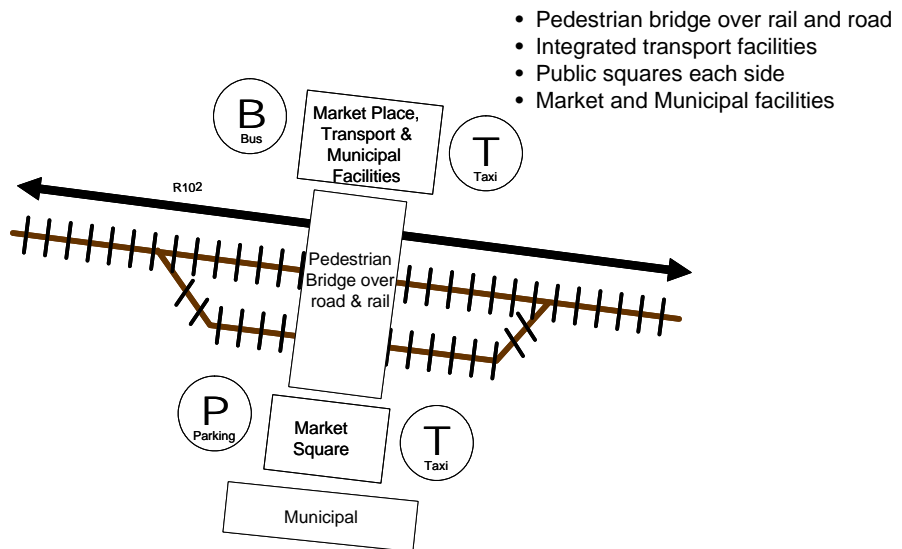
6.5.3 Consolidated Concept

Following the action planning session, a community meeting was held and all the input from the process were combined into a consolidated concept. This concept was based on several key strategies (refer to sketches below):-

❖ **Strategy No. 1**

This involves the need to achieve integrated transport facilities with Mount Ruth Station as the hub. A wide pedestrian bridge needs to be created across the railway and R102 to facilitate safe and secure movement of people. There could be retail booths and market vending on such a bridge. Appropriate taxi, bus rank and parking facilities are crucial to this strategy.

KEY STRATEGY NO. 1



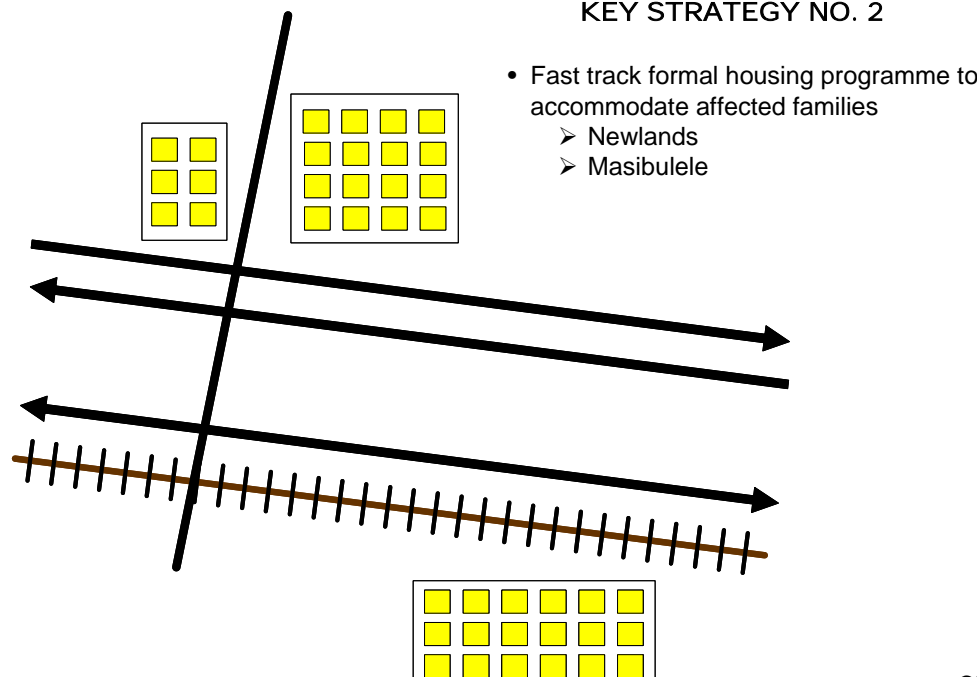
- Pedestrian bridge over rail and road
- Integrated transport facilities
- Public squares each side
- Market and Municipal facilities

❖ **Strategy No. 2**

The existing families living in Masibulele south of the station need to be accommodated as a matter of urgency in their new sites which are already planned for them as part of the Bufferstrip Development Project.

Similarly, the families likely to be affected by the new Billie Road/N2 junction in the Eluxolweni area, need to be involved in a managed process of accommodation in acceptable housing nearby.

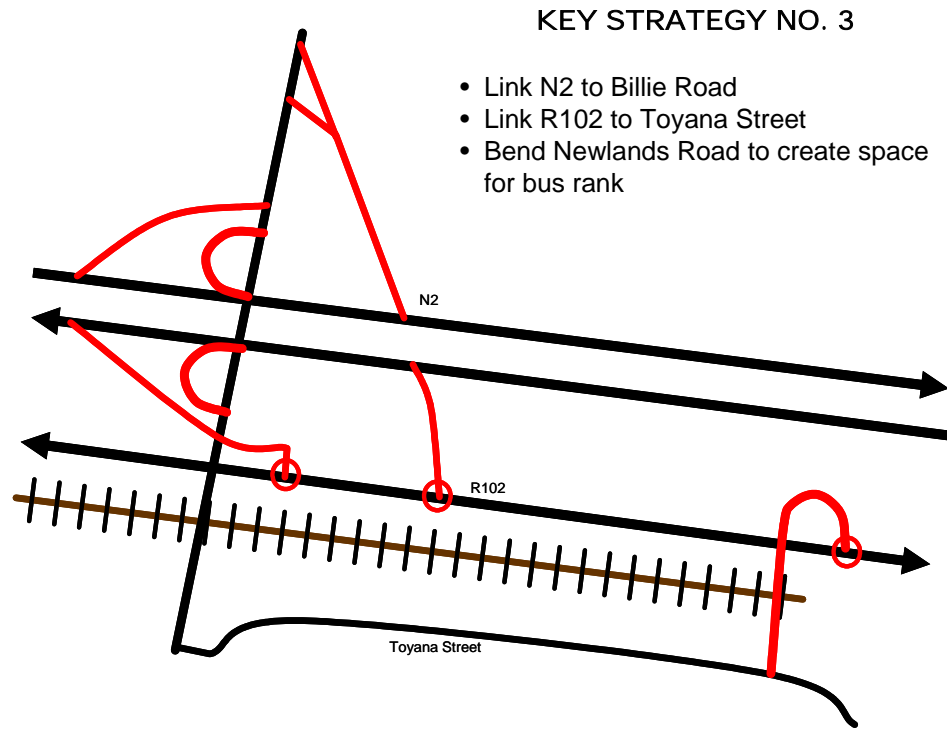
KEY STRATEGY NO. 2



- Fast track formal housing programme to accommodate affected families
 - Newlands
 - Masibulele

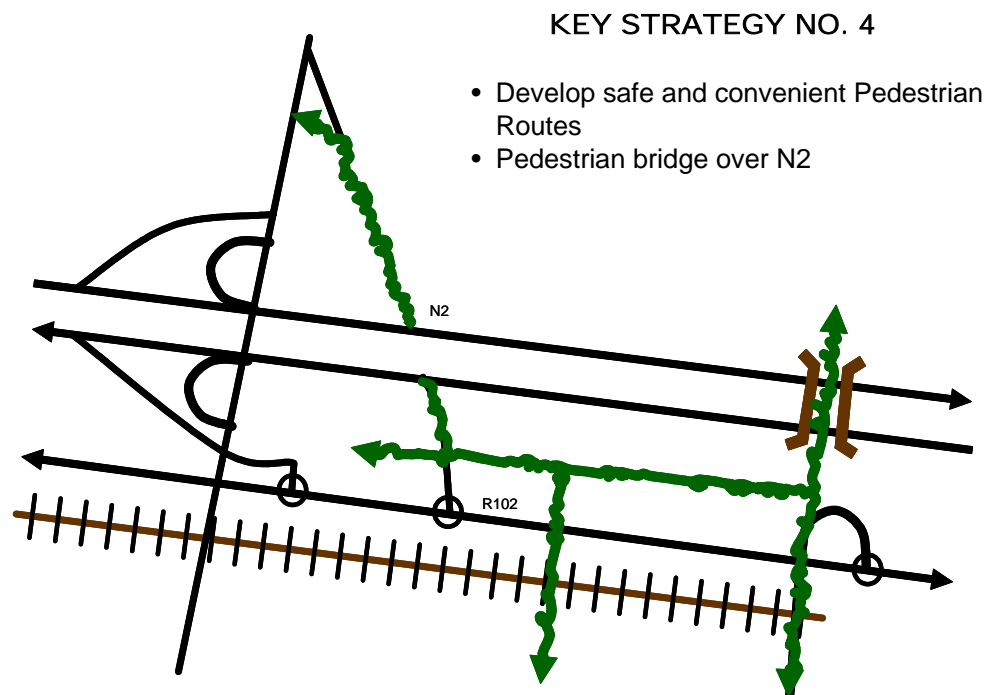
❖ **Strategy No. 3**

Strategic road links are required to enable Mount Ruth Node becoming a destination; the intersection between Billie Road intersection and the N2, upgrading of the R102, re-routing of Newlands Road and a new bridge linking the R102 to Toyana Street.



❖ **Strategy No. 4**

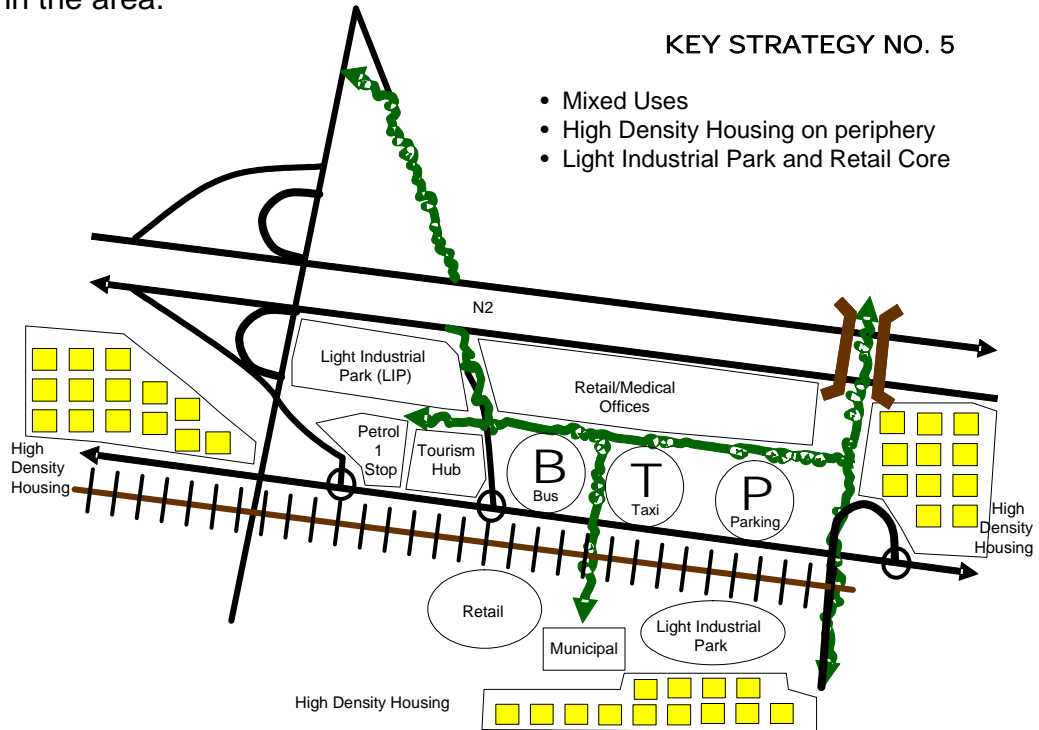
As part of the Mdantsane Urban Renewal Programme there is a need to establish safe, attractive, user friendly pedestrian routes through the node, linking to the surrounding areas.



❖ **Strategy No. 5**

For the Node to develop as an effective transport hub, it will require certain core service uses, municipal facilities and a community support centre.

Various mixed uses need to be developed around the transportation hub, with high density housing as an important development to increase densities in the area.



❖ **Strategy No. 6**

Planning for future development on the Newlands side of the N2 will need to be undertaken in order to ensure complementarity between the two suburbs and enable managed development on all sides of the transport corridor.

