Primary vehicular movement routes (running north-south)
- M1 Motorway, for its linkages to other areas of importance including Rosebank, Sandton, Midrand and Pretoria
- Jan Smuts Avenue-Nelson Mandela Bridge-West Street, since it links the CBD to the northern suburbs
- Harrison Street-Queen Elizabeth Bridge, for its links to Braamfontein, Metropolitan Centre and the High Court
- Rissik Street, for linking the Gauteng Legislature to Metropolitan Centre.

Secondary vehicular movement routes (perpendicular to primary vehicular routes)
- Bree Street, linking the two primary routes of Harrison to West Street.
- Pritchard Street, linking the two primary routes of Rissik to Harrison Street.
- Plein Street that links Rissik to the High Court.

Relation to Site
From this site mapping exercise it is seen that this user group passes the site using private vehicles, on Nelson Mandela Bridge, Queen Elizabeth Bridge and the nearby M1 Motorway. As such the following 5 views across the site are important:

- From Nelson Mandela-West street, looking up across the site from the southwestern corner as well as looking down across the site from the northwestern corner.
- From Harrison Street-Queen Elizabeth Bridge, looking up across the site from the southeastern corner as well as looking down across the site from the northeastern corner.
- From the M1 Motorway looking across to the site and Park Station, in a northeasterly direction.

Reading B: The site and study area as seen through the eyes of an international/continental visiting dignitary.

The following information is regarded as being relevant to this group of user and is represented in the map on the following page.

Important Nodes identified primarily for their tourist and cultural value:
- Newtown Cultural Precinct
- Johannesburg Library Gardens
- Carton Centre
- Johannesburg Art Gallery
- Wits Origins Centre, and Planetarium
- Braamfontein, for its Hotel Accommodation
Primary vehicular movement routes
- The M1 Motorway, for linking the CBD to other areas
- The Carr street off-ramp, that links the M1 Motorway to the Newtown Cultural Precinct
- Jan Smuts Avenue-Nelson Mandela Bridge-West Street, since it links the CBD to the northern suburbs and its link to the M2 Motorway in the south
- Harrison Street-Queen Elizabeth Bridge, for its links to hotel accommodation in Braamfontein and its link to the M2 Motorway in the south
- From Nelson Mandela-West Street, looking up across the site from the southwestern corner as well as looking down across the site from the northwestern corner.
- From Harrison Street-Queen Elizabeth Bridge, looking up across the site from the southeastern corner as well as looking down across the site from the northeastern corner.
- From the M1 Motorway looking across to the site and Park Station, in a northeasterly direction.
- The approaching view from the Carr Street off ramp towards the site

Secondary vehicular movement routes
- The slip road along Viljoen street that links Queen Elizabeth Bridge to Jan Smuts Avenue
- The Smith Street off ramp that links the M1 Motorway to tourist attractions within Wits University

Relation to Site
From this site mapping exercise it is seen that this user group would pass the site using private vehicles/cab taxi/ chauffeured limousine, on Nelson Mandela Bridge, Queen Elizabeth Bridge and the near by M1 Motorway. As such the following 5 views across the site are important:

Reading C: The site and study area as seen through the eyes of an ordinary local.

The following information is regarded as being relevant to this group of user and is represented in the map on the following page.

Important Nodes identified primarily for their relation to public transport interchange:
- Metromall P.T.I
- Existing taxi rang on the site
- Long Distance taxi rank
- Noord Street taxi rank
- Park Station
- Rotunda (at Park Station)
• Gautrain Station (currently under construction)
• Braamfontein for its work/study/trade related opportunities
• Johannesburg CBD for its trade and work related opportunities
• Newtown (Industrial) for its work/trade related opportunities

Three important public spaces were also identified
• Mary Fitzgerald Square as a thoroughfare and public open space
• Bank City Court as a thoroughfare and public open space
• Johannesburg Library Gardens as a thoroughfare and open public space

There were three primary movement routes identified:
• Vehicular movement routes (in terms of road based public transport modes)
• Pedestrian movement routes
• Rail based

The following vehicular routes are highlighted
• The M1 Motorway & Carr Street on-ramp and off-ramp, that links the outlying residential areas to the city
• Jan Smuts Avenue-Nelson Mandela Bridge-West Street, that links Metromall to work/trade related opportunities in the north, and CBD

• Bree Street, that is the main vehicular and pedestrian spine linking Metromall to the CBD and other transport interchanges.

The following Pedestrian Routes are highlighted
• Bree Street, that forms an important pedestrian spine that links work/trade/live related opportunities in the CBD to the various public transport interchanges
• Nelson Mandela bridge, that links work/trade/live/study related opportunities in Braamfontein to Metromall and across Mary Fitzgerald Square to trade/work related opportunities in Newtown
• Queen Elizabeth Bridge that links work/trade/live/study related opportunities in Braamfontein to Metromall and the Bree Street pedestrian spine.
• Along Rissik, Loveday, Eloff, Small and various other intersecting streets that intersect the Bree Street spine.

The Following Rail movement routes are highlighted:
• The commuter rail lines on the northern boundary of the site that link work/trade/study/live opportunities in the CBD to residential and industrial areas linked along the rail line.
• The Gautrain rapid rail link (currently under construction) that links the city center to Rosebank, Sandton, Marlboro, Pretoria and O.R Tambo
International Airport.

Relation to Site
From this site mapping exercise it is seen that the site plays an important role to the group identified, housing a large taxi rank that borders the Metromall public transport interchange. Pedestrian routes along Nelson Mandela and Queen Elizabeth bridges bring a large number of people to Metromall and onto the on-site taxi rank. Views highlighted include pedestrian views down across the site from the northeast and northwest corners, along the route to Metromall and from Metromall up across the site.

Comparison between the three site readings

On comparing the three site reading exercises the following points have been extracted:
- The importance of Nelson Mandela and Queen Elizabeth bridges as both vehicular & pedestrian routes.
- The importance of the views identified across the site from the corners of the site relating to the three groups identified.
- The importance of the M1 Motorway as a link to other areas as well as an entry point into Newtown and onto the site.
- The importance of the Bree Street spine as a major pedestrian, vehicular and public transport linking spine.

However the following was also noted:
- Bree street while being of primary importance to the ordinary local is seen as a secondary vehicular route to the politically powerful elite and is avoided altogether by visiting dignitaries.
- The commonality of certain nodes to all three groups which are approached from different movement routes depending on the user group.
- The view from Metromall across the site is related to the ordinary local only.

These have been represented in the map on the following page.

In this map it is important to note the following that has not been previously mentioned:
- Pedestrian movement along Queen Elizabeth is along the eastern pavement of the bridge since the western pavement is not wide enough to walk on
- Although pedestrian movement is along both eastern and western pavements on the Nelson Mandela bridge, this pedestrian traffic strengthens on the eastern pavement at the intersection of vehicular entry to the site. This is due to pedestrians crossing over to move towards Metromall and the Bree Street spine
Conclusion
This chapter sought to analyze the selected site at a greater detail, map the site and surrounding context from a three point perspective and through a process of comparison, highlight the commonalities & differences in the site readings. This was done to arrive at a single site reading that encompasses the three point perspective. This site reading will be used as an important tool at arriving at an appropriate design methodology which will inform the urban design and architectural proposals. The result of the site reading exercise yielded a map which highlighted the following important points:

- Views from the M1 Motorway, northwest, northeast, southwest and southeast corners of the site formed important perspectives. These related physically to how the 3 groups viewed the site depending on their approach and passing movement routes.
- Views approaching the vehicular entrance on the western boundary related to the approach by the visiting dignitary as well as the ordinary local approaching the site in a taxi or bus.
- Views from the southern boundary and Metromall across the site related to the ordinary local.

- The Bree Street spine was of primary importance to the ordinary local, was seen as a secondary vehicular route to the politically powerful elite and was avoided altogether by visiting dignitaries.
- Two important major pedestrian routes exist along Nelson Mandela and Queen Elizabeth bridges linking Metromall and the site to other public transport interchanges and work/live/study and trade related opportunities both within Braamfontein and the CBD.
- Because of the steep retaining earth slopes on the sites eastern and western boundary, and the presence of the railway lines on the northern boundary of the site, the site is essentially a ‘valley-cove’. This awkward topographical constraint has meant that the site has remained vacant despite existing in a commercially viable urban environment.