

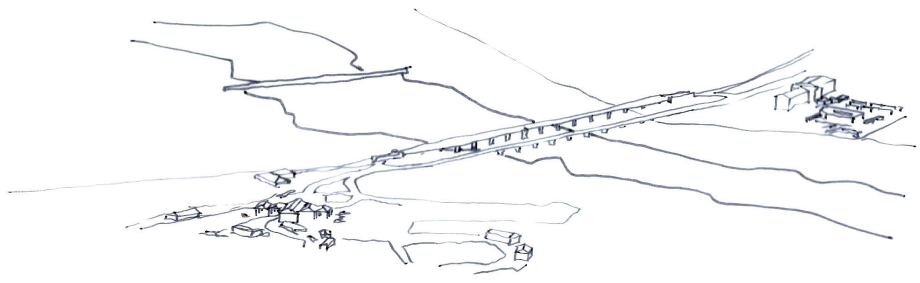
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Between boundaries: a new border post at Beitbridge

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Rural Framework/Master plan

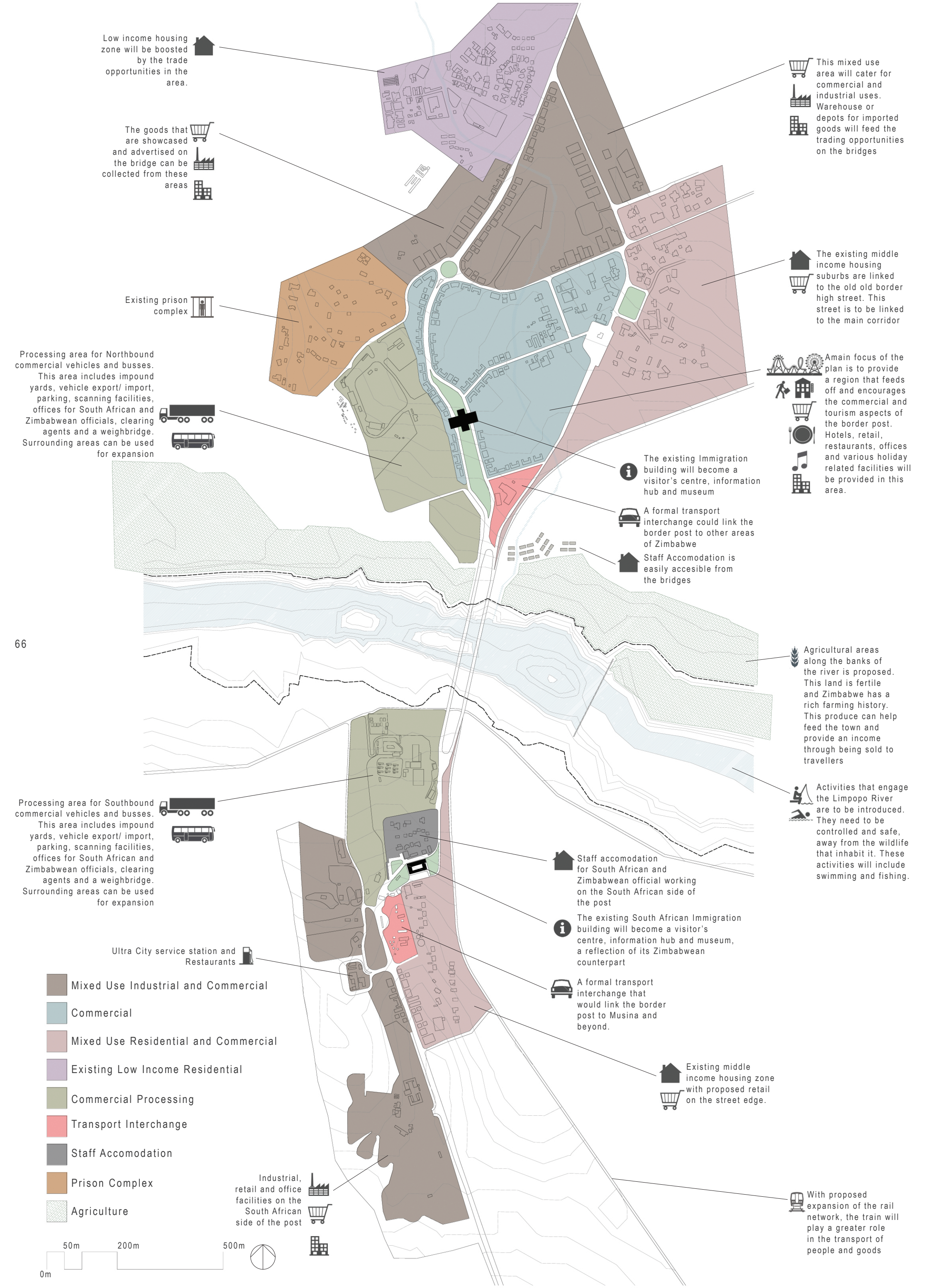

Low income housing zone will be boosted by the trade opportunities in the area.
The goods that are showcased and advertised on the bridge can be collected from these areas
Existing prison complex
Processing area for Northbound commercial vehicles and busses. This area includes impound yards, vehicle export/ import, parking, scanning facilities, offices for South African and Zimbabwean officials, clearing agents and a weighbridge. Surrounding areas can be used for expansion
This mixed use area will cater for commercial and industrial uses. Warehouse or depots for imported goods will feed the trading opportunities on the bridges
The existing middle income housing suburbs are linked to the old old border high street. This street is to be linked to the main corridor
Amain focus of the plan is to provide a region that feeds off and encourages the commercial and tourism aspects of the border post. Hotels, retail, restaurants, offices and various holiday related facilities will be provided in this area.
The existing Immigration building will become a visitor's centre, information hub and museum
A formal transport interchange could link the border post to other areas of Zimbabwe
Staff Accomodation is easily accesible from the bridges
Agricultural areas along the banks of the river is proposed. This land is fertile and Zimbabwe has a rich farming history. This produce can help feed the town and provide an income through being sold to travellers
Activities that engage the Limpopo River are to be introduced. They need to be controlled and safe, away from the wildlife that inhabit it. These activities will include swimming and fishing.
Processing area for Southbound commercial vehicles and busses. This area includes impound yards, vehicle export/ import, parking, scanning facilities, offices for South African and Zimbabwean officials, clearing agents and a weighbridge. Surrounding areas can be used for expansion
Staff accomodation for South African and Zimbabwean official working on the South African side of the post
The existing South African Immigration building will become a visitor's centre, information hub and museum, a reflection of its Zimbabwean counterpart
A formal transport interchange that would link the border post to Musina and beyond.
Ultra City service station and Restaurants
Existing middle income housing zone with proposed retail on the street edge.
Industrial, retail and office facilities on the South African side of the post
With proposed expansion of the rail network, the train will play a greater role in the transport of people and goods
Mixed Use Industrial and Commercial
Commercial
Mixed Use Residential and Commercial
Existing Low Income Residential
Commercial Processing
Transport Interchange
Staff Accomodation
Prison Complex
Agriculture
0m
50m
200m
500m



Fig. 5.0.1. The greater border region

Rural Framework

The strategy for the master plan or rural framework is aimed specifically around a four kilometer radius of the site. However, the impact of this proposal is simultaneously aimed at improving productivity and conditions on a number of additional scales. These scales range from the immediate area (see master plan to the left), a larger scale which links the entire town of Beitbridge and city of Musina to the site, and thirdly, improving productivity on the major SADC trade corridor that runs throughout Southern Africa.

The existing condition of the area within the four kilometer radius of the bridges is centred on the main traffic route that runs through the border and connects the N1 highway in South Africa to the A6 highway in Zimbabwe. The main focus of the rural framework or master plan for the area is to develop this highly underused strip of land. The areas in each country and on either end of the bridges, and the site, are vastly different and therefore are treated differently in the proposal. The South African side of the existing border post is based entirely around the border processes, with the exception of the recreational activity that occurs around the Shell Ultra city garage. On the opposite side of the Limpopo River, the condition surrounding the Zimbabwean border post merges in an uncomfortable manner with the town of Beitbridge. This is a result of a lack of planning for the increased amount of commercial traffic in the past decade in conjunction with a poor strategy for integrating the town with the rapidly growing border post.

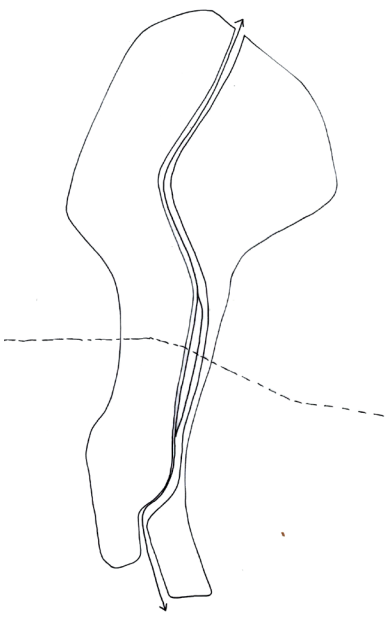
Therefore, the first goal is to develop and restructure the main road that runs through the border post and connects the two countries. Congestion at the entrances to the bridges cannot sufficiently handle the amount of traffic that passes through the post and therefore a strategy to divert freight traffic through a proposed processing zone, has been implemented. This requires commercial traffic to have its own off and on ramps onto the vehicular bridge. This will ease congestion and allow for a properly planned commercial zone that is separate from the light vehicle and pedestrian areas.

The main roads leading up to the bridges and the border crossing will develop into a form of boulevard with retail and recreational facilities lining the street. The main aim for these facilities will be to supplement the trade that occurs in no man's land. Depots housing the imported goods that have been showcased in no mans will also form part of the development along the street. The apex of the activity along the street will occur in no man's land before filtering into Beitbridge town and towards Musina.

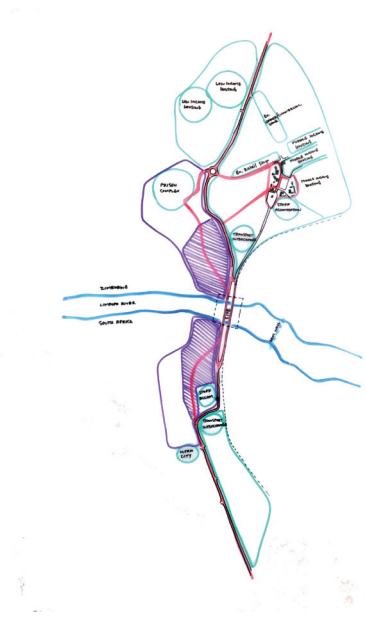
Integrating and reconnecting the town of Beitbridge to the Border post is another key aspect to the scheme. The old high street has become derelict and the remnants of what the border used to be are lying in decay. As the border post on the Zimbabwean side diverts all traffic away from the town, the new proposal will look to create a link that will rejuvenate the old town. The idea is to bring the centre of the town closer to the bridge and therefore the activity at the border post can continue to feed into the town and promote further development.

The South African side of the border responds purely to the border processes and functions as the closest town is Musina, sixteen kilometers south of the border. As the infrastructure is well planned, the new proposal will be able to easily adapt into the existing functions. A formal transport interchange at both ends to the bridges will add to the efficiency of the area through reducing congestion, currently caused by the chaotic informal pick up points used by taxis and busses, in the border post's present condition.

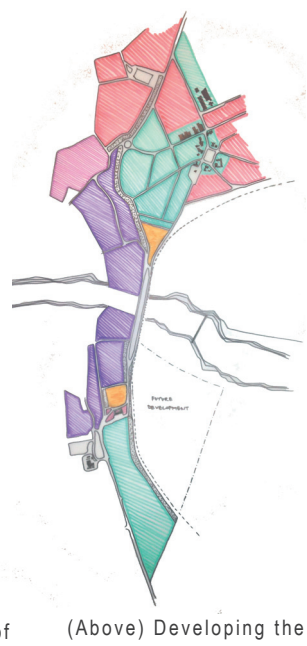
Another major issue that has been highlighted by all government departments at the border post is a shortage of staff accommodation. As the upgraded border post proposed in this thesis deals with the staff being based on or at the entrance to the existing bridges, the accommodation for the staff has to be easily accessible and within walking distance to the bridges and their place of work. Therefore the staff accommodation zone on the South African side is situated in its current location but would be upgraded to accommodate the sufficient number of staff. On the Zimbabwean side, a new area is proposed with easy access to the bridges and areas of agriculture. Lastly, Zimbabwe has a rich farming history and as poverty is high in the area, fields along the banks of the river could provide and a source of income and food to the residents of Beitbridge. The produce could be sold to travellers on the bridge as well as serve the community, in addition to improving the agricultural skills of the local residents.



Sketch indicating the idea of the commercial processing zone to the left and the pedestrian orientated zone to the right



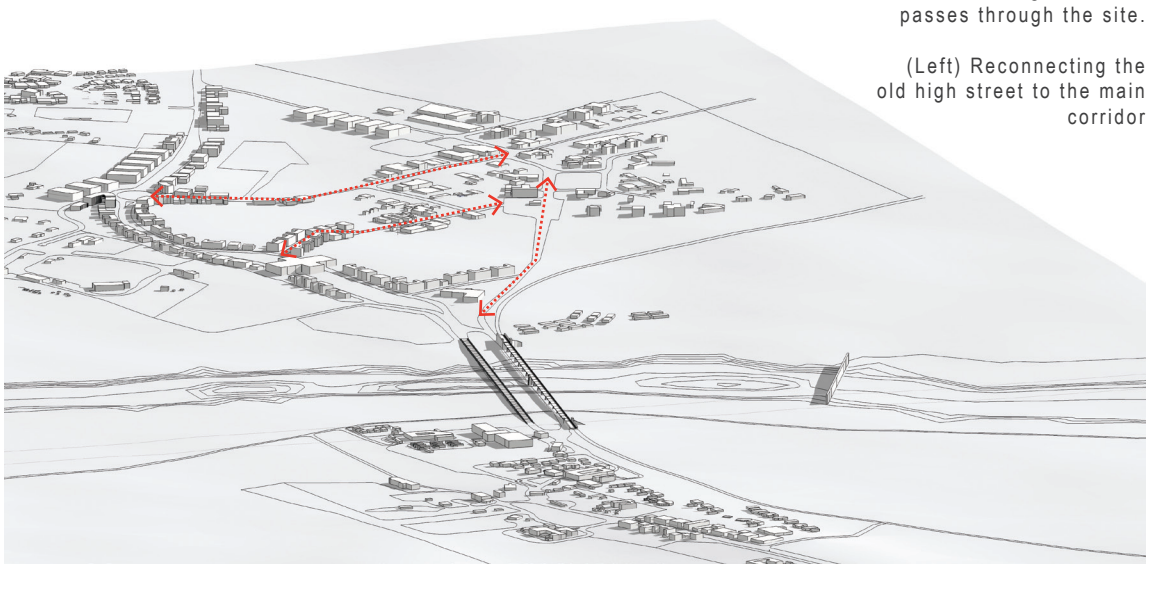
Forming links to integrate the town of Beitbridge with the border post

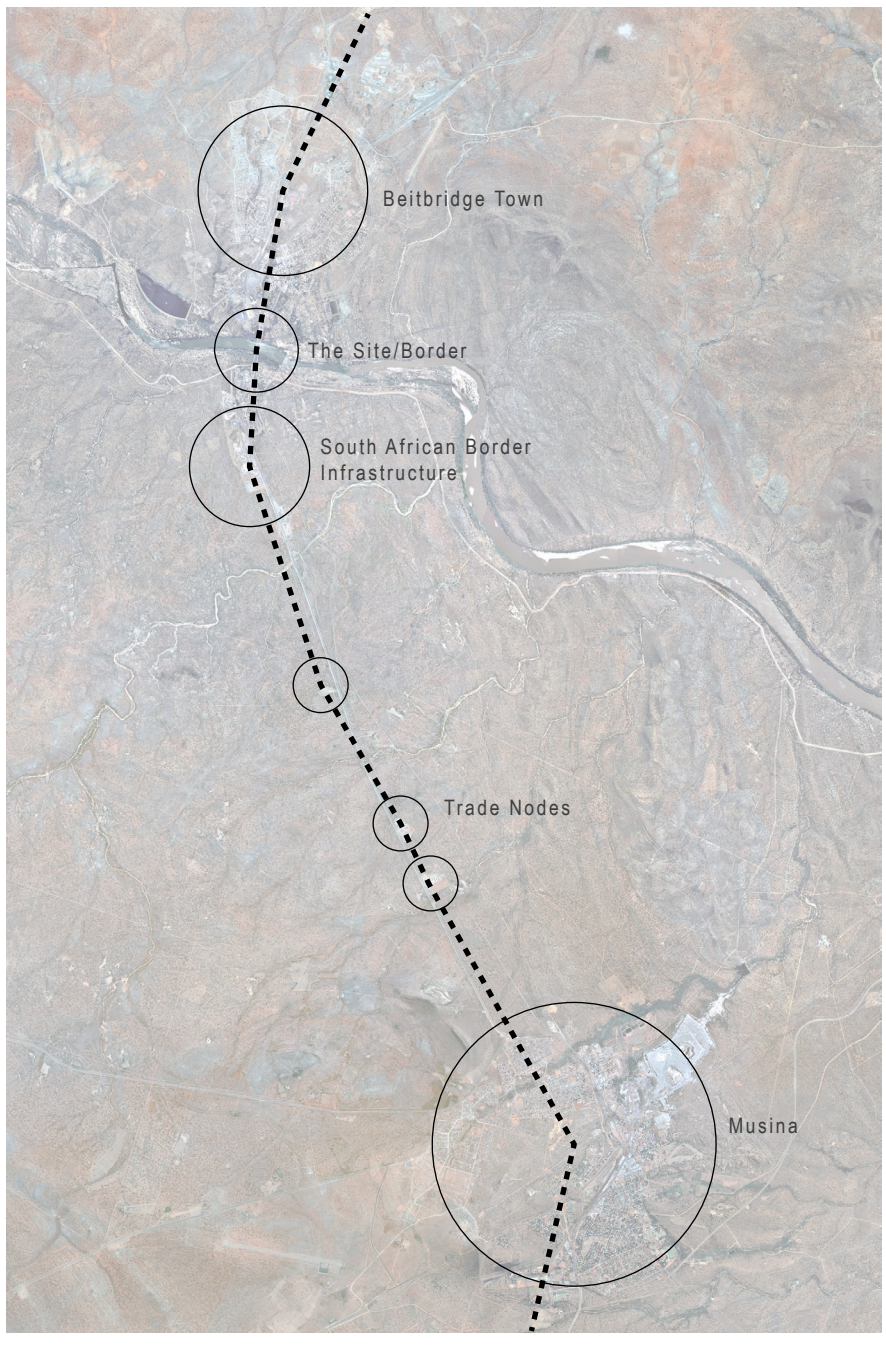


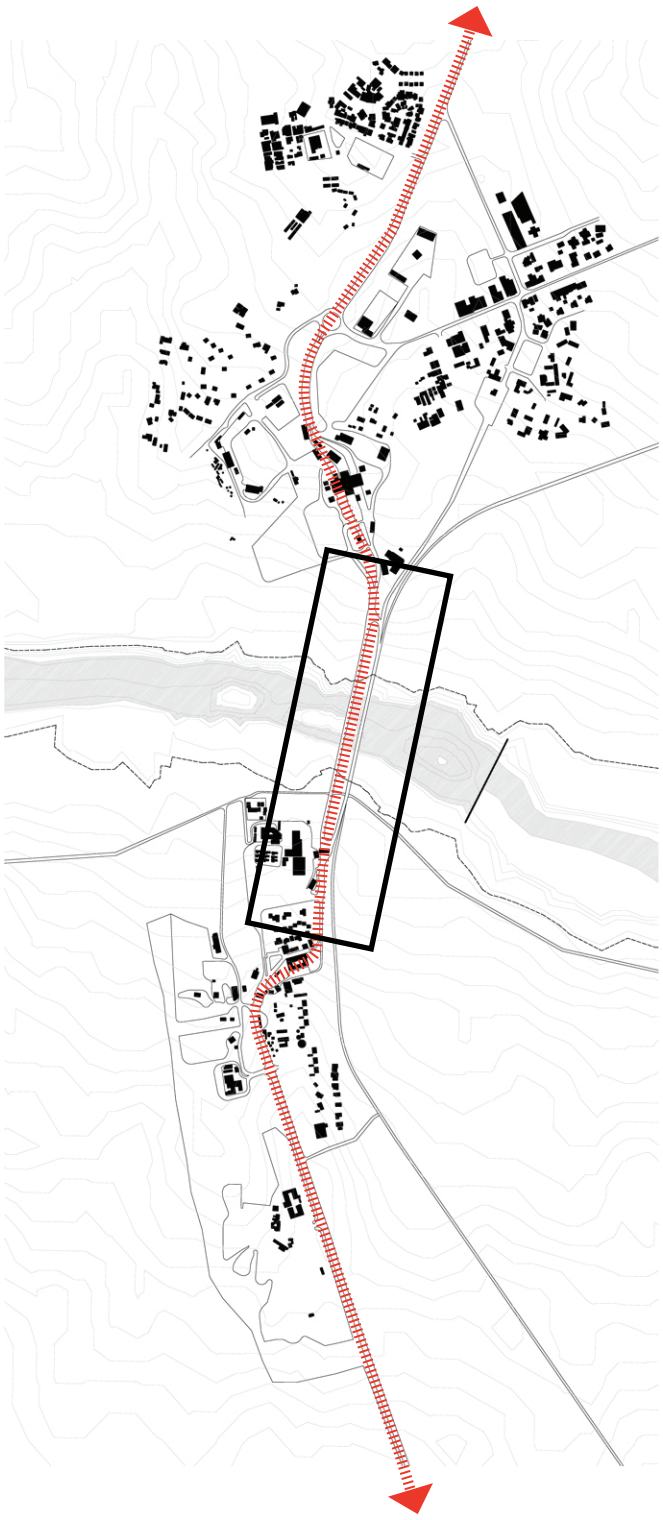
(Above) Developing the zones

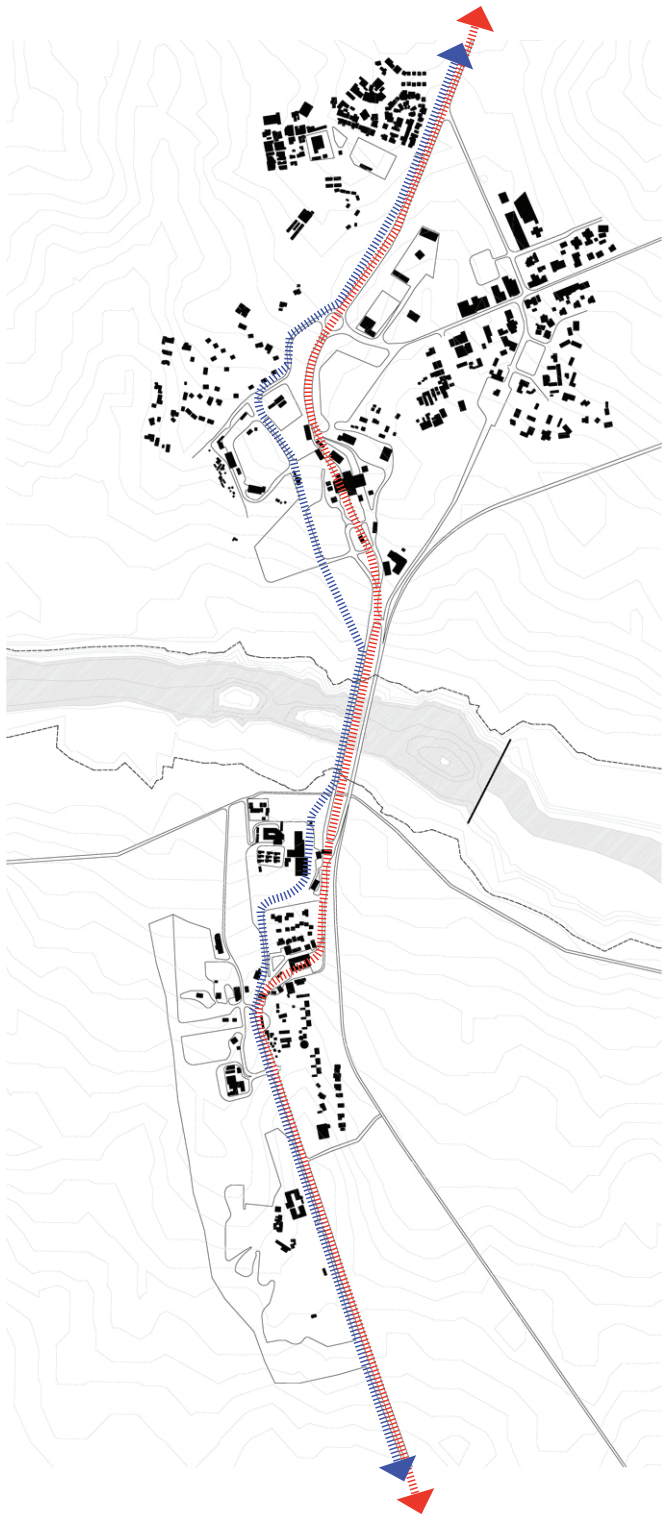
(Right) The main corridor links various nodes. All the traffic along this route passes through the site.

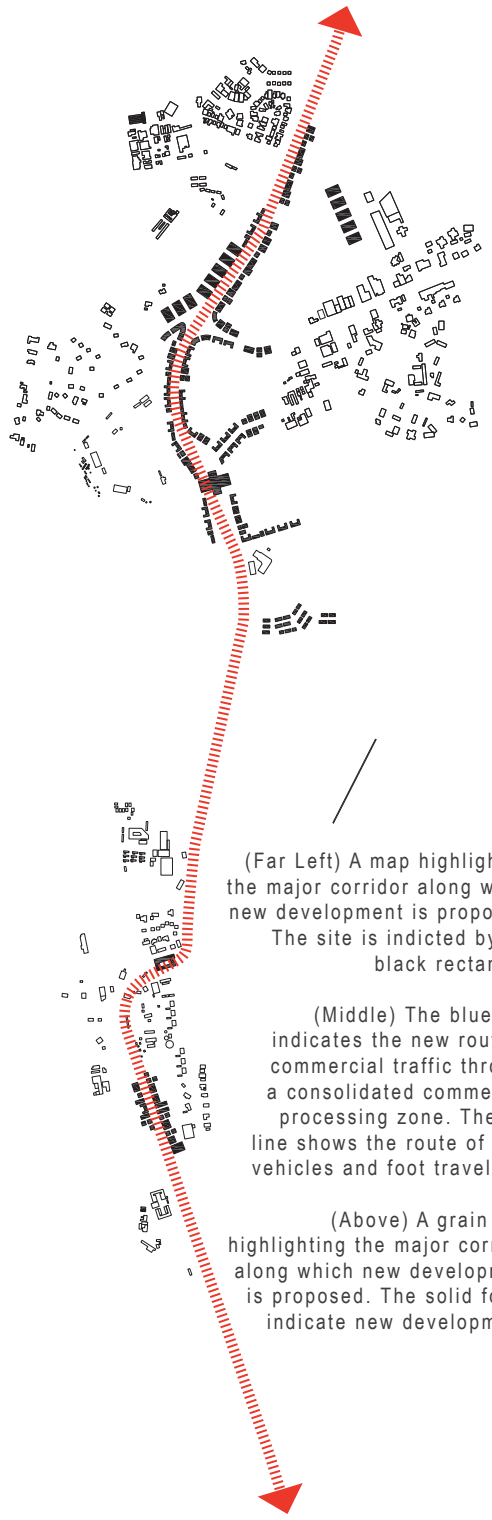
(Left) Reconnecting the old high street to the main corridor











(Far Left) A map highlighting the major corridor along which new development is proposed. The site is indicted by the black rectangle.

(Middle) The blue line indicates the new route of commercial traffic through a consolidated commercial processing zone. The red line shows the route of light vehicles and foot travellers.

(Above) A grain map highlighting the major corridor along which new development is proposed. The solid forms indicate new development.

Ultra city

Prison Complex

Southbound Processing zone

Northbound Processing zone

Vehicular bridge

Pedestrian/Rail bridge

Proposed commercial development along the main corridor

Staff accomodation

Dam wall

Old border High Street

