

Abstract

The nature of transport systems determines how people can travel from Johannesburg to Pretoria within the city. This research report seeks to demonstrate that transit-oriented development (TOD) as a concept has a strong sustainability agenda, and also has a strong developmental thrust. Concepts such as the “compact city” and the “smart city”, propagated for the sustainable use of the city and were used to influence the planning of TODs.

The research report will seek to gain an understanding of how transit-orientated developments work and also how different concepts have influenced the way they are planned. The report also uses theories such as compact city, sustainable city and other theories like Christaller’s (1933) central place theory to form an explanation as to why these TOD nodes could be seen as attractive.

Because the City of Johannesburg has promoted the use of TOD, property developers are indirectly encouraged to develop in these areas through various incentives that have been placed in the node. This study focuses on the Sandton area and specifically the area around the Gautrain station, and investigates how the concept of TOD has made the node more attractive for retail development and consumers. Apart from providing a basic understanding and overview of TOD, it explains the logic behind TOD and what makes it attractive to developers and consumers. The literature looks at theorists like Christaller (1933) to explain this phenomenon, while the epistemology of multiplicity is one which uses mixed methods to ensure that the questions posed in the research, along with the theories in the literature, are proved or disproved.

This research report concludes by reflecting on some of the key factors of TOD that affect attractiveness. The main reason for this report is that, by identifying what is attractive to the consumer and the developer, a better understanding of the logic that underpins the market will be developed. A clearer understanding of the logic that operates in this market could allow for a number of new insights both when planning TOD nodes combined with major infrastructure projects, and when looking to develop in these areas. Another of the important questions that were answered was whether or not shopping-centre attractiveness was enhanced by TOD policies.