

**STADSRAAD
NUUSBRIEF** **PRETORIA** **CITY COUNCIL
NEWSLETTER**

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Facelift for unsightly street block in CBD

The project for the redevelopment of the street block between the State Theatre and Muntoria in the city centre has come another step closer to reality. The Management Committee of the City Council recently approved a landscape development plan in this regard.

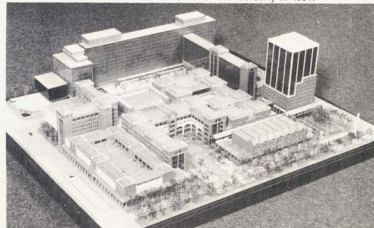
This follows the Council's approval, in December last year, of a proposal by Murray & Roberts Properties to redevelop the 3,06 ha site.

The next step in the process will be the consideration of sketch and

building plans.

The area will consist, inter alia, of shops, restaurants, general and municipal offices, a tourism information centre, a new main library, a hotel (which will be erected by the private sector at a later stage) probably a cinema, and parking for more than 1 500 cars.

Some of the existing buildings on the site have already been demolished. Excavations will probably start in November this year, while actual building activities will commence early in 1991.



The model shown in this picture gives an indication of what the development may look like after completion. With the development of this project and others such as the renovation of the old Tram Sheds and the Lake Project, which will be financed mainly by the private sector, the City Council intends to make the CBD a triendlier and more attractive area. Although the development will turn an aesthetic whole it will comprise a developer's section (approximately the western portion) and a City Council section (approximately the eastern portion).

Spaar krag in spitsstye

Met die winter op hande en gevolglike toenemende gebruik van elektriese verwarmers, kan die oorlading op Pretoria se elektrisiteitsnetwerk vererger. Oorlading op kables en transformators lei tot onwelkome kragonderbrekings.

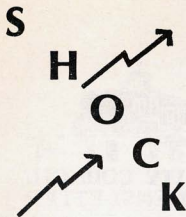
Die probleem is nie die hoeveelheid elektrisiteit (of energie) wat verbruik word nie, maar die gelyktydige hoë stroomaanvraag (hoë tempo van energieverbruik) tydens spitsstye. Die meeste krag word weksdae gedurende spitsstyd tussen 17:00 en 19:00 verbruik. Inwoners kan oorlading help voorkom deur by verwarmers tot voor of eers ná spitsstye aan te skakel. Watervarmers kan ook gedurende spitsstye afgeskakel word.

Deur hierdie twee stappe toe te pas, kan inwoners help om op Pretoria se elektrisiteitrekening te bespaar en ook om kragonderbrekings te voorkom.

Hoewel die Dept Elektrisiteit deur 'n personeeltekort gekniehalter word, slaag die Raad steeds daarin om die elektrisiteitsnetwerk in stand te hou en poog hy om dit te verbeter. Vir die komende boekjaar is sowat R10,7-miljoen begroot om die oorlaaide netwerk in enkele gebiede te versterk. Verdere versterking in komende boekjare sal egter nodig wees.

In die geval van 'n kragonderbreking kan inwoners die volgende telefoonnummers skakel: (Kantoor-ure) 323-7561/2/3/4/5; (24 uur) 323-5429.

S H O C K



During April this year, two innocent children almost lost their lives when they accidentally touched electrical wires on the roof of an outbuilding. The children climbed onto the roof to retrieve a ball, as all adventurous children sometimes do.

There are many suburbs in Pretoria where dwelling-houses are 30 to 40 years old. Most consumers living in these areas are not aware of the potential hazards associated with their electrical installations, especially the electrical overhead conductors to outbuildings.

The fact is that during the installation of these apparatus the contractors were not compelled to provide them with earth leakage relays.

Should a person on a roof slip or lose his footing, the natural reaction would be to take hold of the nearest anchor which, in most cases, are the weathered electrical conductors supplying the outbuildings; the result normally being fatal.

People living in old houses are therefore urged to examine the electrical supply to their outbuildings. Should this be via overhead conductors, people are strongly advised to consult a registered electrical contractor to advise them as to the safety of the conductors to the outbuildings.

Should the conductors be eroded to the extent where the insulation has worn away exposing the copper wires, people are advised to have them replaced or preferably to have an underground cable installed to prevent unnecessary tragedy and a lot of heart-ache.

Enquiries: The Inspectorate of the Electricity Dept, tel 313-7822 or 313-8099.

'n Spesifiek-saamgestelde taakspan is deur die Stadsraad aangestel om 'n oorhoofse benadering ten opsigte van vervoerbeplanning in stadstruktuurverband te ondersoek, asook om 'n omvattende strategie tot grondgebruik en vervoerbeleid vir Pretoria op te stel.

Pretoria nader 'n era waar sy ontwikkelingsgang agv bevolkings-groei en -samestelling en staatkundige ontwikkeling redelik ingrypende veranderinge in die stad- en streekstruktuur kan meebring wat veranderde eise aan oa vervoerbeplanning sal stel.

'n Omvattende geïntegreerde grondgebruik-, vervoerbeleid en -strategie ontbreek in Pretoria en slegs deur 'n objektiewe multi-dissiplinêre ondersoek aan die hand van bepaalde kriteria te doen, kan so 'n oorhoofse beleid ten opsigte hiervan ontwikkel word.

Taakspan kyk na vervoer

Inligting wat reeds uit ander ondersoekte beskikbaar is, sal gebruik word en vorige werk in dié verband sal dus nie tevergeefs wees nie.

Die taakspan bestaan uit vier siviele ingenieurs en vier stadsbeplanners. Ses van hulle is van buite-konsultante wat Pretoria se vervoerwese en fisiese beplannings-opset ken en wat reeds konsultasie vir die Raad gedoen het.

Die verwagting is dat dié ondersoek gedurende die tweede helfte van hierdie jaar voltooi sal word.

Vakleerlinge vir 1991

Persone wat daarin belangstel om vanaf Januarie 1991 by die Stadsraad se Vakopleidingsentrum as vakleerlinge opgelei te word, moet voor of op 30 Junie 1990 van hulle laat hoor.

Daar word jaarliks, met inagneming van spesifieke mannekragtekorte in die Stadsraad, 'n beperkte aantal vakleerlinge opgelei in een van twaalf ambagte, nl elektrisiën, loodgieter, dieselwerktuigkundige, monteurdraaier, passer,

motorelektrisiën, sweiser, skrynerwerker, messelaar, verwerker, motorbakhersteller of letterskilder.

Belangstellendes moet 16 jaar of ouer wees en moet minstens oor 'n st 8-sertifikaat beskik. Aansoekers moet ook bereid wees om gekeur te word gedurende die Julie-skoolvakansie.

Nadere besonderhede en aansoekvorms is verkrygbaar by mev A. Liebowitz, tel (012) 313-8297, Wewingskantoor, Munitoria.

Poste in die Stadsraad

SEKERHEIDSBEAMPTES. St 8 is verpligtend en aansoekers moet tussen 18 en 40 jaar oud wees. Navrae: Mnr L. van Vuuren of mnr R. Lubbe by 313-7559.

BRANDWEER- EN AMBULANSMANNE. Aansoekers moet oor St 8 beskik en minstens 17 jaar oud wees. Navrae: mev G. van Rensburg by 21-5991.

VERKEERSBEAMPTES. Aansoekers moet beskik oor st 8 en ouer as 18 jaar wees. Navrae: mev J.M. Henning by 313-8013.

MARKKONSTABELS. Aansoekers moet st 6 hê. Navrae: mnr J.J.J. Diedericks by 26-0972 x 238.

MESSELAARS. Aansoekers moet gekwalifiseerde messelaars wees. Navrae: mnr J. van Rensburg by 313-7334.

VRAGWADRYERS. Aansoekers moet beskik oor st 6 en 'n kode 11- of 14-bestuurslisensie. Navrae: mev A. Liebowitz by 313-8297.

Die gebruikelike diensvoorrede van 'n groot onderneming, wat 'n dertiende tjeek insluit, is van toepassing.

Aansoekvorms is verkrygbaar by die Raad se Wewingskantoor, Laergrondvlak, Suidblok, Munitoria, Vermeulenstraat.

Straatnaamborde sal vervang word

Die Stadsraad kry soms navrae oor straatnaamborde en oor die feit dat heelwat van dié borde ontbreek.

Die Departement van die Stadsingenieur is tereg bewus daarvan dat die algemene toestand van straatnaamborde in Pretoria nie na wense is nie.

Daar is ongeveer 16 000 straatnaamborde in die stad en baie daarvan word deur vandale afgebreek of op ander wyses beskadig. Om een so 'n bord te vervang kos sowat R150.

Daadwerklike pogings is die afgelope boekjaar aangewend om die situasie te verbeter. Daar word beplan om bykans 'n duisend straatnaamborde in die huidige boekjaar te vervang, waarvan 'n groot gedeelte reeds vervang is.

'n Padtekenbestuurstelsel word tans ontwikkel ten einde 'n sinvolle instandhoudingsprogram daar te stel.

Verder is 150 binneverligte straatnaamtekens ook reeds opgerig sedert die kontrak vir die oprigting daarvan toegeken is.

Wat rigting- en roetetekens betref, kan gemeld word dat dié stelsel in die Pretoriase Metropolitaanse gebied ook binnekort opgegradeer gaan word.

Pretoriastraat verdubbel

Die einde van verkeersprobleme in die besige Pretoriastraat in Silverton is in sig. Die Stadsraad se Dept van die Stadsingenieur hoop om teen Augustus of September stelselmatig met die verdubbeling van die pad te begin.

Dit behels die bou van twee lane in elke rigting tussen Cussoniaweg en Dykorstraat en drie lane in elke rigting tussen Dykorstraat en Watermeyerstraat, waarvan een laan vir 'n tydperk as 'n parkeerlaan gebruik sal word.

Die projek behoort teen die tweede helfte van 1993 afgehandel te wees en sal sowat R22-miljoen kos.

Stadsraad sê dankie!

Met die staking deur swart munisipale werkers wat van 4 tot 16 April geduur het, was inwoners só dankbaar teenoor die flukse seuns en ander vrywilligers wat dienste verrig het dat die Stadsraad talle oproepe en briewe ontvang het van mense wat die Raad vra om hulle dank aan almal oor te dra.

Seuns, studente, amptenare en ander vrywilligers is ingespan by alle nooddienste, soos riolering, elektrisiteit, water en vullisverwydering. Hulle het grafte en slotte gegrawe, vloere geskroep en 'n magdom ander take agter die spreekwoordelike skerms verrig. Gemiddeld 450 mense per dag is deur Burgerlike Beskerming gewerf en tydelik deur die Stadsraad in diens geneem.

Die staking was eger die sigbaarste by die vullisverwyderingsdiens. Dié diens is 'n reuse-operasie wat 'n haarfyn program moet volg om op skedule te bly. Toe die staking dus begin, het die Raad vinnig 'n noodplan in werking gestel en die seuns, sowel as ander vrywilligers, was maar al te gewillig om vir sakgeld van vroegoggend tot laataand dié ondankbare taak te verrig.

Tussen 40 en 253 seuns en vrywilligers is daaglik gebruik om vullis te verwyder. Oor die nege vullisverwyderingsdae in die stakingstydperk, is sowat 90 000 houers by huise en 30 000 houers by plekke wat 'n daaglikse diens kry soos restaurante en hotelle, leeggemaak.

In Laudium en Eerstrust het inwoners spontaan hul dienste aangebied om byvoorbeeld vulliswaens te beman.

Die Stadsraad wil sy opregte dank oordra aan almal wat gehelp het om noodsaaklike dienste aan die gang te hou. Hulle het hul uitstekend van hul taak gekwyf en die Raad voel trots op hulle.

Voters' role computerized

Since the politicization of municipal elections, things had changed to such an extent that it became necessary to computerize the voters' role of the City Council of Pretoria.

This will be a first in the country as no other municipality has a fully computerized voters' role.

The entire project consists of seven phases and will be completed by early 1991. The estimated cost is R700 000.

Intersection upgraded

The intersection at Meiring Naude Road and Lynnburn Road in Lynnwood Manor will be upgraded. This change involves the left-turn lane into Lynnburn road. The existing corner is very sharp and causes traffic problems as most motor vehicles almost have to stop in order to negotiate the turn. An additional left-turn lane will be provided in order to allow smoother traffic flow around the corner. This improvement will bring about a dramatic decrease in the number of accidents.



Compiled by the Public Relations Office/Saamgestel deur Openbare Betrekkinge.
Editor/Redakteur:
PO Box/Posbus 440
Pretoria 0001.
Tel: 313-7780.

Pilditch opgeknap

Die Stadsraad het in beginsel goedgekeur dat verbeterings en verbouings aan Pilditch-stadion onderneem word en dat die projek in drie fases beplan en afgehandel word.

Die totale voorlopige raming van die drie fases beloop R2-miljoen. Om 'n soortgelyke nuwe kompleks te bou, sou tussen R6- en R7-miljoen gekos het.

Pilditch is een van die belangrikste atletiekstadions in die land en 'n sportbaken vir Pretoria.

Hoewel die tartanbaan onlangs herseel en 'n moderne opwarmings-terrein ingerig is, voldoen die geriewe nie meer aan al die vereistes nie.

In fase 1 van die verbeterings sal die verversingstalletjie, kleedkamers, toilette vir atlete en die toilet by die onthaalarea opgeknap word en 'n nuwe sitplekarea bokant die atlete se kleedkamer gebou word.

In fase 2 sal nuwe sitplekke op die grondwalles sowel as op die

hoofpawiljoen gebou word.

Fase 3 behels 'n nuwe persgalerie, 'n betonblad en dak, onderdaksitplek vir atlete, verbeterings en verbouings deur onder meer die ingang te verander en nuwe parkeerareas te skep.

Die fondse vir die uitvoer van fase 1 is na die Begrotingskomitee vir die 1990/91-boekjaar verwys.

Studiebeurse: 1991

Die Stadsraad van Pretoria bied vir die jaar 1991 voltydse studiebeurse in die volgende rigtings aan:

B. Ing (Meganis)

B. Ing (Siviel)

BSc (Chemie)

B. Bibl

B. Ing Elektries (Swaarstroom)

Aansoekvorms is verkrygbaar by die Raad se Werwingskantoor, Laergrondvlak, Suidblok, Munitoria, Vermeulenstraat, of van Posbus 440, Pretoria, 0001.

Verdere navrae kan gerig word aan mev B. Cilliers, tel 313-7003.

Sluitingsdatum: Vrydag, 15 Junie 1990.

New headquarters

for N.Tvl tennis

The City Council has approved in principle that the Northern Transvaal Tennis Association headquarters be moved from their present Loftus Versfeld site to the corner of George Storrar Drive and Koningin Wilhelmina Avenue in Groenkloof.

The headquarters will be developed at a cost of some R2,5-million and it has been recommended that the Council contribute about R1-million of this amount.

The planned headquarters will consist of offices, a conference hall, first-aid room, kitchen, covered pavillion for spectators, storeroom, dressing-rooms and toilets, 16 tennis courts and parking for about 87 motor-cars.

Traffic news

The proper way to merge

Traffic news

The February Newsletter gave some background on traffic signals. This article will elaborate on how motorists may contribute to the more effective functioning of traffic signals and appurtenant regulatory measures which will facilitate good and orderly traffic flow.

As was said in the previous article, traffic signals regulate traffic flow at an intersection by separating opposite traffic streams by determining the time frames when the different streams may utilise the intersection. Therefore the average traffic-flow rate from any direction through the intersection depends on the amount of time allocated to the traffic movement in a specific direction.

Certain traffic conditions necessitate the introduction of additional lanes through an intersection (with a diverging condition up-stream and a merging condition down-stream) in order to maintain acceptable levels of service.

This merging gives many motorists a headache, but it is clear that effective merging is essential for the proper performance of a road.

There are no set rules for the merging of two traffic streams and in most cases it is only indicated by a warning sign and road markings which only indicate the narrowing of the roadway.

However, with mutual courtesy among motorists, merging can occur smoothly and

efficiently and in this instance no rule is as effective as the gentleman's rule.

Nevertheless, the efficient merging of

two traffic streams is impeded by the attitude of some drivers. When driving in a lane with the "apparent" priority, they tend to think drivers in the other lane are pressing in. On the other hand, drivers in the other lane are often reluctant to approach a merging situation positively, which may inhibit a proper merge manoeuvre.

What then is correct way to act at a merging?

- Drive at the same speed as the vehicles in the adjacent lane.
- Position yourself so that you can take up a gap between two vehicles in the adjacent lane as you cautiously move over to that lane. This manoeuvre should be completed by the time you reach the point where the two lanes are fully converged.
- Use your indicators to convey your intentions.
- If you are in the vehicle behind the vehicle intending to merge, slow down

slightly to allow the vehicle to merge safely - gentleman's rule.

- In heavy stop/go traffic conditions, act in the same manner as above - stop alongside the adjacent queue in a position between two vehicles and move forward with the queue. The person behind you will allow you to merge if you act positively.
- Regardless of what is suggested in this article, always do what you think is the safest. To stop in a traffic lane and to wait for a gap is not always safe.
- Make sure that you act in accordance with all traffic signs and markings.

Of course, diverging and merging do not only exist at traffic-signal controlled intersections, but also at freeway on/off ramps, etc.

In peakhour traffic, use available road space as effectively as possible. So, where additional lanes are provided through intersections, use it and experience a marked improvement of the traffic flow. Balanced usage of the available lanes will also lessen the frustrations of drivers when passed on an adjacent lane in peakhour traffic.

Currently there are no traffic signs to indicate a merging or diverging condition on a road. However, the City Engineer's Dept will soon install information signs (white legend on green, as in the picture) to indicate such conditions.

