



CHAPTER FOUR



PROBLEM PHILOSOPHY

NORMATIVE STANCE

DESIGN PROBLEM

DESIGN INTENTION

PROGRAM

CLIENT



FIG 26-Taxi protest

NORMATIVE STANCE

Unlike most professional bodies, or regulatory institutions, which predominantly exist within themselves, and serve as their own validation, the conception of a body to govern the public transport industry would have to follow completely contrary notions of existence. This is because unlike most established associations (e.g. SACAP which are formed through government policies aimed at the protection of architectural rights and the regulation of tariffs and fees) the public transport industry is, primarily geared at the continued, satisfactory delivery of services to the public. It is from this premise that one can deduce that the public transport industry is one that needs to incorporate all stakeholders within its structures in order for it fully reach fruition as a holistic representative body. Further more due to the industries informal, socially orientated nature, it would seem inconceivable for one to separate the general public from the taxi associations in defining the public transport industry as a singular edifice.

In using architecture to formulate an identity, one has to take into consideration the actual and perceived nature of the subject in question, and thus has to engage and fully understand the public transport system. With regard to the taxi industry, the actions of a few are predominantly, judged in the wider context of the industry itself, and thus the actions of few cannot be divorced from the perception of the whole. The creation of identity instills a sense of integrity, respect and generally elevates the perception of the subject as an entity. It is in consequence that one would however; have to incorporate the image of the public (taxi users) with the image of the taxi industry in order to formulate a single, cohesive, symbiotic identity that validates both parties.

Any edifice that is meant to represent the identity of a singular body or organization is socially viewed like the roman domus, in the sense that “its simultaneously home, place of entertainment, business office and lobbying platform” (Hales, S, 2003, 2). From the aforementioned standpoint, it is evident that whatever architectural structure designed to elucidate the social necessity of the taxi industry, would have to consist of all aspect pertaining to the industry as a whole. From this point of view, one can therefore begin to articulate a type of architectural language that can begin to address the lack of formality in the taxi industry.

Design Problem:

The main intention or design problem that the extrapolated brief aims to address, is what philosophical and design consideration have to be taken in order to formulate an architectural language that gives relevance and identity to two uncelebrated parties, who share a similar interest. In so doing, the intention is to create a building typology that both embraces and instills the formality required for a regulatory body, and yet simultaneously acknowledges and validates the informal nature that encompasses the public transport industry

The second intention or problem would be how does one through, the use of architecture, re-define and re-appropriate a system, which stems from policies of segregation and disempowerment. Thirdly would be the design of a building hybrid that has both functional qualities of formal and informal spatial usage.

Finally, the last problematic aspect of the brief is the context of the intended site. The site is located on the periphery of marabastad, which Due to forced removals and other historic occurrences the area has been left in a derelict, fragmented state. The problem would come in, when trying to conceive a single structure that should have the ability to spark rehabilitation and upliftment of the area as a whole.

Design Intention:

The design intention is to create a precinct, which systematically helps elevate the perception of the public transport industry, by providing it with the structure and formality it so lacks. The objective is to concurrently achieve this in a manner that incorporates its informal social, character with its less known formal body (SANTACO) commissioned to represent it. The method intended to achieve this is centered along the principals of using architecture as a tool to manipulate the systemic process of the taxi industry. The aim is to do so through the provision of an architectural edifice that incorporates the industries formal sector with the programmatic requirements that will enable it to operate at a legally appropriate manner. By introducing operational systems that act in tandem with the informal social aspects of the industry, the design could begin to create a precinct that has the notable formality of a professional institution, but simultaneously has a programmatic tone, that makes it relevant to the public in general.

- The creation of a building typology that aims to house the legislative body of the informal transport industry.
- The design of a building that respects the genius loci of the industry by; staying true to the underlying fundamentals that define the industry.
- The formulation of an architectural discourse that creates identity and credibility for the industry.
- Providing a building that enables the transport system to exist with its stakeholders in a manners that creates a symbiotic relationship
- Improving the efficiency of the taxi industry, through automation and centralized exchanger points

Client

The chief client identified for the daily running of the development would be SANTACO. Santaco would use its capacity, as the recognized regulatory body to manage, gather and guide the other Pretoria taxi associations from this node. As the building is, intended to represent a formal aspect of governance, there would also be input from governmental institutions such as the department of trade and industry, and the city of Tshwane. In order to help facilitate the commercial aspects of the development, further subsidies would, be received from the department of trade and industry, along with other government bodies geared at poverty eradication through social empowerment.

Secondly, all nominated suppliers of taxis by the taxi recapitalization program would also have a stake in the building, as it would also provide them with a platform to market their products.

Other members that would use the building include:

All stakeholders of the Pretoria public transport systems, this would include:

- Menlyn Taxi association
- Boschkop Taxi association
- Mabopane Taxi association
- Attregvile Taxi association
- Privately owned taxis

TAXI REGULATORY BODY



FIG 27, SANTACO logo



FIG 28 SANTACO logo



FIG 29, logo

Program

The regulatory body of the taxi Industry, namely SANTACO. including:

- Offices
- Boardrooms
- Public debate platform
- Seminar rooms
- Inspection garages

The public interface between the public and the regulatory body

- Public Liaison offices
- Training facilities
- Retail & Informal markets
- Public open square

Transport interchange precinct

- Hotel accommodation
- Taxi service centre
- Taxi parking zone
- Taxi rental
- Taxi wash points



FIG 30, Department of transport logo