

# CHAPTER 02

## CONTEXT & BACKGROUND

Chapter Two investigates the urban spatial structure of South African cities that led to the growth of the 'kombi' taxi industry in the form of a literature review, with specific reference to the Boom Street taxi rank. The junction is analysed and current site conditions are brought to the fore using storytelling as an empathetic communication tool. An Urban Vision of the greater precinct is proposed, along with the programmatic function of the architectural intervention for the Boom Street junction.

## SETTING THE SCENE: SOUTH AFRICA'S URBAN SYSTEM

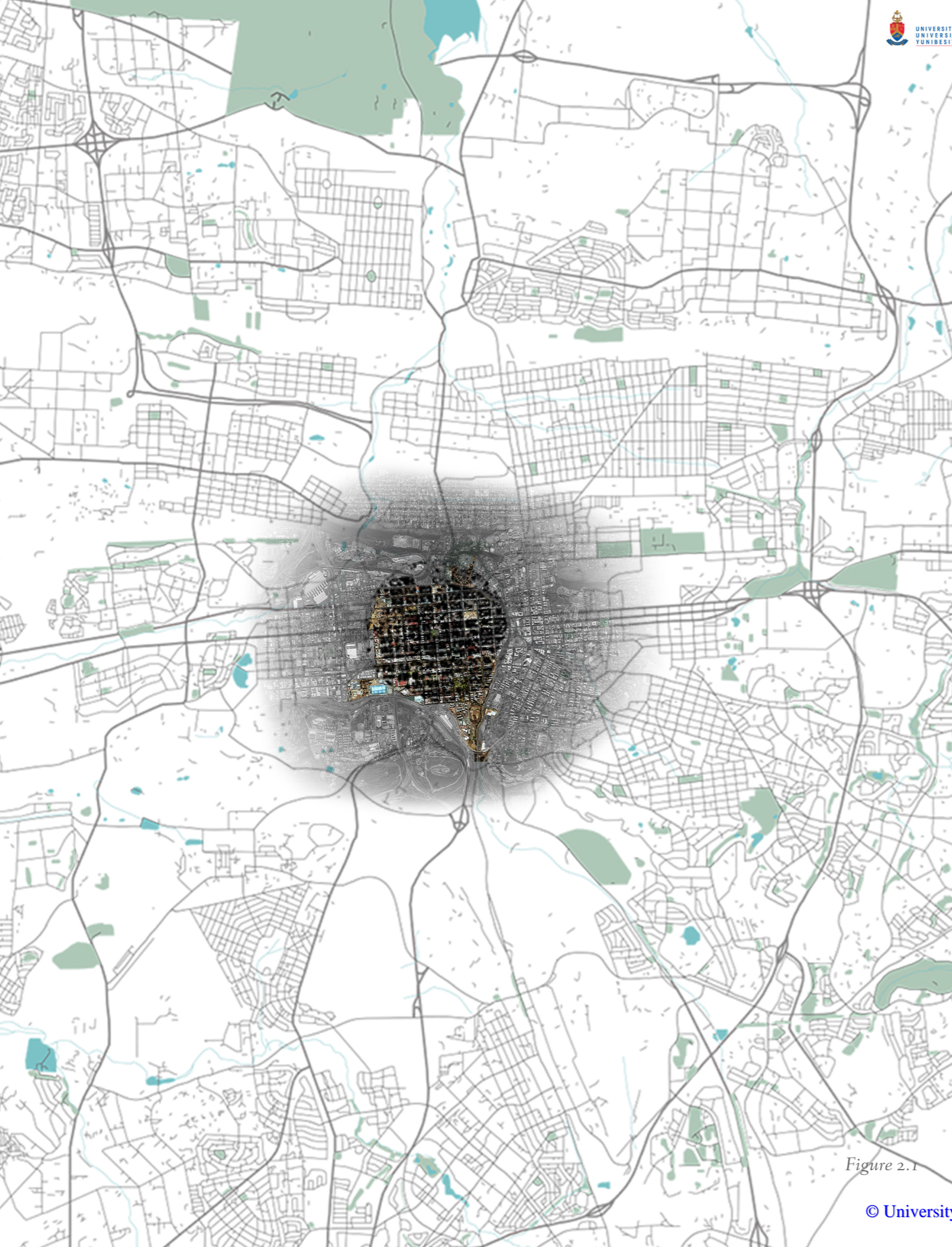


Figure 2.1

South Africa's distinctive pattern of urban growth and the resultant urban spatial structures of its cities is a direct consequence of its political history. During the first half of the 20th century, rapid industrialisation due to the discovery of mineral wealth attracted people from the countryside, which saw the urban population of the country rise rapidly. This accelerated urbanisation was curbed from the 1950s to the 1980s by the restrictive laws of the Group Areas Act imposed on Africans, Coloureds and Indians. With the implementation of segregation laws, forced removals and the creation of peripheral homelands and townships, the resultant urban

morphology became one characterised by uneven, isolated and displaced development (Baffi, Turok & Vacchiani-Marcuzzo 2018:2,6-7).

1994 marked the country's first democratic elections and brought with it a brief period of political and economic stability. But more than two decades later, South African cities continue to be among the most segregated, unjust and inefficient in the world with the average population density increasing with distance from the urban centre, exacerbating an already fragmented public transport system (Baffi, Turok & Vacchiani-Marcuzzo 2018:11, 22, 24).

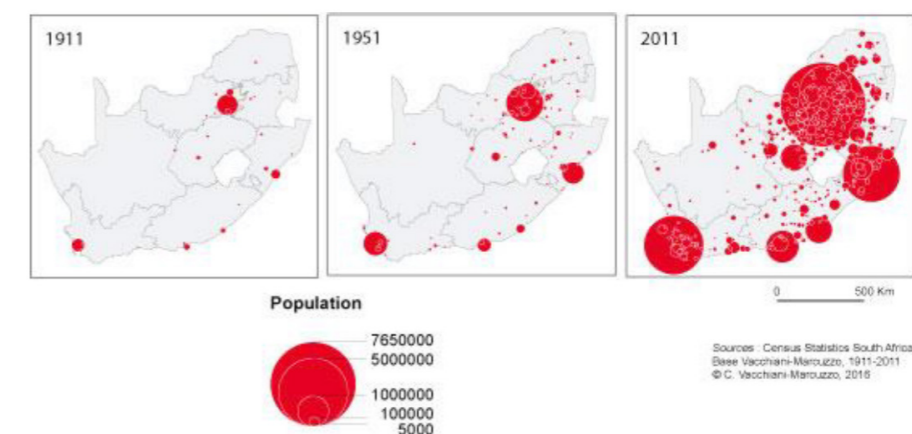


Figure 2.2 The evolution of the South African urban pattern from 1911 to 2011 (Baffi, Turok, & Vacchiani-Marcuzzo 2018:7).

The increased spatial discrepancy between employment opportunities and existing peripheral residential settlements, means that low-income residents cannot fully participate in the labour market. This increases the unemployment rate amongst the poor and undermines the economic productivity of the city (Bertaud 2008:6-7), which is reliant upon a fragmented public transport system (Baffi, Turok & Vacchiani-Marcuzzo 2018:24).

The urban portion of the South African population increased from around 17% in 1900 to approximately 65% in 2014, and is believed to have increased even more since, making South Africa one of the most urbanised countries in Africa (Angel et al. 2012:1-2, Baffi, Turok & Vacchiani-Marcuzzo 2018:2).

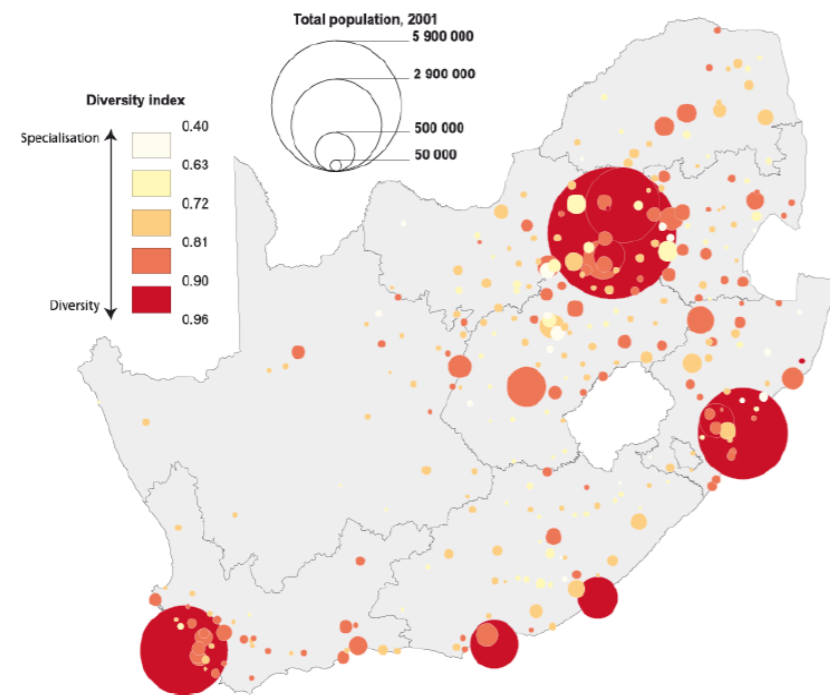


Figure 2.3 The economic diversity and city-size in South Africa (Baffi, Turok, & Vacchiani-Marcuzzo 2018:14).

## TSHWANE'S URBAN SPATIAL STRUCTURE

The urban spatial structure of a city has an immense effect on the quality-of-life of its citizens, especially on low-income residents (Bertaud 2004:23), who rely heavily on public transport modes and are often pushed to the outskirts of the urban centres where most low-cost housing settlements are located.

Gauteng has an extremely large footprint with a relatively low population density of 9 million people and is becoming increasingly polycentric (Bertaud 2008:26). Certain conditions evident in Gauteng, particularly in the Tshwane Metropolitan district (which includes the city of Pretoria), contributes to the inclination towards polycentricity. These include the city having a strong historical business core with a low-level of amenities, high private vehicle ownership, a flat topographical area and a grid city layout (Bertaud 2004:9).

The polycentric city model is characterised by having a dispersion of subcentres of economic activity instead of one central dense core. This provides a greater concentration of employment opportunities and amenities than found in the typical monocentric model (Bertaud 2008:12). This has a direct impact on citizens' travel patterns. While the monocentric model results in movement of a radial nature, to and from the central core, polycentric spatial structures generate seemingly random travel patterns with each subcentre generating trips to and from multiple origins and destinations (Bertaud 2004:10).

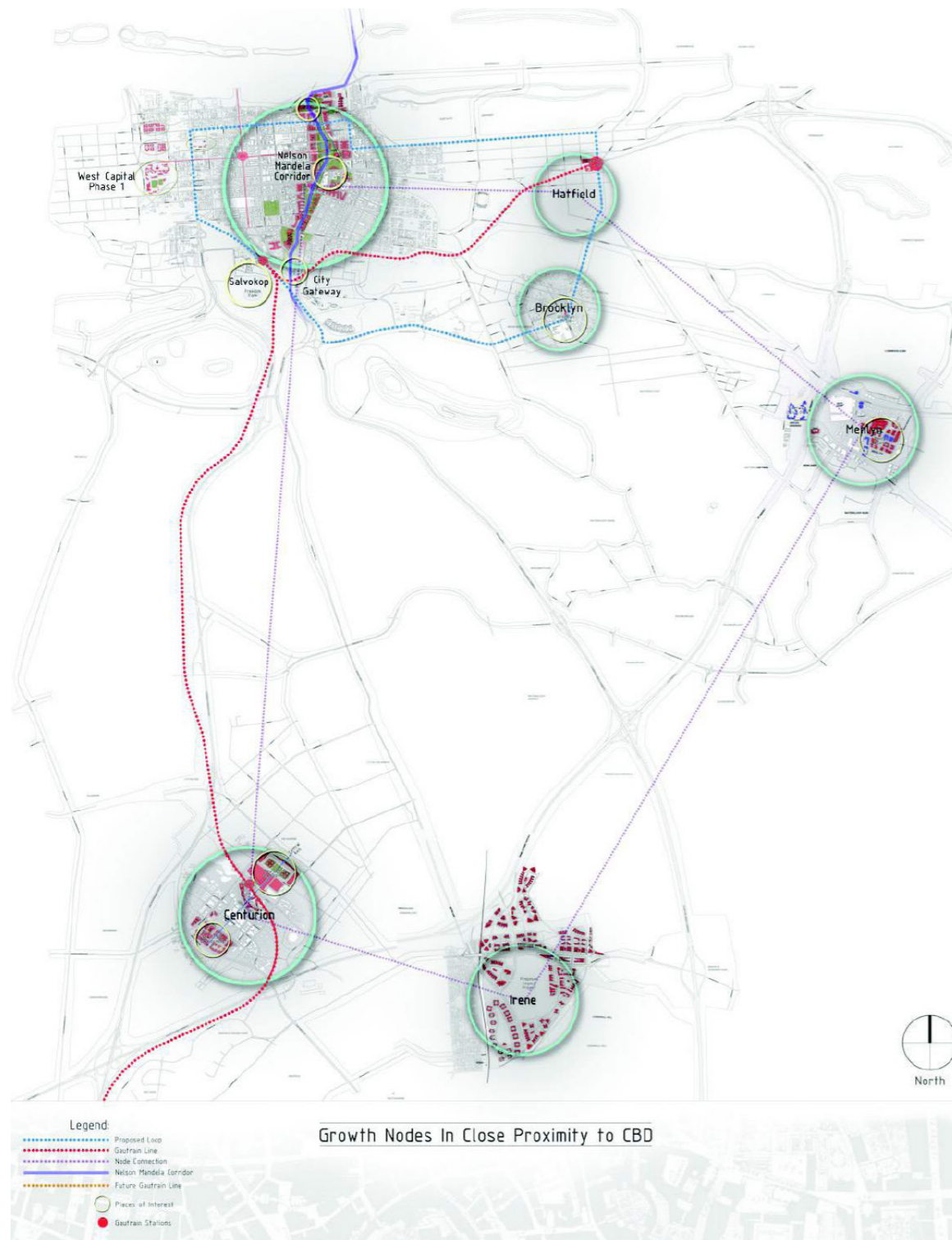


Figure 2.4 Growth nodes in close proximity to the Pretoria CBD illustrating the polycentric urban spatial layout of the city of Tshwane (City of Tshwane 2013:99).

The consequence of this is that dominantly polycentric cities with low densities, such as Tshwane, are incompatible with mass transit, which will result in systems such as the BRT and rail systems, already struggling with low usage and limited accessibility in rural areas, becoming prohibitively expensive for both operators and users (Aropet 2017:806, Bertaud 2008:30).

The individual car and minibus

taxi are therefore favoured (Bertaud 2008:25) as the main modes of travel connecting “citizens to one another as well as to employment and other economic opportunities” (Aropet 2017:805).

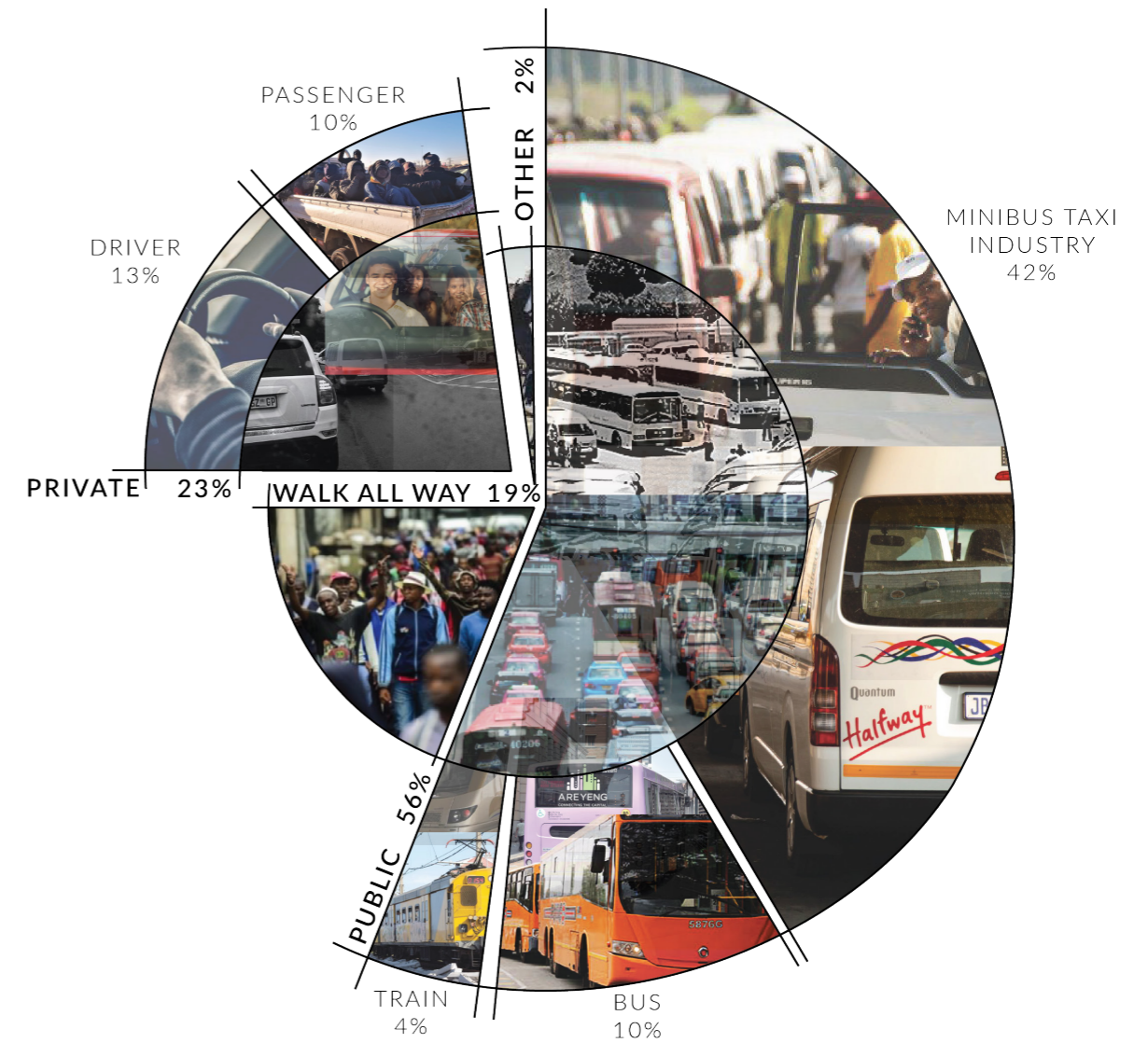
And yet, despite its popularity amongst public transport users, and demand responsiveness, the unsubsidised minibus taxi industry remains neglected, while bus and train systems are favoured by government.



## THE TAXI INDUSTRY: THE CURRENT STATE OF AFFAIRS

Travel and the need for affordable and reliable transportation is seen as essential for living a satisfying and holistic life. These movements include “travel from homes to places of

work, education, and healthcare, for business, leisure or social activities”, and then back home again (Stats SA 2020).



It is almost impossible for the South African citizen to consider a scene of everyday South African city life without the presence of minibus taxis and their infamous drivers.

This is the perception that many South Africans have concerning the hard workers who form part of this R50 billion industry (Transaction Capital 2019), comprising more than 250 000 minibus taxis currently operating in South Africa (SA Taxi 2020); an industry that creates approximately 300 000 direct and indirect job opportunities (Department of Transport 2020).

The minibus taxi system dominates the informal public transport system (Arrive Alive 2020), with the 2013 National Household Travel Survey (NHTS) providing a better understanding of the travel patterns of South African households (Statistics South Africa 2015). Research shows that this industry remains the preferred type of transport for most South African households, with 42% of households using taxis as either their main mode of travel or as a feeder mode to other public transport services. The taxi industry is responsible for moving 69% of 5,4 million public transport commuters daily (Arrive Alive 2020, Oxford

2013, SA Taxi 2020, Van Dalsen 2018) with each taxi traveling on average 6 500km per month.

This emphasises the importance of the taxi industry to the majority of South African citizens as a mandatory daily expense (Wasserman 2019), and the essential place it holds within this country's public transport system, even though it remains a privately owned and an unsubsidised segment thereof (Van Dalsen 2018). By comparison, the bus and BRT systems carry 21% of public transport commuters daily, followed by trains making the remaining 10% of these trips (Arrive Alive 2020, Ngubane 2020, Wasserman 2019).

Minibus taxis, the most popular and flexible mode of transport (SA Taxi 2020) remains affordable and easily accessible. Commuters are easily picked up from every street block/corner, driven to their front doors in often inaccessible areas on the periphery of the most dense South African cities (Mtizi 2017:819), with taxi ranks organically growing and expanding in cleverly located, dense and highly-frequented sites, where no formal architecture or government funding is required (Wasserman 2019).

These unusual, unmonitored operating structures of the industry are for the most part self-regulated in nature and result in early morning and late afternoon peak hours of traffic that fall between 05h00 – 08h00 and 14h00 – 18h00, with most drivers making trips until as late as 20h30.



# ORIGINS OF THE BLACK TAXI INDUSTRY



Figure 2.12

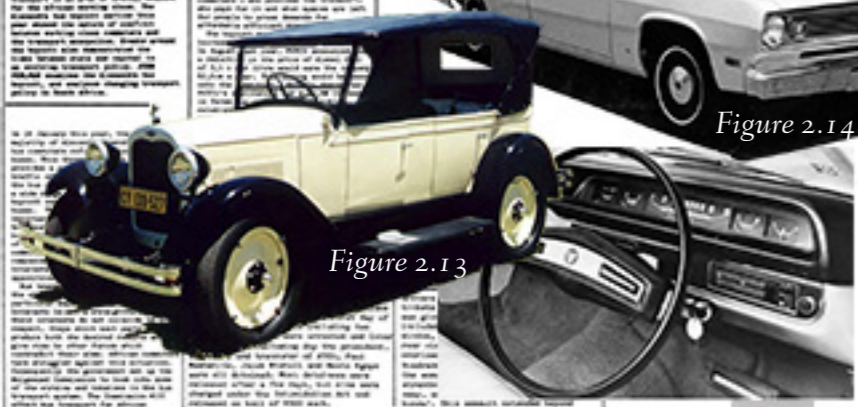


Figure 2.13



Figure 2.14



Figure 2.15



Figure 2.19



Figure 2.16



Figure 2.17



Figure 2.18



Figure 2.20



Figure 2.21



Collage of images depicting the growth and expansion of the minibus taxi industry (compiled by Author 2021).



Figure 2.23



Figure 2.24



Figure 2.25

The origins of this defiant industry stems from a segregated social history, that dates back as far as the 1920s (McCaul 1990:35). With the Motor Carrier Transportation Act in place in 1930 that restricted all movement of goods and people via roads, (unless authorisation had been awarded) that supported the railway and bus companies and

protected these industries from external competition. And so, with a limited number of permits that were incredibly difficult to obtain, American-styled saloon cars, such as Chevrolet Commandos and Valiants (McCaul 1990:37) were most commonly used by black taxi drivers until the Road Transportation Act of 1977 came into effect. While entry

into the public transport industry remained under strict supervision in the form of the public carrier's permit, this change in legislation that came into effect in 1978 "provided a loophole in that it did not define taxis" (McCaul 1990:38).

This opportunity was seized by former sedan drivers as well as industry newcomers, and so South Africa's contribution to the international

taxi scene was introduced in the form of the ten-seater 'kombi'-taxi, also referred to as the minibus taxi (McCaul 1990:13). This taxi was introduced to the black commuter labour force, who had to travel considerable distances to their places of work from the peripheries of the bustling urban hubs (Ngubane 2020), as a result of apartheid's residential planning (McCaul 1990:62). By 1982 most minibus taxis were

## SITE INVESTIGATION

operating illegally, often carrying more passengers than the designated number, drawing commuters away from buses and trains and bringing this powerful industry in direct opposition to other public transport modes (Van Dalsen 2018).

Subsequently, various vested parties and organisations opted for the abolishment of the ten-seater 'kombi'-taxi, while others realized the value the minibus taxi system held as an integral part of the public transport industry, as well as other sectors of the economy, in the providing of quick, affordable, comfortable and commuter-centred transport (McCaul 1990:62) and social and entrepreneurial empowerment within the black community. This finally led to the introduction of the 16-seater minibus taxi that we are accustomed to today.

And so, despite having faced many obstacles and resistance from the law, there is a significant sense of pride felt among the general township people towards the resilience and establishment of an industry that was, and remains to be, entirely built, owned and controlled by black South Africans (Vegter 2020).

The investigation into this transportation lifeline that SA Taxi (2020) considers to be South Africa's heartbeat however, has brought to the fore an understanding of the demanding circumstances taxi drivers find themselves in. Taxi drivers are under immense pressure, from their respective taxi owners, to meet their quota of trips per day, rushing to reach their destinations in time (Arrive Alive 2020), in a desperate attempt to keep their weekly earnings from being impacted. This and the other attendant pressure that result from not being a part of a government regulated industry, plus the pressure to prevent other drivers of encroaching on their routes, leads to a very stressful work existence.

The 'kombi'-taxi system that has now become a distinctive feature of the South African landscape (Van Dalsen 2018), is an intricate, proud and harsh network, an exclusive South African entity that is considered to be "a critical pillar of the public transport sector" (Arrive Alive 2020, SA Taxi 2020).

Over the years, taxi rank facilities throughout South Africa have struggled to keep up with the sporadic and rapid growth of the taxi industry (McCaul 1990:106), especially in urban areas that have proved to be unreceptive towards the expansion thereof (McCaul 1990:107). One of the most controversial ranks is the Boom Street taxi rank in the Pretoria CBD, that faced closure on 8 Janu-

ary 1990 by the municipality of the time, who suggested that the drivers disperse themselves between the following five alternative sites, namely, Belle Ombre -, Dr Savage -, Cowie -, Bosman and Barber Street taxi terminals. This suggestion was not well received by the taxi operators in the area. The Boom Street taxi junction continues to function as an informal taxi terminal to this day.



Figure 2.27 Pretoria CBD, indicating site location, surrounding suburbs as well as notable landmarks in the vicinity (Author 2021).



The Boom Street taxi rank is located on the north-eastern periphery of the Pretoria CBD, strategically positioned north of two one-way streets, namely, Boom - and Bloed Streets, creating a strong east-to-west 'boundary' signifying the northern edge of central Pretoria. Surrounded by these vital taxi routes, namely Boom Street (route from Marabastad), Bloed Street (route to Marabastad) as well as Dr Savage Rd that extends to the north of Pretoria, and Soutpansbergweg, carrying commuters into the CBD, the vacant plot was identified by taxi

owners and drivers because of its favourable location. Here, commuters congregate before diverging to their various destinations. A number of interests draw the visiting, as well as the everyday citizen to this precinct. These interests include The National Zoological Gardens and Aquarium, the TUT Arts Campus, the Prinshof School for the Partially Sighted and Blind, the Bloed Street Mall, the Riverdale suburb (to the north of the site), many government and business office blocks as well as the prevalence of a strong informal commercial sector.

A node is formed by the intense taxi presence in this area. Economic and social activities are created as a result of the influence and expansion of the taxi rank (Ngubane 2020), with these taxi activities generating a substantial volume of pedestrian foot traffic, and role-players of the area go about their business regardless of the poor state of infrastructure, lack of proper lighting and fresh water, as well as the physical danger posed by rival drug gangs and excessive vehicular traffic that has no regard for pedestrians. As such the formation of the taxi rank preceded the development of the informal trading sector prevalent in the area. These two sectors, having developed separately and spontaneously, however remain poorly integrated in this precinct.

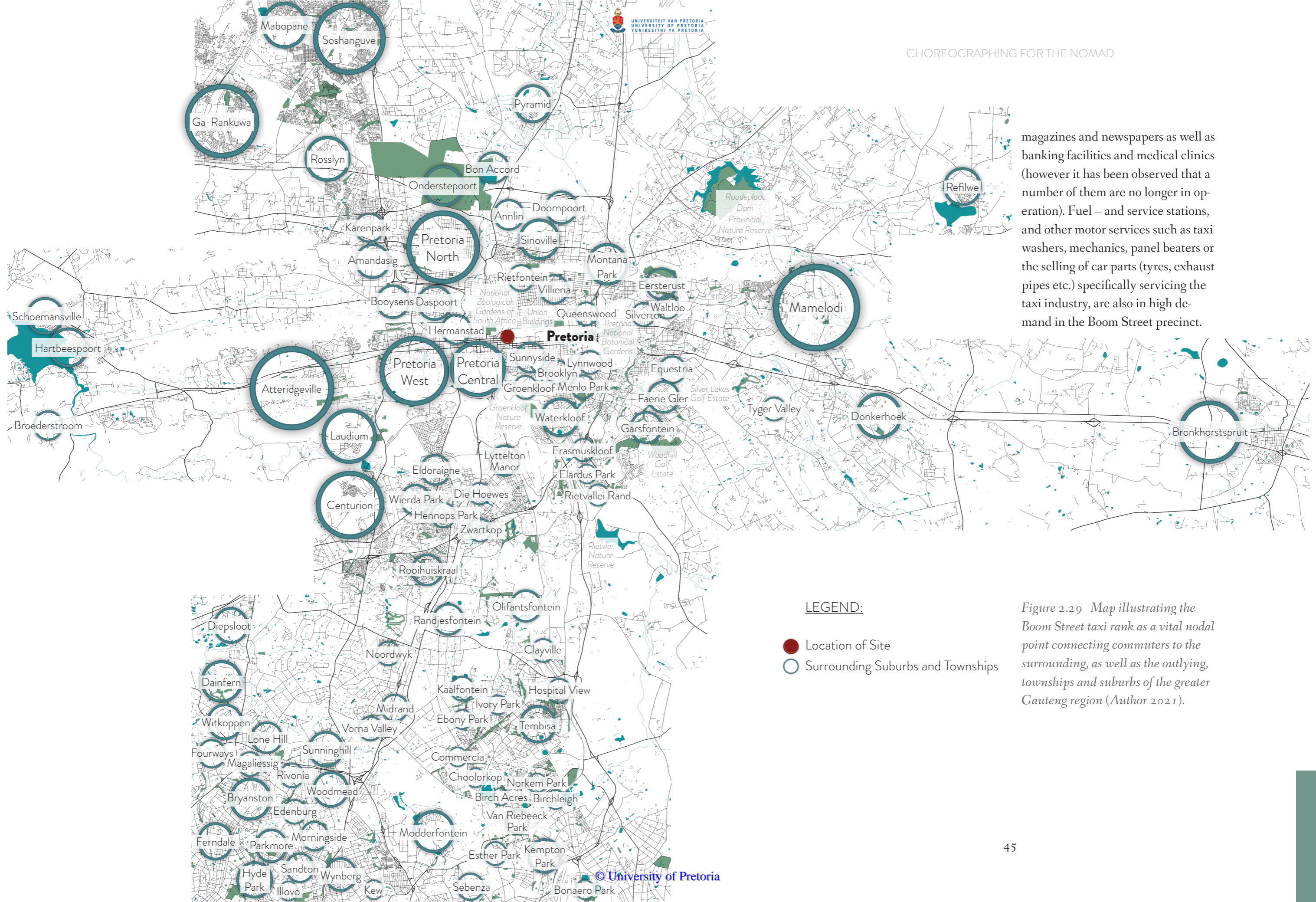
top overhangs form a natural canopy over some of the outside spaces, while the rhythm of tree trunks on the sidewalks provide pedestrians with a feeling of protection against vehicular traffic on the street and serve as a visual filter to scaling down surrounding high-rise buildings, establishing a human-scale quality to the area that is mostly absent in the rest of the Pretoria CBD (Smith 1990).

Informal trade activities comprise of competing restaurants and on-street eateries adjacent to one another with the emphasis on cheap, take-away meals with the provision of plastic chairs and steel tables where these meals may be enjoyed as well as a place where social intercourse can take place, mini-supermarkets or informal 'spaza' shops where groceries can be done by the commuter-public before hailing a taxi home, green grocers, fruit stalls, butcheries, liquor stores as well as the selling of fish, herbs and spices. Besides the provision of food, other commerce activities and services include clothing stores selling articles for men, women, children and babies, a pharmacy, hair – and beauty salons, a laundromat, leather and shoe repair work, the selling of

The precinct is characterised by the informal vendors on the sidewalks, shop owners exhibiting products on street edge, taxi owners and drivers standing, sitting, chatting, eating, taxi washers polishing vehicles on every sidewalk and street corner and pulsating music emanating from store outlets or minibus taxis parked and waiting for the next flood of commuters, with businesses in the area dedicating themselves to the serving of this specific market. Tree



Figure 2.28 Map indicating the Boom Street taxi rank within the northerly Pretoria CBD precinct, as well as the vital taxi routes which it serves (Author 2021).



magazines and newspapers as well as banking facilities and medical clinics (however it has been observed that a number of them are no longer in operation). Fuel – and service stations, and other motor services such as taxi washers, mechanics, panel beaters or the selling of car parts (tyres, exhaust pipes etc.) specifically servicing the taxi industry, are also in high demand in the Boom Street precinct.

**LEGEND:**

- Location of Site
- Surrounding Suburbs and Townships

Figure 2.29 Map illustrating the Boom Street taxi rank as a vital nodal point connecting commuters to the surrounding, as well as the outlying, townships and suburbs of the greater Gauteng region (Author 2021).



Figure 2.30 Mapping analysis showing various activities and movement patterns prevalent in the precinct (Author 2021).



LEGEND:

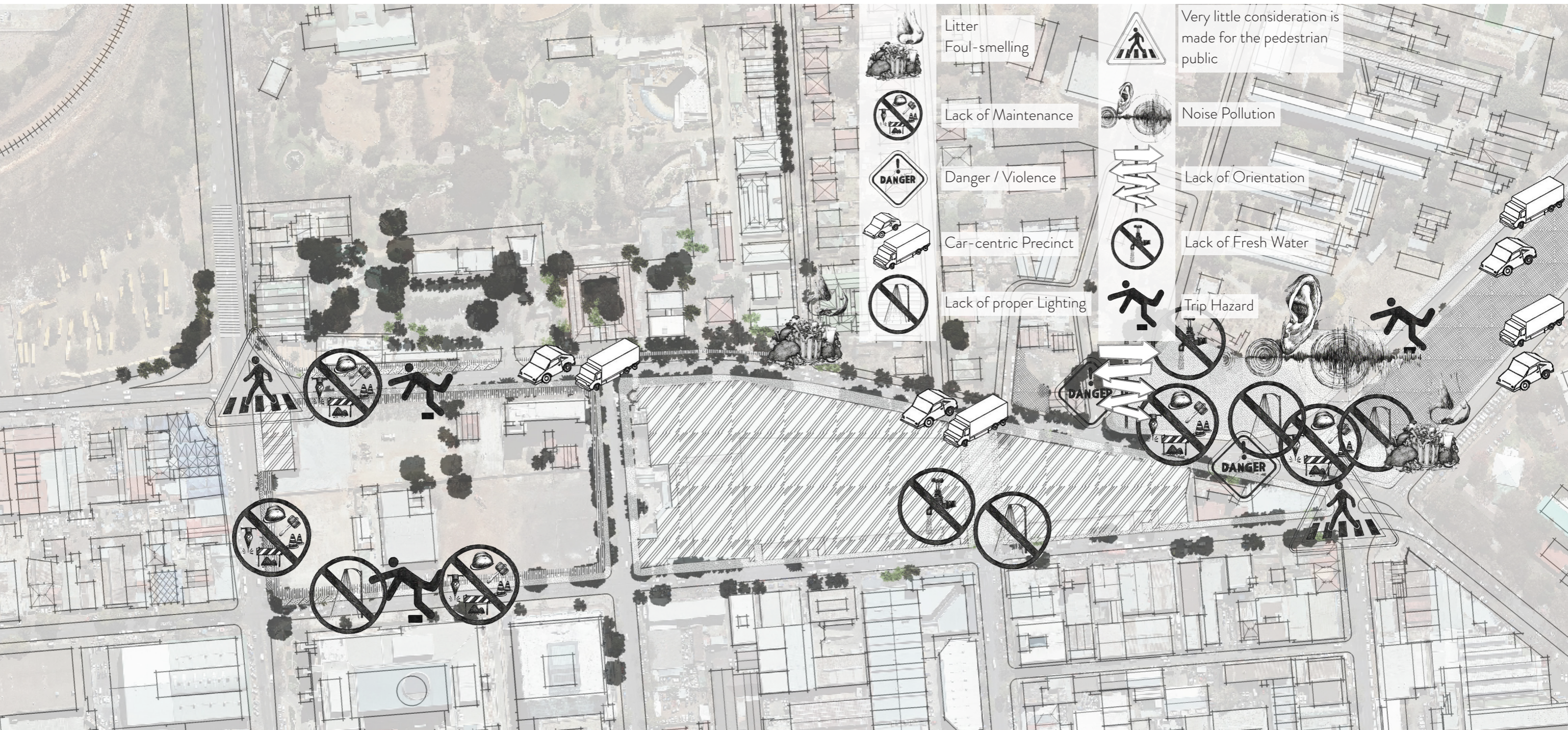


Figure 2.32 Mapping analysis identifying issues prevalent on site and the surrounding precinct (Author 2021).

A diverse range of trader stalls have been observed in this precinct, typologies include extra small stalls, such as fire drum stands, mobile – and trolley traders, small stalls, such as stand-and-umbrella stalls, table stalls and vehicles, medium type structures, such as gazebos, tarpaulin-and-post-stands and sidewalk

stalls, larger outlets, such as kiosks or caravans as well as extra large structures, such as buildings. All these trader spaces are cleverly positioned on major pedestrian walkways, maximising possible customer interaction, all the while creating a vibrant and lively street condition.



Figure 2.33 Small caravan and braai (large stall) (Photo taken by Author 2020).



Figure 2.34 Medium-sized, small trailer kiosk (Photo taken by Author 2020).



Figure 2.35 Medium-sized tarpaulin and tent structure (Photo taken by Author 2020).



Figure 2.36 Taxi drivers seen socialising outside a medium-sized kiosk during off-peak traffic hours at the Boom Street taxi junction (Photo taken by Author 2020).



Figure 2.37 Extra-large building structure stall (Photo taken by Author 2020).



Figure 2.38 Medium-sized, self-constructed kiosk stand (Photo taken by Author 2020).



Figure 2.39 Extra-small trolley trader, to the left. Medium-sized post-and-tarpaulin structure, alongside small table stall to the right (Photo taken by Author 2020).

Social interaction contributes to a great deal of the activity prevalent in the area. Taxi drivers are often seen eating, chatting, and playing cards, reading newspapers, wandering around or having their taxis washed during off-peak commuter times. Because of the limited amount of available space in front of stalls and shops, a large amount of social activity is relocated to the undeveloped taxi parking area on Boom Street.

One of the values of the Boom Street context lies in the resilience and adaptability thereof. The passing of time has left a mark of decay where buildings are seen to have been partially demolished or unmaintained, alongside signs of new development. From an architectural point of view, the precinct can be viewed as a synthesis of diverse activities and building typologies, mostly from the late twenties to the sixties, with a few contemporary additions. This notion is also reflected in the street facades. Buildings are mostly two to five storey structures and their existing porches reappropriated as places of social gathering, as well as for formal and informal commercial activity, with the exception of the National Department of Health, completely disregarding the surrounding urban fabric as well as having no consider-

ation for human scale. A number of Victorian and other heritage buildings are found in this area, such as the Zoo Café. As such the language of the precinct reads as a type of patchwork sporting a colourful conglomerate of identities.

This investigation recognises the Boom Street taxi rank as a vital nodal point of vibrant activity in the Pretoria CBD. (Defined as one of the five recurring elements alongside ‘paths’, ‘edges’, ‘districts’, ‘landmarks’ and ‘nodes’ in Lynch’s Image of the City, nodes are often situated at the intersection of ‘paths’ (Porter 2004:131)) as is the case of the Boom Street taxi rank, which serves as the resting and intermediary rank for commuters from across the greater Gauteng province. This research further argues that taxi-rank facilities in conjunction with contextually appropriate architecture, can be used as a catalyst to not only improve the quality of life for industry stakeholders, but also for the at-risk individuals in the greater surrounding area. The enhancement of the existing taxi rank, within a proposed urban vision of the surrounding precinct could allow for the creation of safe, sustainable, healthy, and inclusive people-centred spaces.

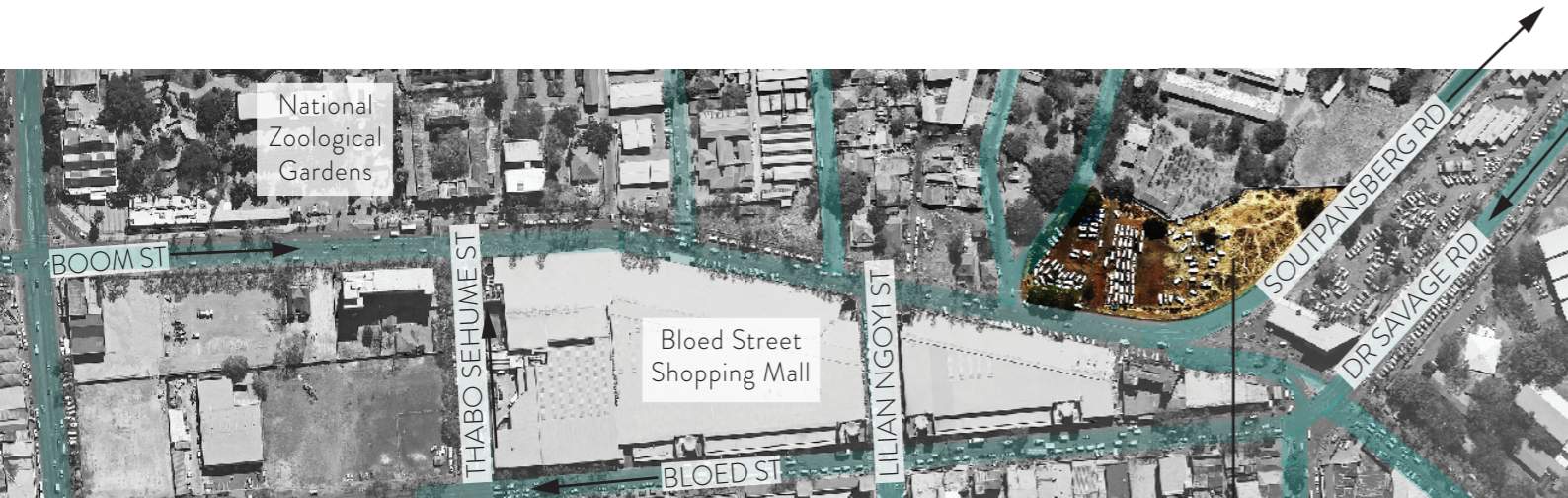


Figure 2.40 Locality map showing the Boom Street taxi junction within the Boom-Bloed Street precinct (Author 2020).

Situated in a transitional belt between the lower-lying Bushveld to the north and shielded by the hills of the Magaliesberg range from the cool air masses from the plateau of the Highveld to the south, Pretoria has a humid subtropical climate characterised by long, hot, rainy summers, and short, mild winters with cold, clear nights, mediating a relatively high average annual temperature of 18.7°C (Fisher and Clarke 2014:110-111, Wikipedia 2020).

SITE

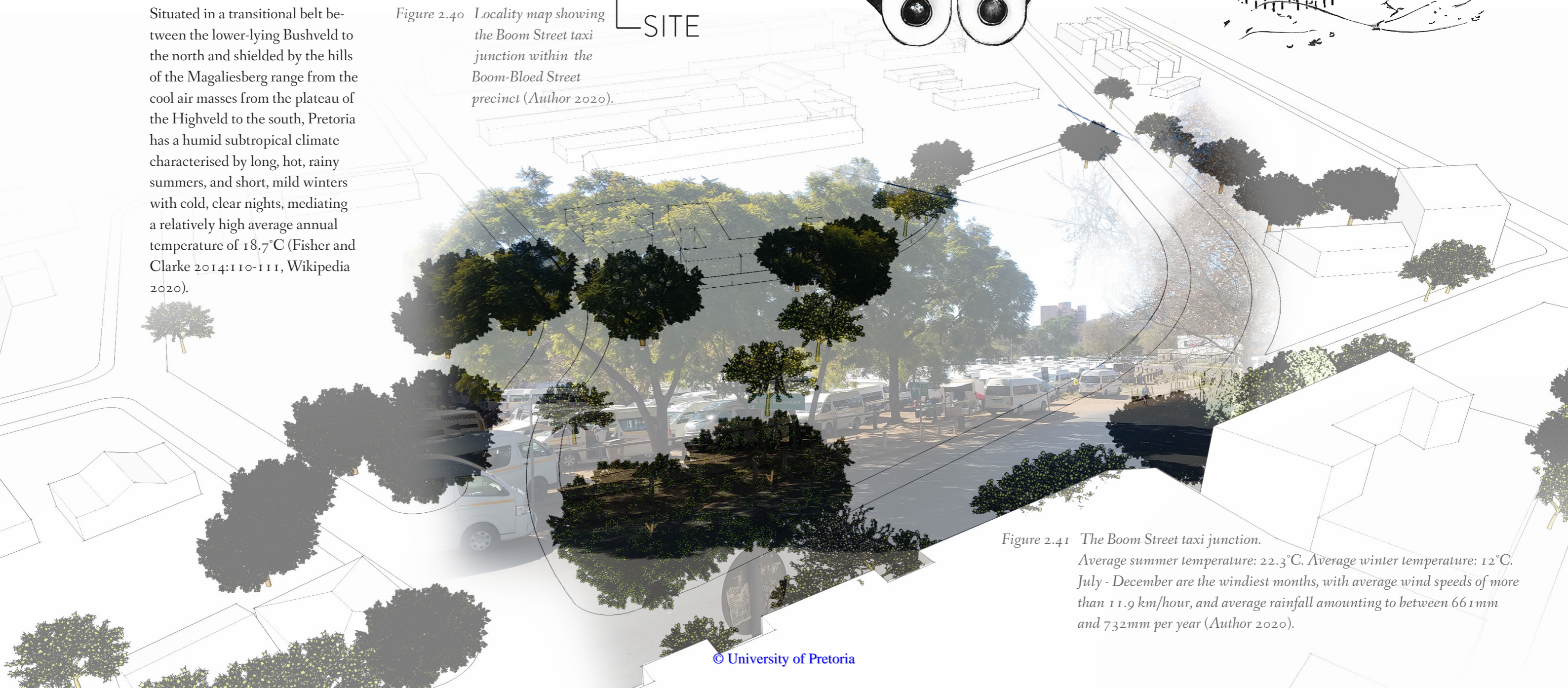
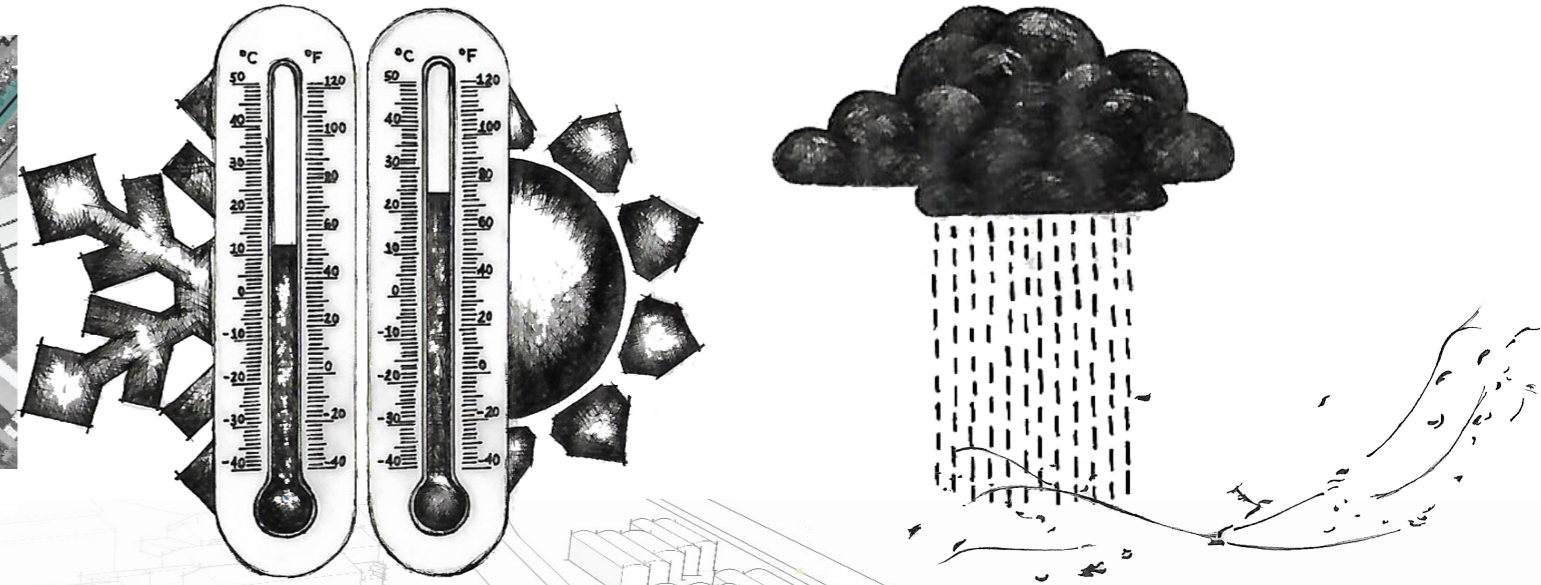


Figure 2.41 The Boom Street taxi junction. Average summer temperature: 22.3°C. Average winter temperature: 12°C. July - December are the windiest months, with average wind speeds of more than 11.9 km/hour, and average rainfall amounting to between 661 mm and 732 mm per year (Author 2020).



Figure 2.42 Mapping analysis showing pedestrian experience when walking the precinct (Author 2021).



## URBAN VISION

As part of the investigation of the greater surrounding context of the site for the purposes of this dissertation, an Urban Vision is proposed. The Urban Vision suggests a phased approach that aims to rejuvenate the precinct from Paul Kruger Street eastwards to Dr Savage Rd, across Boom - and Bloed Streets, recognising this area as a significant “urban core”, a key proponent of the Metropolitan Spatial Design Framework (City of Tshwane 2005:5). This Urban Vision proposes an alternative to the Northern Gateway Landmark Development project of the Tshwane 2055 Vision in remark-

ing South Africa’s capital city (City of Tshwane 2017:19) as well as the redevelopment of the neglected area surrounding the Pretoria Zoo as set out in the Tshwane Inner City Development and Regeneration Strategy, Section 4: Spatial and Environmental Building Blocks (City of Tshwane 2005:2, 16). The Tshwane 2055 Vision is committed in making Tshwane, the capital city, one that is liveable, resilient, and inclusive (City of Tshwane 2013:6) and revitalising the city in areas of extensive urban decay (City of Tshwane 2005:2).



Figure 2.43 The Urban Vision precinct (Author 2021).

The phased approach is based on the conviction of becoming a catalytic urban renewal project (in line with the ripple-effect approach set out in the Inner City Development and Regeneration Strategy) that is committed to stimulating the environmental, economic, and social renewal of the precinct, and subsequently the entire capital city. This approach strives to encourage the development of healthy communities, creating spaces that are liveable, equitable, sustainable, resilient and efficient, more diverse use of land, a high concentration of formal and informal economic opportunities, an increase of outdoor activities in public spaces, as identified by Gehl (2011:9) to constitute of necessary -, optional -, and social activities, as well as social cohesion and being a place of safety for its residents and visitors hereby tackling the process of redressing the impact of apartheid urban planning legacy in highly connected areas (Bertaud 2008:41, City of Cape Town 2018:3, 47, City of Tshwane 2005:4, 9, CitySpace 2012:4, Fisher and Clarke 2014:110-111).

By establishing this dense, diverse and dynamic urban precinct as a focal development corridor and creating a well-serviced and func-

tional urban environment, already surrounded by a hierarchy of transport nodes and services, the emphasis is placed on multimodality by making an effort to increase the performance and attractiveness of the minibus taxi industry and providing the necessary infrastructure for the optimal functioning of this transport mode, as well as encouraging other alternate travel modes where the focus is directed towards the movement of people rather than motorvehicles. The primary aim is to develop an urban core that caters for a high-intensity, diverse mix and intense clustering of urban activities, the provision of services, and the fulfilling of a range of economic and social needs, the designation of open public spaces that facilitate the integration of communities, providing exposure, convenience as well as transit-oriented development motivated to increase the accessibility and mobility of citizens in the area (Aropet 2017:808, City of Cape Town 2018:29, 40, 80, 99-100, 114, Ots 2011:202-203).

**Phase 1:** The construction and implementation of the Transitional Haven and upliftment of the Boom Street Taxi Junction, as proposed in this research document.

**Phase 2:** The beautification of the street edge and significant upgrading of the streetscape elements of public walking zones (mentioned in City of Tshwane 2005:27). Improving the walkability and pedestrian experience of the precinct – maintenance and articulation of sidewalks, inclusion of bicycle lanes, addition of bollards and urban furniture (such as benches) to prevent vehicles from imposing on pedestrian right-of-way as well as the planting of trees to cre-

ate more natural shading canopies on pedestrian routes.

With the main deterrent of cycling being road safety, and cyclists being physically vulnerable road users, it is imperative to provide safe cycling routes and the necessary infrastructure to encourage more people to start using this healthy and non-polluting mode of transport (Bechstein 2010:37-40).



Figure 2.44 Phase 2 of the Urban Vision - beautification of streetscape elements, improving walkability and encouraging cycling (Author 2021).

**Phase 3:** The Urban Vision proposes another three sites to be rezoned, redesigned, and redeveloped as part of the greater scheme. These sites include the two vacant lots along Bloed Street that are currently being used as parking lots for the personnel of the Department of Health office building. The third is the taxi rank situated between Soutpansbergweg and Dr Savage Rd across from the Boom Street Junction.

Each of these sites will include a different architectural intervention while the programmatic function of each will bind together to form a symbiotic relationship between them, and as such bettering the lives of the citizens who make use of the precinct everyday.

**Site 1:** Administration, and labour-intensive skills development for unskilled, or uneducated members of the community, to be assisted once departing from the Transitional Haven. Located on the corner of Bloed – and Paul Kruger Streets, the site is currently vacant with the sole function of providing parking for the private motor vehicles of personnel in the surrounding office blocks. With each car moving around and

parking in the city needing a minimum of 40 square meters of land space, this becomes problematic in dense CBDs, where these cars are now competing for space with people, formal and informal commercial activities, healthy public space and the necessary infrastructure and amenities required for effective optimisation of the precinct. It is therefore imperative as part of this Urban Vision, to establish pedestrian-only streets and restrict Single Occupancy Vehicles (SOVs) within this historically and culturally rich precinct of the Pretoria CBD, only providing very limited accommodation for on-street parking, hereby promoting a shift to High Occupancy Vehicles (HOVs) or alternate modes of travel such as walking or cycling (Aropet 2017:806-807, Bertaud 2004:19), at the same tackling the issue of congestion and excessive vehicular pollution in the city that has long-term negative effects on the environment (City of Cape Town 2018:33, Ots 2011:202-203).



Figure 2.44 Phase 3, Site 1 - Administration, and labour-intensive skills development for unskilled, or uneducated members of the community (Author 2021).

**Site 2:** Urban Nursery, vegetable gardens and urban eatery, public park – the site is focused on ‘play’ and enjoyment.

Situated along Bloed Street and catering for the National Department of Health office personnel, the redevelopment of this site into an Urban Nursery and public park

houses the opportunity to create increased positive interactions among community members in a space that is meaningful, memorable, and uplifting, providing an outdoor occasion to play, shop, educate and work with the ultimate goal of instilling civic pride within the precinct, nurturing the growth of public life. This creates the potential to estab-



Figure 2.45 Phase 3, Site 2 - Urban Nursery (Author 2021).

lish a sense of belonging and emotional attachment for the everyday users, a vital aspect associated with the urban and social sustainability of places (Beatley & Manning 1997:32, Calthorpe & Fulton 2001:9, Carr et al. 1993:344, Grant 2006:19, 56, Mehta 2013:143).

**Site 3:** Providing the necessary infrastructure and resources to the Dr Savage taxi rank for short- and long distance taxi operators. This phase sets out to address, once again, the importance of the minibus taxi as a uniquely South African mode of public transport, and instead of “re-routing” taxi movement to the fringes of the CBD, rather provide the necessary infrastructure to create safer and more attractive transport nodes, serving the needs of the citi-

zen instead of adhering to Western examples that won’t function effectively in this African context (City of Tshwane 2005:17).



Figure 2.46 Phase 3, Site 3 - Improvement of current long- and short distance taxi rank facilities (Author 2021).

**Phase 4:** This phase proposes the subtle stripping and opening-up of the Bloed Street Mall, where integration between the formal and informal commercial sector is strengthened. Only the most essential formal commercial outlets are kept, informal vendors are using the interior to trade already, but their user interface is limited. By doing so, the Bloed Street Mall also becomes less imposing to the pedestrian on the street, and instead of casting a cold shadow over the southern

vicinity of the building, the adapted structure now has the ability of extending onto the street edge.

The informal trade sector, already very prevalent in this precinct, and an integral part of South African heritage and identity, of which a large portion of the population relies upon as their only source of income, is thus supported and celebrated (as mentioned in City of Tshwane 2005:25).



Figure 2.47 Phase 4 of the Urban Vision - the subtle stripping and opening-up of the Bloed Street Mall, encouraging better integration between the formal and informal commercial sectors (Author 2021).

**Phase 5:** The pedestrianisation of Thabo Sehume - and Lilian Ngoyi Streets, resulting in a strong pedestrian, walkable precinct, with a number of human-centred spatial and programmatic interventions. This phase correlates with Building Block 7 of the Inner City Development and Regeneration Strategy in encouraging walkability throughout the precinct and linking the chosen sites as depicted in Phase 3 and 4, focusing on movement and accessibility of the pedestrian and cyclist specifically, with demarcated taxi loading lanes, striving to minimise the use of single occupancy vehicles (City of Tshwane 2005:16).

This phase is crucial in depicting the street as a place of community as immortalised by Jane Jacobs (Mehta 2013:16-17). This intervention establishes the street as a place where different classes from different backgrounds may encounter one another, where children can play and adults can sit, engage in activity, or socially interact, a place where the constant presence of passive surveillance establishes a sense of real and perceived safety and security. The street epitomises the dynamics of public space at its most foundational level, where social interactions may range from individual isolation to being with others (Cameron 2000:5, Mehta 2013:16-17, 98, 120).



Figure 2.48 Phase 5 of the Urban Vision - the pedestrianisation of Thabo Sehume and Lilian Ngoyi Streets (Author 2021).



## USER NARRATIVES

Narrative is utilised in this dissertation as both a verbal and visual account depicting the connected events and meaningful experiences of seven fictional personas; their stories founded on present-day users of the Boom Street area, as well as observations made on site. These narrations are used as a design, and communication tool that places the listener-reader in the centre of the ‘plot’ and allows him/her to empathise and comprehend an environment that would otherwise be unknown to them. Responsibility then falls to the designer-narrator to draw knowledge and inspiration from these stories, and satisfy expectations raised in the form of the design intervention and the potential that this project may have in transforming these depicted accounts (Frederick 2007:12, 84, Porter 2004:130).

The ending to the following narratives can be found in Chapter 9: Conclusion.

## Thankeray Mashiane

Age: 35  
Sex: Female  
Description: Informal Vendor  
Location: Informal Eatery under Bloed Street Mall bridge  
Site Object: Coca-Cola bottle wrapper – source of refreshment during long hours in harsh working conditions, especially in a low-income area where there is no fresh running water. The wrapper is also indicative of an unhealthy and sugar abundant diet usually prevalent in low-income and/or urban areas.

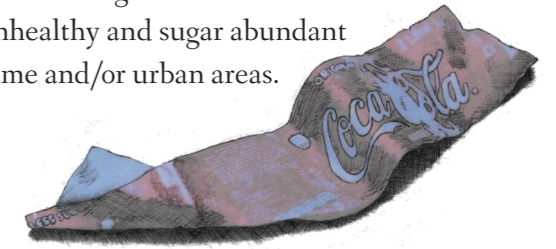


Figure 2.50 Coca-Cola wrapper found on site visit (photograph taken and image edited by Author 2020).

Thankeray woke with a start, the sounds of the city waking her. The garbage truck beeps as it goes about its daily routine, birds chirp happily outside her window and taxis blare past her apartment block transporting their first commuters of the day. Pretoria is waking up. She squints at her bright cellphone screen in the dim morning light, 03:53. She pushes herself upright on the bed, swinging her legs over the side, goosebumps crawling up her spine – the seasons are changing, the signature dry Pretoria winter months are just around the corner. She quickly wraps herself in her clothing and slowly opens the bedroom door. Thankeray closes the door carefully so as not to wake her younger sister. She nods at her mother as she enters the kitchen, who is already hastily packing the baskets for the day ahead.

The Uber pulls out onto the driveway and Thankeray and her mother pack the boot and backseat with full baskets of prepared food, paper plates, cups, water jugs, polystyrene containers, cutlery, and a variety of condiments. The destination is only a few blocks away, under the Bloed Street Mall foot bridge. As soon as the Uber takes off Thankeray’s rigorous routine begins. First, she unpacks the load while her mother unlocks the food truck. Next Thankeray sets up the four steel tables vigorously wiping down their surfaces. Finally, Thankeray engages in

Frank Mthiyane

her favourite part of the morning admin, lighting the braai. She enjoys the smell of the first flame rousing the first signs of light and life and warmth in this dark tunnel. Next comes the unglamorous work-Thankeray pulls on her plastic gloves and applies her hair net and begins to gently place the cold, wet batches of chicken and wors onto the braai. The smell of sizzling meats, spices and steam quickly fills the air, while mma fixes up the pap, carrot salad and of course their famous coleslaw in the truck. An icy breeze makes its way through the dark hovel, dragging with it a faded Coca-Cola bottle wrapper. Thankeray pauses her productivity to observe the red frayed wrapper on its lonely pursuit to some unknown destination. This is not an uncommon occurrence. The area is riddled with litter a symptom of an apathetic municipal government and its scorned working class.

Frank arrives like clockwork at 07:00 am as the first customer of the day. The shop is around the corner from the body shop where he works as a mechanic. Frank's general upbeat demeanour has a way of raising the spirits of anyone he's in the queue with and he never fails to draw a

surprised chuckle from Thankeray and her mother. In a few moments from ordering Thankeray serves the gleeful Frank his usual order of half a crispy chicken with a sizeable portion of pap and all the extras onto a paper plate. There's a few minutes before the first batch of commuters line up by the table- with this in mind Thankeray sits down next to Frank. Thankeray sheepishly apologizes as she bumps Frank's knee under the table as she sits down. Frank is unphased and continues to wolf down his meal-chicken grease dripping down his black rimmed fingernails down onto his already oil-stained coveralls.

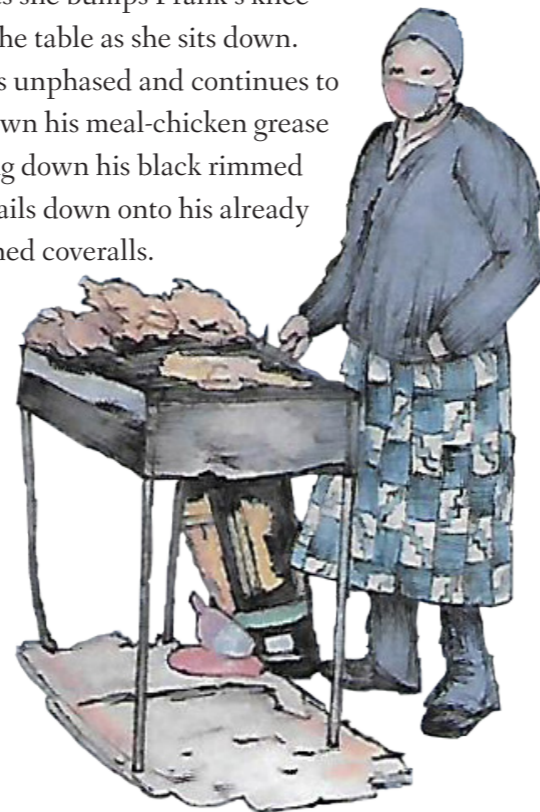


Figure 2.51 Informal vendor located underneath the Bloed Street Mall footbridge (photograph taken and image edited by Author 2020).

Age: 28  
Sex: Male  
Description: Mechanic  
Location: Old shop turned into mechanic's workplace on Boom Street  
Site Object: Lucky Star pilchards can – the need for nutritious and whole some food, this offers insight into the socio-economic status of the occupants of the area.

Her smile, her laugh, her spirited, work ethic had a way of motivating Frank to get up and go in the mornings and then of course there was her cooking. Frank liked Thankeray's smile almost as much as he liked her chicken. Frank leans against the cold steel table, watching Thankeray's chicken and wors on the braai. The table creaks under Frank's weight, noticing this Thankeray offers him a chair to rest his legs before the long day ahead. As a mechanic who spends most of his day standing this gesture is almost saintly. A few moments later Thankeray places the paper plate in front of a famished Frank. The two share a familiar smile before Frank hastily tears a chunk of chicken from the bone. This eagerness becomes Frank's folly as the food burns the roof of his mouth and stains his coveralls. Embarrassed, Frank attempts to draw no attention to himself but gingerly sighs. He had made an avid attempt

at ridding his work clothes from their grease and oil stains the night before to look his best, for Thankeray, but to no avail.

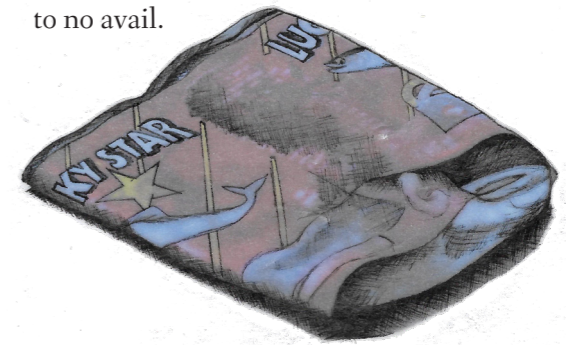


Figure 2.52 Lucky Star pilchards can found on site visit (photograph taken and image edited by Author 2020).

Thankeray sends Frank on his way with a kind word and his leftover food in a polystyrene container. Frank briskly walks towards the shop on the corner of Boom Street and Dr Savage Road. With a full stomach Frank begins to focus his thoughts on the day ahead of him. With a new positive vigour, he is

Mpho Sihosana



Figure 2.53 *Mechanic* (image from Mawanda 2020, edited by Author 2021).

man, knowing full well that the interaction could have gone very differently. Just two weeks ago, he was pickpocketed, and it breaks his heart to see the state of the youth in his community.

Frank is half an hour early for work today, and yet, the shop is already in full commotion, loud music drowned out by the sound of idling engines, car hoods creaking open, John shouting commands at anyone who is listening, the choked revving of broken-down vehicles, spanners, wrenches, screwdrivers, and drills heavily clanging to the oil-stained concrete floor. Frank walks to the back office and locks his backpack into the allocated locker before putting on his black boots and walking out onto the workshop floor. The spicy, warm smell of cooking food under the bridge has now been replaced by exhaust and petrol fumes, metal and fresh paint leaving the harsh taste in Frank's mouth. He locks eyes with the royal blue Tazz and heads over to his workstation.

adamant that he will fix the troublesome Toyota Taz that's been in the shop for a month. His foot treads on a trampled Lucky Star pilchards can, he sighs, knowing that such a meal would more often than not be an end of the month staple. Frank smirks, relieved that that didn't have to be his breakfast today. Frank is broken from his lull and is startled by the gaunt face of a young man – his dirty, sour-smelling clothes hanging in rags on his small frame, glazed-over yellow eyes, desperation plastered on his face like tomato red cracked paint. Thinking back to the trampled pilchards can, Frank begrudgingly passes the take-away container to the gracious young

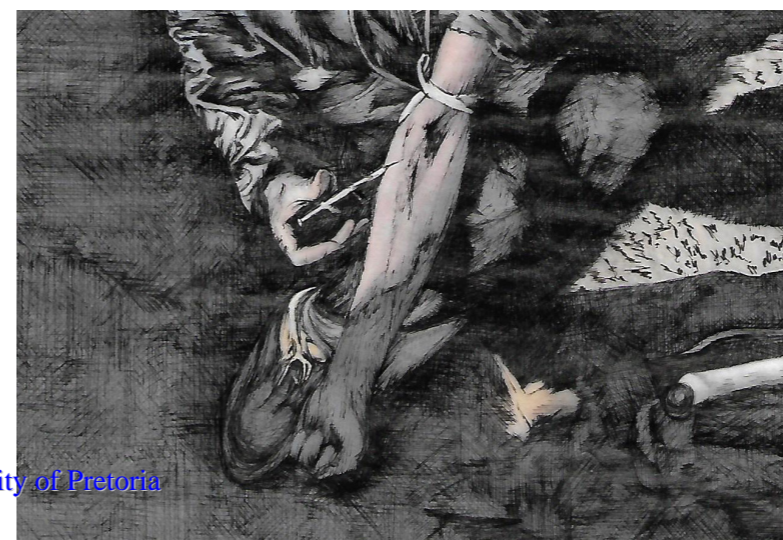
Age: 21  
Sex: Male  
Description: Vagrant / 'Nayo' addict  
Location: Parking Garage under Bloed Street Mall, looking for a place to sleep.  
Site Object: Kiwi shoe polish tin – taking care of oneself and your surroundings in the sense of polishing one's shoes – the care of this area has been forgotten as has the tin.

A car horn sharply echoing through the basement wakes Mpho from his uncomfortable, intoxicated daze. Mpho had begun blacking out for short intervals while on his feet from either dehydration, hunger, or sleeplessness. It was difficult to tell, lately he felt as though his body was held together with cello tape. The Bloed street Mall underground parkade is used solely as a parking lot by the minibus taxi drivers, and the incessant blaring of car horns, shouting voices and slamming doors are inescapable. Mpho lazily makes an attempt to raise his eyelids and winces as he tries to move his left arm. He looks over at a small, crust-ed wound from the needle puncture the night before. Mpho reaches into

his pocket and pulls out a Kiwi shoe polish tin. The tin still contained the remnants of the polish as well as the Nyaope he shot up last night. He fingers through his right pocket and counts the coins. R5...R2...R10. He's R20 short to get another fix for tonight.

The smell of cigarette smoke, motor oil and exhaust fumes are intertwined with the hearty, flavourful aromas of the food being prepared overhead. His growling stomach reminds him that he hasn't eaten a proper meal in over a day, and he suddenly becomes very aware of the few coins left in his pocket. Mpho clutches his side and is all at once overcome with an overwhelming pressure in his bladder. He makes a short jog to a nearby column and relieves himself. He sheepishly cleans up himself and his space around and hurriedly heads for the ramp to the outside.

Figure 2.54 *'Nayo' drug user* (image from Safodien 2019, edited by Author 2021).





Meghan Louw

At the top of the ramp, Mpho turns left and heads toward the vendors. A man in blue coveralls, nearly walks into Mpho. He stops. He's carrying a white polystyrene container. An awkward exchange of stares ensues, Mpho's eyes, mesmerized by the white container. Without saying a word, he hands the container to me and walks off.

Mpho keeps ambling down the busy street mindlessly digging into the food parcel before being halted by the intoxicated aroma of cigarette smoke. Mpho follows the whisps of smoke to an annoyed looking young woman trying to light her cigarette outside an ornate glass building. "Excuse me ma'am, cigarette please?" says Mpho with a quiet desperation. Startled by Mpho's presence the woman shoots him a indignant look before calming and retorting with "Oh. Sorry, long day. Yeah sure. Here you go." She takes a cigarette out of her almost empty box and quickly hands it to Mpho, before walking in the opposite di-

rection to where she was going. The cigarette rolls over the callouses of Mpho's palms.

Mpho heads towards a hidden spot between a brick wall with peeling paint and a concrete column. Smoke billows out the side of his mouth as the cold hard floor meets the small of his back. The parkade under the mall is now quiet and desolate with only a few faint, eerie noises – a stark contrast to the bustling ambience in the day time. That's when he spots her – pretty skirt, frantically walking-running down Boom Street in the dark night only momentarily lit up by the streetlight, ceaseless sobbing, thick black tears running down her cheeks. Mpho shrugs as she passes, stubbing out the cigarette and placing the remainder in the Kiwi shoe polish tin. He composes himself for a moment before heading back on to the streets to beg, steal or borrow for the remaining R20.

Age: 26  
Sex: Female  
Description: Office worker  
Location: National Department of Health  
Site Object: Lion matches box – imagery of lighting a match comes to mind, whether it's the lighting of a cigarette or a fire, the match provides light and may represent a beacon of social activity and gathering.



Figure 2.57 Lion Safety Matches box found on site visit (photograph taken and image edited by Author 2020).

"Department of Health, you're speaking to Meghan, how can I help you today?". A shrill voice on the other end of the line reminds her of Linda, two cubicles down. Loud, bombastic, always up in her face and her business Linda who can't catch a hint. Meghan can't help but feel relieved about her being sick and not in the office today. She answers her questions without sparing a moment's thought – it's the same thing, day in and day out. Glancing at the photo pinned to her cubicle wall of her and David, a sharp pain rises in her chest. David had broken off their engagement, three months ago. "Of course, ma'am, glad I was able to be of assistance." She's barely returned the phone to the receiver, when Adam leans his sweaty body against her desk, savagely chomping down on a pepper steak pie, the foul

smell and falling flakes of pie crust littering her desk adding to the rising bitterness in her chest. "Any lunch plans, poplap?"

Meghan peers at the plastic clock mounted on the dirty cream wall across the room. 13:00. Lunch time. "Oh, nothing much", she retorts grabbing her handbag and heading to the elevators, slamming the downward arrow as ferociously as she can. "I have no plans, no idea where I'm going, all I know is that I need to get out of this emotionally draining hell-hole!" she mutters under her breath as the elevator descends.

Meghan careens into the fresh air on the streets outside and is met with a taxi driver hooting and, the hot afternoon sun burning down on her pale skin. The smell of food cooking

Figure 2.56 'Nayope' drug users (image from Buthelezi 2018, edited by Author 2021).



Figure 2.55 Kiwi Shoe Polish tin found on site visit (photograph taken and image edited by Author 2020).

Figure 2.58 Woman sitting (image from Tumblr nd., edited by Author 2021).



“Madam, madam...”. With a start, Meghan spins around clutching her handbag to her chest, “What?!” she barks at the young man. “Cigarette, madam... please.”

“Why am I so on edge today?” she thinks to herself.

“Oh. Sorry, long day. Yeah sure. Here you go.” She takes a cigarette out of her almost empty box and quickly hands it to him.

“Why is it so difficult just to ask for a little bit of peace and quiet?!” She walks down the street looking for a shady, slightly quiet spot, and decides on a little ledge, barely big enough for her to sit down on. The ledge is hot against her buttocks from baking in the sun all day. She brings her cigarette to her mouth again and takes another drag, the bitter taste clinging to the roof of her mouth. Exhaling, the smoke lingers before her. “I just need a moment”, she thinks to herself.

across the road combining with the repulsive stench of the skip on the corner causing Meghan to gag slightly as she scrounges for a box of cigarettes in her bag and a match from a slightly misshapen Lion Match Box. She sighs. She promised herself that she would quit this week, but more and more she finds these nicotine fuelled breaks to be a desperate escape from the office.

Siya Mtsweni

Age: 43  
Sex: Male  
Description: Taxi driver  
Location: Boom Street, walking past National Zoological Gardens  
Site Object: Chicken Lickin’ seasoning sachet – not only a signifier of the choice of food enjoyed by the users of the site, but can also symbolise the relationship between the informal and formal food networks, and the importance that the ritual of eating holds within a community.



Figure 2.59 Chicken Lickin’ seasoning sachet found on site visit (photograph taken and image edited by Author 2020).

Siya hoots as he passes through Pretoria CBD, signalling with his right hand the direction of Mamelodi, the destination of the trip he’s about to make. It’s the lunch time traffic rush, so the multi-lane traffic down Blood street is standing bumper to bumper. The unabating amalgamation of sirens, hooting, people talking in the back of his taxi, traffic light vendors shouting, brakes squealing, the beeping of delivery trucks reversing filling the air. As he waits for the traffic light to turn green, he taps his finger on the steering. He spots a young woman sitting by herself awkwardly resting on a ledge in one of the office building windows quietly having a cigarette by herself. He scoffed jealously. He wouldn’t mind being her right now, to be able to get out of

this hot, stuffy taxi.

Siya parks his taxi at the Boom Street taxi rank. He jumps out of his vehicle and slides open the passenger door, investigating the back seat. Passengers often leave behind a variety of miscellaneous items, and he’s found that it’s best to keep any valuable looking objects safe in case they return and specifically ask for him. Running his eyes over the worn-out dirty floor mats, his brow furrows as

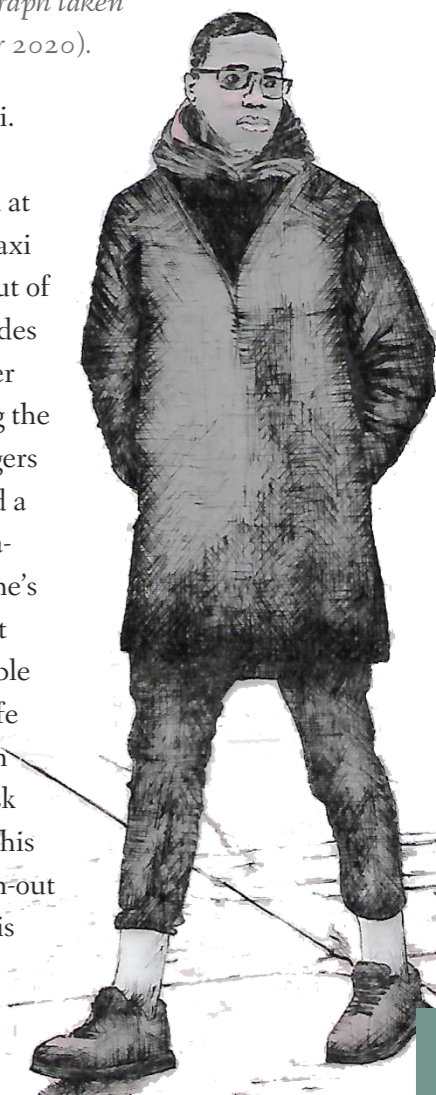


Figure 2.60 Man walking down street (image from Marongiu 2018, edited by Author 2021).

Lesedi Baloyi

he discovers a few candy and gum wrappers, an empty cooldrink bottle and a Chicken Lickin' seasoning sachet wrapper – whoever had forgotten this had also left behind their greasy fingerprints smeared all over his seats and sliding window.

Slamming the door closed, I stroll over to the tent-like canopy structure that a few of the drivers had erected earlier in the day, my shoes kicking up dust as I head to the edge of the rank. “Dumelang”, greets the congregation of drivers and turns his attention to Kwame, one of the resident taxi washers – exactly the person I’m looking for. Kwame immediately grabs his bucket, brush, rags, bottle of soap and heads off to fetch water at the ablution block across the road. He takes a seat under the canopy, the only structure in the rank that provides any semblance of shade

on these hot, dry, windy afternoons. The weather-worn plastic chair groans under my weight, the smell of sweat and dust tugging at his nostrils.

The first drips and drabs of the 17:00, after work commuter wave is seen gathering at the rank. Siya is already waiting in his taxi, music loudly blaring from his radio, ready to make the trip as soon as his taxi is fully packed. An older woman hobbles my way, “Dumelang, driver, keya Mamelodi?”

“Ee mma” he replies, “Kebokae?” she asks. “R22”, he stipulates.

Holding onto the head rest of the passenger seat, she steps into the vehicle and with difficulty heaves herself and her grocery bags into the taxi and takes a seat behind Siya.

Figure 2.61 Man washing a minibus taxi (image from Radulovic 2018, edited by Author 2021).



Age: 56  
Sex: Female  
Description: Domestic worker  
Location: Walking towards the Boom Street taxi rank to catch a minibus taxi  
Site Object: Chappie wrapper – like a chewed-up piece of gum, spat out and discarded once the flavour has dissipated, signifies an undesirable part of the city.

Figure 2.62 Chappie wrapper found on site visit (photograph taken and image edited by Author 2020).



After conscientiously packing her belongings into her handbag, Lesedi swung the heavy carry-on over her shoulder, gathered her grocery bags and headed out the house. She was tired, it had been a long day. Lesedi was no stranger to working hard, she had done so since she was sixteen. However, baby Arno and his sister Marelise had been very difficult. Keeping them in check while having to do the washing, ironing, sweeping, window washing, or whatever else the missus had demanded of her had been taking a toll on her body. She was no spring chicken after all.

She instinctively turned left at the end of the road. She’d made her way to the rank so many times before,

one of many sojourners converging on Boom Street, her aching feet leading the way, her mind numb and exhausted.

The late afternoon sun warms her back as she made my way to the rank. She adjusted the grocery bags digging red grooves into her hands. “Dumelang mma”, Naledi’s greeting catches Lesedi by surprise. Leased noticed how hungry she felt, and she decided to buy a small packet of cookies from Naledi’s stall, as well as two Chappies, their bright yellow wrappers grabbing Lesedi’s attention – Tshego would really appreciate these. He’s always asking what I’ve brought him from the city as soon as I get home. “Sepela botse,

Naledi”. “Šala botse, mma” she says returning my goodbye.

Lesedi coaxes her throbbing feet across the busy multi-lane street to the rank. She reaches the uneven sidewalk and struggles her way across the dusty plane to the taxis heading to Mamelodi. The smell of rotten garbage, pungent urine, dust and spicy aromas from the informal vendor stalls create a ‘mengelmoes’ of smells, so unique to Boom Street.

“Dumelang, driver, keya Mamelodi?” Lesedi shouted over the pounding music emanating from his radio. “Ee mma” the driver replies casually. “Kebokae?” Lesedi enquired. “R22”, is the response. The fares have gone up considerably over the past few years Lesedi thought. Lesedi reaches into the taxi, grab-

bing hold of the passenger seat head rest and stepping into the vehicle she pulls herself into the taxi, taking the available well-worn seat behind the driver. Carefully she places her groceries by her feet, the springs of the seat squeaking as she leans forward.

After waiting patiently in her seat for what seemed like forever, the taxi trundles down the dusty, uneven surface and onto the busy road. Lesedi lightly bounces in her seat, handbag in lap, as she stares out the window, mesmerised by the passing buildings and the seemingly random flutter of activity happening on the sidewalks. The constant animated chatter, coughing and throat clearing of the other commuters behind her, loud music, traffic noises and the rattling of the taxi as the driver enthusiastically speeds to their destination, filling the air.

Figure 2.63 Minibus taxi commuter (image from Shutterstock 2020, edited by Author 2021).



## Refilwe Mosimane

Age: 19  
Sex: Female  
Description: Sex worker  
Location: Leaving the office quite late (already dark) heading to her car.  
Site Object: Heineken beer bottle – serve as a symbol of the importance of social activity within a community, but can also be indicative of a more negative disillusionment of the members within the area, the prevalence of drug use and violence.

Figure 2.64 Heineken beer bottle found on site visit (photograph taken and image edited by Author 2020).



Refilwe couldn't have predicted this. She'd worked the streets for just over a year now, and nothing like this had happened before. There are certain unspoken rules. They would approach her. Ask what her rates are. They would find a secluded place and she would do her job. Get paid. Leave. Tonight, she was ambushed. They hauled her into a black sedan. Three of them. Slamming into her small frame, hitting her. They muffled her sobs and cries with their large hands and sweaty bodies. Once they were done, they tossed her out of the car. Her body crumpled on the sidewalk. Refilwe struggled to her feet. Ago-

nising pain flaring from every inch of her bruised and bloodied body. “One foot in front of the other”, she coaxed herself through salty tears. This had been her mantra for as long as she could remember. The metallic taste of blood in her mouth. Her bare feet scrape against the rough asphalt. An empty beer bottle clangs at her feet. The sound almost deafening in the quiet, dark street. The smell of old cigarette butts tossed in the gutters, the stifling smell of a leaking, rusty dumpster on the corner stings my eyes. “Help”, emits from Refilwe's mouth. Barely audible. A cold breeze bites into her exposed and beaten legs. She winces as she

## PROGRAMME

attempts to quicken her pace. Her right forearm shoots with unbridled pain. She can barely move it. The last bit of adrenaline floods Refilwe's system, and cradling her broken arm, she quickens her pace down Boom Street. Seeking help. Seeking refuge.

From the user narratives, the architectural programme of a transitional Haven was extrapolated. This Haven comprises a medical clinic, counselling centre and transitional supportive housing units for at-risk individuals. The relatively private supportive aspect of the programme will be juxtaposed by the more vibrant design of an informal marketplace and the enhancement of the existing taxi junction. By introducing this multi-functionality within the existing taxi rank, the sense of placelessness associated with this transient space is undermined in that it provides a multi-faceted permanent programme.

## CLIENT

The clients identified are the Tshwane City Council and the SA Taxi Association. The Haven would operate in partnership with PEN (Participate, Empower, Navigate) (NPO), Sediba Medical Clinic, the University of Pretoria, Unisa and the Tshwane University of Technology.

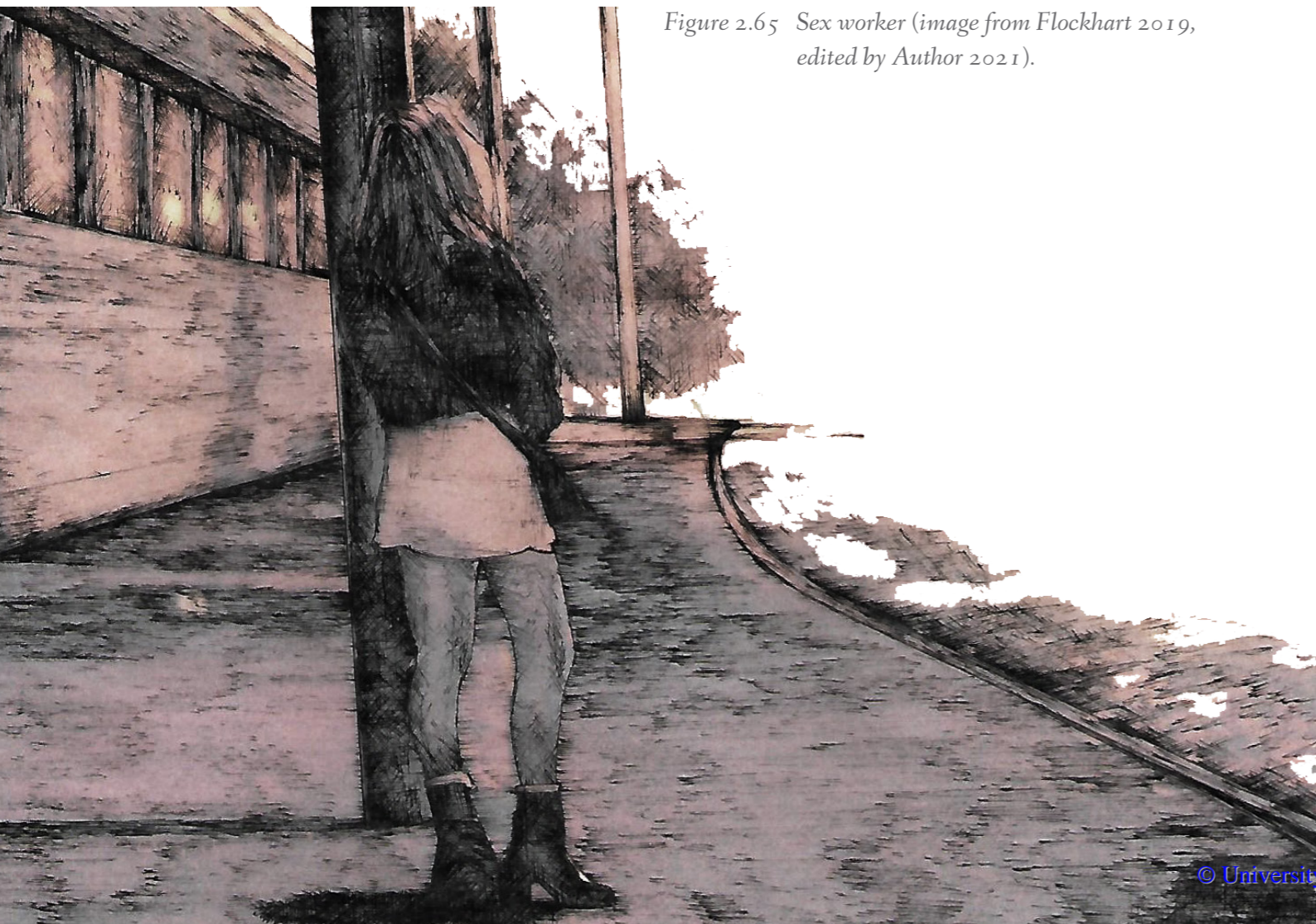


Figure 2.65 Sex worker (image from Flockhart 2019, edited by Author 2021).



## ARCHITECTURAL INTENTION

The primary design objective sets out to stress the importance of human-oriented design strategies within and around the Boom Street taxi-rank area, with a specific focus on creating a place of relief to the everyday users of the area and at-risk individuals. In addition, the architectural intention strives to acknowledge the significance of an important junction within the Pretoria CBD, a place that has until now been

recognised as 'placeless', or simply space. The inclusion of a transitional haven and marketplace that runs tangentially with an enhanced minibus taxi junction, that caters for the taxi owners/drivers/washers, informal commercial sector, as well as the everyday commuters and pedestrians, aims to bring about a more inclusionary environment, focusing on the wholistic wellness of individuals in the surrounding area.

