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Costing

Tshwane city central taxi terminal

Building Costs

	m†	cost /m†	total
Landscaping	5.723,00	R 1.200,00	R 6.867.600,00
Retail Area	5.723,00	R 3.900,00	R 22.319.700,00
Basement levels	36.160,00	R 2.850,00	R 103.056.000,00
Roofing			
sheeting	9.047,00	R 126,00	R 1.139.922,00
structural steel	9.047,00	R 625,00	R 5.654.375,00
concrete slab	2.474,00	R 485,00	R 1.199.890,00
Demolitions	358,00	R 250,00	R 89.500,00

Sub total	68.532,00		R 140.326.987,00
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Special items

	units	cost/unit	total
Hotel	52	R 160.000,00	R 8.320.000,00
Concrete beams	2.000,00	R 1.250,00	R 2.500.000,00
Concrete			
tower (tapered)	1.680,00	R 1.250,00	R 2.100.000,00
tower (Straight)	980,00	R 1.250,00	R 1.225.000,00
Water harvesting	280,00	R 3.000,00	R 840.000,00
LED displays	R 750.000,00	1,5	R 1.125.000,00

Sub total			R 16.110.000,00
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Sub total			R 156.436.987,00
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Municipal connections

	units	cost/unit	total
Sewer	1	R 15.000,00	R 15.000,00
Water	1	R 30.000,00	R 30.000,00
Stormwater	1	R 15.000,00	R 15.000,00
Electrical (@R 700.00/KVA)	450	R 700,00	R 315.000,00

Sub total municipal services R 375.000,00

Sub total R 156.811.987,00

Professional fees

Architect	R 9.574.864,25
Quantity surveyor	R 5.396.904,00
Engineer	R 7.737.212,00

Sub total Professional fees R 22.708.980,25

Sub total R 179.520.967,25

Escalation

	Months	
1%per month prior to Site Handover	6	R 9.408.719,22
0.65% per month During construction	24	R 24.462.669,97

Sub total Escalation R 33.871.389,19

Total project cost R 213.392.356,44

Table 5_01 Costing schedule Continued
(Interview: Hyslop, D.)

Conclusion

Public transportation terminals can be viewed as gateways into the city. At present they are poorly run adding to a perception of insecurity and mismanagement. However in reality public transport terminals are a hive of activity, and thousands of people converge onto a small informal space where one can buy practically anything, eat anything, and go anywhere.

Terminals are one of the more important representations of the public transportation industry and have an inherent possibility for changing bad perceptions by outsiders of public transportation, furthermore changing the perceptions of the city. This imagery is exceedingly important if Tshwane wants to be the African capital city of excellence, and with three million soccer fans coming to South Africa. Will they have the benefit of an excellent Tshwane and even better South Africa?

The 2010 soccer World Cup is a perfect initiative where financial resources have been set aside for upgrading of roads and transportation. Public transport facilities and perceptions will have rare means of improving. The World Cup will come and go but terminals must develop financial sustainability in order to guarantee their future.

Current trends have brought insight on possible approaches that terminals can appropriate in order to become more financially sustainable.

These have shown that terminals attract both tenants and traders. Therefore, by allowing a symbiotic relationship to develop between tenants and the terminal could produce the financial resources required to operate and provide a secure place for traders and tenants to sell and store their goods. Other facilities such as social services, entertainment and hotels could do the same and additionally increase the terminal use well after peak hours.

South Africa's economy is growing at a rapid rate and many more of these facilities need to be built before 2025. Let this be the starting point, a terminal facility that is as focused on its function as it is on adding social and economic benefits to its users, with the added benefit of leaving a better impression on visitors.