

TO : Dr. H. Wiese
Mr. N. Pillay

2

FROM :

DATE : 14 February 2005

INITIATOR : Mr. Dennis Baloyi / Miles Arnold (Tel: 358-1500)

PURPOSE OF REPORT

To describe the proposed Inner city Bus distribution system to assist in eliminating mini bus taxis from the centre of the city.

Background

The CBD serves approximately 200 000 job opportunities. People come to the CBD for various reasons (1998 data):

- Work 59,0%
- Shopping 15,0%
- Education 12,0%
- Health 2,0%
- Entertainment 0,5%
- Other 11,5%

At present many of those who come to the CBD by private and public transport expect to be able to either drive to a parking area (private) or be dropped off very close to their work so that their walking time to their actual place of work is minimal. In practice this is not so. The modal split provided below is that for the whole of the CTMM's travel, but it is an approximation of how people coming into the CBD may travel on their main mode:

Mode	%	No of People in am peak period (to CBD)
Minibus Taxi	15,1	30 200
Bus	9,5	19 000
Train	6,5	13 000
Car	33,0	66 000
Walk	33,0	66 000
Other (Bicycle, motorbike,)	2,8	5 600

In 1996 an investigation was done to see what the viability of an "Innner City Distriution System" would be for Pretoria, as part of the "Four Cities Project". The conclusion was that although some commuters walked fairly long distances (up to 2 km) and that others said they were prepared to pay something for a distribution service, the actual demand for such a service was relatively low, and any such service would not be viable enough for the low amounts that people were prepared to pay (as most were from low income groups).

A further transport study was done in 1998/99 on the public transport in the CBD as part of the Pretoria Inner City Integrated Spatial Development Framework. This study identified the three main public transport termini in the city as:

- Pretoria Station
- Belle Ombre / Asiatic Bazaar and
- The taxi ranks in the vicinity of Bloed Street / Boom Street and van der Walt Street.

In the report a proposed mixture of guided and non - guided forms of transport (light rail and bus) were suggested for the distribution of passengers between these termini and the inner city. Although this report was never formally adopted by Council, these broad proposals have found support within the CTMM.

From this report the following table is provided on passenger walking times and there acceptability from the terminus or station to the inner city:

TIME	PERCENT
< 5 min	59,3
5 - 10 min	15,3
10 - 15 min	12,2
15 - 20 min	1,9
> 20 min	0,4
Total	100
ACCEPTABILITY	
Yes	56,0
No	24,9
Don't know	19,0
	100

2. Requirements for an Inner City Distribution Service

If the principle of the three major public transport termini for the CBD is accepted, then a system of two interlinked routes to serve these termini and the inner city destinations is proposed as an initial suggestion. See plan attached with the proposed routes. Where the routes cross, passengers can change between the routes at transfer points.

Due to the arrival times of trains, buses and taxis at the three termini (which varies from 3 to 10 minutes in the peak period, it is proposed that if the system is to be utilised, a maximum of 5 minute headways should be used in the peak periods (05:30 - 08:30 and 15:30 - 18:30). In the off peak the headways could reduce to 15 minutes. These service levels determine the costs of the system whatever the actual demand might be.

PRETORIA NEWS
 THURSDAY MAY 17 2007

News 5

Hawkers on the march over harassment at rail stations



Vendors want Mbeki's help to carry on trading

XOLANI MBANJWA

About 200 hawkers who ply their trade at the Pretoria station marched to the Union Buildings yesterday to ask President Thabo Mbeki to intervene and end the "harassment" of vendors on trains, stadiums and streets.

Through the SA Railway Hawkers' Association (Sahra), they handed over a memorandum of grievances to representatives from the offices of the president and transport minister.

They demanded a moratorium on all evictions and for all stakeholders to be "transparent and share with us information on funds allocated for the development of informal traders as well as institutions charged with handling such funds".

The hawkers complained of

being arrested without any warrants of arrest issued or proper appearances in front of a "credible court of law".

They demanded a "general review of all policies impacting on informal traders and that the president's office must be the middle man and call all stakeholders to meet and solve all problems once and for all".

Sahra co-ordinator Augustine Mqaba handed the marchers' memorandum to Elias Ndlovu of the president's office and Godfrey Maluleke of Transport Minister Jeff Radebe's office.

"The reason for this march is the ongoing harassment of hawkers at all Metrorail stations countrywide.

"The harassment has spread to soccer stadiums where hawkers are being evicted and refused (the opportunity) to make a decent living.

"We believe that the matter is now a political rather than a business one.

"We have chosen to be part of the informal sector as a means of survival rather than resorting to crime and other illegal means of making a living.

"But we have, in the past years, been facing brutal harassment from security personnel and the SAPS at station platforms and soccer stadiums," said Mqaba.

The primary objective of the country's economic policy was to promote growth and development to create jobs, sustain development and alleviate poverty, he said.

"The president's office must appoint and deploy relevant experts who will assist the sector to have an in-depth understanding of (informal trading) in order for it to develop."

Disgruntled hawkers take their grievances to the highest office in the country.

PICTURE: PHILL MAGAKOE

New Bloed Street Mall will improve inner city and life of commuters

One of the major projects of the City Urban Renewal Programme, aimed at regenerating the inner city, is the R190-million Bloed Street mall and taxi rank. The development, which is scheduled to be completed by October 2008, will transform this busy and sometimes chaotic taxi rank into a world-class retail and transport facility.

The development has been planned carefully for some time now, after it was realised that the current taxi rank on Bloed Street was inadequate. Commuters, taxi operators and traders alike had to deal with congestion and unsafe, often unsanitary, conditions. The City of Tshwane sought a private-sector partner for the development and implementation of the project, and found this partner in Isibonelo Property Services.

The new "taxi-mall", as it will be known, stretches between Bloed and Boom Streets and Andries and

Prinsloo Streets. Work began in February this year and is progressing according to schedule. While construction is under way, a temporary taxi rank has been set up between Paul Kruger and Andries and Boom and Bloed Streets. This facility is also of a high standard and was built at a cost of R3 million.

The mall will have two floors. Major retailers will occupy the upper level, while smaller convenience stores and the taxi rank will be situated on the ground floor. Tenants have already shown an interest, and the mall will contain a mix of formal and informal retail outlets and other service providers. The anchor tenant will be Spar, but five banks and other retailers, including clothing, food, furniture, liquor, grocery, and vehicle maintenance dealers will make up the rest of the tenants. A unique move on the part of the developers is to include informal traders in the formalised

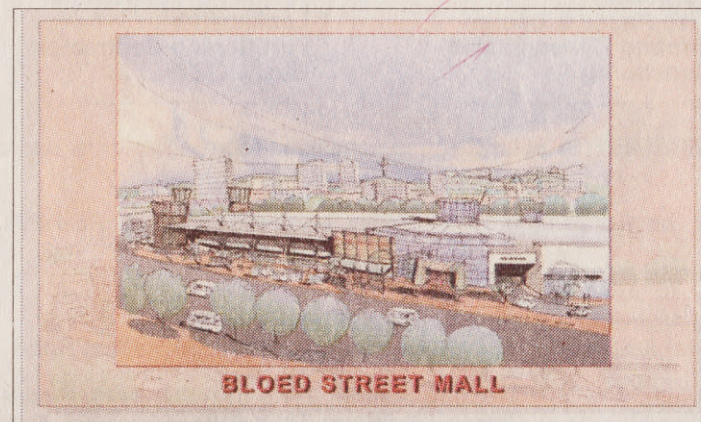
trading sector, with the aim of empowering them to graduate to larger shops. There will also be ample ablution facilities, overnight parking for taxis and on-site safety and emergency services.

Another advantage of the development is that the new taxi rank will be able to accommodate up to 450 taxis, which will reduce congestion caused by these vehicles on Van Der Walt, Boom and Bloed Streets. This will make the entire area

safer for motorists and commuters alike. The structure of the mall's operation will also allow for more visible policing and law enforcement.

During construction, about 3 500 jobs will be created and, once completed, about 800 permanent jobs will be made available through the daily operation of the mall.

Enquiries about the project can be made to Lourraine Makwange at 012 358 7907.





Bibliography

1. ALTERNER.1998,*Natural Ventilation in Buildings: A Design Handbook*. James & James (Science Publishers) Ltd, London.
 2. BANGASH, M,1992, *Structural Details in Concrete*. Blackwell Scientific Publications, London Edinburgh, Boston, Melbourne, Paris, Berlin, Vienna.
 3. BREAZLEY, M. 2006, *New Urban Spaces*. Octopus Publishing Group, London
 4. DECKLER T, Graupner A, Rasmuss H, 2006, *Contemporary South African Architecture in a Landscape of Transition*. Double Storey, Cape Town
 5. HASSAN G,1996,*Building Services*. MacMullin Press Ltd ,Houndmills, Basingstoke, Hampshire and London
 6. LANG J, 1987, *Creating Architectural Theory. The Role of the Behavioural Sciences in environmental Design*, Van Nostrand Reinhold Company. New York
 7. LE ROUSS, 1999, *Buildings of Pretoria*. Juta Publishers
 8. LYNCH K , 1960, *The Image of the City*. Cambridge Mass: MIT Press
 9. PASSINI R, 1992, *Wayfinding in Architecture*. Van Nostrand Reinhold Company, New York
 10. PITTI IMMAGINE. 2002, *Totalliving*. Leva spa, Italy
 11. RAINFORD C. 1999, *Metric Handbook, Panning and Design Data*_ Architectural Press, Oxford
 12. *South African Code of Practice for the Application of the National Building Regulations*. SABS 0400-1990
 13. *The Southern African Institute of Steel Construction*.1994. Southern African Structural Steelwork Detailing Manual. The Southern African Institute of Steel Construction
- Reports:
1. City of Tswane Metropolitan Municipality ,Economic Development Department., (S.a), Strategic Public Transport Plan.
 2. City of Tswane Metropolitan Municipality. City of Tshwane Spacial Development Strategy 2010 and Beyond, S.a.
 3. CROWLEY, B. 2005. Neighbourhood Level Analysis of Rainwater Catchment in Portland. Portland State University. Research paper
 4. Department of Public Works. (S.a) Tshwane Inner City Development and Regeneration Strategy, 2005,
 5. Kruger T, Landman K, Liebermann S, S.a, A manual For Crime Prevention through planning and design. CSIR, Pretoria
- Journals:
1. DARROLL, L. 2002. The Johannesburg CBD in transition –Metro Mall. *Architecture South Africa*. 2002/December : 11-17.
 2. *Digest of South African Architecture*. 2006/2007, Baragwanath Transport interchange & Traders Market .11:044-047
 3. FLINT , A. 1998. Nyanga Junction: Responding to communities needs. *Architecture South Africa*. 98/april : 45-50.
 4. FLORENSKY, O, Florensky, A. 2002. A Moveable Bestiary and Topographical Movements. *Architectural association Files*. 2002/48:39-46
 5. LE-GRANGE, L.,Rendall, A.2003. Stock Road Transport Terminus. *Architecture South Africa*. 2002/October : 26-30.
 6. PEARSON, A. 2003. Hamilton Square Garage and the Bridge Cinema De lux, Philadelphia. *Architectural Record*. 191/8: 94-101.



Internet:

1. Yotel Overview. <http://www.yotel.com/> Access:17 Aug. 2007
2. Are Yotels Really Convenient Or Simply to Small? <Http://www.hotelchatter.com/tag/Yotels>. Access:17 Aug. 2007.
3. New Guidelines for Use of COR-TEN Steel. <http://www.usconstruction.com/metal/metal/corten.shtml>. Access:19 Sept. 2007.
4. How Jumbo TV Screens Work. <http://electronics.howstuffworks.com/jumbo-tv.htm>. Access: 11 Sept 2007
5. Euro display –LED display for events. http://www.eurodisplay.com/prints/print2_RTL.asp Access:11 Sept. 2007.
6. FIFA World Cup. <http://www.fifaworldcup2010.com/space.live.htm> Access: 26 Sept. 2007.
7. Taxi Recapitalisation programme. http://www.engineeringnews.co.za/article.php? a_id=40972 Access:26 Sept. 2007.
8. Tshwane municipal services. <http://smnetims001/servlet/com.esri.esrimap.Esrimap?Service sName+Tswane> Access:03 Mar. 2007.

Interviews:

1. Hysop, D. PrQS Director. Walker Mare (pty) Ltd. Conducted:11 October 2007
2. Peska. P. PrEng Civ Regional Manager for north district. Johannesburg Roads Agency. Conducted:04 April 2007
3. Theodosiou, G. Pr Eng Struc. Cement and Concrete institute. Conducted :19 September 2007