

CHAPTER 1

Page 1-28

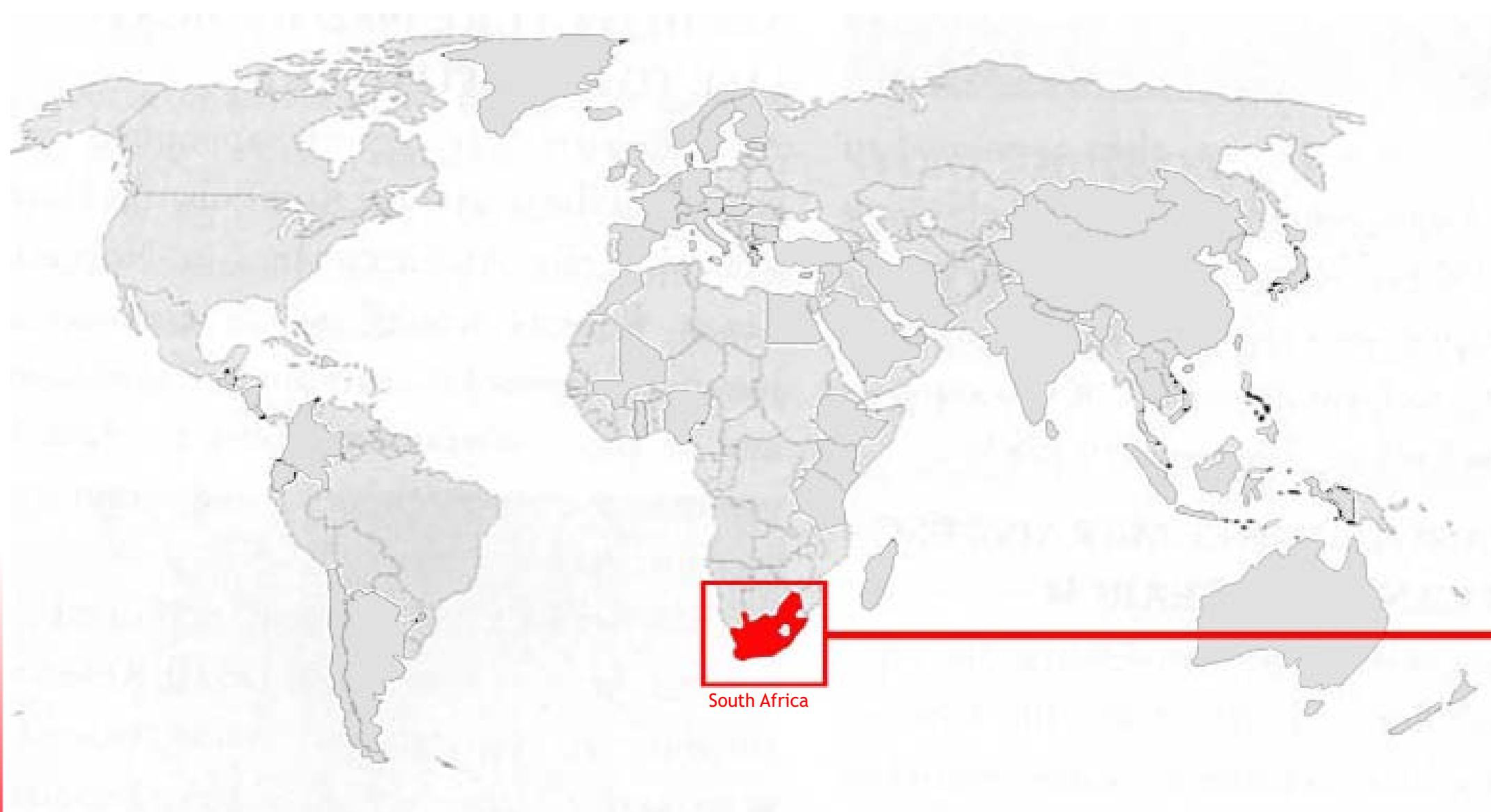


Figure 1.1.1 Global map (www.google.com)

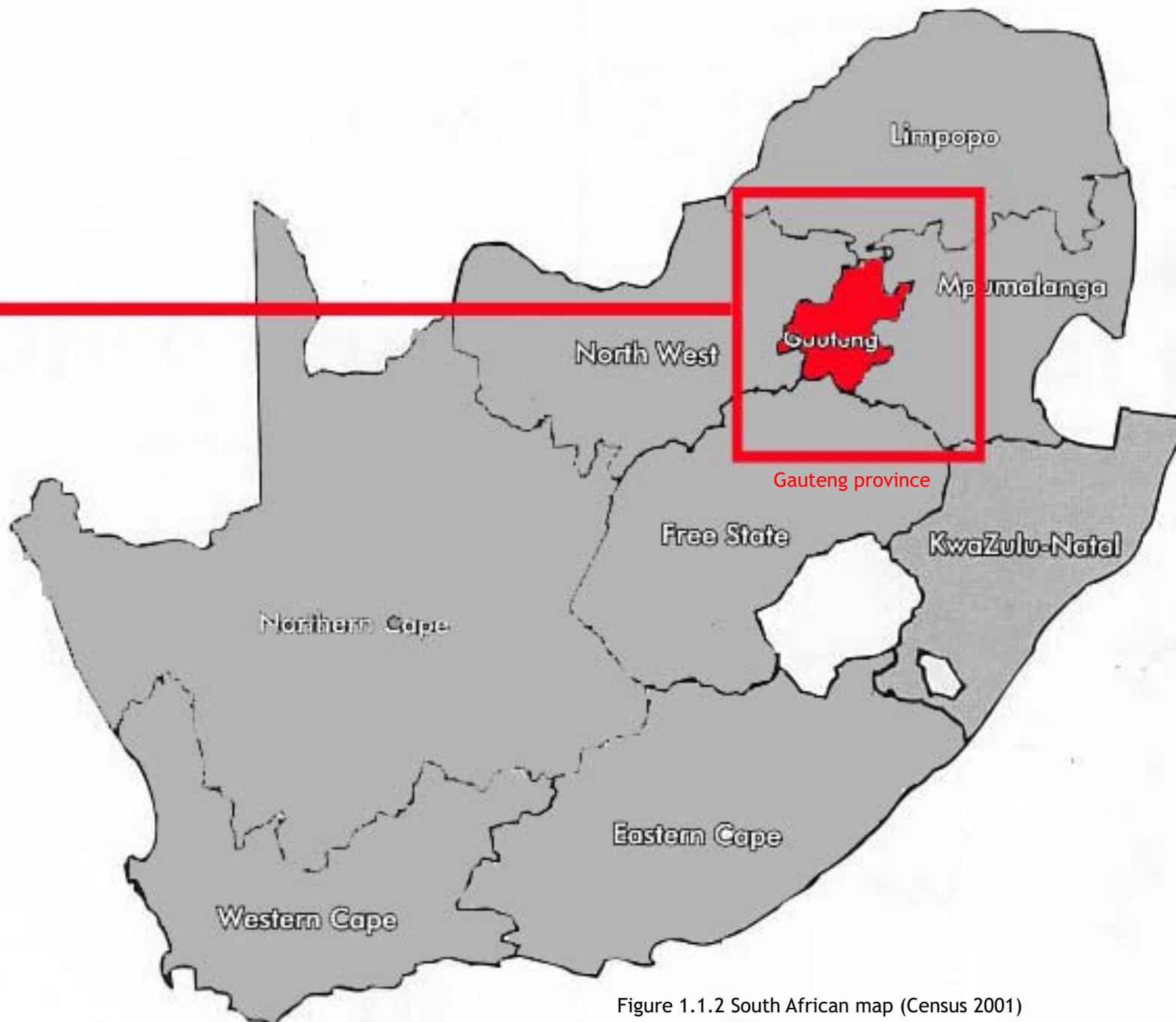


Figure 1.1.2 South African map (Census 2001)



Figure 1.1.3 City of Tshwane jurisdiction (GeoViewer)

The Pretoria station is the heart of the city of Tshwane’s network of a public transport. The station plays host to various inter-modal forms of public transport namely, trains, taxis and buses, covering both short and long distance destinations. While transport services cover the functional importance of the station; of remarkable significance however, is the rich layering of the city’s development history that it narrates. The station firmly asserts itself as a place of historical significance in the birth of the city. The activities of the station date back over a century to even before the 1880’s when the Nederlandse Zuid-Afrikaanse Spoorweg Maatschappij (NZASM) was established to build the Pretoria-Delagoa bay line (Wasserfall 1989:226). Considering the fact that the current station building was designed by Sir Herbert Baker, it is apparent that the Pretoria station is not just a station, but a chapter in the history books of the city of Tshwane’s political and developmental history, and that it is a valuable landmark for posterity.

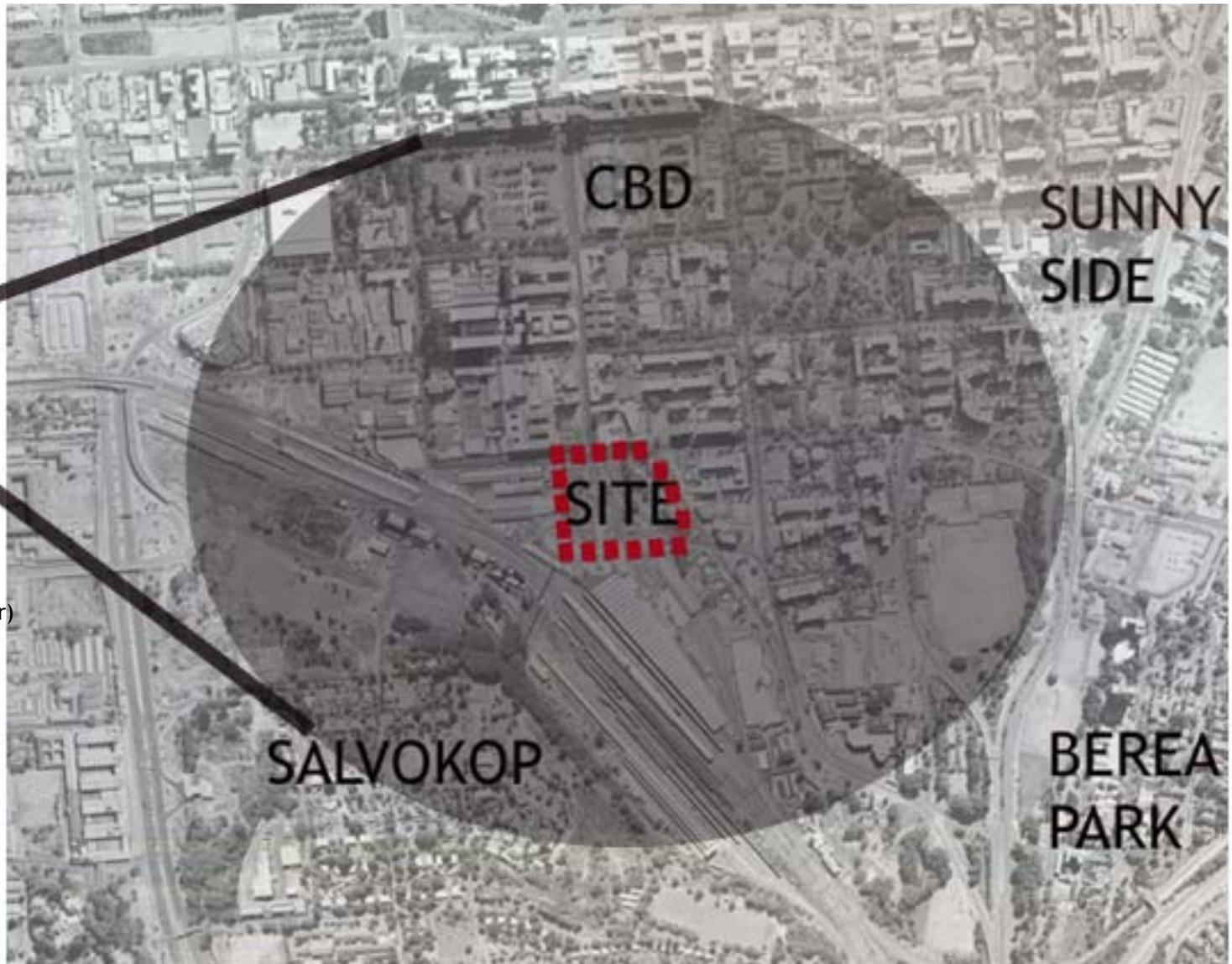


Figure 1.1.4 Focus area (GeoViewer)

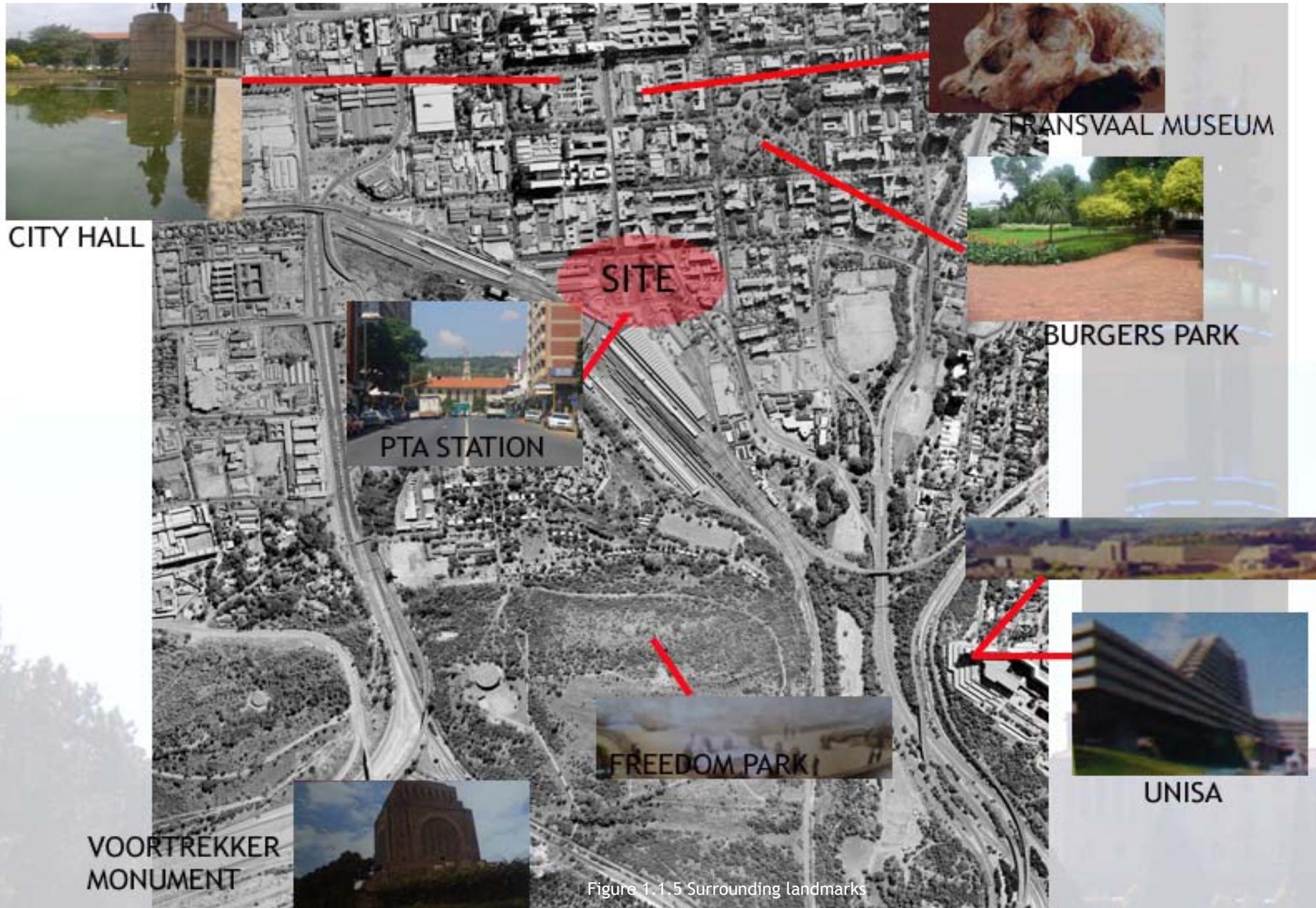


Figure 1.1.5 Surrounding landmarks

HISTORIC AND PHYSICAL DEVELOPMENT OF THE STATION AND SURROUNDING AREAS

HISTORIC DEVELOPMENT

SUMMARISED CONTEXT FOR THE DEVELOPMENT OF SALVOKOP HERITAGE SITE

The NZASM railway initiatives, which focussed on the hub of Salvokop before 1902, was the biggest single state driven infrastructure venture the Transvaal Republic ever undertook. The venture provided job opportunities for thousands of white and black citizens at the time, and made a huge contribution to the Zuid afrikaanse Republiek (ZAR) economy, in terms of revenue and of sustaining the all important mining industry and also the agricultural community. The increased mobility of labour, black and white, became the pillar on which the capitalist economy trusted. Control over the railway system dominated South African interstate politics up to the Anglo Boer War, and remained an important issue afterwards. During the Anglo Boer War the importance of the railways to the ZAR and the Empire was paramount. British troops were stationed there at various times between 1877 and 1902. After the Anglo Boer War Salvokop, under control of the Central SA Railway, expanded rapidly and became an even more important part of Pretoria's townscape. The buildings and infrastructure of the NZASM Nederlandse Zuid-Afrikaanse Spoorweg Maatschappij (NZASM) and the Central South African Rail/ South African Rail and Harbour (CSAR/SAR&H) also made a significant contribution to the economic well-being of Transvaal towns, and in this case Pretoria. The historical involvement of the railways with the needy section of the white population (*in lieu* of black) goes back to the days of the CSAR in 1907, and was solidified in JBM Hertzog's Pact Government in 1924.

The physical presence of the NZASM, CSAR, and SAR&H spread far beyond the confines of the Salvokop area south of the railroad track: The large goods yard, offices, townships, abattoir yard, recreational areas and hotels in the area indicate the large footprint of the railways on the ecology of the city. The railway line served the industries to the west and east of Pretoria, as well as the abattoir. Only after 1848, when the new Afrikaner nationalist government initiated the large Koedoespoort and Capital Park railway complexes as part of a gargantuan, culture-specific job creation initiative, did the large presence of Salvokop in Pretoria wane. During this time the railway fulfilled an important part in servicing the ISCOR development. The Pretoria station and railway also became an important link in a successful and efficient implementation of the Homeland strategy which included industrial relocation and controlled labour mobility. Despite renewal initiatives in Salvokop during 1974-1980/1, the quality of the area declined rapidly during 1981-2002.

Currently, Salvokop is the focus of a renewed urban revitalisation attempt, initially rooted in the IDP process and the Inner City Spatial Development Framework that evolved from this process, as well as the development initiatives forthcoming from Propnet (for the landowner Transnet), conjoined to the Freedom Park Trust framework proposal for Salvokop, and the Mayoral initiative to develop the area as an urban housing component. (Bakker 2004:2-3)

A RELEVANT TIMELINE

- Pre-historic times: Elandspoot (east of Salvokop) used as migratory route.
 15-1600: The 'Transvaal' Ndebele were the first occupants around Pretoria.
 Pre-Voortrekker settlement of 'Pretoria': The Ndebele were followed by Bakgatla. A large settlement existed near [west of] Salvokop - removed by Pres P Kruger to Makau [Garankua]¹.
- 1842 Voortrekker brothers Lukas and Gerhardus Bronkhorst establish the farm Elandspoot (named after Elandspoot between Bronberg/Railway/Timeball/Signal /Salvokop Hill on the west and Muckleneuk Hill on the east).
- 1855 On 16 November the town of Pretoria is formally proclaimed as the Transvaal capital.
- 1864 First post coach/cart service started at the Main station and later at Church Square).
- 1875 The ZAR was dependant on the Colonies for access to harbours. The need for a railway to the east was identified. Fund raising effort for a railway to Delagoa Bay started in 1875 by Pres Burgers - his efforts came to nothing.
- 1877 Annexation of the Transvaal. Pretoria becomes the seat of British control.
- 1880 Postmaster-General J A Vogel devised a scheme whereby the arrival and delivery of of the different mails could be signalled. Signals were hoisted from the peak of a telegraph signal staff placed on the summit of the hill north of the Elandspoot. 1880 Start of 1st Anglo Boer War.
- 1883 Pres Kruger of the restored ZAR revives the idea of the railway by procuring a loan for a rail concession in the Netherlands and gaining the right from Portugal to construct a line through Mozambique.
- 1886 Discovery of the main gold reef on the Rand provided capital for the ZAR railway venture, and initiated a railway 'race for the Rand' which Pres Kruger was determined to win in terms of the Delagoa Bay NZASM connection, at the cost of the Colonies. The railway aspirations of the South African states and colonies became the issue around which politics were to revolve for the next decade and more. For Kruger the line to Delagoa Bay was the essence of Transvaal independence (This independence was eroded by the Sivewright agreement of 1891 which, in turn for funds, the Cape Colony was given a large say in the running of the proposed railway line).
- 1887 The Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM) established on 21 June in Amsterdam after many years of problems raising the required funds in the money market.
- 1894 Completion of station buildings, central workshops (Imported pre-fab structure), sheds, a roundhouse and 12 rental dwellings for married and unmarried white employees, most of the latter situated south of the station yard. Further to the west a compound for black workers was erected.
- 1896 Completion of storage depot for printed matter (formerly a national heritage site).
- 1896 J Joffe's Hollandia Hotel on the corner of Scheiding and Paul Kruger Streets completed.

- 1899 Completion of Telegraph office building.
- 1900 Pretoria annexed by the British on 5 June 1900. Pres Kruger leaves for Machadodorp by special train. Regular train services stop. Second annexation of Transvaal in September 1900 during 2nd Anglo-Boer War (1899-1902). The railway systems of the NZASM and the PPSM (who supported the Boer war effort) were taken over by the Imperial Railway Company (IMR) on 12 Sept 1900 - local workers were declared prisoners of war if they did not sign the oath of neutrality, and foreign workers were deported¹. The IMR Salvokop site was also used by the military as camp and housing. The CSAR established its headquarters in Johannesburg, and since then Pretoria has only been a base for railway and other transport related operations in the region north of Johannesburg. During this period the old NZASM and PPSM workshops were enlarged and later replaced with new facilities. Hollandia Hotel renamed 'Victoria Hotel'. Extra floor added before 1902².
- 1902 After peace had been achieved in May 1902, the entire NZASM and PPSM network, together with the railway system of the Free State, became the Central South African Railways (CSAR).
- 1902 End of Anglo-Boer War.
- 1906 Completion of Findlay Reservoir (Started in 1905 - Named after Councilman Findlay) in Salvokop for municipal water provision - the first in Pretoria. Water comes from the Fountains Valley by means of a stone aqueduct.
- 1907 Institute Building erected¹ for the Berea Club (from 1890's) for use by Railway staff. Only sport facility of 'young' Pretoria.
- 1909 Erection of the CSAR Chief Mechanical Engineer's office [now called Popup] to the north of the site just west of the Koch St alignment.
- 1910 CSAR and Cape and Natal railway administrations merge to form the South African Railways and Harbours (SAR [& H]).
- 1910 Foundation stone of the new station building designed by H Baker laid by Mr Hull in May 1910.
- 1912 Replacement of the NZASM passenger station when the new building designed by sir Herbert Baker is inaugurated. The original station buildings were demolished a few years later and the old public place on Scheiding St disappeared.
- 1920s Demolition of former NZASM station buildings.
- 1925 Re-erection of the statue of Pres P Kruger on Station Square in October 1925. A century after his birth - statue originally unveiled at Prince's Park in 1913)¹.
- 1926 Hall added to north of the Berea Club².
- 1929 Belgrave Hotel³ designed in Art Deco style by Hoffman & Hoffman at Railway St 22. Hotel is part of the railway environment.
- 1912-50's The busiest era of the SAR&H operations in Salvokop - many new buildings are erected in the railway zone as well as in the railway camp. In 1928 the Railway Audit building was constructed by Pretice and Mackie, who were involved with the Union Buildings. In 1937 the Railways started refraining from building identical rows of houses, and started to disperse railway properties in other parts of town - many employees houses are to be found east of Railway Street.
- 1946 Sunken garden constructed at Pretoria Station before the Royal visit in 1947.
- 1950's The development of railway lines to the country districts, the founding of Moregloed as a second railway suburb besides Salvokop, and the establishment of large goods shunting and maintenance facilities in Pretoria West, Koedoespoort and Capital Park.
- 1956 Completion of new railway workshops at Koedoespoort (to replace the inadequate workshop facilities of the old NZASM/CSAR precinct - relocation of workshops to Koedoespoort).
- 1958 The old NZASM head office buildings and Director's residence were demolished to make way for a modern office block for housing the headquarters of the SAR's northern region (Northern Transvaal). This building, named NZASM Building, was taken into use in 1963.
- 1960-70 The last Salvokop houses are built.
- 1976 Simon vd Stel Foundation requests conservation of NZASM Hof.
- 1978 Members of the Simon vd Stel Foundation witness the demolition of all the double-storey semi-attached houses in Second and Third Avenues.
- 1980 The NZASM Hof is renovated by the SAR&H.
- 1981 In 1981 the administrative organisation of the railways became known as the South Africa Transport Services (SATS) - SATS only became a public company on 1 April 1990 when Transnet Ltd was founded.
- 1990 Establishment of TRANSNET as a public company to manage railways, ports, pipelines, road transport etc. The Transnet era was characterised with a decrease in scale of the operations, closure of uneconomical lines and the Pretoria West Goods Yard just north-west of Salvokop.
- 2001 Paul Kruger Street Spine Spatial Framework establishes the Station precinct as a very important node in the central city. Pretoria Station is burnt down by angry commuters. Freedom Park Architects in Association draws up a development framework is drawn up for Freedom Park National legacy site on Salvokop - a draft urban design framework for the suburb below is part of the Freedom Park framework.
- 2002 Station building re-built. GAPP/MMA Architects appointed to draw up a spatial development framework for Salvokop for the TRANSNET/Freedom Park Trust/City of Tshwane client partnership. The Freedom Park development re-establishes the role of Salvokop as an urban precinct. International architects invited to enter a design competition for Freedom Park components.
- 2003 Salvokop Development Framework in progress - to be completed in 1st half of 2003.

(Bakker 2004:4-10)

PHYSICAL DEVELOPMENT

A NAMING OF THE ZONES AND ELEMENTS OF SALVOKOP

Although Salvokop is an urban township and an entity upon itself - and has been described in various ways through the decades - a few distinctive sub-precincts or zones could be currently discerned for the purposes of the historical and the urban analysis, and urban design to follow. Zones of the larger urban sector within which to Salvokop and its history are bedded, are also identified. The delineation of zones derives from aspects such as function, layout, types and age of buildings as well as connection with adjacent zones and other activity areas. For the urban design process to follow it is proposed that the zones impact on the delineation of precinct zones in the framework, and that the following names be used:

Zone A: NZASM Court - Defined by the NZASM houses and school.

Zone B: CSAR/SAR housing - Defined by CSAR layout and CSAR/SAR houses.

Zone C: Workshop and marshalling, station and rail - Defined by existing and demolished railway workshop buildings and marshalling yard, the station complex and hotel, and the rail lines and ancillary structures to the east and south-east.

Zone D: Compound - Defined by the layout of the former black compound.

Zone E: School - Defined by site of Jopie Fourie Primary School.

Zone F: 'Hillside' - Consists mainly of SAR houses in an area designed as an extension of the CSAR Section, but following a contemporary 'garden city' approach.

Zone G: Reservoir - Defined by the Findlay Reservoir.

Zone H: Koppie (Salvokop/Timeball Hill itself).

Zone I: Head office - Location of the former NZASM head office buildings.

Zone J: Berea/Central - New Belgrave Hotel, Berea Club). (Bakker 2004:3)

The Pretoria station site, the focus area, falls within the Zone C



Figure 1.2.1 Pretoria station photo of 1934. (Bakker)



Figure 1.2.2 Aerial view of marshalling yards. (Bakker)

University of Pretoria etd, Tshombe MX (2007)

HISTORICAL SPATIAL NARRATIVE OF THE PRECINCT DURING THE SAR&H PERIOD: 1910-1981

This period is described in three phases: a) 1911, b) 1932-7 and c) 1948. The later period after 1948 till the present was a period of decline of Salvokop, and no attention is given in terms of the historical description - All structures built after 1942 are younger than 60 years old.

THE SITE IN 1911

The Surveyor-General's [S-G] plan of 1911 is used to demonstrate the site at the beginning of the SAR&H period in 1910.



Figure 1.2.3 Surveyor general's map of 1911. (Bakker)



Figure 1.2.4 Sir Herbert Baker designed station building, completed in 1914. (Bakker)

THE SITE IN 1932/7

THE 1932 PLAN:

One is immediately struck by the tremendous increase in structures in the main Works area (The north-western portion of Salvokop). The first block of Joubert St (currently Skietpoort) is now edged with structures on its northern edge, together with the buildings of the Native Compound on its southern side providing a very 'urban' entrance. (Bakker 2004:17)

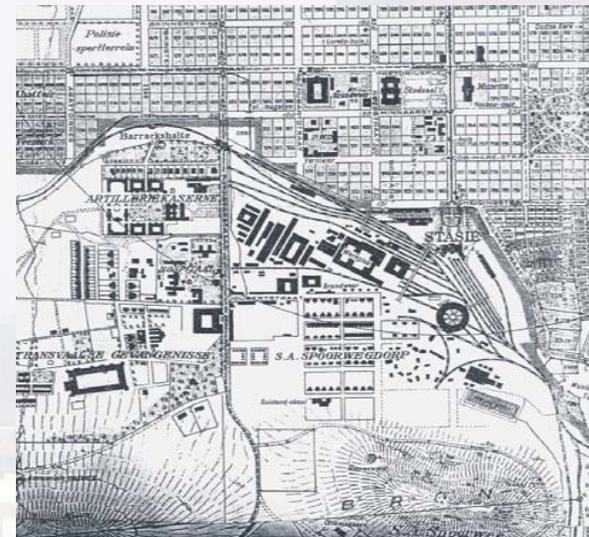


Figure 1.2.5 Updated Surveyor general's map of 1932. (Bakker)



Figure 1.2.6 1928 Audit building.

THE 1937 AERIAL PHOTOGRAPH



Figure 1.2.7 Salvokop aerial photograph of 1937. (Bakker)

THE SITE IN 1947



Figure 1.2.9 Salvokop aerial photograph of 1947. (Bakker)



Figure 1.2.8 Pretoria station and square circa 1934. (Bakker)



Figure 1.2.10 Sunken garden built for the British Royal visit of 1947. (Bakker)

THE SOUTH AFRICAN TRANSPORT SERVICES (SATS) ERA 1981 TO 2002



Figure 1.2.11 Old NZASM printing store declared a national monument in 1981.



Figure 1.2.12 Shosholoza Meyl ticket office building.



Figure 1.2.13 The inclusion of luxury liners at the station.

A BRIEF SUMMARY OF THE STATION ACTIVITIES.

The period of 1981-2002, under the jurisdiction of the SATS, saw the enforcement of apartheid policies, the Pretoria station, was reserved as a 'Whites only' station, while the Bosman station, to the north west of the Pretoria station was reserved for 'Blacks.' Physical development around the station precinct continued along the north-western end where the dairy mall flourished. With the establishment of Transnet in 1992, and its take over of railways, ports, and road transport, the uses of the Pretoria station were expanded, by that time racial segregation had been abolished.

The Transnet management saw the introduction of the Blue train, Luxury liners, Maxi cabs, all of which appropriated separate portions of the station precinct space. Currently the station is used by all the afore-mentioned, including rail commuters, however the issue of planning and space has reached a point of concern.

The station building is not in its original state, it was restored in 2002, after disgruntled commuters had burnt it down, the previous year.

THE CLIENT

The client, Intersite, was formed in 1992, to manage and develop the property portfolio of the South African Rail Commuter Corporation Limited (SARCC) which comprises some 374 rail commuter stations, and some 4200 hectares of land in the major metropolitan areas of Johannesburg, Pretoria, Durban and Cape Town. (www.intersite.co.za)

Intersite manages the Pretoria station and the entire Pretoria station precinct. Intersite, in partnership with the Gauteng Provincial Government (GPG), and the City of Tshwane Metropolitan Council have agreed to the development of the Station Interchange project. Station Interchange is the redevelopment of the existing station, by including a new **MULTI-FUNCTION BUILDING** along the north eastern end, incorporating a new taxi rank, a civic square, resource centre, and new offices for the Department of Transport, and leasable office space.

Blue IQ, on behalf of the GPG, and the City of Tshwane Metropolitan council shall provide funding for the initiative.

STAKEHOLDERS



Figure 1.3.1 Intersite logo



Figure 1.3.2 GPG logo



Figure 1.3.3 Blue IQ logo



Figure 1.3.4 City of Tshwane Metropolitan council logo

BENEFITING PARTIES

The implementation of station interchange will bring about convenience firstly, for taxi commuters. The long distance taxis currently at the Bosman rank will be relocated, thus improving upon the inter-modal functionality of the station precinct, and easier accessibility to such taxis. Local inhabitants, more especially students will be able to make use of the **resource centre**, which will be an extension of the Eskia Mphahlele Community library, combined computer skills training centre, and community meeting place. In addition the station square shall be redesigned to be more user friendly, and to become a place for congregating for televised public addresses and announcements.

The inclusion of shops, **restaurants** and other convenience facilities such as refresh facilities, a travel centre and car hire facilities shall be of benefit to travellers, and passer-by's. The taxi associations will also benefit by having properly planned taxi rank with the necessary amenities. Department of Transport will have access to new offices right in the heart of an inter-modal public transport node.

The development seeks to be convenient to daily commuters, whilst creating a **good first impression** for tourist and passers-by, as one of the gateways into the city.

SITE SELECTION

The north-eastern end of the Station precinct was selected based upon its close proximity to the existing station building, and due to the fact that it lies across the square, opposite to where the new proposed Luxury liner terminus will be. Thus the location helps create the triangular **interdependence** link between the various modes of transport. Access is provided by the 3 lane Railway street on the eastern side, and the 5 lane Scheiding street on the northern side.



Figure 1.3.5 Pretoria station viewed from Paul Kruger street.

ACCOMMODATION SCHEDULE

LOCATION	FUNCTIONS	SIZE
Shops	Travel and booking centre	107m ²
	Car rental facility	95m ²
	Hair salon	72m ²
	Pharmacy	72m ²
	Phone and electronics shop	72m ²
Restaurants	ATM's	38m ²
	Newscafe	324m ²
	Steers	293m ²
	Ice-cream parlour	189m ²
	King Pie	233m ²
Tourist attractions	Public transport museum	538m ²
	Open-air Exhibition space	389m ²
	Tourist information offices and curio shop	107m ²
Information point	General information kiosk	24m ²
Taxi rank	Queuing islands	
	Loading lanes	1600m ²
	Hawker stalls	145m ²
	Public Ablutions	482m ²
	Hawker cooking and scullery	92m ²
	Staff refresh facilities	58m ²
Resource centre	Mini-Library	463m ²
	Computer skills training centre	152m ²
	Auditorium and discussion rooms	158m ²
	e-facilities venue	107m ²
Offices	Department of transport	4925m ²
	Leasable office space	1327m ²
Station Square	Public address space	6810m ²
Parking	Thoroughfare	
	Underground parking for offices and taxis	8950m ²



Figure 1.3.6 Bosman taxi station.



Figure 1.3.7 Bosman taxi station with dairy mall.



Figure 1.4.1 Site identification.

THE SITE

The station is located at the most southern tip of Paul Kruger Street. Scheiding Street forms the northern border of the site, while Railway Street completes the eastern boundary. To the immediate south lies Salvokop, separated by the rail tracks, and the west is defined by Scheiding Street Terminus, the local and long distance bus station. The Northern section away from the site is characterized by **mixed-use developments**, in the form of retail on the ground floor, and either residential or offices above. The land use creates a **vibrant**, lively **street usage**.

CLIMATIC INFORMATION

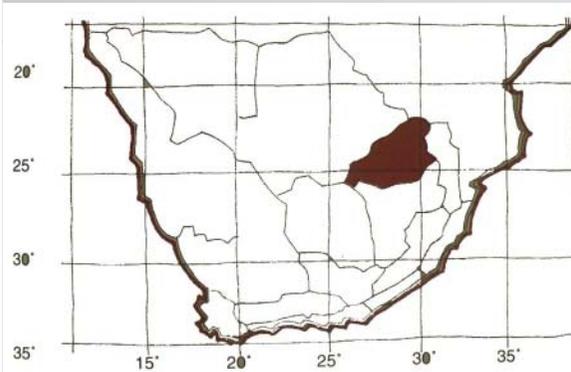


Figure 1.4.2 Northern Steppe climatic region. (Holm 1996)

Geographical Bearing

25,8 To 30,7 Deg. East
22,0 To 25,9 Deg. South

This particular climatic region is characterized by distinct rainy and dry seasons with high daily temperature variations and strong solar radiation.

The average summer temperature is **24 degrees**, whilst winter is **12 degrees**. In order to combat the high daily temperature change, **thermal mass walls**, and floors are desirable, complimented by **lightweight insulated roofs**. (Holm 1996)

The average annual rainfall is 674mm, with the highest rainfall experienced during the summer season.

Humidity levels average 59%, which is within the general comfort zone of 30 - 65%.

SITE GEOLOGY

The Area lies within the Timeball Hill Formation of the Pretoria Group of the Transvaal Sequence. The dominant rock types are partly ferruginised **quartzites** with **shales**. The sedimentary members of the Pretoria Group are intruded by sills of the Transvaal Diabase. Sill intrusion is often along the contact between the shales and quartzites and often along distances of strike. (Salvokop SDF July 2003)

Shale is a common name for fine-grained varieties of sedimentary rock formed by the consolidation of beds of clay.

SITE MORPHOLOGY

The morphology of the site is classified under **Lowlands** with parallel hills.

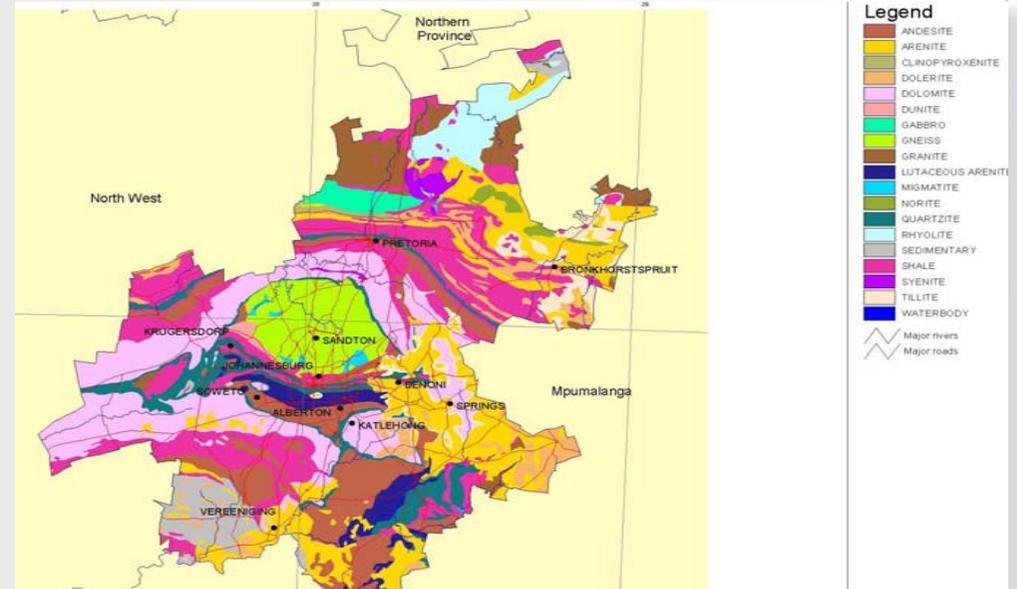


Figure 1.4.3 Geology diagram of Pretoria. (Council for Geosciences)

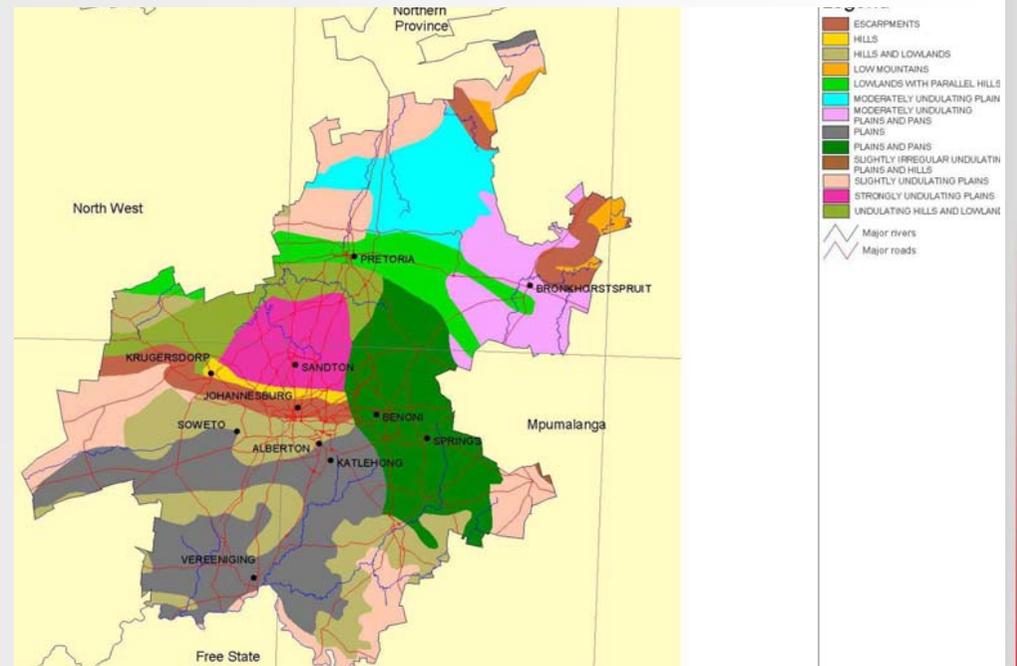


Figure 1.4.4 Morphology diagram of Pretoria. (Institute for soil, climate and water)

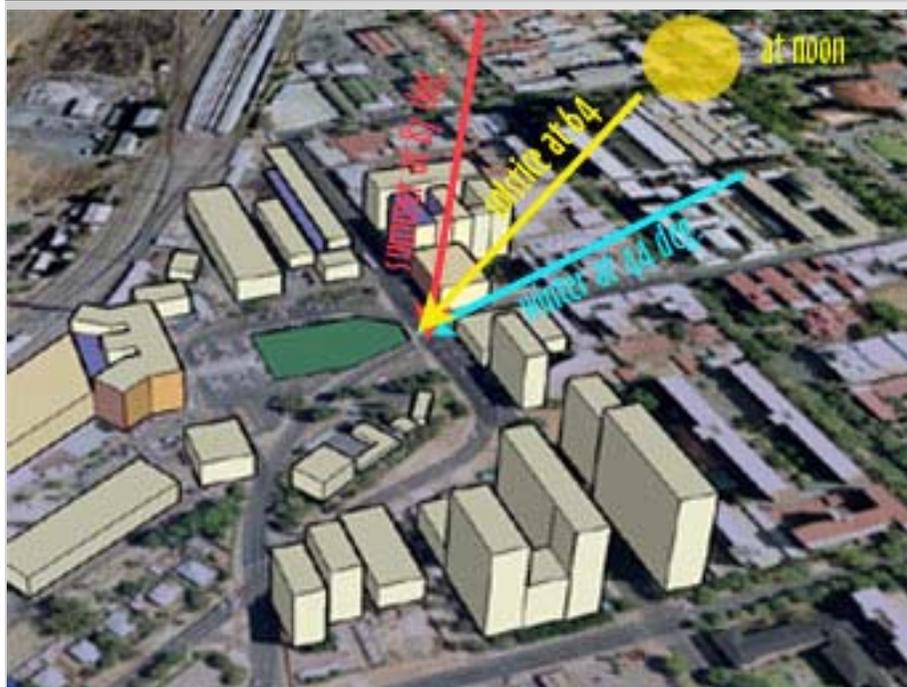


Figure 1.4.5 Sun angles for the site.

SUN ANGLES

SUMMER	87 degrees
SOLSTICE	64 degrees
WINTER	44 degrees

WIND DIRECTIONS

The predominant **summer** winds come from the east-south-easterly and east-north-easterly direction. **Winter** winds come primarily from the south westerly and north east directions.

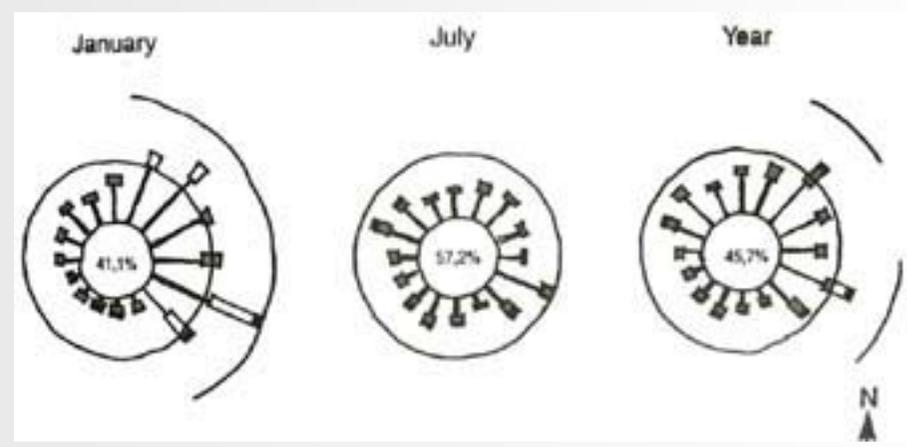


Figure 1.4.6 Wind rose for the site. (Holm 1996)

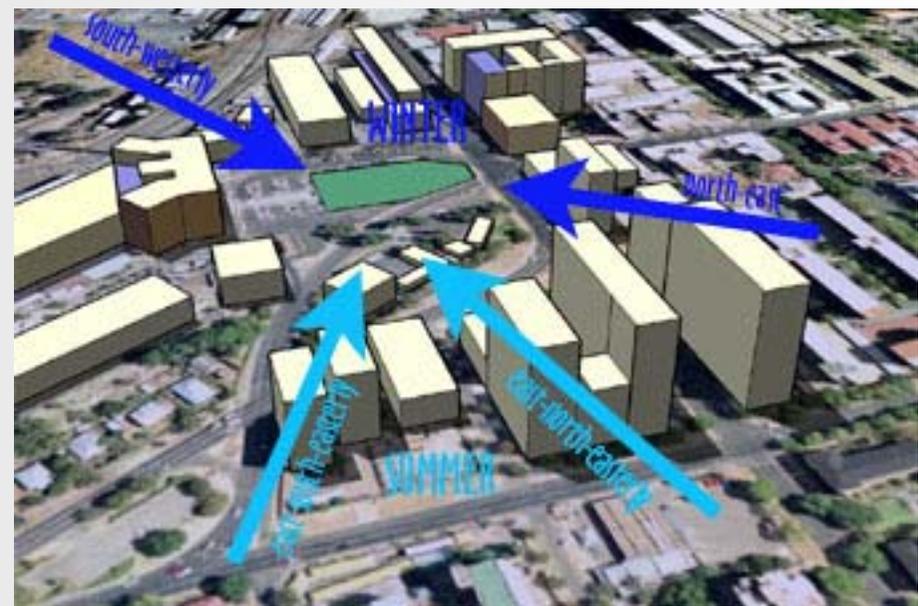


Figure 1.4.7 Wind directions for the site.



Figure 1.4.8 Kgbokaneng tavern



Figure 1.4.9 WW1 & WW2 memorial



Figure 1.4.10 sunken garden



Figure 1.4.11 NL Tours offices



Figure 1.4.12 Old station masters house



Figure 1.4.13 Old NZASM printing storage, now Intersite offices.



Figure 1.4.20 Shosholoza Meyl ticket office



Figure 1.4.14 1928 Audit building now luxury liner offices.

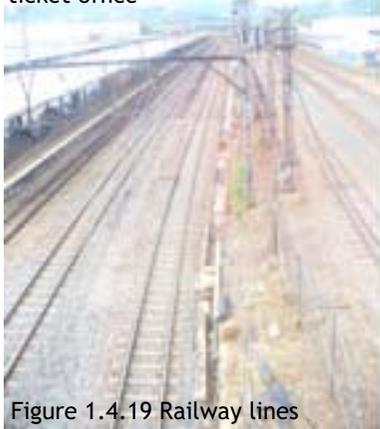


Figure 1.4.19 Railway lines



Figure 1.4.18 Salvokop bridge



Figure 1.4.17 Blue train entrance



Figure 1.4.16 Station building



Figure 1.4.15 old coach washing shed



Figure 1.4.21 Bosman taxi station



Figure 1.4.22 Victoria hotel



Figure 1.4.23 Paul Kruger axis



Figure 1.4.24 Butterfield



Figure 1.4.25 Railway street edge



Figure 1.4.34 Bosman train station



Figure 1.4.26 Belgrave hotel



Figure 1.4.33 Scheiding street bus terminus



Figure 1.4.27 SAR Houses



Figure 1.4.32 Salvokop ramp



Figure 1.4.31 Koch street



Figure 1.4.30 POP-UP



Figure 1.4.29 Staff parking

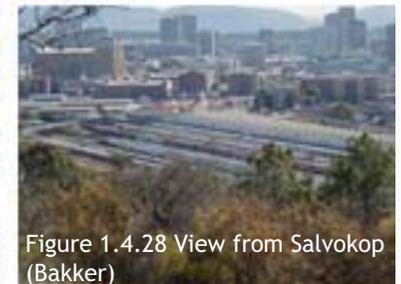


Figure 1.4.28 View from Salvokop (Bakker)



Figure 1.4.35 Figure-ground diagram

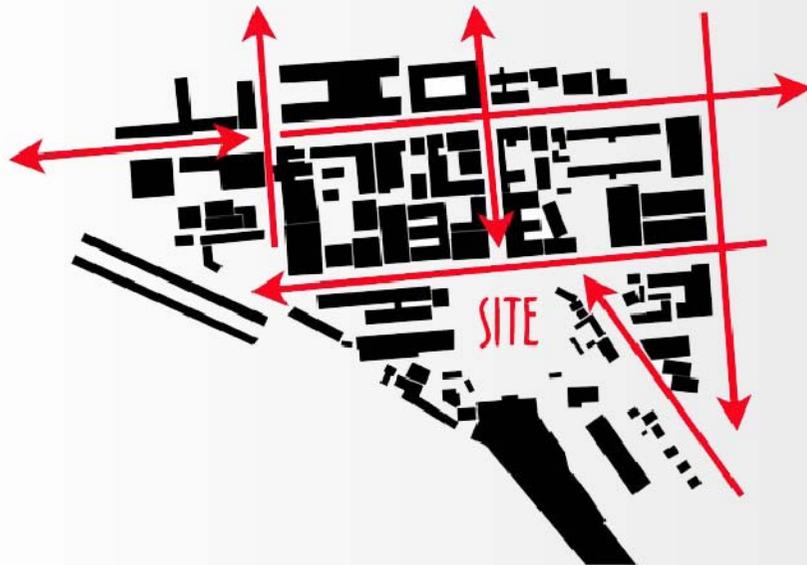


Figure 1.4.36 Prominent routes and route direction



Figure 1.4.37 Protected buildings



Figure 1.4.38 Land use diagram



Figure 1.4.39 Current public transport layout

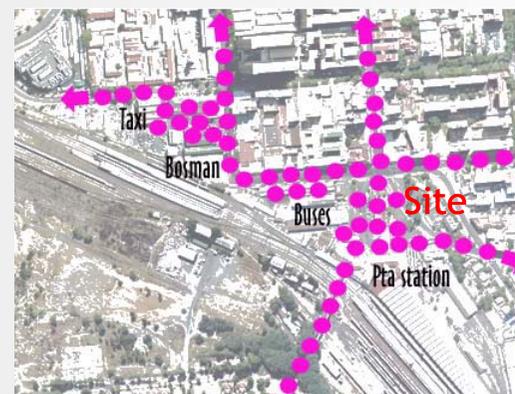


Figure 1.4.41 Pedestrian movement



Figure 1.4.42 Vehicular movement routes



Figure 1.4.40 Proposed public transport layout

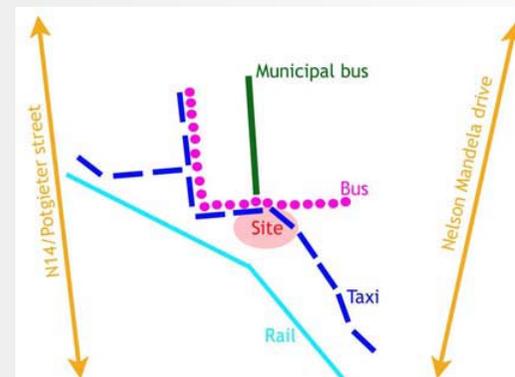


Figure 1.4.43 Public transport movement routes

PROPOSED DEVELOPMENTS

NEW LUXURY LINER TERMINUS

KM architects have been commissioned to design the new luxury liner terminus at the north western end of the station square. The design is essentially a triangular shaped layout that has an east-west axis that leads directly into the station square. Although a few structures are to be demolished to accommodate it, the existing Scheiding street bus terminus is retained including its current uses. The design philosophy seems to have prioritized the retention of the existing fabric.



Figure 1.5.1 Luxury liners



Figure 1.5.2 Proposed new luxury liner terminus layout (KM Architects Inc.)



Figure 1.5.3 Food court view (KM Architects Inc.)



Figure 1.5.4 South east aerial view (KM Architects Inc.)

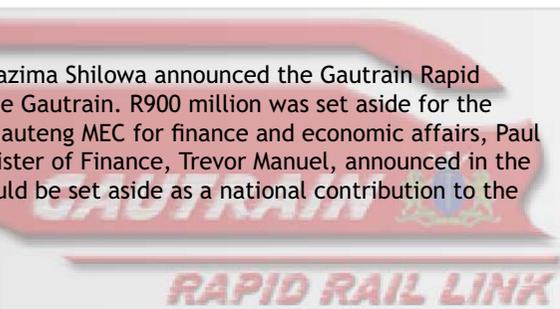


Figure 1.5.5 Hawker stalls (KM Architects Inc.)

PROPOSED DEVELOPMENTS 1.5

GAUTRAIN RAPID RAIL LINK PROJECT

In February 2000, Gauteng premier, Mbhazima Shilowa announced the Gautrain Rapid Rail Link project, commonly known as the Gautrain. R900 million was set aside for the implementation of this project, by the Gauteng MEC for finance and economic affairs, Paul Mashatile in 2005. Most recently the Minister of Finance, Trevor Manuel, announced in the 2006 budget speech that R7,1 billion would be set aside as a national contribution to the Gautrain project. (www.gautrain.co.za)



WHAT IS GAUTRAIN?

Gautrain is a Blue IQ2 initiative, one of 10 identified Spatial development Initiatives (SDI's) outlined by the Gauteng Provincial Government aimed at accelerating economic growth in the province. The project is aimed at alleviating the traffic load in the province's roads by providing a fast rail link between Tshwane and Johannesburg, and also linking Johannesburg International Airport (JIA) to Sandton. This rail link is to be an 80km long track network covering a total of 10 stations. The 3 main stations will be Pretoria station, Johannesburg International Airport, and Park station (JHB), 7 other satellite stations, located strategically within the route will complete the network. The distance between Tshwane and Johannesburg will be covered in approximately 35 minutes, at a train speed of between 160 and 180km per hour (kph).Gautrain will add another another dimension to the already existing transport system at the Pretoria station.



Figure 1.5.8 Coach impression (www.gautrain.co.za)



Figure 1.5.9 Coach interior (www.gautrain.co.za)

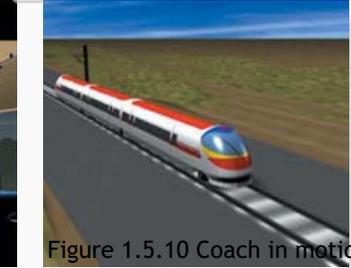


Figure 1.5.10 Coach in motion (www.gautrain.co.za)

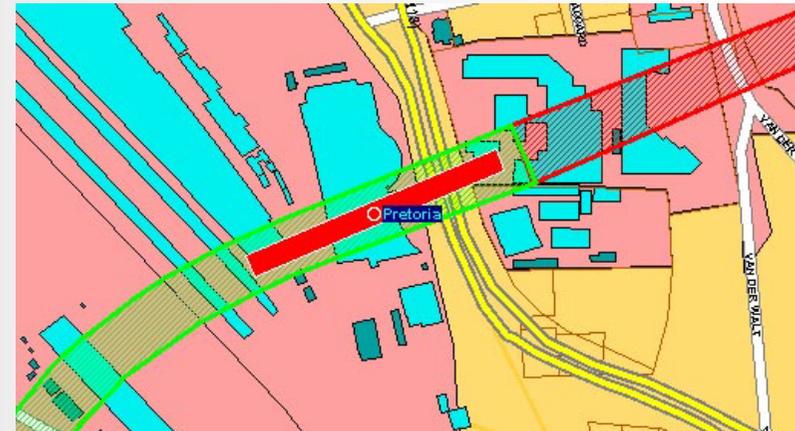


Figure 1.5.11 Pretoria station alignment (www.gautrain.co.za)



Figure 1.5.12 Centurion station artists impression (Murray and Roberts)



Figure 1.5.6 Gautrain route map (www.gautrain.co.za)



Figure 1.5.7 Stakeholders (www.gautrain.co.za)

FREEDOM PARK DEVELOPMENT

The regeneration of Salvokop township, together with the development of Freedom park adds a tourism dimension to the Station precinct fabric. An opportunity of incorporating and anticipating the impact of this development is created at the Pretoria station.

WHAT IS FREEDOM PARK?

Freedom Park is a visionary undertaking that will see South Africa boast a **world-class national heritage site** narrating the story of South Africa's **pre-colonial, colonial, Apartheid, and post-Apartheid** history. South Africa's history can be spanned dating back **3.6 billion years**, based on findings in Barberton, which is regarded as one of the most ancient findings of early life forms on earth. (Freedom Park Trust brochure)

THE VISION

To be a leading national and international icon of humanity and vision (Freedom Park Trust Brochure).

THE MISSION

To provide a pioneering and empowering heritage destination that challenges visitors to reflect upon our past, improve our present and build on our future as a united nation. (Freedom Park Trust Brochure).



Figure 1.5.13 Freedom Park (G.Asare-Bediako)



Figure 1.5.14 Freedom Park development framework (Final Draft Urban Design And Development Framework, 2003)

TSHWANE INNER CITY DEVELOPMENT STRATEGY 2005

The Tshwane city council has embarked on a mission to make the city a formidable capital city, the leading capital city in Africa, and in time, a capital that will be on par with First World capital cities.

THE VISION:

To become the **leading** international African **capital city** of excellence that empowers the **community** to prosper in a **safe** and **healthy environment**.

AXIS OF EXPRESSION:

Three of the city of Tshwane’s capital anchors, namely: **Church square**, **The Union Buildings**, and **Freedom Park**, are to be linked by a system access termed, the **Government Boulevard**, and **Axis of Expression**. The proposed Government Boulevard will link the Union Buildings to Church Square. The Axis of Expression will link Church Square in a linear access along **Paul Kruger Street**, to the south, past Pretoria Station, and terminating in Freedom Park. The intention is to convert Paul Kruger Street, from Church Square, southwards, into a **pedestrian path**. Along with this proposal, it is envisaged that a variety of people’s squares will be created along the path, furthermore government buildings will also be clustered along such path, in close proximity to the squares.

ART IN PUBLIC PLACES PROGRAMME

The Tshwane Metropolitan Spatial Development Framework (MSDF) introduces the **Art-in-Public-Places-Programme**, whereby **1%** of the **budget** for all capital projects in the Inner City is allocated towards the **funding** of **public art elements** in the Inner City. The Axis of Expression is included in the Beautification and pedestrianisation of the strategic street grid which forms part of four catalytic interventions outlined by MSDF to kick-start the urban revival.

THE PRETORIA STATION

The Pretoria station is located almost at the most southern tip of the Tshwane inner city. It becomes a gateway into the city from the south direction. The **axis of expression** terminates at the station, and with the **Freedom park** development immediately to the south, it becomes evident that the station becomes an **intermediate point** which should contain qualities that uphold and are on par with the earmarked surrounding developments. The MSDF prioritises pedestrian movement over vehicular movement, as such the station needs to respond positively in accordance.

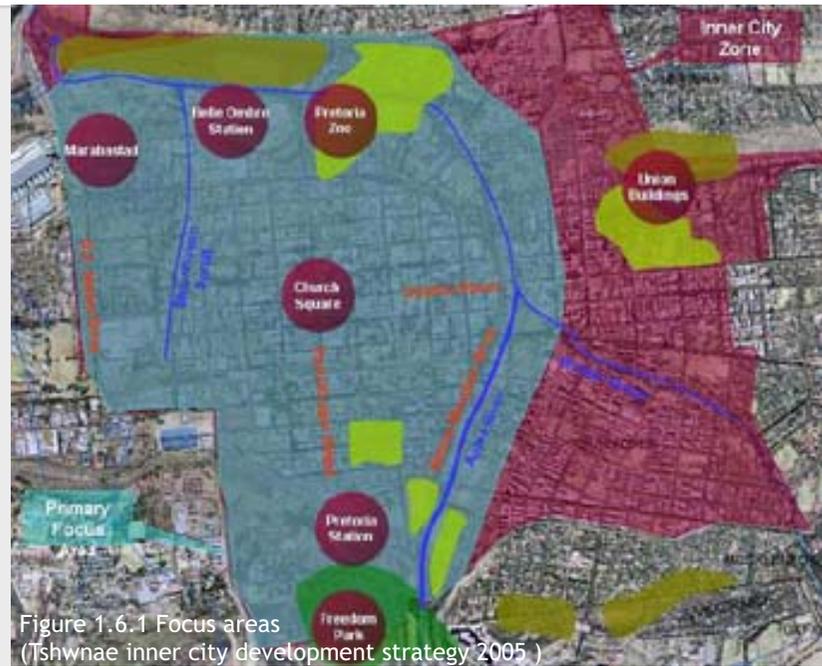


Figure 1.6.1 Focus areas (Tshwane inner city development strategy 2005)

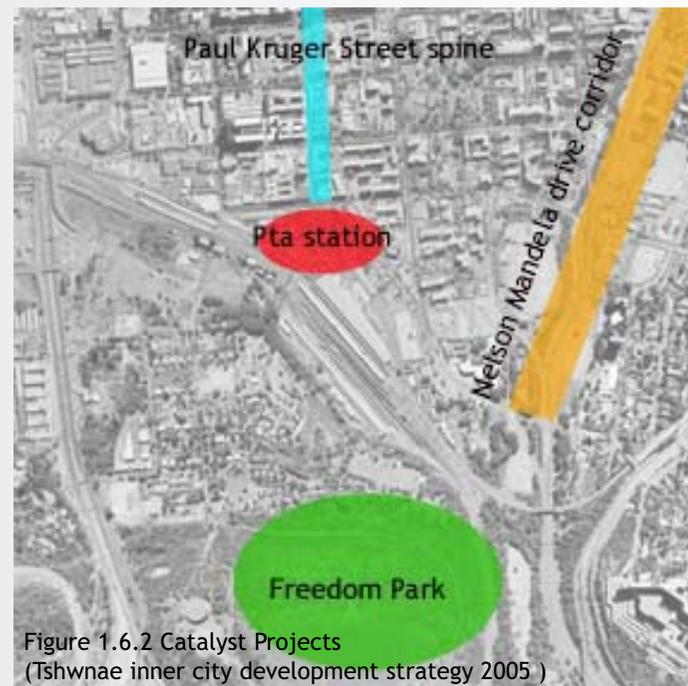


Figure 1.6.2 Catalyst Projects (Tshwane inner city development strategy 2005)

NATIONAL AND PROVINCIAL GOVERNMENT INITIATIVES

DEPARTMENT OF TRANSPORT

THE VISION:

Transport, the Heart Beat of the South African Economy

THE MISSION:

Lead the development of intergrated transport systems by creating a framework and programme of sustainable policies, regulations and implementable models to support government strategies for economic, social and international development.

DEPARTMENT'S ACTION PLAN

The transport sector has increasingly been considered the "Heartbeat of the South African Economy" more so as we have witnessed consistent economic growth. The role of transport as an input sector in the economy is crucial and requires extensive investment in transport infrastructure particularly in the growth promoting sectors of freight logistics, aviation and maritime. Given the importance of transport in facilitating mobility in the second economy, further investment is required in the public transport sector to ensure the transformation of the current commuter system to an integrated public transport system. This should serve the entire South African society particularly focusing on improving effeciancy in transport services in urban areas and extending services to previously marginalized and rural areas. In order to improve transport operations, we aim to achieve the effective regulation of all modal operations and integration of the system to maximise both the benefits and nodal efficiencies.

Over the next three years the department will focus on the following:

- Key priority areas of delivery that bring about the greatest impact on the largest number of our clients in the shortest possible time;
- Strategic programmes that focus on the needs of our clients defined as internal and external stakeholders and particularly public transport users and the general public;
- Building capacity to monitor and oversee the public entities that report to the Minister of Transport; and
- Developing the regulatory systems and capacity required to ensure that operators in the transport sector meet the required safety and security standards as well as establishing a single economic regulator for the sector.

One of the key development areas that the Department has set targets for itself is the Public transport system.

PUBLIC TRANSPORT SYSTEM

The key challenges to improving the quality of transport operations and the broadening of access to affordable public transport include the continuation of the transformation and formalization of the minibus taxi industry through the taxi recapitalization project. Current statistics show that more than 60% of all commuter traffic is carried by the taxi industry in ageing fleet. It is expected that 60 000 of the oldest taxi vehicles will be scrapped over the next three years. The Department will also support provinces to ensure that adequate capacity and systems are in place to administer operating licenses for taxis, to monitor and enforce compliance with road traffic laws as well as taxi safety standards.

The roll-out and implementation programme will include the establishment of the Scrapping Agency and the scrapping of 10,000 of the oldest taxi vehicles in 2006. The Department is currently busy with the introduction of the new taxi vehicles, which meet the new safety which meet the new safety requirements. Furthermore, the Department is finalizing the conversion of permits to operating licenses, and measures for finalizing the regulation of the taxi industry.

Since the approval of the interim rail plan in 2005 we have proceeded with the restructuring of the passenger rail operations, the stepping up of investment in passenger rail infrastructure, prioritization of strategic rail corridors and appropriately targeting public transport subsidies. The consolidation of Metro Rail and the SARCC was achieved on the 1st of May 2006 with the major objective being the intergration of rail services to bring about efficiencies in the public rail system.

The Gautrain Rapid Rail Link is the most significant investment in passenger rail. This investment was made possible through a public - private partnership and is expected to deliver a new rail service between Johannesburg, Tshwane and the Johannesburg International Airport. Public investment for this project will be drawn from a national contribution in the form of a new conditional grant on the transport vote and a contribution by the Gauteng province. Construction is set to begin in 2006, to deliver 80km of rail track and more than 25km of tunnels, bridges and viaducts. The original Gautrain Rapid Rail Link was subsequently integrated into the existing rail network for Gauteng with clear indications for rail investment projects which will result in an enhanced and integrated network of rail commuter services. (www.info.gov.za)

TAXI RECAPITALIZATION PROGRAMME

The Department's taxi recapitalization programme is outlined in the table below. The taxi recapitalization programme is governments boldest move towards the implementation of safety and comfort within the public transport system. The objective is to improve the image of public transport and provide efficiency, with 2010 just around the corner, the state of public transport is being paid attention. Part of the hurdles and possible successes of the 2010 Soccer World Cup lie with the public transport system.

Measurable Objective: Scrapping of Old Vehicles

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Time Frame	Measured Impact
Scrapping of 10 000 vehicles.	Administer the payment of the scrapping allowance and to facilitate agreements between transport authorities and taxi operators for the rationalization of saturated routes. Scrap OTVs:	Total number of operators registered to exit the industry	31 Dec 2006	The total number of scrapped Old Taxi Vehicles per financial year. Level of support for the rationalisation plans by municipalities (planning authorities) and taxi industry.
		Number of operators receiving the R50 000 scrapping allowance: The number of scrapped Old Taxi Vehicles: 500 in July 06 1000 in August 06 8500 over September to March 07 The number of taxi operators exiting the taxi industry	31 March 2007	
Establishment of an effective Scrapping and Administration Agency (SAA).	To initiate a user-friendly and efficient scrapping process. Exit from Taxi Operators who want to leave the industry	The number of applications received and processed by the SAA. The number of complaints received from taxi operators and commuters	Feb- April 2006	Removal of the most unsafe vehicles from the system Increased profit margins for the remaining operators.



Figure 1.6.3 Old Taxi Vehicles (www.info.gov.za)

The scrapping of the Old Taxi Vehicle (OTV) will see the introduction of the New Taxi vehicle (NTV). This vehicle type will be safer through the introduction of safety belts for each seat. They are more comfortable since they are designed to be slightly bigger and offer more headroom space than the existing taxi's, and have commuter comfort in mind.

Measurable Objective: Roll out of New Taxi Vehicles (NTV)

Objective	Outputs Descriptive (Deliverables)	Output Measure (KPI)	Time Frame	Measured Impact
Facilitate entry of New Taxi Vehicles compliant with Safety Requirements	Availability of NTVs in the market.	Increased roll-out of the NTV during the 2006/2007 financial year	July 2006 – March 2007	Enhanced competition and increased number of models available in the market
Popularise and ensure visibility (branding) of NTVs as a key element of the TRP	Launch of available vehicles in the Market	Improved levels of awareness of the progress of the TRP	May/June 2006	Increased awareness of number of safer New Taxi Vehicles purchased by taxi operators during 2006/07 and colour-coded vehicles



Figure 1.6.4 New Taxi Vehicles (www.info.gov.za)

SOCCER WORLD CUP 2010

The Department of Transport's 2010 Transport Action Agenda is a call to action, an articulation of the department's vision for the transport sector in 2010, with a particular eye on the peak in transport demand to accommodate the events of the 2010 FIFA World Cup™.

In order to facilitate the transport sector preparations for 2010, relevant authorities and host cities prepared priority statements defining their transport infrastructure requirements for 2010 and beyond. A new conditional grant was introduced in 2005/06 to fund some of the more urgent public transport infrastructure projects for host cities. It is anticipated that the public transport infrastructure grant will fund infrastructure investment of R3.5 billion in all municipalities over the medium-term. The Department has prepared a national transport action agenda and will consolidate all the 2010 transport plans into a single plan to ensure that the legacy remains beyond 2010. (www.info.gov.za)

PRECINCT ZONING

The site is zoned as Portion of 170 South African Railway special, Existing roads, and Existing Public square. The land is owned by Transnet.

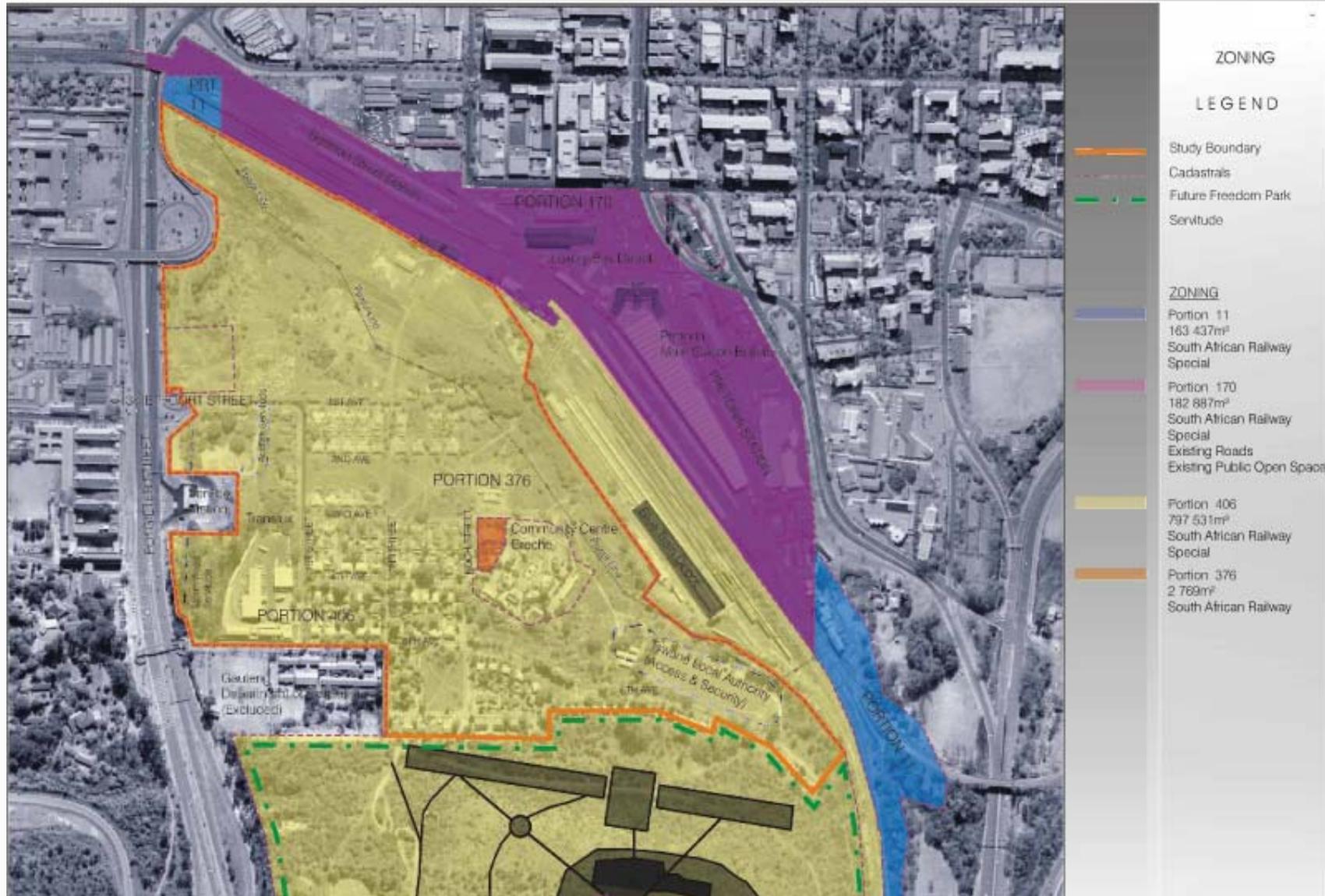


Figure 1.6.5 Zoning diagram (Salvokop Development Framework 2003)

HISTORIC FABRIC DEVELOPMENT

The diagram below gives an indication of the significant development periods of the precinct.

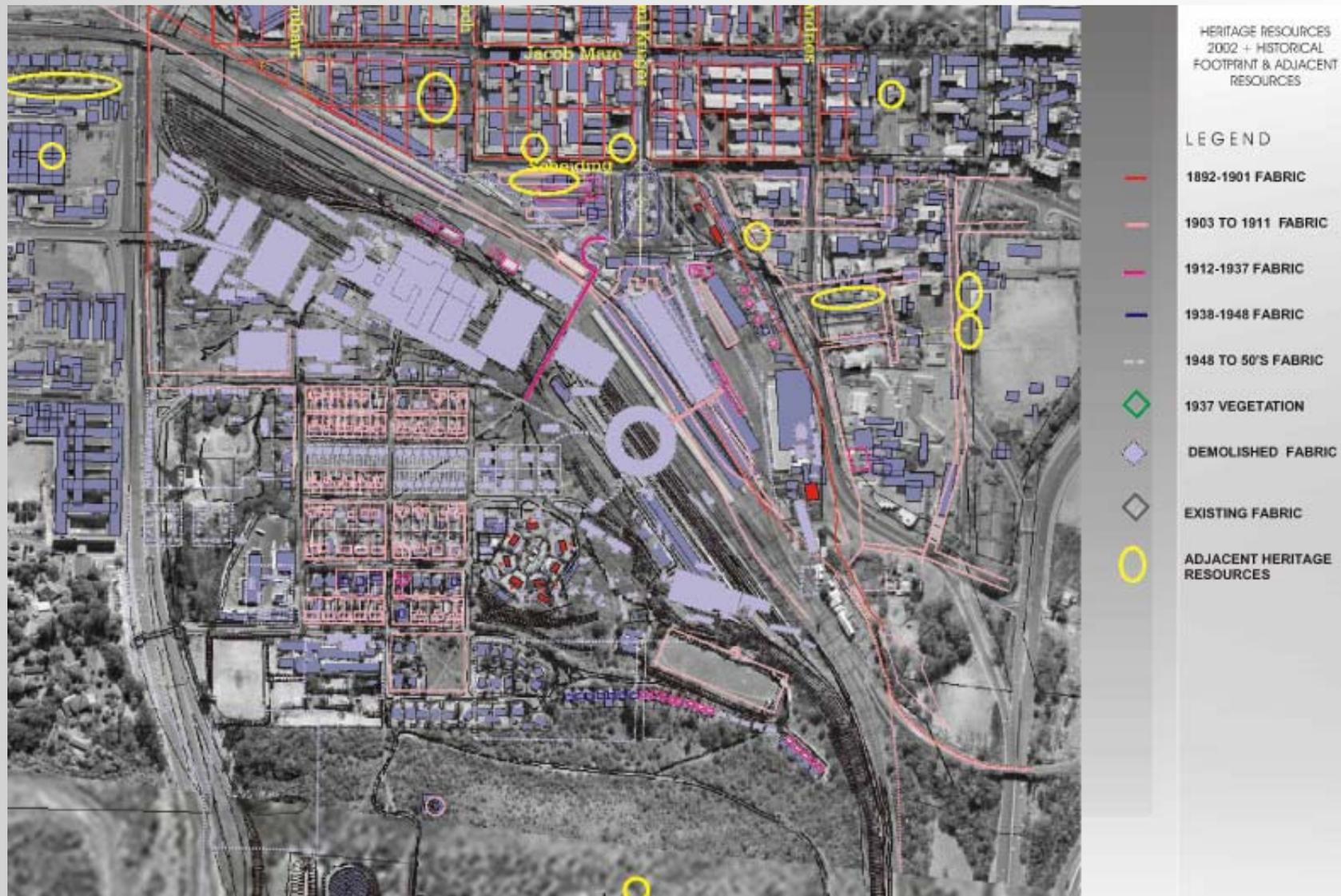


Figure 1.6.6 Heritage fabric development diagram (Salvokop Development Framework 2003)

PRECINCT ZONES

The site is classified under Cb, namely: Workshop, marshalling, station and rails area.

CULTURAL SIGNIFICANCE

The National Heritage Resources Act 25 of 1999, was passed by parliament as an act mandated with the task of conserving the heritage resources of the country. Under this act Salvokop precinct is adjudged to be of cultural significance under the following clauses:

- 3(3)(a) Importance in the community/pattern of South Africa's history.
- 3(3)(d) Importance in demonstrating the principal characteristics of a particular class of South Africa's natural or cultural places or objects.
- 3(3)(e) Importance in demonstrating particular aesthetic characteristics valued by community or cultural group.
- 3(3)(g) Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

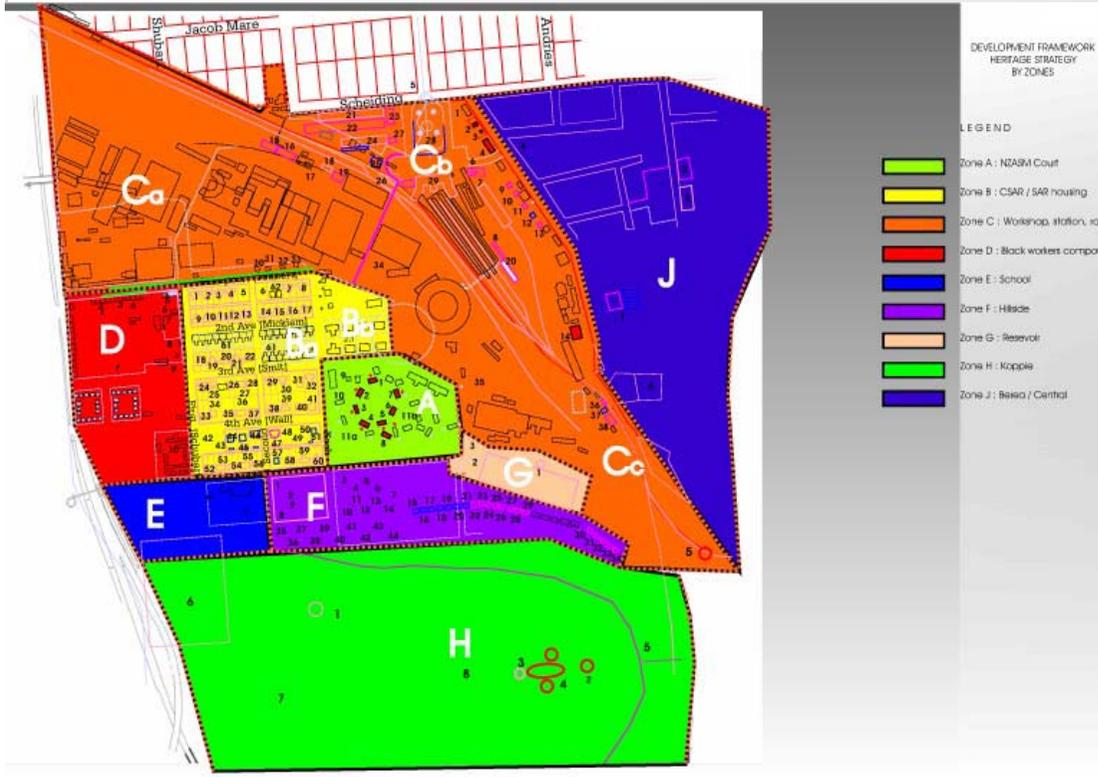


Figure 1.6.7 Precinct zones (Salvokop Development Framework 2003)