



510	Case Studies
511	Mahube Valley, Mamelodie
512	Cosmo City, Johannesburg
513	Ekurhuleni, Kempton Park
514	Baragwanath, Johannesburg
515	Skinner & Bosman Street, Pretoria
516	Existing Schubart Park
517	Conclusion
520	Precedent Studies
521	Taxi Info Pavilion, Paragon Architects
522	Mandela's Yard Museum, Peter Rich
523	New Street Station, UNStudio
524	Igualada Cemetery, Enric Miralles

# 05



UNIVERSITEIT VAN PRETORIA  
UNIVERSITY OF PRETORIA  
YUNIBESITHI YA PRETORIA

FIG.49. TAXI RANK CASE STUDIES



Mahube Valley Multi Purpose centre and  
Commuter Interchange.  
Pretoria, Mamelodi  
ARTech Architects  
Completed 2008

Cosmo City Public Transport Facility  
Johannesburg, Cosmo City  
Africon Engineers  
Completed 2009

Ekurhuleni, Kempton Park Station Taxi Rank  
Kempton Park, Ekurhuleni  
Africon Engineers  
Under Construction

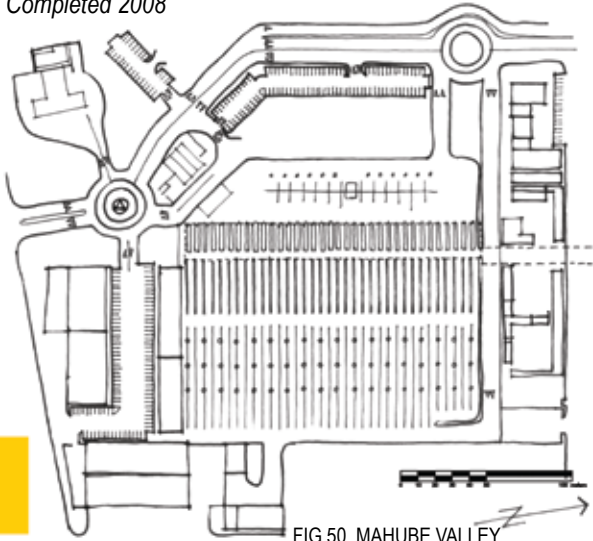


FIG.50. MAHUBE VALLEY  
INTERCHANGE PLAN

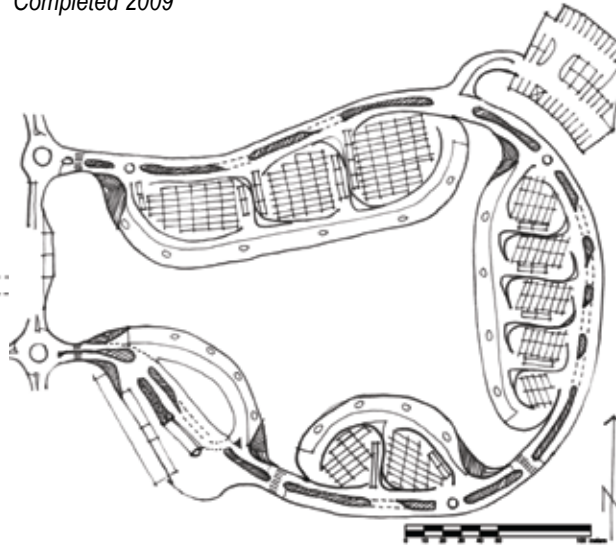


FIG.52. COSMO CITY TRANSPORT  
FACILITY PLAN

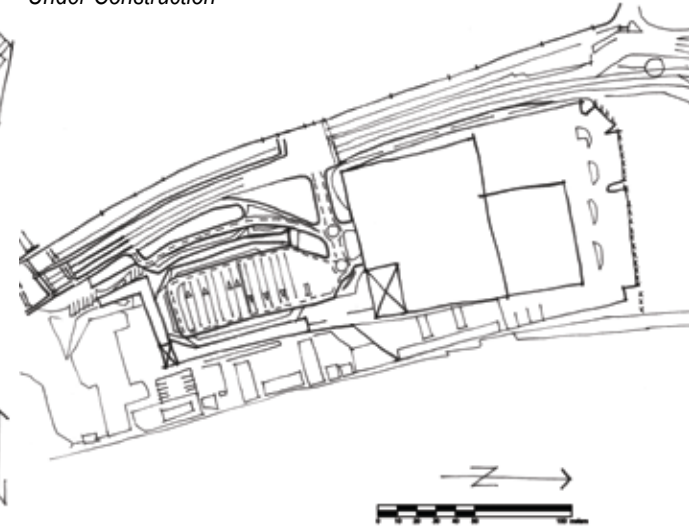


FIG.54. EKURHULENI TAXI RANK PLAN

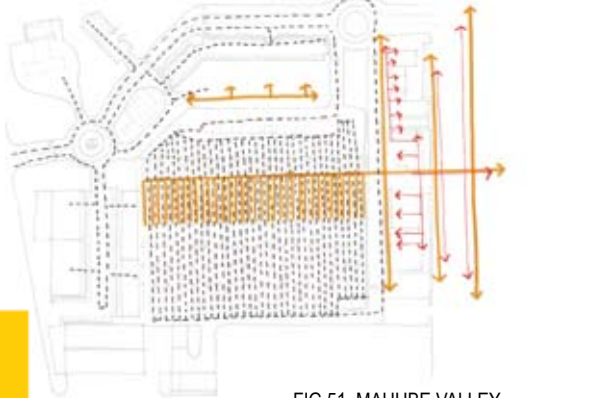


FIG.51. MAHUBE VALLEY  
INTERCHANGE MOVEMENT  
DIAGRAM



FIG.53. COSMO CITY TRANSPORT FACILITY  
MOVEMENT DIAGRAM

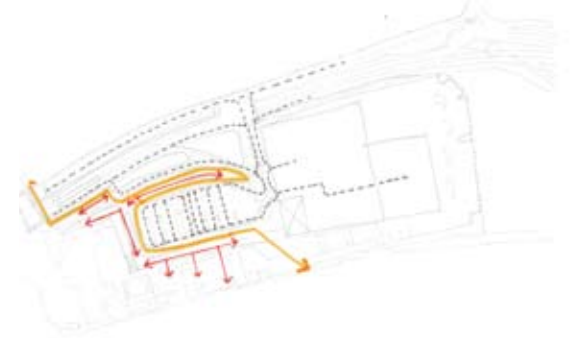


FIG.55. EKURHULENI TAXI RANK  
MOVEMENT DIAGRAM

1

2



Baragwanath Transport Facility and Traders Market Block B Johannesburg Completed 2007

Skinner Street Taxi rank Pretoria, CBD Anon Circa 2000

Schubart Park Informal Taxi rank Pretoria, CBD Occupation of vacant land by taxis. Circa 2004

### 1. PLAN

- With the plan the following aspects were investigated:
- the journey of the key users
  - the surrounding land use
  - facilities provided for the key users
  - and vehicle movement vs. pedestrian movement

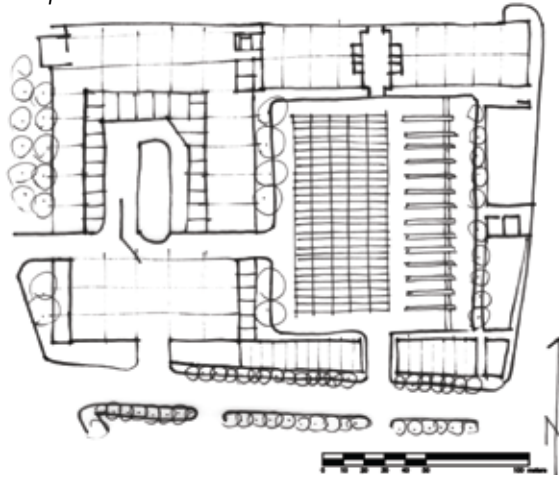


FIG.56. BARAGWANATH TRANSPORT FACILITY PLAN



FIG.58. SKINNER STREET TAXI RANK AERIAL PLAN



FIG.59. SCHUBART PARK TAXI RANK AERIAL PLAN

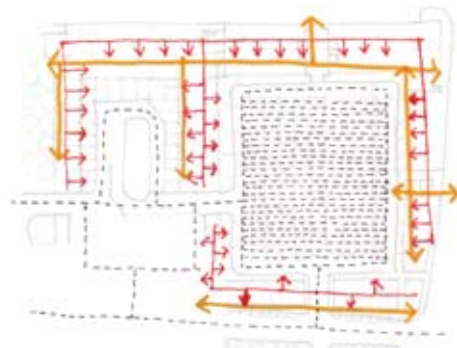


FIG.57. BARAGWANATH TRANSPORT FACILITY MOVEMENT DIAGRAM

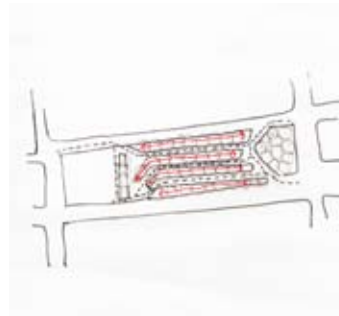


FIG.60. SKINNER STREET TAXI RANK MOVEMENT DIAGRAM

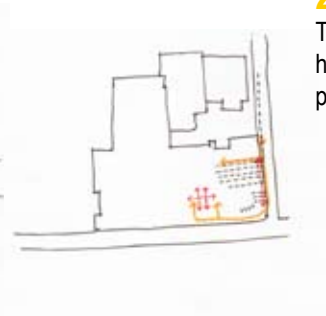


FIG.61. SCHUBART PARK TAXI RANK MOVEMENT DIAGRAM

### 2. JOURNEY OF

Through the journey of the user conflicts were highlighted that should be avoided in a design proposal.

- - - Taxi
- Pedestrian
- Trader

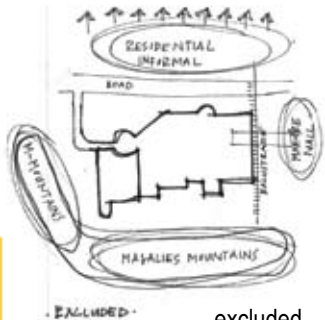


Mahube Valley Multi Purpose centre and  
Commuter Interchange.  
Pretoria, Mamelodi  
ARTech Architects  
Completed 2008

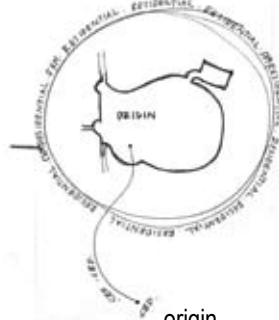
Cosmo City Public Transport Facility  
Johannesburg, Cosmo City  
Africon Engineers  
Completed 2009

Ekurhuleni, Kempton Park Station Taxi Rank  
Kempton Park, Ekurhuleni  
Africon Engineers  
Under Construction

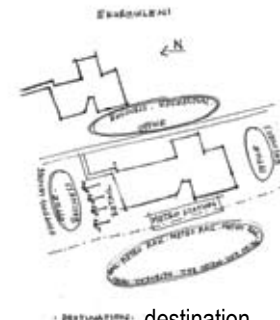
3



excluded  
FIG.62. MAHUBE VALLEY SURROUNDING LANDUSE

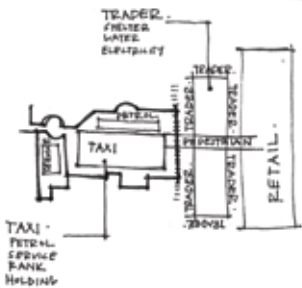


origin  
FIG.64. COSMO CITY TRANSPORT FACILITY SURROUNDING LANDUSE

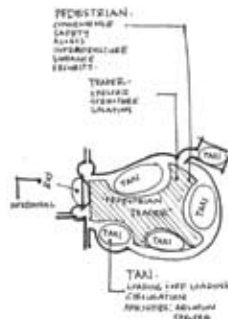


destination  
FIG.66. EKURHULENI TAXI RANK SURROUNDING LANDUSE

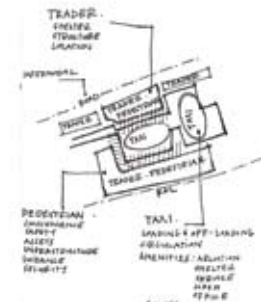
4



sufficient  
FIG.63. MAHUBE VALLEY USER FACILITIES PROVIDED



sufficient  
FIG.65. COSMO CITY TRANSPORT USERS FACILITIES PROVIDED



sufficient  
FIG.67. EKURHULENI TAXI RANK USER FACILITIES PROVIDED

Baragwanath Transport Facility and Traders Market  
Block B  
Johannesburg  
Completed 2007

Skinner Street Taxi rank  
Pretoria, CBD  
Anon  
Circa 2000

Schubart Park Informal Taxi rank  
Pretoria, CBD  
Occupation of vacant land by taxis.  
Circa 2004

### 3. SURROUNDING LAND USE

The surrounding land use serves as generator for the taxi rank. Various different uses were identified in associated with the respect function of:

Initiating factor	Function of taxi rank
- Residential	- Origin
- Other transport modes, business, commercial	- Destination
- Just point of commuting from	- Holding area

### 4. FACILITIES PROVIDED FOR KEY USERS

Aspects that need to be addressed for the facility design includes:

#### Taxis

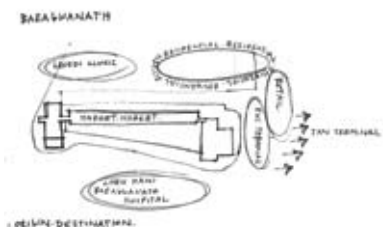
- Loading and off loading area
- Circulation to and from facility
- Amenities: Ablutions, wash bays, service bays, shelter, office, security and refuse
- Access: Capacity, location, control and delay
- Holding area: Location, capacity, structure

#### Pedestrian

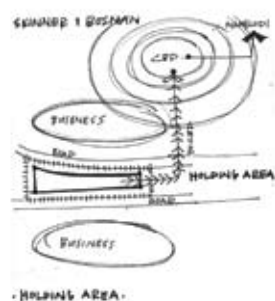
- Convenience: Walking distance, shelter, amenities, proximity to other facilities and public service points
- Accommodation for people with disabilities
- Safety: Conflict, guidance, protection
- Access: Location, guidance, capacity
- Infrastructure: Walkways, waiting and holding areas and continuity
- Guidance: Information, signage and a public announcement system
- Security: Lighting, visibility, management and fire extinguishers etc.

#### Informal traders

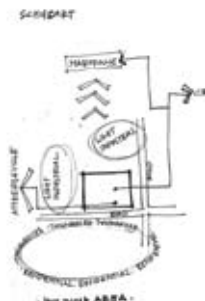
- Facilities that provide economic opportunity through its' placement, shelter and structure.



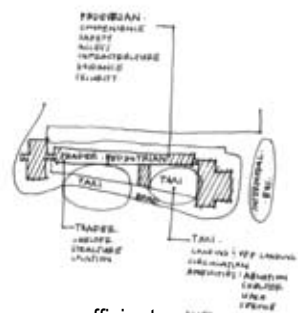
origin.destination  
FIG.68. BARAGWANATH TRANSPORT FACILITY  
SURROUNDING LANDUSE



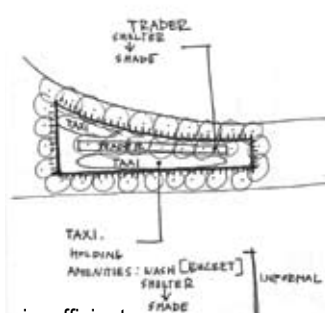
holding area  
FIG.69. SKINNER STREET TAXI RANK  
SURROUNDING LANDUSE



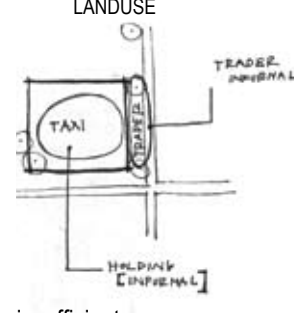
holding area  
FIG.70. SCHUBART PARK  
INFORMAL TAXI RANK  
SURROUNDING  
LANDUSE



sufficient  
FIG.71. BARAGWANATH TRANSPORT FACILITY  
USER FACILITIES PROVIDED..



insufficient  
FIG.72. SKINNER STREET TAXI RANK USER  
FACILITIES PROVIDED



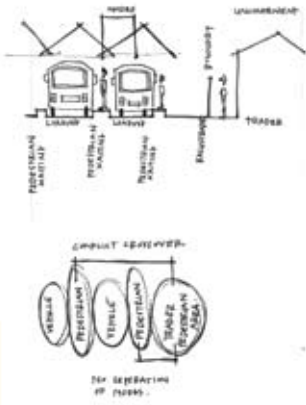
insufficient  
FIG.73. SCHUBART PARK  
INFORMAL TAXI RANK  
USER FACILITIES  
PROVIDED



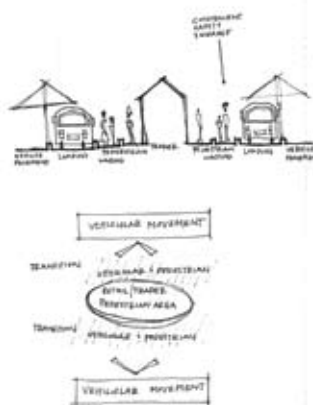
Mahube Valley Multi Purpose centre and  
Commuter Interchange.  
Pretoria, Mamelodi  
ARTech Architects  
Completed 2008

Cosmo City Public Transport Facility  
Johannesburg, Cosmo City  
Africon Engineers  
Completed 2009

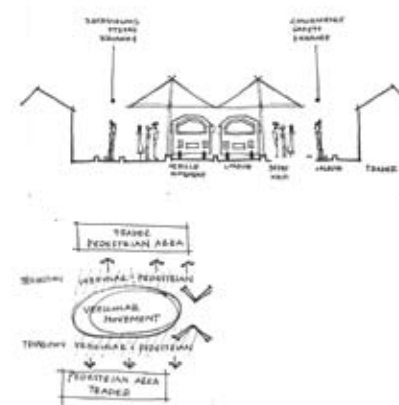
Ekurhuleni, Kempton Park Station Taxi Rank  
Kempton Park, Ekurhuleni  
Africon Engineers  
Under Construction



conflict  
FIG.74. MAHUBE VALLEY VEHICLE- VS PEDESTRIAN  
MOVEMENT



convenient  
FIG.75. COSMO CITY TRANSPORT VEHICLE- VS  
PEDESTRIAN MOVEMENT



convenient  
FIG.76. EKURHULENI TAXI RANK VEHICLE- VS  
PEDESTRIAN MOVEMENT



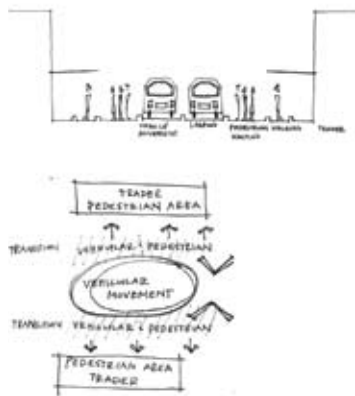
Baragwanath Transport Facility and Traders Market  
Block B  
Johannesburg  
Completed 2007

Skinner Street Taxi rank  
Pretoria, CBD  
Anon  
Circa 2000

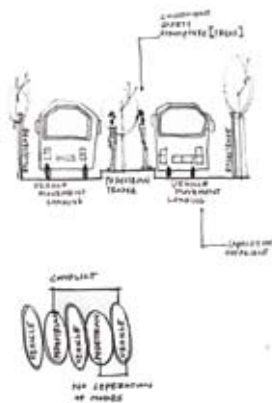
Schubart Park Informal Taxi rank  
Pretoria, CBD  
Occupation of vacant land by taxis.  
Circa 2004

## 5. VEHICLE MOVEMENT VS. PEDESTRIAN MOVEMENT

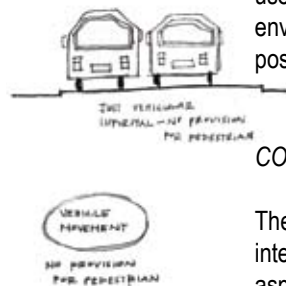
The vehicle movement versus pedestrian movement is investigated on plan and section. Potential conflict between users should be minimised. By defining the path for different users, the individual experience is protected. Within this environment convenient interaction between all users is possible.



convenient  
FIG.77. BARAGWANATH TRANSPORT FACILITY  
VEHICLE- VS PEDESTRIAN MOVEMENT



conflict  
FIG.78. SKINNER STREET TAXI RANK  
VEHICLE- VS PEDESTRIAN  
MOVEMENT



conflict  
FIG.79. SCHUBART PARK  
INFORMAL TAXI  
RANK VEHICLE- VS  
PEDESTRIAN MOVEMENT

### CONCLUSION

The case studies of different taxi ranks together with personal interviews at the current taxi ranks highlighted certain critical aspects for the proposed facility. Skinner Street Taxi rank has a sense of place. It is surrounded with Ficus trees providing shade all through the year. Small designated areas under the trees allow taxi drivers, traders and users to gather. The trees make the space more desirable than the over-designed taxi rank in Mamelodi, Mahube Valley. Although the Skinner Street Taxi rank has no ablution facilities (or other services) the taxi drivers and traders referred to the rank as their second home. The social aspects and vegetation of a new taxi facility are important aspects of the design proposal.



### Mandela's Yard Museum

Johannesburg  
Architect: Peter Rich  
Year completed 2005

The museum is one of the elements of the Alexandra Heritage Route. It is located across the streets in which Nelson Mandela lived upon his arrival in Johannesburg in the 1940's. The structure is a steel frame, on a grid that represents a typical Alexandra single room. Concrete block infill panels were built by die local community. The materials together with corrugated iron and recycled beer bottles, echo the neighbourhood (Rich, 2003: 26).

The building programme host community spaces and other facilities rather than the programme of a monument. The complex represents a landmark of vigorous sculptural form, whilst remaining unpretentious and familiar.

The building is about public space that is a hierarchy of spaces that connect to the street and the broader environment. The bridge over the road contains a library, exhibition space and offices. A gateway is created from one part of the city to another representing a memorable destination along the Heritage Route (Rich, 2003: 27).

This precedent study represents a creative approach to community owned facilities. The imaginative use of waste, rigid manufactured materials and urban recycling permits the building to interact with the environment and its users. The building has a modest presence, but a strong South African character to it.

#### Relevant Aspects:

- Material selection
- Character of complex
- Connection to the environment
- The idea of a gateway



FIG.83. TAXI RANK INFORMATION PAVILION

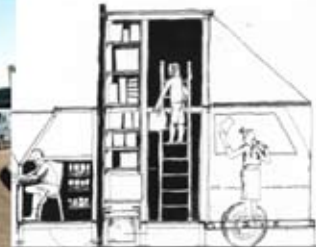
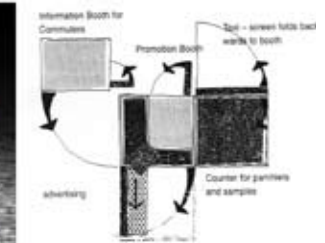
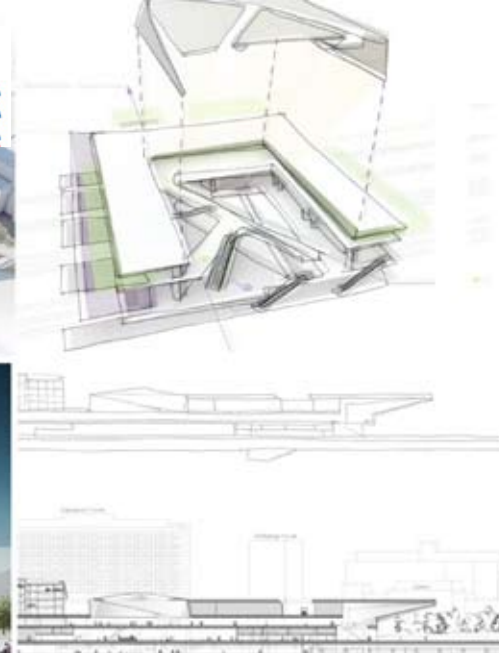


FIG.84. TAXI RANK INFORMATION PAVILION PLAN



FIG.80. MANDELA'S YARD MUSEUM  
FIG.81. MANDELA'S YARD MUSEUM PLAN  
FIG.82. MANDELA'S YARD MUSEUM FRONT FACADE



**Taxi Information booth for Taxi Ranks.**

Architect: Paragon Architects

Awarded SA Institute Project Award 2001

Our city draws its life from the extreme concentrations of energy and exchange at the pulse points of movement, against the slow death of deficiency of urban amenity. The ubiquitous minibus taxi is and represents all the failure and liability of the old, with that chaotic and forceful reassertion of the new order of society (Anon, 2000: 28). The project represented here is made as a folly between the opportunity of commercial exploitation and the necessity for basic amenity. It is a work of architecture located in a context of extremes. It is an investigation into realities and possibilities of practicing in a space of contrasts. The product is an interstitial element that has been carefully considered in terms of versatility and space efficiency and that conveys a multifaceted urban quality. Aspects relating to public/private and service/interactive spaces have been well resolved (Anon, 2000: 28).

The structure is essentially a vandal proof steel folly representing the 'taxi'.

*Relevant aspects:*

- Identity of trading kiosk
- Energetic and creative solution to a pragmatic requirement
- Exploration of branding requirements



**New Street Station Birmingham,**

England

Architects: UNStudio

Year completed 2008

The design is an interaction of materials and structure geometry, creating a sense of reflection vs. transparency. The two main considerations in the design of the new street station are the station as a part of the urban fabric and as a node of the travelling network (UN Studio, 2008).

The building is constructed through separate paths that allow access and movement in and around the building. The journey of exploration is enhanced by the geometry and material use. In addition, it responds to the public square, inviting possible users to enter.

*Relevant aspects:*

- Material selection
- Connection to public square
- Staging of movement utilising circulation diagrams.

FIG.85. NEW STREET STATION BIRMINGHAM