

## City of Tshwane - "Operation Reclaim"

### PROJECT BACKGROUND

#### SITE LOCATION

Comprising of 6 city blocks within the City of Tshwane's inner CBD, the purpose of the project is to improve the street and sidewalk environment so as to encourage

The project is bounded by the northern sidewalk of Madiba street, the eastern sidewalk of du Toit Street, the western sidewalk of Thabo Sehume and the southern sidewalk of Pretorius Street, with Helen Joseph street running through the centre in an east-west direction, with Sisulu and Lilian Ngoyi in a north-south direction.



#### BACKGROUND

The heart of the Inner City is currently dominated by vehicular movement. The dominance of the road network partly means that the Central Business District lacks many of the amenities of a social life, which smaller and more seemingly chaotic and congested cities still possess. The resulting scale also diminishes the role of the pedestrian, probably the most essential mode of a successful retail and leisure centre. By contrast, benchmarking suggests that where a more pedestrian friendly character has been maintained, retailing is often more successful as witnessed by the success of pedestrian friendly shopping malls in other cities and at Menlyn and the success of the more compact parts of the Inner City itself (Draft Status Quo Analyses: ARUP: 2011).

Successful regeneration initiatives invariably lead to a reorientation of the way places function and are used. Across the globe there are now numerous examples of contemporary, exciting and dynamic inner cities emerging from the historic but now outdated order and formality of 19th Century city forms. The more successful examples have achieved a combination of restoration and rehabilitation of the historic components, with an overlay of contemporary culture, architecture and public realm (Draft Status Quo Analyses: ARUP: 2011).

***(THE MAYORAL COMMITTEE REPORT: "OPERATION RECLAIM WITHIN THE INNER CITY OF TSHWANE, 4<sup>th</sup> April 2012")***

## **STRATEGIC OBJECTIVES**

The project is aligned with the following City Strategic Objectives:

1. Provide quality basic service and infrastructure within the project area
2. To fight poverty, build clean, healthy, safe and sustainable communities by intensifying bylaw enforcement and urban management within the project area;
3. Foster participatory democracy and Batho Pele principles through a caring, accessible and accountable service delivery to the citizens of Tshwane using the project area in the Capital City core;
4. To ensure sound governance by introducing a management and governance model for the project area within the Capital City core.

## **THE REGENERATION APPROACH**

The City is embarking on an integrated Inter Departmental regeneration process to reclaim a demarcated Inner City core for the safe and comfortable use of its citizens.

A successful city provides its citizens with pedestrian and public transport networks and facilities which enable people to access jobs, services and leisure opportunities with affordable ease. Safe, efficient and effective movement networks into and through the inner city are thus a key aspect of the initiating phases of the integrated regeneration approach.

The ability to walk freely and safely through the centre of cities is one of the most basic prerequisites of successful urban fabric. It is therefore based on these basic regeneration premises that the initial phases of the total regeneration process will be focusing on the safety and quality of the urban space that the City provides its citizens.

The City has appointed service providers that are currently in the process of:

1. Establishing a Master plan for the development/regeneration of the Inner City.
2. Developing an implementation framework for rolling out Bus Rapid Transit (BRT) System/Integrated Rapid Public Transport Network (IRPTN)
3. Developing urban regeneration projects, with an emphasis on non-motorized transportation and pedestrianization.

## **SCOPE OF CONSTRUCTION WORK**

The project is largely a road, sidewalk and landscaping upgrade, within the designated project area.

The project will have a significant impact on traffic as the City moves towards a policy that prioritizes public transport and pedestrianization.

Also included in the scope, is the replacement and upgrading of subterranean services such as storm water pipes, electric cables.

New public furniture such as lighting, benches, bollards, drinking fountains and planters are included in the project scope.

The project excludes any construction or alteration to any structures outside the road reserve boundary (ie. Any privately owned land)

Construction commenced on 2<sup>nd</sup> September 2013.

## **OPERATION RECLAIM & HERITAGE**

Visible heritage resources include slate paving and granite kerbs, which will be re-used within the project.

Invisible heritage resources may potentially include tram tracks, water furrows and other artefacts. An archaeologist has been appointed to monitor the progress on site.

An HIA for the project area was approved by PHRA-G in April 2013.