



HERITAGE IMPACT ASSESSMENT  
FOR  
**OPERATION RECLAIM**



By Mashabane Rose Associates

For the City of Tshwane

## CONTENTS

1. CONTACT DETAILS
2. LIST OF ACRONYMS
3. INTRODUCTION & TERMS OF REFERENCE Mayoral Committee Report
4. PURPOSE OF THIS STUDY
5. ASSUMPTIONS, CONDITIONS AND METHODOLOGY
6. LOCATION AND CONTEXT OF STUDY AREA
7. OWNERSHIP
8. TRAFFIC IMPACT ASSESSMENT
9. ECONOMIC IMPACT ASSESSMENT
10. HISTORICAL REPORT
11. URBAN DESIGN
  1. ENGINEERING
    - Traffic
    - Geometric planning
    - Stormwater, sewer, water reticulation
    - Electrical services installation
  2. URBAN DESIGN PRINCIPLES
    - Urban Design layout
    - Universal Access
    - Public furniture
    - Trees & Landscaping
    - Waste management system

Access control

Security Management

Public bathrooms

Informal trading

Narrative interventions

12. HIA ADJUDICATION COMMITTEE, PHRA-G & PUBLIC PARTICIPATION

13. SUMMARY OF ATTRIBUTES IDENTIFIED

14. IMPACT ON HERITAGE RESOURCES

15. CONCLUSION

16. RECOMMENDATIONS

17. SOURCES

*ADDENDA*

## 1. CONTACT DETAILS

### **MASHABANE ROSE ASSOCIATES**

N0.3 Sherwood Road

Forest Town

Johannesburg

Tel. 011 4861057

Fax. 011 4861097

Email. [mra@icon.co.za](mailto:mra@icon.co.za)

All queries can be made for the attention of

Craig McClenaghan, Mashabane Rose Associates

### **CITY OF TSHWANE**

Lourraine M.M. Makwange, Office of the City Manager

Room 3, Central Region Office

Cnr Vermeulen and Van der Walt Streets, Pretoria, PO Box 440 , Pretoria, 0001

Tel: 012 358 7907

Cell: 072 841 4007

Fax: 012 358 1255

Email: [LourraineM@tshwane.gov.za](mailto:LourraineM@tshwane.gov.za)

[www.tshwane.gov.za](http://www.tshwane.gov.za)

## 2. LIST OF ACRONYMS

NHRA – National Heritage Resources Act, 1999 (Act 25 of 1995)

NMT – Non Motorized Transport

MOU – Memorandum of Understanding

TIA – Traffic Impact Assessment

CoT – City of Tshwane

HIA – Heritage Impact Assessment

MRA – Mashabane Rose Associates

SAHRA – South African Heritage Resources Agency

AIPs – Affected and Interested Parties

PIA – Pretoria Institute of Architects

### 3. INTRODUCTION & TERMS OF REFERENCE

The following extract is from *THE MAYORAL COMMITTEE REPORT: "OPERATION RECLAIM WITHIN THE INNER CITY OF TSHWANE, 4<sup>th</sup> April 2012"*

#### 1. 1. PURPOSE

The purpose of the report is to interface the intentions of the City of Tshwane in reclaiming specific areas of the City bounded but not limited to the areas demarcated ( see The Program Are, Page 7)and for enabling comfort easy pedestrian activities in the city. This report identifies the remaining Heritage Resources in the demarcated area and hope that their stature shall influence the intended interventions or the Reclaim interventions influencing the Heritage Resources positively. This report also seeks approval from the competent Authority to implement the proposal with full regard of the Heritage implications.

#### 2. STRATEGIC OBJECTIVES

The project is aligned with the following City Strategic Objectives:

- Strategic Objective 1: Provide quality basic service and infrastructure within the project area;
- Strategic Objective 3: To fight poverty, build clean, healthy, safe and sustainable communities by intensifying bylaw enforcement and urban management within the project area;
- Strategic Objective 4: 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;
- Strategic Objective 5: To ensure sound governance by introducing a management and governance model for the project area within the Capital City core.

#### 3. 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).

#### 4. THE REGENERATION APPROACH

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

- Establishing a Master plan for the development/regeneration of the Inner City (Capital City Precinct): ARUP.
- Developing an implementation framework for rolling out Bus Rapid Transit (BRT) System/Integrated Rapid Public Transport Network (IRPTN)
- **Reclaim area master plan and development of implementable strategies and having taken into account of the Existing Heritage Resources in the demarcated area and adjacent: Mashabane Rose Architects**

The City has therefore initiated the needed planning processes that will result in the systematic regeneration of the Capital City precinct. It is however a known fact that a multifaceted approach that integrates a myriad of factors across the total urban spectrum is needed to regenerate a complex and diverse space as the Inner City.

It is however imperative that much needed immediate steps is taken in conjunction with the longer planning process. The inner city currently has very few places that convey a sense of comfort, safety and well-being both during the day and at night. Cities around the world that have gone through a process of regeneration have established the notion of 'comfort' as one of the key element to bring back to life zones in urban decay.

The City has now the opportunity in the light of its own substantial investment (Tshwane House) and constitutional mandate to physically effect some initiating steps as part of a much broader regeneration process.

#### 5. RECLAIMING THE INNER CITY CORE

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.

## 5.1 The Programme Area:



The programme boundaries:

- Andries street in the west
- Pretorius Street in the South
- Du Toit Street on the East; and
- Vermeulen Street in the North



## 5.2 The Aim of Operation Reclaim.

The aim of the programme is to reclaim the programme area for the comfortable and safe use of the Citizens of Tshwane. This first phase must be seen within the broader regeneration programme that will ultimately affect all aspects of urban life within the whole of the Capital City precinct.

### The Approach

The programme has been divided into the following phases:

#### 5.4.1 Phase 1: Initial Phase

The Initial Phase consists of the first steps towards reclaiming the designated project area for the comfortable use of pedestrians. This phase therefore concentrates on the initial steps that can and should be implemented by the CoT. These steps concentrate on:

- The movement of Informal Traders and Taxi operators (see Table: 5.4.1.1 Phase1).
- The Initial Phase secondly focuses on bylaw enforcement and the eradication of a range of illegal activities within the project area (see Table Phase 1).
  - The Initial Phase also includes addressing identified "Bad Buildings". These buildings include Government Owned Buildings. See letter written to the Director General of the Department of Public Works (See Annexure 1).

##### 5.4.1.1 Phase 1: Initial Phase 2011/2012

Item	Actions	Role Players	Coordinator
1	<ul style="list-style-type: none"> <li>• Move Traders from:                             <ul style="list-style-type: none"> <li>• Vermeulen Street Between Van Der Walt and Andries Streets</li> <li>• Van der Walt Street between Church and</li> </ul> </li> </ul>	LED TMPD Roads and Storm water	LED
2.			

Item	Actions	Role Players	Coordinator
3.	<p>Proes streets</p> <ul style="list-style-type: none"> <li>• Relocate Taxi facility from:                             <ul style="list-style-type: none"> <li>• Van der Walt street between Vermeulen and Proes streets to Vermeulen street between Andries and Van der Walt streets</li> </ul> </li> <li>• Enforcement and sustainment of above-mentioned</li> </ul>	<p>Transport</p> <p>TMPD and Roads and Stormwater</p> <p>TMPD</p>	<p>Transport</p> <p>TMPD</p>
4.1	<ul style="list-style-type: none"> <li>• Bylaw Enforcement:                             <ul style="list-style-type: none"> <li>• Illegal Informal Traders</li> <li>• Distributing of pamphlets</li> <li>• Roving advertisements for hair dressers</li> <li>• Parking offences</li> <li>• Budget requirement for over time short fall</li> </ul> </li> </ul>	<p>LED; TPMD</p>	<p>LED</p>
4.2	<ul style="list-style-type: none"> <li>• Road policing                             <ul style="list-style-type: none"> <li>• Closure of Roads</li> <li>• Enforcement of road traffic act</li> <li>• Traffic flow</li> </ul> </li> <li>• Budget requirement as stated in 4.1 is for over time short fall</li> </ul>		

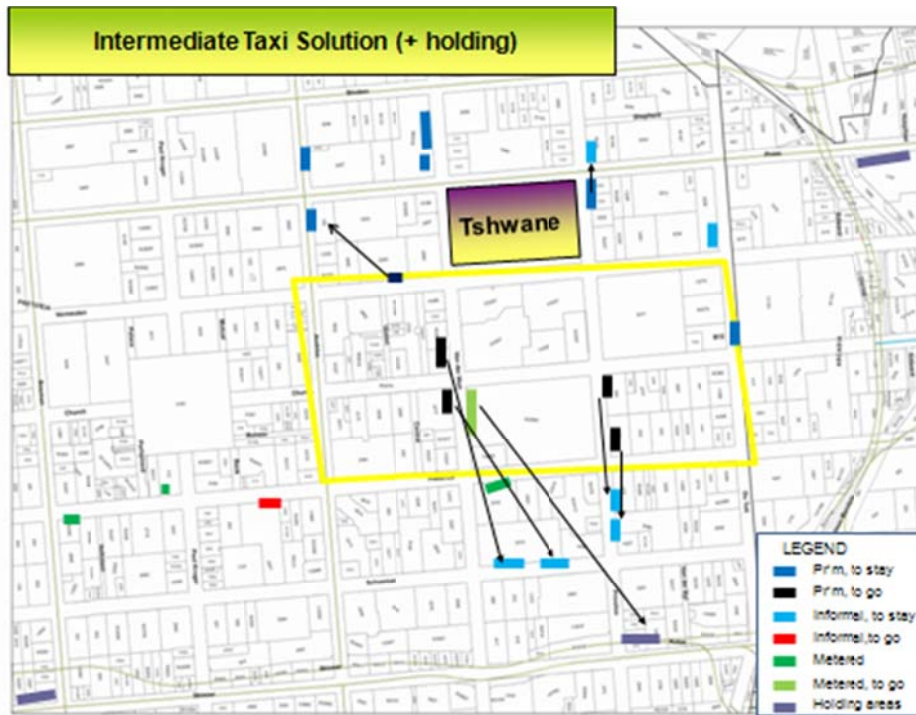
Item	Actions	Role Players	Coordinator
4.3	<ul style="list-style-type: none"> <li>• Illegal Taxi activities:                             <ul style="list-style-type: none"> <li>• Ranking</li> <li>• Holding</li> </ul> </li> <li>• Budget requirement as stated in 4.1 is for over time short fall</li> </ul>	Transport and TPMD	Transport
5.	Move legal informal traders from area in front of Mary's Fashion shop, Vermeulen Street	LED; TPMD	LED
6.	Illegal advertisements <ul style="list-style-type: none"> <li>• Fixed to buildings</li> <li>• Removable</li> <li>• Stick-on pamphlets</li> <li>• Budget requirement for:                             <ul style="list-style-type: none"> <li>• Overtime</li> <li>• Containers for storage</li> <li>• cleaning appliances</li> </ul> </li> </ul>	CPD; TPMD; CID; Roads and Stormwater	CPD
7.	Bad Buildings: Private owned buildings Government owned Bad Buildings (Annexure A)	City Planning	CPD

#### 5.4.2 Phase 2: Planning Phase

In the planning phase the Inter Departmental Team concentrated on immediate actions that can be taken to reclaim the programme area. The immediate actions include the relocation of Taxi pick up and drop off areas as well as

considering interim holding facilities as explained in diagram 5.4.2.1 and Table 5.4.2.2

5.4.2.1 Solutions for Taxi industry



5.4.2.2 Phase 2: Solutions for Bus and Taxi industries

Item	Actions	Role Players	Coordinator
1.	<b>Immediate Intervention for Taxi Industry</b> <ul style="list-style-type: none"> <li>Solutions for Minibus Taxi industry;</li> <li>Cleaning reclaim area (illegal taxi</li> </ul>	Transport, Roads and Stormwater; CPD; TPMD;	Region 3

Item	Actions	Role Players	Coordinator
2.	<p>ranking and holding activities only), road markings &amp; signage</p> <ul style="list-style-type: none"> <li>• Budget requested to be utilised for road markings and signage</li> <li>• Proposals for current Taxis in the Reclaim project area: <ul style="list-style-type: none"> <li>• Move Atteridgeville Taxis currently in Vermeulen Street to Andries Street between Proes and Vermeulen streets (subject to possible court case)</li> <li>• Move Eersterust Taxis currently in van Der Walt street between Church and Pretorius Streets to Schoeman Street between Van Der Walt and Prinsloo Streets (Tramshed)</li> <li>• Move Mamelodi Taxis currently in van Der Walt Street between Church and Vermeulen</li> </ul> </li> </ul>	<p>Transport, Roads and Stormwater; CPD; TPMD;</p>	<p>Region 3</p>

Item	Actions	Role Players	Coordinator
3.	<p>Streets to Schoeman Street between Van Der Walt and Prinsloo Streets (Next to Tramshed)</p> <ul style="list-style-type: none"> <li>• Move Mamelodi &amp; Laudium Taxis currently in Prinsloo street between Church and Pretorius Streets to Prinsloo Street between Pretorius and Schoeman streets.</li> <li>• Move Menlyn Taxis currently in Prinsloo Street between Proes and Vermeulen Streets to Prinsloo Street between Struben and Proes Streets.</li> <li>• Creation of official holding areas (interim where necessary)</li> <li>• Relocation of TBS' 2<sup>nd</sup> pick up points in front of Munitoria</li> <li>• Budget requested to be utilised for road markings and signage</li> </ul>	<p>Transport, Roads and Stormwater; CPD; TPMD;</p>	<p>Region 3</p>

Item	Actions	Role Players	Coordinator
	<p><b>Solutions for Metered Taxis</b></p> <ul style="list-style-type: none"> <li>• Proposals:                             <ul style="list-style-type: none"> <li>• Establish new holding facility in Skinner Street between Prinsloo and Du Toit streets (use of rented parking area).</li> <li>• Establish new pick up point in Pretorius Street between Van Der Walt and Prinsloo Streets.</li> <li>• Move current Metered Taxis in Van Der Walt Street between Church and Pretorius Streets to new holding facility in Skinner Street.</li> </ul> </li> </ul>		

5.4.2.3 Addressing Informal Trading:

The general principle applied in the planning phase with regard to short term interventions proposed for Informal Trade is that the Traders need to be placed in close proximity of their clients, pedestrians. Therefore the move of Taxi's has a direct impact on the placement of Informal Traders. Informal Traders will therefore be placed in conjunction with the proposed new locations proposed for the Taxi Industry. Dilapidated Gazebos in Church Mall need to be replaced with uniform, well branded solutions to uphold the image of the City. Trading areas will

be marked and enforced. Conditions of contracts will be enforced and counterfeit goods confiscated.

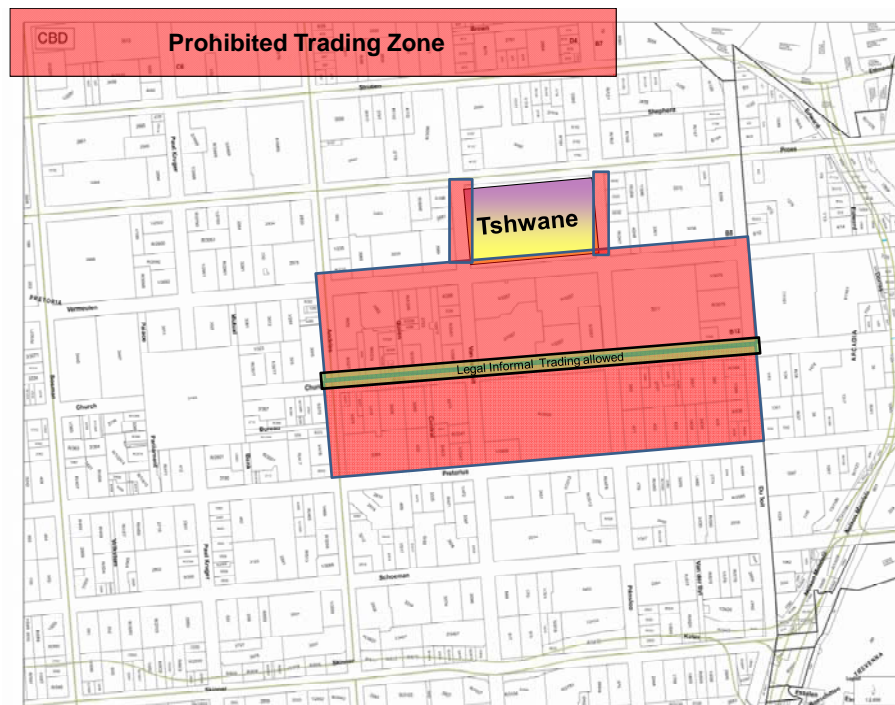
The medium to long term solutions is to de-clutter church mall and create a formal market within the inner city. The Mall needs to allow free movement of pedestrians and access to shops.

The Inner City Master Plan will advise on location of informal trade markets so as to reclaim sidewalks for pedestrians and cycling lanes.

As part of the longer term deliverables as per the Inner City Master Plan project conducted by ARUP, the look and role of the Church Street Mall area will be considered within a holistic framework plan.

The proposals for the Informal Trade industry is therefore explained in diagram 5.4.2.3.1 and Table 5.4.2.3.2

5.4.2.3.1 Proposals for Informal Trading



5.4.2.3.2: Phase 2: Proposals for Informal Trading

Item	Actions	Role Players	Coordinator





Item	Actions	Role Players	Coordinator
	<ul style="list-style-type: none"> <li>Informal trade market/ Formal trading areas</li> </ul>		

5.4.2.4 Vehicle movement:

Operation Reclaim also addresses vehicle movement within the project area as part of the holistic approach.

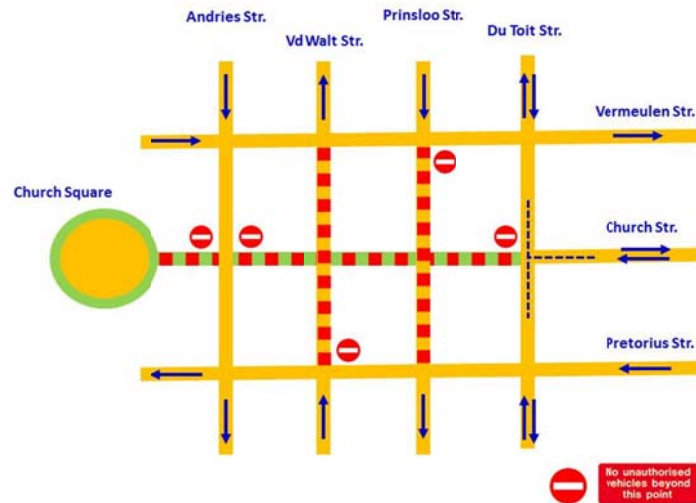
Reclaiming the area also entails the safer and comfortable pedestrian movement through controlled vehicle access. No general vehicle through-movement will be allowed. This will be done through proper access control and only allowing specific vehicles access.

Only the following vehicle categories will gain access:

- People with allocated private / business off-street parking within the project area
- Delivery vehicles (only for shops and businesses within the demarcated area)s
- Business owners and employees (off-street parking)
- Official vehicles on official duty
- Clients of businesses collecting items (arranged)

These interventions are explained in diagram 5.4.2.4.1 and Table 5.4.2.4.2  
5.4.2.4.1

## INNER CITY TRAFFIC PLAN CONTROLLED ACCESSSES



Inner City Traffic Plan:

- Vehicle movement c/o Vd Walt and Pretorius Street: Only vehicles travelling in Pretorius Street will be allowed to enter restricted area at c/o Vd Walt and Pretorius to prevent congestion at intersection. Northern lane of Pretorius Street from State Theatre parking entrance must be used for vehicles that want to enter the restricted area. No vehicle travelling in Vd Walt street will be allowed to enter the restricted area at c/o Vd Walt and Pretorius Street.
- Vehicle movement c/o Vermeulen and Prinsloo Street: Only vehicles travelling in Vermeulen Street will be allowed to enter restricted area at c/o Vermeulen and Prinsloo to prevent congestion at intersection. Southern lane of Vermeulen Street from parking entrance must be used for vehicles that want to enter the restricted area. No vehicle travelling in Prinsloo Street will be allowed to enter restricted area at c/o Vermeulen and Prinsloo Street.
- Only emergency vehicles/delivery vehicles will be allowed to park in the restricted area. All other vehicles must park in the public parking arcades.

The impact of the above indicated traffic plan and mitigating measures are discussed in more detail in paragraph 6.2

5.4.2.4.2 Phase 2: Vehicle movement proposals

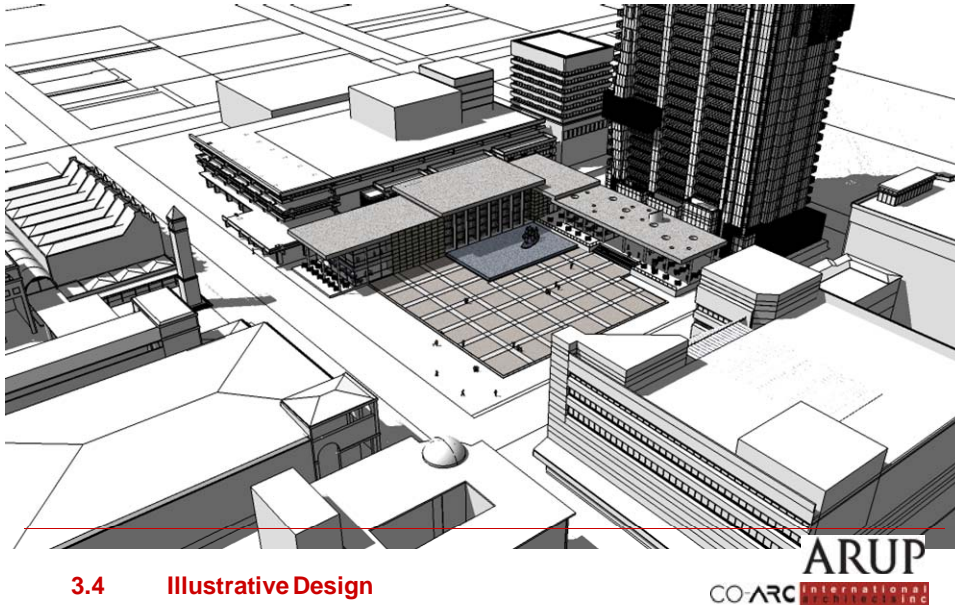
Item	Actions	Role Players	Coordinator
1	<p>Proposal for vehicle movement in the Reclaim project area:</p> <ul style="list-style-type: none"> <li>• Create controlled access points:                             <ul style="list-style-type: none"> <li>• Controlled access point in Prinsloo street in the intersection of Prinsloo and Vermeulen streets</li> <li>• Controlled access point in Church Street in the intersection of Church and Du Toit streets</li> <li>• Controlled access point in Van Der Walt street in the intersection of Van Der Walt and Pretorius streets.</li> <li>• Controlled access points in Church street in the intersection of Church and Andries Streets.</li> </ul> </li> </ul>	<p>Transport, Roads and Stormwater, CPD; TPMD</p>	<p>Region 3</p>

5.4.2.4.3 Preliminary design proposals for Lillian Ngoyi Square

ARUP has been requested as part of the Inner City Master Plan Project, specifically under "Early projects" to consider design proposals for the Lillian Ngoyi square that will be in line with the new function of this precinct within the total framework.

In line with the redevelopment of Tshwane House the following preliminary design proposals have come to the fore:

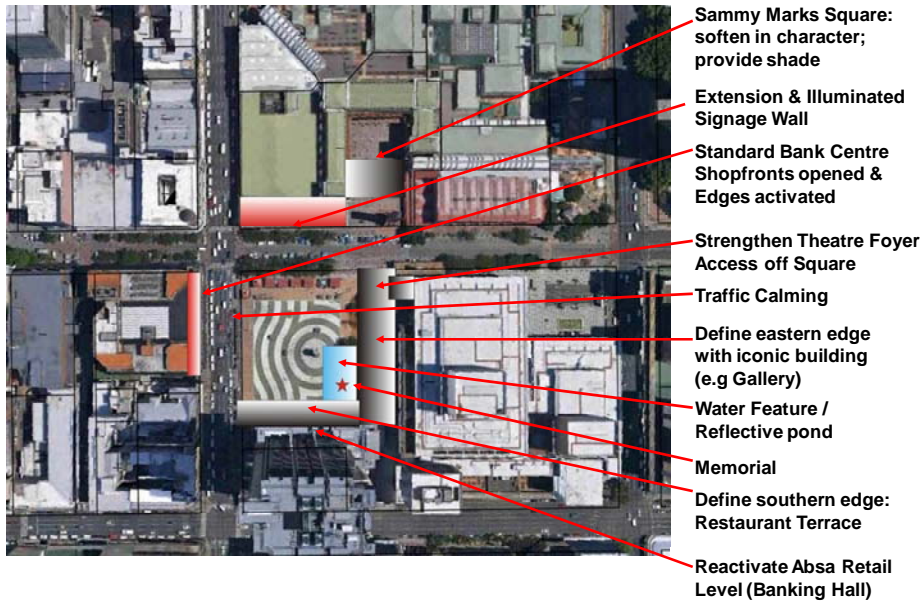
South & East Façade:  
Insert light-weight, space-defining, activating, structures



**3.4 Illustrative Design**

It is clear from the current conceptual designs for the new Lillian Ngoyi Square that this place will fulfil a unique new role within the precinct and the Operation Reclaim area. The proposed traffic interventions proposed will therefore already play a role to create an environment wherein the new Square can be developed and operationally optimise to connect Church Square and Lilian Ngoyi Square in a pedestrian friendly corridor.

See specific traffic calming proposals in the preliminary framework proposals hereunder.



**3.1 Overall Spatial Framework for the Square**



5.4.2.5 Street Furniture, Landscaping proposals and side walk upgrades

Operation Reclaim will result in the project area being accessible not only for pedestrians but the road reserve will also be cleaned and accessible for real physical upgrade projects such as street furniture, landscaping and side walk upgrades.

The Street furniture and landscaping proposals are set out in Table 5.4.2.5.1

5.4.2.5.1 Phase 2: Street furniture, landscaping and side walk upgrade

Item	Actions	Role Players	Coordinator
1.	<p><b>Street furniture</b></p> <ul style="list-style-type: none"> <li>• <b>Church Street Between Van Der Walt and Andries Streets</b> <ul style="list-style-type: none"> <li>- Benches</li> <li>-Bins</li> <li>Bollards</li> <li>Tree rings and grids</li> <li>Concrete Planter &amp; seater</li> <li>Pedestrian Lights</li> <li>Public Art (Sculptures, Painting, Mosaic)</li> <li>Vending facilities</li>   <li>Flags and Banner Poles</li> <li>Signage</li> </ul> </li> <li>• <b>Church Street Between Van Der Walt and Prinsloo Streets (including Lilian Ngoyi Square)</b> <ul style="list-style-type: none"> <li>Benches</li> <li>Bins</li> <li>Bollards</li> <li>Tree rings and grids</li> <li>Concrete Planter &amp; seater</li> <li>Pedestrian Lights</li> <li>Public Art (Sculptures,</li> </ul> </li> </ul>	<p>Roads and Stormwater; CPD; ARUP</p>	<p>Region 3</p>
2.			
3.			

Item	Actions	Role Players	Coordinator
4.	<p>Painting, Mosaic) Vending Facilities</p> <p>Flags and Banner Poles Signage</p> <ul style="list-style-type: none"> <li>• <b>Church Street Between Prinsloo and Du Toit Streets</b></li> </ul> <p>Benches Bins Bollards Tree rings and grids Concrete Planter &amp; seater Pedestrian Lights Public Art (Sculptures, Painting, Mosaic) Flags and Banner Poles Signage</p>		
5.	<ul style="list-style-type: none"> <li>• <b>Van Der Walt Street Between Vermeulen and Pretorius Streets</b></li> </ul> <p>Benches Bins Bollards Concrete Planter &amp; seater</p> <p>Public Art (Sculptures, Painting, Mosaic) Vending Facilities</p> <p>Flags and Banner Poles</p>		



Item	Actions	Role Players	Coordinator
6.	<p style="text-align: center;">Signage</p> <ul style="list-style-type: none"> <li>• <b>Prinsloo Street Between Vermeulen and Pretorius Streets</b></li> </ul> <p style="margin-left: 40px;">Benches Bins Bollards Concrete Planter &amp; seater</p> <p style="margin-left: 40px;">Public Art (Sculptures, Painting, Mosaic) Flags and Banner Poles Signage</p>	<p style="text-align: center;">Agriculture and Environmental Management</p>	<p style="text-align: center;">Region 3</p>
7.	<ul style="list-style-type: none"> <li>• The required budget is for the estimated costs of the items in 1 to 5 of this table.</li> </ul>		
8.	<p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>• <b>Church Street Between Van Der Walt and Andries Streets</b></li> </ul>		
9.	<p style="margin-left: 40px;">Trees (200L) Shrubs for planters</p>		
10.	<ul style="list-style-type: none"> <li>• <b>Church Street Between Van Der Walt and Prinsloo Streets (including Lilian Ngoyi Square)</b></li> </ul>		
.	<p style="margin-left: 40px;">Trees (200L)</p>		

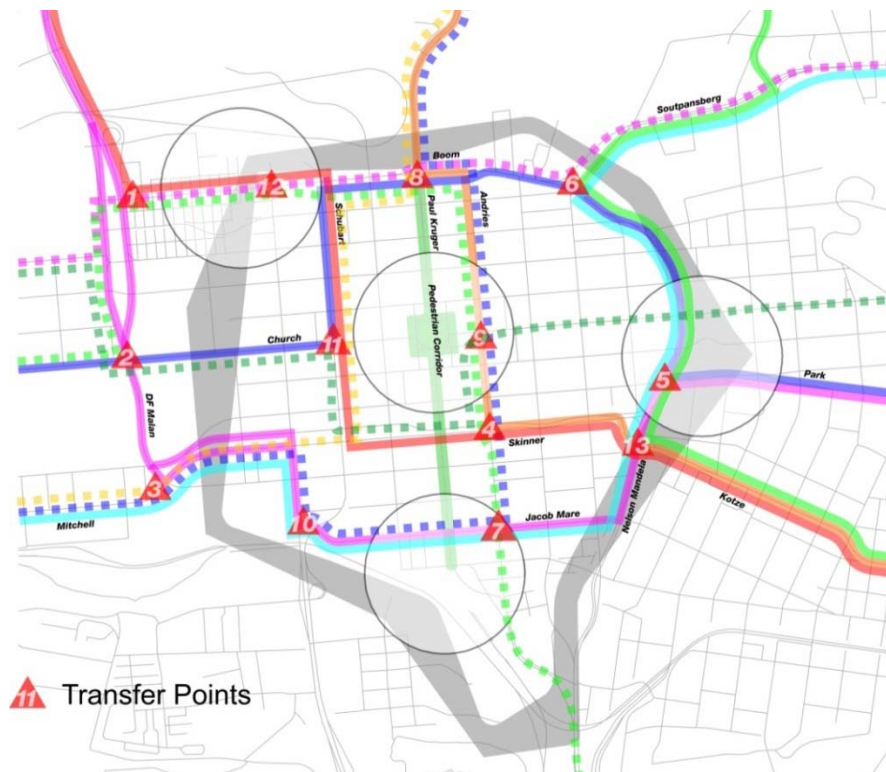
Item	Actions	Role Players	Coordinator
11	<p>Shrubs for planters</p> <ul style="list-style-type: none"> <li>• <b>Church Street Between Prinsloo and Du Toit Streets</b></li> </ul> <p>Trees (200L) Shrubs for planters</p> <ul style="list-style-type: none"> <li>• <b>Van Der Walt Street Between Vermeulen and Pretorius Streets</b></li> </ul> <p>Shrubs for planters</p> <ul style="list-style-type: none"> <li>• <b>Prinsloo Street Between Vermeulen and Pretorius Streets</b></li> </ul> <p>Shrubs for planters</p> <ul style="list-style-type: none"> <li>• The required budget is for the estimated costs of the items in 6 to 10 of this table.</li> </ul>	<p>Roads and Stormwater; CPD; ARUP</p>	<p>Region 3</p>
12	<p>Maintenance and upgrade of side walks:</p> <ul style="list-style-type: none"> <li>• Paving</li> <li>• Kerbing</li> <li>• Pedestrian Ramps</li> <li>• Signage and road markings</li> <li>• Painting of traffic signals poles</li> </ul>	<p>Outdoor Advertising</p>	<p>Virginia Mdluli</p>



modes are more sustainable and frequent transfer facilities or pick-up and drop-off points are required.

- Based on best practice cities Zurich, Switzerland and Nantes in France, the following principles are followed for the Public Transport system for the Inner City.
  - **Create a Public Transport box** around the core of the City which widens the catchment and should create a better network and easier interchange possibilities.
  - **Prioritize the Core as a Pedestrian environment** by keeping the key central core free of vehicular movement as much as possible. A BRT route will, by definition need a kerbed running way to enable it to be safely operated. This running way will significantly impinge on the pedestrian realm.
  - Focus on the **Civic Space**.
  - Quality of the Public Environment need to be enhanced.
  - Activation of edges and spaces to support **retail activity** along Paul Kruger Street.
  - **Integrative planning approach** considering all modes of transport users and functions.

It must be noted that this Integrated Public Transport Network supports all modes of Public Transport and is not limited to Rapid transport only. The appropriate mode per line must be determined.



Operation Reclaim therefore already considers the above-mentioned principles forth coming from the Inner City Master Plan but then specifically with reference to the Project area.

Aspects that needs to be addressed in the Medium to Long Term is set out in Table 5.4.3.1

**5.4.3.1 Medium to Long Term Integrated Public Transport System**

Item	Actions	Role Players	Coordinator
1.	Medium term solutions: <ul style="list-style-type: none"> <li>• Considering:                             <ul style="list-style-type: none"> <li>• Integration of TBS Bus routes, BRT proposals and Inner City Master Plan proposals:                                     <ul style="list-style-type: none"> <li>• Investigate Inner City Distribution System and circular bus routes</li> <li>• Investigate effect of road closures on inner city mobility</li> <li>• Investigate locations of taxi</li> </ul> </li> </ul> </li> </ul>		

Item	Actions	Role Players	Coordinator
	<p style="text-align: right;">holding facilities</p> <ul style="list-style-type: none"> <li>• Investigate intermodal transit points, if warranted</li> <li>• Establish new TBS routes &amp; relocate 2<sup>nd</sup> stops and shelters</li> </ul>		
2.	<p>Long term solutions</p> <ul style="list-style-type: none"> <li>• Implementation of planning outputs:                             <ul style="list-style-type: none"> <li>• Establish Taxi holding and ranking areas</li> <li>• Establish new TBS routes &amp; 2<sup>nd</sup> stops</li> <li>• Establish BRT and related routes</li> <li>• Establish road closures</li> </ul> </li> </ul>		

5.4.4 Phase 3: Implementation Phase

The implementation phase will formally commence after approval by the Mayoral Committee. Implementation will be speeded up where possible by running some of the processes in parallel. These processes will entail:

- Implementation of a communication strategy
- Formally implementing the proclamation or promulgation procedures for informal trader sites, re-location of taxi ranks and creation of holding areas for taxis
- Formally implement the Road Closing procedures
- Implementation of immediate actions
- Enforcement of immediate actions
- The upgrade of various item of infrastructure in phases (sidewalks, etc).

Item	Actions	Role Players	Coordinator
1.	<ul style="list-style-type: none"> <li>• Mayoral Committee report approval</li> </ul>	LED TMPD Roads and Stormwater Transport TMPD and Roads and Stormwater TMPD	Region 3
2.	<ul style="list-style-type: none"> <li>• Proclamation process for:                             <ul style="list-style-type: none"> <li>• Taxi facilities</li> <li>• Prohibited Trading areas</li> <li>• Controlled Access of identified Roads</li> </ul> </li> </ul>	LED; TPMD Transport	Region 3

Item	Actions	Role Players	Coordinator
3.	<ul style="list-style-type: none"> <li>• Communication Plan:                             <ul style="list-style-type: none"> <li>• Media</li> <li>• Consultation</li> <li>• Taxis (minibus, metered)</li> <li>• Busses</li> <li>• Informal traders</li> <li>• Business</li> <li>• National Departments</li> </ul> </li> </ul>	Region 3; TCIS, TMPD; Transport; LED, CPD	Region 3
4.	ns ns <ul style="list-style-type: none"> <li>• Church Mall markings and solutions</li> <li>• Implementation of Informal Trade solutions and markings in new areas</li> <li>• Informal Trade markets</li> </ul> ution	CPD; TPMD; CID; Roads and Stormwater	Region 3
5.1	<ul style="list-style-type: none"> <li>• Continued By law Enforcement:                             <ul style="list-style-type: none"> <li>• Illegal Informal</li> </ul> </li> </ul>		



Item	Actions	Role Players	Coordinator
	<p>Traders</p> <ul style="list-style-type: none"> <li>• Distributing of pamphlets</li> <li>• Roving advertisements for hair dressers</li> <li>• Parking offences</li> </ul>		
5.2	<ul style="list-style-type: none"> <li>• Road policing                             <ul style="list-style-type: none"> <li>• Closure of Roads</li> <li>• Enforcement of road traffic act</li> <li>• Traffic flow</li> </ul> </li> <li>• Budget requirement as stated in 5.1</li> </ul>		
5.3	<ul style="list-style-type: none"> <li>• Illegal Taxi activities:                             <ul style="list-style-type: none"> <li>• Ranking</li> <li>• Holding</li> </ul> </li> <li>• Budget requirement as stated in 5.1</li> </ul>		
5.4.	* Access Control		
6.	<p>Illegal advertisements</p> <ul style="list-style-type: none"> <li>• Fixed to buildings</li> </ul>	CPD; TPMD; CID; Roads and Stormwater	Region 3

Item	Actions	Role Players	Coordinator
	<ul style="list-style-type: none"> <li>• Removable</li> <li>• Stick-on pamphlets</li> <li>• Joint Operations</li> </ul>	r	
7.	Joint Operations: <ul style="list-style-type: none"> <li>• Bad Buildings</li> </ul> Budget; provision for legal process		
8.	<ul style="list-style-type: none"> <li>• Infrastructure upgrade</li> </ul>		
9.	<ul style="list-style-type: none"> <li>• Taxi and Bus solutions</li> <li>• Integrated Public Transport System</li> </ul>		
10.	<ul style="list-style-type: none"> <li>• Taxi Infrastructure: taxi holding areas</li> </ul>		
11.	<ul style="list-style-type: none"> <li>• Outdoor Advertising</li> </ul>		
	TOTAL		

## 6. POSSIBLE IMPACT AND MITIGATING FACTORS OF IMMEDIATE ACTIONS:

### 6.1 Taxi solutions:

The proposed immediate and interim changes to the taxi ranks and holding areas should not have a major influence on the existing taxi systems, however as many of the present ranks have been operational for over 20 years, it will take some adjustment and acceptance by both the operators and the public and some reaction to these changes can be expected. Generally the walking distances are only increased marginally, if at all.

The finalisation of the locations of holding areas for the minibus taxi industry is crucial for the speedy implementation of the immediate proposals. These can only be promulgated once the locations are finalised.

Due to the construction work to be done on Tshwane House, the second pick-up points of the Tshwane Bus Service in Vermeulen Street will be affected. These, together with their associated shelters, need to be re-located as mentioned in the adjacent block to the east, or as determined. These actions are being planned by Tshwane Bus services.

There are a number of other operator's bus routes which run along Prinsloo Street which will have to be re-routed.

### 6.2.1 Impact and implications of proposed inner City traffic plan:

A strategic evaluation of proposed road closures in the Tshwane CBD has been carried out for the 2010 weekday morning peak hour. The evaluation has been undertaken using the City's EMME transportation model which is a strategic planning tool covering the whole City. The effects of public transport proposals such as the IRPTN system are not reflected in these results. The model is also not able to provide detailed local area simulation results for example at individual intersections. Hence the results and conclusions drawn from this investigation should be appreciated in this context.

The results from the model however provide an indication of what could be expected in terms of the diversion of traffic in the wider CBD area, due to the proposed closure of the streets. The results can be summarised as follows:

- The closures result in a large area diversion of traffic from the affected area;
- The effect of this diversion is to put pressure on the alternative routes in the greater CBD. Both the east-west and north-south alternative routes are affected;

- The impact of the diversion is thus not localised but regional, affecting the whole of the greater CBD.
- The impact on congestion shows that the closures will result in roads along the periphery of the CBD such as Bloed, Boom and Nelson Mandela becoming congested. Andries and Paul Kruger Street will also experience increased congestion due to the diversion of traffic.

A site investigation was undertaken to verify traffic conditions in the CDB area and to identify measures which could be implemented to reduce the expected congestion. The following aspects were identified during the investigation:

- Some short term interventions were identified to increase traffic capacity along the routes eg. along du Toit Street. These include the creation two lanes per direction along du Toit Street, two lanes in a southerly direction and one lane in a northerly direction and converting du Toit Street into a one way street from north to south between Vermeulen and Schoeman Street (3 lanes).
- Contravention of road traffic laws eg parking of motor vehicles in loading zones, demarcated bus and taxi loading areas resulting in loading taking place in the traffic lanes, illegal stopping, illegal loading, pedestrian ignoring traffic signals, blocking of intersections etc is a major contributory factor toward congestion in the CBD. Traffic flow is seriously impeded by the above illegal actions.
- Traffic incidents have a serious impact of traffic flows and congestion and must be carefully managed. During the morning peak period inspection there was a serious incident at an intersection in the CBD which caused significant congestion. It is critical that incidents be managed carefully.
- There are number of bus routes which run along Prinsloo Street which will have to be re-routed

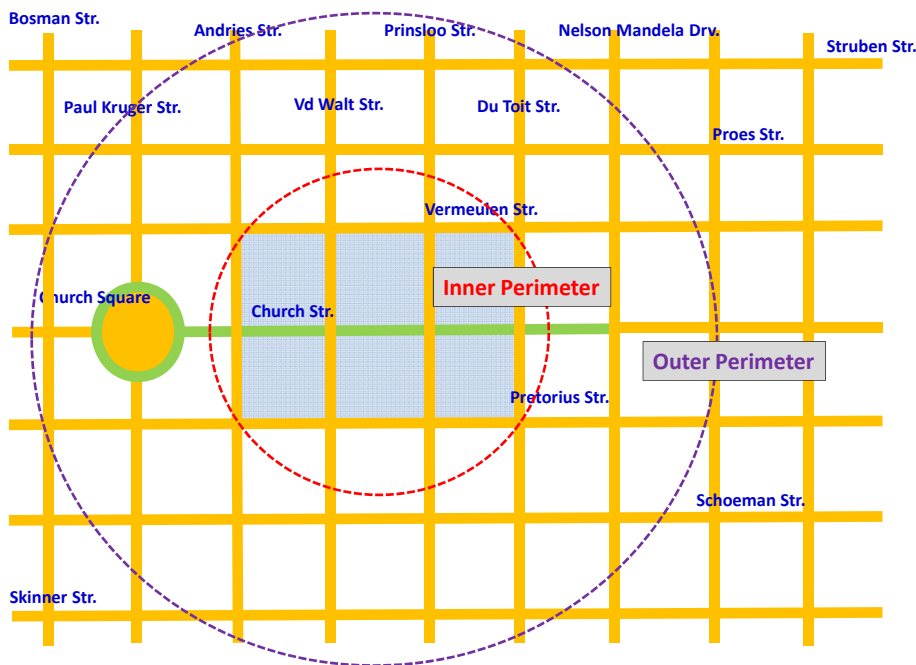
The possible mitigating factors were tested in the traffic model. The most appropriate alternative for du Toit Street proved to be the re-alignment of lanes to create two lanes in a southerly direction and one lane in a northerly direction. These improvements along Du Toit Street will result in some improvement of the congestion, but will not significantly reduce the overall increase in congestion. The increased congestion will however have to be managed through extensive law enforcement and traffic management, adaption of traffic signal settings and information signage.

The controlled access will have to be implemented in terms of Section 66 of the Local Government Ordinance 1939, (Ordinance 17 of 1939) which permits the Council to close a road permanently for a selected class of traffic. It is a traffic engineering provision, primarily used to control vehicular access to a major road or a pedestrian mall. It also states that the municipality must give notice as it deems appropriate regarding the restriction of access.

It is recommended that the notice of the closure of the streets for the particular classes of traffic, as mentioned under paragraph 5.4.2.4, be given in line with Section 67(3) of the Local Government Ordinance 1939 (Ordinance 17 of 1939).

#### 6.2.2 Tshwane Metro Police Department proposed interventions:

The TMPD will increase law enforcement activities within the affected area and will have to sustain visible policing and on-going law enforcement. Fast and effective reaction to incidents within the said area is and will remain crucial as well as dealing with broken-down traffic signals. All in all, on-going law enforcement (and specifically focussing on the problematic issues as mentioned) and improved traffic engineering and management will enable us to mitigate risk factors and steadily normalise traffic throughout the city.



The TMPD will execute on-going and dedicated law enforcement activities in a phased and demarcated approach. The area of concern is divided up into two main areas, the Inner Perimeter (the project area) and the Outer Perimeter. The inner perimeter will entail the following:

- Partial road closures and access control (overseen by TMPD and executed by CID / security company)
- On-going bylaw enforcement (also focusing on Church Street Mall)
- General traffic law enforcement (ensuring free flow of traffic)
- Trading enforcement and control
- Visible policing

- Possible Info Point

The outer perimeter will entail the following:

- Visible policing (focusing on peak traffic patterns)
- General traffic law enforcement (ensuring open lanes, open / available bus-bays, taxi drop off points, loading bays, and etcetera)
- Traffic control (point duty) when required (specifically in case of broken down traffic signals)
- Quick response to incidents within the affected area

The success of this operation lies within the cooperation by all stake holders, especially the key involved city departments / divisions. Before road closures and effective law enforcement can start and become effective, traffic engineering mechanism must be put in place to assist law enforcement and this specifically include the upgrading of Du Toit Street as well as the other bordering streets which must all receive new road markings and traffic signs in line with the project plan. Once we commence with the road closures, the traffic signals unit will have to re-evaluate traffic signal intervals within the outer perimeter in order to improve traffic flow. Intensive law enforcement will also be required within the first few months after the road closures to ensure road users comply with all the changes and to assist traffic flow.

It is also very important to have a Project Joint Operational Command Structure (JOCOM) who needs to meet twice (or at least once) daily to review all operational issues and to resolve challenges and mitigate risks.

Over and above the measures to improve traffic flow in the CBD to mitigate the congestion which will be caused by the diversion of traffic due to the proposed road closures the impact of the Paul Kruger Street Beautification project will also have to be managed to ensure optimum traffic flow in the CBD.

#### 4. PURPOSE OF THIS STUDY

This is an urban regeneration project that seeks to improve the quality of the inner city urban environment, by placing a large emphasis on pedestrianization and non-motorized transport. The project is therefore largely concerned with the improvement of horizontal ground surfaces within the development area. The impact on adjacent buildings is therefore negligible throughout most of the project.

However, heritage aspects exist in the movement systems of any city so this study seeks to unpack these in order to inform the appropriately sensitive design and implementation of this urban regeneration project.

However, this HIA should be used as a resource for any future work to be undertaken in this part of the city.

The aim of this study is to ensure compliance with section 38(3) of the NHRA.

For the purpose of this study, these requirements were considered to be as follows:

1. The identification and mapping of all affected heritage resources within the area of the proposed development
2. The assessment of the significance of such resources in terms of the heritage assessment criteria as prescribed under the NHRA
3. The assessment of the impact of the proposed new development on such heritage resources
4. The evaluation of the impact of the proposed new development on these heritage resources relative to the sustainable social and economic benefits to be derived from the project
5. Consultation with affected communities and other interested parties regarding the potential impact of the proposed new development on heritage resources
6. The consideration of alternatives in the event of such heritage resources being potentially adversely affected by the development
7. The making of appropriate recommendations with regard to the mitigation of any such adverse effects during construction and after completion of the project.

## 5. ASSUMPTIONS, CONDITIONS AND METHODOLOGY

### Terminology and relevant provisions of the NHRA

References and terminology on this document is in accordance to the prescripts of the NATIONAL HERITAGE RESOURCES ACT 25, of 1999

### Assessment of culturally significant places

At the time of the compilation or revision of a town or regional planning scheme or a spatial development plan, or at the initiative of a provincial heritage resources authority, or at any other time that it chooses, a planning authority must compile an inventory of the heritage resources which fall within its area of jurisdiction and submit it to the relevant provincial heritage resources authority. Those heritage resources which fulfill the assessment criteria will then be listed in the heritage register.

The local authority must, prior to the consideration of an application to alter or develop a heritage resource, assess the cultural significance of the place and how this could be affected by the proposed alteration or development. In the event of any alteration or development of a place listed in a heritage register being undertaken without the consent of the local authority, the local authority may require the owner to stop work instantly and restore the site to its previous condition and recover the cost from the owner.

Any place in South Africa which is of environmental or cultural interest is worthy of being designated a heritage area. Thus, planning authorities must, at the time of the revision of a town or regional planning scheme, or of a spatial plan, or at the initiative of the provincial heritage resources authority, investigate the need for the designation of heritage areas to protect any place of environmental or cultural interest.

This Exercise shall in principle consult, and apply the relevant provisions of the NATIONAL heritage Resources Act and the application of the of the Burra Charter

Evaluation of the impact of the proposed new development on heritage resources is driven by having considered the following:

Fabric, Setting, Location, Use, Associations, Meanings, Related places, View lines, Integrity of place, Streetscape.



## 6. LOCATION AND CONTEXT OF THE STUDY AREA

The site is situated in the Tshwane CBD.

Comprising of 6 complete city blocks, it also incorporates the sidewalks on the outer perimeter of the bounding roads.

The bounding roads are

Madiba (north)

Pretorius (south)

Thabo Sehume (west)

Du Toit (east)

Roads that are incorporated in the study area are Queen, Central, Sisulu (between Madiba and Pretorius), Lilian Ngoyi (between Madiba and Pretorius) all of which run north-south, and Helen Joseph street (between Thabo Sehume and du Toit) running east-west.

Noteworthy buildings:

State Theatre (cnr Sisulu and Pretorius)

Sammy Marks (Helen Joseph)

South African Reserve Bank (Helen Joseph, Sisulu and Madiba streets)

Pretoria Technical College (du Toit and Helen Joseph)

Flemish Renaissance Church (du Toit Street)

Netherlands Bank (by Architect Norman Eton (Thabo Sehume)

Municipal and State Library (cnr Thabo Sehume, Madiba streets)

Open public spaces:

Sammy Marks Square

Lilian Ngoyi Square (previously Strijdom Square)

Munitoria Square



Aerial view from Google Earth indicating the extent of Operation Reclaim within the City of Tshwane Inner City.



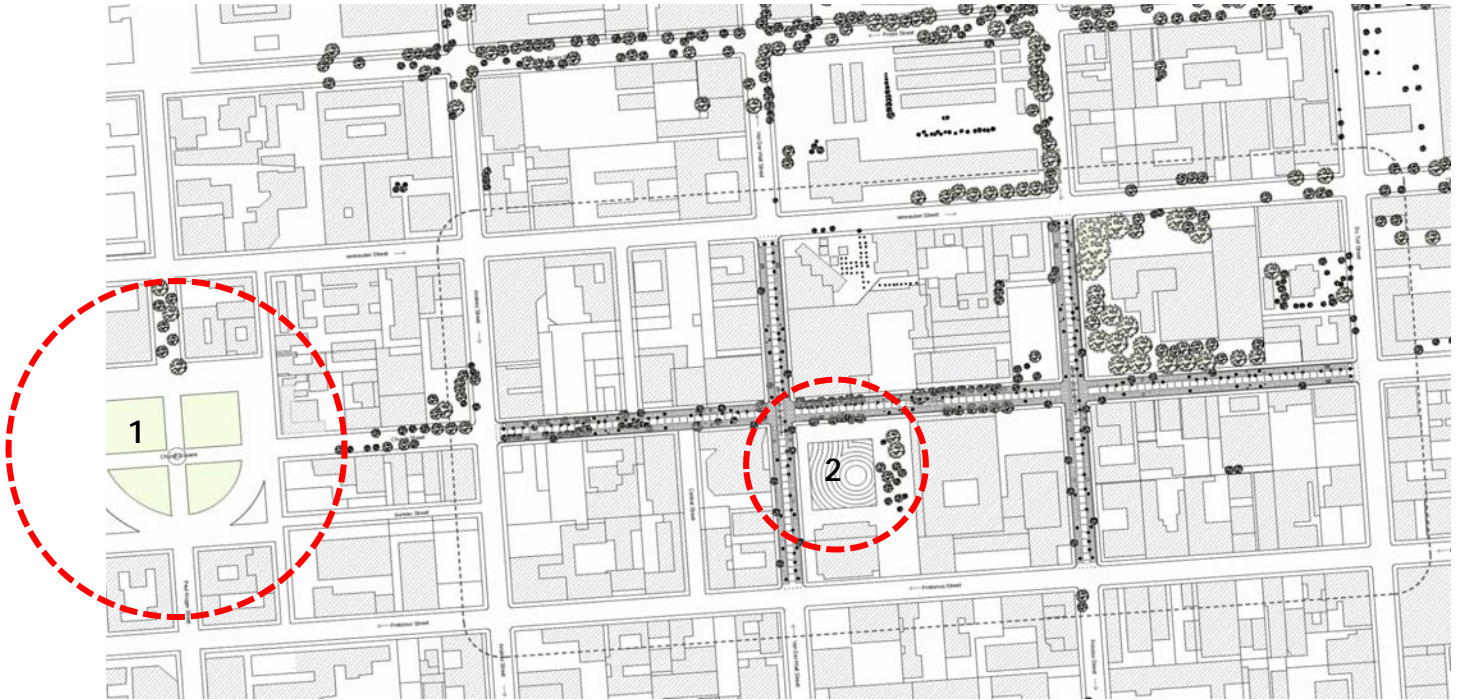
Topographical survey of the roads and sidewalks of the Operation Reclaim area – the basis from which the urban design work has followed.

## 6.1 OTHER PROJECTS IN THE VACINITY

Tshwane BRT and implementation of NMT

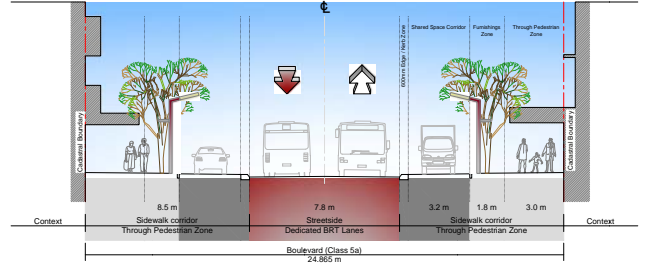
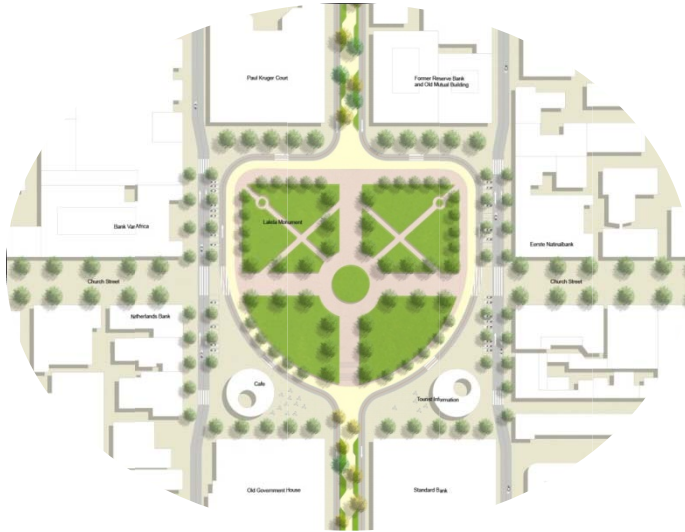
Paul Kruger Street Beautification (1 below)

Lilian Ngoyi Square upgrade (2 below)

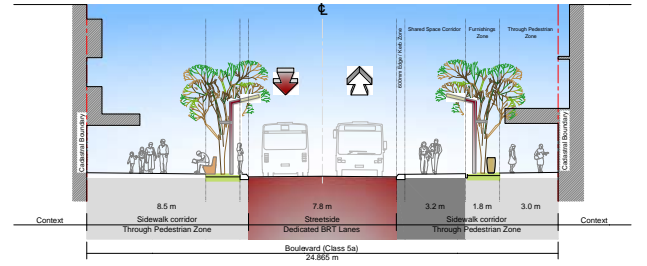


The operation Reclaim boundary is indicated by the dotted line.

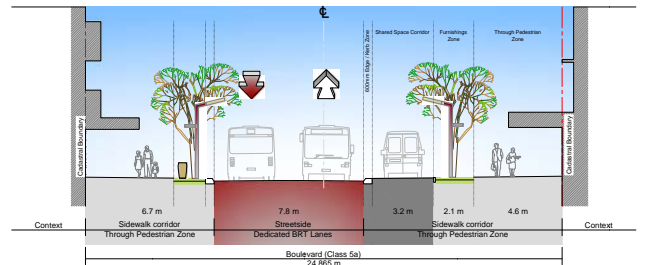
# Paul Kruger Street Beautification



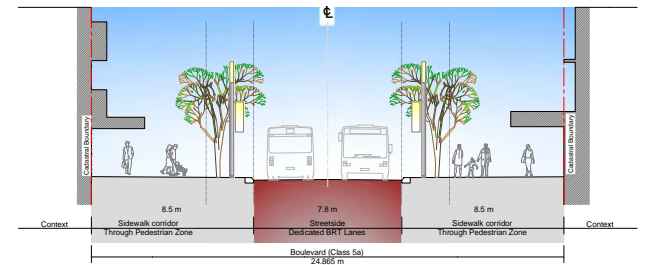
IRPTN with Two Service Lanes (Zone 2 & 4)



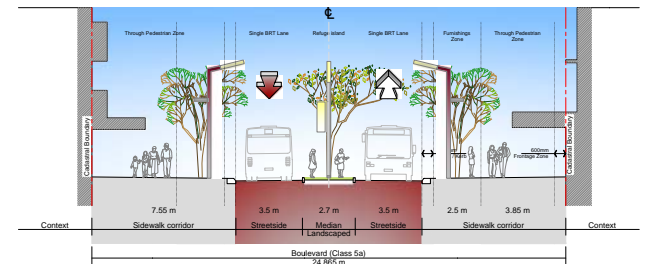
IRPTN Centre with Service Lane Adjacent (Zone 2 & 4)



IRPTN with Service Lane Adjacent (Zone 2 & 4)



IRPTN Proposal June 2012 (Zone 2 & 4)



Pedestrian Friendly Alternative to IRPTN Proposal

## Lilian Ngoyi Square

(Text and images on pages 44 and 45 courtesy of the "*Spatial Redevelopment of Lilian Ngoyi Square as a Catalytic Redevelopment Drive*", 07 June 2012, ARUP + CO-ARC International architects inc)



Lilian Ngoyi (1911 – 1980)

*Lilian Ngoyi Square is a public space of high prominence, and among the most important urban spaces of the inner city because of :*

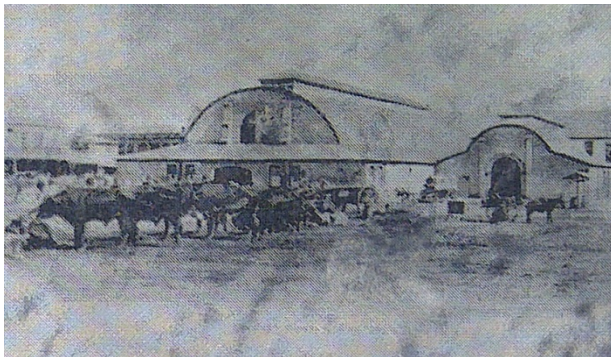
1. *Political heritage and symbolism*
2. *Cultural heritage and cultural facilities*
3. *Heritage as a market place and retail hub*
4. *Amenity value as a public open space in one of the busiest parts of the inner city*

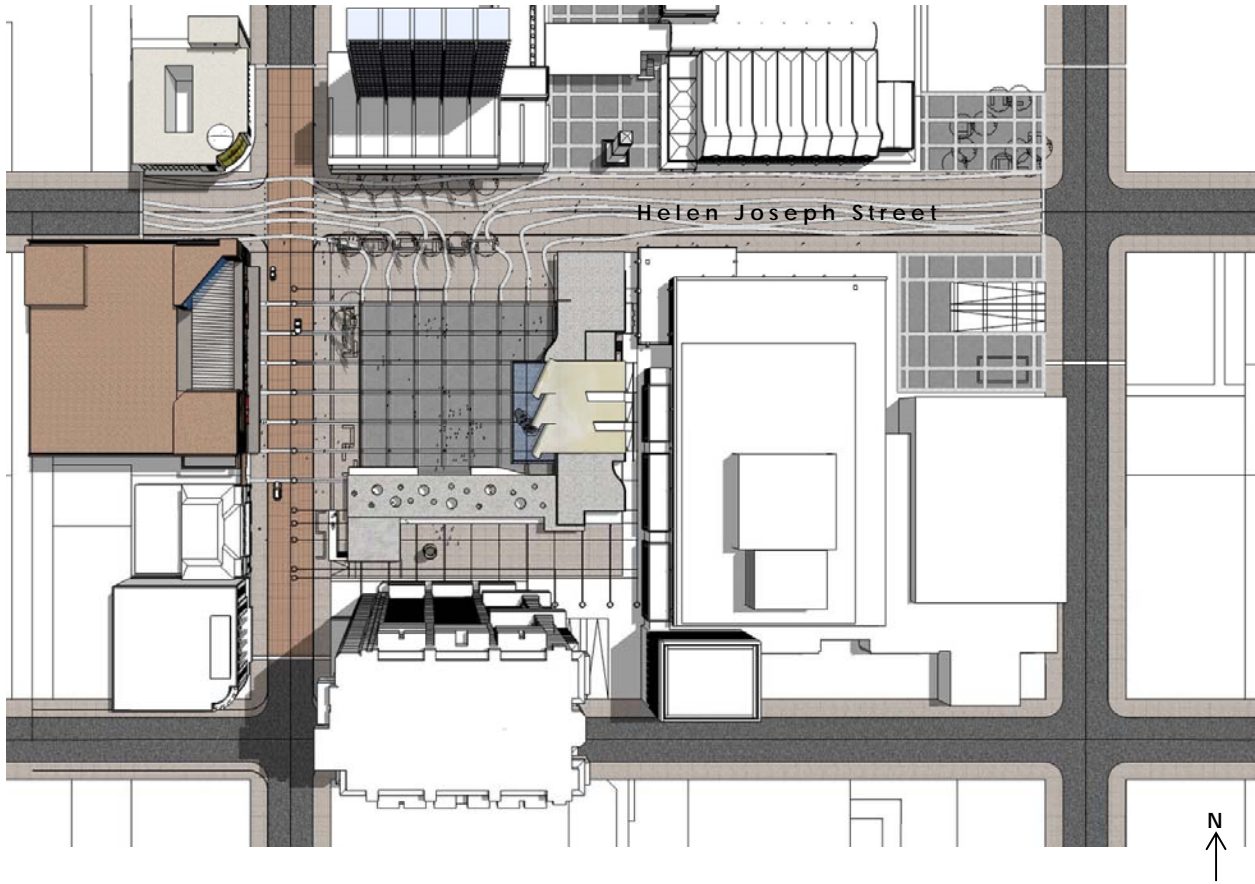
*The square has been identified by the Metro as an anchor project for urban renewal, and by the Province as an important Arts and Culture project .*

*With dedication to Lilian Ngoyi on the 50<sup>th</sup> anniversary of the women's march, this square has gained prominence as the hub of commemoration of the Women's Movement in South Africa.*

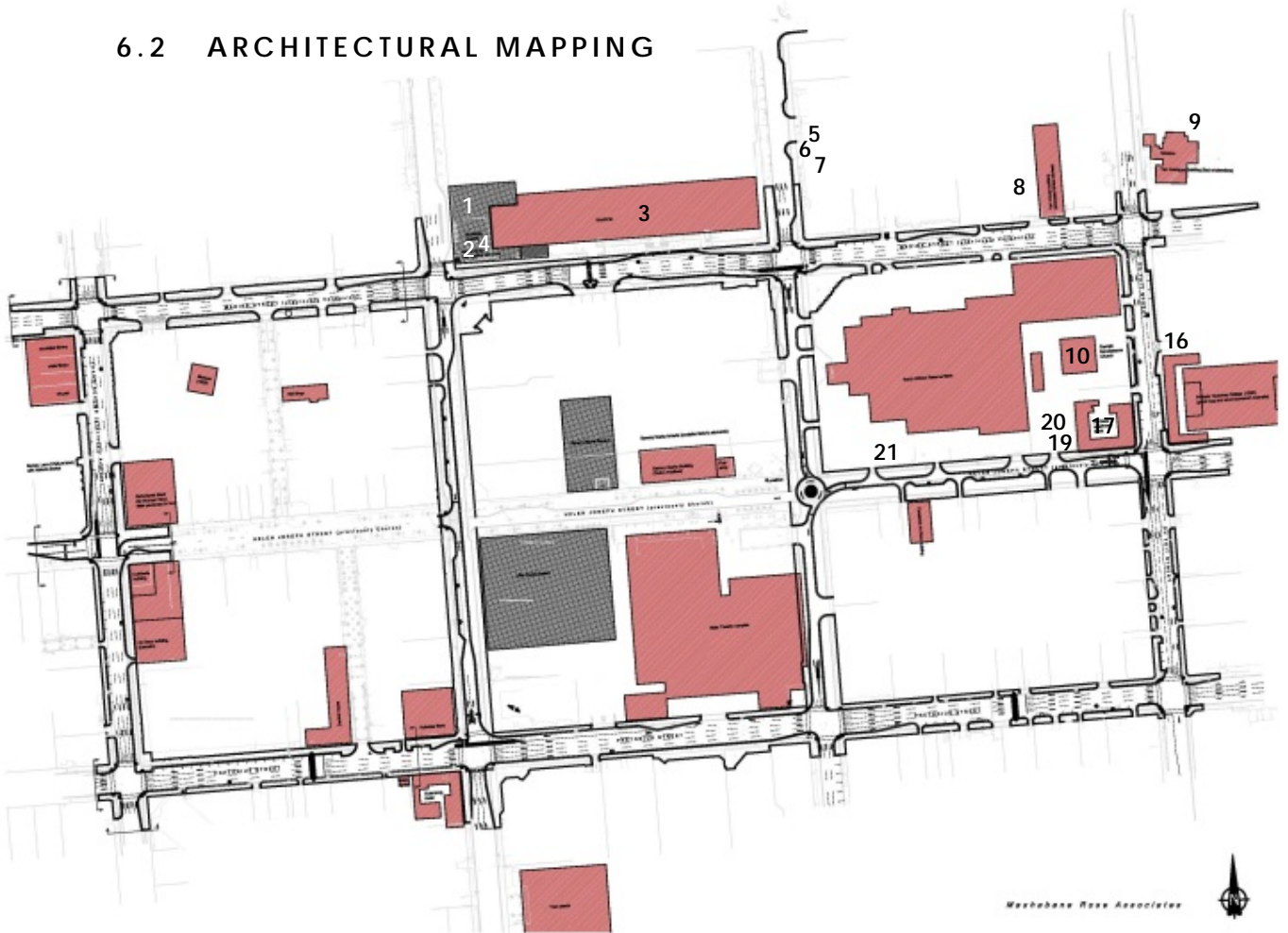
*This document outlines a contextualizing background to the project, and conceptual design proposals aimed at guiding the re-design of the square towards:*

1. *Addressing the City of Tshwane's need for catalytic intervention in the inner city, in order to drive urban renewal in the national capital.*
2. *Addressing the intent and functional brief of the Gauteng Provincial Government for a memorial to the Women's struggle*





## 6.2 ARCHITECTURAL MAPPING



01\_Munitoria Square, Madiba Street

02\_Memorial to fight against terrorism, Madiba Street. Granite from Brits.

03\_Munitoria, Madiba Street

04\_Memorial to fight against terrorism, Madiba Street

05\_Indian Shops, Sisulu Street

06\_Indian Shops, Sisulu street

07\_Indian shops, Sisulu Street - cast iron column

08\_Van Veulen building, Madiba Street (laminated timber structure)

09\_Mosque, Sisulu Street

10\_Flemish Renaissance Chuch, du Toit Street

11\_Flemish Ren Church (pano1)

12\_Flemish Ren Church (pano2)

13\_Flemish Ren Church (pano3)

14\_Flemish Ren Church (pano4)

15\_Flemish Ren Church, du Toit Street

16\_Tshwane Technical College, du Toit Street

17\_Art Deco apartment building, cnr du Toit and Helen Joseph Street

18\_Art Deco apartment building, cnr du Toit and Helen Joseph Streets

19\_historical slate, Helen Joseph street at intersection with du Toit

20\_Protea Driving School, Helen Joseph Street (Church in background)

21\_Granite kerbs, Helen Joseph Street

21\_Reserve Bank behind, Helen Joseph Street



22\_Helen Joseph Street was first tram line to Union buildings

23\_Art deco facebrick, Helen Joseph Street

24\_Granite kerbs at Helen Joseph and Sisulu intersection

25\_State Theatre, corner Helen Joseph and Sisulu streets

26\_Banner poles at Helen Joseph street

27\_Granite memorial to WW2 victims (pano 1), Helen Joseph Street

28\_Granite memorial to WW2 victims (pano 2), Helen Joseph Street

29\_Oldest shop, Helen Joseph Street

30\_outdoor exhibit of historical water furrows, Helen Joseph Street

30\_outdoor exhibit of historical water furrows, Helen Joseph Street

31\_outdoor exhibit of historical water furrows, Helen Joseph Street

32\_Sammy Marks building, Helen Joseph Street

33\_Lilian Ngoyi Square, Helen Joseph Street

34\_Lilian Ngoyi Square, Helen Joseph Street

35\_Sammy Marks Square, Helen Joseph Street (pano1)

36\_Sammy Marks Square, Helen Joseph Street (pano2)

37\_Old shop, Queen Street

38\_Mosque indicator in paving, Queen Street

39\_Mosque, Queen street (pano1)

40\_Mosque, Queen street (pano2)

41\_Mosque, Queen street (pano3)

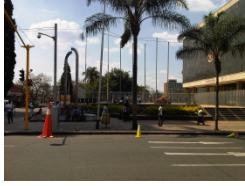
42\_Mosque, Queen street (pano4)

43\_Mosque, Queen street (pano5)





- 44\_Mosque, Queen street (pano6)
- 45\_Mosque, Queen street (pano7)
- 46\_Mosque, Queen street (pano8)
- 47\_Stonework, Thabo Sehume street (northern corner)
- 48\_Netherlands Bank, by Norman Eton - with sidewalk slate in front, Thabo Sehume Street
- 49\_Cuthberts building, cnr Thabo Sehume and Helen Joseph street
- 50\_Insensitive signage on historical facades, Thabo Sehume street
- 51\_Art Deco building, Thabo Sehume street
- 52\_Historic photographs, Bureau lane (of Thabo Sehume street)
- 53\_Tram sheds, Lilian Ngoyi street
- 54\_granite kerbs, Lilian Ngoyi street
- 55\_Arcade entrance, Vermeulen street
- 56\_Site where Pretoria's first Town Hall (see HIA doc), Vermeulen street



1



2



3



4



5



6



7



8



9



10-15



16



17



18



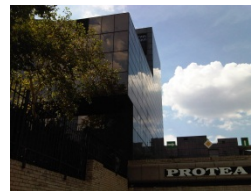
19



20



21



21



22



23



24



25



26



27



29



30



32



33



34



35



36



39



47



48



49



50



51



52



53



54



55



56

## 7. LAND OWNERSHIP

The client is City of Tshwane, represented by Lourraine M.M. Makwange, Project Manager for Paul Kruger Beautification AND Operation Reclaim.

Office of the City Manager | Room 3 | Central Region Office | Cnr Vermeulen and Van der Walt Streets | Pretoria | PO Box 440 | Pretoria | 0001 | [www.tshwane.gov.za](http://www.tshwane.gov.za)

Tel: 012 358 7907 | Cell: 072 841 4007 | Fax: 012 358 1255 | Email: [LourraineM@tshwane.gov.za](mailto:LourraineM@tshwane.gov.za)

This project comprises roads and sidewalks located on road reserves, belonging to the City of Tshwane.

The road reserve forms the bulk of the project, but it is desirable to incorporate the space between the cadastral boundaries and building boundaries of private land. (See attached sketch for ease of reference)

Approximately 2% of the project would incorporate these small portions of private land and the City of Tshwane will negotiate with landowners.

## 8. TRAFFIC IMPACT STUDY

The following conclusions and recommendations have been extracted from the Traffic Impact Assessment (by EDS, Structural, Civil and Transportation Engineers) issued to the City of Tshwane on the 28<sup>th</sup> February 2013.

### *Conclusions*

*The following can be concluded from the investigation:*

- *The CTMM is planning to control access to Lilian Ngoyi, Sisulu and Helen Joseph Streets in the CBD of Pretoria*
- *These partial closures will affected traffic flow in the CBD and will allow only specific Access*
- *EDS Engineers was appointed to undertake a traffic impact study to establish the impact of the closures. Use was made of the existing TRT SATURN model with the assistance of the TRT team*
- *The study was undertaken primarily to understand the impacts and to a lesser degree consider any mitigation measures, if required*
- *Both Lilian Ngoyi and Sisulu Streets act as major arterials in the eastern part of the CBD and carry high peak hour traffic volumes*
- *These streets current operate as a one-way pair, the function of which will be lost when they are closed*
- *Lilian Ngoyi is the only northbound one-way street in the eastern CBD and the implication of closing this street will be that traffic circulation will be adversely affected and the accessibility of the northern part of the eastern CBD from the south will deteriorate unless mitigation measures are implemented*
- *About 4000 v/h in the AM peak hour and 3000v/h in the PM peak hour are impacted if these roads are closed to general traffic*
- *Traffic volumes in Helen Joseph at the closure position are not high*
- *Intersection performance for the pre and post implementation scenarios are generally Acceptable*
- *Network performance is negatively impacted by the closures due to compromised traffic circulation and accessibility issues – these can be improved (but not fully mitigated) by providing network interventions*
- *Traffic demand management measures should be considered to reduce vehicles in the CBD. These can include congestion charging coupled to park and ride sites with an ICDS*
- *About 30% of the traffic on directly affected road is through traffic, the remainder has a destination or origin in the CBD*
- *About 200 on-street parking bays will be lost*
- *Access to Sammy Marks and State Theatre parking off Sisulu Street may be impacted*
- *Public transport services and routes are affected*

***It is recommended that:***

- *Mitigation measures be tested from a geometric feasibility viewpoint as soon as Possible*
- *Should the network intervention mitigation measures be feasible that they be implemented prior to road closures*
- *A comprehensive traffic management plan be compiled to manage traffic during the closure and construction process inclusive of generous public communication and feedback mechanisms*
- *That the CTMM conduct a detailed feasibility study on traffic demand management measures as outlined in this report*
- *Public transport route and facility planning aspects be addressed and implemented prior to any road closures*

## 9. ECONOMIC IMPACT ASSESSMENT

The Economic Impact Assessment indicates that Operation Reclaim, if properly implemented and maintained, would have a positive impact on the quality of the City of Tshwane, its heritage resources and the public's enjoyment and appreciation thereof.

The following is an extract from the Economic Impact Assessment, prepared by Kayamandi Development Services for the City of Tshwane.

This was presented to the City of Tshwane on the 5<sup>th</sup> march 2013.

*"With regard to increased tourism appeal, note that busy, congested streets don't present a pleasant experience for new visitors, heavy traffic congestion within the area means that many of the attractive aspects of the area are not shown off to their best effect, vacant and or dilapidated business fronts don't give a good impression of the city to new tourists.*

*Furthermore, since many of the city's attractions are spread over a wide area, the city lacks good quality focus points for visitors and activities. Given the issues, it is felt that Operation Reclaim would be a positive factor in helping improve the experience of new visitors to the city and encourage return visits. Improving the attractiveness of the city centre would also help the city take advantage of business tourism by encouraging such visitors to spend more time and money in the city centre itself. Overall, however, Operation Reclaim would not be expected to have a significant impact on the tourism industry in the city, Operation Reclaim by itself will not provide sufficient reason for new visitors to choose the inner city over another potential destination. Rather, the pedestrianization proposals, alongside a range of other developments, are important in generating a longer term impact on tourism by providing visitors with an improved leisure experience and encouraging return visits and tourism flows.*

*Tshwane is currently promoting itself as a tourist destination. The city is South Africa's capital and has a fascinating history. The CBD is filled with buildings and structures which help narrate the story of the city's development, so this is an ideal opportunity to bring the information surrounding these structures into the public realm so that visitors can simply walk down the street and learn something about the city.*

*In other words, as indicated by the Heritage Impact study 'the city embarks on a campaign that promotes tourism in the inner city, endorsed by facilities such as the State Theatre, Lilian Ngoyi Square, Es'kia Mphahlele Library and Sammy Marks Square (amongst others) it is possible to keep adding layers of information to the public realm. Information on historic buildings, and the details surrounding important events that took place can be shared with the public in many different ways, such as: Stand-alone signs with text and /or diagrams, surface inlays (Eg. strips of custom-made paving such as text-engraved granite, 3 Dimensional Sculptures Memorials (eg. In Lilian Ngoyi Square), interpretive contemporary artworks, places of interest can therefore be linked by a series of interventions.'*

*Case studies reveal that sales in the retail industry increase with the extension of opening hours. There is a considerable welfare gain for the majority of consumers. This is evidenced in their considerable use of the new trading hours. Retail, entertainment, and hospitality employment will probably increase more than in the rest of the economy from extended business hours. However, extended opening hours in the retail industry also results in "irregular" working hours (i.e. outside normal working hours) for employees in the retail industry.*



With regards to **management measures** to maximize the positive impacts it is relevant to note that the suggestions made elsewhere with regards to continued maintenance, and the development of a management body are critical for successful extension of business hours and opening up new opportunities for development. If this is successfully created, Operation Reclaim has the potential to significantly alter the way the inner city is currently viewed.

As indicated, Operation Reclaim by itself will not provide sufficient reason for new visitors to choose the inner city over another potential destination. However Operation Reclaim, has the potential to offer visitors and tourists with an improved leisure experience and assist with encouraging return visits and tourism flows.

It is recommended that in order to assist with promoting the pedestrianized area as a future tourist destination that the following recommendations (some of which were made in the heritage impact study) be implemented:

**Attraction magnets:**

various tourist attractions need to be considered throughout the pedestrianized part as with any mall development in order draw visitors and tourists through the pedestrian mall. Visitors and tourists of Church Square thus need to be provided with a reason to walk through the mall. This requires local business to change offerings that enable the area to be opened-up for extended business hours and the creation of a café culture in a calm oasis. The implementation of the design concepts at Lillian Ngoyi Square is an example of a magnet to draw visitors/tourists through the area. In short, a tourism market needs to be developed in the area in order to not only create both a **pedestrian and tourism friendly corridor**. Consider the economic place activation mitigations noted under change in formal markets such as: identifying the components that will bring tourists into the core, provide the area with special treatment, and amplify the impact of attractions by creating support amenity and infrastructure to maximize frequency, length of stay and expenditure, etc.

**Package of offerings:**

It is also recommended that tour operators be informed of the changed environment and the visitor/tourist offerings developed. This way, tour operators could include a visit to the inner city with lunch in the pedestrian mall as part of its package of offerings to visitors/tourists.

**Memorials:**

Memorials should be erected to inter alia educate visitors, attract tourism, connecting people to commemorate the past. It is the responsibility of the city authorities to keep the legacy of the city alive and pass it onto coming generations as a reminder of the 'good and the bad'. Signage pointing to where black citizens once lived will give cognizance to the immense important role they played in the development of the CBD. Presently this is nowhere acknowledged. Memorials along Sisulu Street, albeit not always large structures, commemorating disruption, displacement and restriction of peoples, should be erected. It is recommended to recall the historic footprint of tram lines and boundary of Pretoria on streets and at pedestrian crossings. Jacaranda's played an important role in the beautification and marketing of Pretoria. Before Lillian Ngoyi Street was turned into a one-way street, Jacaranda's lined the street. The uprooting and replanting at Klapperkop along Johan Rissik Drive should be commemorated.

**Trams:**

*trams in the CBD are historical correct and has advantages over any other mode of transport. Cities seeking traffic solutions for their CBD's turn to electric trams or upgrade their existing tram systems. Intelligent trams have a larger capital outlay then buses but the investment is superior to any other transport. Trams will be advantageous to connect the historical points under discussion in this project with other nodes e.g. Union Buildings, Church Square, Historical Mile (Paul Kruger Street), Freedom Park. Residential suburbs such as Arcadia, Sunnyside, Berea, Salvokop and Marabastad can all be linked by a tramway."*