Day 4: Case Study 3 (Public Transport Interchange Management)

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THE MITCHELLS PLAIN PUBLIC TRANSPORT INTERCHANGE

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The Mitchells Plain Public Transport Interchange is an anchor project of the Presidential Urban Renewal Programme and has been developed through a partnership between National, Provincial and Local Government and the Community of Mitchells Plain

“Togethet, building a stronger nation”
Consultation Structures

• Mitchells Plain Town Centre Steering Committee
• Taxi Task Team
• Informal Traders Task Team
• Ad Hoc Community Meetings
• Sub Council Meetings
IDENTIFICATION OF KEY STAKEHOLDERS

• Community Organisation
• Informal and Formal Traders
• Ward Councillors

• Metrorail
• Bus Operators
• Taxi Forum
• Intersite
• Modalink
• SARCC

CC – Transportation Forum
CCT – Spatial Planning
CCT – Business Area Management
CCT – Design Services
CCT – Roads & Services
CCT – Traffic Control

ONE-ON-ONE MEETINGS
Identification of Problems & Issues

TECHNICAL MEETINGS

PMT MEETINGS

TASKTEAM MEETING NO. 1
Presentation of proposals

TASKTEAM MEETING NO. 2
Presentation of preferred conceptual plan

CONSULTATION PROCESS: FLOW CHART
STAKEHOLDER INVOLVEMENT

▲ PICTURE 1: Proposal layouts discussed with taxi operators

▲ PICTURE 2: Sakaza Communications listening to stakeholder’s comments

▲ PICTURE 3: Feedback given to the stakeholders at public meetings
Commuters, passengers, hawkers and shoppers either transferred, boarded, alighted or traded in an environment that was:

- Unsheltered
- Unprotected
- Unlit
- Inaccessible
- Unsafe
- Or on an open field
PICTURE 4: The adjoining vacant ground was used by taxi operators for loading passengers.

PICTURE 5: Taxis loaded passengers from an open field which was full of water puddles during winter.

PICTURE 6: The existing bus shelter was totally inadequate to serve the needs of the community.
PAST: OLD BUS TERMINUS

▲ PICTURE 7: Existing facility was used by both buses and taxis, became very congested

▲ PICTURE 8: Vehicular and pedestrian conflict was high, and poor lighting added to the problem

▲ PICTURE 9: Space was limited and bus movements were restricted
PAST: OLD INFORMAL TRADING AREAS

▲ PICTURE 10: Illegal trading taking place

▲ PICTURE 11: Informal traders are not formally structured

▲ PICTURE 12: Pedestrian pathways and shop fronts are taken up by informal traders
PAST: OLD INFORMAL TRADING AREAS

▲ PICTURE 13: Pedestrian pathways and shop fronts are taken up by informal traders

▲ PICTURE 14: Illegal trading taking place

▲ PICTURE 15: Informal traders are not formally structured
7th Avenue has a high risk of vehicular and pedestrian conflict
VACANT LAND IDENTIFIED FOR NEW PUBLIC TRANSPORT INTERCHANGE

VACANT LAND FOR DEVELOPMENT
NEW TRANSPORT INTERCHANGE:

- New bus terminus with 25 destinations
- New taxi terminus with 20 destinations
- Existing bus terminus converted to covered trading area.
- Existing 7th avenue closed off to provide seamless interface between station and CBD
- New road to link interchange with Arterial routes.
- 5 signalized intersections & 1 signalized pedestrian crossing to control traffic congestion.
- New administration buildings with over 15 offices and 2 board rooms for consultation with stakeholders and community organization.
Commuters, passengers, hawkers and shoppers now transfer, board, alight and trade in an environment that is:

- Sheltered
- Protected
- Well lit
- Easily accessible
- Safe
- Clearly defined spaces, which is well sign posted
PRESENT: NEW TAXI FACILITY

Adequate overhang for protection from driving rain

Off loading taxi bays

Loading area for taxis

Holding and wash bay area for taxis

Double barrel roof line of the new taxi facility

Taxi destinations are clearly marked by bay numbers
PRESENT: NEW BUS FACILITY

Triple barrel bus terminus roof line

Bus facility spaciously designed for the operators and passengers alike

Passengers are channelised for each destination

Buses enter and exit in a one-way

Defined pedestrian pathways to the bus terminus
PRESENT: NEW FORMALISED TRADING AREAS

New covered trading areas

New clusters of six 2mx2m uncovered trading areas
PRESENT: NEW CLOSURE OF 7th AVENUE NEXT TO STATION

▲ Free pedestrian movement

▲ Pedestrian pathways well lit

▲ Emergency access only
PRESENT: NEW ADMINISTRATION BUILDINGS

- New administration offices

- The building is composed of brickwork, structural steel elements and aluminum roof sheets
PRESENT: SOFT LANDSCAPE, STREET FURNITURE AND PAVING

- Pedestrian pathways lined with trees, benches, bins and street lighting for the public's comfort and safety

- The end tree guard panel shows the outline of the school children’s artwork

- The unique blending of paving patterns and the street furniture
PRESENT: STREET FURNITURE AND PLAY AREA

Collage showing the centrally located interactive play area in Rondo Square
LEARNERS ARTWORK COMPETITION
Mitchells Plain 2006
Overall Management Concept

Targeted Improvement District, TID, including:

- TID Entity
  - Management Board/MP Town Centre Steering Committee
  - Management Company
  - City Improvement District, CID (top up levy on rates)
  - Head Lease
  - Sub letting
- Management of Operations
  - Taxi
  - Trader
  - Bus
Mitchells Plain Taxi Forum
- Coordinating Body for Mitchells Plain Taxi Industry
- Oversees the functions of the Blocks and Associations
- Guides Business Entity
- Guides Regional Taxi Council
- Oversees application of the Code of Conduct

Regional Taxi Council
- Will convene as and when required by the Provincial Taxi Council
- Policy
- Lobbying and Advocacy

Business Entity
- Economic Development
- Re-Capitilization
- Development of adjacent land

Operational Management
- Coordinates Block Management Structures
- Management of Admin Buildings
- Main linkage with Town Centre Management Company

Block Management
- Traffic Control within Block
- Toilet Management and general cleaning
- Sharing of Holding Area
- Use of Block Office
- Disciplinary Measures
- Payments and Levies
- Block Management Committee
  - 2 reps per association
  - Chair, Secretary & Treasurer through election

Northern Terminal
Block 1
- Eeste River
- Colorado Park via London Village
- Strandfontein Village
- Grassy Park
- Wynberg

Block 2
- Guguletu, Lower Crossroads & Nyanga
- Phillipi, Samora Michel
- Mandalay
- Cape Town, Mowbray via Athlone
- Cape Town via freeway

Block 3
- Bellville
- Century City
- Promenade, Lentegeur Hospital
- Beacon Valley via Alpine, Spine
- Beacon Valley via Hengelaar, Pypie

Block 4
- Delft
- Westgate Mall via Caravelle
- Johannes Meintjies
- Hanover Park

Southern Terminal
- 7th Avenue Taxi Association
- CODETA

Portland Terminal
- Hazeldene Taxi Association

Lentegeur Terminal
- Johannes Meintjies
- Lentegeur Taxi Association

Provincial Taxi Council
PRESENT: NEW MITCHELLS PLAIN PUBLIC TRANSPORT INTERCHANGE

CALYPSO SQUARE

BUS ENTRY POINT

NEW BUS TERMINUS

INFORMAL TRADING AREA

BLOCK D

BLOCK C

BLOCK B

BLOCK A

PLAY AREA

STATION PLAZA

RONDOS SQUARE

BUILDINGS

RAILWAY STATION

WESTERN TAXI TERMINAL

PEDESTRIAN BRIDGE UNDER CONSTRUCTION

NEW TAXI TERMINAL

TAXI HOLDING AREA

TAXI ENTRY POINT

TAXI EXIT POINT

TAXI EXIT POINT

INFORMAL TRADING AREA

NEW FIRST AVENUE

BUS EXIT POINT

TAXI ENTRY POINT

NEW FIRST AVENUE

PICTURE 40: Aerial photo of the new completed structures
LESSONS LEARNT

1. The perfect plan
2. Budgeting
3. Flexibility
4. Legal Preparation
5. Shift of Control
6. Partnership
7. Line function vs Project Teams
8. Public investment vs Other
THIS CITY WORKS FOR YOU


Central administrative system

Public/Regulator

Private/Provider

Community/User

local autonomous system

Turner 1976
1. A LARGER SECTOR OF THE COMMUNITY DO NOT HAVE THEIR OWN TRANSPORT AND THEREFORE RELY SOLELY ON PUBLIC TRANSPORT FOR THEIR DAILY COMMUTING.

2. THE NEWLY CONSTRUCTED TRANSPORT INTERCHANGE FACILITY IS OPERATIONAL AND FULLY FUNCTIONAL AND SERVES THE TRANSPORT NEEDS OF THE COMMUNITY.
Thank you

Let us work together for a better city