**ANNEXURE K: MANGAUNG CBD INTERVENTIONS**

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| **IDENTIFIED ISSUES** | **PROJECT SOLUTIONS** |
| Bloemfontein CBD |  |
| * Traffic congestion along routes leading to intermodal facilities
* CBD sidewalk congestion – hawkers, pedestrians forced to walk on road with vehicles
* Lack of urban planning to direct pedestrian flows
 | * Re allocate on street parking and expand on the width of sidewalk to accommodate high pedestrian volumes
* Provide public transport shelters along the main routes in the CBD
* Provide on street light as safety and security measure
* Formalise on street marketing (hawkers) by providing adequate infrastructure which enhances public security
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| Thaba Nchu CBD |  |
| * Taxi rank pedestrian access
* Taxi rank operational issues
* CBD vehicle congestion- on street parking
* CBD sidewalk congestion – hawkers, pedestrians forced to walk on road with vehicles
* Lack of urban planning to direct pedestrian flows
 | * Provide formalised on street trading facility by the taxi rank to eliminate pedestrian congestions in taxi ranks and on side-walks
* Taxi rank pedestrian access improvements : pedestrian crossings at public transport facilities
* Taxi rank operational issues
* On street parking needs to be reduced and space allocated within the CBD for parking of vehicles : private and loading vehicles
* Proper urban design implementation : allocate separate space for hawkers and pedestrians so that pedestrians are not forced to walk on road with vehicles
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| Botshabelo CBD |  |
| * Taxi rank pedestrian access, lack of infrastructure
* Taxi rank operational issues
* CBD sidewalk congestion – hawkers, on street parking, vehicles and cars mixed
* Lack of urban planning to direct pedestrian flows
* Shops operated from containers, between containers become crime hotspots due to lack of lighting and difficult to walk through
* Roads in poor conditions and poor drainage
* Unsafe pedestrian environment around schools: (crossing facilities, sidewalks, etc.)
* CBD sidewalk congestion – hawkers, pedestrians forced to walk on road with vehicles
* Lack of urban planning to direct pedestrian flows
 | * Provide formalised on street trading facility by the taxi rank to eliminate pedestrian congestions in taxi ranks and on side walks
* Improve the dignity of the public transport stops in the region : pave the bus stops
* Provide seating and public transport shelters at bus stops
* Urban design around the Botshabelo precinct : improved spaces for hawkers : get rid of the existing hawker facilities – design new facilities
* Pedestrian crossing points along the provincial roads
* Formalise some of the NMT routes through the veld in the area
* Universal access design at intersections
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