**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 |
| 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 |
| 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 |