

ANNEXURE B1: Inner City Draft List of streets proposed for Promulgation of Informal Trading Areas Management Plan

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
JEPPE (RAHIMA MOOSA) (RAHIMA MOOSA)	Ntemi Piliso to Eloff street	Predominantly residential and commercial	Semi legal taxi ranking at Joubert Street (Anstey Building).	<ul style="list-style-type: none"> <li>Contain taxi rank at Joubert to six bays</li> <li>Taxi focused street</li> <li>Public transport stopping areas to be demarcated and enforced (traffic study)</li> <li>Reduce use by general traffic in the long term</li> </ul>	<ul style="list-style-type: none"> <li>Formalised Trading present</li> </ul>	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>Very high pedestrian traffic</li> <li>Low to moderate presence of traders, on both sides</li> <li>especially near links leading to major taxi ranks between</li> <li>Major mini bus taxi street with major vehicle and pedestrian conflicts noted</li> </ul>	<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>No trading</li> </ul>		<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
	Eloff to Polly Street	<ul style="list-style-type: none"> <li>Eloff to von Weilligh Street mainly residential</li> <li>Von Weilligh Street to Polly street commercial and semi industrial</li> </ul>	<ul style="list-style-type: none"> <li>Semi-legal taxi ranks</li> <li>Main corridor leading out of the inner city</li> </ul>	<ul style="list-style-type: none"> <li>Contain activities due to shortage of ranking space</li> <li>Taxi focused street</li> <li>Public transport stopping areas to be demarcated and enforced (traffic study)</li> <li>Reduce use by general traffic in the long term</li> </ul>	<ul style="list-style-type: none"> <li>Formalised Trading present</li> </ul>	<p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> <li>Public transport stopping areas to be demarcated and enforced</li> </ul>	<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>De- densify and demarcate.</li> </ul> <p><b>Long Term:</b></p> <ul style="list-style-type: none"> <li>Limited / no trading</li> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Seek alternative in short street (Delvers between Jeppe (Rahima Moosa) and Kerk street</li> <li>Continue with legal trading</li> </ul>	<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
	Polly to End Street	Commercial and semi industrial	<ul style="list-style-type: none"> <li>Semi-legal taxi ranks</li> <li>Main corridor leading out of the inner city</li> </ul>				<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul> <p><b>Long Term:</b></p> <ul style="list-style-type: none"> <li>Limited / no trading</li> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Continue with legal trading</li> </ul>	
BREE (LILIAN NGOYI) (LILIAN NGOYI)	Ntemi Piliso to Rissik	Predominantly retail	<ul style="list-style-type: none"> <li>Main corridor leading into the inner city</li> <li>Semi-legal taxi ranking due to lack of space in Metro Mall.</li> </ul>	<ul style="list-style-type: none"> <li>Contain activities due to shortage of ranking space to six bays and demarcate.</li> <li>Taxi focused street</li> <li>Public transport stopping areas to be demarcated and enforced (traffic study)</li> <li>Reduce use by general traffic in the long term</li> </ul>	<ul style="list-style-type: none"> <li>Formalised Trading present</li> </ul>	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>Very high pedestrian traffic</li> <li>High presence of traders, on both sides especially near links leading to major taxi ranks between</li> <li>High presence of illegal traders</li> <li>Major mini bus taxi street with major vehicle and pedestrian conflicts noted</li> </ul>	<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>Improved law enforcement</li> </ul> <p><b>Long Term:</b></p> <ul style="list-style-type: none"> <li>Limited / no trading</li> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>Consider Widen pavements by removing parking bays to accommodate trading</li> </ul>	<ul style="list-style-type: none"> <li>Agreement with no informal trading proposed.</li> </ul>
	Rissik and Joubert	Residential and Commercial	<ul style="list-style-type: none"> <li>Main corridor leading into the inner city</li> </ul>	<ul style="list-style-type: none"> <li>Taxi focused street</li> <li>Public transport stopping areas to be demarcated and enforced (traffic study)</li> <li>Reduce use by general traffic in the long term</li> </ul>			<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul> <p><b>Long Term:</b></p> <ul style="list-style-type: none"> <li>Limited / no trading</li> <li>Trading to be</li> </ul>		<ul style="list-style-type: none"> <li>This section requires investigation</li> </ul>

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
						<b>Recommendations:</b> <ul style="list-style-type: none"> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> </ul>	relocated to suitable alternatives in consultation with Traders and Stakeholders		
<b>BREE (LILIAN NGOYI) (LILIAN NGOYI)</b>	Joubert to Troye Street	Predominantly residential and commercial.	Semi legal taxi ranks for operators who do not have ranking space due to unavailability of space at both Jack Mincer and Park City.	<ul style="list-style-type: none"> <li>Contain taxi rank and demarcate.</li> <li>Transport Department to be contacted for numbering of bays for the various taxi associations</li> </ul>	<ul style="list-style-type: none"> <li>Formalised Trading present</li> </ul>	Public transport stopping areas to be demarcated and enforced	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>De- densify and demarcate</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>	<ul style="list-style-type: none"> <li>Widen pavements by removing parking bays to accommodate trading</li> <li>Continue with legal trading</li> </ul>	<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
	Troye to Mooi Street	Predominantly residential and commercial.			<ul style="list-style-type: none"> <li>Illegal Trading present</li> </ul>		<u>Short Term:</u> <ul style="list-style-type: none"> <li>Trading now proposed (previously prohibited)</li> <li>Contain and manage</li> </ul>		
	Mooi to End Street	Predominantly residential and commercial.	Semi legal taxi ranks operators who do not have ranking space due to unavailability of space at both Jack Mincer and Park City.	<ul style="list-style-type: none"> <li>Contain taxi rank and demarcate</li> <li>Transport Department to be contacted for numbering of bays for the various taxi associations</li> </ul>			<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul>	<ul style="list-style-type: none"> <li>Relocate trading to suitable short street following consultation</li> </ul>	<ul style="list-style-type: none"> <li>Widen pavements by removing parking bays to accommodate trading</li> </ul>
<b>PLEIN</b>	Harrison to King George Street	Commercial and residential	<ul style="list-style-type: none"> <li>Cnr Eloff and Plein Street there is a legal FTA taxi rank</li> <li>Section between Eloff and Harrison – used for Lawley and Greater Brakpan taxis</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage</li> <li>Review and Registration Office to finalize both Lawley and Greater Brakpan</li> <li>Transport Department to be contacted before any form of demarcation.</li> </ul>	Trading legal from King George to Rissik Street	<u>Status Quo:</u> <ul style="list-style-type: none"> <li>High concentration of trading between Eloff to Quartz</li> <li>Mainly illegal trading occurring here</li> <li>Pedestrian and vehicle conflicts noted with significant congestion</li> <li>Poor traffic circulation observed at Jack Mincer Noord (Sophie de Bruyn)) Taxi rank</li> <li>Trading illegal from End to Quartz</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
						<u>Recommendations:</u> <ul style="list-style-type: none"> <li>No trading on Plein Street between</li> </ul>	<u>Medium Term:</u> <ul style="list-style-type: none"> <li>Potential location for Africa Food Hub (to be further discussed)</li> </ul>		<u>CUBES:</u> <ul style="list-style-type: none"> <li>Would prefer ways to accommodate taxis and trading</li> <li>Wanderers- Hoek - 7 demarcated stalls with no one occupying</li> <li>Hoek- Eloff - 6 traders on site.</li> <li>On street taxi ranking.</li> </ul>
									<u>COJ:</u> <ul style="list-style-type: none"> <li>Agree with suggestions to widen sidewalks for trading</li> <li>Agree with suggestions of trading areas</li> </ul>

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						<p>Harrison to Rissik Street and between King George to Mooi Street</p> <ul style="list-style-type: none"> <li>Trading allowed between Rissik and King George Street</li> <li>Relocate traders to proposed De Villiers Street linear market proposal (Precinct No 4)</li> </ul>			<ul style="list-style-type: none"> <li>Agree with spacing to be allocated, in line with City Policy</li> </ul>
	King George to Twist	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage</li> </ul>	<ul style="list-style-type: none"> <li>Formalised Trading present</li> </ul>	<ul style="list-style-type: none"> <li>Re-instate sidewalks, repair work, etc.</li> <li>Look at removal of on-street parking in places to tie-into pedestrian Friendly Street plans (only leave loading bays if required)</li> <li>Enforce better taxi circulation -leads to potential reduction of pedestrian conflicts</li> <li>Law Enforcement to assist in circulation on this street particularly near taxi ranks</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<p><u>Short term:</u></p> <ul style="list-style-type: none"> <li>Continue with trading until new taxi facilities are completed (pending negotiations with traders)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><u>CUBES:</u></p> <p><i>Twist - Edith Cavell:</i></p> <ul style="list-style-type: none"> <li>5 illegal and 13 legal traders</li> <li>Suggestion to allow managed trading</li> <li>COJ Allow 13 legal traders only subject to by-law application</li> </ul> <p><i>Edith Cavell - Klein:</i></p> <ul style="list-style-type: none"> <li>27 demarcated stalls with DVD sales in front of demarcations</li> <li>Suggestion to allow managed trading</li> <li>Relocate unauthorized traders</li> </ul> <p><i>Klein- Wanderers:</i></p> <ul style="list-style-type: none"> <li>22 traders in this space</li> <li>Consider pavement widening or smaller trading stalls</li> </ul> <p><u>COJ:</u></p> <ul style="list-style-type: none"> <li>Comments covered in the traffic study</li> <li>In favour of removal of unauthorized traders due to congestion issues</li> <li>Future upgrade of Jack Mincer Taxi Rank will lead to trading spaces becoming available.</li> </ul> <p><u>SERI:</u></p> <ul style="list-style-type: none"> <li>No prohibition of trading</li> <li>Re-think taxi and trading interface</li> <li>Traders to be considered as part of taxi rank relocation</li> </ul>
	Twist to Quartz	Residential and Commercial	Greater Kagiso (The case is sub-judicial) require resolution on dispute with Carletonville	<ul style="list-style-type: none"> <li>Contain, demarcate and manage</li> </ul>			<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul> <p><u>Long Term:</u></p> <ul style="list-style-type: none"> <li>Limited / no trading</li> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> </ul>		<p><u>CUBES:</u></p> <ul style="list-style-type: none"> <li>5 traders present (opposite Drill hall)</li> <li>Needs drainage (?) pipes to be fixed</li> </ul> <p><u>COJ:</u></p> <ul style="list-style-type: none"> <li>Contravention of the by-laws - no legal traders should be in that area</li> </ul>

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	Quartz to Nugget	Predominantly residential and commercial	Central	Contain demarcate and manage			<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>	<b>Precinct No 4:</b> <ul style="list-style-type: none"> <li>Re-develop Jack Mincer Taxi rank &amp; incorporate trading stalls</li> <li>Widen pavements by removing parking bays to accommodate trading</li> </ul>	<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
DE VILLIERS	Rissik to Joubert Street	Commercial, public open space and residential	Semi - legal taxi operations			<b>Status Quo:</b> <ul style="list-style-type: none"> <li>High concentration of trading activity concentrated between Joubert to Klein street</li> <li>Major link to Wanderers and Jack Mincer (Noord (Sophie de Bruyn)) Taxi rank</li> <li>High pedestrian / vehicle / trader conflict</li> </ul> <b>Recommendation:</b> <ul style="list-style-type: none"> <li>De Villiers street which is currently a two way street, be converted into a one way east bound street between Harrison to Wanderers Street</li> <li>Local access only between Wanderers to Klein – JMPD has indicated that this is currently a crime hot spot area and this will need to be monitored and managed.</li> <li>Provide trading on northern sidewalk between Harrison to Wanderers Street</li> <li>Install trader stalls, linear market and partial closure (local access, emergency vehicles, etc. only) on the sections where trading will be allowed only.</li> <li>Remove parking in this area (only leave loading bays if required)</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Trading now proposed (previously prohibited) – RHS only</li> <li>Contain and manage</li> </ul>		<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
	Joubert to Hoek Street	Commercial, public open space and residential	Semi - legal taxi operations	•	•		<u>Short Term:</u> <ul style="list-style-type: none"> <li>Trading now proposed (previously prohibited) – LHS only</li> <li>Contain and manage</li> </ul>		
	Hoek to Wanderers Street	Commercial, public open space and residential	Semi - legal taxi operations	•	<ul style="list-style-type: none"> <li>Legal trading between Hoek and Claim</li> <li>Legal trading is congested.</li> </ul>		<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
	Wanderers to Klein Street	Commercial, public open space and residential	Semi - legal taxi operations	•	<ul style="list-style-type: none"> <li>Legal trading between Hoek and Claim</li> <li>Legal trading is congested.</li> </ul>		<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading on RIGHT sidewalk between Wanderers to Klein (pending negotiations with traders)</li> <li>Continue with legal trading on LEFT sidewalk between Wanderers to Klein</li> <li>Contain and manage</li> <li>De-densify some legal traders to Noord (Sophie de Bruyn) Taxi Rank (following consultation)</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul> <u>Medium term:</u> <ul style="list-style-type: none"> <li>Further close De Villiers to general traffic and formalize linear market</li> </ul> Need to conduct further traffic impact study	<b>Precinct No 3:</b> De Villiers / King George Relocate current trading adjacent buildings (Privately owned / Shell House)	



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					<ul style="list-style-type: none"> <li>Circulation could be improved - confusing one-way sections</li> </ul>	Bruyn) to Koch Street formalised trading in linear market <ul style="list-style-type: none"> <li>Koch to Wolmarans Street - sidewalk trading to be installed on western sidewalk</li> <li>Landscaping and greening, etc.</li> </ul>			
	Noord (Sophie de Bruyn) to De Villiers Street	Commercial and residential		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>		<b>Recommendations:</b> <ul style="list-style-type: none"> <li>De Villiers to Noord (Sophie de Bruyn) section – sidewalk trading to be installed</li> <li>Remove parking in this area (only leave loading bays if required)</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Trading now proposed (previously prohibited)</li> <li>Contain and manage</li> </ul>		<ul style="list-style-type: none"> <li>CoJ in agreement with proposed a sidewalk linear market.</li> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
<b>KING GEORGE</b>	Wolmarans to Plein Street	Commercial and residential	<ul style="list-style-type: none"> <li>Informal taxi rank</li> <li>Semi-legal meter and minibus between Wolmarans &amp; Bok street</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Legal trading between Plein &amp; Noord (Sophie de Bruyn)</li> <li>Linear Market/Short street</li> </ul>	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<ul style="list-style-type: none"> <li>Return the existing trading and better manage</li> <li>Proposal supports trade</li> <li>Discussion between ATO and Property Owners about Re-development.</li> </ul>
	Bruce to Pretoria Street	Commercial and residential	<ul style="list-style-type: none"> <li>Hillbrow Taxi Rank and Trader's Market</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Smit to Bruce Street – Existing Traders Market &amp; linear market along Quartz</li> </ul>	<b>Status Quo:</b> <ul style="list-style-type: none"> <li>Kotze to Bree (Lilian Ngoyi) Street Pedestrian Mall and Linear Market currently</li> <li>On-street trading does not seem to be very prevalent – no major pedestrian / trader conflicts</li> <li>Vagrant problems noted between Esselen and Kotze Street</li> <li>Small section of illegal trading; mainly contained in linear market</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
<b>QUARTZ</b>	Pretoria to Hancock Street	Commercial and residential	<ul style="list-style-type: none"> <li>On-street taxi ranks along Quartz Street</li> <li>Semi legal meter taxis and between Bree (Lilian Ngoyi) to Pretoria</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>		<ul style="list-style-type: none"> <li>Deal with illegal traders via law enforcement</li> <li>Deal with vagrant via law enforcement</li> <li>Add trading stalls on western sidewalk from Bree (Lilian Ngoyi) to Noord (Sophie de Bruyn) street</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul> <u>Long Term:</u> <ul style="list-style-type: none"> <li>Limited / no trading</li> <li>Trading to be relocated to suitable alternatives in consultation with Traders and Stakeholders</li> </ul>		
	Noord (Sophie de Bruyn) to De Villiers Street	Commercial and residential	<ul style="list-style-type: none"> <li>On-street taxi ranks along Quartz Street</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>			<u>Short Term:</u> <ul style="list-style-type: none"> <li>Trading now proposed (previously prohibited)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		

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	Plein to Bree (Lilian Ngoyi)	Commercial and residential	<ul style="list-style-type: none"> <li>On-street taxi ranks along Quartz Street</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Legal trading between Noord (Sophie de Bruyn) to Bree (Lilian Ngoyi) Street</li> </ul>	<p>*Although there is currently no huge demand for trading along Quartz Street, from an engineering feasibility point of view the street is certainly adequate to contain trading based on the principles set out.</p> <p>The City should engage and negotiate with Traders</p>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Trading now proposed (previously prohibited)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
BRUCE	Quartz to Claim Street	Commercial and residential	<ul style="list-style-type: none"> <li>Semi legal meter taxi rank at Bruce and Claim</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> </ul>	<ul style="list-style-type: none"> <li>Legal trading</li> <li>Illegal carwash</li> </ul>	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage, integrate with Hillbrow Market for efficient use</li> <li>Remove illegal trading through dedicated enforcement for informal traders.</li> </ul>		<ul style="list-style-type: none"> <li>Continue and return the existing trading</li> <li>Improved Trader management</li> </ul>
	Claim to Beatrice Street						<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul>		
CAROLINE	Quartz to Claim Street	Commercial and residential	<ul style="list-style-type: none"> <li>Illegal meter taxi rank</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Improved Law Enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Legal trading</li> <li>Illegal carwash</li> </ul>	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage, integrate with Hillbrow Market for efficient use</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<ul style="list-style-type: none"> <li>Not covered in the initial traffic study</li> <li>Agreement to continue with Improved Trader management</li> </ul>
	Claim to Banket Street						<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>	<ul style="list-style-type: none"> <li>Re-locate to either Quartz street Linear Market or Hillbrow Market (for comment)</li> </ul>	
HANCOCK	Twist to Nugget Street	Commercial, residential, hotel and railway.	<ul style="list-style-type: none"> <li>On-street taxi rank</li> <li>Semi-legal Minibus and taxi Twist to Nugget</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Improved Law Enforcement</li> </ul>	<ul style="list-style-type: none"> <li>Legal trading</li> </ul>	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
PRETORIA	Klein to Twist Street	Commercial and residential	<ul style="list-style-type: none"> <li>Semi-legal meter taxis</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict</li> </ul>		<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders</li> </ul>		

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
				number of vehicles in partnership with association) • Contact Department of Transport before demarcation.			(for comment) • Contain and manage • Remove illegal trading through dedicated enforcement for informal traders		
	Claim to Catherine Street	Commercial and residential					Short Term: • Continue with legal trading • Contain and manage • Remove illegal trading through dedicated enforcement for informal traders		
DIAGONAL	Jeppe (Rahima Moosa) (Rahima Moosa) to Kerk street	No Public Transport	• Pedestrianized street	N/A	• Linear Market between Kerk and Jeppe (Rahima Moosa)  • No road closure required - already pedestrianized	• Not part of initial Traffic Study scope	Short Term: • Continue with legal trading • Contain and manage • Remove illegal trading through dedicated enforcement for informal traders		JDA:  • No new jersey barriers required • Retain existing trader tables • Will keep existing sidewalks clear for pedestrians, allow for a shared emergency vehicle lane on eastern side • No trading within 5m of intersections • Will keep an area clear around the ATM • Signage to be installed : No trading outside demarcated areas
	Pritchard to President (Helen Joseph) Street	Residential and Commercial	• On-street taxi rank	• Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association) • Contact Department of Transport before demarcation.			Short Term: • New proposed trading areas by stakeholders (for comment) • Contain and manage • Remove illegal trading through dedicated enforcement for informal traders		
KERK	Harrison to von Brandis Street	Residential and Commercial Residential and Commercial	N/A	N/A	• Linear Market between Harrison and Von Brandis  • Linear Market- therefore only requires demarcation	• Not part of initial Traffic Study scope	Short Term: • Continue with legal trading • Contain and manage • Remove illegal trading through dedicated enforcement for informal traders		
	Delvers to Polly Street			• Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association) • Contact Department of Transport before demarcation.	• Legal trading with elements of illegal trading				
	Polly to Nugget Street						Short Term: • New proposed trading areas by stakeholders (for comment) • Contain and manage • Remove illegal trading		



Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
							through dedicated enforcement for informal traders		
HOEK	Noord (Sophie de Bruyn) to Bree (Lilian Ngoyi) (Lilian Ngoyi) Street	Residential and Commercial	N/A	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact DED &amp; JPC before demarcation.</li> </ul>	Linear Market along 3 blocks (Noord (Sophie de Bruyn) to Bree		<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
JOUBERT	Plein to Market (Albertina Sisulu) Street	Retail and Commercial	<ul style="list-style-type: none"> <li>Semi-legal meter taxis Between De Villiers to</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	Short street / Linear Market	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><b>ON HOLD - to be referred to task team and legal as JMPD not in agreement with placing pedestrians on sidewalk</b></p> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><b>INSERT JDA AND BRIAN MCKENIE COMMENTS HERE</b></p> <p><u>JDA:</u></p> <ul style="list-style-type: none"> <li>Partial closure not possible</li> <li>Road is at the minimum width currently to allow for vehicles</li> <li>Traders cannot be accommodated in existing parking bays without providing a barrier separating them from the vehicles</li> <li>There is insufficient space to install a barrier.</li> </ul> <p><i>To be implemented:</i></p> <ul style="list-style-type: none"> <li>Western sidewalk is approximately 5m wide - allow 2m for trading and retain 3m for pedestrians.</li> <li>Leave the eastern sidewalk completely clear for pedestrians.</li> <li>Signage to be installed : No trading outside demarcated areas signage in place</li> </ul>
ABEL	Catherine to Lilly Street	Residential and Commercial	<ul style="list-style-type: none"> <li>Taxi operations between Catherine and Joe Slovo</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	Short Street	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
VON BRANDIS	Bree (Lilian Ngoyi) to Jeppe (Rahima Moosa) Street	Residential, Commercial and Retail	<ul style="list-style-type: none"> <li>Taxi operations between Bree (Lilian Ngoyi) to Jeppe (Rahima Moosa) Street</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	Short Street	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>High trader activity area</li> <li>wide sidewalks but does have pedestrian trader conflict in some instances</li> <li>Bree (Lilian Ngoyi) to Jeppe (Rahima Moosa) street is already</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><u>JDA:</u></p> <ul style="list-style-type: none"> <li>No road closure required - already partially pedestrianized at the Bree (Lilian Ngoyi) Street end</li> <li>Can't pedestrianize section from Kerk to Jeppe (Rahima Moosa) due to 3 driveway accesses (2 on the west and 1 on the eastern side)</li> <li>No new jersey barriers required</li> </ul>

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
						<p>pedestrianised</p> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Convert Von Brandis from Kerk to Jeppe (Rahima Moosa) Street into a linear market with partial closure (allow local access, emergency vehicles, etc. only)</li> <li>Convert Von Brandis from Kerk to Jeppe (Rahima Moosa) Street into one-way (south to north)</li> </ul>			<ul style="list-style-type: none"> <li>Remove existing concrete tables and chairs</li> <li>Clean area, and patch paving with concrete</li> <li>Keep existing sidewalks on both sides clear for pedestrians and no trading within 5m of Bree (Lilian Ngoyi) and Jeppe (Rahima Moosa) Streets</li> <li>Signage to be installed : No trading outside demarcated areas 2 (x2 double sided), plus signage per "closure requirements"</li> </ul>
	Jeppe (Rahima Moosa) to Kerk Street	Residential and Commercial	<ul style="list-style-type: none"> <li>On-street taxi rank between Jeppe (Rahima Moosa) (Rahima Moosa) and Kerk Street</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>High trader activity area</li> <li>wide sidewalks but does have pedestrian trader conflict in some instances</li> </ul>	<ul style="list-style-type: none"> <li>Convert Jeppe (Rahima Moosa) to Bree (Lilian Ngoyi) Street into a linear market with full closure</li> <li>Remove parking in this area (only leave loading bays if required)</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<p><u>Short Term:</u></p> <p>Trading now proposed (previously prohibited)</p> <ul style="list-style-type: none"> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
	President (Helen Joseph) to Commissioner Street		<ul style="list-style-type: none"> <li>Taxi operations between President (Helen Joseph) to Commissioner Street</li> </ul>			<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<ul style="list-style-type: none"> <li>Short street-linear market proposal</li> <li>Support proposal for the City to formalize.</li> </ul>
<b>LOVEDAY</b>	Jeppe (Rahima Moosa) to President (Helen Joseph) street	Retail, Commercial and Residential	<ul style="list-style-type: none"> <li>Taxi operations</li> <li>Formal minibus taxi rank</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Short Street</li> </ul>	<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
<b>FRASER</b>	Bree (Lilian Ngoyi) (Lilian Ngoyi) to Jeppe (Rahima Moosa) (Rahima Moosa) Street	Retail and Commercial	<ul style="list-style-type: none"> <li>Taxi operations between Bree (Lilian Ngoyi) (Lilian Ngoyi) to Jeppe (Rahima Moosa) (Rahima Moosa) Street</li> </ul>	N/A	<ul style="list-style-type: none"> <li>Short Street</li> <li>DED trading plans has earmarked this as a short street for trading - possibly to feed Metro Mall</li> </ul>	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>No trading noted on site</li> <li>DED trading plans has earmarked this as a short street for trading - possibly to feed Metro Mall</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Install linear market, full closure, collapsible bollards on each end</li> <li>May also assist in accommodating</li> </ul>	<p><u>Short Term:</u></p> <p>Trading now proposed (previously prohibited)</p> <ul style="list-style-type: none"> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><u>JDA:</u></p> <ul style="list-style-type: none"> <li>Propose partial closure to be implemented</li> <li>New jersey barriers to be installed</li> <li>Will keep existing sidewalks</li> <li>on both sides clear for pedestrians, allow a 5m lane for delivery vehicles on eastern side Install new jersey barriers along length of road (north-south) to separate traders from delivery lane</li> <li>No trading within 5m of Bree</li> </ul>

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
						traders from Bree (Lilian Ngoyi) to Jeppe (Rahima Moosa) Street that may be relocated <ul style="list-style-type: none"> <li>• Future proposal once Kazerne Taxi Rank is completed – more foot traffic anticipated</li> <li>• Addition of landscaping, greening, street furniture, etc.</li> </ul>			(Lilian Ngoyi) and Jeppe (Rahima Moosa) Streets <ul style="list-style-type: none"> <li>• Signage to be installed: No trading outside demarcated areas; no parking, delivery vehicles only, etc.</li> </ul> CoJ: <ul style="list-style-type: none"> <li>• Agree with Traffic study for linear market proposal</li> <li>• Carefully consider products that will be sold here</li> </ul>
KOCH	Wanderers to Nugget Street	Residential and Commercial	<ul style="list-style-type: none"> <li>• Semi- formal minibus taxis between Wanderers &amp; King George Street</li> </ul>	<ul style="list-style-type: none"> <li>• Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>• Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>• Short street between Wanderers &amp; King George Street</li> <li>• Twist to Nugget section trading proposed to continue</li> </ul>	<ul style="list-style-type: none"> <li>• Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>• Continue with legal trading</li> <li>• Contain and manage</li> <li>• Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<u>JDA:</u> No road closure required – already closed off on either end with palisade fencing although there is residential diagonal parking on both sides. Sidewalks not wide enough to accommodate pedestrians, traders and parking  <i>Proposal:</i> Consider Bok Street between Wanderers and King George The southern sidewalk is approximately 5m wide - allows 2m for trading and retains 3m for pedestrians. Leave the northern sidewalk completely clear for pedestrians. Signage to be installed: No trading outside demarcate  <u>DED:</u> Concerned about residents reaction with Bok proposal Alternative solution to be identified.
ELOFF	De Villiers to Market (Albertina Sisulu) Street	Retail, Commercial and Residential	<ul style="list-style-type: none"> <li>• Exclusive bus lane (northbound)</li> <li>• Semi-legal minibus taxis between De Villiers and Bree (Lilian Ngoyi) (Lilian Ngoyi) and Jeppe (Rahima Moosa) (Rahima Moosa) Street &amp; Market (Albertina Sisulu) Street</li> </ul>	<ul style="list-style-type: none"> <li>• Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>• Contact Department of Transport before demarcation.</li> </ul>			<u>Short Term:</u> <ul style="list-style-type: none"> <li>• Continue with legal trading</li> <li>• Contain and manage</li> <li>• Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
GOUD	Pritchard to Market (Albertina Sisulu) Street	Commercial	<ul style="list-style-type: none"> <li>• Semi-legal minibus taxis and meter taxis between Marshall &amp; Pritchard</li> </ul>	<ul style="list-style-type: none"> <li>• Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>• Contact Department of</li> </ul>		<b>Status Quo:</b> <ul style="list-style-type: none"> <li>• Goud Street is demarcated as a trading street</li> <li>• Not much pedestrian or trader activity south of the</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>• Continue with legal trading</li> <li>• Contain and manage</li> <li>• Remove illegal trading through dedicated enforcement for</li> </ul>		

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders	
	Market (Albertina Sisulu) to Marshall Street			Transport before demarcation.		<p>Albertina Sisulu Street Trading stall areas area allocated between Marshall and Pritchard Street</p> <ul style="list-style-type: none"> <li>Wide sidewalks (&gt;4m) allow for trader space and pedestrian space</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Construct trader tables in allocated spaces between the Albertina Sisulu and Pritchard Street</li> <li>Remove illegal trading (law enforcement) between Albertina Sisulu to Pritchard street</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<p>informal traders</p> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>			
PRITCHARD	Fraser to Harrison Street	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>High presence of traders, especially between Joubert to Eloff Street</li> </ul>	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>High presence of traders, especially between Joubert to Eloff Street</li> <li>Joubert to Eloff Street have too narrow sidewalks to accommodate both traders and pedestrian movement (approximately 2.9m wide sidewalks) currently.</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Joubert to Eloff Street remove parking bays and widen sidewalks to accommodate formal trader bays</li> <li>Law enforcement to remove and manage illegal trading</li> <li>Sidewalk improvements</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<p><u>Short Term:</u></p> <p>Trading now proposed (previously prohibited)</p> <ul style="list-style-type: none"> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>			
	Rissik to von Brandis Street									
	Mooi to Goud Street							<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
PRESIDENT (HELEN JOSEPH) STREET	Joubert to Nugget Street	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> </ul>	<ul style="list-style-type: none"> <li>High presence of traders, especially between Joubert to Mooi Street</li> </ul>	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>High presence of traders, especially between Joubert to Mooi Street</li> </ul>	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated</li> </ul>		<ul style="list-style-type: none"> <li>REFER: Jowedet(?)</li> <li>Kruis-Von Weilligh: Remove parking and widen sidewalk (amend traffic study drawing)</li> </ul>	

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
				<ul style="list-style-type: none"> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Fair amount of illegal trading stalls were noted</li> </ul>	<ul style="list-style-type: none"> <li>High pedestrian movement between Kruis to Small Street, entering Small Street (mall)</li> <li>Fair amount of illegal trading stalls were noted</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Most stands are various sizes; consider built table/stands for uniformity. Ensure at least 2.0m sidewalk remains for pedestrian movement</li> <li>Between Joubert to Kruis Street and Von Weilligh to Mooi Street remove northern parking (leave loading bays only) , extend northern sidewalk and construct trader stalls</li> <li>Between Kruis and Von Weilligh Street remove parking and widen sidewalks</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	enforcement for informal traders		
KLEIN	De Villiers to Plein Street	Commercial	<ul style="list-style-type: none"> <li>Taxi operations</li> <li>On –street minibus taxi rank</li> </ul>	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Trading occurring, seems illegal as not on any CoJ trading plans</li> <li>High pedestrian volumes leading to Jack Mincer (Noord (Sophie de Bruyn)) Taxi rank</li> </ul>	<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>Trading occurring, seems illegal as not on any CoJ trading plans</li> <li>High pedestrian volumes leading to Jack Mincer (Noord (Sophie de Bruyn)) Taxi rank</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Widen sidewalks between Bree to Plein Street</li> <li>Remove parking (keep loading bays only)</li> <li>Clear illegal traders</li> <li>Addition of landscaping, greening, street furniture, etc. to beautify environment leading to Jack Mincer (Noord (Sophie de Bruyn)) Taxi rank</li> <li>Tie into Von Weilligh (Bree to Jeppe Street) plans without trader spaces</li> </ul>	<p><b>Short term:</b></p> <ul style="list-style-type: none"> <li>Continue with trading until new taxi facilities are completed (pending negotiations with traders)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p>JDA and DED concern over high density Trading</p> <p>Improve sidewalk, (no widening).</p> <ul style="list-style-type: none"> <li>Trading to go to Jack Mincer Taxi Rank</li> <li>Comprise on the traffic study recommendation, trading finalization pending negotiations with traders</li> </ul>
	Plein to Bree (Lilian Ngoyi) Street	Commercial					<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>Continue with legal trading on RIGHT side of roadway between Plein and Bree (Lilian Ngoyi) Street (pending negotiations with traders)</li> <li>Continue with legal trading on LEFT side of roadway between Plein and Bree (Lilian Ngoyi) Street</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated</li> </ul>		

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
							enforcement for informal traders		
VON WEILLIGH	Bree (Lilian Ngoyi) to Jeppe (Rahima Moosa) Steet	Residential and Commercial				<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>No major conflict sections between traders and pedestrians</li> <li>High volume of pedestrians between Bree and Jeppe Street</li> <li>Trading facilities seem to be in place</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Remove all trading between Bree to Jeppe Street</li> <li>Widen sidewalks and remove parking – Bree to Jeppe (leave existing loading areas)</li> <li>Make more pedestrian friendly due to high pedestrian volumes (Bree to Jeppe)</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>Continue with legal trading on RIGHT side of roadway between Plein and Bree (Lilian Ngoyi) Street (pending negotiations with traders)</li> <li>Continue with legal trading between Plein and Bree (Lilian Ngoyi) Street (LHS only)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><b>CUBES:</b></p> <ul style="list-style-type: none"> <li>One of the busiest streets with high pedestrian flow</li> <li>40 traders present on narrow sidewalks.</li> </ul> <p><b>Proposal:</b></p> <ul style="list-style-type: none"> <li>Widen pavement and remove on street parking in front of Philadelphia building</li> <li>Place traders on one side of the street with pavement widening</li> <li>Any traders removed to be accommodated in the vicinity.</li> </ul> <p><b>COJ:</b></p> <ul style="list-style-type: none"> <li>Agree with CUBES Proposal - recommend trading on one side of roadway</li> </ul>
	Jeppe (Rahima Moosa) to Commissioner Street						<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
TROYE	Bree (Lilian Ngoyi)- Jeppe (Rahima Moosa) Street	Residential and Commercial				<p><b>Status Quo:</b></p> <ul style="list-style-type: none"> <li>No traders noted on section between Commissioner to Main Street</li> <li>Low pedestrian volumes south of Commissioner street</li> <li>Illegal trading occurring along section from Commissioner to Bree Street</li> </ul> <p><b>Recommendations:</b></p> <ul style="list-style-type: none"> <li>Law enforcement to remove illegal trading</li> <li>Sidewalk betterment</li> <li>Remove parking in this area (only leave loading bays if required)</li> <li>Install trader stalls on eastern sidewalk between Commissioner</li> </ul>	<p><b>Short term:</b></p> <ul style="list-style-type: none"> <li>Continue with trading until new taxi facilities are completed (pending negotiations with traders)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><b>CUBES:</b></p> <ul style="list-style-type: none"> <li>Traders present although the pavements are narrow</li> <li>Troye is a BRT focus street.</li> <li>Trading to be allowed between Bree (Lilian Ngoyi) and Jeppe (Rahima Moosa).</li> </ul> <p><b>COJ:</b></p> <ul style="list-style-type: none"> <li>Agree with spacing to be allocated in line with City policy</li> </ul>
	Jeppe (Rahima Moosa) to Pritchard Street					<p><b>Short Term:</b></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><b>CUBES:</b></p> <ul style="list-style-type: none"> <li>Trading prohibition agreed between Jeppe (Rahima Moosa) and Pritchard Street</li> </ul>	

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
	Pritchard to Main Street		Semi-formal meter and minibus taxis between Pritchard and Main Street			to Main Street <ul style="list-style-type: none"> <li>Install trader stalls on both sidewalks between Commissioner to Pritchard Street</li> <li>No trading allowed on block with BRT stations</li> <li>Addition of landscaping, greening, street furniture, etc.</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
DELVERS	Jeppe (Rahima Moosa) to Pritchard Street						<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<u>CoJ:</u> <ul style="list-style-type: none"> <li>Not investigated</li> <li>No comments</li> <li>Consider the suggestion (middle ground)</li> </ul>
	Pritchard Street to President (Helen Joseph) Street					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
	President (Helen Joseph) to Market (Albertina Sisulu) Street						<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
TWIST	Leyds to Hancock Street					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<u>CoJ:</u> <ul style="list-style-type: none"> <li>Illegal traders, non-demarcated zone.</li> <li>Consider accommodating traders on the widest section of pavements along Twist street</li> <li>Consider BRT principles (no trading near BRT stations).</li> </ul>
	Plein to Bree (Lilian Ngoyi) Street					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
KORT	President (Helen Joseph) to Market (Albertina Sisulu) Street					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul>		
SAUER (PIXELY KA ISAKA SEME)	Pritchard to President (Helen Joseph) Street					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders</li> </ul>		

Street	Section	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading Status Quo	Traffic Engineering findings	Proposed trading (short and long term)	Proposed Alternative Trading Site	Comments from Stakeholders
							(for comment)		
CURREY	Siemert to Sivewright Street					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul>		
BARNATO	Beatrice Lane to Tudhope Avenue					<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> </ul>		
COMMISSIONER	Von Weilligh to Delvers Street	Commercial				<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
ALBERTINA SISULU (MARKET)	Joubert to Von Weilligh Street	Commercial				<ul style="list-style-type: none"> <li>Not part of initial Traffic Study scope</li> </ul>	<u>Short Term:</u> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
						No Traffic Studies			Brian McKechnie and Retail Improvement District Rosebank goes together (Policy Issue)



ANNEXURE B2: Inner City Draft List of markets/areas proposed for Promulgation of Informal Trading Areas Management Plan

Markets/Areas	Land use Status Quo	Public transport Status Quo	Proposed public transport (short and long term)	Trading status-quo	Traffic Engineering findings	Proposed trading (short and long)	Proposed Alternative Trading Site	Comments from Stakeholders
Corner of Bree (Lilian Ngoyi) and Miriam Makeba	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Formalised Trading present</li> </ul>	Not part of initial Traffic Study scope	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><u>CJP:</u></p> <ul style="list-style-type: none"> <li>Supported</li> <li>Agree on the periodic market</li> </ul>
West Gate Market	Residential, Commercial and Residential	Formal taxi rank West street opposite the station	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	Market	Not part of initial Traffic Study scope	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
New Town Flea Market / Mary Fitzgerald Square corner Jeppe (Rahima Moosa) and Miriam Makeba	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	Periodic Market short street	Not part of initial Traffic Study scope	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>New proposed trading areas by stakeholders (for comment)</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders.</li> </ul>		<p><u>CJP:</u></p> <ul style="list-style-type: none"> <li>Supported</li> <li>Agree on the periodic market</li> </ul>
Park Station	Residential and Commercial	Formal minibus taxi rank Noord (Sophie de Bruyn) st & Wanderers street	<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>	<ul style="list-style-type: none"> <li>Formal stalls managed by PRASA</li> </ul>	Not part of initial Traffic Study scope	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		
Market Theatre Parking	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>		Not part of initial Traffic Study scope	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<p><u>CJP:</u></p> <ul style="list-style-type: none"> <li>Supported</li> <li>Agree on the periodic market</li> </ul>
Yeoville Market	Residential and Commercial		<ul style="list-style-type: none"> <li>Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>Contact Department of Transport before demarcation.</li> </ul>		No part of initial Traffic Study scope	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Continue with legal trading</li> <li>Contain and manage</li> <li>Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<ul style="list-style-type: none"> <li>Management</li> <li>Streets contradicts CUBES streets to be investigated</li> </ul>

Marble Towers	Residential and Commercial		<ul style="list-style-type: none"> <li>• Contain, demarcate and manage (e.g. restrict number of vehicles in partnership with association)</li> <li>• Contact Department of Transport before demarcation.</li> </ul>		No part of initial Traffic Study scope	<u>Short Term:</u> <ul style="list-style-type: none"> <li>• Continue with legal trading</li> <li>• Contain and manage</li> <li>• Remove illegal trading through dedicated enforcement for informal traders</li> </ul>		<ul style="list-style-type: none"> <li>• Proposal to install trader stalls on the ground floor, outside property</li> <li>• Traders become tenants.</li> </ul>
Braamfontein CID Precinct	Residential and Commercial		<ul style="list-style-type: none"> <li>•</li> </ul>	No trading prohibited	Not part of initial Traffic Study scope	<u>Short Term:</u> New proposed trading areas by stakeholders (for comment)		<ul style="list-style-type: none"> <li>• CUBES recommendation to re-look at prohibition of trading in the Braamfontein CID Precinct</li> </ul>