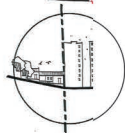


C E N T R A L

Central is the historical centre of P.E. It originated around the harbour (date) and has always been the point of arrival of immigrants. This has encouraged its diverse population and it supports a diversity of shopping and other activities. Tourism is important and the area supports a rich mix of informal activity. The area has changed markedly in recent times from the dominant shopping and business centre to a metropolitan transportation hub.

C E N T R A L ' S D E V E L O P M E N T : T H R O U G H T I M E



Six residents of Central were interviewed to ascertain their daily movement patterns and modes of transport. They typically confirmed that there was no need to venture out of their area. At the same time the area is a destination for large numbers of people from the rest of the city. Pedestrian movement is dominant within the area.



FAMILY
Casey, lives and works in Central. She takes her daughter to school in Mount Croix by car but otherwise walks everywhere else.



OUTSIDER
Methi, lives in Motherwell. He travels to and from Central via taxi. He uses Gov. Mbeki road for shopping and to catch the taxi's.



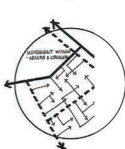
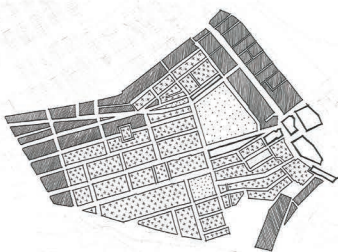
PENSIONER
Rena and her husband, have resided in Central their entire lives. They walk to the shops and parks occasionally using their car when necessary.



IMMIGRANT
Cynthia, lives and works in Central. She is a student and mostly walks. She shops at Cre-ancres and uses to bus when commuting outside of Central.



While residents hardly need to venture out of Central, at the same time the area acts as a transportation hub and destination for large numbers of people from the rest of the city. This influx defines the untypical and strongly urban nature of the area in relation to the rest of the city. Central has strong historical and informal economic and social characteristics, although it lacks a sense of community and its assets are underused.





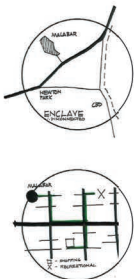
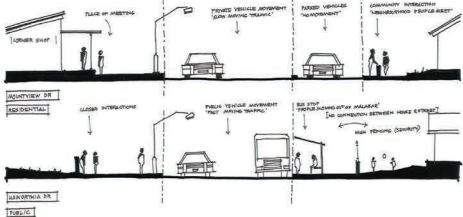
M A L A B A R

Malabar is a small residential community of predominantly Indian and Muslim people to the north-west of the city, and close to areas such as Gelvandale, Korsten and Newton Park.

It was founded after forced removals under the Group Areas Act between 1965 and 1975 on an area previously allocated as cemetery space. The area is quite isolated by the topography, as well as by the lack of activities and the monotony of the residential fabric.

A R E S I D E N T I A L B A S E D S E C T O R

A SENSE OF COMMUNITY THAT IS DRIVEN BY THE VARIOUS FACTORS OF MALABAR



Four residents of Malabar were interviewed to ascertain their daily movement patterns and modes of transport. It was found most of Malabar's residents owned and used cars to get to work and shopping though distances travelled were relatively short. Aside from cars, people in Malabar use buses and taxis.



Nadia is a nurse, who works in Gelvandale, she uses a private vehicle along a straight line movement through Beetelstone Road back and forth from work everyday.



Taschen works in Summerstrand, he take the main road through Malabar and meets up with Stanford Road in Korsten. He eventually connects to Settler's Way. He takes the same route back home.



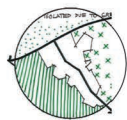
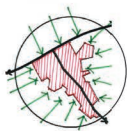
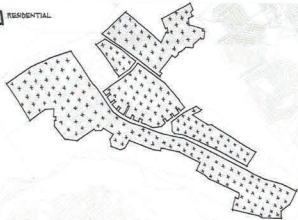
Sinazo has a 7 year old boy, in the morning she drops him off in Gelvandale through Beetelstone Road and drives along Stanford Road to her job in Korsten.



Robyn works in Greensacres. She takes the taxi from Malabar, down Haworthia, into Korsten along Stanford. She takes a second taxi from Korsten up C.J. Langenhoven to Newton Park. She takes the same two taxis back in the evening.



RESIDENTIAL



Everyday travel distances are in general short but few people walk. Malabar relies on Haworthia Drive that runs through it as well as a connector road to a neighbouring community, Gelvandale. It also relies heavily on Stanford Road and the N2 and is disconnected from the surrounding fabric except through these routes.



NEW BRIGHTON

Established in 1902, New Brighton is a historically Black/African Township to the north of Port Elizabeth. It is in an outlying location connected to the south of the city by Grahamstown Road and Commercial Road and to the northern suburbs/townships by Njoli Road. It is home to working class people who live in informal housing, shacks, or low to middle end formal housing.



Seventeen residents of New Brighton were interviewed to ascertain their daily movement patterns and modes of transport. An interesting and perhaps typical result was that most residents tended to walk to family and friends instead of taking public transport, despite the distances between houses.



DOMESTIC WORKER
She owns a car
Lives in New Brighton, walks to taxi and travels to Summerstrand to work.



SCHOLAR
Lives in New Brighton. A student at Pearson High, takes bus to school and gets lift back home.



SCHOLAR
Lives in New Brighton. Attends school in New Brighton, walks 25 minutes to get to there.



DOMESTIC WORKER
Lives in New Brighton. Works in Maitland, takes taxi there. Gets lift home with co-worker.



New Brighton is located far from the south of Port Elizabeth forcing many to travel in excess of 15km to work. Most work or study in the south of the city and public transport (in the form of taxis, trains, buses and the jikeleza motor cars) and walking are the main forms of getting around. Very few households have private cars. Those working within the township walk. There are small convenience shops in the township while weekly shopping is done in the City Centre or at Newton Park.



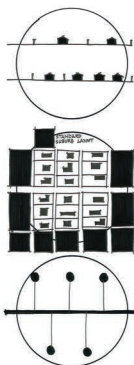
The streets of New Brighton are a social place. Locals use walking as a main method of mobility and therefore small informal businesses are scattered around the residential areas. Embizweni square is a public space used by locals for social gatherings. A unique feature of New Brighton public transport is the Jikeleza which is a small taxi that only travels within the suburb.



LORRAINE

Lorraine is a middle class residential area found in South Western area of Port Elizabeth and situated between Circular Drive and Kragga Kamma Road. Its radial demographic consists mainly of white people ranging from young to elderly. Although young families and retirees reside there it has become popular for young couples and young single adults as well.

With its property value between R600 000 and R1.5 million, Lorraine has become a popular suburb due to its high increase in development especially those of townhouses. This may be due to its feeling of safety and its closes accessibility to shops and other necessities such as churches, schools, local businesses and small shopping centre.



Seven people were interviewed four of which were Lorraine residents to establish their daily mobility pattern and preferred modes of transport. The main result was that movement to work was longer and wider ranged in comparison to movements to shops.



MAINTENANCE WORKER
Lives in Motherwell and works at the Lorraine Virgin Active. He travels to work by taxi each day.



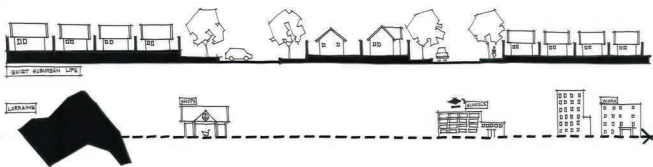
OUTSIDER
Lives in Sherwood and works in Lorraine. He is the manager of the Pick and Pay and travels with his personal vehicle.



PET SHOP MANAGER
Lives and works in Lorraine and she makes use of private transport.



SECRETARY
Lives in Lorraine and works in Vlammer. She is a mother of two and uses private transport to go work, shopping and take her kids to school.



The conclusion was that residents of the area travelled via private vehicles, where people travelling into the area for work arrived via bus, taxi or private vehicle.



WALMER TOWNSHIP

THE HISTORIC DEVELOPMENT



1958

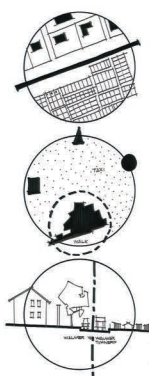
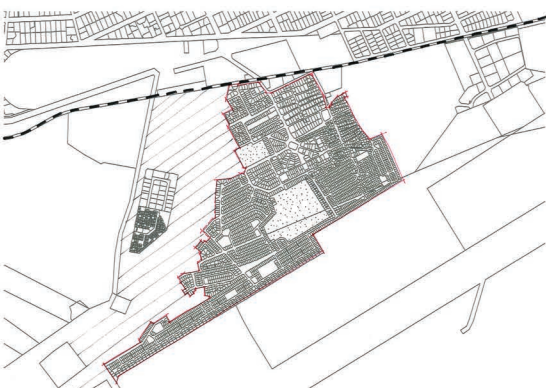
1976

1983

1994

2002

During the Apartheid regime, townships were moved to the outskirts of cities. Walmer Township is however situated in a historically white area. White households insisted on having their workers live in close proximity to their homes in order to minimise travelling distances and supported their employees against the regime which was forcing them to relocate. Today the majority of the township consists of low income black South Africans as well as foreign nationals.



SASOL DELIGHT MANAGER
Lives in Walmer Township and takes the taxi to work everyday. He is thinking of investing in a bicycle to save on taxi fares and is completely unaware of the workings of the bus system.



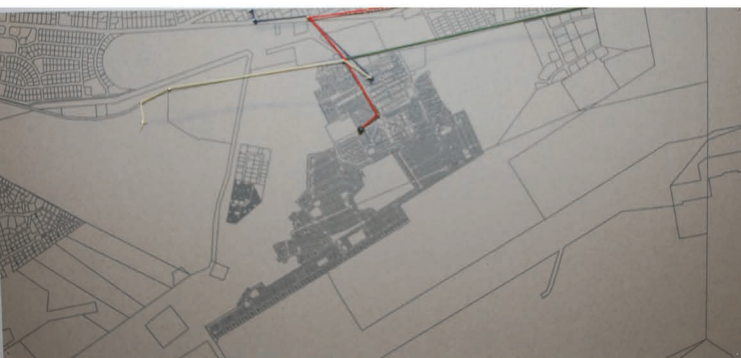
COMMUNITY POLICE OFFICER
Robert is a police officer living in Walmer Township. He describes the typical movements of himself and other locals as walking and taking the taxi, for work and shopping purposes.



TOWNSHIP TOURGUIDE
Lives in Walmer Township and takes people on walking tours to the church and social areas. He walks to the 6th avenue centre to shop and takes the taxi when he needs anything else.



DOMESTIC WORKER
Privilege lives in Walmer Township and works in Mount Pleasant. (This journey takes her 10 minutes by taxi and an hour on foot. She walks to the 6th ave shopping centre for necessities. Her children walk to school.



Our sample group consisted of low income individuals, working as domestic workers, gardeners, taxi drivers, shop assistants as well as a few who were unemployed. Of the sixteen people from our sample group, fifteen used taxis to move out of the township and one was a proud owner of his own car.

Taxis were the chosen means of transportation, as unlike buses, which were actually cheaper; their availability is far more frequent.

The township has many small businesses, three schools, several churches and a clinic. Therefore to a certain level, the township functions as a city within a city, as the needs of the residents can be satisfied within walking distance from their homes. In the mornings there is a large outflux of residents to their respective work places, and in the evening a large influx back home, resulting in the township being dormitory in nature. Young people with disabilities were accommodated by Cheshire Homes in the form of a shuttle, transporting them between homes and school.



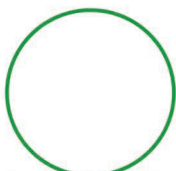
RICHMOND HILL

Richmond Hill is a historical suburb built towards the end of the nineteenth century adjacent to Central. More recently, with the change of Stanley Street into a social hub, it has been revitalized as a place with an urban feel and new opportunities for various businesses. The area now has a vibrant street life and contains restaurants, bars, coffee shops and a market place.

STANLEY STREET THE EXPANSION OF THE URBAN HUB



We interviewed four residents of Richmond Hill about their daily movements and preferred modes of transport. The typical movement patterns extend from Richmond Hill outward to various parts of Port Elizabeth. Journeys to work were wide spread but relatively short, and journeys to shops were close and similar.



Magda, walks via Stanley Street to the bus stop, catches it to NMMU and back. She also walks to the corner shop and Spar on the corner of Rink and Cape Road.



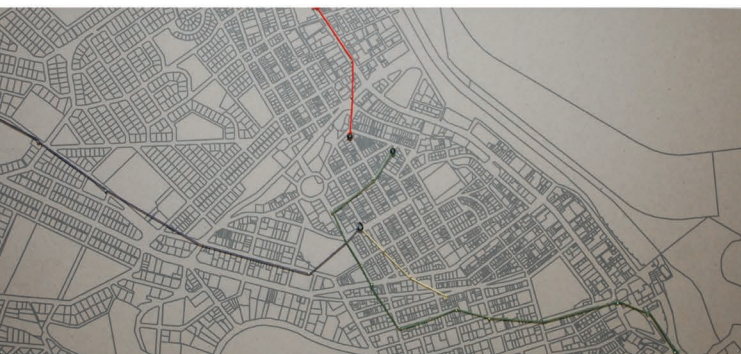
Barbara, drives her own car via Albany, Govn Mbeki, Kempston road to work in Korsten. Drives to 5 ways spar for her groceries.



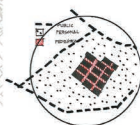
Nothando, drives her own car from home to Greenacres to work. She uses the back roads on the northern side of Cape Road to avoid traffic. 5-ways spar for groceries.

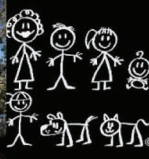


Gae, drives her own car to work in Central. She shops at Rink, Street spar and drives to the Greenacres gym.



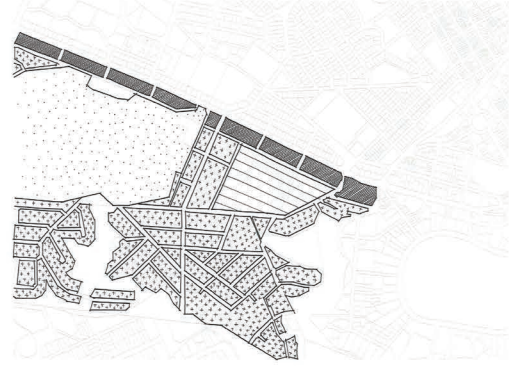
Many residents travel by foot and public transport (taxis and busses) but the majority travel using private vehicles. In general journeys to work are within the south of the city and shopping and recreation within the suburb.





M I L L P A R K

Mill park is an affluent neighbourhood whose origins go back to the 1820 settlers and the development of the harbour. It was subdivided into residential plots in the early 20th century and its character has been determined by its expansion over the last century. Mill Park is bound by Cape Road to the north and Baakens River Valley to the south. Its central location has made it attractive for people who work in the surrounding commercial zones of Newton Park, Central and Richmond Hill.



Four residents of Mill Park were interviewed to ascertain their daily movement patterns and modes of transport. An interesting and perhaps typical result was that of a working woman and mother whose movement pattern manifested as a triangle of movement – all typical journeys fell within this relatively small triangle.



Anne resides in Linkside but generally refers to it as Millside. She works in mill park at The Arkenstone Guest house and describes the area as a ten minute town getting around to her general points of interest.



She is a resident of Sherwood and works as a Realtor. She makes use of Mill Park because of the schools that reside in this suburb.



She lives in Central Park Drive and is a stay at home mother. She walks around the park everyday with her child.



Everyday, Andre travels from Mill Park to the South Campus of NMMU and back, as well as driving to work in Greenacres Virgin Active.



V E H I C U L A R I N F L U X O U T F L U X



People in Mill Park have a good neighbourhood network. They socialise by appointment, which suggests a trend of sophistication. The neighbourhood is safe for children to play.

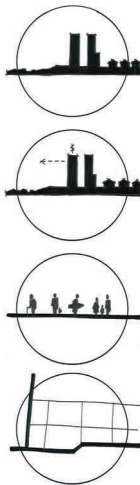
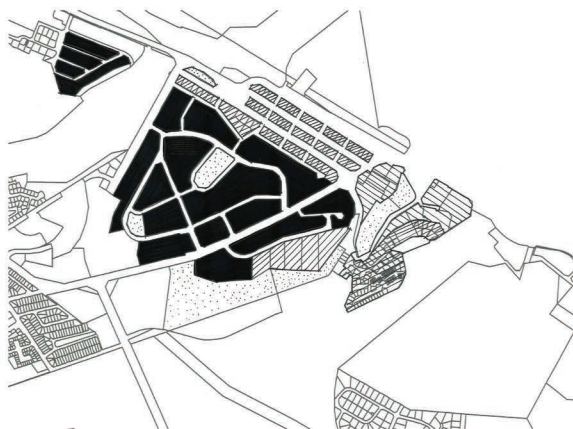


Our conclusions from the interviews and qualified by observation were that the residents travel almost exclusively in private vehicles, leaving Mill Park in the morning and returning in the evening. They travel within a small radius of a few kilometres and virtually never travel beyond North End.



H U M E W O O D

Humewood is one of the oldest areas in Port Elizabeth dating back to (date). It is on the beachfront and its character was initially determined by the harbour and more recently by its transitory population of students, pensioners and tourists. The area is fronted by high-rise hotels and apartments along Beach Road, and is connected to the rest of the south of the city by Beach Road and La Roche Road.



Four residents were interviewed about their daily movement patterns and modes of transport. Typical journeys of younger inhabitants were by foot to the beach, fast food outlets and stores and by taxi to NMMU in Summerstrand. For older residents movement happens typically by car to work and shopping in the south of the city.



STUDENT
Moved to Port Elizabeth to study, and now stays in Humewood. He uses the taxi to get to NMMU and Summerstrand in general.



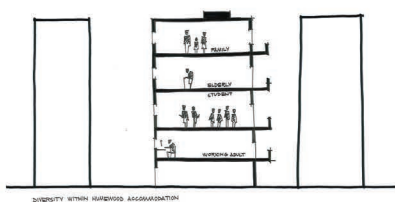
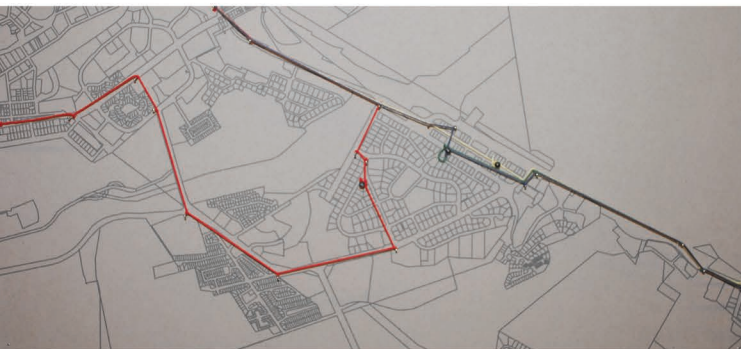
PASTOR
Lives in Humewood, and travels quite widely across Port Elizabeth. Uses personal transport to get around.



STUDENT
She lives in Humewood and uses the bus to get to Varsity and also often to Greenacres. To get around Humewood she walks.



SURF INSTRUCTOR
He lives and works in Humewood. Uses private transport to go to the beach.



Humewood is a diverse neighbourhood where people living in the area do not share much in common. The neighbourhood mobility profile is as diverse, as residents utilize private vehicles, busses, taxis and walking. The proximity of recreation and shopping facilities means there is more pedestrian traffic than in most neighbourhoods. Work, education and weekly shopping destinations are relatively close in the south of the city.



SUMMERSTRAND

Summerstrand was established as a white residential area next to the beach and south-west of Port Elizabeth in 1821 and remained that way until the construction of the university. Today, contrasting lifestyles bring racial and other diversity to Summerstrand in its mix of elderly white residents, tourist and beach facilities and students of the Nelson Mandela Metropolitan University.



Residents of Summerstrand were interviewed to ascertain their daily movement patterns and modes of transport. Different types of movement were identified.

MOTHER
She lives in Summerstrand. She owns a car and drives her daughter to varsity. She is mostly in Summerstrand and Humewood area and only sometimes drives out to Walmer to shop.

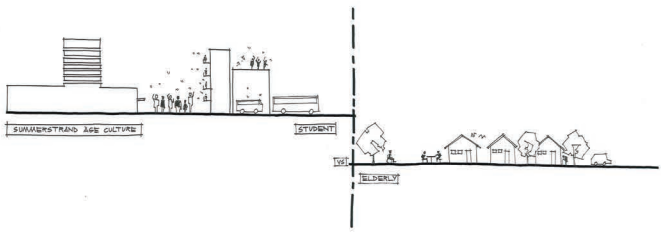
STUDENT
He lives in Summerstrand. He skates to varsity and everywhere else. He is mostly within Summerstrand and Humewood area and only uses the taxi when it rains.

PENSIONER
She lives in an Old age village in Summerstrand. She owns a car and often visits family within the area. Otherwise her usual routine is to drive to Pickn Pay and back. She never really leaves Summerstrand area.

STUDENT
She lives in Summerstrand and walks to varsity every day. She does not own a car and only uses the taxi sometimes.

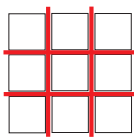


Movement patterns vary with older inhabitants generally commuting by car while students travel by taxi, shuttle, bicycle or skate board. Most journeys are relatively short. Strandfontein Road and Marine Drive mainly service public transportation and vehicular access between the NMMU, Summerstrand and the rest of the south of the city but fail to support pedestrian movement.

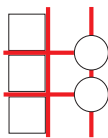


10 MINUTE CYCLE CITY

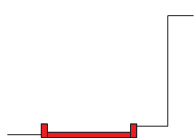
The aim of the project is to provide a low-speed safe and comfortable urban transport infrastructure to reinforce the urban character of the south of Port Elizabeth. A dedicated bicycle 'grid' will make use of and adapt existing infrastructure and link important activity centres including new projects and rail stations. This new system will be managed and promoted as a 'culture' of getting around and using the city in the south. It will allow residents of Port Elizabeth to reduce their reliance on private transport. It will relieve traffic congestion, pollution and reduce the use of non-renewable resources



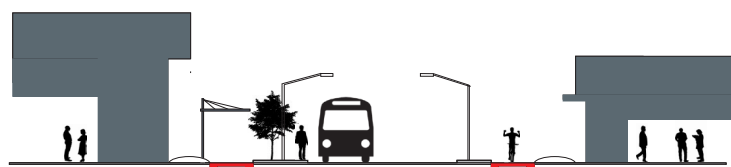
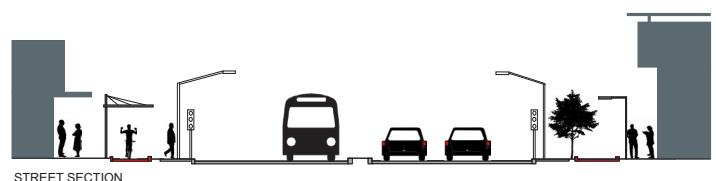
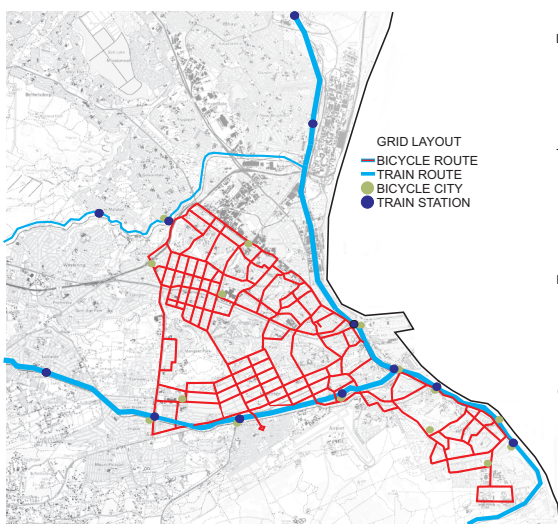
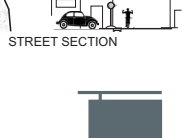
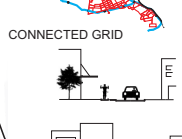
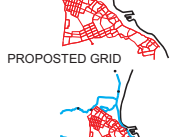
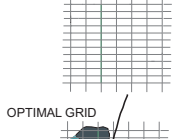
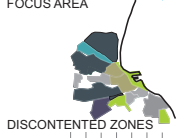
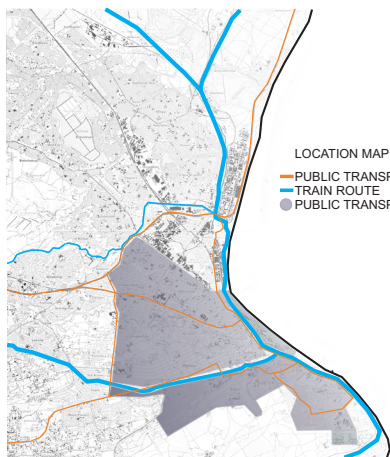
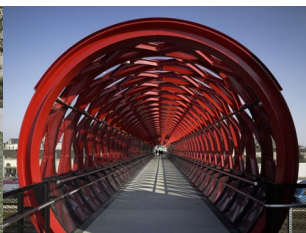
BICYCLE CONNECTION



CONNECTED TO ALL MOBILITY

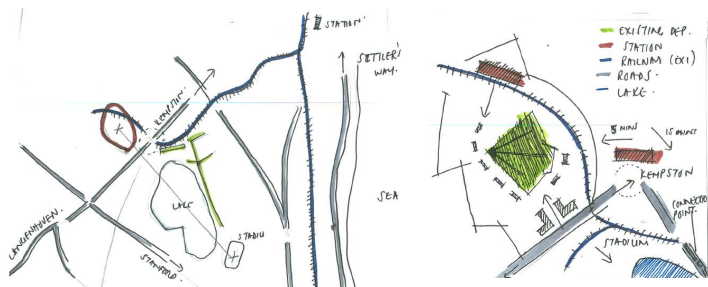


DEDICATED BICYCLE ROUTES



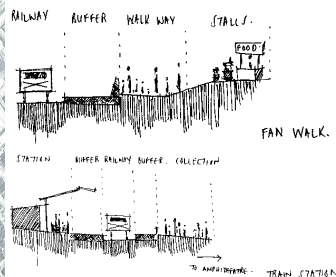
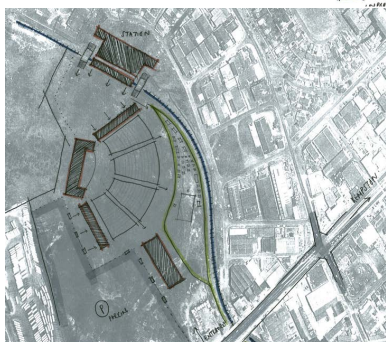
NORTH END PLATFORM

A 'PUBLIC SPACE' FOR THE COMMUNITY OF PORT ELIZABETH



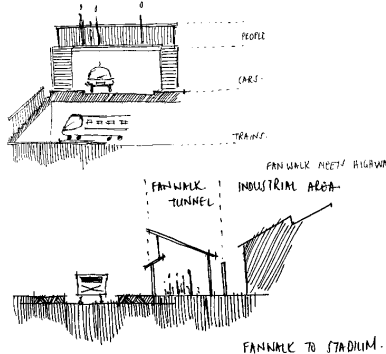
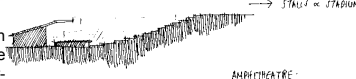
INTRODUCTION

The aim is to create a 'public space' for the community of Port Elizabeth by building a municipal amphitheatre next to the North End Stadium. The amphitheatre is intended to be managed by the municipality as a space for the whole metropolitan community. It is intended to be used for community, political and free entertainment events. The complex of facilities is situated in the north but serves people from the whole metropolitan area. It is closely linked to the rail line which connects the northern to the western suburbs through the centre. A rail shuttle and 'fan walk' take people from the station to the amphitheatre and stadium.



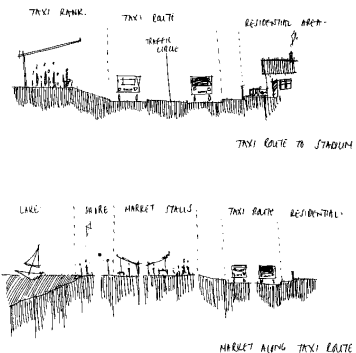
INTEGRATION

Facility project inevitably lead to the rejuvenation of the railway system that runs right past the site as a means for people North of the site (Motherwell, Kwazakele and New Brighton) to reach the development. Other surrounding areas are connected by Settler's Way, Stanford Rd and Kempston Rd.



INFRASTRUCTURE

Infrastructure for catering facilities, market stalls, hawking zones and business boardrooms will also be provided.

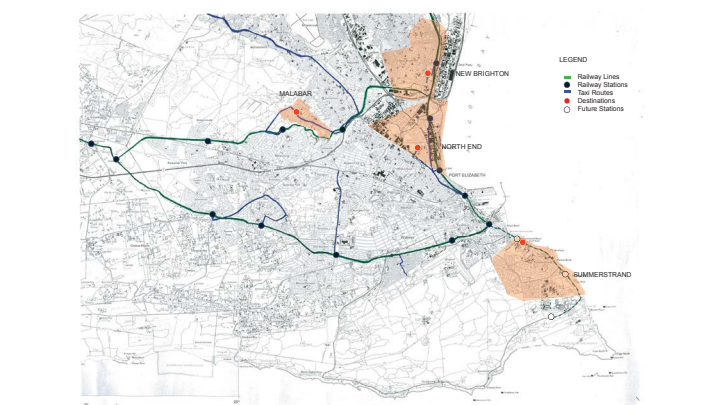


PROPOSAL

A station is to be placed on the proposed site and form both a collection point for people entering the amphitheatre and the beginning of a 'fan walk' that takes people down to the stadium. The fan walk, as well as a subsequent taxi route, forms the movement framework between the amphitheatre and the stadium.

CULTURE FUSION FESTIVAL

The project is to connect different suburbs and cultures in Port Elizabeth through a festival focusing on music, food, arts etc. This festival will happen simultaneously in different suburbs. Each venue will be strongly connected to the train and bus routes, and the aim will be to bring people together through technology. The suburbs (New Brighton, North End, Malabar and Summerstrand) have been chosen to connect the north and the south of the city. The content at each venue will bring the unique character and culture of each venue to attention. Screens will be used to show acts from other venues and to encourage people to use public transport to travel to the different venues.



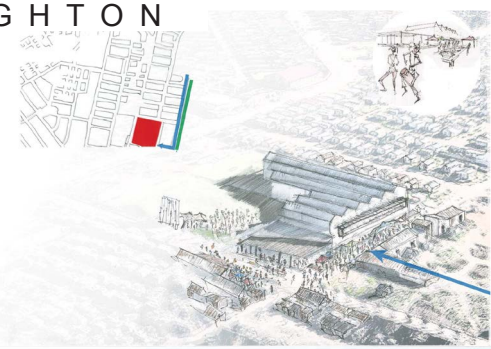
SUMMERSTRAND

The chosen location is on the grass area across the road from the Boardwalk and the Beach Hotel. The site has a strong connection to the beach which is a defining element of Summerstrand. This is a very popular area for events such as the Ironman and the Splash Festival.



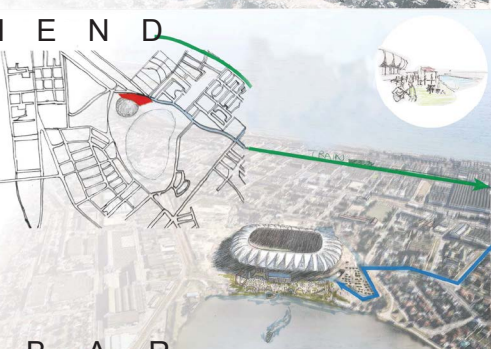
NEW BRIGHTON

The chosen area is located in the site of the Red Location Museum. This museum is a popular tourist attraction within Port Elizabeth and brings a lot of outsiders into New Brighton.



NORTH END

The Stadium is a prominent feature within North End therefore it was inevitable for our venue to be situated alongside it. The stadium can be described as a diverse meeting point which is what our festival aims to achieve.



MALABAR

Because Malabar is an isolated suburb we aim to bring diversification into the area and expose people to their culture. Malabar was also chosen because of their strong sense of religion that can be shared with the rest of Port Elizabeth.

