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1969

NOTES FOR A TALK TO BE GIVEN BY THE MAYOR
ON THURSDAY, 1ST MAY 1969.

1. Population Growth.

Nearly every city in the Republic has experienced a phenomenal growth pattern over the past few years. Johannesburg is no exception and, indeed, the City has shown a greater growth rate than the others. There are many problems attendant upon the rapid expansion of a city, but the most basic of these problems is the increase in the population.

In the greater Johannesburg area for example, the total population in 1965 stood at 1,277,000. By 1985, a mere twenty years later, it is anticipated that this figure will have reached 2,046,000. This represents an increase of 60.2%. This sharp increase in the population will mean the provision of more services, such as public transport, housing, sewerage, water and electricity supplies and more roads, to name but a few.

The Council is particularly mindful of the need to plan now for the needs of the future and both long and short term plans are continually being drawn up and brought up to date.

2. Motorways.

Another very acute problem which has arisen from the increase in population and an improvement in our standard of living, is that concerned with the movement of traffic. In 1965 the number of registered motor vehicles totalled 143,900. By 1985 it is confidently expected that this figure will have increased to 409,000.

1969?

The problem arising from this huge increase is the need to provide high capacity roadways and, at the same time, to have terminal parking areas.

Jeppes forecast fast
Street area does not meet demand
to be increased

Work on the first 10 year motorway programme commenced in 1962. At that time the cost of the scheme was estimated at R45,500,000. The Central Government and the Provincial Administration undertook to contribute R21,000,000. During the intervening years, however, both labour and materials have shown a marked upward trend and the eventual cost will be of the order of R64,000,000. Unfortunately for the City, it does not appear likely that either Government or Province will share in the increased costs.

In the actual building of the motorways, most of which consists of elevated structures, many technical difficulties have had to be overcome. As an example we have that section of the North-South

Motorway/...

Motorway which approaches the old Westgate mine dump and crosses the original Reef Outcrop. It was found that the ground over which the double-deck structure was to pass was honey-combed with old mine shafts and tunnels. To reach solid rock below these workings necessitated the sinking of two 15 ft. diameter shafts to a depth of 170 ft. Within these shafts, reinforced concrete pillars were built which were to form the foundation upon which the Motorway structure could be built.

Had to go into old mine shafts

Along virtually the whole length of the East-West Motorway from Westgate to Heidelberg Road, the Motorway is built above ground which has been undermined. Provision has had to be made for subsidence in the design of the structures and a system has been incorporated whereby any section which may have sunk as a result of subterranean subsidences, can by mechanical means, be jacked back into position.

Wages of Roadway

The present motorway programme which should be complete by mid-1972 will go a long way towards alleviating congestion in the central city area. It will not, however, solve Johannesburg's traffic problem. The increase in the number of vehicles by 1985 will necessitate the building of a further 30 lanes of highway if we are to come anywhere near coping with the traffic attracted to and discharged from the central complex.

will have those road jacked back into position

3. The Busway.

The increase in the number of vehicles has caused a considerable slowing down of the traffic in the central area, particularly during peak hours. This has affected the movement of passenger transport vehicles to the extent that buses travelling from the city centre to the North-Eastern Suburbs could take 25 - 30 minutes to reach Hillbrow.

Distance

This particular aspect of the transportation problem was studied in detail by the Forward Planning Branch of the City Engineer's Department which produced a plan which promises to have far reaching effects.

One of the most severely congested routes was selected for the first Busway. Lesser used streets in the centre city area were chosen for the initial stages of the route, and care was taken to ensure that by using a system of one-way streets, buses would not have to turn against oncoming traffic.

has been not white man's job

At a later stage a narrow section of the old Union Grounds and Joubert Park were appropriated and roads constructed for the exclusive use of buses. As the busway enters the Hillbrow area, use is once again made of one-way streets thus ensuring maximum speed of movement.

How much time does it take now

The first of the busways is already in operation. It is understood that while many cities abroad have expressed interest in this type of scheme, Johannesburg has been the first to bring one into operation.

At this stage, indications are that on the City to Hillbrow route, savings of ten to fifteen minutes have been achieved.

4. Sewerage Development and the Council's Farms.

The Johannesburg sewerage system is in point of fact a Metropolitan or regional scheme in that it provides sewerage service to the outlying areas of Edenvale, Bedford View, Sandown, Bryanston, Randburg and parts of Roodepoort. Such a scheme has considerable financial advantages in that the economics of large-scale operations are great, so that by combining with other Municipalities, the cost to each is considerably reduced.

The rapid expansion of Johannesburg itself, as well as the outlying towns, has, however, placed a very severe strain on the existing outfalls and purification plants. Sewage flows (at present more than 60 million gallons per day) are doubling every 11 years and to avoid retarding the growth of the city and polluting nearby rivers, a vast development programme is being launched. The first stage, to be completed over seven years, will cost an estimated R59 million, while the second, which will be carried out between 1976 and 1981, will account for a further R20 million.

Farming is an unusual activity for a Local Authority but it was one of which the Council was obliged to embark in view of its substantial financial commitment and to avoid any question of wasting valuable natural resources. The two farms, 6,960 acres in extent, were purchased between 1938 and 1945. The primary need at that time was to house the two new purification plants and to comply with legal requirements relative to the disposal of waste water effluents.

New Coupon System
the one man business what % worked

Estimates from OTS areas & actual

avoid costs of purifications better half of at least cost

Port Moring water 23. 99 mill The/...

The considerable acreage covered by the farms has been progressively developed over the years into a highly intensive cattle raising scheme, and today over 4,000 scientifically bred animals occupy the pastures. These farms have been so built up to produce additional revenue for the Sewerage Fund and also to create an agricultural enterprise in which the implications and special problems of a high degree of intensification, can be studied at close hand.

Officials of the City Engineer's Department have worked in close co-operation with the Department of Agricultural Technical Services to achieve higher standards of animal husbandry, and in so doing, assist in overcoming the problem of feeding the Republic's growing population.

5. The New Market and Abattoir.

Yet another extensive programme upon which the Council has had to embark is the provision of a new Market and Abattoir. The existing market was opened in 1913 and is located in an area so built-up that no further expansion is possible. The present abattoir is in the same situation.

A ²⁴³(400) acre site at City Deep was chosen because of its accessibility and because the land available will permit of further expansion in the future.

Work has already commenced at the new site, and the market is expected to go into operation ⁱⁿ 1970. It has been designed to cater for the City's requirements until 1980 and will include six separate halls, and an Administrative Block and a Cold Storage Unit. The refrigeration of fruit and vegetables is becoming more and more important and the new unit has been so designed that the temperatures in the different cells can be varied to suit the various products and their length of storage. This will greatly assist in avoiding wastage and will also do much to stabilise prices.

The cost of the new Market is expected to be in the vicinity of R8 million.

The Abattoir has also been designed on very modern lines and will be located on ²⁴⁰360 acre site adjacent to the Market. A high degree of mechanisation will be introduced which will ensure greater efficiency and increased handling capacity.

The cost of the Abattoir will be approximately R14 million.

6. Urban/...

*Annexed
are -*

*Here are
Metro Council*

*Have we
any work
for the*

*around bank
valley*

Sauss

*These notes
of case
of 1970*

*% of total
under bond
sole*

*Five
samples of
fine sandstone*

Railway no longer served



*Cost of Marshall yard in
Kingsmead*

near



6. Urban Renewal and Town Planning.

In a city which is developing as rapidly as Johannesburg, urban renewal, particularly in the Central area, is an ever continuing process. Land is both scarce and extremely costly and buildings which are outdated and no longer functional must make way for new, economical units.

The Council has accepted that in view of the lack of space for lateral development, modern buildings must, of necessity, be allowed to rise to greater heights. Thus we find new 'giants' rising in the centre of the city and, included among these, are the Trust Bank, the Standard Bank Centre and the Carlton Centre, whose office tower will rise 50 floors above street level.

In keeping with the modern concepts of town planning, the buildings included in this vast complex will only occupy 35% of the total of six acres upon which it stands. The rest of the area will be laid out as attractive open space containing courts, gardens, trees and fountains. *Stop*

As can be expected, these vast new buildings also bring about further problems and these involve the provision of essential services such as water supply, fire hydrants, cleansing services and what is perhaps the most important, sewage disposal. The Carlton Centre, it is estimated will generate a sewage flow of 1 million gallons per day and in order to be able to cope with this additional flow, special relief sewers have had to be provided.

The traffic generated by these complexes will add further complications even though substantial parking areas have been provided in the various basement levels of these buildings. Cars will still have to travel to and from the buildings, but taking a long term view the ultimate solution is to provide the City with an efficient rapid transit system. This will encourage people to enter and leave the City by means of public transport rather than use their private cars.

In a number of areas within the City, it has become obvious that steps have to be taken to bring about planned urban renewal. These areas which are amongst the oldest established suburbs have, with the passing of time, become run-down and depressed. Surveys of these areas have already been undertaken and at the present time, plans for the gradual renewal of the Jeppe/Fairview/Troyeville and Vrededorp areas are under way. Whilst the Council and the National Housing Commission are both actively involved in these renewal

schemes/...

Total land taken
Mapping area
get back
Cost of interest
any B&P
Parking
cost
elect used
material
usage of the land
showing up
the areas
around
the
area of
Jeppe complex
Architect houses
plans

schemes, private enterprise too will be encouraged to play its part in developing the affected areas.

7. The Civic Centre Complex.

For some considerable time the efficient administration of the City has been handicapped by the fact that various Municipal Departments have been housed in various buildings throughout the City. It was eventually decided that an eminently suitable site in Braamfontein, 25 acres in extent and overlooking the City, should be purchased.

The existing Civic Theatre was built on the site some few years ago and forms the first part of what will eventually be a pleasing and functional complex and one which will be a credit to the City.

Construction has already started on the Administrative Building and Parking Garage, which should be ready by the end of 1970. These will be followed by the building of the new Council Chamber, Mayoral and Council Suites, and later a Civic Auditorium, and other civic buildings.

how less project

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