

**FARADAY PRECINCT FORMULATION PHASE  
NEEDS ANALYSIS**

**November 2001**

**Prepared by:**

**Interfaith Community Development Association  
and  
Special Places Development Consultants**



# FARADAY PRECINCT FORMULATION PHASE

## NEEDS ANALYSIS

### INTRODUCTION

This is a report on a 'needs analysis' developed in the course of formulation of the Faraday precinct urban design framework and the development scheme for the 'special facilities' at the Faraday station in the Johannesburg inner city.

The project is defined geographically as the area running from Anderson Street in the north to Stevenson Street about one city block south of the M2E. In the east west direction, it runs from Rissik Street in the west to Von Wielligh in the east, including both sides of the street.

The precinct (see precinct development framework) includes three sub-precincts. One of these sub-precincts is in the Faraday station area, the so-called 'special facilities' project.

The *special facilities* project includes:

1. Facilities for commuters, taxi operator and taxi drivers
2. A market for traditional medicines and consulting and treatment rooms for traditional healers
3. Residential accommodation
4. A general (informal trading) market
5. A precinct centre including offices for precinct management, meeting and training rooms for health work and for environment and conservation, a visitors' centre and precinct security/police.
6. A public open space with a small retail component in the longer-term at the western end of the sub-precinct
7. A motor (taxi) industry service and retail centre with formal shop space for retail, services and food.

This report, read together with the proposals in the precinct urban design framework and the working development scheme provides sufficient perspective and estimation of user and stakeholder needs at this stage of the project. The needs have been interpreted into the planning and development proposals and will be tested and further developed with the various stakeholders as the project enters the implementation phase.

## **THE PROJECT AREA – A DESCRIPTION**

The immediate area of the precinct development comprises the Faraday railway station, the muti or traditional medicine market and a shebeen/tavern under the M2 east bridge, the Faraday taxi rank and a deserted Putco yard immediately adjacent.

About 40 percent of buildings in the surrounding area are totally vacant and boarded up. There are very few informal traders in the area. Formal business includes a motor car dealership, two exhaust and shock absorber workshops, Faraday motor spares (servicing the taxi industry), SBDC area in Salisbury Street (motorcar valets, household furniture manufacture, upholstery, small engineering works), engineering works (redo engines, etc), scrap yard dealing in car doors etc (taxi related), panel beaters (white-owned), OK building (a muti seller, Queeneth, who has relocated Dorkay activities to this venue, and garment manufacturers).

There are a small number of artists living at Dorkay House who also store valuable camera equipment there – the garment manufacturing in the OK building is somehow linked to these artists. In Eloff Street there are food outlets, some residents, two hair boutiques, a coffin seller and informal traders dealing in cigarettes, snuff, fruit and vegetables.

The Johannesburg traffic department is fully utilised but the medical centre next door has been vacated and the doctors have moved to the corner of Salisbury/Eloff Street. There is an 'Italian' clothing wholesaler for hawkers. Eloff Street (west), another exhaust outlet and PG Glass. The area around Eloff and Salisbury Streets used to be a major printing area – about 50 percent of the smaller printing shops are still operating. To the south of Eloff Street there is one large printing operation. There is a Coca Cola depot, a business dealing in radiators (probably not taxi related) and a waste disposal operation, which is now out of business.

## **METHODOLOGY**

The approach to the needs analysis was to first focus on the groups directly affected by any development in the Faraday Precinct, the 'Special Facilities project'. These groups are the commuters, taxi drivers, taxi owners, the muti market and other traders. The survey was conducted using questionnaires to initiate, record and guide conversations with sample groups from the listed stakeholders. The intention was story gathering and the development of a perspective by interviewers who would be used as key informants in the planning and design process.

A series of discussions and consultations were held with the various interest groups.