**Opportunities**
- A few open areas possible to develop into public spaces
- Empty plots and unused spaces along streets that are possible to turn into public spaces with more vegetation
- Historically interesting houses and places create "tourism potential"
- Location in town makes it possible to develop efficient public transportation, bicycle lanes and sidewalks
- Location along the corridor between Greater No 2 and the central parts of Galeshewe enables better connections to surrounding areas

**Strengths**
- Good social interaction between people
- Location within the city; Greater No 2 is located quite central within Kimberley, about 2 kilometres from the city center
- Cultural/historic heritage
- Size (easy to define)
- Reputation – “the oldest Township”
- Friendly atmosphere are experienced when talking to people
- Receive government funds – subsidies granted
- The residents like their area and have good knowledge about it

**Weaknesses**
- Few public open spaces
- Few “green” elements in the streets and public open spaces
- Many old, dilapidated houses
- Narrow roads
- People are not interested in/do not understand why restoring the area
- Poor security for non residents, vandalism and small crimes
- Untidy

**Threats**
- Continued poor maintenance of houses
- More cars within the area
- Insecurity-many small crimes
- Sanitary problems caused by waste and blocked sewage pipes
- Difficult to make people take part in planning and implementing changes; by talking to people working at the planning unit we have understood that it is hard to get people interested in the planning process and thereby receive their responses about the area
Greater No 2 is today a very dense area. All plots are small compared to in new developed areas and exclusively used for housing. Beside a main house on each plot there are often several outhouses and shacks. From the beginning, meaning during the diamond mining rush in the late 1800’s, the Greater No 2 area developed more or less without any regulations. The street system in Greater No 2 is similar to a grid system and the houses are located close to the streets. The narrow streets and the location of the houses can cause problems in the future if the number of cars increases, there is limited space to widen the streets if present plot boundaries are to remain unchanged.

Today the traffic situation is acceptable because the car traffic in the area is limited, but car ownership, and therefore also the traffic is probably going to increase. Despite the present low number of cars within the dwelling area dangerous traffic situations occur, the few cars that actually pass do it at a high speed. In Greater No 2, as in the rest of the township, the most common modes of transport are by foot and by mini bus taxi. The traffic situation along the main roads is however characterized by the fact that cars are prioritized. Main roads passing along the area as well as streets within the area all have gravel sidewalks. Despite this, only sidewalks along the main roads are used by people since the streets with paved road surface within the area offer a better surface to walk on. The main roads passing along and through the area do not have bicycle lanes except for a short distance along Morgan Street. Also along Coreless Street, west of Greater No 2, there is a bicycle lane.

Today there is no difference between the streets inside Greater No 2 concerning use, but the width varies. They are all used to the same extent and this is probably because private housing dominates in the area. There are no specific economic nodes with shops inside the residential area, only small informal markets and tuck shops located among the houses. The main roads, Royal Street and Morgan Street, in the outskirts of the area works as links both for people who walk and the car traffic. Inside the area there are two wider streets, Stone Street and Methodist Street, which have the potential to work as main streets for the future car traffic.

There are two main entrances to Greater No 2, one from the east and one from the west. The entrances are used by a lot of people, both pedestrians and cars. There are presently several small businesses and public services located at the entrances and the taxis pass frequently.

In 1998, when the area was supplied with municipal water and sewerage system, the road surface was paved but the sidewalks were left gravelled. The new technical infrastructure also led to construction of a few new streets and opening of some former cul-de-sac. Beside the improvements of the internal streets the municipality has plans to extend Coreless Street to Royal Street and create John Daka Road. The time for construction is not yet decided but a road reserve is laid out.

An important planning aspect in Greater No 2 is also the number of historically important buildings existing in the
area. These houses, which have been identified by the McGregor Museum, are located in the southern half of the area and are meant to be upgraded through special governmental funds. The expectations are that the historically important houses can be a part of future tourist attractions in Kimberley, a historical walk through Greater No 2 would be a good way to show important parts of Kimberley’s history for the public.
OVERALL STRUCTURE

The idea with the proposed hierarchical street system, overall structure, is to meet the anticipated increased car ownership in Greater No 2 by trying to make cars use certain streets within the area. The narrow streets must in the future, as today, house both vehicles and people. Cars will still have access to all streets but comfort and speed will be limited. Drivers will instead be encouraged to choose streets we have identified as having the best possibilities to handle an increased traffic. By adding physical elements in the streets accessibility for cars will be limited and the environment for pedestrians improved. We see the overall structure as a way to accomplish a more pedestrian friendly environment and turn the focus from the cars to the unprotected road users.

Cars will even in the future have access to most of the streets in Greater No 2 but space for them will be limited. This will be accomplished by emphasizing and developing existing qualities and structures like the moderate size of the area, the narrow and bending stone paved streets, the buildings and their historical value and the open areas.

The overall structure is made up of two different components; streets and public open spaces. The indicators that have guided us when we have developed the structure are the width of the streets, their role of importance in the area such if they are running through the area or not. Based on our investigations and analysis we have created a hierarchy of streets where different road users are prioritized. General for the overall structure are green elements and how and where they can be added. Vegetation in lanes and on public spaces is much needed to ease up the hard built environment and to offer shade.

The first part of the overall structure concerns the streets, which comprise accessibility, safety and separation of different road users. The different categories of streets are; main roads, primary streets, secondary streets, tertiary streets and green lanes. Important in this division has been the width of the streets. In our discussion about streets we also include entrances leading into the area. The main roads will as today, also in the future work as main links for the traffic in Kimberley. They surround the area of Greater No 2. Primary streets are the main streets for the car traffic within the area, secondary streets are streets where the unprotected road users are prioritized and tertiary streets are streets where cars accessibility are highly limited through physical design. Entrances are the main points where you enter Greater No 2.

The second part of the overall structure is the public open spaces, which comprise improved accessibility to and design of the public open spaces. Open spaces are empty plots and unused public places that today are abandoned or only used to a small extent but have the potential to be developed into valuable places for the inhabitants. In order to become lively and well used places streets leading to them have to be streets that pedestrians are likely to use. In this chapter four spatial ideas, including a historical walk, are tentatively introduced and their function high-lighted.

As a final part of the overall structure individually developed proposals for four specific places are described.
Map 8. The Overall structure with its different streets, the spatial ideas and the specific places.
STREETS

The different streets and the entrances to Greater No 2 are together important instruments to make the area more accessible and safe to move in for the unprotected road users. Accessibility is especially important for pedestrians and much concern is spent on making it easy for the walking population to move between their houses and different public open spaces while cars accessibility will be limited. This part is also vital for establishing a historical walk through the area, a walk which can display the old houses and maybe contribute to a more developed economy.

The street highest in the proposed hierarchy are the main roads, then primary streets, secondary streets and tertiary streets. In the bottom of the street hierarchy are the green lanes, which are exclusively for pedestrians.

Since the different streets within the residential area constitute the most important part of the overall structure we chose to present them before the main roads, even though the main roads are the streets highest in the suggested hierarchy.

How we propose to make cars use certain streets

- The most essential element in the overall structure is the bump. Bumps are used both for directing traffic and for reducing speed. Bumps intended to direct the traffic are placed in the end/beginning of streets which meet a street higher in the hierarchy. The bumps are made in concrete stones and constructed in the same level as the sidewalks. The design of the bump makes it possible for rain water to run along the streets.

- Low concrete poles, 0,7 meter high, are used along the tertiary streets and next to the bumps. Along the tertiary streets this prevents cars from parking on the sidewalks.

- Street lights are recommended to be mounted on the existing electrical poles, as far as possible, to keep the number of poles down. Where necessary the existing poles can be complemented by new ones. Street lights are proposed along the primary, secondary and tertiary streets as well as along the green lanes. Along the green lanes the street lights are complemented by low lighting poles.

- Trees are proposed to be planted along one side of the primary and tertiary streets. We also propose trees to be planted along the green lanes.

- More cars will also mean an increased demand for parking spaces. This is proposed to partly be solved through parking possibilities along the primary and secondary streets. Our intention is to primarily solve the increased demand for parking spaces on the private plots and through larger parking places at the two entrances. However, if the situation inside Greater No 2 demand more parking spaces it is possible to locate them along the primary and secondary streets. The parking spaces are proposed to be located in pairs with at least 50 meters between them. This solution can also contribute to keep the speed down.

- The streets are also proposed to be furnished with litter bins along the most frequented lanes and in junctions. The green lanes also include furniture like benches, tables and swings.
38. The bumps are constructed so that they allow for water running along the streets to pass freely.
39. Street lights mounted on the already existing electrical poles
40. Parking arrangement possible along the wider streets in the area.
PRIMARY STREETS

Primary streets are streets inside the area where car traffic is prioritized. These streets have roadways between 4 and 5 meters wide and have the possibility to distribute cars into the secondary streets. Stone Street can be seen as the backbone of the primary streets since it is from this one all other streets is reached. Methodist Street and Ethel Street are also seen as primary streets because of their width and their possibilities to distribute cars into the area. They are all connected to the main roads running through and passing Greater No 2. Two more streets are intended for cars, Oogi Street and the part of Mzimba Street that runs between Stone Street and Ethel Street.

When changes are to be implemented we suggest Stone Street to be the first street to be implemented since it is well integrated in the area and will help relieving the other streets from car traffic. Many people can therefore benefit from the changes.

Speed
The intention is that the primary streets will be more adopted for cars compared to the rest of the streets in the area. No actual speed bumps or other obstacles are proposed but the speed is recommended to be limited to 30 km/h by signs along the streets.

Bumps
In order to make cars mainly use the primary streets junctions with secondary and tertiary streets are very important. By making low bumps at the same level as the sidewalks cars are discouraged from turning in to secondary and tertiary streets and thereby it is possible to concentrate car traffic to the wider primary streets.

Parking
It is possible to arrange parking along the primary streets as proposed under Streets. However, the parking is not needed for creating the street hierarchy.

Trees
To create a more pleasant streetscape and add more vegetation to the area we propose that trees are planted on one side along the primary streets. The trees are to be planted with a distance of 15-20 meters and 0,5 meter from the property border.

Lights and furniture
We propose street lights along the primary streets. Lights along the streets are important to improve personal safety and our proposal is that new fittings are combined with the present high mast lighting. The street lights are proposed to be placed between the trees but on the opposite side of the street. On the same side as the lights are located the sidewalks are proposed to be paved with the same concrete stones as the streets. The furnishing on the primary streets also include waste bins to promote a cleaner area.
Map 9. Primary streets with raised sidewalks/speed bumps on the entrances to connecting streets.

41. Plan primary street.
42. Elevation AA: primary street before changes.
43. Elevation AA: primary street after proposed changes.
44. Ethel Street today.
45. Ethel Street after proposed changes: planted trees, street lights and a paved sidewalk on one side.
46. Parking spaces along a primary street.
47. Elevation BB; part of a primary street with no parking.
48. Elevation CC; part of a primary street with parking.
49. A primary street with parking facilities located on one side.
SECONDARY STREETS

The general feature for the secondary streets is today’s narrow stone paved street with sidewalks covered with gravel. They are streets with roadways that are between 3 and 4 meters wide and intended to care for pedestrians rather than cars. Through physical design at the entrances to the secondary streets drivers will be noticed that they are about to enter a street with lower speed.

Speed
In secondary streets drivers are to respect the unprotected road users, meaning that the cars are to move in a pace that is compatible with people walking and riding their bikes. The maximum speed in the secondary streets is proposed to be 15 km/h. No speed bumps are proposed along the streets but the speed will be limited by signs along the street.

Bumps
There will be bumps at the entrances to the secondary streets, when entering from a primary streets. By raising the entrances to these streets we hope to concentrate the car traffic to the wider primary streets.

Parking
Along secondary streets with a road surface that are 4 meters wide it is possible to arrange parking as proposed under Streets. However, the parking is not needed for creating the street hierarchy.

Lights and furniture
Lights are proposed to be placed with a distance of approximately 15-20 meters, on one side of the street.
50. Plan entrance to a secondary street.
51. A secondary street before changes.
52. Elevation before proposed changes.
53. Elevation after changes.
54. A secondary street after proposed changes.
TERTIARY STREETS

Tertiary streets are more or less car free areas, designed so that the use by cars is strictly limited to those living along the street. Together with green lanes they form a network for pedestrians through the area. A narrow roadway of 3 meters lined with low poles are to encourage cars to drive slow and offer pedestrians more space. There are two routes with tertiary streets within the area, Moaketsi-Calata-Pakati Street in the north and Polisa-Mafaro-Mokwena-Mankurwane Street connecting the local square and the old beerhall. These streets are identified as tertiary streets because they connect some of our identified public open spaces. Here it is even more vital that it is safe for people to be able to walk, even during dark hours.

When the proposed changes for the tertiary streets are going to be implemented Moaketsi Street is suggested to be prioritized.

Speed
Through physical objects along the tertiary streets accessibility for cars are limited. With a road surface of 3 meters the tertiary streets are not narrower than some of the secondary streets but by placing low poles along the streets the optical feeling will be that they are narrower.

Bumps and Low poles
Bumps at all junctions will hopefully prevent cars passing through the area from entering the tertiary streets. There will also be bumps along some parts of the tertiary streets which will force cars to drive slow. The low poles are proposed to be placed along the kerbs on both sidewalks, and with a distance of 4 meters.

Trees
Of all different streets trees should primarily be planted along the tertiary streets since they are well integrated in the street system and form an important part of the street structure for the walking population. The trees are placed on one side and with a distance of 8 meters.
Lights and furniture
We also propose that street lights are installed along the tertiary streets to improve the personal safety. The lights are to be placed on the opposite side of the street as the trees with a distance of approximately 15 meters.
GREEN LANES

We have proposed two green lanes within the Greater No 2 area. Green lanes are streets which are to be turned into car-free zones furnished with a lot of vegetation and good lighting. The green lanes are to be seen as recreational areas in the residential area but it is also our intention that it will be possible for pedestrians to choose this lane instead of one of the ordinary streets when they move within the area.

The creation of green lanes is possible thanks to the fact that houses along these streets also have a street for car traffic on the opposite side. Since it is enough that only one side can be reached by car we have taken the opportunity to create lanes that are exclusively for pedestrians. This action means that all the houses that have a car entrance towards the green lane will have to change their car entrance to the opposite side. Khama Street and Goaleka Street, running north from the north-eastern corner of the local square, are streets possible for such changes. The green lane heading east from Khama Street is presently a path but also possible to incorporate in the system.

Trees, Lights and furniture

The total width of the lanes, between two blocks, is not more than 8-10 meters. Low poles placed at the entrances to the lanes will prevent cars from entering. By street lights, a paved path for pedestrians and bicyclists and low lighting poles the lanes are intended to work as small parks. The lanes will offer vegetation, sitting places with tables in the shade and playground areas. The path running through the lane and entrances to the houses along the lane will contribute in making it a lively place. This design will hopefully secure that they do not turn into ”private gardens”.

Map 12. The green lanes are car free zones exclusively for pedestrians.
60. Plan green lane
61. Elevation FF; Goaleka Street before changes.
62. Elevation FF; Goaleka Street after proposed changes.
63. Goaleka Street today.
64. Goaleka Street after proposed changes; more vegetation, a paved lane for unprotected road users, lights and seating possibilities.
MAIN ROADS

*Main roads* around Greater No 2 are today Royal Street and Morgan Street. Royal Street is presently the street that is used to the largest extent. In our proposal we have assumed that the new John Daka Road will be constructed. This means that in the future hopefully, the less frequented western part of Royal Street can be developed into a street with businesses. While John Daka Road is the road that will prioritize car traffic, Royal Street is instead more focused on businesses and social interaction.

ROYAL STREET

The western part of Royal Street can in the future be a street with both dwellings and small businesses. The street are proposed to have paved sidewalks on both sides and an island in the middle of the street to reduce the speed and increase space for the unprotected road users. Only one opening in the island, in front of Stone Street, will also contribute to decrease the car traffic on the *secondary streets* leading into the dwelling area. The narrowed street will hopefully lead to more cars choosing John Daka Road when just passing the area.

The entrances to all *secondary streets* leading from Royal Street are designed with low bumps at the same level as the sidewalks to restrain the traffic from entering. The meaning with the bumps is to concentrate the car traffic to the desired *primary street*, Stone Street, and to increase the accessibility for pedestrians.
65. The only gap in the island along Royal Street is located where Stone Street crosses the main road.
66. Elevation GG; Royal Street before changes.
67. Elevation GG; Royal Street after proposed changes.
68. Royal Street today.
69. Royal Street after proposed changes; an island in the middle of the street and more vegetation.
MORGAN STREET AND JOHN DAKA ROAD

The entrances to all smaller streets leading from Morgan Street, except the primary streets Oogi Street and Methodist Street, are designed in the same way as the junctions along Royal Street. This to concentrate the car traffic to the desired primary streets.

The new link, John Daka Road, between the present Coreless Street and Royal Street, are proposed to be lined with separated sidewalks and bicycle lanes. John Daka Road will be a main traffic link in Kimberley and the number of junctions along the street is recommended to be kept down.

Along two of the main roads, John Daka Road and Morgan Street, we propose that bicycle lanes are constructed. At the same time as bicycle lanes are planned paved sidewalks could also be constructed along the streets and along Royal Street. The sidewalks and bicycle lanes along John Daka Road and Morgan Street can form one unit, but should be separated from the cars. This can be accomplished either by constructing them on different levels or by separating them by low railings, kerbs or loose constructions like pots. This will add greatly to people’s safety and decrease the number of conflict points between cars and unprotected road users. It would also make it easier for the unprotected road users to move safely longer distances within the city.

To increase safety cars have to be notified about the crossings in advance, either by signs or by some kind of obstacle. It could for example be the use of different material, paving-stones instead of asphalt, ahead of the crossing. It is also possible to construct zebra-crossings as low bumps in the same level as the sidewalk.

The new bicycle lanes must be able to connect to existing lanes in Kimberley. The bicycle lane should be located on the northern side of John Daka Road and on the western side of Morgan Street.