FUNCTION AND DESIGN

The main theme in this proposal is the pedestrian lane which connects the two sides of Morgan Street. The lane is vital for improving accessibility for the unprotected road users and located exactly where people move most frequently.

Oogi Street, which in the proposal for the overall structure is pointed out as a primary street for car traffic inside Greater No 2, will be the main entrance to the area when coming from Galeshewe by car. Along Morgan Street and Motopo Street I propose bicycle lanes to improve the safety and accessibility for unprotected road users.

The proposal also includes combined bus stops and taxi ranks on both sides of Motopo Street to make it easier for people to use the public transportations. I also suggest that the present car wash is to be moved to the small area just south of Oogi Street, a good location close to the street. The telephone container located south of Oogi Street is to remain where it is today.
Pedestrians vs. cars
The proposed changes for the car wash area, the western entrance to Greater No 2, clearly improves accessibility for the unprotected road users. The new crossing along Morgan Street (Fig. 128) makes it easier for people to move between Greater No 2 and the shops along Motopo Street. The crossing also makes it easier for people to move between the residential area and the bus stops located along Motopo Street.

Business and trade
Both formal businesses, like shops and restaurants, and semiformal businesses like the car wash (Fig. 130) and fruit and vegetable stands (Fig. 129) are important to create a diverse service supply for the residents. On the squares on both sides of Morgan Street I propose permanent struc-
INVESTMENTS IN THE AREA

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paving</td>
<td>6700 sq meters</td>
</tr>
<tr>
<td>Number of trees</td>
<td>60</td>
</tr>
<tr>
<td>Number of lighting poles</td>
<td>40 (34 of them for pedestrians)</td>
</tr>
<tr>
<td>Permanent structures for trade</td>
<td>12</td>
</tr>
<tr>
<td>Parking spaces</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>(+3 for buses)</td>
</tr>
</tbody>
</table>

Street lights

In order for people to feel safe when using the area during dark hours street lights along the pedestrianised lane, the bicycle lanes and by the bus stops are proposed according to Map 38 on page 99.
GUIDELINES FOR GREATER No 2 - a proposal by Anna Wallin

WHY GUIDELINES?

It is recommended for Greater No 2 to have guidelines for future plot development out of three reasons:

· The number of cars in Greater No 2 is estimated to increase in the future, which can become a problem for the area with its narrow streets.

· The plots are small. There is a growing number of buildings on each plot in the area, which can become a problem since Greater No 2 is dense in its structure.

· A connection between the street and the area closest to the street is important, concerning land use but also configuration of the area.

My proposal for guidelines for Greater No 2 is based on our proposed overall structure. They thereby include the proposed hierarchical street structure and suggestions for tree planting, but I have also included location of buildings into the guidelines. Guidelines can make it easier to get a homogenous outdoor environment in the area and to promote an economic and rational building production.

The guidelines can be an instrument for the planners when discussing changes with the dwellers. It is important that the recommendations are supported by the people, otherwise they will probably get no effect.

GREATER No 2

Greater No 2 has developed more or less spontaneously. This is shown in the different locations of the houses on the plot and the bending shape and width of the streets.

Many of the old houses are in a bad condition and need to get renovated or even replaced by new ones. It is recommended to renovate the conservation worthy houses pointed out by the McGregor Museum.

The "real" Greater No 2 area can not grow area-wise, because there is no free space to extend on within the area today. Possible land for extension would be the previous buffer zone on the eastern side of the area. This land is at present reserved for a road. Due to the small plots within the area and lack of open space, it is proposed for Greater No 2 to be able to extend on the previous buffer zone in the future. The area will need more land to be able to improve the living conditions for the people, to offer public open spaces and to build parking on in the future, when estimated ownership of cars among the dwellers increases.
133. Several buildings located in the same plot.
134. A narrow bending street.
135. An old delipated house in the area.
Map 40. The previous buffer zone, pointed out as possible land for Greater No 2 to extend on in the future.
PLACEMENT OF BUILDINGS

It is recommended that new buildings and extensions to exiting houses on developed plots are located either behind the existing building or in line with it. The building is not recommended to be located closer than 4 meters from the main street. Also buildings on undeveloped plots are recommended to be located at the distance of 4 meters from the street. If they are located like this, there will be enough space to establish a garden and to plant trees in front of the houses towards the street to contribute to the greening of Greater No 2.

This also means that there will be enough space to establish a car parking on the plot. Due to the expected increasing number of owners of cars the residents need space for parking. It is recommended that a 4 by 6 meters space is saved on each plot in connection to the property border and the main street as parking space. It is proposed that the people are able to park their car/s in their plot first of all. For those who can not establish parking on their own plots, I propose some common parking to be created in the area, either along primary streets and secondary streets, parking-lots or parking-houses. If the new building or extension to the house is located in line with the existing one, space for parking should be left on the plot. In cases when plots have streets on two sides and when it is not space enough to locate the parking along the main street, I recommend to locate the parking in connection to the other street and property border, instead of solving the parking on a common parking.

Houses located on plots along green lanes, plots with streets on two sides, are proposed to relocate their entrance to the street which will be accessible by car in the future. Gates for cars need to be relocated since green lanes are proposed to be restricted from cars and because parking is proposed to be located towards the main streets.
Map 41. Technical map with proposed changes.

Map 42. Illustration map with proposed changes.

Technical map
- Trees
- Reservation for parking
- Zone free from buildings
- Existing buildings
- New buildings and extensions
- Primary street
- Secondary street

Tree
Reservation for parking
Zone free from buildings
Existing buildings
New buildings and extensions
Primary street
Secondary street
The area Greater No 2 is most likely facing many future changes. The inhabitants are slowly improving their social and economical standard and the demand for more developed service facilities and infrastructure increase. In South Africa, as in many other countries, there is also an obvious urbanisation trend with people moving towards cities in search for jobs and education. These trends all contribute to using definite resources and are threats to a more sustainable society.

To develop Greater No 2 in the best possible way considering social, ecological and environmental aspects it is important to have a long term plan. One way to develop the area can be to have a careful strategy, a plan, with a horizon of 10, or even 20 years. In this last chapter a proposal about dividing the future development into phases is presented.

Beside the proposals presented earlier in the report this last chapter will also describe what things that can be seen as primary spatial issues for the future development of Greater No 2.

**PRIMARY ISSUES**

The historically important Greater No 2 is particularly sensitive for future changes with its old houses and narrow and bending streets. There is most likely going to be an increased car ownership which in turn means a greater demand for accessible roads and proper parking spaces. The general growth of Kimberley will also mean increased pressure on Greater No 2 as a place to settle down, every unused space that are not “public” will most probably be used for housing. So, can the area grow? Is there space enough for more cars and, probably most important, is it possible to upgrade and preserve the historically important houses without ruining their values?

**PUBLIC ENVIRONMENT**

The public spaces, streets, squares and parks can in a way be seen as a second home for the people in Galeshewe and Greater No 2. It is a place where contacts are made and information shared, it is also a place where people get inspired and stimulated by different impressions and experiences. The probably most important attraction in public spaces is activity, which means other people. In other words, if people like and spend time in the outdoor environment, more people are attracted to use it. More people in the outdoor environment also contribute in increasing the safety. People in motion, clear distinctions between private and public and materials that can withstand frequent use helps building a friendlier environment.
The already today rather vibrant street life in Greater No 2 is very positive for the area. People are out walking, children are playing in the streets and informal trade is performed in corners and outside houses. However, with more people and eventually also more cars the environment in Greater No 2 must be re-structured to meet new demands. As I see it as a good thing would be to put efforts into a few qualitative public spaces that responds to what the residents need. Places that people can use and that does not need much care or maintenance.

HISTORY AND TOURISM

Traditionally cities have focused their tourism efforts on the city centers. This has lead to a situation where most of the money spent by tourists goes to national and international stores and hotel chains and very little goes to the local economy and the inhabitants. By instead spreading the “attractions” over the whole city and creating good occupation for people private initiatives could develop and strengthen the local importance of tourism. In Greater No 2 there is possibilities to make use of the history and let the area work as a living example of a past era in Kimberley. The first diamond diggers settled down in the area in the mid 19th century and there are today houses that are around 100 years old. Organized tourism in Greater No 2 could mean a possibility both to upgrade the dilapidated houses and create employment for people.

In the area, it is especially important that cultural projects and efforts made on tourism are of use for the inhabitants. I mean that creating job opportunities and giving support to the local economy is one of the most important aspects when it comes to strengthening people’s apprehension and attitude about the area. The inhabitants are important ambassadors for their area, and the city, and places with an active social and cultural life attracts tourists.

In order to establish a "sustainable" tourism in Greater No 2 I see it as vital that three different aspects are fulfilled. First of all there has to be an environmental awareness; waste has to be taken care of, transportation performed either by foot, bicycle or public transportations, and vegetation in the public environment promoted. The second aspect is the creation of a local economy; there must be small centers within the city as well as corner-shops, restaurants, coffee shops and bed&breakfasts. Thirdly and most important is an aspect which is almost impossible to create artificially; the local culture. The presence of history, identity, important places, music and events gives Greater No 2 a unique position within the city.
CARS AND ACCESSIBILITY

One of the things that we set up as an assumption for this project was that the car ownership, and traffic, in the area are going to increase. With more cars using the streets in Greater No 2 safety several problems must be solved. First of all conditions for pedestrians and other unprotected road users must be improved. Then possibilities to park must be organised and speed limiting efforts arranged. As we see it in our proposals speed bumps, improved paving on sidewalks along streets that are intended to be most frequented by cars and parking spaces along the wider streets are solutions to some of these problems.

PHASE IMPLEMENTATION

After discussions about the public environment, tourism and accessibility for cars the last question is how and when to implement our proposed physical changes. To illustrate a possible way to revive Greater No 2 I have created a scheme which displays a desirable order how to upgrade the streets and public spaces.

The scheme on the opposite side is a rough division of the proposed efforts and are intended to give You as a reader a picture of what we see as most important. The proposals, both the overall structure and the specific places can be implemented gradually to achieve the desired effects; increased safety and a pleasant, greener environment. Safety aspects have been prioritised in front of esthetical values and unprotected road users are seen as more important than cars.

The proposals pointed out as having priority A are proposed to be completed first, after this B and so on.

(For detailed descriptions of the proposals see more under “Overall Structure” and the different specific places. The different streets mentioned on the following page are easiest found either on the INVENTORY map at the end of the report or on Map 8 on page 45.)
<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
<td>Main roads</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Primary streets</td>
<td>Stone Street and Mzimba Street</td>
<td>Ethel Street</td>
<td>Methodist Street</td>
<td>Oogi Street</td>
<td></td>
</tr>
<tr>
<td>Secondary streets</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Tertiary streets</td>
<td>Moaketsi-, Calata- and Pakati Street</td>
<td>Mankurwane-, Mokwena- and Polisa Street</td>
<td></td>
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<tr>
<td>Green lanes</td>
<td></td>
<td>Khama Street</td>
<td>Goaleka Street</td>
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<tr>
<td>Spatial ideas</td>
<td>Historical walk</td>
<td>Places along the streets</td>
<td>Empty plots and unused public places</td>
<td>Churches and their plots</td>
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<tr>
<td>Specific places</td>
<td>The Old Beerhall - Place of Activity</td>
<td>The Square</td>
<td>The Car Wash area</td>
<td>The New Junction - Diamond Square</td>
<td></td>
</tr>
<tr>
<td>Vegetation / trees</td>
<td>Trees and other types of vegetation are to be developed simultaneously with the other efforts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Fig. 136**
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32 Jordaan Mariette, Planner at the Town Planning Office Kimberley Municipality, 03-10-13
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36 Peine Wendy, employed at Kimberley Municipality working with the project _Keep Kimberley Clean_, 03-11-18
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38 Kalaha is a game for two players. The players have six small sunken holes and one big one each in front of them. The goal is to collect most stones to your “main sinking” while moving around small marbles or stones from hole to hole. The game ends, when one player has emptied his six holes from stones.
39 Mokgele Andries, guide at Kimberley Tourist Information Center, 03-11-10
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42 Nyström L (ed), 1999, p 121f
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APPENDIX

Below are information we gathered from the interviews with residents in Greater No 2. The information is compiled and sorted considering our focus but also contains some side information.

Living conditions
- People like life in Greater No 2 since most of them have lived their whole life here; they know both the area and the people very well.
- The best things about Greater No 2 are the people living there. It is easy to communicate with them.
- Most of the people go to church every now and then, some every Sunday. Many sing or have sung in a choir.
- People socialize mostly with people from their own area. Usually they just meet people in the streets. People do not spend that much time in their houses because they are rather small and the families big. The houses also get hot during summer.
- People have little money and many can not afford to pay the school fees for their children. Most people have completed some grades, but few have completed all 12 grades. Few have possibilities to continue and study at university.
- People usually do not have a job that demands higher education, many work as cleaners.
- Some people would move somewhere else if they had money while others would not, even if they had the money. There are examples of people who remain in the area despite the fact that they have economic possibilities to move somewhere else.
- Some people have tuck shops in their houses, or small markets outside, to increase their income.
- Some people are proud to live in Greater No 2; others would rather stay somewhere else, in town for example.

Public places
- What people miss is variation in shops, somewhere to go, like a park, sport facilities or some other amenities not connected with the use of alcohol.
- People do not go to special places to meet people; they run into each other since they spend a lot of their time in the streets. People often mentioned that they would like to have more benches in the area in the shade.
- People think there is a lack of activities in the area. There are almost no other places than taverns or shebeens to go to and there is nothing to do in the area. There are no parks or sport facilities at all in Greater No 2 and few in the whole of Galeshewe.
- People want some taverns and shebeens to be closed and maybe converted into restaurants and coffee shops since alcohol is a big problem. There are no places to go to that are not associated with alcohol.
Streets
  - People think the narrow streets are good, but the opinions about the speed of the cars differ. Some think that people drive too fast and others think that people do not drive too fast.
  - Some would not like to widen the streets because people drive slowly when streets are narrow.
  - The streets are not exclusively used for movements but also for socializing and play.

Movements
  - People go to town by taxi or by foot to buy food once a week. People usually move around by foot because they do not have enough money to use other transportation.
  - It is not that common with bikes or cars in the area, only a few people in the area own a bike.
  - Some people prefer taxis to buses, because they are faster, can stay wherever and do not have certain timetables and routes.

Safety
  - People regard violence and crime to be the worst thing in Greater No 2.
  - People think alcohol is a big problem and the source of many problems in the area, like crime, steeling, robbery, abuse, rape, assaults etc. People visiting the taverns and shebeens also make the area noisy at night. It is not only adults that drink, young people also go to the taverns and shebeens to drink. The reason why so many drink is the high unemployment rate.
  - Some people say that they can leave things outside on their properties without things get stolen, but others say that they never leave things unwatched.
  - The high lighting poles are considered good in the way that they light up a big area, but the light is unpleasant and strong. The opinion about if they are good or not differ. Some people think it is too dark today while others think they are effective and give a good light. People in general think it would be a good idea to combine the high lighting poles with some ordinary street light. Some people try to stay at home after dark and avoid going out in the streets. They are aware of the risks and afraid of what might happen to them. Others say that they can go everywhere in Greater No 2 at any time.
  - People do not want to leave their house unguarded, most of the time there is always someone at home.

Houses
  - The condition of the houses is often bad and it is very cold during the winter. The houses are not isolated and the roofs often leak.
  - Most of the old houses are built with mud bricks but the first ones were built in corrugated iron sheets.
  - Most of the houses in the area are built by the inhabitants themselves or by someone else in the area.
family. People usually own their houses and live in the same house their whole life.

- Some would like to preserve the houses as monuments and while others just want to renovate them and improve the standard.
- People do not grow vegetables or fruit in their gardens. If they are growing something it is usually flowers.
- The main reason to why people put up a wall or a fence around their plot is to show where their property border is.

Tourists are welcome to the area. People mean that both parts can learn from meeting. It is positive because tourists go back to their country and tell about their experiences in the township.