East-west links
– proposal by Therese Byheden

In this chapter detailed proposals for the east-western links will be presented. The links are connecting the project area to CBD and residential areas in the west. Detailed plans for two sections of the links, one pedestrian orientated and one ordinary secondary street, will be presented and the usage of all links will also be described.

South Circular Road and Graham Street

South Circular Road and Graham Street link CBD and the Big Hole precinct together. At the end of South Circular Road the new tourism and culture area will be developed and along Graham Street a new commercial area that will work as an extension of CBD. This makes South Circular Road and Graham Street very important, since they now connects the different commercial areas together.

The South Circular Road and Graham Street link is also a part of the connection between CBD, Galeshewe and the residential areas in the west. The link is therefore used both by people shopping and by people on their way to and from work. Because of this the link both needs to bee easy to move along and have activities and things to see along the way.

South Circular Road and Graham Street will be used by all modes of transportation but pedestrians and bicyclists have to be prioritised since they are the most important traffic modes along the link. The streets therefore need to be upgraded for pedestrians and bicyclists with new and improved sidewalks and a bicycle lane. Shadowing trees and seating are also needed to improve the pedestrian and bicycle environment along the street.

It will be possible to extend the tramline along South Circular Road in the future. A tramline would mean two new tram stops along the way. New tracks are also needed for the tramline’s extension.

Activities and things to see are an important mean to link the different areas together but also to make the street a part of the commercial areas instead of just a transportation link. It is foremost commercial activities and trading that will be developed along the streets and space is made available for both formal and informal trading. All of these activities together make the streets usable by all people.

Almost all existing buildings along South Circular Road and Graham Street have been kept to keep the development costs down. The few buildings on the northern side of South Circular Road, south of the Big Hole, have though been removed due to the break back line. New
Map 44. New and old development along South Circular Road and Graham Street
buildings have been built in empty lots between the existing buildings and in areas without buildings. The greatest changes in the area are the new areas for tourism and culture and for commercial activities since these are totally new areas.

**Design of the link**

South Circular Road and Graham Street is a secondary street with reduced car traffic. The east part of the link, South Circular Road, is very narrow due to the break back line. The fall will affect the land almost all the way up to the street, which makes it impossible to widen the street in this direction. Graham Street is extended to the west and connected to Waterloo Road north of the existing hotel. This gives the link better connection to the surrounding areas.

The link has four metres wide vehicle lanes in each direction, sidewalks on both sides and a bicycle lane along the northern side. Since the street is narrow the tramline has to share space with the cars and the tracks will therefore be integrated in the northern vehicle line.

Because of the uncertainty of the break back line, no buildings will be built on the northern side of the eastern part of South Circular Road. A new planted tree line will instead define the street’s dimension in this direction. The buildings on the southern side stand close to the street and to each other and create a defined street line. The buildings in the new tourism and culture area and in the new commercial area will also stand close to the street but the in the commercial area the buildings are higher than in the other areas with up to five floors.

The façades in the bottom floors along the southern side of South Circular Road are opened up with new windows and doors to make the sidewalk more interesting and safe. To give this side of the street a uniform character a small roof is built over the sidewalk. The roof makes the feeling of the sidewalk small scaled and uniform while the façades over the roof can be of different height and form. The roof will also be a protection against the sun for people moving along the sidewalk.

The mine-dumps surrounding the Big Hole are removed to open up the view to the mine. This side of the street has a harbour character with a wide pedestrian lane and a bicycle lane. A low wall, that will not be a visual barrier, is stretching along the edge to the hole. This wall is too low to protect against falling accidents, instead a proper fence is located further down in the hole where it will not interfere with the view. The wide pedestrian lane and the bicycle lane make it easy for people to move along the street.

The above mentioned pedestrian lane stretches along the Big Hole all the way from CBD, along South Circular Road and the new tourism and culture area, to the Open Mine Museum. In the future it is also possible to extend the pedestrian lane along the eastern side of the Big Hole to make it possible to walk or bicycle around the whole
**Fig 82. New view over South Circular Road towards CBD**

**Fig 83. View over South Circular Road today**
mine. The wide sidewalk and the bicycle lane on South Circular Road continue along the northern side of Graham Street. This part of the link has the possibility to be wider since the break back line does not affect this area. Therefore parking is provided along the northern side of this street.

New trees are planted along the sidewalk on the northern side of the whole link. This tree line marks the importance of the link and will also provide shadow and make the street pleasant to use. The tree line is located between the sidewalk and the bicycle lane to provide shadow to both pedestrians and bicyclists.

**Land use along South Circular Road and Graham Street**

The main land use along the South Circular Road and Graham Street link is commercial and trading. This usage will connect the new commercial area to CBD and lead people between them. The existing commercial facilities in the eastern part of South Circular Road will be opened up with new entrances and windows towards the street. All light industry along the link is removed to make space for the commercial activities, and the new buildings will also contain commercial facilities. The fruit and vegetables store, that earlier was located next to the Big Hole, is moved to one of the new buildings on the southern side of the street, since the building will fall into the when it caves.

Because of the uncertainty of the break back line no buildings will be built along the northern side of the street. This creates an open space in the eastern end of the street which will be used for informal trading. Fruit, vegetables, arts, crafts and other goods can bee sold in trading stands which will not, by its weight, influenced the break back line.

Parking along the link is situated in empty lots between existing buildings. Most of the parking is located on the backside of the buildings next to George Street. Car traffic on South Circular Road will therefore be reduced and instead moved to George Street which is less sensitive for traffic. This creates two types of links which are safe and easy to use, one mainly for pedestrians and bicyclists and one for car traffic.

All single family houses along the southern side of Graham Street are preserved. Also the hotel in the western end of the street is preserved and incorporated in the commercial area. Since the end section of Waterloo Road is moved a few metres eastwards, the parking lot belonging to the hotel has been reduced in size and new parking is instead provided on the eastern side of the building.

**Tourism and culture area**

Tourism and culture area is planned for activities such as small shops, restaurants, cafes, pubs, hotels and guesthouses. Space is arranged for both spontaneously and arranged activities.
Map 45. Land use plan for South Circular Road and Graham Street
Buildings: The tourism and culture area is small scaled with buildings in two to three storeys. The buildings are narrow and built together to blocks. All buildings are different from each other and several of them have balconies or protecting roofs of different design.

The blocks closest to South Circular Road are a part of the commercial link between CBD and the new commercial area. The buildings are larger than in the tourism and culture area with four to five storeys. Larger commercial facilities are located in the bottom floors and the storeys above are used for offices or apartments. There are entrances to the shops both from the larger streets outside the area and from the tourism and commercial area.

A large hotel with a terrace on the first floor is located in the southeastern corner of the area. The hotel has a nice view over the Big Hole and also over the mine into CBD.

In the north one of the new buildings is connected to the Open Mine Museum’s facility building. This building leads pedestrians that are moving along the Big Hole, to the market square and further to the museum.

Street environment: Almost the entire tourism and culture area is free from cars, except for on and off loading of goods during certain hours. The street environment is instead designed for pedestrians but shops, restaurants and informal traders can also use the streets for their purposes. This will bring life and activities to the street environment and make them pleasant to use. The intense use of the streets will also create a high social control in the area which will make them safe.

The irregular street plan in the area creates an exiting and interesting streetscape with narrow curved streets and several open spaces and squares. The different designs of the buildings will also contribute to the varied appearance of the streets.

The streets in an east-western direction are straight, to create sight-lines to the Big Hole and to make it possible to see the skyline of the city from inside the tourism and culture area. In the north-southern direction the streets are curved to create a short way between CBD and the northern part of the city, mainly Galeshewe. This also creates an exiting and interesting street environment.

The streets are designed for different needs and usages. Closest to the Big Hole stretches the earlier described pedestrian lane with a harbour character. Along the lane are several restaurants, cafes and pubs located which gives them all a nice view over the mine and the city skyline. Through the centre of the area stretches the area’s main street. This street is wider than the others with trees planted in the middle. Along this street space is provided for informal trading. The other streets in the area are narrow with a mixture of uses in the buildings surrounding them. Manly small shops are located along West Circular
Road and they are not allowed to use the streets to sell their goods due to the importance of movement along this link.

Squares: Several different types of hard open spaces and squares are located in the tourism and culture area. These places are designed for different activities and uses. See numbers on the map.

1. A large market square is arranged in the north. Here it is possible to sell locally produced goods, arts and craft, vegetables, fruit etc in arranged trading stands. The market square is connected to the commercial area along South Circular Road through the main street leading through the area.

2. In the centre of the tourism and culture area is a large square. The square is designed for different uses and activities. The area’s main street, with trading stands for informal trading, stretches along the western part of the square. In the middle of the square space is arranged for activities and performances and also shadowing trees with seating possibilities under. Shops, cafes and restaurants are located in the buildings surrounding the square, these can also use the square for their activities.

3. A small square is arranged to be used by cafes, restaurants and pubs situated in the buildings around. The square is mostly a widening of the street which makes the square intimate and calm.

4. Along the pedestrian lane that stretches next to the Big Hole is a larger open space located, with a nice view over the mine and also over the hole towards CBD. Rounded stairs leads down towards the hole like an amphitheatre and at the bottom of the stairs is a place created with space for activities and performances. The stairs gives opportunities for people to sit down and watch the performances, the view or just to rest. The location of the square along the pedestrian lane makes it frequently used and it will bring lots of life and movement to this area.

5. In the middle of the south-western block is an open space, surrounded by larger commercial buildings in south and west and by smaller buildings from the tourism and culture area in north and east. The space inside these buildings has the character of a shaded yard. This open space is also a connection between the different areas since the commercial buildings have entrances both to the streets and to this yard and the smaller buildings have openings to the tourism and culture area.

6. In the south-western corner of the area is a tram stop and close to the stop is a small open place arranged for people waiting for the tram. The tram stop is located where the pedestrian and bicycle lane continues in two directions, one to the north along the hole and one to the west along Graham street. This makes it easy to go in both directions from the tram stop.
Green structure and parks; The green structure in the area mainly consists of tree lines along the wider streets. These will both provide shadow and also mark the importance of the streets. Some trees are also planted more irregular on the central square. Under these trees are shadowed seating provided. A small grass area is located in the south-western block where it is possible to sit under some shadowing trees.

Parking; Since the whole area is free from cars, most of the parking is solved outside the area, for example along West Circular Road, in the commercial area, in parking areas along George Street or in the parking area on the opposite side from the Open Mine Museum. For safe parking, the large parking area north of the museum can be used. The hotel has its own parking in the bottom floor, which has an entrance from the east side of the building. A small open parking area is also arranged close to the commercial buildings.

Off loading of goods; Off loading of goods to the small shops and restaurants in the tourism and culture area is made directly from the streets inside area, but only during certain hours. Loading of goods to the hotel is made in the garage in the bottom floor. The trucks will use the same entrance as the cars. Loading of goods to the commercial buildings is made from the back so that the trucks don’t have to stop along South or West Circular Road.

Commercial area

Buildings; The commercial area has a higher scale than the tourism and culture area. Along Graham Street are three large blocks with buildings in four to five storeys. The buildings are sectioned with commercial facilities in the bottom floors and offices and apartments in the storeys above. The bottom floors of these buildings are wider than the rest of the floors to provide required space for the commercial facilities. On the southern side of Graham Street commercial buildings are built on undeveloped space between existing buildings. The buildings located close to the single family houses has a lower scale than in the rest of the commercial blocks to incorporate the single family houses in the new commercial environment. Large buildings with commercial facilities are also situated along West Circular Road.

Blocks with offices and apartments are located north of the commercial blocks. The buildings in these blocks are in four to five storeys with openings into the yards that are created between the buildings. In the north-western corner of the commercial area is the local centre situated. The buildings are here surrounding a small square and contain shops and service facilities for the inhabitants of the Big Hole precinct.
Street environment: The streets south, west and east of the commercial blocks are designed for the shoppers with open glass facades and wide sidewalks. Transportation of goods and passing car traffic are directed to the street north of Graham Street. This creates one side with fairly heavy traffic while the shopping streets becomes nice and safe to use because of less traffic.

The east-western streets in the commercial area are connected to the streets in the tourism and culture area. These streets are slightly curved which creates an interesting street environment and makes the view to the Big Hole a pleasant surprise in the eastern end of the streets. In the northern part of the area is a pedestrian and bicycle lane, that leads through the office blocks and connects the tourism and culture area to the local centre.

Squares and yards: The only square in the area is located in the local centre. Space for informal trading is provided here and it is also possible for the neighbouring shops to use the square. Shadowing trees are planted on the square with seating possibilities beneath.

The office blocks have yards for recreation but also with space for parking.

Green structure and parks: The green structure in the area mainly consists of tree lines along the main streets. The single family houses south of Graham Street have green gardens with trees and flowers inside fences that are low enough to see over. Greenery is also planted on the squares and yards, mostly in form of shadowing trees but also flowers and bushes.

Parking: Parking for visitors to the local centre is provided in the western part of this block. This parking area is located next to the intersection between the two local main streets in the Big Hole precinct, which makes it easy to reach for all residents in the new area. In the office blocks the parking is solved in the yards with small parking areas separated by shadowing trees and greenery. Plenty of parking spaces are needed in the commercial blocks to provide for the demand from both shoppers and people living or working in the buildings. The parking spaces are located inside the blocks about one storey up. A ramp is leading from the street up to the parking space. The parking spaces are in this area, as in the office blocks, separated by planted shadowing trees into smaller areas. This makes the yard nicer both for people using the parking and for people living and working in the buildings around it. This also means that the shops have entrances from the parking areas one story up. Shops in two storeys have entrances directly in to the shopping area on the second floor while shops in one story have to have an elevator down to the bottom floor. In the western part of
the area is also an open parking area for shorter visits. A lower commercial building is blocking the view to this parking from the south, making the entrance to the area nicer. Parking is also provided along the streets in the whole area.

*Off loading of gods;* Loading of goods is made inside the blocks in order to not disturb the traffic on the surrounding streets. The entrances for lorries are, when possible, located along the street north of Graham Street to reduce the conflicts between heavy traffic and pedestrians and bicyclists. In the commercial area loading of goods is made beneath the parking floor. The lorries are, via a ramp, driving a half storey down to the shops loading docs. This makes it possible for the trucks to reach all shops and also to free space to turn without disturbing other activities in the commercial blocks.

**Movement and sightlines**

*Movement;* Several new possibilities to move between different areas have been created along and in the areas surrounding South Circular Road. This includes both new and improved links to Galeshewe, CBD and residential areas in the west.

Different types of movement links for different needs are stretching trough the area. For people just passing trough the area it is now possible to move in a nice, safe and direct environment without disturbances from other traffic modes. It is also possible for pedestrians to move inside the area trough commercial areas and over squares and open places with lots of activities and different usages along the way.

All links for pedestrians have been made as direct as possible and stretches trough activity areas to make them safe. To reduce conflicts between different traffic modes, long parts of the links stretches through areas free from cars. In areas where the traffic modes are mixed shops and other activities are as far as possible located on the same side of the street to reduce the reasons for pedestrians to cross the street.

New safe and direct bicycle lanes are also created both in east-western and north-southern direction.

*Sightlines;* When the mine-dumps have been removed several new views to the Big Hole will be opened up and it will also reduce the barrier effect of the mine. It will now be possible to see the mine from the streets perpendicular to South Circular Road. The streets in the new tourism and culture area have a straight east-western direction which creates sightlines over the Big Hole and makes it also possible to see Kimberley’s skyline over the mine.

A sight line to the Escom building in CBD is created along the entire South Circular Road. This building therefore becomes an important landmark for orientation from the Big Hole precinct to CBD.
Map 48. Sightlines

Map 49. Movement
North Circular Road

North Circular Road links the northern part of CBD to the Big Hole precinct, residential areas in the west and to connection streets leading to Galeshewe. It is mostly used by people moving to and from work, but also by visitors to the new tourism and culture area. Since the street is used by car traffic, pedestrians and bicyclists, space needs to be provided for all these traffic modes, also the upgraded tramline that stretches along the street needs to be considered.

North Circular Road needs to be upgraded mainly for pedestrians and bicyclists with improved sidewalks and new pedestrian and bicycle lanes. New vegetation that provides shade and seating are also needed to improve the pedestrian and bicycle environment along the street.

Even though the street is not going to be an activity street, some new activities needs to be created to make the street more interesting and safe. It is though important that the new activities along North Circular Road do not compete with the commercial activities in the southern part of the Big Hole precinct and in CBD. The activities should therefore be focused on art both along the street and in some of the buildings that surrounds it.

Almost all existing buildings along North Circular Road have been kept. This saves money which instead can be used to upgrade the street environment for pedestrians and bicyclists. Some of the existing buildings have though been upgraded and the usages of the buildings have sometimes changed.

New buildings have only been built between the existing buildings. These buildings will improve the street environment and increase the usage of the street.

Also the tramline stretches along the existing tracks along North Circular Road between the City Hall and the Open Mine Museum.

The biggest change along the link is the street environment with wider sidewalks, a new bicycle and pedestrian lane and new trees, street lighting and seating.
Map 51. New and old development along North Circular Road
Design of the link

The North Circular Road link is a secondary street with four metres wide vehicle lanes in each direction. A sidewalk for pedestrians stretches along the northern side of the street. While moving along this sidewalk pedestrians can be observed by passing cars and, along short sequences of the street, also by people inside the few buildings, which makes this sidewalk safe to use also during dark hours. Along the southern side of the driveway stretches the upgraded tramline. In the western part, where the street is narrow, the tramline stretches next to the street and in the eastern part, where the streetscape is wider, it makes a turn to the south. This leaves a strip of land between the driveway and the tramline where trees are planted. On the southern side of the tramline is a pedestrian and bicycle lane. Also the pedestrian and bicycle lane makes a turn in the eastern part and stretches through a small park area which provides shade and seating. Since the lane is not following the street, pedestrians and bicyclists are hard to observe during dark hours, why this lane is better used during the days.

Where it is possible the new buildings are placed close to the street to create a narrow street environment and a distinct street line. When buildings are situated away from the street and at sections where there are no buildings, fences and walls in the street line are used to create the same effect. This is mainly on the northern side of the street, the southern side is instead defined of the large mine-dump surrounding the Big Hole and trees planted along the pedestrian and bicycle lane.

The mine-dump surrounding the Big Hole has been saved as a reminder of the history of the area and to create a closer streetscape. A part of the mine-dump has though been removed to open up a view to the mine. This makes it possible for people, moving along the street, to see the Big Hole and the areas on the opposite side of the mine. The opening in the mine-dump is closed by plastic window which will both protect against accidents and at the same time make it possible to get a view over the mine.

Unnecessary vegetation has been removed both from the mine-dump surrounding the Big Hole and from the dump on the opposite side of the street. This will make it possible to see the mine-dumps and reduce the number of hiding places on the side of the street. Unnecessary furniture has also been reduced along the street to make the it nicer and easier to understand and read.

New trees are planted along the pedestrian and bicycle lane to provide shadow, reduce dust that are blowing from the mine-dumps and make the street more pleasant to use. Since there are almost no buildings situated on the southern side of the street the trees also helps to define this side of the street.
Fig 90. New view over North Circular Road towards CBD

Fig 91. View over North Circular Road today
Land use along North Circular Road

*New node:* In the western part of North Circular Road, around the intersection with Tucker Street, Green Street and Barkley Road, the small existing node is upgraded to a larger commercial node. The usage of the existing buildings is changed to commercial usage and new buildings are built to fill unused space between the buildings. Small shops, cafés and a gas station are surrounding the intersection to create a natural stop for people on their way between CBD, Galeshewe and the residential areas in the west.

*Parking area:* A new large parking area with approximately 200 parking spaces is planned in western part of the street. The parking area is mainly for the Open Mine Museum, the tourism and culture area and the commercial areas in the Big Hole precinct, but it can also be used by visitors to the new node in the western part of North Circular Road. The parking area is fenced in and has high security with parking guards and parking fees to make it safe. Between the parking area and North Circular Road, trees are planted to separate the parking from the street.

*Residential buildings:* A few residential buildings are situated along the northern side of the street. These buildings have low fences in the street line and green gardens. The residential buildings will increase the usage of the street during the whole day.

*Art gallery:* The large ruin is upgraded and the usage is changed into an art gallery. In the gallery it will be possible for the public to see art from local artists but also how some of the arts and crafts are made. Also the smaller ruin close to the street is upgraded and used as an entrance and information building to the gallery. In front of the entrance building is a new parking area for visitors. The façades of the gallery will be lit during dark hours which will make the large building a new landmark in this part of the city.

*Wall:* The long wall painted with Kimberley’s history is saved and extended. The wall will be one part of the art direction along North Circular Road and will also make the street more interesting and pleasant to use.

*Art park:* A smaller park area, with mainly tall trees, but also some lower greenery and flowers, is situated in the eastern part of the link. In the park art objects, made by local artists, are placed. The art objects are possible to use, for example for seating and for children to play on. The park creates possibilities for activities in the eastern part of North Circular Road and will make people stay and use also this part.
Map 52. Land use plan for North Circular Road
of the link. The new pedestrian and bicycle lane is stretching through the park with several new seating possibilities, both on some of the art objects and on new benches.

**Tram stop;** A new tram stop is located next to the park, close to the art gallery. This makes it easy for tourists but also for inhabitants to get to these attractions.

**Viewing tower;** At the southern side of North Circular Road close to the intersection with Bultfontein Road is a new viewing tower situated. From the tower it will be possible to see the Big Hole, the Big Hole precinct and the central parts of the city. The tower is located close to the tram stop which makes it accessible for visitors. Together with the buildings on the opposite side of North Circular Road the tower creates a defined entrance to the link from CBD.

**Movement and sightlines**
The proposed development along North Circular Road will make it easier and safer to move between the northern part of CBD, Galeshewe, the Big Hole precinct and the areas further to the west. The proposal will increase the possibility to move for different traffic modes, which makes it possible for all people to use the link.

A new view is created over the Big Hole and over the opposite side of the mine.
Map 53. Sightlines and movement
Usage of east-west links

Hereafter follows the most important functions and features of the largest east-west links that are incorporated in the spatial plan, as a short summary.

1. South Circular Road
   - Movement prioritised along the street but also activities
   - Pedestrian prioritised secondary street
   - Pedestrian lanes on both sides and bicycle lane on one side
   - Possible tramline in the future
   - Commercial and trading leading people between CBD and the project area
   - Reduce the light industry
   - Both formal and informal businesses
   - Open the closed walls on the buildings
   - Pedestrian and bicyclist facilities such as; trees and seating
   - Open up the view to the Big Hole, through removing mine-dumps
   - Square

2. North Circular Road
   - Movement prioritised along the street
   - Secondary street
   - Open up the view to the Big Hole, through removing mine-dumps
   - Tramline
   - Art along the street
   - Pedestrian and bicyclist facilities such as; trees and seating
   - Large parking lot in the western part
   - Greenery

2. Green Street
   - Movement prioritised along the street
   - Secondary street
   - Pedestrian and bicyclist facilities such as; trees and seating
3. New Street (east-west)
- Movement in the area prioritised
- Local main street
- Pedestrian lanes on both sides and bicycle lane on one side
- Residential street and gathering of traffic from the area
- Pedestrian and bicyclist facilities such as; trees and seating
- Local service centre, some business in buildings along the streets