From Township to Townscape

Galeshewe today

To understand the identity of Galeshewe and the problems and needs in the area it is important to know how the area developed in the past. During the apartheid era, the township was established as a result of forced removals from the surrounding areas. The area now serves as a point of origin for many people who migrated to the city for work. Each episode ends in a number of conclusions, which are to be seen as important issues to address in the proposal.

Social environment

Galeshewe has one public library. It has computer facilities and is well used. And there are two post offices located in Galeshewe. In the post offices it is also possible to play the National Lottery and the queues to do this are often very long.

Public service

Health and security

Galeshewe is perceived as a dangerous area to many people not living there and one of the most important factors holding people back from visiting the area is the bad reputation. The biggest factor for the reputation is the fear of crime and violence. The amount of open and denuded spaces, which are often occupied by squatters, is making people feel vulnerable. One way to improve security in Galeshewe today is to put up fences as protection. Public buildings like libraries and community halls are fenced in to reduce crime and vandalism and the streets are paved with concrete to prevent people from running. There are two police stations in Galeshewe. The police also use a mobile station, a truck that functions like ordinary police stations with a remand prison. Small fires occur of which most are started by accident as the residents in the squatter areas are using candles as source for light in the evenings. The fire station is situated in the CBD and the time to respond to various parts of Galeshewe is around 7-8 minutes.

Galeshewe today

Other community facilities like old age homes, youth centres, centres for disabled etc. also exist in Galeshewe. Many of these were started by churches with governmental and non-governmental support. Because of this, it is difficult to get an overview of the kind of facilities in the area.

In front of the library
From Township to Townscape

The private flourishing gardens play an important role in the green structure. In the wealthy southern parts of Kimberley the gardens function as a green lung and enhance the quality of the air. The gardens in Galeshewe are, however, small and lack vegetation; many people cannot afford to have plants in their garden. Because of this, it is more important in Galeshewe than in any other place in Kimberley to have proper public spaces and recreational areas.

Map 2. Green structure

Large park areas

Four parks are situated along or close to Galeshewe Activity Corridor. Three of the parks are relatively small and of different size and shape, but they all contribute to the green structure. The fourth park is larger and is situated in the center of the corridor. It is a combination of a park and a green belt that functions as a recreation area and contains a botanical garden, playgrounds and plots for urban agriculture.

Urban agriculture is a way of increasing areas with vegetation and at the same time creating opportunities for the residents to grow. A few projects to use open spaces for urban agriculture have started. One example is the garden plots in Galeshewe Community Park where growers market their products.

Tree planting

To some extent trees along the streets can form a part of the green structure by offering shade and a place for people to sit. There are plans to increase the number of trees along the streets in the corridor. Therefore, olive trees have been planted on both sides of almost all streets in the corridor. The municipality plants the olive trees and water them occasionally. The residents look after the trees knowing that the harvesting will create job opportunities and give some shade to the gardens.

Conclusions

- The work to improve existing green structure should continue.
- New parks should be planned.
- New trees need to be planted along the corridor.
- There is a need for planned gathering places in the shade.
- There is a need for proper and new school buildings.
- There is a need for more and proper planned playgrounds.
- There is a need for more planned sports facilities.
- There is a need for more planned community parks.
- There is a need for more planned town squares.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
- There is a need for more planned community parks.
Despite the fact that the majority of Kimberley's population live in Galeshewe, the variety of business types is limited. Many shops selling the same thing mean that all of them have a limited number of customers.

There are four larger clusters of shops situated along the Activity Corridor. They contain for example small to medium size grocery stores, funeral parlours, butcheries, dry cleaners, liquor stores in the area. People mainly travel between two and five kilometres to the city centre to do their grocery shopping.

Business attracts business. One shop may benefit from the shop next door and get some customers. One type of commercial service that is not dependent on other types to attract customers is the petrol stations that to a great extent are self-supportive. Since they are likely to survive they are good help to other businesses. There is one petrol station along the corridor in Royal Street and one more distance more than a few metres and petrol stations are accepted in near distance to offices and residential areas.

Informal and formal business sector

Small businesses

The corridor runs through the town and has developed several clusters of small businesses along the corridor. To make it possible for the small enterprises to cross the road, some

Situational analysis

Economy

Fig 3. The gap between informal and formal businesses in Galeshewe is large.

Informal and formal enterprises exist in close proximity to each other. Some informal enterprises operate within the formal sector, while others operate independently. The informal sector consists of small businesses that are not registered, do not pay taxes, and operate without licenses. This sector is often referred to as the "handicraft" or "street" sector. These businesses are often family-owned and operate on a small scale. They may include vendors selling goods such as food, clothing, or other items. The informal sector is an important part of the economy, providing employment and income for many people.

Formal businesses, on the other hand, are registered, pay taxes, and operate with licenses. These businesses are typically larger in scale and have more stability. They may include retail stores, restaurants, and other types of businesses. The formal sector is an important part of the economy as well, providing jobs and contributing to the overall economic growth.

The informal sector is often seen as a necessary part of the economy in developing countries, as it provides employment and income for many people. However, it can also pose challenges, such as lack of regulation and tax evasion. The formal sector, on the other hand, provides stability and regulation, but can also be less accessible due to higher costs and licensing requirements.

In most successful developing countries there is a more or less uninterrupted scale of activities that runs from very low- to very high productivity. In South Africa, however, a large gap exists between the informal and formal sector.

To make it possible for informal enterprises to cross this gap, something named the semi-formal sector needs to be developed. The sector will create income and employment as well as a base from which new firms can be developed.
In the Comprehensive Urban Plan of Kimberley the problem concerning the business sectors is brought up. The municipality's aim is to help the informal trading to move towards the formal sector. An example of this is the municipal Carwash Project. By trying to gather some of the carwashes together and provide them with better facilities the business can hopefully grow. This means that carwashes that are not profitable might be forced to close down. For the hawkers, providing better facilities on certain places can improve the situation for them.

In the Comprehensive Urban Plan for Kimberley four factors have been identified as crucial to form an adequate semi-formal sector:

- Finance
- Business and technical advisory services
- Local social climate that motivates entrepreneurial behaviour
- Inexpensive, secure and accessible working spaces.

Conclusions
- Better facilities for formal and informal traders at strategic points are needed.
- Existing, formal shops can be improved.
- Small businesses need better organizing to improve the growing potential.
- A large supermarket is needed in Galeshewe.

Tourism
During the apartheid years the tourism sector in Kimberley mainly focused on the history of the mines, the Anglo-Boer war and the history of white population. After 1994 the tourism sector diversified and a new focus point came into place. There is a possibility to go on a township tour and experience Galeshewe for a few hours. The tour focuses on the life of Sol Plaatje and uprisings in 1956 when a number of people were killed.

The tourist sector is not developed in Galeshewe today but has the potential to do so in the future. Greater No 2 is the oldest part of Galeshewe and is one of the oldest townships in South Africa. The area has recently been declared as a Cultural Heritage and could become a tourism attraction.

In the corner of Hulana Street and Shaka Street a Cultural Village is planned. The purpose of the Cultural Village is to provide a scene usable for both local and international talents and function as a future tourism attraction.

Conclusions
- The tourist sector has a potential to expand in Galeshewe.
- Greater No 2 has a great tourist potential.

Housing
About 24,000 households exist in Galeshewe and the average household size is 5.0 persons. This could be compared to the white households in Kimberley where the average household consists of 2.8 persons.

Most of the people in Galeshewe own the house they live in. The majority of the housing areas are formal which means they are planned, serviced and provided with infrastructure. Informal housing misses some or all of these things.
In Greater No 2, the oldest part of Galeshewe and one of the oldest townships in South Africa, the houses are made of mud, ... process of conservation has started in the area.

In the informal housing areas, the houses are small and made of corrugated steel or whatever material that was available. On one side of a street, sheds could be situated and on the other side huge houses on large plots.

One area with a different character is the area with small semi-detached houses originally built as a hostel for men, mostly bachelors, working in Kimberley. Today they function as single family dwellings.

The demand for housing in Sol Plaatje Municipality is at present approximately 14,000 family units. This number includes both extended families and people living as backyard dwellers (extended families). The demand considers mainly low cost housing (within the income bracket of maximum R1,500 per month) and it is presently low demand for high- and middle-income housing.

To improve the economic situation in Galeshewe it is however important to attract inhabitants with high- and middle income to remain in Galeshewe instead of moving to other parts of Kimberley.

The municipality possesses enough land, both large plots of vacant land and infill areas, to cover the demand for new housing areas for at least the next five years.

In the IDP, nine areas for low cost housing have been identified in Galeshewe. Two of the areas are situated relatively close to the Galeshewe Activity Corridor, but the main thrust of new housing development will take place outside Galeshewe in the more centrally located Hull Street Area.

To place the new housing area here is a deliberate attempt to prevent the city to spread more to the west and further away from the CDB and the working places. The future Hull Street Area will consist of 5,000 low and middle income family units in semi-detached houses.

Conclusions

• Residential houses with several floors can be introduced.
• Houses for all income groups should be available in the future.
• The demand for housing in the informal sector should be increased.

Traffic and transportation

Houses for all income groups should be available in the future.

Residential houses with several floors can be introduced.

The demand for housing in the informal sector should be increased.

Demand for housing

In the informal sector, opposition to residential development is quite effective, because the houses are small and made of corrugated steel. In the rest of Kimberley, the houses are much bigger.

Two sides of the same street

An example is the Moshoeshoe Street Eco Village, which is a pilot project for the new housing development in Hull Street Area. The houses are a pride for Galeshewe, it is the only one of its kind in Kimberley and maybe in the whole of South Africa.

On Hulana Street, opposite the swimming pool, some semi-detached houses for elderly people are situated. They are the only houses of its kind in Galeshewe and therefore look very special.

Two sides of the same street

In the whole Kimberley, 23% of the trips are made by foot, 21% of people drive their own car and 21% of people go by taxi. In Galeshewe, many people do not have their own car so most of the traffic consists of pedestrians and minibus taxis. In the rest of Kimberley, 19% of the trips are made by foot, 21% by car and 21% by taxi.

Pedestrians and bicyclists

In Galeshewe, many people walk in the streets and the streets are very busy. Despite this, the walking conditions are poor and pedestrians choose to ride in the street instead.

Two sides of the same street

In the rest of Kimberley, 18% of the trips are made by foot, 21% by car and 21% by taxi. In the rest of Kimberley, pedestrians are much more common.
From Township to Townscape

The average number of cars in Galeshewe is 0.1 cars per household as compared with the southern suburbs of Kimberley where there are 1.5 cars per household. Today people in Galeshewe park their cars on their own plots. Some short-term parking spaces exist along the streets, but people do not have their car there during the night because of security reasons.

Public transportation

Minibus taxis constitute the main public transport system in Galeshewe. Each takes up to 15 passengers. The minibus taxis as a rule have no formal stops, but pick up people along the taxi route. There are some small informal stops called Tikki stops where people gather to wait for the taxis. The taxi have no sign that shows which route it will take and passengers get on if the destination suits their purpose. One of the problems with the minibus taxis is that they only serve one suburb to another it is required to change taxi. This result in a double fee since the journey is made with two taxi.

The Municipal City Council’s main principle is that the new public transportation system should be accessible and convenient to use and unnecessary car traffic minimised. The council suggests that a new public transport system be introduced. The council also identified the Circle in Galeshewe, as connection point for different modes of public transportation in the future.

But it is the Provincial Department of Transport that is responsible for transportation planning within the whole province, this means that the municipality cannot change the public transport system on its own.

The tram that goes from the Market Square to the Open Mine Museum is mainly used by tourists. Discussions have been made to build a light rail system in Kimberley, but the density of the population is too low for the tram to be sustainable.

Traffic counts

The present surveys of the traffic flow are very inconsistent with some points being measured yearly with a 7-day count and some measured only during 24 hours.

Traffic safety

Along the corridor there have been at least 10 fatal accidents from 1993 to 1997 with most of the victims on Hulana Street and Sechoareng Street. Due to high speeds as well “drinking and driving”, the accident rate is very high. Taxi minibuses are often involved in accidents. They drive very fast, the condition of the cars can be very poor, and they are often over-loaded with people. Sometimes the drivers do not even have a driver’s license.

Conclusions

• The promotion of non-motorised transport is important.
• The public transport system has to be improved regarding safety and accessibility and facilities for this have to be implemented.
Technical Infrastructure

Water and Waste

Kimberley draws its fresh water from the Vaal River and 90% of the households in Sol Plaatje Municipality are connected to the water supply system. Most likely the largest part of the households in Kimberley without water supply are situated in Galeshewe.

Kimberley is a very dry place but the rain that falls do so during a short period of time. When this occurs, mainly during the winter months, water bodies do not have a lot of water. The water that flows into the Vaal River is often very dirty. There is little water and the nutrients from fertilisers, leaking sewers, animal faeces and solid waste that are either thrown or blow into the channel.

Garbage down the storm water drain in Galeshewe Community Park

The water bourn sanitation serves approximately 95% of the population in Sol Plaatje Municipality and the rest are using a pail system. The latter is most common in the informal housing areas.

A toilet in a shed

The procedure for solid waste collection is that the residents collect their refuse in plastic bags or 85 litre containers. These are put out on the pavement once a week for the municipality to collect. Because of the flaws with plastic bags the system will be switched to one with mobile plastic bins. There is a great lack of public trashcans and open areas seem to invite to illegal dumping.

A telephone container can serve as meeting point.

The municipal strategy for waste disposal is to minimize the amount of solid waste that is going to the city dump by recycling and reprocessing. Ferrous and non-ferrous metal are re-covered cardboard boxes and tins that are turned into kitchen sets and handbags that are made of plastic bags.

Electricity and Telecommunication

In Sol Plaatje Municipality 94.5% of the houses are provided with electricity. Many of the households in Galeshewe have prepaid electricity. People buy their electricity in a special shop where they get a code number to digit into their own small meter. This way people can know exactly how much they use. The Integrated Development Plan suggests continuing to install this prepaid meters.

Many people in Galeshewe cannot afford a telephone in their homes or a cellular phone, therefore public telephone services are important. Slot telephones are placed at several spots in Galeshewe and another form of public communication available is the telephone container, which is open during daytime, has telephones installed and the customer only pay for the call that is made.

A telephone container can serve as meeting point.
From Township to Townscape

Streets and lights

Map 2: The main streets and the bicycle lanes

The main streets in Galeshewe are paved, and to some extent also the streets crossing them. The paved area along the corridor is between 7-9 meters wide while the road reserve is between 20 and 25 meters wide. The need for bicycle lanes connecting Galeshewe to the Central Business District was identified in the CUP and the municipality have completed a program how to implement them. Bicycle lanes are made of asphalt, which is about 45 cm wide and 15 cm thick. The bicycle lane is separated from the road as a safety measure so that the users will not be able to drive up at the bicycle lane. There is a lack of road signs, road markings and safe storage facilities for bicycles.

The pedestrian area is located between the bicycle lane and the houses, often as wide as 5-8 meters. The pedestrian area is not paved and often not even in good condition. It is visible that the area is not maintained regularly and is not used as intended by the residential users. Zebra crossings are rare, and along the whole corridor there exist only two.

The bicycle lane and a high mast light along Hulana Street

Along the corridor only Sechoareng Street and Hulana Street have streetlights which means the whole corridor is not lighted up. The IDPs suggest streetlights to be raised on the rest of the streets in the corridor in the financial year 2004/2005. The poles are about 9 meters high and lighting is not adjusted to the needs of pedestrians or cyclists. High mast lights that are scattered throughout the area are spread over large areas and are difficult to destroy. In areas without lighting the safety and security is reduced.

Conclusions

- Pedestrians and bicyclists need to be prioritised in the design of the streets.
- Safe crossings and lanes for pedestrians are needed.
- There is a need for bicycle lanes.
- Public telephones have to be put in place.
- Pedestrian and bicycle crossings need to be prioritised in the design of the streets.
- There is a need for pedestrian crossings.
- There is a need for bicycle crossings.
- There is a need for bicycle lanes.
- Streetlights need to continue along the whole corridor and also provide light for pedestrians and bicyclists.
- Public telephones have to be available.
- There is a need for public trash cans.

Planning and land use problematic

Sol Plaatje Municipality faces two problems in coordinating the spatial planning due to the planning system in South Africa. This way result in extra work and difficulties to intertwine various plans and goals. This leads to a fragmented streetscape. A closer look at existing plans shows that land use is not always in line with the plans. Many of the public spaces, parks or business areas suggested do not exist. One example is the category 'public space'. The IDPs suggest a high concentration of parks and recreation areas in the planning.

One important reason why plans have not been executed in the past is a lack of funding. Today however, there is money and projects have started to be carried out. A third reason for the problems is that areas planned for business have to be developed within two years; otherwise the land goes back to the City Council. During the apartheid era the residents played no role in the planning process, while civil servants and politicians were the only ones. This is evident in the Comprehensive Urban Plan and Integrated Development Plan. Projects and a law regarding development is not enough to ensure a favourable development of the area. A lack of specific policies for development and low demand for plots for economic activities often