

result in investors having great influence in deciding where and how to develop. The municipality is eager to sell any plot so at least some economic activities will develop which is fully understandable. The problem is that contact between new buildings and existing surroundings is often reduced by security measures such as high fence. In addition piecemeal planning limits the contribution that new developments can be for a larger area. It can lead to non-efficient land use. In the end, the sum of many developments not linked together can result in a less well functioning area.

Conclusions

- There is a need of strategic spatial plans for large areas to coordinate various land uses for mutual support.
- In order to direct economic investments to the most appropriate places plans for the Nodes must be prepared.

Analysis of Galeshewe

To make analyses of Galeshewe, two methods focusing on different things have been chosen. A SWOT (Strength, Weakness, Opportunities and Threats) analyse and Kevin Lynch's City Structure Analysis. The SWOT analysis cast light on the most important characteristics of the area. The City Structure analysis highlights the physical structure of the area and relations between different elements. The two analysis methods form the base for the proposal.

SWOT Analysis

Strengths

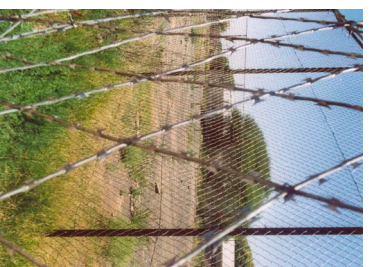
- High population density compared to rest of Kimberley
- The streets are to a high extent used for social life
- Broad variety of ethnic groups
- Good street connections to the rest of Kimberley
- High usage of public transport



Streetlife

Weaknesses

- Poverty as a result of high unemployment rate
- There is an imbalance in social amenities. Some of the primary and secondary schools are only half filled with pupils but the number of adequate sport fields is low.
- Poor entrances to public buildings
- Many vacant and undeveloped areas
- Difficult for vegetation to develop due to the dry and hot climate
- Difficult to orientate in the area because of neighbourhoods that look the same, a street structure that can be difficult to understand and lack of landmarks

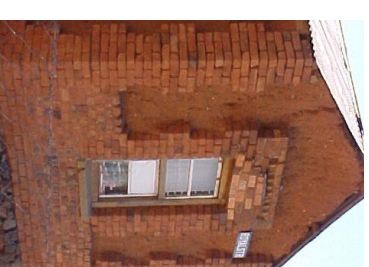


Poor environment at schoolyards

- Scattered location of buildings
- Street structure with few connection points obstructs the accessibility
- Street design that promotes car traffic

Opportunities

- Building density can be improved
- Public transports have good potential to be developed
- Possible to improve the built environment and increase the feeling of safety outdoors
- Space for improvement of the street design exist
- Greater No2 can become great tourist attraction
- Good supply of vacant land for new development
- There is a will and funding to upgrade the whole area



House in Greater nr 2

Threats

- Bad reputation
- HIV/AIDS effects
- If economic situation is improved but public transport is not available it can lead to high dependence of cars
- High crime factor
- Lack of coordinated planning



Bars are put up because of high crime rate

City Structure Analysis



Map 2.8, Paths

Paths

“Paths are channels along which the observer customarily, occasionally, or potentially moves.”²⁴⁵

The Galeshewe Activity Corridor is one of the major paths in Galeshewe. Many of the smaller streets are not connected to the major ones. Because of the few connections points, people are restricted to move in the shortest direction, which makes the associability poor in the area.

Landmarks

“Landmarks are another type of point-reference, but in this case the observer does not enter within them, they are external. They are usually a rather simply defined physical object: building, sign, store, or mountain.”²⁴⁶

In Galeshewe some trees and high mast lightings sometimes function as landmarks, but the high mast lightings are scattered in the area, and it is impossible to know where they are positioned. The only real landmarks you can see from the corridor is the skyline of Kimberley in the distance. In the Kimberley a lot of landmarks are situated and the people are proud of their monuments. A new landmark in Galeshewe will be visible and something to be proud of in the area.



Map 2.9, Districts

Districts

“Districts are the medium-to-large sections of the city, conceived of having two-dimensional extent, which the observer mentally enters inside of, and which are recognizable as having some common, identifying character.”²⁴⁷

In Kimberley, the hole of Galeshewe with its special character is a distinct district. The houses and plots are smaller and the density of people is higher than in the rest of Kimberley. Galeshewe is divided into 39 different areas. The differences between the 39 areas are not visible but their names function as mental districts for the people living in Galeshewe.

Close to the corridor four distinct districts have been identified:

- Greater No 2, which is the oldest part of Galeshewe and was built in the beginning of the 2000th century.
- One area with semidetached houses, the only area with semidetached houses in Galeshewe.
- Galeshewe Community Park, the only big park in Galeshewe.
- The Circle, where five streets meet and creates a very special circular area.

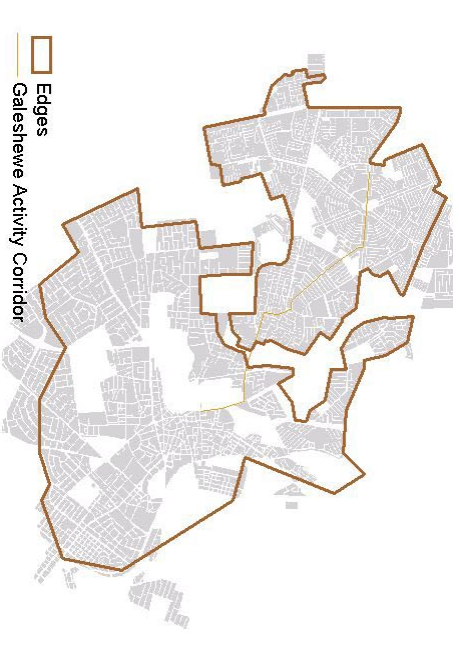


Map 2.10, Nodes

Nodes

“Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is travelling. They may be primarily junctions, places of a break in transportation, a crossing or convergence of paths, moments of shift from one structure to another.”²⁴⁸

There are four crossings of importance along the corridor: The Circle, the crossing at Sechoareng/Hulana Street, the crossing at Hulana/Nontlata/Motopo Street and the crossing at Royal/ Morgan Street. To a great extent, the important crossings agree with the Activity Nodes. The conditions for economic activities to evolve in the activity nodes that do not agree with the important crossings may not be very favourable. Because of that only a small part of the secondary streets cross the primary streets, the crossings where they meet are of great importance.



Map 2.11, Edges

Edges

“Edges are the linear elements not used or considered as paths by the observer. They are the boundaries between two phases, linear breaks in continuity: shores, railroad cuts, edges of development, walls.”²⁴⁹

There is a distinct edge between Galeshewe and the former white city, this is due to the old buffer zone that separated Kimberley (Kimberley White Local Authority) and Galeshewe (Galeshewe Black Local Authority) during apartheid. High fences are used on many places, these have formed big enclosed areas hard to reach or pass through.

Guiding principles

During the work with this project four design principles have been formulated to function as cornerstones for our proposals. These principles are of importance for strengthening the identity of Galeshewe and the creation of favourable conditions for development. They are based on the need of economic activities, attractiveness and security.

- **Holistic planning**
- **Better balance between modes of transport**
- **Improve public spaces**
- **Improve accessibility**

Holistic planning

When planning for new buildings and public spaces it is important to consider the surroundings and the context in which they will be located. By planning a large area at a time different future activities can get the possibly to support each other and contribute to a coherent environment. The current South African ways of allowing piecemeal development counteracts such approach when erecting a fence around the plot and place the buildings in the middle of it. The possibilities to make use of such buildings for enhancing public space are not taken advantage of. By placing buildings on/ near the boarder of the plot at least four advantages are achieved:

- People in the buildings can overview the street and increase the safety
- the house facade act as fence
- more efficient/effective land use
- more interesting streetscape and surroundings

For economical reasons it is important to make use of the existing investments (for example buildings and street) to as high extent as possible when considering the context in which a project is being implemented. In most cases it is cheaper to restore than to build new. It is however equally important to have a planned structures that function well for a long period of time. When identifying the economical nodes, the question how to evolve economic activities around already existing businesses was the essential idea. But if the existing businesses build-

ings are wrongly situated, it is better to use them for other purposes, otherwise the structure will neither be lasting or economical justifiable.

When new buildings are to be built the possibility of filling the gaps in the existing city structure must be considerate. Filling the gaps and to have buildings with more than one floor leads to a more effective land use and higher density. But why struggle to increase density if vacant land is not a scarce recourse? The answer is: simply because a coherent built environment is so much pleasant than one with gaps of vacant land. If managing to increase the density of people even more advantages are achieved, better basis for service, economic activities and public transportations can be created. The more people living in and using the area the more and better service can develop and, likewise important, the possibilities of social encounters are increased. The measures taken for creating higher density should not be scattered over large areas. Instead, they should in the first face be concentrated to the Nodes to maximise the positive outcome and then develop along the Galeshewe Activity Corridor.

The holistic planning also includes the task of bringing activities more closely together and not piecemeal the city structure. A mixed land use is important for the sustainability and economic development in Galeshewe. By placing apartments, service and businesses within blocks next to each other a lively and safe environment are created. Just as important as mixed land use is a varied composition of people. To counteract segregation, Galeshewe must be developed in such a way that attracts people with different income levels as well as different sections of the population.

Better balance between modes of transport

As a part of creating sustainable physical structures the promotion of transports that requires a small amount of energy and gives less pollution an important role. For both the fact that many people do not have access to car and the sake of the environment and it is important to limit the use of cars. In order to change a negative trend that supports the dependence of cars, strategic decisions need to be made. These strategic decisions are a part of “Agenda 21” that gives high priority to work at the local level. The goal is a city accessible primarily by foot or cycle. It is therefore important to create a good environment for bicycling and walking.

One of the tools to achieve this goal is through a design of streets that prioritise pedestrians and bicyclists. The design can contain traffic calming measures that have proven effective when it comes to reduce number and severe outcome of accidents and improve the environment for pedestrians and bicyclists. One more important benefit is that it can promote local economic activity by providing better environment, something that is difficult to ignore when attempting to create economic activity nodes.⁵⁰

One other thing that needs to be prioritised is the public transport system that today already is widely used by the inhabitants of Galeshewe. It is important to design the public transport system so it will attract, not just those who do not have access to a car. It should not be perceived as a second-class transport but as something that in the long run can be interesting for the whole of Kimberley. Going by bus needs to be relatively fast, cheap, convenient in terms of vehicle comfort and reliability. This together with favourable walking condition will increase the possibility of the nodes becoming and staying viable.

Improve public spaces

Different types of public spaces, such as squares, parks and playgrounds, serve different purposes. The common thing for them is that they enrich the life of the citizens through having a positive impact on social life and can be used for recreational purposes. Therefore the creation of usable public spaces is important. A focus on the needs of different groups, for example elderly or children, can enrich the range of public spaces and form an interesting environment for all. Small public spaces are also important to design in best possible way as they play an important role as meeting places.

Attractive public spaces, such as squares, can support economic activities and together with social amenities they can form a viable unit. The chance of potential costumers staying longer at a place is better if the environment offers interesting scenery, which increases the possibilities of a purchase. A wide range of trading, from informal to formal, can work together around a square. Visibility is crucial for especially informal traders. Renewal of public spaces is an investment that hopefully gives the area better reputation and better economic situation in the long run. Trading activities will have better opportunities to evolve and if all good things that will follow the investment will be counted, the investment made is for free.⁵¹

Public spaces are also important for the democratic process in South Africa. A public place is by definition to be available for everybody and does not exclude any members of the society. Thoughts can be shared and opinions expressed, ideas can be born and partnerships formed. Public spaces are particularly important in areas with crowded living condition. Galeshewe with its poor living conditions has been deprived usable public spaces for so long. The opening up existing public places to everyone has been done possible through abolishing of the apartheid system. It is now time to provide new public places to areas deprived of them. The change to a democracy can be supported through physical planning.

One example of recognition of the importance of public spaces in South Africa is a project called *Create a dignified city for all: the Cape Town public space and market programme-implementing Urban Renewal* in Cape Town. It points at, amongst other things, the importance of public spaces as part of the social infrastructure.⁵² Through this project many public spaces in the former townships in Cape Town have been developed.

Improve accessibility

It is not enough just to provide Galeshewe with public spaces; they need to be accessible as well. Accessibility is the question of being able to physically move through an area by routes connected to each other, especially for pedestrians and bicyclists. Different kinds of street structure tend to have different flows of people through the area. In Galeshewe, the streets have few connection points, which leads to areas with limited flows. These areas may become empty and dangerous to walk on. The street structure in Galeshewe was planned during the apartheid years to control people's movement.

Accessibility is also about people feeling comfortable and not excluding places because of fear or discomfort. Public spaces, open for everyone, have been far from natural in the history of South Africa. Today the access is negatively affected by chosen security measures like usage of burglar bars, barbed wire, walls and fences to prevent crime.

The usage of physical barriers to make it difficult for intruders to get in to an area work sometimes, but there is a downside to this way of crime prevention. These measures reduce the possibilities for social encounter and it is a possibility that they will promote, rather than work against, crime when less people have the possibility to move in the area. The less people that pass through the area, the more opportuni-

ties exist for criminals to operate without disturbance. Fences and burglar also send signals that this is a dangerous area and nothing the inhabitants feel is worth protecting, taking care of or be proud of. An area that sends these signals may create unjustified fear of crime that is followed by demands of more physical barriers.⁵³

Openness can be the tool for improvement of both the security and appearance of public spaces. When opening up an area, flows of people will pass through all day round, create livelier surroundings and prevent crimes from being made.⁵⁴ This, of course, has a lot to do with the structure of the surroundings. People will not just automatically appear at a neighbourhood as a result of opening up. It needs to be placed between or contain places of interest.

Accessibility, combined with mixed housing and businesses, improve the chance of a safe neighbourhood. Many eyes on the streets and public places mean many opportunities to see and stop criminal actions. People walking and driving the street as well as people in buildings facing the street provide these eyes. If the general public is supposed to function as potential crime stoppers, clearly defined private and public spaces are essential. This gives the areas in need of surveillance clear boundaries and makes them easier to handle.⁵⁵ It is in other words important with demarcated boundaries between public and private and equally important how they are designed.

In the discussion about accessibility, it is important to remember that an area that is safe may not be perceived so. Especially women have a tendency to feel vulnerable and rather escape potential threats than confront them. To increase the feeling of safety it is desirable with visibility and alternative routes. Well lit up areas and absence of obstacles to hide behind make an area perceived as more safe. To see and be seen are the key words.⁵⁶

