

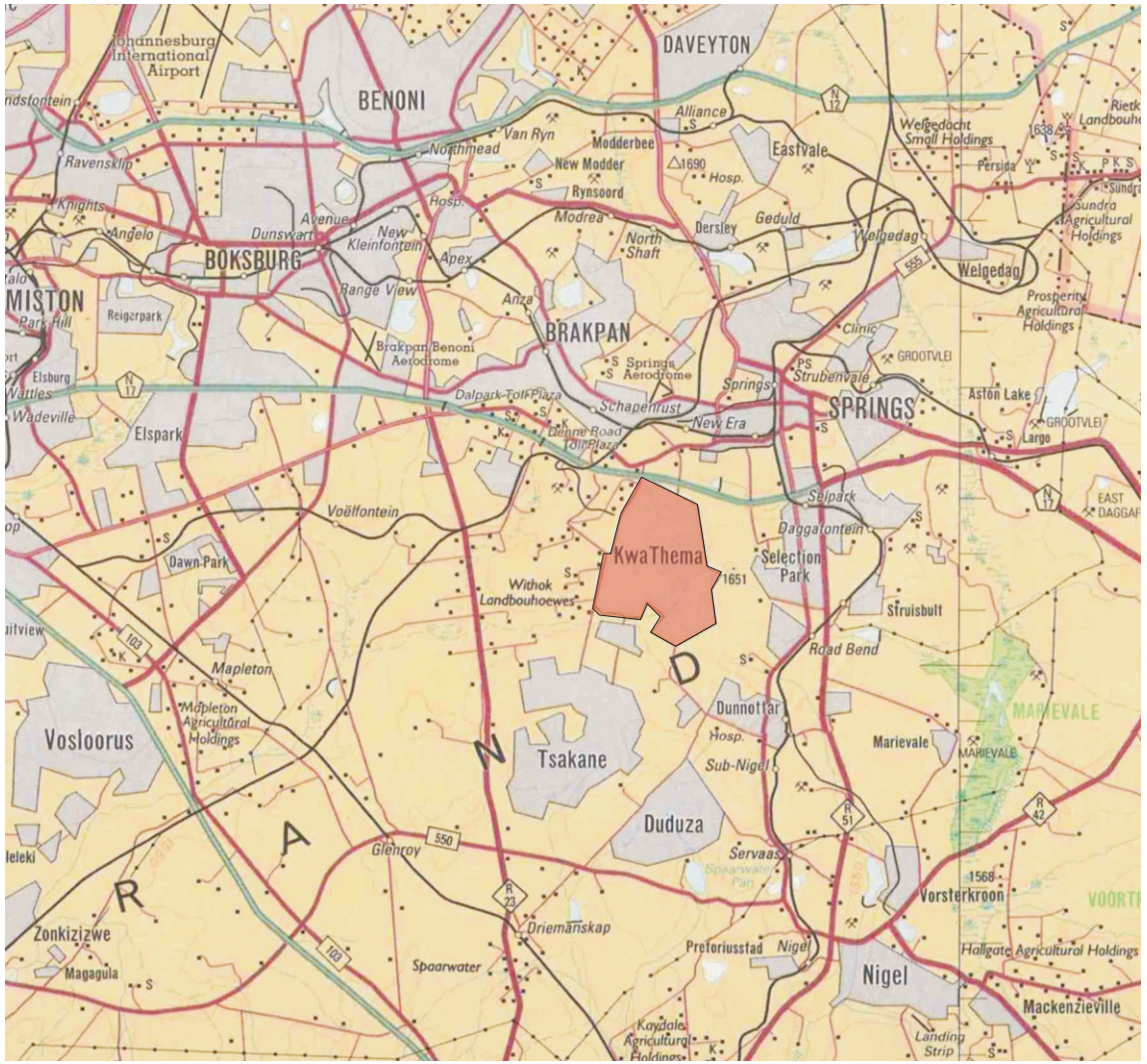
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Kwa Thema Plaza, Arts and Crafts Center

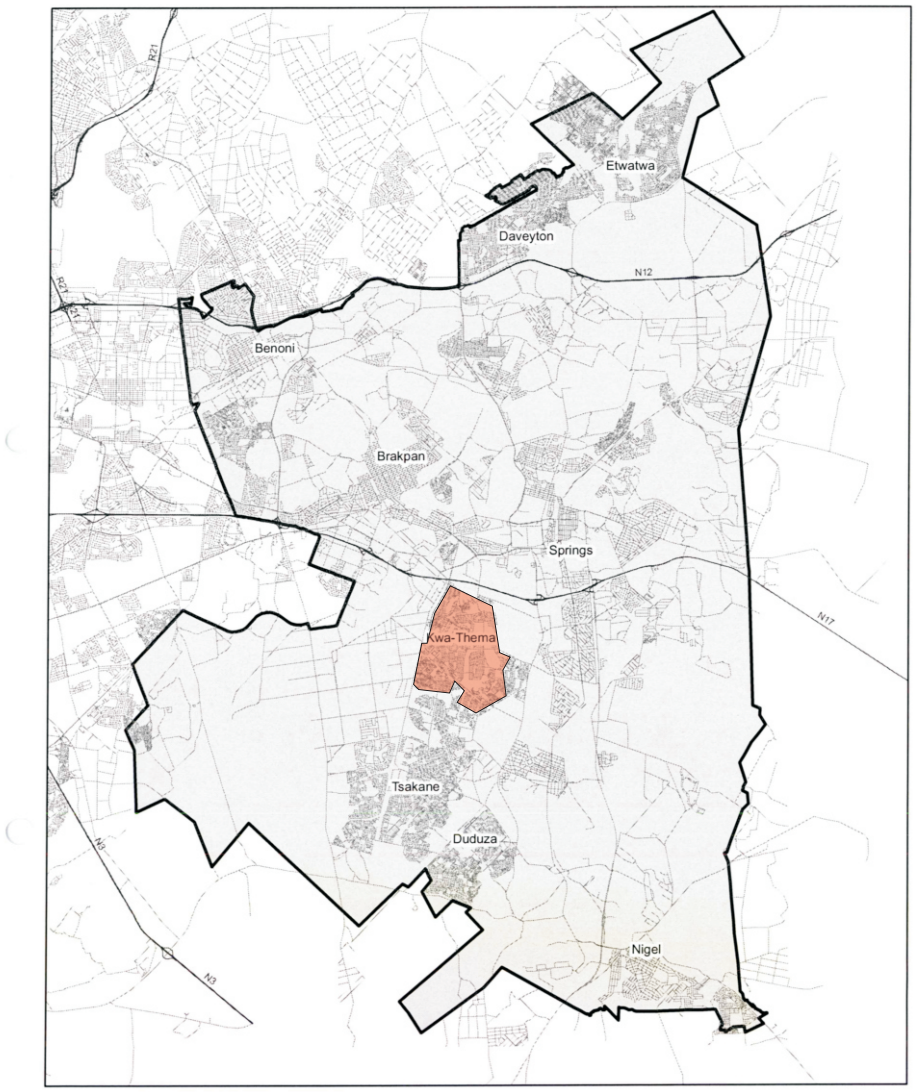
Phailane, Vusi James

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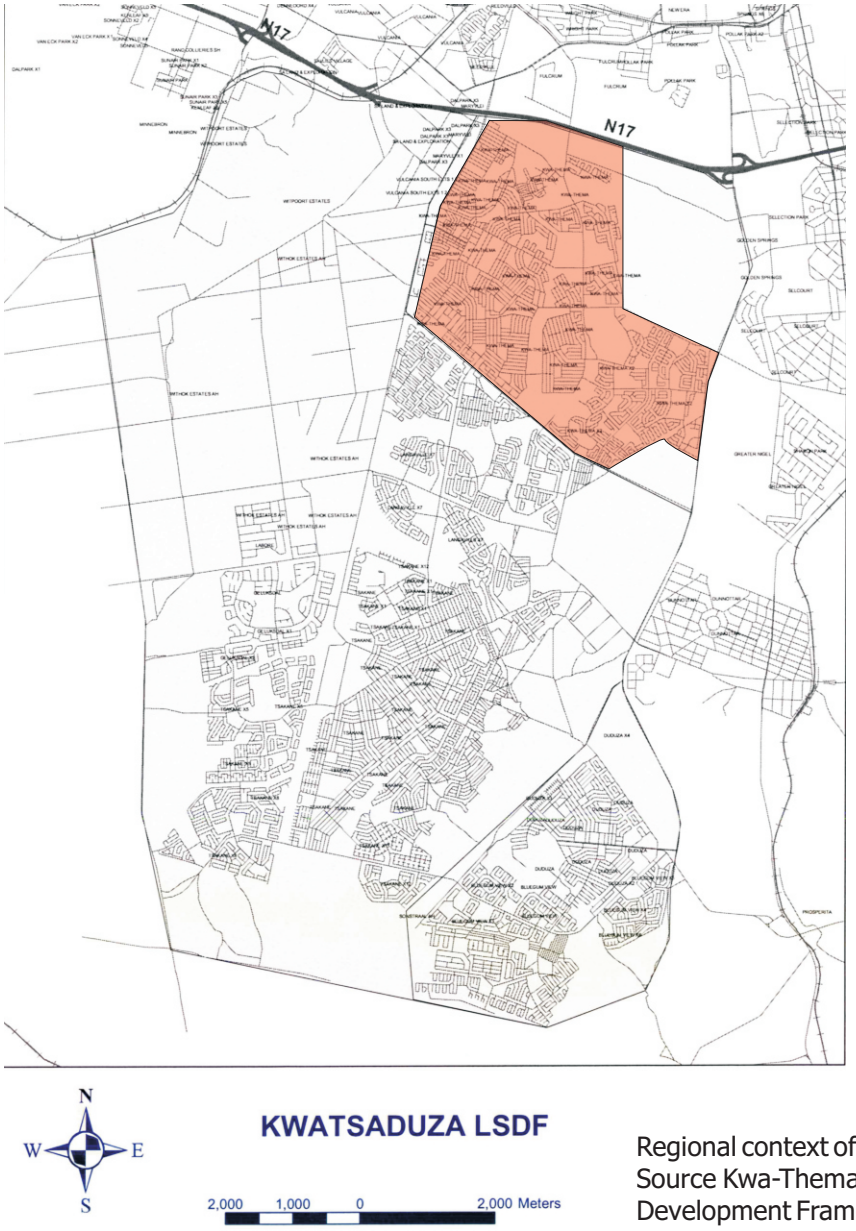
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Regional context of Kwa-Thema and Johannesburg linked by the N17
Source Map Studio



Regional context of Kwa-Thema
Source Kwa-Thema Local Spatial Development Framework



Regional context of Kwa-Thema
Source Kwa-Thema Local Spatial Development Framework

In the original layout documented by Calderwood, the transportation system was critical to incorporate into the township to move people from town centers: commercial and work opportunities and were they resided.

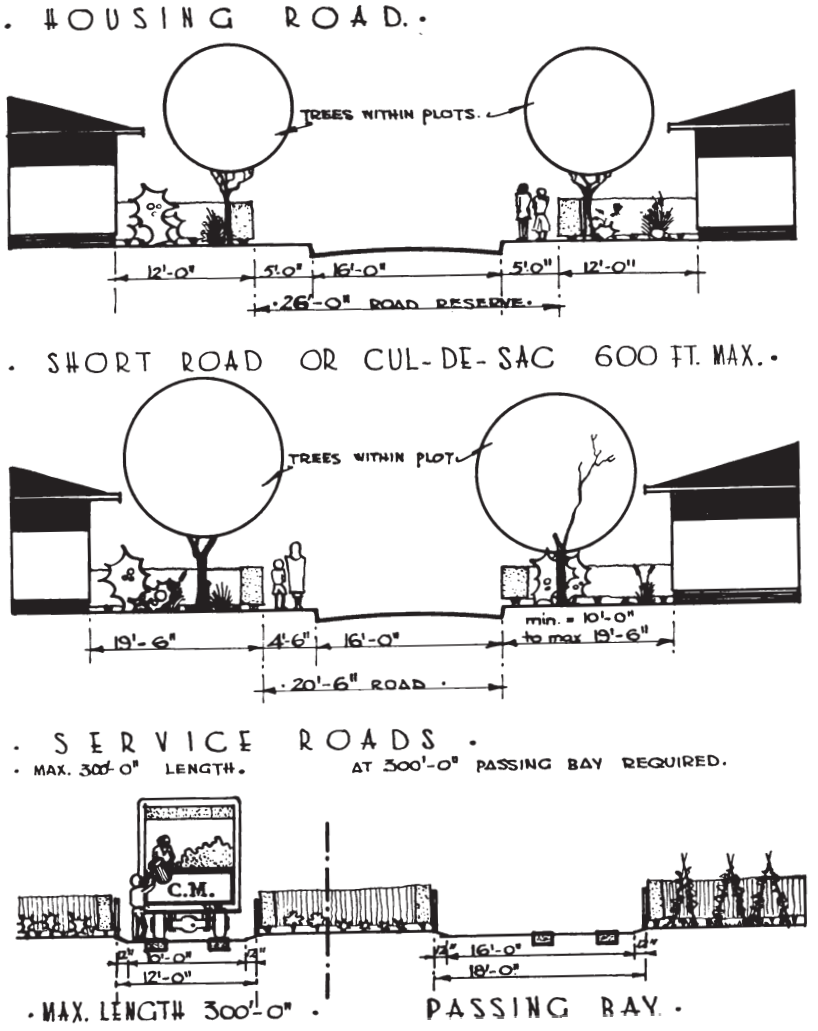
Minimal roads widths were proposed to lower the amount of roads, and expenditure in the township. The proposal was thought to be the best option for a neighbourhood with a low car ownership. “It seems reasonable to assume that in assisted housing there should not be car owners, unless the car or vehicle form part of the owners business, i.e. Taxi or transport business.” (Calderwood 1953:75). Residential roads were reduced to one lane and pedestrian roads were introduced between rows of housing.

In South Africa, safe and easy access within the housing area has resulted in unimaginative layouts with road widths quite unrelated to the volume of traffic.

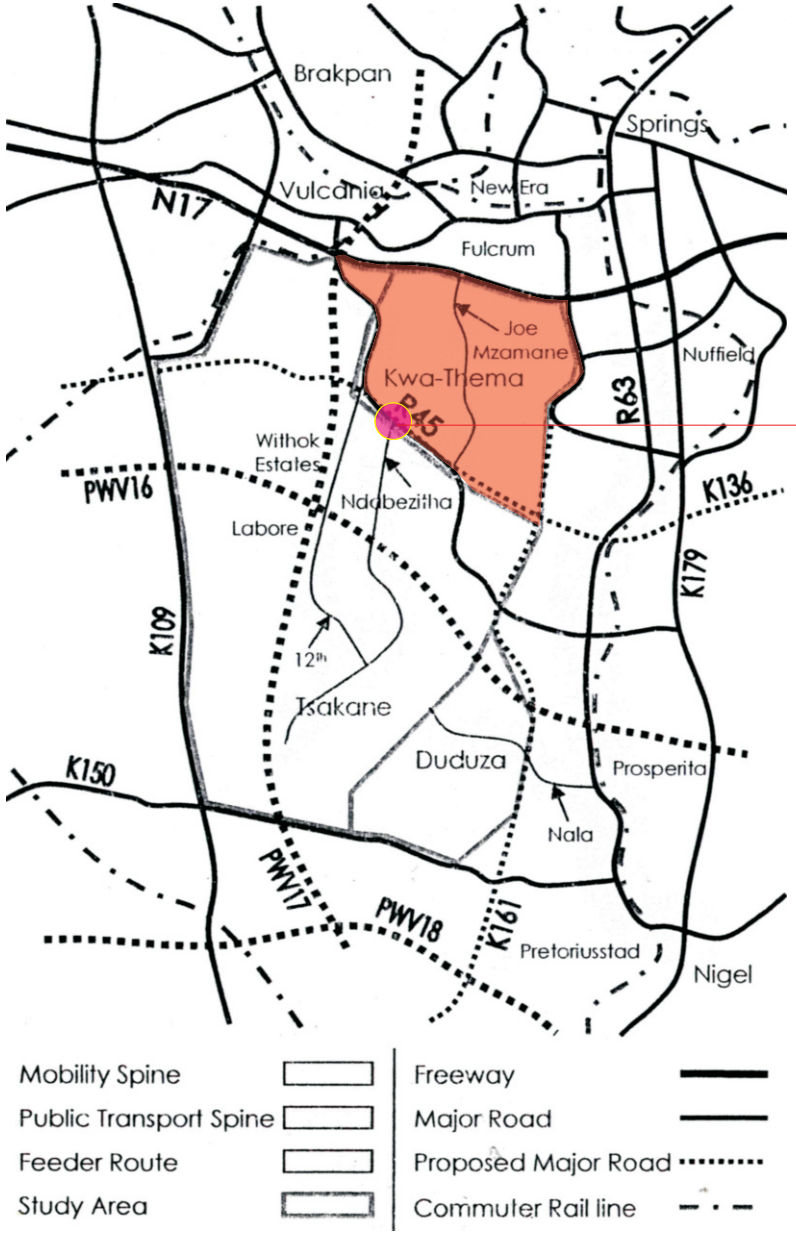
“In designing low cost housing in South Africa, research is required in order to investigate the effects of reducing the width of residential roads. It is essential, in planning such residential areas with reduced road widths, that no road except the planned roads will tend to become through roads” (Calderwood 1953:1000

The practice of separate vehicular and pedestrian access is one which required more consideration in Native housing. For an ideal planning the creation of safe pedestrian access to schools and playing fields was accommodated in the layout. Pedestrian access was meant to be free of any roads used by vehicles

The journey of the residence of Kwa-Thema to the place of work were reasonable. For low income groups transportation costs are a burden to the family, even if transportation was subsidized. Transportation of workers to place of work was planned to be efficient and meet the demands without undue waiting and overcrowding.



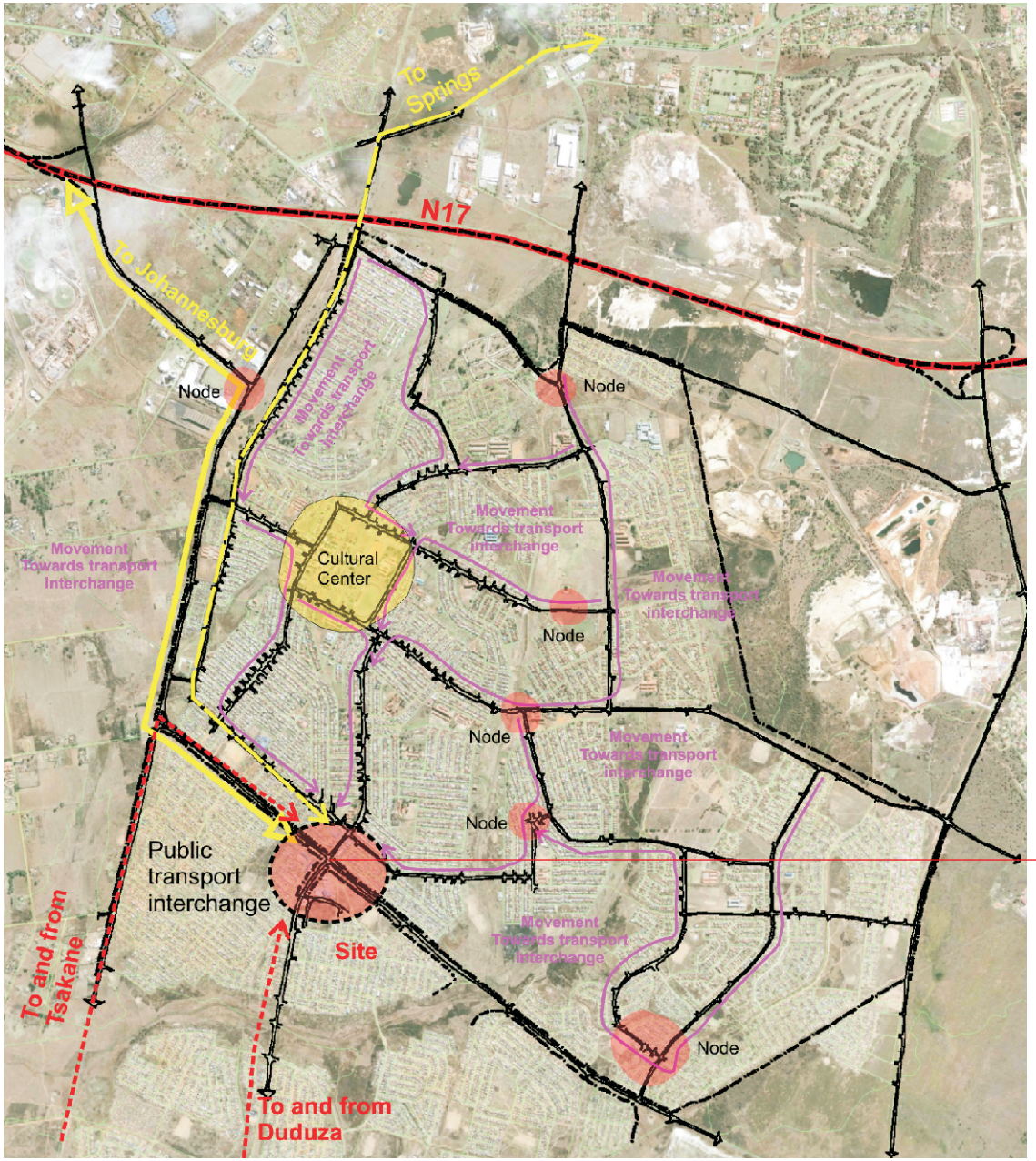
Reduced road widths in Kwa-Thema
(Calderwood 1953:77)



Transportation Spines
Source Kwa-Thema Local Spatial Development Framework



Traffic intersection between Ndabezitha Street and the R45
(Author 2008)



Main roads as connectors and collectors for mini bus taxis routes, linkages and nodes (Source MrSid Viewer)

0 500m 1km 1,5km 2km 2,5km 3km



Ndabezitha Street and Vlakfontein Road intersection
Author (2008)



Majola Street and Thema Road intersection
Author (2008)

Social problems in Kwa-Thema

According to the Census 2001, Kwatsaduza accommodated a total population of approximately 320 000 people in 2001. Of this total, roughly 72 000 people lived in Duduza, 100 000 in Kwa-Thema and 144 000 in Tsakane.

According to Census 2001, Kwatsaduza comprised approximately 90000 households in 2001, with Duduza comprising roughly 20000 households, Kwa-Thema 27000 households and Tsakane 43000 households.

According to Census 2001, the average household size of Kwatsaduza was 3,6 persons per household. This household average is made up of Duduza with an average household size of 3.6, Kwa-Thema with an average household size of 3.7 and Tsakane with an average household size of 3.4.

Duduza has the lowest percentage of persons employed with only 28% of the total economically active population who are employed, in Kwa-Thema to 29% are employed, while in Tsakane has the highest rate with 30% of the economically active population who is employed.

The unemployment figure in Tsakane is the highest due to the larger population of the area. Proportionately, Kwa-Thema has the highest unemployment rate, with a total of 38% of the economically active population unemployed

Not working persons of the total population aged between 15-65 years in Duduza is the highest with 38% of the economically active population.

In Kwa-Thema the suburb with the lowest employment rate (12%), as well as the highest unemployment rate is persons who does not reside in particular suburb and the suburb Kwa-Thema Phase 1 (45%) with the highest percentage of employed persons within the total economically active population.

The reason most persons of the economically active population who is not working in Duduza, Kwa-Thema and Tsakane, is that they could not find work and the other factor of persons not working between the ages of 15-65 years, is that they are currently a scholar of student. Other factors such as illness, pensioners and homemakers only adds up to a very small amount of the total of persons of the economically active population who is not working.

Some of the social problems in the area are unemployment, poverty, crime, alcoholism, child abuse; single parenting, street children and drug dependency are on the increase. The source of employment of most of the residents is employment in the industry, self-employment –vendors / shop owners. Services and other home industries, small but increasing percentage of public service Workforce and Professionals also on the increase.

Community development needs as expressed by the community range from: home nursing services for the aged and AIDS victims. Facilities for the frail aged care facilities, social work services

Area	Population	Household	Av Household size
Duduza	71956	20 055	3.6
KwaThema	99514	26 713	3.7
Tsakane	144290	43 002	3.4
Kwatsaduza	315760	89 770	3.6

Statistic: Source Kwa-Thema Local Spatial Development Framework

Employment	Employed	Unemployed	Not Working	Total
Duduza	13777	17023	17971	48771
KwaThema	19904	26620	22860	69384
Tsakane	29477	35937	33950	99364
Kwatsaduza	63158	79580	74781	217519



Informal traders on Majola Taxi Rank
Author (2008)

“To be able to stand up to change, forms must be built to allow a multitude of different interpretations. They must be able to take on several meanings and then abandon them again whithout harming their own identity. This means searching for primary forms which can not only accept a programme but also liberate it. Form and programme inspire one another. The impossibility of creating an individual interpretation by designing things in such a way that they are indeed capable of interpretation.”

Hertzberger (Van Der Voordt 2005:32)