

SECTION B *EXISTING SITUATION AND ANALYSIS*

4. Regional Setting

This chapter outlines and reviews the geo-economic and regional setting of the planning area. It also reviews some completed and ongoing planning initiatives as well as some socio-economic functional concepts, which the development of the planning area might be guided by. A summary statement of the main findings is presented at the end of this Chapter.

Background studies are carried out and presented in the reports on *Regional Setting, Local Economic Development* and the *Transportation and Road Safety* to which reference is made for further details.

4.1 Geo-Economic Setting in South Africa and the Eastern Cape Province

King William's Town is situated relatively centrally in the Eastern Cape Province, one of South Africa's nine provinces. The Eastern Cape Province is bounded to the southeast by a long coastline along the Indian Ocean. Two of South Africa's major cities, Port Elizabeth and East London are situated in this province.

The Eastern Cape Province is the second largest province in land area in South Africa, and covers some 169 580 square km, which is 13,9% of South Africa's total land area. The province has the third largest population in South Africa, roughly 6,3 million people, which is 15,5% of South Africa's 40,5 million people.

The province is generally seen as the poorest in South Africa. Unemployment rates are also the highest in South Africa, being 48,5% in comparison to the present average of 33,9% of the country. In broad terms, therefore, the province may be described as economically less prosperous than other provinces in South Africa and wages, salaries and skill levels are generally lower than national averages.

Within the Eastern Cape Province context, the East London – King William's Town – Dimbaza "corridor" is noted as the second most important contributor to the Provincial Gross Geographic Product, after the Port Elizabeth – Uitenhage metropolitan area.

Within its regional context, East London is acknowledged to be the primary regional node and is presently the focus of regional services, commerce and industry. Therefore, it can be concluded that King William's Town is a secondary regional service node.

The distances to the major cities in South Africa are considerable: Port Elizabeth is some 250 km to the south-west, Durban is 670 km northeast, Johannesburg 960 km north and Cape Town is 1000 km southwest of the Study Area.

With Bisho / King William's Town being the seat of the Provincial Government of the Eastern Cape Province, the possibility exists to bring opportunities for a range of socio-economic development initiatives to the King William's Town area. This could ensure that the area grows in importance and strength.

4.2 The Planning Area in its Regional Setting and in the Buffalo City Context

4.2.1 Background

A central theme in development planning is sustainability. Within this concept, the dependency on local, rather than remote resources is an important aspect. Another one is that all components of the total system, e.g. environmental, economic, social, judicial, and generational, must be seen in their inter-linkages and addressed in a comprehensive and integrated manner. It is therefore imperative that a comprehensive urban development plan looks beyond the confines of the administrative boundaries of its Study Area, and studies the interdependencies between centre and periphery, striving to provide a balanced and sustainable improvement in living conditions for all, now and in the future.

As noted above, the King William's Town Area plays a very important role as a centre for its densely populated hinterland in terms of trade, provision of services and facilities and job opportunities. Consequently, when planning for the development of King William's Town per se, the implications of its regional setting will be essential. The interdependency between King William's Town and East London is of particular interest in view of the imminent amalgamation of the two areas in the Buffalo City municipality. The issue now at stake is to move from a "competing" attitude of autonomous bordering municipalities, to one of active contributors to the welfare of the entire new municipality.

4.2.2 Current Regional Planning, Development Policies and Initiatives

In South Africa a planning system is gradually emerging, where policies and general guidelines, developed at National level, are further elaborated upon at the Provincial, District and Local Municipality levels, and subsequently applied in practical planning processes. By doing so, a mechanism is established where the National Goals and Objectives are adhered to and implemented all the way down to the smallest local community.

Consequently, in the present planning process it has been of great importance to consider the results of the Draft Provincial Spatial Development Plan, the Amatola District Land Development Objectives/Integrated Development Plan, the Amatola District: Central Sub-Region Land Reform and Settlement Plan, the Mdantsane-East London Development Corridor Project, and the King William's Town Framework Plan.

Draft Provincial Spatial Plan

The Provincial Spatial Development Plan (cf 2.3.2) outlines the following set of development policies:

Spatial Reservation

- Areas of special interest where conflicting development should be sensitively managed, such as environmentally sensitive areas, dam catchment areas, prime agricultural land, coastal reserves and State Forests

Prioritisation and Management of Development

- Identified corridors, nodes and strategic development zones for efficient management of development and installation of infrastructure

Differential Investment Provision (referring to a settlement/development hierarchy)

- Level 1 : Basic services to all for equality of life chances
- Level 2 : Prioritised public investment in areas of growth potential;
- Level 3 : Focused public investment and allied private sector investment

The Amatola District IDP/LDO

Following on the broad policies of the Draft Provincial Spatial Plan, the Amatola District IDP/LDO has identified:

A settlement hierarchy - where all rural villages fall in the Level 1 category. Level 2 District Centres, are represented by Stutterheim, Alice and Idutywa, and Level 3 or Regional Centres are identified as East London, King William's Town and Butterworth;

Development Corridors - the corridor from Dimbaza, via King William's Town down to East London;

Strategic Development Zones - the following seven major spatial development zones (or SDIs):

- Coastal Zone - the Fish River and the Wild Coast
- Fish River/Middledrift Zone
- Hogsback/Alice/Cathcart/Stutterheim Zone
- Kei/Tsomo River Zone
- Dwesa/Cwebe Zone, as part of the Wild Coast
- Agricultural Zone
- Industrial Development Zone

Illustration 2: **Settlement Hierarchy and Development Potential**
(Amatola District Council IDP/LDO, 1999-2004)

Amatola District Council: Central Sub-Region Land Reform and Settlement Plan

This Draft Plan, approved by the Amatola District Council in October 2000, further develops the policies of the Provincial Spatial Plan and the Amatola District IDP/LDO. The Plan is a direct outcome of the IDP/LDO, where land and settlement issues were identified as priorities in the planning sub-region including the King William's Town district. In brief, the Plan aims at the following:

- To determine land-related needs and the requirements for land reform assistance;
- To identify areas broadly suitable for mixed-land use settlement purposes (i.e. *not* specifically for commercially-oriented agricultural enterprises) and relate these to goals of the IDP to:
 - plan new settlements to meet the needs of landless communities
 - densify existing settlements
 - upgrade existing settlements
 - formulate a housing programme

Mdantsane-East London Development Corridor Project

In 1999, this Project was completed in East London. The Project provides a broad conceptual overview and an integrated framework of the corridor from Mdantsane/Fort Jackson to the Central Business District and the West Bank on the Coast Line. This conceptual approach has been taken into account in the present planning process.

4.3 King William's Town and its Hinterland

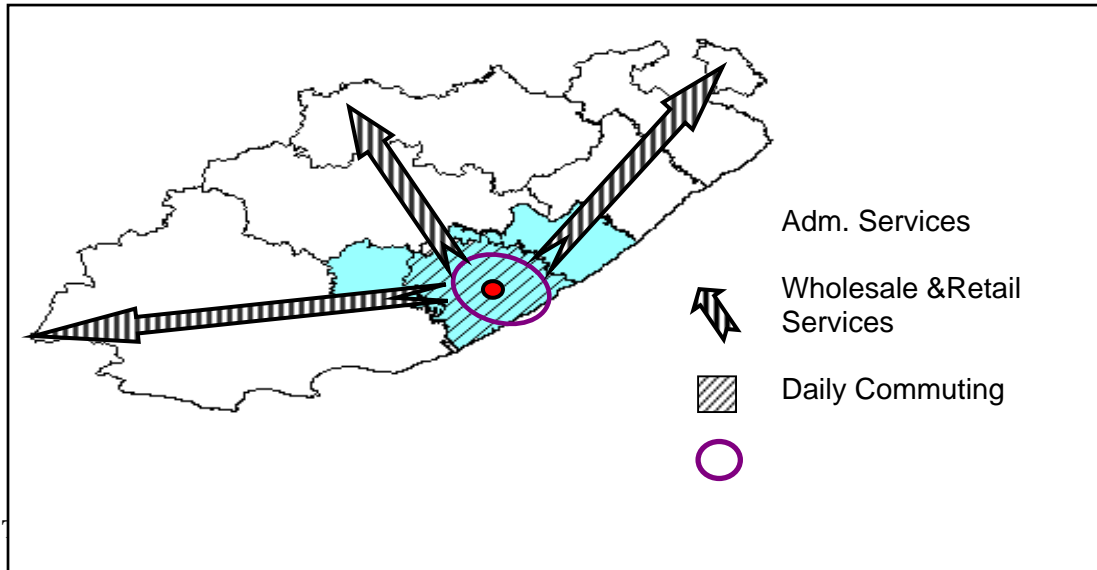
King William's Town has multiple hinterlands, reflecting a variety of functions that the Town provides. The core of the primary hinterland is functionally perceived as the area within which people commute - or are prepared to commute - on a daily basis to King William's Town. This area corresponds fairly well to the CUP Planning Area. The major reasons for commuting are for employment and for access to higher order commercial and social services. The number of daily commuters to King William's Town from its more peripheral hinterland has been assessed to be in the order of 2 000 to 3 000 people, plus about 11 000 commuters from the East London-Mdantsane-Berlin areas.

The geographic area corresponding to the wider hinterland coincides by and large with the former Ciskei, together with the East London urbanised areas. However, the hinterlands of service centres frequently overlap, and those of higher order settlements encompass the entire areas of sub-ordinate settlements.

People living in the King William's Town hinterland turn to either East London or King William's Town for higher order services, while those living in the periphery also may patronise service centres outside the area. Towards the eastern part of the hinterland, the influence of East London increases. Due to the significant two-way

travel between the two cities, the overlap between King William's Town's and East London's socio-economic catchment areas is a very complex inter-linked hinterland for both cities.

Illustration 3 : The Hinterland of King William's Town



regional centres, such as King William's Town, would also have to function as basic service providers for a great part of their hinterlands over the years to come. This underlines the importance of maintaining, facilitating and promoting the role of King William's Town as a regional comprehensive service provider at all levels.

4.4 The Corridor Concept - King William's Town as a Counterbalance to East London

The present population of King William's Town TLC amounts to some 174 000 inhabitants, while East London has about 606 000, including the community of Mdantsane. The mere difference in size of population could be seen as an alarming issue for King William's Town, with East London perceived as an unbeatable magnet, attracting investment, services and population growth at the cost of its hinterland in general and King William's Town in particular.

Supporting this perception is the historical industrial development in East London, with heavy manufacturing industries and easy access to deep-water harbour facilities, railway and air services. From a tourism point of view, the abundance of beaches is another asset, unique for East London in comparison with King William's Town.

The East London-King William's Town Corridor is a national initiative aimed at optimising the combined economic potential of the two cities. In that sense the Corridor concept should be seen as an attempt to create a common basis for joint development efforts, recognising and capitalising on the differences and varieties of assets and qualities of the various communities along the Corridor.

In this respect, the Amatola District IDP/LDO states that:

"...the natural process of urbanisation and consolidation along the road and rail transport corridor is a manifestation of centrality, accessibility, positioning and advantageous concentration of infrastructure, harbour, air ports and economic activity. This corridor has strong linkages to the regional hinterland and the future of all settlements is interwoven about their complementary roles"

The concept as such, with the characteristics outlined above, would easily justify a thorough planning activity of its own, going far beyond the mandates given to the CUP. Notwithstanding that, it is essential that all efforts be made within the CUP framework to support and facilitate a long-term realisation of the "Corridor Concept", for the mutual benefit of both King William's Town and East London.

Accordingly, a number of basic components and planning principles are identified to be further elaborated on in the comprehensive planning process:

- establishing an adequate multi-modal transportation system;
- concentrating development to existing nodes and areas, rather than a sprawling development;
- developing of complementary - not competing - economic and social activities;
- capitalising on what is "unique" for each community;
- striving towards social-economic integration within the various communities as a basis for integration within the entire corridor

4.5 Other Regional Components relevant to the CUP

4.5.1 Settlement Pattern and Major Land Uses

As noted above, the settlement pattern of the hinterland is characterised by two major urbanised areas - Mdantsane and East London - and vast rural areas, scattered with small villages and rural settlements. In total there are about 350-400 settlements with populations ranging from some few hundred to 2-3 000 people.

The settlement patterns in the region reflect two contrasting tenure, socio-economic, land-use and settlement traditions enforced and exacerbated by years of colonialism and apartheid. The traditional Xhosa land management systems produced a particular pattern of settlements, which was exaggerated by later legislation and policies, resulting in a relative dense distribution of villages and a high population density. The European-based commercialised and individualised approach to land ownership and use, on the other hand, resulted in large commercial farms. This system also produced the service-providing urban areas,

which in turn spawned the establishment of large scale but separate communities for black urban workers.

One legacy of this history is the uneven distribution of basic infrastructure services to communities, favouring large-scale private investments at the cost of the remaining Xhosa communities. The result has been the creation of over-crowded Xhosa settlements, over-utilised land, inadequate supply and marketing systems, with masses of manpower leaving the rural areas for job opportunities in the urban areas.

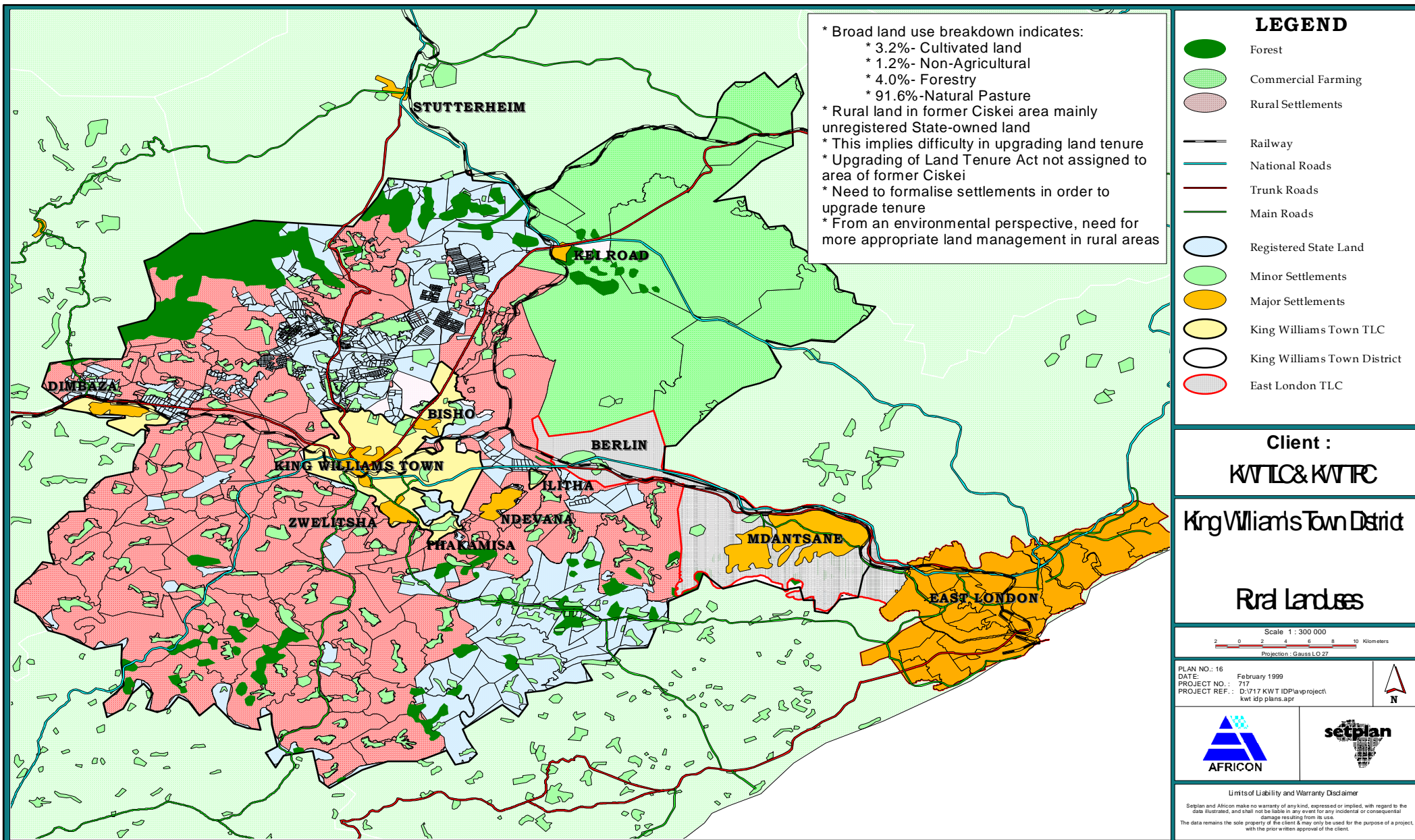
A number of land tenure forms exist in the area - freehold, state land, quitrent allotments, Certificate of Occupation, Permission to Occupy, and communal. Under freehold and state land there may be a number of lesser tenure forms and usage rights. Tribal systems of land tenure generally give family rights to residential and arable land and access to common grazing areas. Since tribal land is not saleable, it cannot be used as a collateral. Land use and cover is shown in the table below.

Table 1 : Land use/land cover by Magisterial District

Magisterial District	Cultivated land	Natural pasture	Forests	Non-agricultural land	Total Area (kms ²)
King William's Town	3.2	91.6	4.0	1.2	721
East London	4.4	86.0	6.8	2.8	1957
Stutterheim	4.0	92.4	2.4	1.2	1551
Keiskammahoek	8.1	82.4	7.7	1.8	659
Victoria East	8.1	82.4	7.7	1.8	1015
Mpofu	8.1	82.4	7.7	1.8	728
Fort Beaufort	1.0	90.6	7.8	0.6	968
Middledrift	8.1	82.4	7.7	1.8	719
Peddie	8.1	82.4	7.7	1.8	1759
Total					10077

In seeking integrated and comprehensive development approaches, the systematic and structural aspects of the rural-urban relationship should be addressed, in order to find methods to improve the socio-economic well-being of rural residents. The rationale being that rural communities with growing economies will, in turn, bolster the economic growth of the entire King William's Town Area. Thus, the inclusion of rural communities in the hinterland should be embraced as a potentially rewarding challenge in the efforts to create a more sustainable society, rather than as an additional burden on an already over-stretched budget.

In the immediate vicinity of the urban areas of the Study Area, the relative advantages and disadvantages of neighbouring land tenure systems may affect trends in settlement growth. Those who can afford them and for whom infrastructure services are important will seek to establish themselves in town. Those who have tribal land rights, and who cannot afford engineered services, may instead opt to settle in traditional communities around town. However, the administrative and legal aspects on physical development for "urban" vis-à-vis "rural" parts of the new municipality need to be clarified



* Broad land use breakdown indicates:
 * 3.2%- Cultivated land
 * 1.2%- Non-Agricultural
 * 4.0%- Forestry
 * 91.6%- Natural Pasture
 * Rural land in former Ciskei area mainly unregistered State-owned land
 * This implies difficulty in upgrading land tenure
 * Upgrading of Land Tenure Act not assigned to area of former Ciskei
 * Need to formalise settlements in order to upgrade tenure
 * From an environmental perspective, need for more appropriate land management in rural areas

LEGEND

- Forest
- Commercial Farming
- Rural Settlements
- Railway
- National Roads
- Trunk Roads
- Main Roads
- Registered State Land
- Minor Settlements
- Major Settlements
- King Williams Town TLC
- King Williams Town District
- East London TLC

Client :
KWTLC & KWTFC

King William's Town District

Rural Land Uses

Scale 1 : 300 000
 0 2 4 6 8 10 Kilometers
 Projection : Gauss LO 27

PLAN NO.: 16
 DATE: February 1999
 PROJECT NO.: 717
 PROJECT REF.: D:\717 KWT IDP\la\project\kwt idp plans.apr

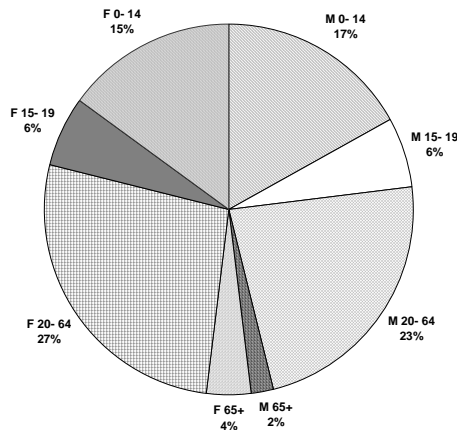


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4.5.2 Demographic Characteristics

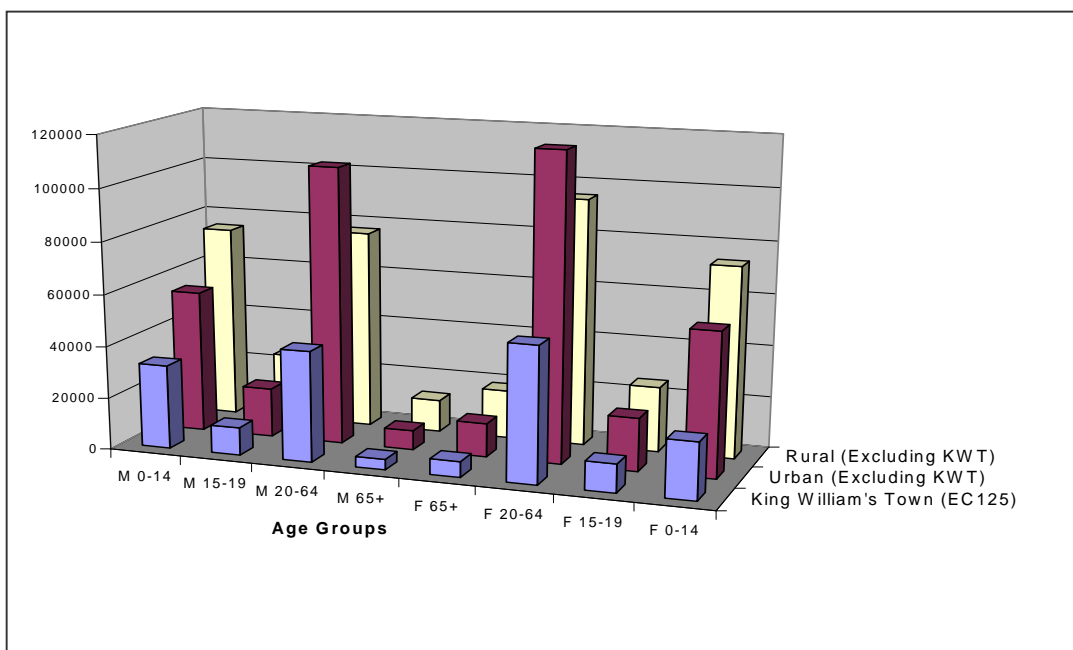
The pie chart below shows the regional population by age and sex. The age classes for male and female mirror one another across the vertical axis, allowing a visual comparison of contribution to the total.

Illustration 5 : Regional Population by Age and Gender (1996)



The bar chart below indicates that the rural population is younger, and that its gender balance in the working ages is more skewed (in favour of women) than in the urban areas. The King William's Town area is most balanced in terms of total population, but shows many more male children than females, and significantly more working age females than males. The overall impression is that the general pattern of male migration from rural to urban areas pertains in the region, but that the region as a whole exports male workers to elsewhere in the country.

Illustration 6 : Comparison of Population Structure by Age Group and Gender



The demographic characteristics of the region are potentially very dynamic. Provision of improved roads and communications, as well as serviced housing in urban centres is likely to have the impact of accelerated internal migration, unless attractive economic opportunities and equivalent services are provided in the rural areas.

The impacts of HIV/AIDS are likely to be more severe than thought earlier. There are definite implications for type, scale and location of social service infrastructure needs, including education, health and social welfare institutions. Specific attention will need to be given to institutions for the full time care of orphaned children. This may mean, for example, provision of care facilities close to home, or provision of living quarters for relatives close to existing care facilities.

4.5.3 Infrastructure for Communication

Roads

An adequate and properly maintained road network is of paramount importance to the economy, including tourism, service provision, social inter-action and security. The Amatola District IDP/LDO identifies the presently deteriorating road network as the most significant infrastructure problem of the region. Amatola District Council is required to maintain and construct roads as an agency for the Department of Public Works. The Provincial Government has provided very limited funds for this purpose, and the District is prevented by law from directing funds from other resources to meet this critical need.

King William's Town is an important meeting point, or hub, for several important national and regional roads (trunk roads), such as the N2, the Dimbaza road, the Stutterheim road and the Kei Road linking King William's to the N6, as well as the two trunk roads linking the southern part of the hinterland to King William's Town.

The present traffic flow to and from King William's Town on the N2 freeway amounts to about 12 300 vehicles per day, which is projected to almost double over the next 20-year period. The traffic flow to and from King William's Town on the trunk roads is presently about 12 800 vehicles per day and this will likely also double by the year 2010. This magnitude of traffic volume affecting King William's Town today (and within the near future) is apparent proof of King William's Town's position as an important regional communication hub. Consequently, the urgent need for appropriate road/transportation planning stands out very clearly.

Part of the traffic flow is through-traffic, which represents an interesting economic potential for King William's Town. By offering roadside services of high quality, road travellers will be more inclined to make a stop to enjoy the services provided. This high quality service could also function as a positive trademark of the City, "a gesture of welcoming", that in turn may inspire them to stay longer in town, spending more money. It might also impact on the willingness for investment and permanent living in town.

In view of the importance of the rural road network to the economy and well-being of the region, special attention must be given to the issue, including adequate budgetary prioritisation. The rural-urban inter-action, a fundamental basis for sustainable development in the area, is also strongly linked to the quality of the road standard.

Railway

King William's Town is connected to the national railway network, linking up to the major cities such as East London, Port Elizabeth, and to Bloemfontein and beyond. The railway functions as an important means of transport of goods, while its role for public transport has diminished significantly over the years. The reason for this is mainly an insufficient attention to upgrading the standard to compete with the increasing transportation on roads.

Of specific interest is the railway between East London and King William's Town, and its potential as an alternative mode of public transportation. Today there is a commuter-train service from East London to Berlin, but not further into the King William's Town's area.

The present trend of increasing intra-action between King William's Town and East London is assumed to continue and grow even further over the years to come. An indication of this is that the present traffic flow between the cities is estimated to double within the next 10 years. The imminent amalgamation of the two cities will further support this trend.

In such a perspective the concept of up-grading the railway service between King William's Town and East London becomes very attractive. The aim should be to reach a level of travel standard that successfully competes with the road service.

Air Transportation

The airport of East London also serves King William's Town and surrounds. It is estimated that between 10 to 15% of the passengers have their origin or destination points in or near King William's Town

King William's Town also has its own airport located in Bulembo, about 10 km west of the city along the N2 highway. The airport was built in the mid 1980's and is technically a modern facility. However, the short distance to East London's airport makes this facility greatly under-utilised with no scheduled air services. Nevertheless, the airport may have considerable potential, which should be investigated and analysed.

Passenger Transport and Commuting Pattern

The public transport system within the planning area is largely based upon the minibus-taxi. A travel study has been conducted as part of the planning process. This study looks at the catchment area, which is beyond the planning area, as well as at the frequency and purpose of travel. Reference is made to that study for details.

4.5.4 Regional Functions as Guiding Concepts for Integrated Development.

The CUP Travel Survey provides data on the commuting pattern affecting King Williams Town. The study has dealt with three catchment areas – the first being the urban areas of King William's Town (Core Area) and the immediate surrounding rural areas, the second being the outer part of the hinterland of King William's Town (Peripheral Area), and the third being the East London TLC.

The commuting pattern within the Core Area is dominated by people travelling to the central part of the town - 23 000 per day; to Bisho - 8 000 per day and to Zwelitsha - 16 000 per day. From the Peripheral Area, which includes Alice, Peddie, Stutterheim, Kei Road and surrounding rural areas, the number of daily commuters to King William's Town is in the order of 2 000 – 3 000 people, of which 1/3 each is for jobs, shopping and services.

As to the inter-action with East London, about 11 000 people travel daily from East London (incl. Berlin and Mdantsane), of which 6 000 travel in private cars; 3 000 in mini-bus and taxis; 1 200 in buses and 500 in bakkies and taxis. These figures coincide by and large with the volume of daily travellers from King William's Town to East London, including Mdantsane and Berlin.

A number of observations can be made regarding the above outlined commuting patterns:

- the outstanding dominance of the central parts of the town as a provider of jobs and services, and Zwelitsha and Bisho as job providers;
- the volume of daily commuters from the rural areas, in spite of long distances and an overall poor rural road network;
- the balance in daily travelling between King William's Town and East London;

The information confirms the critical role King William's Town is playing as a regional centre of significance for a relatively vast hinterland.

Long distance travel is catered for by train (infrequent), minibus-taxi, luxury bus, and plane. Long-Distance minibuses take passengers to other large provincial centres or some other provincial capitals, for example Cape Town. Such links by minibus services depend on the mutual agreement between minibus taxi associations in the two inter-linked centres.

Luxury bus services connect King William's Town with other major centres and minor interspersed towns on a daily basis. On most days of the week there are three buses travelling to each of Cape Town, Port Elizabeth, Durban, Bloemfontein and Johannesburg.

The regional setting of a town may provide important clues to its current and potential functions. This knowledge can then be used to build on the strengths and to correct weaknesses, to identify threats and clarify potentials.

From such a perspective, a number of planning concepts can be applied to King William's Town and the entire Planning Area, reflecting its current and potential

specific regional functions, with a view to complement, rather than compete, in joint regional development efforts. Accordingly all the concepts are intended to contribute to the development of a sustainable and vibrant city.

The Medium-sized Town Concept

The planning area consists of a number of relatively small towns and settlements, which can offer a number of specific qualities in comparison with larger cities.

These qualities include the following potentials:

- potential for short and easy access to basic services and facilities and to work;
- potential for good physical living environment;
- potential for higher degree of socio-economic integration;
- potential for improved social security;
- potential for improved ecological/environmental management;

The Educational Centre Concept

King William's Town has a long tradition as an educational centre in the region. In view of the fundamental importance of training, be it academic or vocational, this niche should be further explored as an asset not only for King William's Town, but also for the entire region. The ongoing expansion of the Fort Hare University is an important step in this direction.

The following measures might be considered:

- maintain and improve conditions for established tertiary educational centres, like Fort Hare University, for supply of managerial skills to the region, and to build up its training in tourism-related development skills;
- establish vocational training centres in tranquil and safe living environments in support of good study results, aiming at supplying the industries in the region with skilled manpower;
- establish linkages between the private sector and the educational institutions to ensure adequate and relevant training programmes;
- place special attention on the quality in general of the primary and secondary educational institutions, in view of their importance for creating a good image of the area.

The Small-Scale, Diversified and Integrated Industry Concept

Within this concept the following measures might be considered :

- strengthen the support to established medium and large industry, without competing with the conditions in East London;
- promote semi-formal and small scale entrepreneurs in general, and in particular promote inter-action and co-operation between medium/large scale industries and the small industrial sector;
- promote increased trade of locally produced products (i.e.-e. from small scale farming and urban agriculture);

The Eco- and Adventure Tourism Concept

Tourism is labour intensive and impacts on the local urban and rural economy. The tourism sector is an example of how resources in the hinterland of the two cities could be utilised in support of each other. A reasonable division would be that East

London area focuses on the coastal zone, and King William's Town area on the natural resources of the mountain areas but particularly on the cultural environment, represented by the Xhosa culture and the history of the Colonial and post-Colonial liberation struggle.

The Regional Transportation and Service Centre Concept

King William's Town functions in many respects as a regional transportation and service centre. This role could be enhanced by a number of measures including:

- provision of high quality road side services and regional/local information centres at strategic entrance points of the town;
- up-grading of the physical environment along entrance- and through-roads to attract road users to stay longer in the area;
- strengthen the present role as a regional service centre by providing efficient and high quality commercial, financial and social services to the hinterland;
- improve public transportation between King William's Town and East London in terms of travel standard, travel time, efficiency, affordability, reliability, security;
- establish public transportation centres, appropriately located for efficient combination of various modes of transport;

The Provincial Administrative Centre Concept

Historically, King William's Town has a long tradition as an administrative centre. Bisho, as Capital of the Eastern Cape Province, has a strong role as an administrative hub, not only for the immediate surroundings but also for the entire Province.

In the context of strengthening its "self identity" and to function in a complementary manner with East London, the notion of supporting King William's Town as a regional administrative centre should be further pursued. In fact, efforts in this direction are already under consideration, such as moving of the Provincial Police Head Quarters from Port Elizabeth to Bisho. A re-location of the Provincial High Court to Bisho has also been mentioned.

Following this it is important to ensure that land for offices, housing and facilities are made available in suitable locations to attract expansion and new establishment of provincial administrative bodies;

4.6. Urban- Rural Linkages

King William's Town's hinterland is characterised by numerous small communities maintaining traditional life styles and land uses. Much of the disposable income available to residents derives from pensions and remittances, and the salaries of civil servants working in the communities. Relatively little comes from sale of products and services. While King William's Town is the most significant service centre for many of these communities, the goods and services purchased there are neither sophisticated, nor particularly high in total value.

Communication systems, especially the roads, are critical to the development of agricultural potential in the area. Communities in the immediate vicinity of King

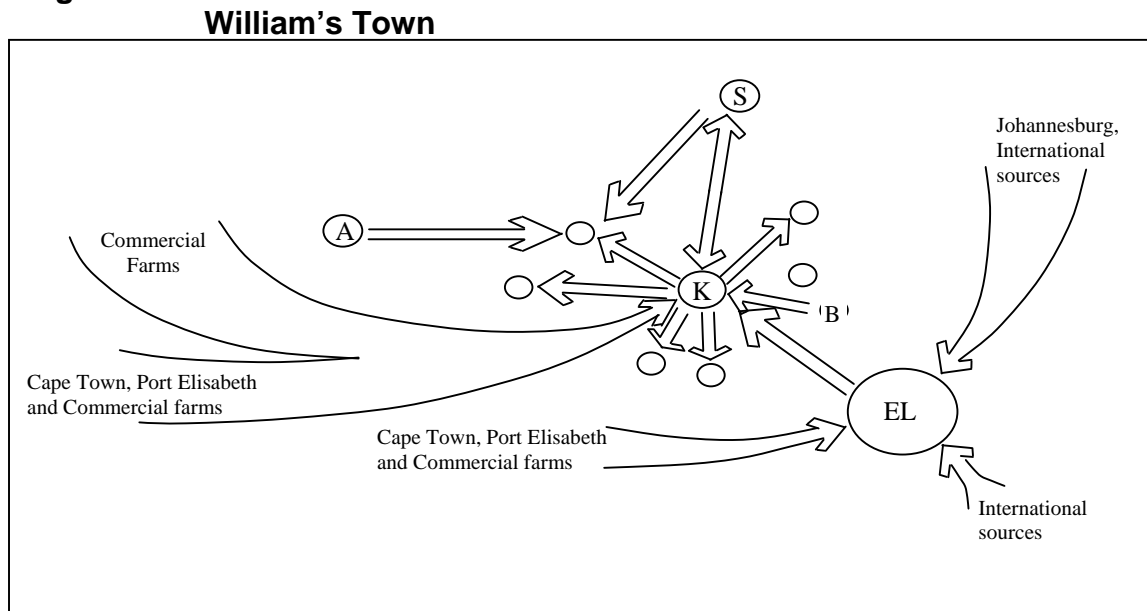
William's Town, many of which lie within the planning area, can play an extended role in providing residential functions and acting as a buffer against excessive in-migration to the town itself.

The strategic issue facing King William's Town is the extent to which the municipality should actively involve itself in the development of its hinterland in order to strengthen its own economic and social base. The stronger the surrounding rural economy, the greater will be the benefit to entire King William's Town Area.

The principle of sustainability suggests that measures should be taken to encourage local production of food products - fresh fruit and vegetables, meat and dairy products - and of forestry/wood products. The urban agricultural inputs should extend beyond the "urban" part of the planning area, first to those rural communities within the planning area, and subsequently beyond. This will necessitate the involvement of the Provincial Department of Agriculture, and local non-government organisations.

The schematic diagram below illustrates the flows of goods into and out of King William's Town. Some goods travel directly to the Town from commercial farms, for example fruit farms in the Fort Beaufort and Seymour areas, and eggs from Berlin. Considerable quantities of goods come to town through East London, from whence they flow to smaller settlements. A much smaller quantity of goods travels into King William's Town directly from more remote centres such as Port Elizabeth, Cape Town and Johannesburg. The wholesale functions of King William's Town overlap with those of Grahamstown, Stutterheim and Alice.

Illustration 7 : Schematic diagram of material flows into and out of King



A=Alice, B=Berlin, EL=East London, K=King William's Town, S=Stutterheim

What is noticeable is that there are no arrows depicting goods flowing from small rural communities to King William's Town. This reflects the small contribution these communities make to regional commercial production. They are basically

consumers of products and services flowing to them from the town. Some make a social/developmental contribution as residential sites for urban workers. To implement the sustainable principle in King William's Town, this situation should be addressed and, if possible, reversed.

4.7 Summary Statement

It is apparent that the Planning Area, including King William's Town, possesses a wide range of development potentials that should be further explored. If these potentials are adequately managed and exploited, they will significantly contribute to the overall enhancement of the socio-economic environment of the King William's Town area and serve as a vibrant complement to the socio-economy of the entire new municipality, Buffalo City.

In the following section the strengths, weaknesses, opportunities and threats are summarised, as they appear to affect the future development of the area seen in a regional context.

Strengths

- King William's Town's present function as a Regional Service Centre;
- King William's Town's position as a Provincial Administrative Centre;
- King William's Town's position as a growth node within the Development Corridor;
- King William's Town's tradition as an Education Centre;
- King William's Town's position as a regional road transportation hub;
- A comparatively small town with relative short distances to services;
- King William's Town's central location in a region, offering significant opportunities for tourism;
- An emerging coherent planning system aiming at equal opportunities and increased inter-action between the rural and urban societies towards sustainable development;

Weaknesses

- limited awareness of the importance of rural-urban inter-action;
- an inadequate rural road network and public transportation system, linking the rural and urban communities;
- limited economic inter-action between rural and urban areas;
- under-utilised Bolemba air port;
- unclear perception of the administrative and legal aspects on physical development for rural vis-à-vis urban areas;

Opportunities

- to further strengthen King William's Town as a qualified and diversified regional service centre;
- to further strengthen King William's Town as a Provincial Administrative Centre;
- to further explore the potential of the Corridor Concept, capitalising on the comparative advantages of King William's Town;

- to support the economy of rural communities aiming at increased economic growth of the entire area;
- to further explore the potential of the medium-sized town concept as a complement to the Buffalo City urban fabric;
- to find ways and means to capitalise on the potential of the Bulembo Airport;

Threats

- inadequate resources for, inter alia, up-grading of rural transportation;
- the impact of HIV/Aids on the economic and social well-being of the society;
- increased crime rate;
- a remaining low awareness of the importance to of intensifying rural-urban interaction towards mutual benefits and sustainable development;
- a remaining pessimistic attitude among the citizens about the future prospects of the King William's Town area;