

5 : PLANNING CONSIDERATIONS AS THEY AFFECT JOHANNESBURG.

5.1 METROPOLITAN STRUCTURE : CHANGES AND TRENDS PINPOINTED.

Perhaps the most significant change in the metropolitan structure is the trend for the towns east of Johannesburg to become more independent of Johannesburg as a source of employment. While ties with Johannesburg remain relatively firm from an industrial, commercial and financial point of view, the percentage of commuters to and from work in Johannesburg should become proportionately less with the growth of population in these towns.

In contrast, development of places of work to the west, and particularly in respect of Roodepoort, has been far less and it can be assumed that Roodepoort, together with the areas to the north and north-west of Johannesburg, will be required to carry the full burden of the expansion of a population which will look to Johannesburg for its source of employment.

It would appear that the Witwatersrand Metropolitan Region in fact is subdivisible into three metropolitan areas. The Central Metropolitan Region stretching from Roodepoort on the west to Kempton Park on the east, the Jukskei River to the north and the Klip River on the south, is dominant. There is also the possibility of an increasingly strong metropolitan region on the east centred on Springs and incorporating Boksburg, Benoni, Brakpan and stretching to Nigel. On the west the picture of a closely knit metropolitan area is still not clear, but developments there should be studied with interest as time progresses.

The area to the south of Johannesburg still remains an enigma. Development for residential purposes is minimal, but it can be expected that with the ever-increasing value of land to the north, a move to live in the south by people in middle income groups must come about.

5.2 GROWTH PROJECTION ASSUMPTION:

On the assumption that lack of water will be overcome and Government policies will not limit new industries and Bantu labour, industrial development on the East Rand is likely to increase, particularly in the vicinity of the railway line from Vereeniging - Germiston - Pretoria. In this latter case residential areas to the East and West would provide the sources of labour.

The growth of population of the Non-White race groups would require further areas to be established and this could possibly lead to more intensive development of industries on the West Rand emphasising more strongly the existing strong movement of industrial traffic on the east-west arterial routes.

Unfortunately Johannesburg's group areas are completely circumscribed. Its White population is spreading increasingly northwards and decentralised financial and commercial activities are bound to follow. This trend indicates the need to establish group areas for other race groups to the north-west of Johannesburg and the vicinity of the new Northern Disposal Works appears to be the logical area. If this were to come about, an industrial complex or complexes serving as a buffer would be a natural corollary. This, in turn, could revive the possibility of a railway from Pretoria via Krugersdorp to Vandertijl Park and Vereeniging.

This pressure of population expanding northwards could well lead to the need to establish a "New Town" at Halfway House within the next decade or two and it is expected that the Regional Plan will cover this contingency.

All development trends indicate that Johannesburg's centre will remain the strong and vital core of the Metropolitan Region and properly planned decentralisation must come about in order to maintain its virility.

5.3 METROPOLITAN FACTORS TO BE CONSIDERED IN JOHANNESBURG'S PLANNING:

The appreciation that has been made in this report is circumscribed by what will emerge from the plan at present being prepared by the Natural Resources Development Council and by Government policies that have to be made effective, but as matters stand it would appear that the following factors will have to be considered by Johannesburg in the preparation of its plans for the future:-

- (i) Heavier movement of industrial and commercial vehicles from the east will develop.
- (ii) The trend of increasing work opportunities to the east will stabilise the rate of increase of movement of workers to Johannesburg.
- (iii) A heavier movement of vehicles on the Jan Smuts Airport Road can be expected as Kempton Park expands its industrial complex.

- (iv) The residential development to the north and north-west of Johannesburg is of extreme concern and the control of development must be integrated into an overall plan.
- (v) An increase in commuting movement from the west and particularly Roodepoort can be expected.
- (vi) Residential development to the south will become necessary and the Council should secure land there at an early stage for housing and recreational purposes.
- (vii) The need to establish further group areas for Non-White race groups on a metropolitan basis is of paramount importance otherwise development by private enterprise will make the task one of extreme difficulty in the future.
- (viii) The desirability of co-ordinating planning in the Inner Metropolitan Area is a matter requiring attention at all levels of government.

In conclusion, it must be stated that subsequent reports will deal in detail with numerous issues which have been referred to only briefly in this report.

POPULATION FIGURES.

DESCRIPTION OF CENSUS AREAS.

Republic of South Africa comprises the provinces of the Cape, Natal, Orange Free State and the Transvaal.

Transvaal: The province of the Transvaal.

Witwatersrand comprises the magisterial districts of Randfontein, Krugersdorp, Roodepoort, Johannesburg (including Randburg), Germiston (including Edenvale and Alberton), Kempton Park, Boksburg, Benoni, Brakpan and Springs.

Johannesburg Magisterial District comprises the City of Johannesburg (excluding the Rand Airport), Randburg Municipality, the Soweto complex and the Peri-Urban Areas to the north and south of Johannesburg, including farmland.

Johannesburg Metropolitan Area comprises the Johannesburg Magisterial District as defined above, to which is added the townships of North-cliff Extensions, Elackheath, Fairlands and Benario on the west and Glenhazel and Extensions, Senderwood, Essexwold, Viewcrest, Lombardy East and the farms Bergvallei, Klipfontein and Lombardy on the east.

Johannesburg Municipal Area: The proclaimed municipal area of Johannesburg, excluding the Rand Airport, but including Pimville.

POPULATION FIGURES.

TABLE A.1:

P O P U L A T I O N - R E P U B L I C							
Year	Total All Races	Whites	Coloureds	Asiatics	Bantu	Total Non-Whites	Ratio White : Non-White
1904	5,174,827	1,117,234	444,991	122,311	3,490,291	4,057,593	1 : 3.46
1911	5,972,757	1,276,319	525,466	152,094	4,018,878	4,696,438	1 : 3.68
1921	6,927,403	1,521,343	545,181	163,594	4,697,285	5,406,060	1 : 3.55
1936	9,587,863	2,003,334	769,241	219,691	6,595,597	7,584,529	1 : 3.79
1946	11,415,925	2,372,044	928,062	285,260	7,830,559	9,043,881	1 : 3.81
1951	12,671,452	2,641,689	1,103,016	366,664	8,560,083	10,029,763	1 : 3.79
1960	16,002,797	3,088,492	1,509,258	477,125	10,927,922	12,914,305	1 : 4.18
1965	18,115,000	3,570,000	1,736,000	540,000	12,269,000	14,545,000	1 : 4.07
1970	20,885,000	4,634,000	1,962,000	609,000	13,680,000	16,251,000	1 : 3.51

TABLE A.2:

P O P U L A T I O N - T R A N S V A A L							
Year	Total All Races	Whites	Coloureds	Asiatics	Bantu	Total Non-Whites	Ratio White : Non-White
1904	1,269,951	297,717	24,159	10,948	937,127	972,234	1 : 3.27
1911	1,686,212	420,570	34,793	11,004	1,219,845	1,265,642	1 : 3.01
1921	2,087,636	544,973	32,291	14,503	1,495,869	1,542,663	1 : 2.83
1936	3,341,470	820,756	50,841	25,493	2,444,380	2,520,714	1 : 3.01
1946	4,283,038	1,063,121	59,986	37,758	3,122,173	3,219,917	1 : 3.02
1951	4,812,838	1,204,712	75,014	49,342	3,483,770	3,608,126	1 : 3.00
1960	6,273,477	1,468,305	108,007	63,787	4,633,378	4,805,172	1 : 3.27
1965	7,153,000	1,729,000	126,000	71,000	5,227,000	5,424,000	1 : 3.14
1970	8,304,000	2,276,000	147,000	76,000	5,805,000	6,028,000	1 : 2.65

TABLE A.3:

P O P U L A T I O N - W I T W A T E R S R A N D							
Year	Total All Races	Whites	Coloureds	Asiatics	Bantu	Total Non-Whites	Ratio White : Non-White
1904							
1911							
1921	537,055	233,194	16,027	8,895	278,939	303,861	1 : 1.30
1936	1,024,564	406,251	30,820	14,270	573,223	618,313	1 : 1.52
1946	1,438,475	547,836	40,398	21,147	829,094	890,639	1 : 1.63
1951	1,741,318	650,221	52,888	29,906	1,008,303	1,091,097	1 : 1.68
1960	2,180,914	766,379	78,134	39,915	1,296,486	1,414,535	1 : 1.85
1965	2,487,000	890,000	92,000	46,000	1,459,000	1,597,000	1 : 1.79
1970	2,947,000	1,157,000	106,000	52,000	1,631,000	1,789,000	1 : 1.55

TABLE A.4:

P O P U L A T I O N - J O H A N N E S B U R G - M E T R O P O L I T A N							
Year	Total All Races	Whites	Coloureds	Asiatics	Bantu	Total Non-Whites	Ratio White : Non-White
1921	304,827	158,937	12,382	6,314	127,194	145,890	1 : .92
1936	570,200	269,358	24,772	10,522	265,548	300,842	1 : 1.12
1946	-	-	-	-	-	-	-
1951	918,700	365,657	38,930	22,295	491,818	553,043	1 : 1.51
1960	1,152,525	413,153	59,467	28,993	650,912	739,372	1 : 1.79
1965	1,248,000	471,000	71,000	33,000	673,000	777,000	1 : 1.65
1970	1,425,000	602,000	82,000	38,000	703,000	823,000	1 : 1.37

TABLE A.5:

POPULATION - JOHANNESBURG - MAGISTERIAL							
Year	Total All Races	Whites	Coloureds	Asiatics	Bantu	Total Non-Whites	Ratio White : Non-White
1921	299,691	155,338	12,215	6,286	125,852	144,353	1 : .93
1936	537,217	262,434	23,722	10,256	240,805	274,783	1 : 1.05
1951	915,334	363,567	38,908	22,295	490,564	551,767	1 : 1.52
1960	1,137,806	404,143	59,368	28,983	645,312	733,663	1 : 1.82
1965	1,234,000	457,000	71,000	33,000	673,000	777,000	1 : 1.70
1970	1,404,000	581,000	82,000	37,000	703,000	822,000	1 : 1.42

TABLE A.6:

POPULATION - JOHANNESBURG - MUNICIPAL							
Year	Total All Races	Whites	Coloureds	Asiatics	Bantu	Total Non-Whites	Ratio White : Non-White
1921	285,057	151,955	11,393	6,215	115,494	133,102	1 : .88
1936	479,619	256,276	21,436	9,934	191,973	223,343	1 : .87
1946	-	-	-	-	-	-	-
1951	631,911	341,218	26,153	19,811	244,729	290,693	1 : .85
1960	595,083	368,987	35,084	23,639	167,373	226,096	1 : .61
1965	601,000	412,000	40,000	26,000	123,000	189,000	1 : .46
1970	671,000	517,000	45,000	29,000	80,000	152,000	1 : .30

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