EXTRACT OF THE MINUTES OF THE 135 COUNCIL MEETING HELD ON 25 MAY 2022.

"A2224 SEDIBENG FINAL DRAFT IDP REPORT - 2022/27 FINANCIAL YEARS

(15/1/8/1/1)

Cluster: Strategic Planning and Economic Development
Portfolio: Integrated Development Planning (IDP)

RESOLVED

THAT the Final Draft IDP, be hereby approved by Council."

*****

It is hereby certified that this is a true extract from the minutes of a meeting of the Sedibeng District Municipality.

Council held on: 25 MAY 2022
Signed by: PAT NKUHLU
Designation ACTING DIRECTOR
Legal And Support Services

Sedibeng District Municipality
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Our Ref: MF Mathe
Ref:15/1/8/1/1
25 May 2022

To: Honorable MPL Lebogang Maile
MEC: Human Settlements, Urban Planning and CoGTA
37 Sauer Street.
Bank of Lisbon
9th. Floor
Johannesburg
2001
Cc: karabo.mohapi.gov.za

Dear Honorable MEC,

FINAL INTEGRATED DEVELOPMENT PLAN (IDP 2022/27) & BUDGET 2022/23

The purpose of this letter is to notify the office of the MEC about formal submission of the recently adopted Final IDP 2022/27& Budget 2022/23 of the Sedibeng District Municipality. This is in compliance with Local Government Municipal Financial Management Act of 2003, and Regulations, Municipal Structures Act and Regulations 117 of 1998 and Municipal Systems Act and Regulations 32(1(a) of 2000 and stipulates as follows: -

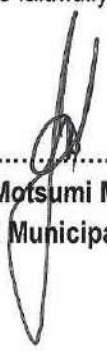
"*The Municipal Manager of a municipality must submit a copy of Integrated Development Plan as adopted by the council of the municipality, and any subsequent amendment to the plan, to the MEC for Local Government in the Province within 10 days of adoption of amendment of the plan* ".

The is Final IDP 2022/27 and Budget 2022/23 served before Municipal Council on Wednesday 25th May 2022.The document was subsequently approved and adopted as a Final IDP 2022/27 & Budget 2022/23 of the district for the financial year 2022-23 in line with council approved IDP Framework 2022/27 and Process Plan &Budget 2022/23 attached. The Municipality is further requested to submit the document to your Office for evaluation and monitoring purposes. This submission is hereby in the following manner.

- 1x CD soft copy of IDP Framework 2022/27& IDP Process Plan & 2022/23

- 1x hard copy of IDP Framework 2022/27 & IDP Process Plan and Budget 2022/23.
- 3 x CDs soft copies of Final IDP 2022/27 and Budget 2022/23
- 3 x hard copies of Final IDP 2022/27 and Budget 2022/23
- Council Resolutions

We hope this letter and the supporting documents reach your favorable consideration
Yours faithfully



.....

Mr. Motsumi Mathe
SDM Municipal Manager

Final

Integrated Development Plan

IDP

2022 - 2027

SedibengDM sedibengdm @SedibengDM www.sedibeng.gov.za

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Part B: Executive Mayor's Foreword
(Cllr. Lerato_Maloka)

In accordance with the provisions of the law stated as "***Chapter 04, section 18 (1) (a)-(c),(ii) and (b),Chapter 05, section 34 (a) (i) and Chapter 06,Section 42,of Municipal Systems Act 63 of 2000 that also encourages community participation, information sharing including community involvement during municipal planning processes and section 24 of Municipal Finance Management Act 56 of 2003***", the Sedibeng District Municipality has embarked upon a process of consultation with stakeholders with a view to present the **Final Draft IDP 2022/27 and Budget for the 2022/23** Financial year.

The Integrated Development Plan (IDP) is the Municipality's principal strategic plan which aims to deal with critical development needs within the Sedibeng area, as well as the most critical governance needs of the organization.

While the district is cognizant of economic realities and their impact on our residents, the triple threat of poverty, unemployment, and inequality persists in our communities.

Government has come up with a game changing One Plan, One Budget in the form of the District Development Model which integrates IGR planning, budgeting and implementation. Sedibeng District One Plan was approved by council as the center of development approach in line with ***Section 47 of the Intergovernmental Relations (IGR) Framework Act (Act No 13 of 2005***). It is also derived from Section 154 of the Constitution and further seeks to enhance the existing implementation machinery by facilitating and institutionalizing joint planning, implementation as well as monitoring and evaluation across the three spheres of government within a district.

The DDM alleviates the pattern of "operating in Silos", stimulates new thinking and innovation towards changing socio-economic conditions of the People of the Sedibeng District and is overall consistent with collaborative planning between the district and its three local municipalities which are Emfuleni, Lesedi and Midvaal. The One Plan is thus a critical operational model towards realizing our vision ***"Building towards a developmental Metropolitan River City of choice."***

Our communities form an integral part of our decision making as a district. It is therefore in this regard we ensure that public participation engagements are carried out as prescribed by legislation. It should be acknowledged with a heavy heart, that the Covid-19 pandemic has handicapped public participation processes in the past two years,

We also welcome the pronouncement by the President on 04 April 2022 to end the National State of Disaster which means the Coronavirus Alert Levels will no longer apply.

This will also allow the management of the pandemic to be dealt with, as appropriate, by the Health Regulations or other provisions. These essentials are to reduce the risk of a further COVID-19 wave and further disaster.

I am happy that few transitional measures will remain although limited in scope, and allow almost all social and economic activity to resume as normal.

The district experienced challenges with physical public gatherings, these were replaced by hybrid and virtual meetings with the IDP document being shared on digital platforms for ease of access. The district is now inspired to find innovative ways to share the IDP process using an omnichannel approach. We want the public to actively participate in the business of the municipality throughout the term of this IDP. Get involved, be informed and know the IDP. Our public participation efforts rely

on partnerships with multi-sectoral stakeholders, we will be working hand-in-hand with our stakeholders to further our service delivery programmes for the next five years

The conversation of employment, social equity and economic growth continues to be a major concern in our Sedibeng community. The depression of the steel industry has created an economic vacuum in the region. In the State of the Province Address, Premier David Makhura alluded to the Vaal Special Economic Zone which brought a commitment of R45 billion dollars to the Sedibeng Region.

The Vaal SEZ will re-vitalise our economy by focusing high-growth sectors: agro-processing, agribusiness, food and beverage, cannabis farming, renewable energy, transport and logistics, and tourism and hospitality. On 15 October 2021, we hosted the Sedibeng Investment Conference in partnership with Gauteng Province, Department of Economic Development to showcase the regions Catalyst project, I'm happy to announce that Conference increased investor confidence towards our Region.

It pleases me to announce that the ***Township Economic Development Bill*** was passed on the 24th of March 2022, "It is a progressive bill to set up better procurement rules that allows government and contractors to buy from large groups of township-based firms." The primary beneficiaries of this bill will be local entrepreneurs.

One of key priorities we developed in our mission towards broader and long-term growth and development is *Good and financial sustainable governance*. Sedibeng remains committed towards transparency and accountability, our commitment as the duly elected representatives of the people is to ensure that service delivery priorities are implemented efficiently, effectively and economically.

DISTRICT WIDE LEKGOTLA RESOLUTIONS:

I must indicate that the District Wide Lekgotla on 9th and 10th May 2022 in Riverside Hotel, Vanderbijlpark have resolved that:

1. *A need to establish Development Agency in the District and local municipalities and to look into assets as a security for investment.*
2. *Setting up a Technical Committee comprising of all municipalities as of 30th June 2022 to develop terms of reference and looking for partnership with private sector and higher learning institutions for: -*
    a. *Training and capacity building of youth development and LED Staff in all municipalities (Research and Skills).*
    b. *Incubation Hubs and economic development opportunities to support SMMEs and Economic Growth in the District.*
3. *A study or technical group/working group to determine on Personnel, operations, advocacy and purpose of establishment (SDA) Linkage to LED Strategy, GDS and DDM*
4. *Provide security on land parcels in municipalities earmarked for development.*
5. *Municipalities should prioritize budget on Local Economic Development to stimulate economic growth in the district.*
6. *Prepare and coordinate a District Development Model (One Plan) workshop for all Councillors in the District in order for them to have a better understanding of a process and approach.*

This is also a breakthrough for Sedibeng District Municipality and Emfuleni, Lesedi and Midvaal Local Municipalities, as we commit ourselves to work together in unison so as to ensure we improve the lives of our people and make climate conducive for investment opportunities in the Region.

As Municipalities we have declared that;

a) *We will jointly adopt and implement the District Development Model One Plan.*
b) *We will establish an Economic Development Agency for the District.*

c) *We will leverage on our assets i.e., Prime development land, in order to lure and attract investment in the region.*
d) *We will strengthen partnerships and collaboration with the private sector, Institutions of Higher Learning and the Community.*
e) *We will in this 6th Administration develop an Integrated Infrastructure Master Plan.*
f) *We will improve AG Audit opinion and maintain clean governance.*
g) *We will enhance the Shared Services model and alignment between the three municipalities and the district.*
h) *We will consolidate our safety and security plans across all the municipalities.*

In closing, we will make sure the Multi Party coalition and governance do function effectively and focus on prioritizing on key projects that will unlock service delivery issues that our communities are longing for and make climate conducive to create job opportunities that will reduce level of unemployment in the district.

I would like to take this opportunity to express my gratitude to our capable personnel and management for their persistent efforts in maintaining good governance and effectiveness.

I Thank You,

_____

CLLR. LERATO MALOKA
EXECUTIVE MAYOR:
SEDIBENG DISTRICT MUNICIPALITY



Part C: Municipal Manager's Overview
(Mr. Motsumi Mathe).

This Final Draft Integrated Development Plan (IDP 2022/27) remains a legislative requisite and in line with guiding the developmental principles in the Constitution, White Paper on Local Government and Municipal Systems Act of 2000 (Act No: 32 of 2000).

Our Final IDP 2022/27 has been developed at a time when we as a country and the world, faced economic decline and the negative impact of Covid-19 which has been severe on the Labour market although we do not lose hope despite the setback.

The President of our country Mr. Cyril Ramaphosa declared a national state of disaster amid Covid-19 which became effective on Friday, 27th March 2020 in line with Disaster Management Act. He also introduced the regulations to address, prevent and combat the spread of Coronavirus COVID-19 in the Country and recently announced that the level 1 lockdown restrictions had been adjusted again.

The government has been constantly consulting with the public about the end of the national state of disaster. This will effectively be the beginning of the end of the lockdown that South Africa has endured for nearly two years due to the Covid-19 pandemic.

As Sedibeng District Municipality, we also welcome the pronouncement by the President on 04 April 2022 to end the National State of Disaster which means the Coronavirus Alert Levels will no longer apply.

These efforts will also allow the management of the pandemic to be dealt with, as appropriate, by the Health Regulations or other provisions. The

essentials are to reduce the risk of a further COVID-19 wave and further disaster. The few methods of the transitional measures will remain although limited in scope, and allow almost all social and economic activity to resume as normal.

SEDIBENG DISTRICT ONE PLAN

The recent introduction of District Development Model (DDM) as outlined by the President will also assist in responding to provision of resources which are needed for sustainability.

We also see the DDM and Covid -19 as an opportunity to coordinate and integrate our work and service delivery in the Region. There are indeed many things we can do together and collectively.

The Sedibeng District One Plan (First Generation) is technically facilitated and supported in a more rigorous way by all spheres of Government and has been approved and adopted by Sedibeng District and Local Municipality Councils on the basis of consultative processes with all role-players and stakeholders.

This **One Plan** as outlined in the DDM have the set of the objectives, outputs, roles, responsibilities and commitments in which all sector departments as well as partners will have to act and ensure all of us are held accountable for prioritizing resources and delivering results.

It will also seek to utilize the existing legal framework and implementation machinery which includes the Intergovernmental Relations (IGR) Framework Act. The Minister (and department) responsible for cooperative governance will provide "a framework for coordinating and aligning, as well as defining the powers and functions in defining district functions.

Although National Government has proposed various structural reforms that could be implemented right away to begin rebooting the economy in line with National Economic Recovery Plan and however, in adversity so often comes opportunity. South Africa is now on the threshold of an important opportunity to imaginatively, and with a unity of purpose, reshape its economic landscape. The current conjuncture presents an opportunity to reset the South African economy.

DISTRICT ECONOMIC RESPONSE PLAN:

In response to National Economic Recovery Plan, our main objective here was to develop a strategic and business case for the formal adoption and declaration of the Vaal as an SEZ in line with legislative prescripts.

- Profile strategic infrastructure plans for short, medium- and long-term interventions
- Develop a comprehensive regional economic development plan and implementation strategy
- Develop credible funding models for both on and off-balance sheets interventions
- Develop comprehensive destination marketing and communications strategy and implementation plans
- Profile and manage key and strategic stakeholders, and develop and manage international partnership
- Manage intergovernmental collaboration, partnerships
- Conduct feasibility studies for large scale projects

BUSINESS GROWTH/RESILIENCE FACILITY:

There was a time where we had plans in place that will reduce the level of unemployment and co-ordinate the work of the district with a coherent plan and good intention for the people of Sedibeng.
We had to grapple with the health and welfare issues of our communities, our actual plans had to be deferred due to the declining of our economic situation which left our monetary value deteriorating and reduced into junk status.
This IDP though, still reflects on our vision for the long-term development of the Sedibeng Region with special attention on critical developmental agenda and internal transformation needs. These efforts will also be reviewed annually. As the Municipality we are still deliberating on best possible ways to address the current set up of existing practices of powers and functions which are not financially viable and detrimental to the economic growth of the Region.

It is also further unavoidable to look at alternative sources of revenue in order to make our Municipalities sustainable.

This Final Draft IDP 2022/27 & Budget 2022/23 will identify and require changes of the new circumstances, resulting in closing identified gaps at the planning, deliverables, revised strategies and projects section. It is a well-learnt lesson that the success of any plan is dependent on its execution.

By working closely and in collaboration with the National, Provincial sector departments and Local Municipalities as well as committed and dedicated staff, communities and role players, we will ensure the successful implementation of our IDP aligned One Plan (DDM) to attain of our broader objective of improving the quality of the lives of our people.

Planning and working together we will overcome these challenges and hurdles and take the district forward!

_____

MR. MOTSUMI MATHE
MUNICIPAL MANAGER
SEDIBENG DISTRICT MUNICIPALITY

Sedibeng District Municipality

VISION

"Sedibeng is a leading and developmental Metropolitan River City in 2030 with a strong, diverse economy and high quality standard of living"

MISSION

To promote and sustain Integrated Service Delivery that Enhances and Support the municipality to achieve growth and development for its community

STRATEGIC OBJECTIVES

- To promote efficient and effective Integrated Services that addresses the socio- economic and environmental development imperatives of the Region;
- To Implement Prudent and Cost Effective Financial Management and Sustainability;
- To ensure Good Governance and sound management practices; and
- To ensure effective Service Delivery.

VALUES

These values are based on and inclusive of all Batho Pele Principles:

- Integrity;
- Transparency;
- Accountability;
- Service Excellence;
- Trust
- Honesty

Introduction:

Strategic management is the process whereby management establish an organization's long-term direction, set specific performance objectives and develop strategies to achieve these objectives in the light of all the relevant internal and external circumstances, and undertake to execute the chosen action plans.

Strategic management basically comprises of the following:

- Defining the organization's business and developing a strategic vision and mission as a basis
- for establishing what the organization does and doesn't do and where it is heading;
- Formulate strategies as well as strategic objectives and performance targets;
- Implementing and executing the chosen strategic plan; and
- Evaluating strategic performance and making corrective adjustments in strategy and/or how it is being implemented in light of actual experience, changing conditions, and new ideas and opportunities.

Therefore, **Integrated Development Planning** may be defined as the strategic management process utilized by local government. It is a process through which municipalities prepare a strategic development plan, for a five (5) year period. The IDP is the product of the IDP process. The IDP is the principal strategy planning instrument which guides and informs all planning, budgeting management and decision-making processes in a municipality.

1. Pieces of Legislation Guiding IDP Development:

A myriad of legislation and policies are guiding the integrated development planning for the municipality; however, the overarching legislation and policy that guides integrated development planning principles are the Constitution, White Paper on Local Government and Municipal Systems Act of 2000 (Act No: 32 of 2000). Other legislations and policies deal with specific aspects of integrated development planning.

Constitution of Republic of South Africa, Act 108 of 1996:

According to the ***Constitution of Republic of South Africa, Act 108 of 1996 (sections 152 and 153)***, local government is in charge of the development process in municipalities, and it is in charge of municipal planning. The constitutional mandate to relate its management, budgeting and planning functions to its objectives gives a clear indication of the intended purposes of municipal integrated development planning:

- To ensure sustainable provision of services;
- To promote social and economic development;
- To promote a safe and healthy environment;
- To give priority to the basic needs of communities; and
- To encourage involvement of communities

White Paper on Local Government:

The ***White Paper on Local Government, 1998 (WPLG)*** considers integrated development planning explicitly as a *tool* for *developmental local government.* Besides relating integrated development planning to the *developmental outcomes* which are largely in line with the objectives stated in the constitution, the WPLG outlines *why* integrated development planning is considered a necessary tool to achieve these purposes.
Integrated development planning will:

- Help to align scarce resources behind agreed policy objectives and programmes;
- Make sure that actions are prioritized around urgent needs;
- Ensure the necessary integration with other spheres of government, it will serve as a tool for communication and interaction with them; and forms basis for National, Provincial and Municipal Budgeting alignment (DORA and MTEF)

Serve as a basis for engagement between local government and communities/residents.

- A single, inclusive and strategic plan giving direction to all development initiatives as it also Identifies development and service delivery priorities for whole municipality
- Supports optimal allocation of scarce resources.

1.5 Municipal Systems Act of 2000 (Act No: 32 of 2000):

In terms of ***Municipal Systems Act 32 of 2000 (Chapter 05)*** municipalities are required to adhere to the following;

Integrated Development Planning:

Part 1: General

Municipal planning to be developmentally oriented
23. (1) a municipality must undertake developmentally-oriented planning so as to ensure that it—

(a) Strives to achieve the objects of local government set out in section 152 of the Constitution;
(b) Gives effect to its developmental duties as required by section 153 of the Constitution; and
(c) Together with other organs of state contribute to the progressive realisation of the fundamental rights contained in sections 4, 25, 26, 27 and 29 of the Constitution.

(2) Subsection (I) must be read with Chapter 01 of the Development Facilitation Act, 1995(Act No, 67 of 1995),

Furthermore, municipalities are compelled to;

Adoption of Integrated Development Plan
25. (1) each municipal council must, within a prescribed period after the start of its elected term, adopt a single, inclusive and strategic plan for the development of the municipality which;

(a) Links, integrates and co-ordinates plans and takes into account proposals for the development of the municipality:
(b) Aligns the resources and capacity of the municipality with the implementation of the plan:
(c) Forms the policy framework and general basis on which annual budget must be based;
(d) Complies with the provisions of this Chapter; and
(e) Is compatible with national and provincial development plans and planning requirements binding on the municipality in terms of legislation.

It is also imperative that the plans (IDP) of the municipality are linked to a financial plan or budget. Failure to ensure this linkage will result in the IDP being reduced to a wish-list or the financial (budget) and other resources being utilised outside of what the municipality seeks to achieve.

Sedibeng District Municipality 2022/27 IDP Development:

Sedibeng District Municipality together with three local municipalities Emfuleni, Midvaal and Lesedi) developed their IDP's covering the period 2017/21, also referred to as their comprehensive IDP's for the current term of office.

The IDP process undertaken by the Sedibeng District Municipality in 2021/22 financial year delivered a five-year IDP covering the period for 2022 until 2027. This document, the 2022/27 IDP will be a new document for the new political administration and will be reviewed annually in the next five years. This 2022/27 strategic document will therefore;

- Incorporates information from pieces of legislation guiding IDP development, alignment with government priorities, MEC Comments on Sedibeng IDP 2021/22 and Public/Stakeholder's participation process in 2021/22 financial year.
- Information from various sources and update information of the previous IDP where new information has been sourced and where performance has changed;
- Identifies changed and new circumstances and resulting gaps and looks at the required changes to planning and deliverables;
- Include budget for the 2022/27 with outer financial years based on the strategies and projects section.
- Incorporates Performance Management with clear indicators and ensure a clear alignment with Mainstreaming for different designated groups namely; gender, disability, youth, children and elderly aimed at ensuring that there are concrete programmes to empower these designated groups.
- Incorporates and update information on integrated plans as required by the Municipal Systems Act of 2000, chapter 05 of the IDP.
- Include an updated section on District Development Model (DDM)

Process Methodology:

In developing the 2022/27 IDP, the SDM embarked on a coordinated and collective process together with Local Municipalities and other spheres of government prior the commencement of the planning process. The collective process involves the production of an *"IDP Framework Guide 2022/27 and IDP Process Plan and Budget 2022/23".* The programme is necessary to ensure proper management of the planning process. It must contain the following:

- Introduction
- Outline of the Roles and Responsibilities
- Established structures to manage the implementation of IDP process plan.
- Stakeholders and community participation process.
- Time schedule for the planning process

Roadmap towards the completion of the IDP 2022/27 is recorded below:

July - August 2021
• Compilation of Draft IDP 2022/27 and Budget Process Plan 2022/23 (July) • Drafting of the Annual Report 2021/22 • Submission of the draft IDP 2022/27 and Budget Process Plan 2022/23 to Mayoral Committee for consideration (August) • Submission of the draft IDP 2022/27and Budget Process Plan 2022/23 to Mayoral Committee for noting (August) • Submission of the draft IDP 2022/27 and Budget Process Plan 2022/23 to Mayoral Committee for Approval (August) • IDP Stakeholders/Public Participation process • IDP Alignment Workshop • IDP Councillors Workshop • 3rd Sedibeng Growth and Development Strategy (SDGS) Engagements • Sedibeng IDP Steering Committee
September - December 2021
• IDP Stakeholders/Public Participation process • IDP Alignment Workshop • IDP Councillors Workshop • DDM/One Plan Implementation Engagements. • Sedibeng IDP Steering Committee
January - March 2022

• Revised Strategies • Sedibeng IDP Review Process Clusters Visits • Review Sector Plans and Projects • IDP District Wide Lekgotla • Integration of draft Plans, Programs and Projects • IDP Steering Committee Meeting • Submission of Draft IDP 2022-27 and Budget 2022/23 to Mayoral Committee for noting • Submission of Draft IDP 2022/27 and Budget 2022/23 to Council for Approval
April - May 2022
• Draft IDP 2022/27 and Budget 2022/23 Stakeholders/Public Participation Process • Publication of Draft IDP 2022/27 and Budget 2022/23: ○ Advertise and Publish Draft IDP and Budget for public comments and ○ Submit Draft IDP 2022/27 and Budget 2022/23 to MEC for COGTA, Treasury as well as others as prescribed by the MSA and MFMA • Sedibeng IDP Representative Forum Meeting • Consideration of sector/ Public Comments on IDP 2022/27 and Budget 2022/23 ○ Publication of Final IDP and Budget 2021/22Advertise and Publish Final IDP and Budget for public comments and ○ Submit Final IDP 2022/27 and Budget 2022/23 to MEC for COGTA, Treasury as well as others as prescribed by the MSA and MFMA

Alignment with National, Provincial and Regional Priorities:

The IDP development requires maximum support from the national and provincial level across all the phases of the IDP. To ensure that all elevant binding national and provincial legislation as well as other policies, programmes, strategies and available funds are considered in the IDP during planning process, municipalities should be aware of all the relevant information.

The municipality managed to utilized opportunities to engage with national and provincial sector departments (COGTA, National Treasury and other relevant sector departments) during IDP development process to establish contacts for alignment and to outline the need for information on policies, programmes and funds.



All efforts have been made to align the current IDP 2022/27. The alignment of Sedibeng District and local municipalities IDPs is to ensure that our National and Regional planning are aligned to with the aim to achieve sustainable future in the region and country.

Relevant Planning Priorities:

- National Development Plan Vision 2030
- 3rd Generation Sedibeng Growth and Development Strategy
- Gauteng Province GGT Approach

National Development Plan Vision 2030

The National Development Plan (NDP) aims to deal with the causes of poverty and income inequalities in the country. That is identifying the challenges and targeting specific sectors in order to achieve the desired outcomes.

In the document, the National Planning Commission (NPC) outlines the projects that the nation should focus one in order to eliminate poverty and income inequality. The NDP identifies nine challenges that hinder these national developments and are as follows in the diagram provided.

Gauteng Strategic Direction:

In order to realise the NDP, Gauteng Provincial Government (GPG) has taken active decisive steps to make Gauteng an integrated city-region characterised by social cohesion and economic inclusion over the next five-to-fifteen years.

Growing Gauteng Together (GGT 2030)

In response to the global and domestic challenges that confront the province, the government has committed to a plan of Growing Gauteng Together 2030 – or GGT2030, as it is referred to. The plan reflects a collective vision for the GCR in a decade's time, and beyond, in that it also highlights priority actions and measures of success.

The GGT2030 plan of action is about executing the seven priorities with specific 162 interventions towards the Gauteng of our dreams, "The Gauteng We Want". The GGT2030 plan of action, sets out the vision for the Gauteng of 2030, guided by the principles and priorities contained in the Freedom Charter, the NDP, the Manifesto, and work carried out to date as part of Gauteng's Transformation, Modernisation and Reindustrialisation (TMR) programme. It is also guided by the following overarching policy, strategies, commitments and policy directives:

- At an international level, the Sustainable Development Goals (SDGs), the New Urban Agenda (NUA), the Paris Climate Agreement (COP 21), and the AU's Agenda 2063.
- At a national level, the Medium-Term Strategic Framework (MTSF), the Integrated Urban Development Framework (IUDF) and the National Spatial Development Framework (NSDF).
- At a provincial level, the Gauteng Spatial Development Framework (GSDF) 2030 and the Gauteng-City Region Integrated Infrastructure Master Plan (GIIMP).
- At a local level, Municipal Growth and Development Strategies, Integrated Development Plans (IDPs) and Spatial Development Frameworks (SDFs).

By making the Gauteng Vision 2030 a reality, Gauteng Government has developed seven priorities which are as follows: -

- The Economy, Jobs and Infrastructure
- Education, Skills Revolution and Health
- Integrated Human Settlements and Land Release
- Safety, Social Cohesion and Food Security:
- A Capable, Ethical and Developmental State:
- Towards A Better Africa and A Better World
- Sustainable Development for Future Generations:

Sedibeng District Municipality Growth and Development Strategy

Significant governance and economic development constraints are experienced in the District as well as the local municipalities. This hampers economic growth and development to the extent that the situation has become unfavourable for investment. No growth is possible in any of the industry sectors with a negative effect on employment opportunities. The 5Rs + 2 of Sedibeng Growth and Development Strategy were considered and utilised to guide the strategy formulation process.

The district endeavours to have a seamless link between the medium-term, sustainable, strategic agenda; and the IDP and long-term Sedibeng Growth and Development Strategy. The SGDS spells out the long-term vision and strategic thrust of the overall direction of the region. Below are the strategic pillars that we identified by the district to drive the programme of action.

- **Reinventing our economy**; *from an old to a new by consolidating existing sectors and exploring new sectors of growth and in this way build local economies to create more employment and sustainable livelihoods.*
- **Renewing our communities**; *from low to high quality through the provision of basic services, improving local public services and broadening access to them, and regenerating and property development to improve the quality of living for all.*
- **Reviving a sustainable environment;** *from waste dumps to a green region, by increasing the focus on improving air, water and soil quality and moving from being a producer and a receiver of waste to a green city.*
- **Reintegrating the region**; *with the rest of Gauteng, South and Southern African to move from an edge to a frontier region, through improving connectivity and transport links.*
- **Releasing human potential** *from low to high skills and build social capital through building united, non-racial, integrated and safer communities.*
- **Good and Financial Sustainable Governance**; *through building accountable, effective and clean government, with sound financial management, functional and effective Councils, and strong, visionary leadership. It is about compliance and competence.*
- **Vibrant Democracy**; *through enabling all South Africans to progressively exercise their constitutional rights and enjoy the full dignity of freedom. To promote more active community participation in local government, including further strengthening the voice of communities and making sure that community-based structures such as ward committees, police forums, school governing bodies are legislatively supported to function effectively.*

- Furthermore, the district has formulated Nine (9) development strategies enlisted below in the GDS 03 to attain the SDM's vision as well.

Strategy	Explanation
Strategy 1	Institutional capacity development (good governance, accountability, effectiveness, sustainable, leadership, partnership, participation)
Strategy 2	Facilitation of spatial structural change, nodal and corridor development (incl housing and land)
Strategy 3	Regional infrastructural development
Strategy 4	Sectoral support and development: Manufacturing and re-industrialization
Strategy 5	Sectoral support and development: Agriculture and rural development (Agritropolis concept focus in Gauteng)
Strategy 6	Sectoral support and development: Tourism development and environmental management
Strategy 7	Township social and economic development (infra, indust hubs, indigenous knowledge, access to markets revitalization and community development (incl youth development) (Gauteng

	township revitalization strategy
Strategy 8	Maximize the impact of tertiary higher education (including youth development)
Strategy 9	Facilitation of business support and development (incl skills, entrepreneurship, finance and youth development)

District Development Model:

The District Development Model (DDM) has been conceptualised to assist the district space to develop a unique and integrated approach that will strategically guide and unleash the development potential of Sedibeng district area. The DDM is an operational model for improving cooperative governance aimed at building a capable, ethical and developmental State. It embodies an approach by which the three spheres of government and state entities work collaboratively in an impact-oriented way, and where there is higher performance and accountability for coherent service delivery and development outcomes.

According to the One Plan process guidelines, all spheres of government must work together in intergovernmental and collaborative ways to produced One Plans. This One Plan serves to guide the way resources and investment are deployed and implemented more effectively and in a more accountable manner. The One Plan cannot and does not replace all existing prescribed development, departmental strategic and annual performance plans for which
each sphere, department and state entity is responsible.

The IDP remains the strategic plan for the planning and budgeting within the local government sphere. The One Plan focuses on the major commitments and changes required to catalyse and advance socio-economic transformation.

The One Plan confirms what is in existing plans, refines where necessary, and identifies key, strategic gaps and issues. It should be noted that the One Plan expresses intergovernmental agreements, alignment, and commitments and is, therefore, not a detailed development plan.

The purpose of Sedibeng District Municipality One Plan:

The Sedibeng District One Plan was formulated through a joint planning with the intention to:

- Give effect to the District Development Model (DDM) approved by cabinet as a practical method to improve service delivery and development impact in the Sedibeng District region through integrated planning, budgeting and delivery by all three spheres of government;
- Localise and synergise the National Development Plan, the Medium-Term Strategic Framework, National Spatial Development Framework, Integrated Urban Development Framework and key, national and provincial sector policies/strategies/plans with socio-economic and spatial development logic of the space.
- Express a coherent and predictable government approach in relation to these key priorities through a long-term strategic framework (One Plan) for growth and development of the Sedibeng region that is co-produced by all three spheres of government together with stakeholders and communities;
- Enable a programmatic intergovernmental relations approach with regards to the Sedibeng District through implementation of the One Plan that will serve as an impact performance framework tracking the commitments and spending of national and provincial sector departments and the Sedibeng Region according to the shared vision and desired future development of the district and its people.

Chapter 05 of the Municipal Systems Act of 2000 requires all municipalities to submit their IDPs to MEC for Local Government for commenting. The IDPs are subjected to a form of assessment by the provincial government to assess relevance, effectiveness and whether the service delivery targets set with stakeholders are met. The comments were structured into two sections with section one having general observation to issues affecting municipalities in the province and section two which focused on municipal specifics. The table below provides a summary of the comments made by the MEC for COGTA.

MEC Comments	Municipal Response
Spatial Planning and Environment Development **1.** The municipality is acknowledged for including a full Spatial Development Framework (SDF) as part of its submission. However, the SDF summary falls short in reflecting national and spatial planning policies. Additionally, specific housing programmes have not been spatially identified and located, particularly the location of national and provincial housing programmes. The Municipality is urged to close these gaps in the SDF. **2.** In efforts to manage new settlement development, the SDF intends to consolidate the urban structure of the district around nodal points by promoting infill development and densification such as priority Housing Development Areas (PHDAs). To this effect, it is important that current and future bulk infrastructure requirements are specified, planned and budgeted for by the Municipality. **3.** The municipality is commended for identifying and prioritizing nodal areas at District level. This positive step advances nodal strengthening, maintenance as well as enhancement. In light of the district spatial characteristics, the municipality is urged to spatially indicate where existing small scale agricultural activities are situated and are being encouraged. **4.** In pursuing environmental management and eco-system protection, it is critical that Sedibeng IDP recognises and aligns to the Gauteng Provincial Environmental Management Framework (GPEMF). This is the provincial mandate in relation to National Environmental Management Act and alignment at a district level, through the GPEMF. is important. The municipality is urged to ensure that the next IDP cycle reflects this alignment. **5.** In light of the environmental challenges facing the Sedibeng District, the IDP indicates that the Municipality will be conducting environment awareness campaigns. While this is supported, clear progress on the outcomes and impact of the campaigns should be reflected in the IDP. Linkages on environmental issues should further be drawn through the District SDF, with strategies being put in place to address the environmental challenges.	**Strategic Planning and Economic Development** • Summaries differ, in our case, we do the summary based on what the municipality wants to achieve in the relevant financial year. The alignment with national and provincial policies also has been omitted in the summary since it is covered in the comprehensive document, we want the summary to be succinct and not cluttered. • We are incapacitated and require support on Geographic Information Systems. • The powers and functions of the district municipality as reflected in the Municipal Structures Act 117 of 1998 have been devolved to local municipalities. As a consequence, the district municipality has been suffering financially and subsequently has been engaging provincial CoGTA for intervention without success. The municipality can only plan and budget for bulk infrastructure when the power and functions are restored. • Comment is noted. • The comment is noted.

MEC Comments	Municipal Response
Local Economic Development a) It is noted that Sedibeng District Municipality has just adopted its third generation Growth Development Strategy (GDS), which was approved by Council in the third quarter of the 2020/21 financial year. The municipality is encouraged to implement the GDS in order to build confidence and unlock economic opportunities in the broader Sedibeng area. The absence of an LED strategy, however, will hamper progress in this area. To give full effect to the GDS the Municipality is urged to develop an LED strategy. b) According to the IDP, the Municipality has a number of major catalytic projects currently in planning phase. It is envisaged that these will foster enterprise development and boost infrastructure development in the Sedibeng area. The Municipality is encouraged to explore alternative revenue streams and develop innovative partnerships that will assist in the implementation of these projects.	**Strategic Planning and Economic Development** Gauteng Department of Economic Development has appointed Service Provider in 2020/21financial year, to assist in development of Local Economic Development Strategy. Progress in this project has been unsatisfactory. The municipality has reached out to Gauteng Infrastructure Financing Agency to assist with feasibility studies and possibilities of entering into Public Private Partnerships with the private sector.
District Development Model (One Plan) The Sedibeng District Development Model was developed and submitted by the end of June 2021 as National Department of Cooperative Government (DCOG) requirements. The district`s proposition for DDM Launch/Pilot in Gauteng is also noted. The implementation of DDM overall in the district is commended. It should be noted that going into the 5th Generation of IDPs, the District will be required to include a chapter on DDM implementation and One Plans in the IDP. The alignment of IDPs and One Plans necessitates incorporation of the long-term priorities and commitments into shorter term interventions as part of IDP term. The district is encouraged to continue to lead the implementation of DDM and facilitate the participation and support of all locals particularly on the One Plan.	**Office of the Municipal Manager** In the current IDP 2022/27, the DDM (One Plan) Chapter has been developed and included in the document. Local Municipalities in the District do participate in both Political & Technical DDM meetings that are held regularly.
IDP Monitoring and Support The Gauteng Department of Cooperative Governance is committed to provide support and guidance while monitoring the development of the district IDP as outlined in Section 154 of the constitution. To this extent, the department: - • Has established the Provincial Manager`s Forum as critical support structure. • Will be issuing n IDP Circular that will provide the necessary guidance and clarify on the development, review and implementation of IDPs and other matters in the province and.	**Integrated Development Plan** The comments and issues raised by MEC are noted and intervention on the participation of sector departments in the IDP processes will be highly appreciated. Gauteng CoGTA will ensure that all Sector Departments do attend all Sedibeng District Municipality and Local Municipalities IDP Public/Stakeholders Engagements and IDP Steering Committees to provide support and guidance

MEC Comments	Municipal Response
• Has established Regional Support Teams that will, amongst others continue to work with the district and provide support on IDP and other matters. In addition, the department would like to continue to participate in IDP Steering Committee Meetings of the District in order to provide support and guidance. Lastly, the Department, working together with Provincial Treasury and Office of the Premier as the centre of the government, will assist to coordinate the participation of sector departments in the IDP process.	
Cross Cutting Issues With regard to the Municipal Sector Plans, Section 26 the Municipal Systems Act indicates that an Integrated Development Plan must reflect certain core components, one of them being applicable sector plans. Municipalities are urged to submit their sector plans as Annexures to the IDP in subsequent submissions of the next IDP Cycle. Furthermore, collaboration with Provincial Sector Departments is essential for obtaining assistance in developing Municipal Sector Plans. The Municipality is advised to include table/chapter in the IDP that indicates the existing Municipal Sector Plans and their status. On the issue of Gender Mainstreaming, Gender Based Violence and Femicide (GBVF) is an important issue for consideration and response. Preliminary observations reveal that IDP do not include mainstreaming of gender or contain targeted responses to GBVF. While the IDP does reflect overall intentions to address-based violence and femicide in a way that would be impactful to communities, it is recommended that the municipality refer to Province adopted five pillar GBVF response plan which requires the participation of local government as one of the key stakeholders towards ensuring adequate gender mainstreaming within municipal IDPs.	**All Clusters:** Gender Based Violence and Femicide (GBVF) forms an integral part of Sedibeng Community Safety Strategy. There are regular awareness and educational programmes that are conducted across the district, including physical engagements (Victim-Offender Dialogue) with various role-players (stakeholders, victims of crime & perpetrators). During the 16 Days of Activism on violence against women and children, the CSF held various programmes across the region which include among others, GBV Men as Safety Promoters Awareness Campaign (Vereeniging), Youth Safety – Safe & Secure Communities Programme (Vaal Marina), GBV Road Show (Sebokeng), Safe & Secure Communities Programme (Kliprivier), and Safe & Secure Communities: Mother & Daughter Dialogue (Heidelberg).
Good Governance and Institutional Development Senior Management vacancies have the potential to negatively impact municipal institutional stability, functionality and compromise service delivery. In Sedibeng District Municipality, three strategic positions are currently vacant –Municipal Manager, Chief Financial Officer and Director Technical Services. It is critical that the process of filling these positions is expedited.	**Office of the Municipal Manager and Corporate Services** • The position of the Municipal Manager has been advertised and closing date was 2nd Feb 2022. • The process of filling and appointment of the position of the Chief Financial Officer, Executive Directors will take place after the Municipal Manager have been appointed and the due date is before the end of June 2022. • The municipality has put a halt on all vacant positions with the aim of

MEC Comments	Municipal Response
Moreover, the staff structure of the Municipality is bloated, which is straining the financial profile of the institution.	reviewing the Organogram. The municipality will consider the option of advertising internally for critical vacant position that need to be filled to ensure that internal applicants can receive first preference, in doing so, this will allow the possibility of removing non critical positions from the structure. • The Municipality convened Strategic Workshop dated 10 -12 Jan 2022 with aim of aligning performance reporting across the strategic documents & alignment to performance framework.
Observing the previous financial years, the Municipality has consistently received unqualified opinions with findings relating to performance reporting. It is recommended that performance reporting be aligned across the strategic documents of the Municipality.	
The Sedibeng District Municipality is commended for having governance structures such as the IDP Representatives Forum in place. However, the IDP does not reflect the status of these structures particularly during the Covid 19 Pandemic and restrictions. The Municipality is encouraged to indicate this in the next cycle.	
Municipal Financial Viability and Management The Sedibeng District Municipality's 2021/22 budget was assessed in collaboration with the Gauteng Provincial Treasury, revealing that the Municipality's budget is unfunded and financially unsustainable. The financial position of the Municipality is strained by excessive employee costs, with liabilities far exceeding assets, rendering the Municipality technically insolvent. The Municipality is urged to put in place measures to reduce its employee related costs such migrating some employees to its local municipalities as and when relevant become available. Over the 2019/20 financial year, Sedibeng District Municipality`s total irregular and fruitless expenditure stood at R12 million. decreasing by R3 million compared to 2018/19 financial year. This positive stride is encouraged. The Municipality is further commended for having a consequence management committee which investigates the nature of the expenditure and makes recommendations to the Municipal Manager. The Municipality is urged to develop an expenditure management plan while exploring the implementation of alternative revenue streams that would ultimately assisting improving its financial state. This is critical as	**Finance:** • Council has drafted and approved a financial recovery plan as part of addressing the operating deficit on the medium-term revenue and expenditure framework 2021/22 – 2023/24 which encompass the comments and recommendations from the MEC.

MEC Comments	Municipal Response
budgeted cash coverage ratio of the Municipality is currently below 2 months over the Medium-Term-Revenue and Expenditure Frame Work (MTREF), which is indicative of an institution in financial distress.	
Service Delivery and Infrastructure Development Upon assessing this component of the Sedibeng District Municipality, it remained unclear whether efficiency programmes or campaigns are implemented for municipal operations and other sectors. It is therefore recommended that the Municipality considers initiating programmes such implementing more energy efficient lighting in municipal buildings while promoting the use of sustainable and renewable energy. The municipality is further urged to promote principles of Crime Prevention through Environmental Design as articulated in Crime and Safety Strategy of the Department of Community Safety. Over the long-term period, this will contribute to promoting liveable communities across the space.	**Transport, Infrastructure and Environment; and Community Services** • Through the Community Safety Forum, there are constant cleaning campaigns conducted across the region. This is to eliminate potential risk factors attributed to opportunities to rapes, as a result; of over-grown shrubs and grass. • The District Municipality is in a process of assisting the Local Municipalities to revive their Community Safety Fora and completion of their Community Safety Plans. This is to ensure that CPTED approach is effectively responded to as challenges related to infrastructure such as dilapidated buildings, non-functional streetlights, trimming and pruning of trees are located at local municipality level.

INTRODUCTION:

This section provides us with an analysis of the challenges faced by communities in various areas of the region. These issues normally range from lack of basic services to crime and unemployment and other various issues faced by the communities. The identified challenges are considered and prioritised according to levels of urgency and/or importance, thus constituting the key development priorities.

During this phase it is important that a municipality understands not only the symptoms, but also the root causes of these challenges in order to make informed decisions on appropriate solutions. Stakeholder and community participation is very critical in this phase. The municipality must not make assumptions on what are the actual service delivery challenges in its area. The people affected should be involved in determining the problems and priorities.

It is important to determine the key development priorities, due to the fact that the municipality will not have sufficient resources to address all the issues identified by different segments of the community. Prioritisation assists the municipality to allocate scarce resources to those issues highlighted as more important and/or urgent. The municipality must be aware of existing and accessible resources and of resource limitations in order to devise realistic strategies.

2.1. Legal Framework Analysis:

In terms of the **Constitution**, local government is in charge of its own development and planning processes. This Constitutional mandate to relate management, budgeting and planning functions to objectives, clearly indicates the intended purpose of the municipal IDP:

- To ensure sustainable provision of services;
- To promote social and economic development;
- To promote a safe and healthy environment;
- To give priority to the basic needs of communities; and
- To encourage community involvement.

It is crucial that the relevant legislation and policies regulating integrated development planning, be thoroughly analysed to ensure that the process and its outputs address the principles outlined in the legal framework.

2.2 Community Analysis:

The purpose of this analysis aims to ensure that the IDP process is people-driven and that the community's needs and identified key development priorities are duly included and considered, at grass roots level.

Sedibeng District Municipality IDP Stakeholders/Public Participation process varies from that of local Municipalities. The consultation process occurs through the engagement with organized Stakeholder's engagement, IDP Stakeholders Engagements, IDP Mayoral Breakfast meetings and State of the Address (SODA) while the local municipalities engage the broader community directly through clustering of the wards.

The table below provide a brief summary of the comments received during Stakeholders/Public participation process 2021/22 financial year.

Community/Stakeholders Inputs	Municipal Response
What are the plans of our municipalities with regard to environment and pollution challenges and are there any ward-based cleaning up campaign's initiatives taken to overcome these untidy situations that affects our society such as? • Illegal dumping • Street littering's in the CBDs in towns such as Vereeniging, Vanderbijlpark and neighboring townships.	Sedibeng District Municipality continues to collaborate with Local Municipalities through conducting clean-up campaigns in prioritized hots in the region coupled with environmental management awareness. In addition, Sedibeng District Municipality is implementing Expanded Public Work Programme through project titled "Sedibeng CBD's cleaning and beautification. The project is aimed at assisting municipalities with cleaning municipal illegal dumping and cleansing of CBDs in particular Vereeniging. Due to financial distress, we could not extend the project to various wards in the region.
Are there any efforts to upgrade of Leeuwkuil Sewer network and Vaal River Sewer Spillages as it is also affecting the Vereeniging Fresh Produce Market operations?	• The plan of the Municipalities is to upgrade all our existing WWTW to be able to carry the capacity of waste water which our area is producing and upgrade the pump stations which are not performing well. • Vaal River Sewer Spillages are also part of the Vaal River System Intervention (VRSI) program.
The illegal trading and non-compliance in our towns CBDs is there any compilation of SMMEs operations and audit conducted by municipalities in order to ensure all traders do adhere to municipal. By laws?	Sites and Stalls are demarcated around the CBDS in terms of commodities and as for illegal traders, there are joint operations conducted by local municipalities By law Unit and SAPS and Home Affairs (Immigrants Officers).
What is the status and clear plan of Sedibeng Development Agency establishment and up to so far as promised in 2006/7 financial year so to ensure it unlock potential investment in the Region and economic opportunities?	• All Municipalities have committed to establish Development Agency in the District and local municipalities and to look into assets as a security for investment. • To set up a Technical Committee comprising of all municipalities as of 1st June 2022 to develop terms of reference and looking for partnership with private sector and higher learning institutions for: - • Training and capacity building of youth development and LED Staff in all municipalities (Research and Skills). • Incubation Hubs and economic development opportunities to support SMMEs and Economic Growth in the District. • The study or technical group/working group to determine on: - – Personnel, operations, advocacy and purpose of establishment (SDA) – Linkage to LED Strategy, GDS and DDM Stakeholder engagements held
What is the clear plan and communication strategy of the municipality also branding, marketing, promotion and profiling the Region?	The Office of the Executive Mayor as a custodian of Communication is currently embarking on revamping Communication in its entirety to be integrated and seamless. Communication is a strategic tool which empowers the Institution to communicate its plans, promote the institution and profile the Region. The current process it is aimed at ensuring that the Mayoral Spokesperson resides in the office of the Executive Mayor, whilst branding, Marketing and promotion are integrated into Corporate Services

Community/Stakeholders Inputs	Municipal Response
Why municipality only focusing on VUT by signing MOU for incubation instead of exploring other options to work with all interested stakeholders or attempt to improve working relationship?	• The Institution is open to work with all Stakeholders at its disposal. To date SDM has a number active partnerships with various stakeholders, VUT and N/W University happens to be the first proactive Institutions that have shown interest to assist with research, training etc. and have signed the MOU with SDM. • Notwithstanding initiatives and current work that is taking place on an on-going basis to have as many Stakeholders as possible both within the region and outside in an endeavor to both establish relations in a mutually beneficial and Service Delivery oriented manner. • To the seriousness of partnerships, we have placed the Partnership Directorate in the Office of the Executive Mayor to allow seamless working relationships with various institutions and business for the benefit of SDM and its Communities.
What data management system is being used by Municipality in analyzing and capturing the level of youth unemployment in the Region?	The municipality the said information through strategic collaborations which we have with the Regional Department of Labour, NYDA and Department Social Development.
Taxido Junction Mode; -when the project is going to be completed and what are the actual challenges and what about other projects committed whom were not implemented nor fulfilled?	• SMMEs were highly affected by the closure of Taxi Rank as they were paying the Landlord (Spoornet) was demanding monthly rental. • The Gauteng Department of Roads and Transport is responsible for the implementation of the Vereeniging Intermodal facility completion project • The Department has appointed the Gautrain Management to complete the implementation the project. • The Gauteng Provincials Treasury has advised the Gauteng Department of Roads and Transport that the business case for the completion of the Vereeniging Intermodal facility is not approved and requires further information from the Department. • The Department still waiting the approval of the budget by the Provincial Treasury • The challenge is that Transport infrastructure projects implemented by the Provincial government get funded and appoints contractors somehow the project left uncompleted by the contractors because of bad project management and lack of monitoring and no consequences Management and that was even raise by the Provincial Transport Portfolio Committee. During its stakeholder's engagement. • Zone 7 Tolab project was abandoned by the contractors since 2016 and to date nothing has happened
• Is Vereeniging Fresh Produce market functional as an entity? • On Fresh Produce Market: - Stakeholders request for partnership between municipality and farmers especially with view for Agro processing plant inside the market as some of them are already processing meat and looking forward to those arrangements and opportunities. SDM should conduct roadshows that support the Agricultural sector as food basket for the entire Gauteng province.	• Yes, it is functional and in the process of Public Private Partnership approach with GIFA and National Treasury. • The district municipality has resolved to partner with the private sector and communities on economic development initiatives. The partnership is further elaborated on in the Local Economic Development framework of the municipality. The district is touted as the food basket of the province and has subsequently adopted three (3) precinct plans that promote the agro-city concept. The projects and programmes emanating from the aforementioned precinct plans includes stakeholder engagement processes that are specific to the objectives of the region
• SDM should accelerate a process of ensuring Emfuleni Local Municipality	• The district has adopted its Spatial Development Framework that is developed in line with the principles as set out in the

Community/Stakeholders Inputs	Municipal Response
do approve plans without delay for development in the district e.g., Building of Milling plant	Spatial Planning and Land Use Management Act. The district has subsequently partnered with province and national government to support Emfuleni Local Municipality on all Land Use issues that require attention. The Milling Plant project is awaiting the applicants to complete all relevant compliance issues as prescribed by the Emfuleni Local Municipality. There are certain pre-requisites that an applicant should abide by prior approval of statutory applications.
Cannabis Production: Promote Cannabis and Hemp productions by providing site establishments in the district which could bring economic growth and reduce youth unemployment and	The district is in negotiations to partner with the Vaal University of Technology and the Gauteng Department of Agriculture and Rural development to enhance the cannabis incubation programme. The district is also working closely with the Vaal Special Economic Zone company to identify suitable sites for cannabis production
SEZ: -The service provider appointed to develop a master plan should also contract local communities with expertise and give them an opportunity to make a presentation	Upon declaration of the Vaal Special Economic Zone sites, the VSEZ in partnership with the district will ensure that more than 40% of SMMEs benefit from the construction and other related projects on VSEZ sites.
SDM should develop a program that focus on vaccination within business sector in order to save lives	The District Command Centre is already working in partnership with the public and private sector to roll out vaccination programmes in the region
Enforcement of by-laws and compliance on foreign nationals so as to avoid their unruly behavior and destruction of the township economy before it can even prosper.	OPERATION OKAE MOLAO is a programme that is involving all the law enforcement agencies and Community Safety Forums…The District is working with the Dept of Community Safety in all monitoring activities/ Operations
• Cleaning Campaign: It should be sustainable and led by both District and its Local municipalities with an involvement of a ward committee member responsible for environment. We further suggest that in our towns CBDs, must be the responsibility of a business sector operating in that area to ensure that their premises are cleaned inside and outside the shop fines must be issued to law breakers.	• The Sedibeng District Municipality in partnership with Emfuleni Local Municipality and the Private Sector have embarked on a cleaning campaign that takes place on Fridays. Support from the community is required to successfully implement the programme and reach the objective of creating a clean. All municipalities in the region have resolved to establish a LED Committee that will be responsible for collating business database. This will assist with compliance issues and also to institute By-Laws as per the local municipality adopted By-Laws.
LGBTQI: - • The LGBTQI desk are launching in June 2022 in partnership with office of the premier and the first inside the municipality and the area of focus is as follows: - ○ Shelter, Suicide, Crime A request for Municipality to establish response team or task team in the district and develop a program to sensitize municipal officials.	SDM RAPID RESPONSE TASK TEAM ▪ Ensure that survivors and victims of Gender Based Violence receive quality support from all the relevant service providers, who are in the public and civil society sector ▪ Influence local planning by the district and other organizations in order to ensure that GBVF interventions are prioritized in the provision of services by the DISTRICT and other stakeholders ▪ To have empowered community members who stand in partnership with CSOs, Government Departments in the fight against Gender Based Violence and Femicide and support victims and survivors
Environment: Develop and provide sites for buy back centers across the district for recycling waste and garbage, in which can be used to produce gas and energy to provide free electricity to the poor communities.	• The district acknowledges the response from the province on the development of district buy back center. However, the financial resources to develop the waste facilities from the district level remain a challenge based on the equitable share available to fund other environmental competing priorities and allocation of land to the district as a whole. • The district has, as one of its priority programmes, identified the need to explore the waste-to-energy project as one of the initiatives that will green the city.

Community/Stakeholders Inputs	Municipal Response
• Heritage Sites: A request for constant Maintenance of the heritage sites such as Sharpeville and Boipatong monuments as they have a potential for economic spinoffs and tourism attraction. • What role is done by government to invest and enhance youth skills development of all sporting codes starting from school sports development and building or upgrading sports and arts facilities where they don't exist: - – Development and nurture of School and Sporting activities in schools. – Investment and development of Arts and cultural activities in schools for youth development as a curriculum. – Upgrading arts facilities where they existed in areas such as Vereeniging, Sebokeng, Boipatong and Sharpeville.	The Sedibeng region carries rich political history that needs to be shared with the world. The municipality has therefore outlined the need to revamp heritage sites and museum as one of the programmes that will be embarked upon under the District Development Model.
Fibre: Provide licences for Companies that are end users of Fibre Network to pay for consuming network so as to increase municipalities revenues.	
SDA: -The agency must appoint people with expertise and must not be used as a vehicle for political appointments and job opportunities for pals as it will lose credibility before it could even commence.	The municipality has resolved to appoint qualified and suitable candidates in strategic positions. This will ensure that there is accountability on project implementation and management thereof.

2.3 History of Sedibeng Region:

Sedibeng has its seat in the town of Vereeniging which derived its name from the venue for the signing of a peace treaty in 1902 which ended the second Boer War

between the British and Boer Republics. The end of the war and British occupation of the then Transvaal paved the way for the exclusive white self-governance of the Transvaal by the Afrikaners. This would eventually see the establishment of the Union of South Africa almost 8 years later.

It is also the iron and steel industrial hub for Gauteng being the home of Vanderbijlpark Steel (previously part of ISCOR (Iron and Steel Corporation), now part of the global company ArcelorMittal). This dates back to when Dr HJ van der Bijl, a brilliant young scientist working in the United States, was called back to South Africa in 1920 by the 9 then Prime Minister Jan Smuts to advise the government on planning South Africa's industrial development. Van der Bijl oversaw the development of the Iron and Steel Corporation's first plant at Pretoria and the second steel works began operating in 1947 in the town that was named after him and the town was proclaimed in 1949. The town attained municipal status in 1952 when Governor General Dr EG Jansen opened ISCOR's Vander Bijl works.

But this was long after the richly endowed district had established itself with stone artefacts dating back 1.5 million years and engravings in the Vaal-Klip Valley which bear testament to the burgeoning ability of humankind to give pictorial form to experiences and ideas. The area has been claimed by both the Ba Sotho and Pedi as an area that once formed their great nations at different times.

Thirty-one years ago on the 12 January, 1991, at the Night Vigil of the late Christopher Nangalembe in Sebokeng, 39 mourners were viciously murdered and over forty were injured. Mourners were paying their final respects to their community leader, when a sudden invasion by a gang of armed men resulted in a hand grenade being set off and the aggressors began to shoot randomly into the crowd.

The Sebokeng Night Vigil Massacre will go a long way into the books of our history as it heralded an undefined and unresolved period of brutal attacks against the Sebokeng community.

Just over a year later, Sedibeng was at mourning again. On the night of 17 June 1992, heavily armed forces of Inkatha members secretly raided the Vaal Township of Boipatong and killed 46 people. The Boipatong Massacre caused the African National Congress to walk out of CODESA, the initial formal negotiations to end apartheid, accusing the National Party of complicity in the attacks. The massacre drew the attention of the United Nations Security Council, which passed Resolution 765 on July 16, 1992, urging a full investigation into the incident.

Sedibeng cannot bring back its fallen heroes, but it can celebrate them through its continued struggles to end poverty and bring about economic equality. From 1902, the region seemed to almost have come full circle, and appears to be a most fitting place for the Signing of South Africa's First Democratic Constitution in 1996.

The 10th December 2022 will be celebrated as the 26th Anniversary of the signing of the South African Constitution into law - by then first democratically elected President of South Africa, Mr. Nelson Mandela, in Sharpeville.

This year in 2022 will turn out to be a remarkable and amazing year in the history of South Africa and Sedibeng as a rainbow nation, our country held the 6thNational Democratic Elections on the 8th May 2019 while we will also be celebrating 28thAnniversary of our Freedom and democracy since 27 April 1994 and 67th Anniversary of signing of the Freedom Charter that was signed on 26 June,1955, as the ruling party ANC will also be turning 110 years since its inception and in pursuance of her selfless struggle to liberate South Africa and the African continent, by making it a historic moment for all the people of South Africa.

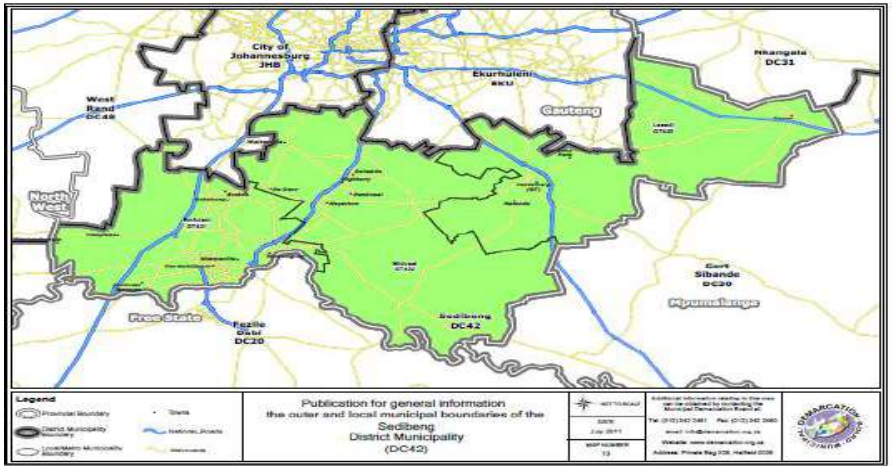
2.4 Basic Demographic Information:

Sedibeng District Municipality is a category C municipality. It derives its name from Sesotho meaning 'the place of the pool', on account of the Vaal River which is a water source for Gauteng and beyond.

The district covers 4 173 km² and is Gauteng's Southern Corridor. It consists of three local municipalities: Emfuleni, Midvaal and Lesedi. Towns within these municipalities include Vereeniging, Vanderbijlpark, Meyerton and Heidelberg. Townships include Evaton, Sebokeng, Boipatong, Bophelong, Sharpeville, Nigel and Devon.

The Sedibeng District Municipality is surrounded by three provinces: The Free State province to the south, Mpumalanga to the east and North West to the west. This makes the district and its development critical to the three provinces since there is inward and outward migration to and from the surrounding provinces and the districts of Gert Sibande (Mpumalanga), Fezile Dabi (Free State) and Dr Kenneth Kaunda (North West).

Map:



Source: Municipal Demarcation Board

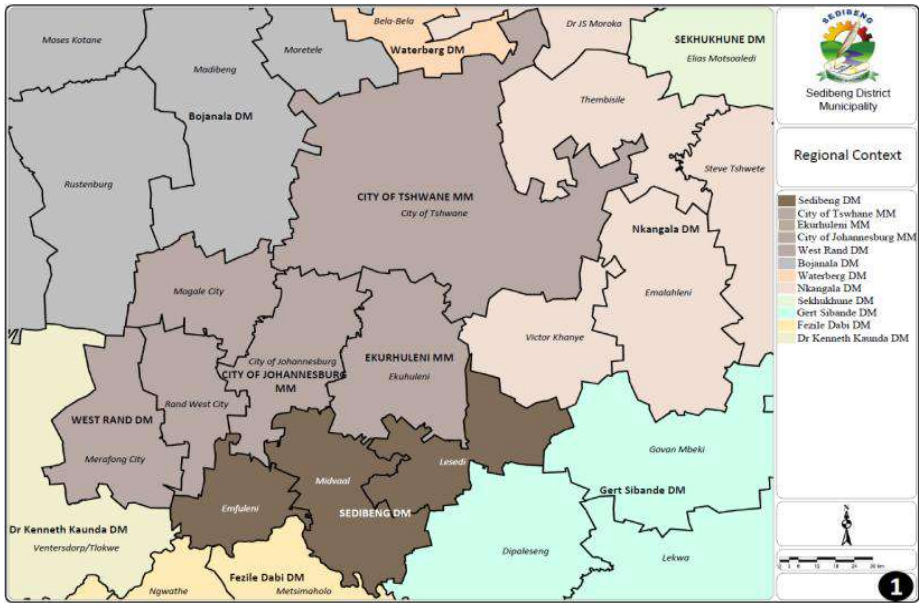
The SDM covers the entire southern area of Gauteng Province, extending along 120 km axis from East to West. The SDM comprises of three Category B municipalities, namely, Emfuleni, Lesedi and Midvaal Local Municipalities and is surrounded by the following municipalities:

- City of Johannesburg (Johannesburg) to the North;
- Ekurhuleni (East Rand) to the North-East;
- Nkangala (Mpumalanga) to the North-East;
- Gert Sibande (Mpumalanga) to the East;
- Northern Free State (Free State) to the South;
- Southern District (North-West) to the West; and
- West Rand to the North-West.

Regional Nodes:

Primary nodes in the region are Vereeniging, Vanderbijlpark, Meyerton and Heidelberg. Secondary nodes include Evaton, Sebokeng, De Deur, Savanah City, Walkerville, Waterval, Ratanda, Jameson Park, Vischkuil and Devon. The Rural nodes are Langzeekoeigat and Bantu Bonke, both of which are classified as Agri-villages. The figure below depicts the regional context of Sedibeng District.

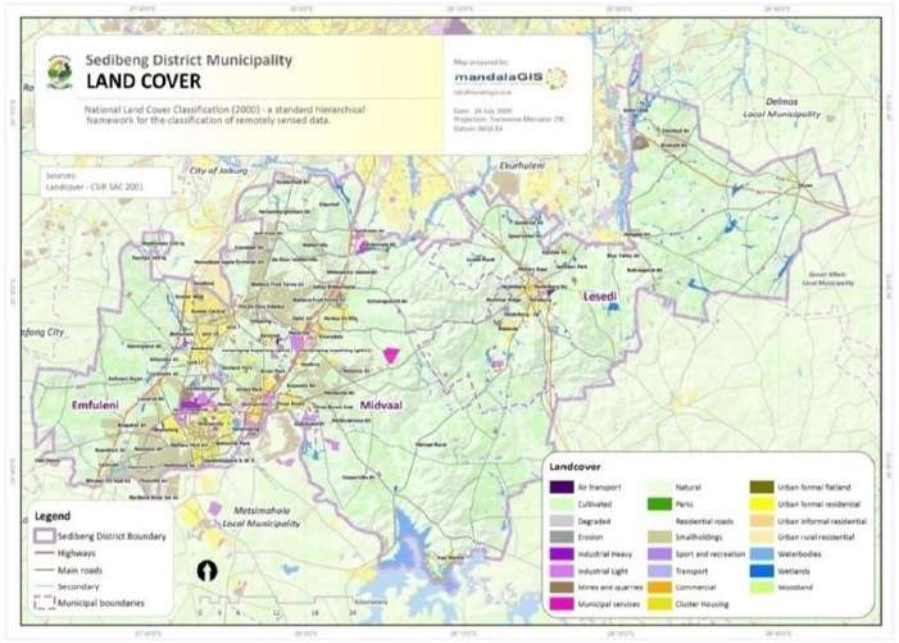
Map: SDM Regional Nodes



Land Cover:

The total geographical area of the municipality is 4.185 square kilometre (km2) of the land cover of which Midvaal occupies almost half of the area of Sedibeng District, over 80% (1,728km2), followed by Lesedi at (1,489 km2) and Emfuleni at (968 km2). The figure above depicts the regional Land Cover context of Sedibeng District.

Map: SDM Land Cover



Population Profile:

Since the COVID-19 outbreak, mortality rates have risen across regions, life expectancy and migration patterns have also been affected. Due to these rises, it is inevitable that the population structure will shift.[6] The changes in the demographic profile of the country, such as age and gender, due to the COVID-19 pandemic should be considered when implementing future health, economic development, and social welfare policies in the country and all its regions.

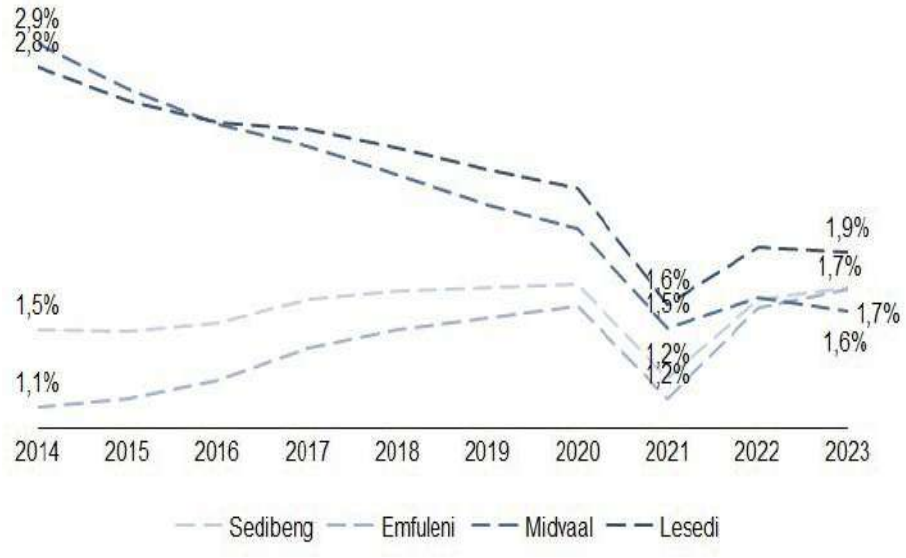
Source: Gauteng SERO 2022.

Sedibeng District is home to 1 039 908 contributing 1.8% of South Africa's total population. Between 2011 and 2016, the population of Sedibeng increased by 4.5% from 916 484 to 957 528. The average growth was average 1.4 % growth between 2012 and 2016, and 1.6% between 2016 to 2019, indicating an increasing population size and inward migration flows. Significantly the District has proportionately more people above the age of 40 than the South Africa average with the exception of women above the age of 70.

Sedibeng Demographic Profile

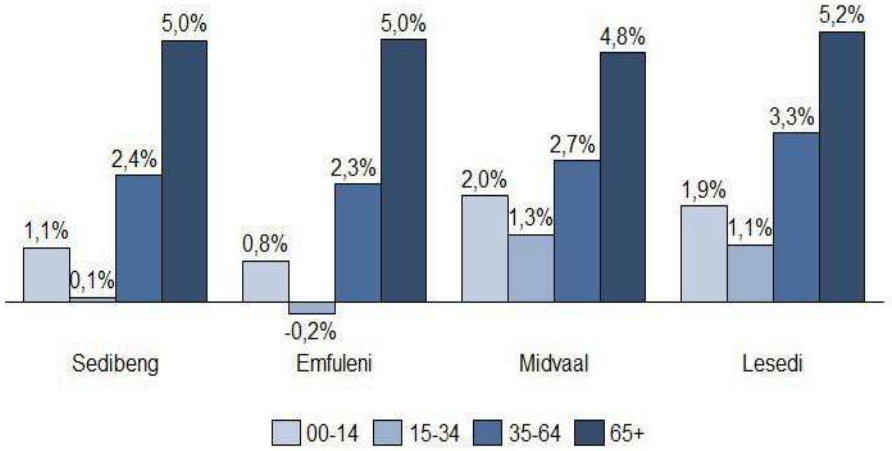
Figure: Population Growth

Annual population Growth Rate



Source: IHS Markit, 2022

Average Growth Rate 2014-2021

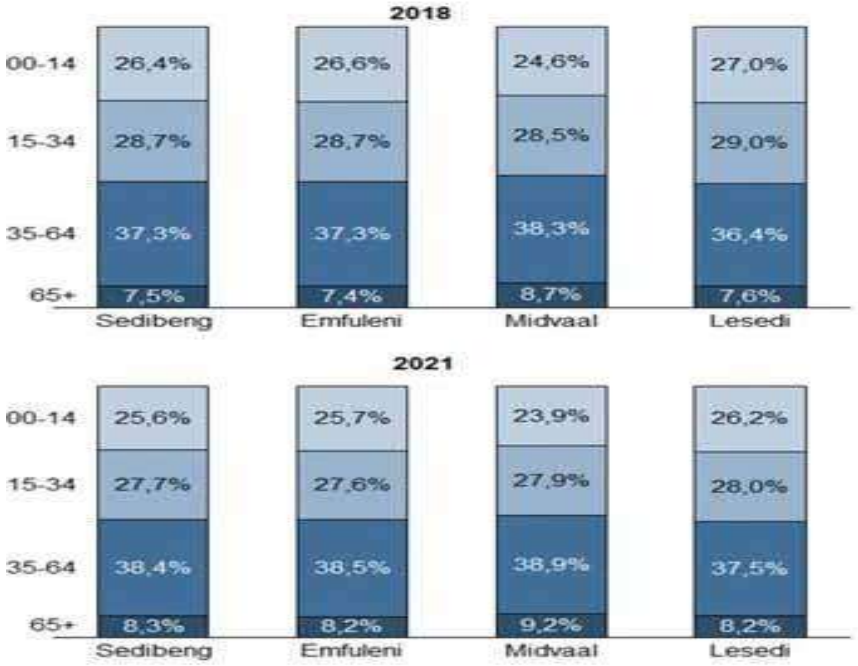


Source: IHS Markit, 2022

Figure above shows the population growth rates for the Sedibeng district and its local regions. The population growth rate of Emfuleni has increased notably since 2014, while Midvaal and Lesedi population growth have decelerated during the same period. However, this changed in 2021, with all regions experiencing a deceleration in population growth. This is explained by the increase in mortality rate caused by COVID-19 related deaths, and the impact it had on migration patterns of the region. In Lesedi, population growth slowed to 1.6 per cent in 2021, and to 1.5 per cent in Midvaal in the same period. In Emfuleni, population growth fell to 1.2 per cent.

The average growth rate between 2014 and 2021, shows that the rate of growth was the highest amongst the elderly population group, revealing over time the shift from one age group to the next. In all the municipalities, the 60+ age cohort shows a higher average growth rate. Due to the slowdown in fertility rates, the rate of growth in the 0-14 and 15-34 age experienced a relatively slow growth trend in all the regions, with some recording negative growth rates for the 0-14 age cohort.

Population by Age Distribution:

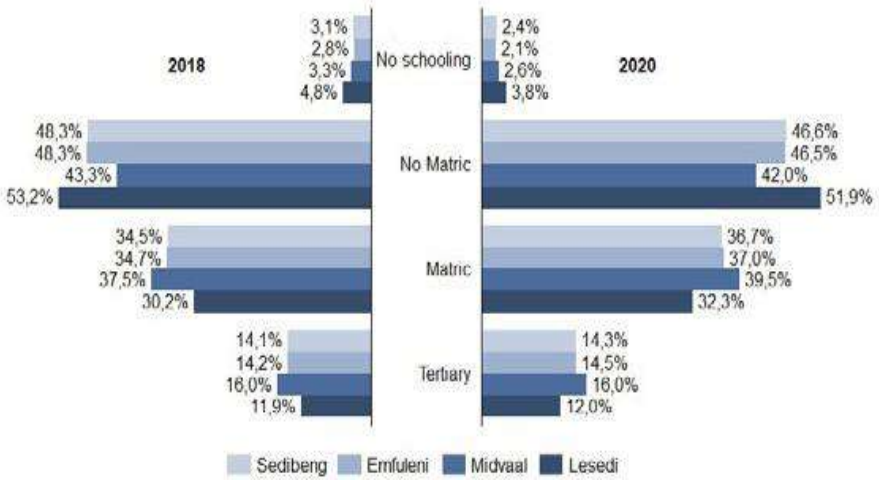


Source: IHS Markit, 2022

The figure above shows the share of population by age cohort for the Sedibeng district and its local municipalities. In all the regions, the 35-64 age cohort had the highest share of the population and increased between 2018 and 2021. In Sedibeng, this age cohort accounted for 38.4 per cent of the total population in 2021, which is an increase when compared to the 37.3 per cent recorded in 2018. Though showing some decline between the years of 2018 and 2021, the 15-34 age cohort follows the 35-64 aged population in this region. Meanwhile, the share of those aged 65+ years increased across all regions between 2018 and 2021. However, this age cohort makes up just under 10 per cent of the population in all the municipalities.

Level of Education:

Education Attainment in Sedibeng



Source: IHS Markit, 2022.

The figure above shows the highest educational attainment for Sedibeng and its three local municipalities. In Lesedi, the share of those with no matric remained higher, despite declining from 53.32 per cent in 2018 to 51.9 per cent in 2020. The share of those with tertiary qualifications in Midvaal remained unchanged between the two years at 16 per cent.

DEVELOPMENT INDICATORS:

The section analyses the following as measures of the level of development in the district: Human Development Index, the Gini coefficient, which is the measure of inequality, number of people below the food poverty line, the percentage of people living in poverty.

Human Development Index 2009-2019

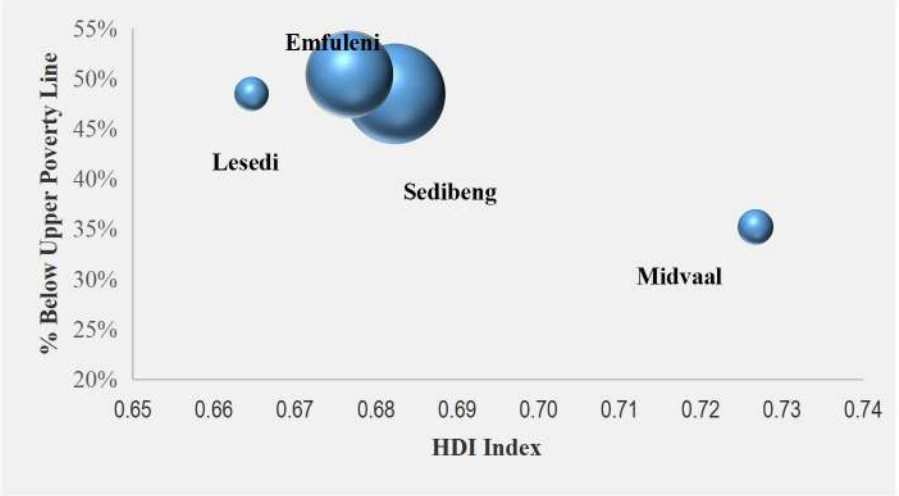
The Human Development Index (HDI) is a composite, relative index that attempts to quantify the extent of human development of a community. It is based on measures of life expectancy, literacy and income. It is thus seen as a measure of people's ability to live a long and healthy life, to communicate, to participate in the life of the community and to have sufficient resources to obtain a decent living. The HDI can assume a maximum level of 1, indicating a high level of human development, and a minimum value of 0, indicating no human development.

Human Development Index (HDI)				
2009	Development	Emfuleni	Midvaal	Lesedi
	African	0.52	0.51	0.49
	White	0.86	0.86	0.81
	Coloured	0.66	0.67	
	Asian	0.75		0.70
	Total	0.60	0.66	0.58
2019	Development	Emfuleni	Midvaal	Lesedi
	African	0.63	0.62	0.62
	White	0.89	0.90	0.84
	Coloured	0.71	0.74	0.73
	Asian	0.79	0.79	0.76
	Total	0.68	0.74	0.68

Poverty and Human Development Index (HDI)

The section provides analysis for different development indicators such as poverty as measured using the upper poverty line[1] (ZAR 577), Human Development Index (HDI) and the levels of income inequality as measured by the Gini coefficient for the Sedibeng district and its regions.

Figure: Poverty and HDI from 2016



Source: IHS Markit, 2017

The figure below (**Poverty and HDI in 2011-2020)** shows the link between poverty and the HDI for the Sedibeng Region. Although there is a negative relationship between the two indicators, Midvaal has the highest level of development and the smallest share of the population living below the upper poverty line.

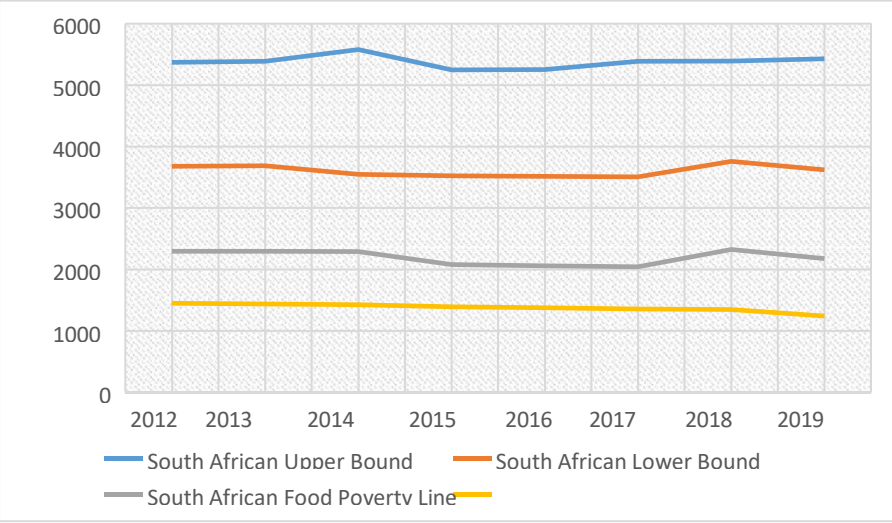
Poverty:

The poverty line is the indicator of the number of individuals that are described to be

poor. The current lower bound poverty line is R890.00 per month. Given this information, over 350 000 members of the district population lives below the lower bound poverty line, as displayed by the figure 4 below. Figure 4 illustrates that based on the South African Upper Bound Line, over half a million residents in the Sedibeng district lived below the Upper poverty line of R1 227 per month, in 2019, when 362 523 residents survived by the lower bound poverty line.

The graphs are indicative of persistent poverty in the region, whereby at least one-third of the population live in poverty. The persistence is indicated by the minimal change in the number of people that fall within the respective criteria from 2012 till 2019.

Figure: Sedibeng District Poverty Line from 2012 - 2019



Source: Quantec: RSA Standardised Regional Data, accessed: 18 August 2021

SOCIAL PROFILE:

Health:

Health related indicators remain vital for a region's development. A healthy labour force can contribute much more to the economic productivity of a region and thus to the output. This section provides analysis on the health-related indicators.

Health Services:

Health services within the District are provided by both public and private sectors. There are three (3) public hospitals in Sedibeng District Municipality, namely Kopanong and Sebokeng Hospitals that are located in Emfuleni Local Municipality and Heidelberg Hospital which is within the Lesedi Local Municipality. In addition to these public hospitals, there are five private hospitals of which four are within Emfuleni, and one is located in Lesedi. Based on this scenario it is evident that hospital services are clustered in Emfuleni Local Municipality.

The Primary Health Care (PHC) facilities (clinics) are clustered more in urban and service centres, while the rural areas are served through the mobile units. Emfuleni sub-District has twenty (20) clinics, four (4) Community Health Centres (CHCs) and 4 mobile units. In Midvaal there are 5 clinics and 4 mobile units. In Lesedi there are 8 clinics and 3 mobile units.

The table below illustrates the number of health facilities in the District per sub District and the type of service rendered: financial year 2012/21.

Municipality	Clinics	Community Day Centres	Community Health	District	Regional Hospital	Other Hospitals

			Centres	Hospitals		
Emfuleni	20	01	04	01	01	06
Lesedi	08	0	0	01	0	02
Midvaal	03	01	0	0	0	01
Sedibeng	**31**	**02**	**04**	**02**	**01**	**09**

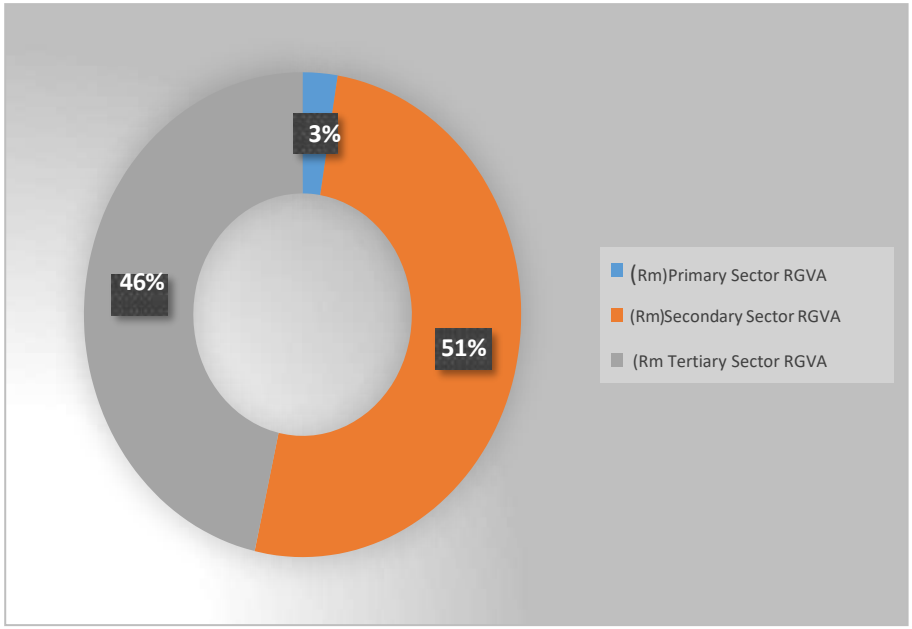
Source: DHIS

There are four (04) Maternity Obstetric Units (MOU) and all these are located within Emfuleni Sub-District, three (03) of the MOU and the PHC operates 24hrs and therefore; there is a backlog of MOUs in Lesedi and Midvaal. In light of these, both Lesedi and Midvaal lack fully fledged Community Health Centres that will operate 24hrs and alleviate the pressure from the District hospitals.

ECONOMIC ANALYSIS:

These section of analysis reviews the general economic conditions that are experienced within the Municipality, and identifies the drivers for regional economic growth. The analysis further identifies how these drivers link to the greater economic system nationally. The figure below provides a breakdown of the key economic contributions of the primary, secondary and tertiary sectors of the economy by Gross Value Added (GVA).

Sedibeng District Economy by Sector

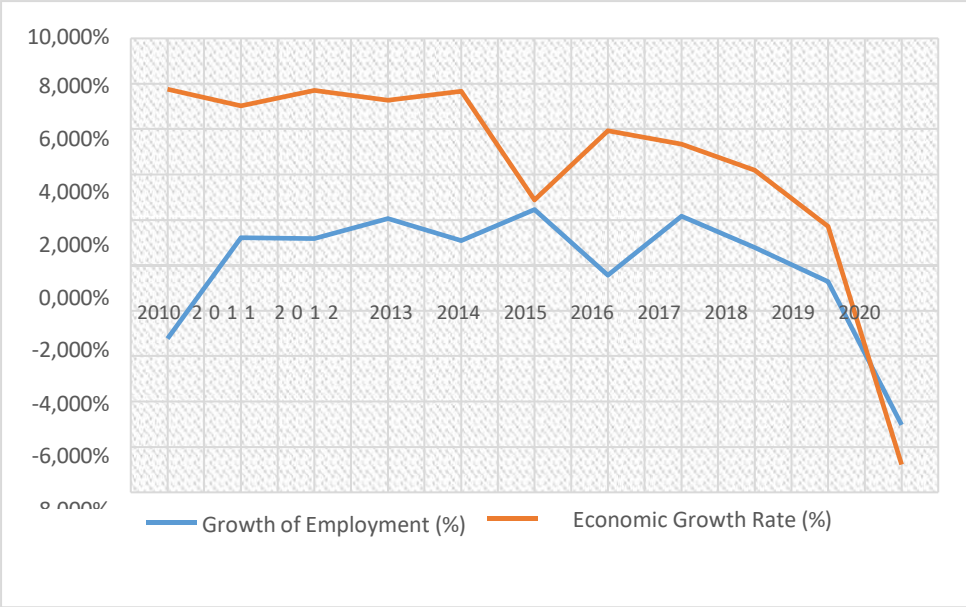


Source: Quantec: RSA Standardised Regional Data, accessed: 18 August 2021

A considerate component of the GVA in the district is compromised of the secondary sector, followed by the tertiary sector and lastly the primary sector. The GVA indicates which sectors create the most value addition to the district. Figure 7 illustrates the behaviour GVA in the district, and the level of employment in the district.

The composition of the current economic activity details the reason for the diversification approach of the Local Economic Development strategy of the District. The disaggregation of the economic growth will be presented in the next section. The largest contributor to the District's economic activity is comprised of the secondary sector, which is predominantly led by activities in manufacturing and processing. The tertiary sector is comprised of sectors such as personal services as well as the retail sector.

Figure: Economic Growth and Employment Growth Rates in the Sedibeng District



Source: Quantec: RSA Standardised Regional Data, accessed: 18 August 2021

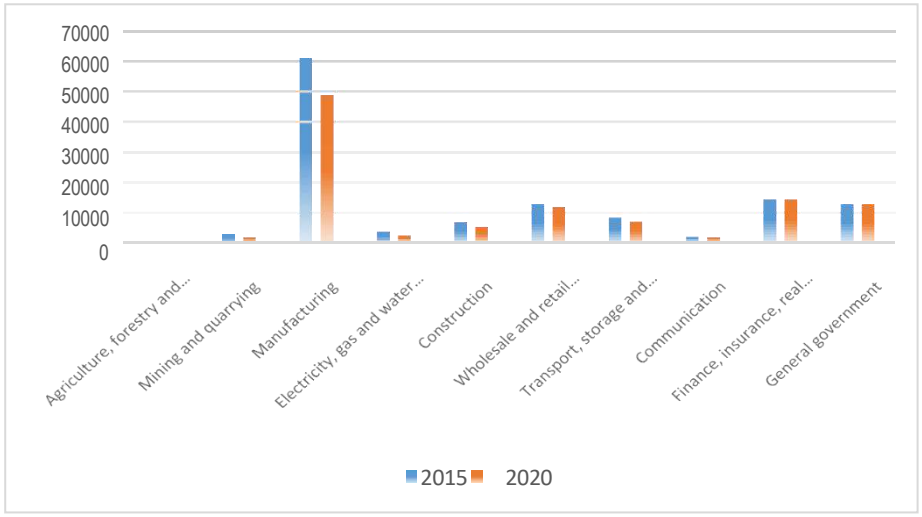
Employment:

The employment and economic growth relationship is consistent with economic principles, which speaks to the relation of economic activity to employment creation. The collapse of economic activity is noted by a collapse in employment in 2015/2016 period. The following graph illustrates the composition of the changes in employment across the region. The graphical illustration shows that employment has declined across the region however, the biggest redistributive effect was experienced in Emfuleni, which lost employment in both the formal and informal economy.

The District's sectoral structure can be reviewed in Figure 8 below, which indicates that manufacturing remains the largest contributor to economic growth since 2015, although there has been a fall in production. The primary sector industries have a miniscule impact on economic growth.

The economic activity in the tertiary sector depicts stability in gross value added which is indicative of resilience. This will be discussed in further detail in the subsequent sections.

Figure: Sectoral development of Sedibeng District between 2015 and 2020



Source: Quantec: RSA Standardised Regional Data, accessed: 18 August 2021

Unemployment:

As of Q3 2021, the unemployment rate in the Sedibeng district was at the level of 36.91%. The unemployment is predominantly anchored in the Emfuleni Local Municipality. Table below indicates that the highest concentration of unemployed are predominantly functionally illiterate, with 42% of all unemployed persons in the district having not completed Primary Schooling. In addition to this, more than 56% of the unemployed in the region having attained some level of secondary education.

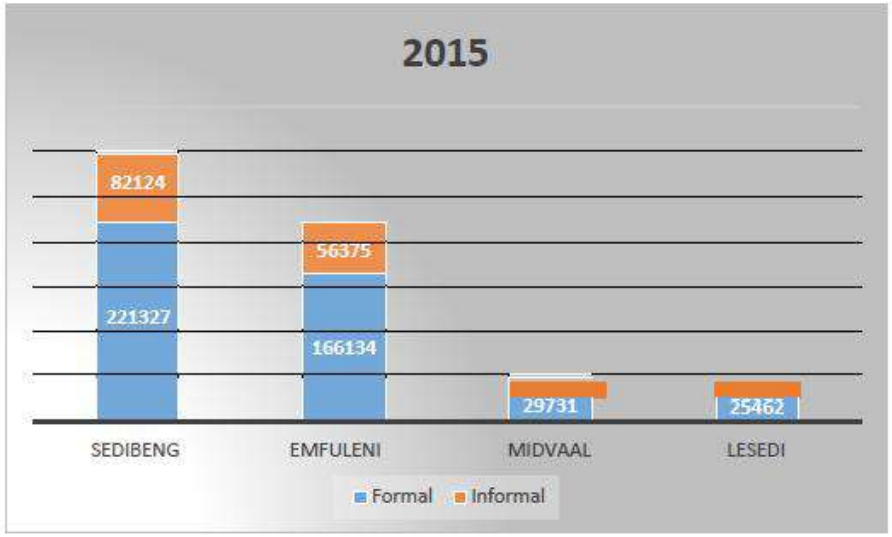
Unemployment amongst members of the individuals that have completed a tertiary qualification is 9.29% across the district of Sedibeng, and in order of local municipalities the Midvaal has the highest; followed by Lesedi and lastly Emfuleni. In the segment of secondary education completed is 20.57% for the Sedibeng District. Similar to the tertiary education segment; the Midvaal has the highest unemployment in the respective education groups; followed by Lesedi and lastly Emfuleni. This stratification of unemployment in the district by education level indicates that the current unemployment challenges are structural in nature, henceforth the people that are unemployed are predominantly those without a tertiary qualification.

The analysis of education and unemployment indicates that the large high levels of unemployment that exist among persons that are functionally literate, is indicative of the lack of opportunities in the region to create formal employment that is aligned with their education.

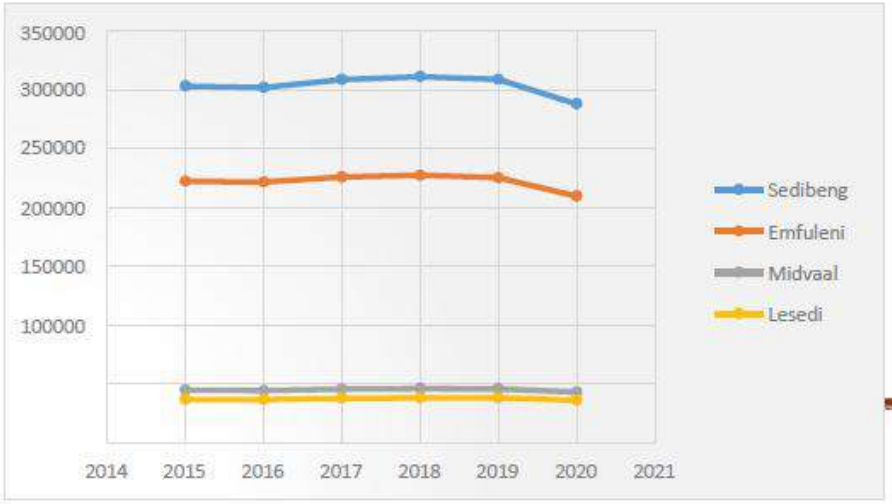
Table: Unemployment Status and Education

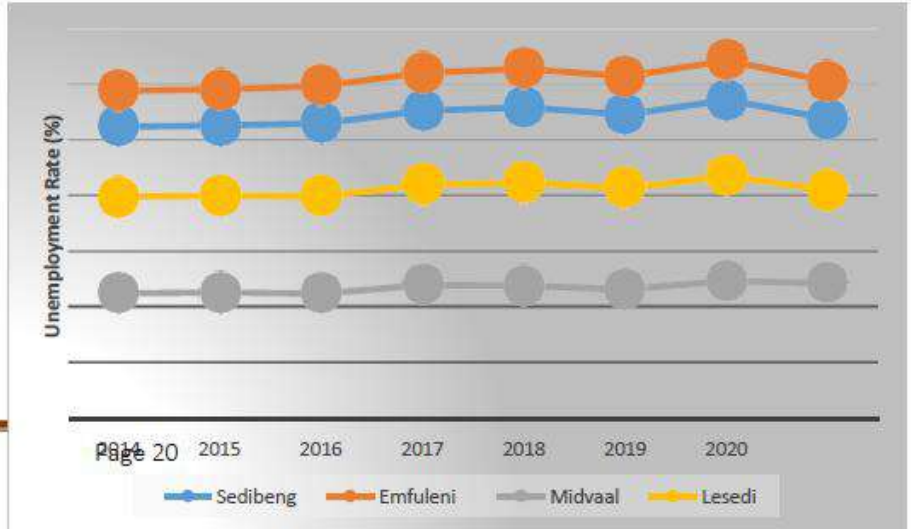
Education				
I: Functionally Illiterate	42,71%	44,16%	35,37%	37,43%
1: No Schooling	21,53%	22,36%	17,23%	18,62%
2: Less Than Primary Completed	21,18%	21,80%	18,14%	18,80%
L: Functionally Literate	56,40%	54,89%	64,04%	62,00%
3: Primary Completed	4,54%	4,65%	3,77%	4,50%
4: Secondary Not Completed	22,01%	21,63%	23,58%	24,02%
5: Secondary Completed	20,57%	19,43%	26,75%	23,92%
6: Tertiary Completed	9,29%	9,18%	9,94%	9,56%
U: Functional Literacy Unknown	0,88%	0,95%	0,59%	0,58%

Disaggregated Employment:



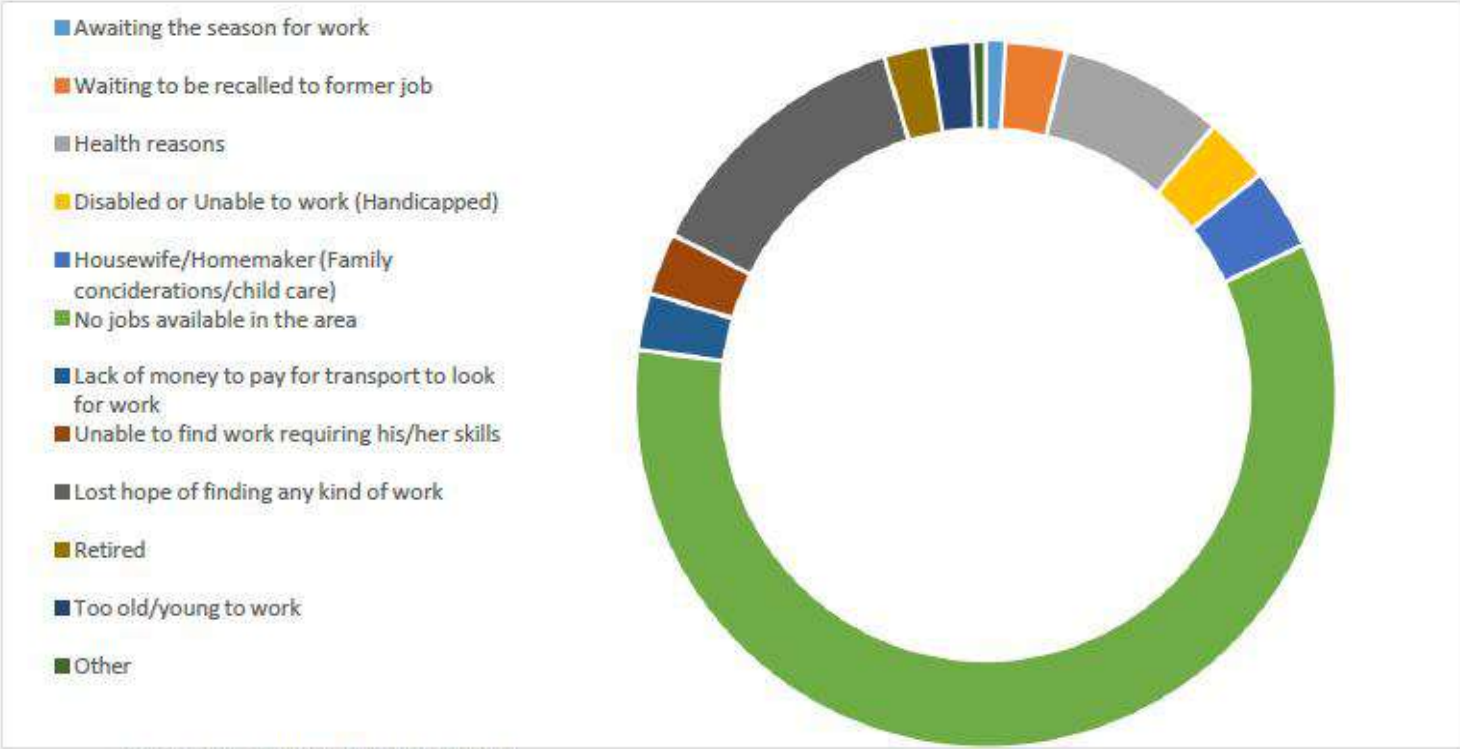






The figure shows the reasons why the Not in Education, Employment, or Training (NEET) portion of the population is not looking for employment. This is a segment of the population that is not engaged in any economic activity. Within the context of Sedibeng, the reasons are illustrated below in figure. The graph indicates that the individuals give for not being economically active is due to the fact that there are no job opportunities available in their area.

Figure: Reason why NEET is not looking for work in Sedibeng Region

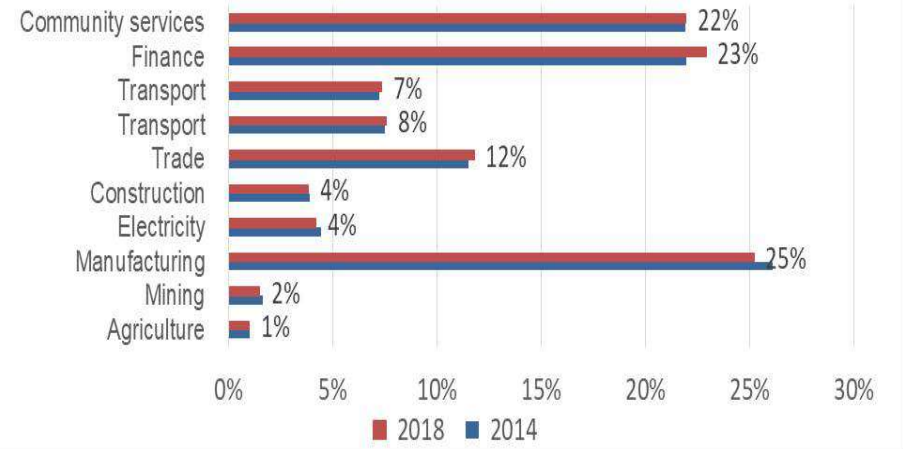


Source: General Household Survey 2020

Drivers of Sedibeng Economy:

The Sedibeng District is dominated by three key sectors namely, Manufacturing; Finance and Community Services. As illustrated in the figure below, the Manufacturing sector constituted a quarter (25%) of the total industrial activity in the district in 2018. This was only slightly lower than the contribution of 26% in 2014. In addition, the Finance and Community Services sectors contributed 23% and 22% respectively, to the Sedibeng economy in 2018. This was followed by the Trade sector, contributing 12% to the district's economy.

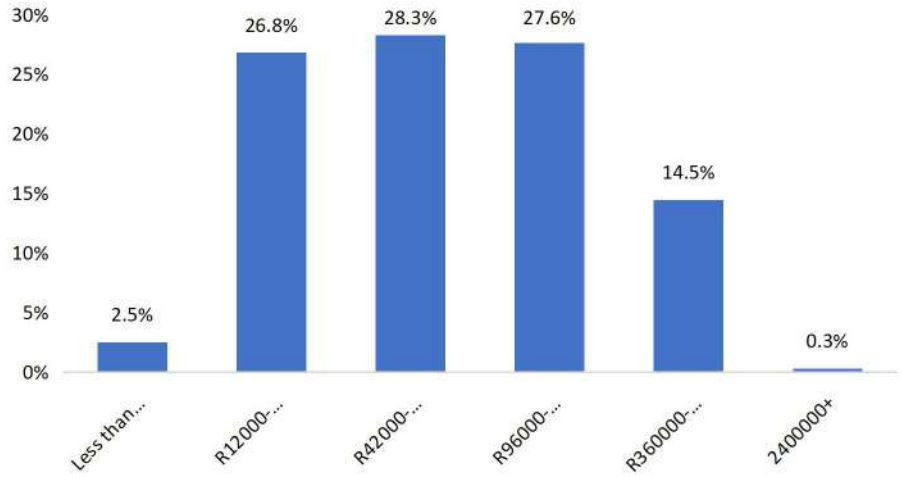
Figure: Average Annual Growth Rate (constant 2010 prices



Although the Manufacturing, Community Services and Finance sectors constitute the largest share of the district's economic output, they have recorded relatively flat growth over the past couple years (refer to figure above). Between 2014 – 2018, the manufacturing sector recorded negative growth in three of the 5 years under review, expanding only in 2016 and 2015. On average, the sector contracted by 0.6% over those five years.

The Community Services and Finance sector however, recorded positive growth over the period, expanding by 1.1% and 1.8% (on average) between 2014 - 2018.The economic drivers need to be revitalized and strengthened. These are the key factors that have to be addressed in the One Plan development.

Figure: Annual Income Distribution by Households, 2020



Source: IHS Markit, 2021

The table above shows the income distribution of households in Sedibeng for 2020. Sedibeng is estimated to have over 300 000 households. The share of households with annual income of less than R12 000 was estimated at 2.5% in 2020. The annual income that constituted the largest number of households was the R42 000 to R72 000 which accounted for 28.3% in 2020.

Income inequality still remains unbalanced, despite government having introduced the extensive social grants support system, as a redistributive income support for poor households. Income inequality as measured by Gini coefficient was 0.64 index points in 2020 for Sedibeng, having increased from 0.63 points 5 years ago. If the Gini Coefficient is equal to zero it means that incomes are distributed in a perfectly equal manner, indicating a low variance between high- and low-income earners in the population.

If the Gini coefficient is equal to one, income is completely inequitable, with one individual in the population earning income, whilst everyone else earns nothing

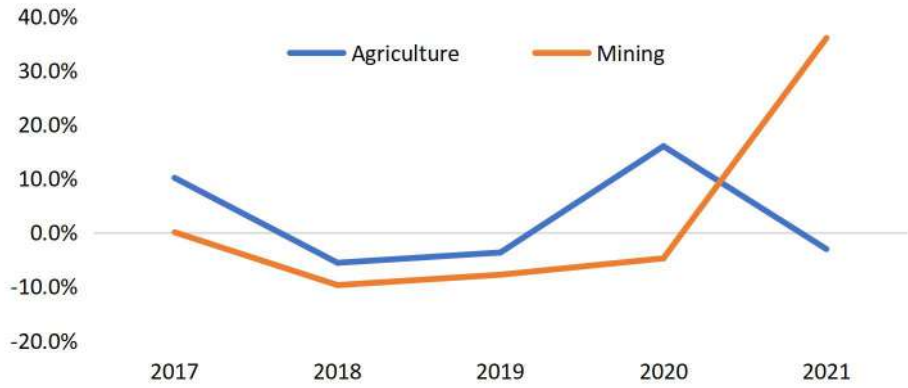
Table 1: Real Annual Disposable Income for Sedibeng

	Annual total Disposable Income (R million, constant 2010 prices)	Growth rate
2016	35 718	0.4%
2017	36 821	3.1%
2018	37 239	1.1%
2019	37 574	0.9%
2020	35 898	-4.5%

Source: IHS Markit, 2021

Primary Sector:

Figure: Primary Sector Output Growth



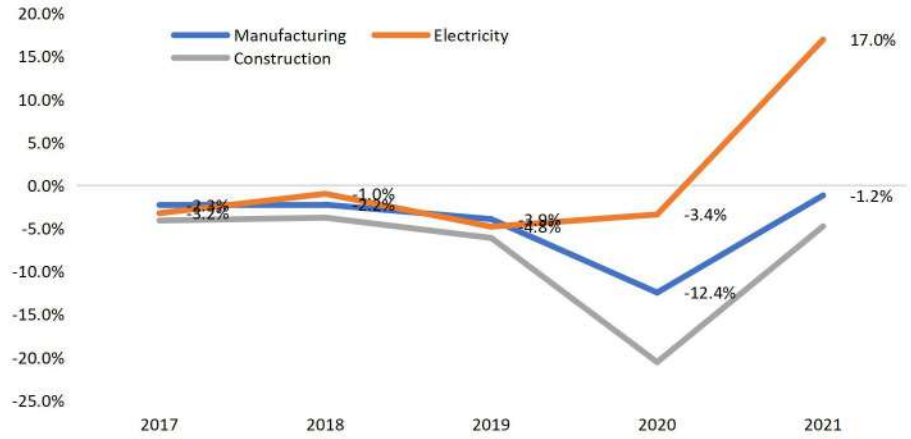
Source: IHS Markit, 2021

The primary sector consists of agriculture and mining. In the past 5 years, the agriculture sector experienced the highest positive growth in 2020 with an annual growth rate of 34.3%. On the contrary, the mining sector contracted by 3.3% in 2020, and this was the 4th consecutive year (between 2017 and 2021) that mining experienced a contraction in growth.

The primary sector contributes 2.7% to Sedibeng GVA. The 2021 forecast indicate that mining output will recover by 36%, a result of a low base effect experienced in 2020. Growth in the output of the agriculture have sector is anticipated to slow to 1.8% in 2020. Overall, both mining and agriculture generally been characterised by volatility in growth over the period.

Secondary Sector:

Figure: Secondary Sector Output



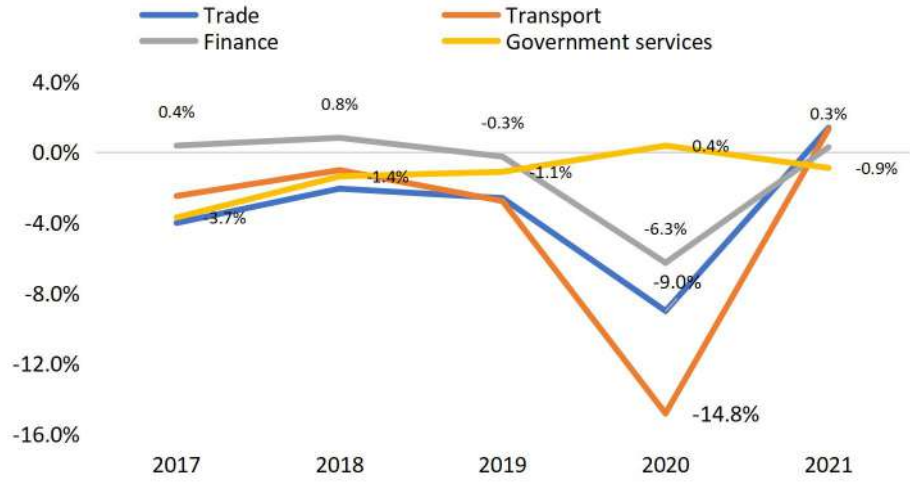
Source: IHS Markit, 2021

Sedibeng has a significant manufacturing presence, with an estimated 23.4% of total GVA. Due to its focus on manufacturing, the district is vulnerable to issues common to the country as a whole, such as electricity supply constraints, low external and domestic demand, and rising input costs. Between 2017 and 2020, the secondary sector has experienced negative growth; the contraction in the output of the sector was worsened by the COVID-19 pandemic effects. Manufacturing output contracted

by 12.4% in 2020, and it is forecast to contract further in 2021, although at a much slower pace than in 2020. Electricity is the only sector where output is forecast to recover from -3.4% to 17% in 2021.

The declining output in manufacturing (a sector that produces a higher proportion of Sedibeng GVA) is concerning as the sector has a potential for greater job creation. Further, its many linkages between it and other sectors, both direct and indirect should not be underestimated as these are critical for the district economic growth.

Tertiary Sector



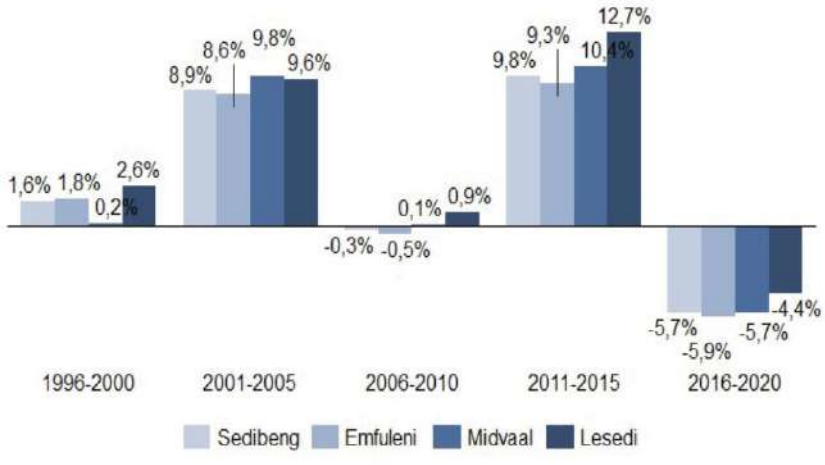
Source: IHS Markit, 2021

The Sedibeng tertiary sector, which includes finance and business services, trade and retail, government services, and transport, accounts for most economic activity (62.5%) within the district. The finance sector, which contributes roughly 20% of total GVA, experienced less than 1% growth in 2017 and 2018 before growth contracted by 0.3% in 2019. The contraction in output continued in 2020, and the 2021 forecast indicates that the sector will remain depressed. Trade, which is also an important service sector in the district (about 11% of total GVA) has experienced a decline in

activity between 2017 and 2020. The 2021 forecast suggests that the sector's activity will only recovery by 0.3% for the year. Government services were the only sector that grew in 2020 (by 0.4%).

Investment Trends:

Figure 4.8: Average Growth in Investment



Source: Quantec Research, 2022

The figure above shows average growth in gross fixed capital formation for Sedibeng district and three local municipalities. Coupled with a decline in economic activity over the past few years, growth in investment between 2016 and 2020 also declined in the district and three local municipalities. The highest was in Emfuleni region at 5.9%, followed by Midvaal at 5.7 percent and Lesedi at 4.4%.

Economic Performance

Referred to the Southern Corridor in the radical economic Transformation, Modernisation and Reindustrialisation programme (TMR), the Sedibeng accounts for the fourth largest share of the province economic activity.

In 2019, Sedibeng's economy contracted by 0.3 per cent and this was driven mainly by the contraction in the mining, manufacturing and electricity sectors. The constraints associated with energy supply disruptions have contributed to the economic woes of the country and its region.

Sedibeng Employment by Sector

- 77% of Sedibeng's employment is in the formal non-agriculture sector, and of these, manufacturing, finance, trade and government are the biggest employers.
- Informal sector employs about 15% of Sedibeng labour force, the biggest of which is trade, government/community services and construction.
- The largest employing sectors in Sedibeng both in the formal and informal spaces are the ones that were the hardest hit by the lockdown restrictions due to COVID-19
- There are the sectors were employment is expected to be significantly affected by the aftermath of the pandemic
- Already, between 2018 and 2019, formal manufacturing lost almost 3000 jobs

The food poverty rate, which is also referred to as extreme poverty, is currently estimated at 24.5% of the total population (higher than the province's average of 20.5%) in Sedibeng. This translates to about 254 700 Sedibeng's residents that are living below the food poverty line. Income inequality (measured by Gini Coefficient) shows widened inequalities in the district.

At 0.64 in 2019, higher than the province's average of 0.63, this implies that about 36% of the population in Sedibeng hold most of the income, whilst the remaining 64% share very little or no income at all

- The data further suggests that there is some link between low economic growth, high unemployment, and poverty and inequality rates.
- Because of the lockdown and other COVID-19 related restrictions which have halted economic activity, these trends are likely to worsen in 2020.

Conclusion

- In The COVID-19 outbreak and the measures undertaken to contain its spread have had substantial effects on economic activity in the district, Gauteng province and South Africa.
- The lockdown was imposed on the back of a struggling economy, characterised by the high unemployment rate, amongst many other socio-economic challenges
- Further, sectors that were the hardest hit in Q2 of 2020 by the lockdown restrictions such as manufacturing and trade are key sectors that are important for economic growth and jobs.
- The remaining part of the presentation highlights the vulnerability of the Sedibeng labour market and the socio-economic environment to the COVID-19 pandemic.
- The lockdown was imposed on the back of an economy that was already in a recession, and so far has extended the economic recession to a fourth quarter.
- The sharp contraction in economic growth coupled with the loss of income due to the COVID-19 shock will exacerbate the challenges of poverty, inequality and unemployment.

ENVIRONMENTAL ANALYSIS:

Sedibeng has an estimated total river length of 2 863 km, a total dam coverage of 4 570ha and a total wetland coverage of 4 486ha. Of the total dam coverage, 72% (3 290ha) is taken up by the Vaal Dam, which thus contributes to approximately 1% of the land use in the Sedibeng District Municipality. Sedibeng consist of the following rivers: the Suikerbosrand River and Blesbokspruit in the Eastern part of the District; the Klip River and Suikerbosrandspruit in the Middle part of Sedibeng; and the Leeuspruit and Rietspruit in the Western part, all which drain directly into the Vaal River. Sedibeng has been mired in various environmental controversies, and its main environmental challenges are w pollution, Waste w and Air quality.

The assessment of the environmental profile will discuss the water, waste and air pollution challenges that are experienced in the district. These challenges are significant to the sustainable development framework of the district and ensuring that the region eradicates these respective challenges to ensure the preservation of the local environment. The following section will evaluate the environmental profile of the district, detailing the challenges experienced in the region.

WATER POLLUTION:

Sedibeng is faced with serious water pollution challenges in river systems and water bodies, notably the Kliprivier and Blesbokspruit which are polluted from runoffs from industrial areas, townships and waste water treatment works. The Kliprivier is one of the most polluted rivers in the Sedibeng District as a result of

mining and industrial activities in the upper catchments, outside the borders of the Sedibeng. The state of Sedibeng's surface and ground water quality is influenced by activities within and beyond the boundaries of Sedibeng. External pressures, emanating from mining and industrial activities on the West Rand (Roodepoort and Randfontein) and East Rand (Germiston, Boksburg, Brakpan and Springs), are major contributing factors to the current state of surface and ground water quality in Sedibeng.

The largest internal pressures are limited to the industrialized and urban areas of Emfuleni and Midvaal with specific reference to Meyerton, Vanderbijlpark and Vereeniging. Rural areas in Midvaal and Lesedi, where agricultural activities dominate, have a lesser, but nonetheless important, influence on the surface and ground water quality. Heidelberg and Devon, which are the main urban areas of Lesedi, also contribute to surface and groundwater deterioration through urban associated pollution. The main pressures on the quality of surface and groundwater resources in the Sedibeng District are the following:

- Mining activities, including physical mining practices and mining effluent release from mineral extraction and mine dumps;
- Industrial activities;
- Water treatment works;
- Sewer blockages;
- Informal settlements, which usually lack services;
- Poorly serviced high-density residential settlements;
- High-density urban areas;
- Coal combustion on the Mpumalanga Highveld, which results in acid rain in the Sedibeng District;

- Water abstraction for urban and agricultural use;
- Flow reduction in streams and rivers as a result of dams and weirs; and
- Agricultural activities.

SEWER SCHEME:

The Sedibeng Regional Sanitation Scheme (SRSS) as a multi-faceted sanitation development aims to deliver resolutions to pollution of our national water resources and in the process unlock development in SDM region.

There have been other projects which came in the process of waiting for the bigger project to unfold, like the Vaal River System Intervention (VRSI), which aimed to correct the existing problems while the bigger picture is emerging.

The purpose VRSI program was to resuscitate the existing wastewater collection, conveyance, and treatment infrastructure, returning it to operational state, eliminating and preventing further pollution of the Vaal River system. The scope of the VRSI consists of the three (3) wastewater treatment plants (WWTW), namely Sebokeng, Riet spruit and Leeuwkuil, the 48 individual pump stations and the unblocking of the associated conveyance and sewer network pipelines.

A full-scale project (SRSS) of this nature will spring government maximum benefit in achieving intended service delivery objectives and restore human dignity to our community. Furthermore, it is anticipated that revenue of the Municipality will increase as a result of additional investment and new development opportunities into the Emfuleni area (e.g. Savannah City and River City).

The total budget for undertaking the capacity upgrades is estimated at R 5.7 billion, with a grand total of R 6.8 billion to implement both the projects (Vaal River System Intervention and the upgrade programme) to address pollution of the Vaal River System.

WASTE:

Sedibeng's history with regards to waste management is not that different to the South African situation in general. The issue of waste as with most local, provincial

and national departments has many facets including economical, physical, social and political.

Waste management has traditionally taken place on an ad-hoc basis to meet the current needs, with very little foresight into the future needs of an ever-increasing population.

The general concern in the region involves insufficient waste collection due to waste infrastructures such as compactor trucks to mention but few. Illegal dumping is currently a serious problem faced by all municipalities in the region. Local authorities in Sedibeng have indicated that they have neither sufficient funding nor adequately trained staff, to effectively plan and execute their waste management functions in a sustainable manner. The Sedibeng District's Integrated Waste Management Plan was approved by the province for inclusion in the IDP as per the Waste Act, in November 2014; and the implementation thereof will assist in achieving the National Waste Management Strategy's goals which are as follows;

- Promote waste minimization, reuse, recycle and recovery
- Ensure the effective and efficient waste services
- Grow the contribution of the waste sector to the green economy
- Ensure that people are aware of the impact of waste on their health, well-being and environment
- Achieve waste management planning
- Ensure sound budgeting and financial management of waste services
- Provide measures to remediate contaminated land; and
- Establish effective compliance with the enforced Waste Act.

AIR QUALITY:

Air quality is affected by the climate, the landscape, natural and economic activities that take place in an area. There are different sources of Air pollution: emissions from industrial processes, domestic fuel burning, vehicle exhaust emissions and waste facilities. Sedibeng District Municipality is regarded as one of the most polluted municipalities because of the level of industrialization in the areas within the Emfuleni Local Municipality and Midvaal Local Municipality.

Emfuleni Local Municipality and Midvaal Local Municipality have been declared to be part of the first national priority area in Vaal Air-shed Priority Area because of the elevated level of pollution within the area. Lesedi local Municipality is also included in the second declared priority area, the Highveld Priority Area which includes areas in Mpumalanga and Ekurhuleni. Particulate matter has been identified as a pollutant of concern within the region and the major contributors for particulate matter (PM10) is both industrial sources and domestic sources especially in winter.

In an attempt to improve the quality of air in the region, Sedibeng is participating fully in both priority area Air-shed implementation forums that seeks to ensure the implementation of projects that are identified in the priority area plans (Vaal Triangle Air-shed Priority Area and Highveld Priority Area Air Quality Management Plan).

The Second generation VTAPA AQMP was finalised at the end of the second term of 2021/2022 and will be adopted by Sedibeng District Municipality as the region's Air Quality Management plan in order to inform the management of air quality within the region. The objectives of the priority area plans are the same as the district objectives that of achieving clean air for the residents of the region.

The municipality is currently having a number of challenges with regard to availability of both human and financial resources to efficiently execute the

function of air quality management. The lack of these minimum resources results in the district not being able to implement programmes that are directed at reducing air pollution within the region. The lack of Environmental Compliance and Enforcement unit continues to pose a challenge as far as managing and enforcing the conditions of the Atmospheric Emission Licenses.

Despite the number of challenges to date the municipality has managed to issue a number of licenses to industries in the region. The licensing of industries has been identified as a critical mechanism of ensuring that industries are regulated and emissions improved. The focus is rather not on issuing licenses only, but together with the local municipalities and with the support from province compliance monitoring exercises are conducted in the region.

The Sedibeng District Municipality has two Ambient Air Quality Monitoring Stations, namely:

- Meyerton Ambient Air Quality Monitoring Station
- Vanderbijlpark Ambient Air Quality Monitoring Station
- The raw data collated from both stations is forwarded to South African Air Quality Information System (SAAQIS) for verification.

With the help of the Department of Forestries, Fisheries and Environment (DFFE)'s National Air Quality Indicator project, Vanderbijlpark station continues to report continuously to SAAQIS. The station has however been subjected to three burglaries between October 2021 and January 2022 where an external unit of the air conditioner and Uninterrupted Power Supply (UPS) unit were stolen on different occasions. The DFFE upgraded the security system of the station by installing an electric fence and an armed response system.

Efforts to repair and put the Meyerton Station are underway and are expected to conclude at the end of February 2022.

BIODIVERSITY

Sedibeng District Municipality has various critical biodiversity areas and protected areas which play critical role in biodiversity conservation. The biodiversity areas include Suikerbosrand Nature Reserve (situated in the north eastern edge of Midvaal Local Municipality and north western portion of Lesedi Local Municipality), Alice Glockner Nature Reserve (Located in the south of Heidelberg in Lesedi Local Municipality, The Kliprivier, Vaal Dam and Vaal River).
The Sedibeng District Municipality falls within priority areas identified in the National Spatial Biodiversity Assessment (NSBA, Driver et al. 2004), and is home to a disproportionately high percentage of rare and threatened species and threatened ecosystems.

It is therefore critical that Sedibeng District Municipality develops a Bioregional Plan for the conservation of biodiversity in the region. Bioregional plan is one of a range of tools provided for in the Biodiversity Act that can be used to facilitate biodiversity conservation in priority areas and outside the protected area network. The purpose of a bioregional plan is to inform land-use planning, environmental assessment and authorizations, and natural resource management.

CLIMATE CHANGE:

As a country, South Africa has a responsibility to reduce emissions in response to climate change and honour its international obligations. As a constructive role player in the United Nations Framework Convention on Climate Change, South Africa submitted its Intended Nationally Determined Contribution (INDC) in 2015. Furthermore, South Africa signed the Paris Agreement in April 2016.Domestically,

South Africa's response to climate change is detailed in the 2011 National Climate Change Response Policy (NCCRP) which outlines the Government's vision for an

effective climate change response, the long-term transition to a climate-resilient, lower-carbon economy and society. This is further enhanced in the country's first National Development Plan (2012). Provincial and Local government spheres have a critical role to play in helping achieve the climate change response goals of South Africa. These spheres of government are at the coalface of government implementation programmes and activities. The NCCRP, 2011 noted the role of local government and expressed it to include amongst others planning and development, infrastructure and services (service delivery), disaster response, energy, water, and waste demand management. The National Government took it upon itself to foster the implementation of climate response plan. Sedibeng District Municipality has developed a Climate Change Response Plan in 2016. The plan was developed through assessing vulnerability risks assessment focusing on Agriculture, Biodiversity, Environment, Human Health, Human Settlement and Water. The vulnerability risks assessment focused on the following parameters:

- Exposure,
- Adaptive capacity,
- Sensitivity

Departments are encouraged to attend since they are crucial to this programme and will draw much value from this workshop; these are namely the Engineering Department, Energy and Electricity Departments, Integrated Development Planning, Environmental Management, Waste Management, Transport and or other Technical Service Departments who are responsible for implementing service delivery programmes within municipalities.
The intention is to build on municipal knowledge and expertise in such a way as to support the mainstreaming and implementation of this work at local level.

As a district, Sedibeng District Municipality had followed National Department of Forestry, Fisheries and the Environment by developing a Climate Change Response Plan in 2016 even though the district still have to appoint a directorate which will committed and be responsible to oversee the implementation of the plan . The plan was developed through assessing vulnerability risks assessment focusing on Agriculture, Biodiversity, Environment, Human Health, Human Settlement and Water. The vulnerability risks assessment focused on the following parameters:

- Exposure,
- Adaptive capacity,
- Sensitivity

The municipality has developed the Sedibeng District Municipality Climate Change Mitigation Strategy and also intending to prioritize climate change and increase support of the agriculture sector and
To ensure there is a creation of jobs through township revitalization, implementation of a green economy agenda and carbon tax.

MUNICIPAL HEALTH SERVICES:

The Republic of South Africa Constitution schedule 4 Part B, section 156(1)(a), classifies Municipal Health Services as a Local Government function that must be rendered at the District or a Metropolitan Municipality. Subsequently, in terms of Section 32(1) of the National Health Act, 2003 (Act No. 61 of 2003), Municipal Health Services is the exclusive competency of a Metropolitan (Category A) and District (Category C) Municipalities. Lastly, in terms of the Municipal Structures Act, 1998 (Act No. 117 of 1998), Section 84(1)(i), Municipal Health Services is the responsibility of the District Municipalities and Metropolitan Not a Local Municipalities (Category B). According to Section 76 of the Municipal Systems Act, 2000 (Act No. 32 of 2000), a Municipality may provide a Municipal Service including MHS in its area, or a part of its area, by means of either an internal or external mechanism.

Therefore, Sedibeng District Municipality took a decision in the year 2004 that Emfuleni Local Municipality, Midvaal Local Municipality, and Lesedi Local Municipality should render effective and efficient Municipal Health services on its

behalf. Sedibeng District Municipality did not have the capacity and resources to render Municipal Health Services internally. The local municipalities were in a better position to be agents of Sedibeng District Municipality in rendering the services effectively and efficiently. Sedibeng District Municipality entered into Service level agreements with the local municipalities; which are renewed annually by the parties (municipalities).

The local municipalities have the obligation that includes rendering the nine core functions of Municipal Health Services as defined in the National Health Act, 2003 (Act 61 of 2003) in accordance with the National Environmental Health Norms and Standards. Namely;

- Water quality monitoring
- Health surveillance and prevention of communicable diseases
- Health surveillance of premises
- Vector control
- Food control
- Waste management
- Environmental pollution control
- Chemical safety
- Disposal of the dead

Sedibeng District Municipality, like any other district municipalities in South Africa, is not immune to Environmental Health challenges, which include:

- Poor ambient air quality as a result of industrial activities and the burning of fossil fuel at the household level (Poor indoor air quality)
- Emerging of communicable diseases (COVID-19)
- Unhygienic production, storage and transport of fresh milk within the district (The bulk of fresh milk for the Gauteng province is produced in the Sedibeng District).
- Non-compliance of premises, including state-owned premises, with minimum environmental health and safety standards.
- Poorly maintained public buildings, industrial premises and facilities
- Mushrooming of the Informal early childhood development facilities which don't comply with the minimum environmental health and safety standards
- Illegal domestic waste disposal
- Nuisance noise
- The illegal use of tobacco products within public buildings, facilities and in the workplace.
- Rodent infestation as a result of poor waste management
- Pollution of water resources as a result of poor sanitation
- Mushrooming of spaza shops that do not meet the minimum environmental health and safety standards around the keeping, storing and preparation of foodstuffs for human consumption.

AIRPORT:

Vereeniging airport' licence to operate was suspended during the last CAA inspection in February 2019. This means that the airport cannot be used as a commercial flight centre. The airport currently relies on income from training schools and the local hanger owners. The budget from Sedibeng cannot sustain the airport's operational needs.

Flight training is concentrated in airports that serve as the bases for flight training schools. Similarly, airports that are the base for aero clubs typically have higher recreational aviation activity. At least 50 airports primarily serve the purpose of business access (including mines). There are an estimated 60 airports that provide access to game lodges and resorts.

Most key Provincial and Municipal owned airports are not sustainable without on-going financial support based on allocations from the fiscus. Airports that have attracted more than one scheduled operator regular charter operations, or several flying schools and clubs, are typically closer to being sustainable. Furthermore, some smaller airports are focusing on precinct development to improve viability through increased non-aeronautical revenues.

Non-aeronautical revenues are classified as restaurants, tourist venues, hotels, and aircraft viewing facilities coupled with a restaurant or BBQ Facility. The list can also include commercial activities like office buildings, fuel depots etc.

Due to the steady state of decline of Vereeniging Airport, these mentioned activities will soon not be supportive to the income stream of the airport. The Airport licence is critical in sustaining these activities of this airport.

The end goal is to convert and license the Vereeniging airport to an international cargo a maintenance airport.

Several companies approached Sedibeng with an offering to assist in the re-licensing procedure and development of the international cargo and maintenance airport with the following proposal:

- Replace/upgrade perimeter fence;
- Replace/ upgrade PAPI lights (Precision Approach Path Indicator);
- Replace and commission the NDB (Non-directional Beacon);
- Management and upgrade of the current fuel storage facilities;
- Development, installation and management a fuel storage facility linked to outside supply and demand.
- Upgrading of Air Traffic Control
- Upgrade of the restaurant outside facilities encompassing the concept of air travel with a family friendly environment thus acting as an independent draw card.

DISTRICT INTEGRATED TRANSPORT PLAN:

The Sedibeng District Municipality, with the assistance of Gauteng Department of Transport developed and updated its Integrated Transport Plan (ITP) the purpose of the ITP is to provide the district and its local **municipalities** with a **planning** guide to overcome the challenges identified within the **transport** system.

Part of the ITP process is data collection of the current **transport** system through surveying, data analysis, recommending strategies and prioritising projects.

All District Municipalities (DMs) have to compile an Integrated Development Plan (IDP) as part of the legislated development planning process. The Integrated Transport Plan (ITP) is a specific sector plan, focusing on transport, which feeds into the IDP. Ultimately the ITP also forms part of the development of the Provincial Land Transport Framework (PLTF).
The ITP considers all modes of transport and aims to identify the issues and concerns surrounding the various modes. Through a process of data collection, planning and analysis the ITP puts forward various strategies and prioritized projects for implementation over the next five years.
ITPs are important in that projects that are not identified as a priority and listed in the project implementation will not be able to receive national or provincial funding.

PUBLIC TRANSPORT SERVICES

The local public transport services in SDM enable people to access destinations, which cannot be reached on foot or by other modes of non-motorized transport (NMT). These destinations include essential services or activities such as places of employment, shops, government services, hospitals, clinics and schools. Affordability impacts the use of public transport therefore creating a higher percentage of walking.

Currently Minibus Taxis (MBT) is the dominant mode for both commuter and long-distance public transport services.

Common issues dealt with in the updated ITP

- Public Transport and Road Infrastructure Upgrades
- Intermodal Facilities
- Transport Systems
- Inner-City Mobility Systems
- Airport – City Links
- Freight Services
- Passenger Safety
- Intelligent Transport Systems
- Carbon Emissions

Access to Basic Services:

Gauteng district regions are characterised by low levels of economic activity and high rates of unemployment. This puts pressure on the ability of the municipalities to generate revenue from providing services to households, in turn, making them more reliant on national government transfers.

Diagram: Access to Household Infrastructure

Regions	2010	2012	2014	2016	2018	2020
			Share of Households Occupying Formal Dwellings			
Sedibeng	84,6%	85,1%	85,3%	83,9%	83,5%	84,4%
Emfuleni	85,4%	86,0%	86,2%	85,1%	84,6%	85,4%
Midvaal	82,1%	83,7%	83,5%	78,7%	78,4%	79,7%
Lesedi	81,8%	80,9%	81,1%	81,4%	81,4%	82,8%
			Share of Households with Hygienic Toilets			
Sedibeng	91,3%	92,2%	92,6%	93,5%	93,7%	93,7%
Emfuleni	92,2%	93,2%	93,8%	94,3%	94,2%	93,8%
Midvaal	87,0%	88,4%	88,7%	89,5%	90,4%	91,5%
Lesedi	89,2%	88,6%	88,9%	92,7%	93,7%	94,9%
			Share of Households with Piped Water			
Sedibeng	97,1%	97,1%	97,8%	99,0%	99,1%	99,1%
Emfuleni	97,9%	98,1%	98,6%	99,1%	99,2%	99,2%
Midvaal	92,2%	92,4%	94,2%	97,7%	98,0%	98,1%
Lesedi	95,8%	94,7%	95,7%	99,0%	99,2%	99,3%

The table shows the share of households with access to basic services in the Sedibeng district and its local regions. The share of households occupying formal dwellings across the Sedibeng region was below 90 per cent for the selected review period (2010-2020). In In the Midvaal, between 2016 and 2020, the proportion of the population with formal housing was below 80 per cent.

This largely reflects the backlog in the region and that the district relies mostly on national government

transfer for infrastructure projects. The share of households with access to piped water was over 90 per cent across the district. In Midvaal and Lesedi, the share of those with access to formal refuse removal was below 90 per cent, for the period under review.

About our Institution:

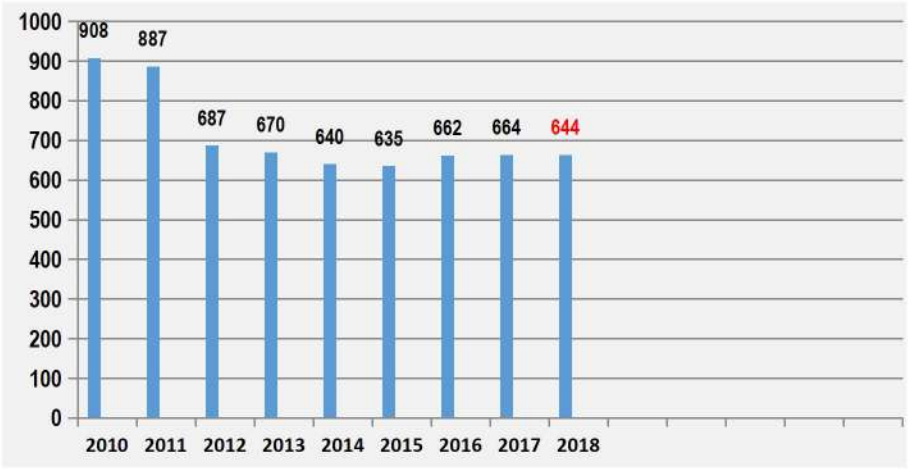
One of the key components of the IDP process is an internal organizational audit or analysis. Such an analysis allows the Sedibeng District Municipality to know and understand its own internal operations. On the basis of this understanding, the municipality will be in a better position to manage the changes which will be required in order to bring about the desired future.

The aim of the Institutional Analysis is to identify the Sedibeng District Municipality's strengths and weaknesses, including its structures, staff composition and deployment, financial situation and culture. The purpose is not to defend outdated and impractical structures, procedures and practices for Sedibeng District Municipality, but rather to establish an open-minded view of the organization, to recognize problems, shortcomings, limitations and imbalances and to identify ways to overcome it.

HUMAN CAPITAL:

The Human Capital of Sedibeng District Municipality comprises of appointed employees, Elected Councilors, and community members serving on various ad hoc committees. The following bar graph reflects the Human Capital year on year from the year 2010 to 2021 in various categories defined on the table.

Graph: Sedibeng District Municipality Human Capital year on year from the year 2010 to 2021.



The Sedibeng District Municipality Human Capital is constituted of the following categories.

Human Capital Categories	
Councilors	49
Audit Committee Members	4
External Bursary Committee	5
Agency function staff motor vehicle licensing	156
Finance Interns	6
Section 57 Staff Fixed Term Contract	2
Fixed Term Contract Staff	7
Core functions staff	353
Total	573

Ad Hoc Committee Members:

In terms of the Municipal Structures Act 117 of 1998 every Municipality must appoint, through the public process of open public advertisements, persons who have the capabilities to serve on the Bursary and Audit Committees. For the current financial year, the composition of both the Bursary and Audit committees is as shown below.

Occupational Levels	Male				Female				Foreign Nationals		Total
	A	C	I	W	A	C	I	W	Male	Female	
Top management	1	0	0	0	2	0	0	0	1	2	3
Senior management	27	1	1	4	4	0	1	2	33	7	40
Professionally qualified and experienced specialists and mid-management	35	0	1	5	37	0	0	4	41	41	82
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents	31	2	0	5	37	0	0	7	38	45	82
Semi-skilled and discretionary decision making	70	0	0	0	132	1	0	3	70	136	206
Unskilled and defined decision making	41	0	0	0	55				41	55	96
TOTAL PERMANENT	204	3	2	14	266	1	1	16	223	284	507
Temporary employees	1	0	0	0	1	0	0	0	0	0	2
GRAND TOTAL	205	3	2	14	267	1	1	16	224	285	509

HUMAN RESOURCE DEVELOPMENT:

The Capacity Building of the Human Capital within the District Municipality is one of the key drivers of the human resources strategy. To that effect the performance of the various role players at SDM's workplace is monitored and assessed to arrive at their skill's short comings. Personal Development Plans of each employee is determined based on the skills shortcomings and knowledge gaps and these are addressed, subject to availability of resources, through on the job training or referral to external skills development service providers.

Other than identifying knowledge gaps through performance monitoring, the following instruments are utilized to identify relevant and necessary skills requirements:

- National Skills Development Strategy

- National Human Resources Strategy
- Skills Development Act
- Workplace Skills Plan
- Skills Audit Report

For the Period under review the Sedibeng District municipality has managed to successfully run the following skills Programmes and Learnership:

Currently the programmes that are in progress are as follows:

- Firefighting Learnership for 68 community members;
- Plumbing Learnership for 161 community members;

Bursaries for 3 youth members of the community and 10 Employees;

Occupational Health and Safety:

For the period under review i.e., the 2019 year the Council workplace did not experience any fatal incidents, however non disabling incidents were reported to Council.

In order to effectively respond to Covid-19 protocols the Municipality has developed and implemented safety work readiness plan.

Work Study and Quality Assurance:

Sedibeng District Municipality has adopted the mantra that "effective and efficient service delivery requires that an organization must be flexible such that it continuously improves its systems and processes". A Job Evaluation Unit has been established to undertake an ongoing assessment of the currency of our Job Descriptions. The institution is still a awaiting the training provided by SALGA and Deloitte of the job evaluation unit members for the project to unfold.

Batho – Pele:

SDM is not a Primary Municipality and our interaction with members of the community is therefore limited, however, in instances where there is interface with members of the community the feedback that we receive is that our staff aligns their service delivery to the Batho Pele principles. The implementation and compliance to the Batho-Pele principles has been devolved to Line Function where actual service delivery occurs and additionally it has been recommended Batho-Pele Principles form part of each and every Municipal Employee's Job Descriptions**.**

Labour Relations:

Sedibeng District Municipality has successfully, for the period under review, maintained harmonious workplace relations by proactively preventing disputes, disruptive workplace activities and resolving workplace disputes by application of various dispute resolution mechanisms, more important through continuous interaction with workplace stakeholders.

3.1 INTRODUCTION

The Sedibeng District Wide Lekgotla in September 2011 and the Sedibeng Stakeholder Summit held unequivocally reaffirmed the framework of the Seven Pillars of the SGDS. Subsequent to the Regional long-term strategy being developed and reviewed every five years, the 2016 Political and Administrative term of office came in and developed five years 2017 /21 IDP which has been reviewed annually.

This report will therefore reflect on challenges and successes of the five-year term of office and corrective measures that has to be taken to address these problems in the light of internal and external changing circumstances that impact on the priority issues, objectives, strategies, and programmes of the IDP.

In summary, contributing factors, challenges and progress of the said framework of the seven pillars of GDS are also covered on the progress made against the deliverables and will also be measured as a baseline towards development of the five-year IDP 2022/27 and encapsulated as follows: -

a) **Reinventing our economy**; from an old to a new by consolidating existing sectors and exploring new sectors of growth and in this way build local economies to create more employment and sustainable livelihoods.

b) **Renewing our communities**; from low to high quality through the provision of basic services, improving local public services and broadening access to them, and regenerating and property development to improve the quality of life for all.

c) **Reviving a sustainable environment**; from waste dumps to a green region, by increasing the focus on improving air, water and soil quality and moving from being a producer and a receiver of waste to a green city.

d) **Reintegrating the region**; with the rest of Gauteng and Southern Africa to move from an edge to a frontier region, through improving connectivity and transport links.

e) **Releasing human potential**; from low to high skills and build social capital through building united, non-racial, integrated and safer communities.

f) **Good and Financial Sustainable Governance**; through building accountable, effective and clean government with sound financial management, and effective Councils possessing strong and visionary leadership. It is about compliance and competence.

g) **Vibrant Democracy**; through enabling all South Africans to progressively exercise their constitutional rights and enjoy the full dignity of freedom. To promote more active community participation in local government, including further strengthening the voice of communities and making sure that community-based structures such as ward committees, police forums, school governing bodies are legislatively supported to function effectively.

Table: Summary of Progress made against Pillars of the IDP 2016/21

IDP Pillar	Progress Satisfactory Progress ☺ Limited Progress 😐 No Progress ☹	Reasons	Way Forward
Reinventing our Economy	😐	The economy is still heavily reliant on the declining manufacturing sector.	Diversify the economy through Logistics, Agriculture and Tourism.
Renewing our Communities	😐	Basic services remain a challenge especially WWTW. Moratorium on development	Powers and Functions of the district i.e., MSA, 98 Ch5 s 83 ss 3 (a) to be relocated. DWS to Lift the moratorium
Reviving a Sustainable Environment	☺	Clean and Green energy programmes have been successfully implemented over the past few years.	Address skills shortages.
Reintegrating the Region	☺	Corridor development concept and cross border planning in all SDFs. ITMP supported by Province.	Support logistics projects (logistics hub and airports). Facilitate the success of the Texido project (Intermodal Transport Node)
Releasing Human Potential	☺	HDI indicates steady growth between 2009 and 2019	Partner with institutions of Higher Learning and set up incubation hubs.
Good and Financially Sustainable Governance	😐	The biggest LM is under provincial administration	Support Emfuleni LM
Vibrant Democracy	☺	Community is always engaged via community participation processes.	Continue to plan with the community and not for the community.

3.1.1 Strategic Planning, Economic Development and Housing

IDP Strategy	Delivery Agenda	Progress
Create long term sustainable jobs; reduce unemployment, poverty and inequalities	Number labour intake sourced as potential beneficiaries of EPWP programme facilitated.	Incentive Grant of R 1 173 000 was received in August 2019 for 2019/2020 financial year and the programme was implemented in 4 phases. 67 beneficiaries placed in Vanderbijlpark; Vereeniging; Heidelberg CBDs and Boipatong Monument. Declaration of State Disaster on the 15th March 2020; beginning of Lockdown on the 23rd March 2020 and a National Lockdown announced on the 26th March 2020 complicated things. The contract ended on the 30th June 2020. As of 2020/2021 f/y a grant of R 1000 000 was received and 70 beneficiaries were employed starting from 01 October 2020 till 31 March 2021. But the function was moved to another cluster by Council on the 25th November 2020.
Promote and Develop Agriculture Sector	Implement the Milling plant within the Mega Agripark Project and expedite plans and rezoning approval.	Land was acquired with the support of the Department of Agriculture, Rural Development and Land Reform. However, the project is currently stagnant due to building control and land use delays.
	Fresh Produce Market: -A potential PPP project with Request For Proposals process unfolding post Covid-19 lock down.	The Gauteng Infrastructure and Financing Agency has developed a Feasibility Study for the project. Subsequently GIFA is currently assisting the municipality with the next phases of the feasibility study through obtaining views and recommendations from both provincial and national treasuries.
Promote and Develop Tourism and Leisure sector	**Create tourism demand through targeted tourism marketing initiatives** • Identify & participate in exhibitions & marketing initiatives. • Collate and distribute information on regional tourism events & packages to stakeholders continuously. • Identify and participate in tourism exhibitions. • Continuous market research.	Marketing and Exhibitions • The Tourism Department is involved with many exhibitions and events on an annual basis. This platform is an excellent marketing tool to raise the tourism profile of the region. The Sedibeng District Municipality and tourism stakeholders participated in numerous exhibitions, such as the International Tourism Indaba, Getaway Show, Beeld Outdoor Show and World Tourism Market. • A Sedibeng tourism website has been developed, which includes accommodation establishments, tourism attractions, packages and events. Listed graded establishments are linked to their respective websites. • Through the Gauteng Tourism Authority (GTA), South African Tourism (SAT), and the Gauteng Department of

IDP Strategy	Delivery Agenda	Progress
	• Support and development of marketing, publicity and booking agents, tour operators, information and publicity associations. • Tourism Product packaging	Economic Development (GDED), marketing initiatives are developed for tourism products to take advantage of. • Sedibeng District Municipality submitted information to the National Department of Tourism, South African Tourism, Gauteng Tourism Authority, Sedibeng External Communications Department and Emfuleni, Midvaal and Lesedi Tourism Departments, N3 Gateway, Vaal Meander and Vaal Explorer to be included on their respective websites and digital platforms. The information included the facilitation of local tourism products and services to participate at the South African Tourism's Speed Marketing Sessions, the sharing of events and packages in the region, Travel Friday's, Sho't left, and product listings for the Sedibeng website. The Sedibeng Tourism Map and Generic Tourism Brochure was updated and distributed electronically and in hard copy.

	Tourism Supply – Develop Skills and products in the tourism industry
	
	• Develop products and skills in the tourism industry to ensure higher levels of quality and service delivery.
	• Facilitate skills development programmes.
	• Identify training and capacity needs in the industry.
	• Continuously facilitate tourism awareness programmes, such as:
	  ○ Visitor safety
	  ○ Quality assurance
	  ○ Grading
	  ○ SMME Support
	  ○ Visitor information services
		Accommodation and Tourism Product Audit:
		
		The Tourism Department has conducted an audit on the graded and non-graded accommodation facilities in the region. This is an on-going process. A total of 19 databases have been developed and maintained regularly.
		
		• There are 40 graded establishments in the region and 219 non-graded establishments. Approximately 5 163 beds (1 189 Graded and 3 974 Non-Graded), ranging from luxury to budget accommodation, are on offer to tourists.
		
		• There are 80 Conference and Function venues with capacity for 20 to 4000 pax.
		
		Tourism Product Development:
		
		The Sedibeng District Municipality has participated or submitted inputs for the development of National and Provincial policies, strategies, studies and plans.
		
		These include the Gauteng Suikerbosrand Repositioning Strategy, Gauteng Township Tourism Programmes, and Tourism Signage for Gauteng Township Destinations.
		
		Tourism Training, Capacity Building and Skills Development
		
		Sedibeng, in partnership with the National Department of Tourism, Gauteng Department of Economic Development, Gauteng Tourism Authority and tertiary institutions, conducts skills development and tourism awareness workshops

IDP Strategy	Delivery Agenda	Progress
		on a regular basis for emerging and established tourism establishments. These have included: • Tourism Business Administrative Skills Training Programme (15 stakeholders trained) • Gauteng Tourism Safety Monitors (35 youth enrolled) • Gauteng Grading assistance programme for first time grading • The Sedibeng District Municipality facilitated the implementation of a National Training Programme, namely The Tourism Youth Hospitality Programme. 47 learners graduated in the programme and 8 got permanent employment. • 115 learners participated in the Gauteng Youth Hospitality programme. • 445 Learners attended the Customer Care Training • 212 Learners completed Events Coordinator Training. • 36 Learners completed Wine Service Training. • Gauteng Province Local Government Peer Learning Session. Representatives from the Sedibeng District Municipality and the three local municipalities attended. Coordinated Covid 19 relief packages and participated in tourism recovery plans initiated by all spheres of government and private sector.
Manage Integrated Spatial Planning and Geographic Information Systems (GIS) in the region.	• Review the Spatial Development Framework	The latest Sedibeng SDF was developed in 2019 and the reviews have been incorporated into the IDP as a chapter in terms of chapter 5 of the Municipal Systems Act 32 of 2000.
	• Improve GIS capability in the region	The municipality received support from the Municipal Infrastructure Grant to upgrade GIS licences and purchase both software and hardware. The project to build an integrated GIS for the region commenced in 2016 however was not complete due to the unavailability of the grant from province.
Promote sustainable developments in the region	• Southern Corridor Regional Implementation Plan:	SCRIP approved by SDM Council and endorsed by Gauteng EXCO • 14 SCRIP projects prioritised as per approved project priority matrix gaining attention following each project's allocated priority rating of high, medium and low respectively. • Vaal SEZ Pty Ltd has been registered as an official company to support the implementation of SCRIP. • Partnerships have been established with government agencies such as MISA, GIFA and GGDA to fast-track

IDP Strategy	Delivery Agenda	Progress
		SCRIP implementation. Extensive work has been commissioned on projects identified as short-term projects.
Plan for effective, efficient and sustainable infrastructural projects.	• Sedibeng Development Agency establishment • Catalytic Projects not in SCRIP.	• Limited progress on the Sedibeng Development Agency however a Project Steering Committee has been established to finalize the project. ○ Legal Opinion obtained ○ Stakeholder engagements held • Vaal Aerotropolis project, identified amongst other catalytic projects, has established a Project Steering Committee comprising of officials from three spheres of government and the private sector. - Grant has been received for purposes of conducting a Feasibility Study. • Project has been incorporated in the Sedibeng DDM One Plan catalytic projects.
Consolidate, review and monitor the SGDS and IDP developments	• 3rd Generation SGDS.	Sedibeng Growth Development Strategy (GDS 03) was developed and approved by council.
	• Review and approve District IDP Framework guide for 2022/27, IDP Process Plan & Budget for 2022/23	District IDP Framework guide for 2022/27, IDP Process Plan & Budget for 2022/23 was developed and approved by Council paving a way for IDP 2022/27 development.
Promote Residential development, Urban Renewal and modernise urban development	• Hostels Upgrading Programme	• Phase 03 on the Implementation of sewer outflow. • Professional Resource team (Consultants) to be appointed by July-September 2022. • Implementation of ablution and sanitation.
	• Evaton Urban Renewal Project	• PRT to be appointed by end Quarter 02 and contractor by end of Quarter 03. • A process is underway of hiring consultants for plans

3.1.2 Transport, Infrastructure and Environment

IDP Strategy	Delivery Agenda	Progress
Plan and develop accessible, safe and affordable public transport systems and facilities.	• RRAMS Rural Roads Assets Management System.	63 structures (bridges and culverts) were assessed in SDM region within the 2nd quarter. Traffic counts are planned to be executed in the next financial year. Road's condition is planned to be done in the 3rd and 4th quarter.
	• Development of New ITP	ITP was developed and approved by council .
	• Monitor the Operations of the Airport	The Monitoring of the operations of the airport has been affected by: • Vandalism of Airport Ground Lighting (AGL. & Precision Approach Path Indicators.). • Non-Directional Beacon (NDB). • Main Windsock Light. • Non-Availability of Fuel. • Lack of Perimeter Fence and vandalism of the existing fence. • Increasing number of cattle's which poses direct risk to pilot.
Render effective, efficient and customer-oriented licensing services in the region	• Create synergy between Clients, Infrastructure, Staff and Electronic Media to deliver a motor vehicle registration-; vehicle testing-; and drivers licensing and testing service to the citizens of Gauteng.	• Licensing website page link was created where all licensing services are included. Dedicated Bulk vehicle registration office has been created to attract bulk vehicle owners to our licensing centre.
	• Continuous reporting and follow-up of defaults to Facilities Management to ensure infrastructural maintenance in licensing	Poor maintenance of licensing centres infrastructure continues to be challenge due lack of dedicated budget for licensing infrastructure
Plan for effective, efficient and sustainable infrastructural projects, water and sanitation services, and provision of electricity	• Monitor the implementation of the Sedibeng Regional Sanitation Scheme	• The implementation of the Sedibeng Regional Sanitation Scheme has been slower than expected • The construction of Rothdene rising main in Meyerton is towards completion. • Sebokeng WWTW has been handed over to Emfuleni LM and Meyerton WWTW is still not completed and the rising main from Rothdene will not be accommodated in uncompleted structures. • The implementation of Leeuwkuil and Riet spruit WWTW upgrades are still at the beginning stages and have no budget allocations as yet.
Plan for implementation effective and efficient environment management in	Coordinate the environmental awareness campaigns in the district	Environment Education and Awareness were conducted in Municipalities in the past five years within the district.
	Procurement of Ambient Air Quality Monitoring Equipment	Efforts to procure a calibrator and an ozone generator did not succeed. No equipment has been procured during this period.

IDP Strategy	Delivery Agenda	Progress
the district	Maintenance and management of Ambient Air Quality Monitoring Stations	• Vanderbijlpark is fully operational and reporting to SAAQIS as it is currently under the National Air Quality Indicator (NAQI) Project funded and managed by Department of Forestry's, Fisheries and Environment (DFFE) ending end of March 2023. DFFE also upgraded the security system at the station by installing an electric fence and an armed response system. • The repairs for the station are underway and should be completed by the end of February 2022. There is however no maintenance budget for the station, and the equipment needed to perform maintenance on the station has not been procured. • AQM requested assistance from GDARD to procure and install a low-cost sensor in Heidelberg in order to bridge ambient monitoring in the area. The low-cost sensor which will supply ambient data for the Heidelberg 'hotspot' was installed in January 2022
Render effective Municipal Health Services in the district	Implement the Municipal Health Services according to the National Environmental Health Norms and Standards; which include: • Health surveillance of premises • Surveillance and prevention of communicable diseases (excluding immunizations) • Environmental pollution control. • Water quality monitoring • Food control • Waste management • Vector Control • Chemical safety • Disposal of the dead	Municipal Health Services were rendered in the district according to the National Environmental Health Norms and Standards that included: Health surveillance of premises • Surveillance and prevention of communicable diseases (excluding immunizations) • Environmental pollution control. • Water quality monitoring • Food safety • Waste management • Vector Control • Chemical safety • Disposal of the dead Unfortunately, no compliance audit in terms of National Environmental Health Norms and Standards was done by either National or Provincial Environmental Health Departments.
Plan for effective, efficient and sustainable infrastructure projects, water and sanitation services and provision of electricity.	Implementation of RRAMS	• Collected raw data and uploaded datasets in the Geographic Information System and saved as Metadata. • Ownership verification of municipal roads assets was conducted. • Assessment of condition of rural roads and structures. • Updated traffic information on the most problematic intersections within the district. • Produced Pavement Management Systems and Bridge Management System.

3.1.3 Community Services

IDP Strategy	Delivery Agenda	Progress
Promote and build safer communities	• Coordinate implementation of community safety programmes in line with Covid-19	The impact of the Sedibeng Community Safety Strategy 2018 – 2022 is monitored through the implementation of the following key pillars: • Promote **institutional arrangements** that will produce effective and sound crime and violence prevention networks. This is done through coordination of joint planning for community safety programmes across Sedibeng region. The process is facilitated through the Community Safety Forum (CSF) which meets monthly to deliberate on the implementation progress of these safety programmes. • **Improve crime prevention** through increased levels of social responsibility and tolerance through education, awareness, intervention and information. Programmes such as gender-based violence, human trafficking, drugs and alcohol abuse, anti-gangsters' campaigns, schools' safety promotions, are implemented across the region to create awareness, educate and mitigate common risk factors often associated with socio-economic ills. Some of the programmes conducted included the following; ○ During the month of September 2021, the CSF visited about 23 schools within Sedibeng West District (D8) to conduct Schools Safety Promotion programme. ○ In October 2021, focus was on Trafficking in Person (TIP), commonly known as human trafficking. Awareness campaign were conducted, targeting taxi ranks and shopping malls in Vereeniging, Vanderbijlpark, Sebokeng and Evaton. ○ As part of the Gender Based Violence (GBV) & LGBTIQ+ programme, the CSF held a Men's Dialogue on the 12 November 2021 at the Quest Conference Centre in Vanderbijlpark. The main aim of the programme was to engage men and encourage them to be the advocates of gender-based violence and femicide within their communities. ○ On the 16 November 2021, Community Safety Forum held a workshop on law enforcement's role on liquor consumption and trading monitoring. This was informed

IDP Strategy	Delivery Agenda	Progress
		by several liquor related incidents which been reported and often resulting in domestic violence, related sexual offences and common robberies. ○ During the commemoration of 16 Days of Activism on no Violence against Women and Children during the period; 25 November to 10 December 2021, various Gender Based Violence programmes such as outreach and awareness femicide on gender-based violence, were implemented across the region. • Promote **road safety awareness and education** through active stakeholders' participation. Road safety awareness and education programme is conducted during special joint roadblock operations, and visit to schools to engage learners on road safety issues. Taxi ranks have also been visited to engage taxi operators and commuters on the importance of compliance to covid-19 compliance protocols and general road safety matters. • **Monitor and evaluate** the impact of adopted interventions on crime and violence prevention. The success of crime reduction and violence prevention initiatives depends on the nature and impact it makes within the society. ○ Total contact crime (Crimes against persons) – increase of 5.3%. this includes crimes such as Murder, Attempted Murder, Assault GBH, Common Assault, Robbery Aggravating and Common Robbery. ○ Property related crimes (Burglary residences, Burglary Businesses, Stock theft, Theft of motor vehicles, Theft out of motor vehicles) – decrease of 9.9%. ○ Drugs related crimes decreased by 3.3%, however; visible policing, awareness and educational crime prevention campaigns showed a positive impact with a decrease of about 13.8% in driving under the influence of drugs and/or alcohol. ○ Total sexual offences decreased by 19.2%. this includes incidents of rape, sexual assault, attempted sexual offences and contact sexual offences. ○ There is a decrease in carjacking of about 5.8% and an increase in truck hijacking of 4.1%. ○ House robbery decreased by 4.7%, whilst business robbery increased by 5.2%. ○ Theft of motor vehicles and motorcycles decreased by 23.9%, and theft out of

IDP Strategy	Delivery Agenda	Progress
		motor vehicles decreased by 12.3%.
Promote disaster resilient communities	• Implement mechanisms for Disaster Risk Reduction measures in line with Covid-19	• In implementing the Disaster Risk Reduction programmes, the directorate and other relevant stakeholders strives to instil the culture of risk avoidance, improve response mechanisms and even share indigenous knowledge in dealing with incidents. In efforts to combat disaster risks, the following programs, amongst others, were implemented in the previous financial year: • Annual commemoration of the International Day for Disaster Risk • Disaster management risk reduction awareness program: NGOs workshop on covid 19 • Awareness program: Curbing the spread of COVID 19 with focus on Elderlies/Older persons • Annual Pre-winter Awareness programs: Fire Safety • Flood Awareness Campaigns Moreover, since the inception of the program, over 50 schools have been visited, over 1500 community members through Outreach programs. Key topics covered during the campaign include: • Road Safety • Fire Safety • Water Safety • Home Safety • Training on first aid COVID 19 International protocols
Promote the efficient delivery of Primary Health Care	• Maintain effective stakeholder participation in line with Covid-19 • Coordinate implementation of District Health Council programmes in line with Covid-19	Regional Interdepartmental called District Health Council Technical Committee which made up by CEOs from the three public hospitals in the region, Executive Directors from the three local municipalities, Department of Social Development Director and Sedibeng District Health Services Chief Director continued to meet quarterly in preparing for the District Health

IDP Strategy	Delivery Agenda	Progress
		Council which is chaired by the District MMC. • Fourteen DHC sat from 16/21, from 2020 to 2021 September all the DHC meetings were held successfully through Microsoft teams to prevent the spread of Covid 19. • In 2018 National Department of Health in partnership with Provincial Department of Health successfully held a five days training for Gauteng Primary Health Facility Committees and from Sedibeng fifty committee members participated in the training which was held in Benoni all the funding was from the NDOH. • Development Bank of South Africa donated Modular Unit to increase accessibility in screening and testing of Covid 19 in the region, including the PPE to the amount of---
Promote Social Development of our communities	• Coordinate implementation of women and gender programmes in line with Covid-19 • Coordinate and support People with Disability Forum programmes • Coordinate Youth Development Programmes in the region through NYDA in line with Covid-19	• Fifteen Women and Gender programs were implemented successfully in the past five years, the programs include GBV awareness workshops, Family law and OHS • MOU between SDM and NYDA still continues. NYDA implement the youth development programs in the region and the surrounding areas. • Progress since inception in 2019 is as follows: 120 grant applications were approved at a cost of R 6 000 000.00, over 200 jobs were created and over 119 sustained and these contributed to the triple challenge that South Africa finds itself which is, poverty, unemployment and inequality. Two of the triple challenges were at least being implemented. • NYDA is partnering with Bokamoso skill development centre and innovation hub in repairing of cell phones and electronic product at total cost R10. 000 000 which entails the whole project, which will be able for training and to provide all the required tools of trade • The agency has received extra funding nationally from UIF to enable branches to further support young people through product and services
• Facilitate the Geographical Name Change process • Promote the development of sports and recreation in the region • Support Arts and Culture Programmes	• Coordinate mobilization of stakeholders' participation for Geographical Name Change process in the region in line with Covid-19 • Coordinate developmental sport and recreational programmes in the region in line with Covid-19	• Currently the emphasis is on implementing the outstanding 22 Names of the SABATWA report commissioned by DSACR that requires public participation including the implementation of the Emfuleni Names Bank for additional processing of Names, while Midvaal and Lesedi needs to establish a names bank Data base. • R82 Old Johannesburg/Vereeniging Road has been changed to Duma Nokwe Drive with support of the Duma Nokwe Family& Foundation.

IDP Strategy	Delivery Agenda	Progress
• Host commemorative events in partnership with other spheres of government	• Coordinate arts and culture events and programmes in the region in line with Covid-19 • Coordinate hosting of commemorative events in the region in line with Covid-19	• -Houtkop Road in Emfuleni has been changed to 'Autshumato Drive' supported by SAIPA (South African Indigenous Peoples Association). • Various limited sports and recreation activities are taking place under the strict compliance to Covid-19 protocols which only allow for activities with limited or no public participation at the event that are compliant. • Numerous programs as per the SDBIP'S are being facilitated with both private sector institutions & Government programs however the Vereeniging Theatre has been utilised by the Health Department to assist the satellite Covid 19 testing station as events have been limited under the various levels and in compliance with the Government Gazette 1060 from the Minister of DAC. • SRAC & H have managed within the Covid Protocols to facilitate an approach on processing certain commemorative day programmes, Unfortunately the 10TH December 2021 Signing of the Constitution Physical National event was cancelled but an Online event did take place. • 12th January 2022 Zone 7 Night Vigil Massacre had to be postponed. The Executive Mayor will be hosting the Zone 7 Families for a breakfast meeting in February 2022 as a corrective measure. • The Human Rights Month Program in March 2021 was hosted under strict Covid-19 regulations with smaller events. Currently planning for the Human Rights 2022 Commemoration are underway with relevant stakeholders. • SRAC & H Sections are consolidating Heritage, Sports and Arts and Culture events, programmes and projects to ensure continuation of deliverables.

3.1.4 Finance

IDP Strategy	Delivery Agenda	Progress made to date
Coordinated supported, facilitation, monitoring and intervention to support local municipalities.	• IGR meetings conducted quarterly	• Since the Covid pandemic, the CFO's have been engaging on a weekly basis under the umbrella of the District Command Council Finance Sub-Committee. Pertinent service delivery issues relating to municipal debt, revenue collection levels, procurement and addressing audit findings form part of the standing discussion items. The reports are then incorporated into the District Command Council's report to the Provincial Command Council.
Implement cost reduction and containment strategy	• Compile a realistic and funded budget • Implement and strengthen cost reduction and containment strategy • Progressive budget reporting to provide strategic alignment of operations • Revisit the tariff structure and amend tariffs to be cost recovery driven taken into consideration affordability and benchmarking • Improve procurement systems to eliminate corruption and ensure value for money	• 1 x MTREF has been adopted by Council, however, the budget is partially unfunded and a financial recovery plan has been developed and implemented with the aim of introducing savings and rationalisations in the adjustment budget.
Promote and maintain good corporate governance	• Expand monthly internal processes that verify and support credible financial reporting in line with MFMA • Firmer internal controls to respond to internal audit reports and recommendations more effectively • Compile complete asset register • Continuous performance monitoring, reporting and review • Enhance processes to ensure adequate review of financial statements to prevent material misstatements, maintaining unqualified audit status and improve to clean audit status • Implement National Treasury & Provincial Treasury Reforms	• 100% compliance to MFMA reforms as recorded by data strings submitted to National Treasury on monthly basis. • The Fixed Asset Register is complete, maintained and audited. • The SCM procurement plan was developed from the approved budget and subject to amendments as per the amendment budget.

	• Implementation of the Procurement Plan	
	• Coaching and mentorship on all reporting levels	• 6 x FMG interns currently employed by Council. • Ongoing continuous professional development is conducted in accordance with the approved FMG (Finance Management Grant) support plan.

3.1.5 Corporate Services

IDP Strategy	Delivery Agenda	Progress
Effective and efficient ICT connectivity and systems	• Develop ICT Strategy. • Identify and manage ICT risks	1. Information technology is critical for SDM's mission and its successful operations, and information technology is needed to create a strategic advantage. The Information and Communication Technology Strategic Plan (ICTSP) for 2020-2025 provides a blueprint for achieving the vision of leveraging reliable and emerging technologies and information resources to support the mission and vision of the SDM. 2. Council approved the strategic plan on 26 August 2020 with Council Resolution A2073. Progress made on implementing ICTSP is as follow: • Infrastructure performed well in the period with high-up times achieved; • No funds were allocated in the 2021/2022 budget towards the goals set in the ICT Strategic plan; • ICT technology infrastructure were maintained in the period. No investment was made in expanding or replacing infrastructure hardware; • ICT Usage Policy, ICT Project Management Policy, ICT Environment Controls Policy as well as the ICT Security Controls policy are currently being reviewed; • ICT governance and change management is adhered to and reported on quarterly; • Quarterly contract review process in place and all contracted vendors perform in line with contract objectives and outcomes;

		• ICT risks identified and reported on to ensure mitigation of identified risks. Risk reports are facilitated on a monthly basis; and • Skills transfer and end-user training and support were provided to 222 users to ensure effective resource utilization and compliance with security policies. 3. The ICTSP draws upon the SDM's IDP, ICT priorities across various locations as well as key ICT trends in the industry. 4. The ICTSP supported service delivery on all ICT objectives and the Directorate was dedicated to the implementation of the strategic plan to ensure the achievement of goals and objectives.
Ensure effective, competent and motivated staff.	• Implement Human Resources Strategy.	Bursaries have been provided to employees to further their studies as part of Implementation of Human Resources Strategy.
	• Establish Health and Safety Committee of Council.	Health and Safety Committee was established
Ensure safety and security of Employees, Councillors and users of municipality facilities and buildings	• Access and egress control of municipality facilities and buildings	1. Sergeant At Arms and Investigation Team were established to oversee the implementation of the security measures during council sittings.

3.1.6 Office of the Municipal Manager

IDP Strategy	Delivery Agenda	Progress
Ensure efficient, Accountable and	• Improve on the Internal Audit Function	• Internal Audit Unit was established and capacitated and supported by Internal Audit Manager

IDP Strategy	Delivery Agenda	Progress
Cooperative Governance	capability • Monitor the implementation of the Audit Action Plans	who reports to the Audit Committee. • Audit Action Plan 2020/21 financial year was developed and tabled Council for approval. • The implementation of remedial action is monitored to Internal Audit with quarterly reports to Audit Committee and Council.
	• Strengthening of Intergovernmental Relations Programmes. • Implementation of the Enterprise Risk Management Programmes. • Implementation of an Anti-fraud and Anti-Corruption Plan	• Officer was appointed at a lower level on adhoc basis and the municipality is in a process of recruiting senior personnel to manage IGR Programmes. • The Risk Manager was appointed and the Municipality has sourced out support from National Treasury and National CoGTA and this function reports to Risk Committee Chairperson. The Municipality in a process seconding Qualified personnel to the Risk Unit. • The Anti-Fraud and Anti-Corruption plan was developed and the municipality is currently reviewing and updating the plan. The plan will be tabled to council for approval.
	• Implement Service Delivery and Budget Implementation Plan	• The SDBIP was developed and tabled to council for approval. The municipality conducted a revision in a workshop which was convened on the 10-12 Jan 2022.The implementation is taking place and quarterly reports with be tabled to council for the remaining six months.
	• Reviewed Performance Management Policy	• Performance Management Policy and Standard Operating Procedure will review and report will be presented to council for approval.
	Implementation of contract management by clusters	• The municipality is in a process of recruiting a qualified and technical personnel to manage contract in the municipality. To split Legal Services into Litigation and Contract so that we had two managers reporting to Director.
	Implementation of new and/or amended legislation and legal transcripts relevant to local government for effective management	• Internal Workshops on new and amended legal pre scripts will be conducted under new administration. These amendments will be considered during internal policy processes.

IDP Strategy	Delivery Agenda	Progress
	of Council business	

3.1.7 Office of the Political Management Team

Office of the Executive Mayor:

IDP Strategy	Delivery Agenda	Progress
Improve stakeholder relations through public and stakeholders' participation processes, effective communication and branding	• Convene Nthirisano Outreach Programmes	16 Nthirisano Outreach program since 2016 August Local Government Elections
	• Convene District Task team meetings	16 Nthirisano District Task team meetings since 2016 August Local Government Elections
	• Convene State of the District Address (SODA)	4 State of the District Address (SODA) since 2016 August Local Government Elections
	• Convene Multi Stakeholders Forum	4 Multi Stakeholders Forum since 2016 August Local Government Elections
	• Convene IDP and Budget stakeholders/ Community Participation	6 IDP and Budget stakeholders/ Community Participation since 2016 August Local Government Elections
Strengthening oversight and Accountability	• Convene Mayoral Committee Meetings	32 Mayoral Committee Meetings since 2016 August Local Government Elections
	• Convene Joint Mayors Forums	16 Joint Mayors Forums since 2016 August Local Government Elections
Facilitate, coordinate and monitor internal and external HIV, STI and TB Programmes	• Facilitate AIDS Council programmes	16 Aids Council Meetings were held since 2016 August Local Government Elections

Office of the Speaker:

IDP Strategy	Delivery Agenda	Progress
Improve stakeholder relations through public and stakeholders' participation processes	• Coordinate stakeholders and public participation processes	Stakeholder and public participation unit has been established and it is functional. The unit coordinate stakeholder engagements with various stakeholders during IDP public participation and other national and provincial stakeholders.
Strengthening oversight and Accountability	• Coordinate women' s month activities together with local municipalities • Coordinate Petition Management Committee to process all petitions	1.The municipality on an annual basis develop a joint women's month program which is aimed at addressing challenges faced by women in general across the Region. Province and National. 2.The municipality has appointed a petition management coordinator to administer petitions received and processed them together with the petition management committee established by

IDP Strategy	Delivery Agenda	Progress
	received • Facilitate District Speakers Forum • Coordinate section 79 committee meetings including MPAC • Identify Training and Development Programmes for Councillors • Coordinate councillors' welfare programmes • Coordinate Council sittings	council. Reports are being prepared on a quarterly basis and presented to council for noting. 3.The District Speakers forum need to be resuscitated as the coordination part is a challenge during the new administration, The dysfunctionality of such programmes was due to covid 19 regulations and adherence, • The committee coordinator was appointed and activity plans/annual plans were developed and implemented throughout the financial year. Some meetings could not sit due to strict covid 19 regulations. MPAC unit was established and the committee was functional with full time MPAC Chairperson appointed by council through a council resolution. • Informal trainings were conducted in capacitating individual councillors for the past five (5) years through accredited institutions. • Welfare and support programmes were conducted on arears such as pension funds, medical aid, financial management and councillor's upper limits. • Schedule of council sittings are presented and approved by council. The sittings of council is as per the approved schedule by council.

Office of the Chief Whip:

IDP Strategy	Delivery Agenda	Progress
Ensure efficient, Accountable and Cooperative Governance	• Number of caucus meetings coordinated. • Number of all study group meetings coordinated and facilitated. • Number of District Wide Chief Whips Forum Meetings • Co-ordinate District Whippery Lekgotla. • Convene Political Management Team meetings.	• 14 Caucus were convened since 2016 August local government elections. • 36 Study groups were convened • 8 District Wide Chief Whips forum were convened. • 2 District Wide lekgotla in financial year 2017/18. • 16 PMT meetings since 2016 August local government elections. • Councillor`s development program was not fully implemented due financial constraints

IDP Strategy	Delivery Agenda	Progress
	• Coordinate and facilitate logistics councillors research and development.	

External Communications:

IDP Strategy	Delivery Agenda	Progress
• Build high level stakeholder relations, effective Communication and Branding	• Implementation of Communication strategy • Implementation of Media Monitoring Services • Implementation of Marketing and Branding Strategy • Number of District Communications Forum Meeting coordinated • Number of Developed, Printed and Distributed External newsletters • Number of media engagements facilitated • Implementation of Social media policy	• Draft Communication Strategy to serve in section 80 meeting and council for approval, • Media monitoring conducted internally and issue a report each quarter. • Draft Marketing and Branding Strategy to serve in section 80 and council for approval • District Communications forum meetings coordinated each month. Due to the effects of Covid 19 pandemic meetings were held virtually using Microsoft Teams/ ZOOM • External Newsletter have not been developed due to financial constraints budget. The plan is to introduce digital Newsletter that will serve internally as well • Media engagements are done on an adhoc basis social media policy to serve in section 80 and council for approval but SDM social media pages are currently active.

3.2 Progress on Southern Corridor Regional Implementation Plan (SCRIP):

The below mentioned key strategic and catalytic projects were both agreed upon by the Gauteng Provincial Administration, Sedibeng District municipality and its three (3) local municipalities. These projects were deemed as pivotal towards changing the current socio-economic impasse of the region. The projects would both impact locally in the province in line with the Gauteng City Region vision, TMR strategy and Sedibeng GDS 03.

Projects	Deliverables	Funding Model	Locality	Progress/Challenges
1. Doornkuil	SCRIP: -Encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities. Feasibility study	PPP	Doornkuil	Municipal Council has resolved to lease the land to prospective investors.
2. Vereeniging Fresh Produce Market Infrastructure Development	• Precinct plan and multi sector precinct structures. Agri Business infrastructure • SCRIP: encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities.	PPP Treasury Budget (GIFA)	SDM (ELM, Vereeniging)	In the process of implementing recommendations of the Feasibility Study as adopted by Council.
3. Vereeniging Fresh Produce Market Operational plan and maintenance Management	• Fresh produce feasibility study and Market Business Plan • Fresh produce Market infrastructure upgrading • Fresh Produce Market Facility Maintenance and operation management as well as produce Marketing • Economic development structure	PPP Treasury Budget (GDARD	SDM (ELM, Vereeniging)	A business plan for the operations of the market will be developed in the 2022-2023 Financial Year. The business plan will be informed by the outcomes of the on-going Feasibility Study process.

Projects	Deliverables	Funding Model	Locality	Progress/Challenges
4. Graceview Industrial Park.	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	PPP	Graceview	Project delays are as a result of the current challenges pertaining to Regional Sewer network.
5. Lesedi Transit Hub	SCRIP: - Encompassing the economy of the Sedibeng District Municipality and the creation of new industries new economic nodes and new cities.	PPP	Heidelberg	SCRIP approved Project costs estimation being planned
6. Langzeekoeigat Precinct	SCRIP: - encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	PPP	Devon	Pre-feasibility study conducted in the 2021-2022 financial year, currently in the process of stakeholder engagement.
7. Sedibeng Regional Sewer Scheme (SRSS)	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	PPP	Vanderbijlpark	Rand water has been appointed as the implementing agent in terms of Section 63 of the Water Service Act 108 of 1997
8. The Graceland.	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities.	PPP	Graceland.	Project delays are as a result of the current challenges pertaining to Regional Sewer network.
9. Heidelberg CBD.	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities.	PPP	Heidelberg	SCRIP approved Project costs estimation being planned
10. Vaal Logistics Hub.	SCRIP: - encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	PPP	Rietkuil	Project has reached an impasse due to apathy from the Private sector to invest.
11. Vaal River City.	SCRIP: - Encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities. • Precinct plan with local SDF • Multi sector zoned city with business and residential • Hydropolis and Aerotropolis Precinct	PPP	Vereeniging	Project delays are as a result of the current challenges pertaining to Regional Sewer network.
12. Vereeniging Government Precinct	SCRIP: - Encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities. One stop shop public service building infrastructure SDM head office	PPP	Vereeniging	Project is in the feasibility study stage. GIFA has appointed Price Waterhouse Cooper as the Transaction Advisor.
13. R 59 Corridor	SCRIP: - Encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities. - The variety of land uses which currently exist along this route include, but are not limited to the following activities • Agriculture • Residential	PPP	Meyerton	Implementation is ongoing and waiting for GGDA on Kook rust Business Plan and Servitude plan on western side road of R59 Corridor

Projects	Deliverables	Funding Model	Locality	Progress/Challenges
	• Industrial • Mining and • Commercial.			
14. Sicelo Precinct	SCRIP encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and cities. • Social precinct • Sports and recreation	PPP	Meyerton	Precinct Plan is in the Stakeholder engagement phase.
15 Devon Precinct.	SCRIP: - encompassing the economy of the Sedibeng District Municipality and the creation of new industries new economic nodes and new cities. Multi sector zoned precinct	PPP	Devon	SCRIP approved Project costs estimation being planned
16. Heidelberg Aerodrome (Airport) and Transit Hub (Logistics/warehousing)	SCRIP: encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities. :- • Feasibility study • Transport Infrastructure	PPP	Vereeniging	A tripartite partnership between private partner, Lesedi Local Municipality and Vaal SEZ is being established.
17. Aerotropolis	Integrated to Vaal River City and Aerotropolis, Tourism and Culture. Aerospace and aviation Logistics hub Distribution /Cargo Airport. • Business and Food Security Processing • Education and Skills Training. • Multi Professional Services	PPP	Vanderbijlpark	A suitable service provider to be appointed by the district municipality to conduct a Feasibility Study.
18 Intermodal Rank	Transport infrastructure • Feasibility studies • Topographical Plan Geotechnical Report and • Traffic Impact assessment • Facility	PPP	Vereeniging	The Department of Roads and Transport has appointed a service provider to review the designs of the facility in order to accommodate issues raised by the Taxi associations.

Introduction:

The IDP Vision Elements are derived from the National Development Plan Vision 2030 approach interventions, Sedibeng Growth and Development Strategy pillars, and are taken up in the IDP as Strategic Focus Areas and Delivery Agenda for the next five years 2022 - 2027.

These focus areas will assist the municipality to progress in provision of services to community and contribute in its role to strategically co-ordinate all efforts of local municipalities as well as to carry out certain designated responsibilities.to address service delivery and reduced funding challenges encountered in recent years after the abolishment of Regional Service Council Levies.

These Focus Areas and Deliverables are the '**HEART** "of the IDP which stipulates on what the SDM will be doing in the next 5years IDP 2022/27. The Municipality has made all efforts to ensure proper alignment of these focus areas with relevant priorities; policies, plans and strategies namely; National Development Plan, Growing Gauteng Together (GGT 2030), SDM Growth and Development Strategy as well as the recently developed Sedibeng District (One Plan).

For these focus areas to work, certain prerequisites need to be fulfilled. These include an important role to be played by all spheres of government, good and sound financial governance and high level of participation by our communities and stakeholders.

KEY PERFORMANCE AREA: Reinvent our Economy: *from an old to a new by consolidating existing sectors and exploring new sectors of growth and in this way build local economies to create more employment and sustainable livelihoods.*

<table>
<tr><td colspan="5">NDP Vision: An integrated and inclusive rural economy
b) Support the tourism industry that is labour intensive, stimulating of the growth of small business.</td></tr>
<tr><td>Growing Gauteng Together (GGT 2030)</td><td>District One Plan</td><td>GDS Provisional Strategy</td><td>IDP Strategy</td><td>Delivery Agenda</td></tr>
<tr><td rowspan="3">Rigorously support the expansion and sustainability of SMMEs</td><td rowspan="3">• To enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation
• To promote township economic revitalisation with supporting infrastructure allocations.
• To promote sustainable development of industrial hubs, economic hubs and auto/digital hubs focusing on access for youth and vulnerable communities •
• To provide legal framing for commercial rapid land release initiative to release publicly owned land for best, most developmental use in township areas •
• To establish SEZ to ensure growth, revenue generation, job creation,</td><td>Sectoral support and development: Manufacturing and re-industrialization.</td><td>Create a conducive environment for the creation of job opportunities to alleviate unemployment, poverty and inequalities.</td><td rowspan="2">• Integrated and Inclusive regional economy</td></tr>
<tr><td>Sectoral support and development: Agriculture and rural development (Agritropolis concept focus in Gauteng)</td><td>• Promote and support Agricultural sector
• Ensure that adequate support is provided to SMMEs (emerging farmers and Cooperatives).</td></tr>
<tr><td>Sectoral support and development: Tourism development and environmental management</td><td>Promote and support the Tourism sector.</td><td>• Effective marketing of the region
• Effective Tourism Strategy
• Quality Tourism products and skills</td></tr>
</table>

NDP Vision: An integrated and inclusive rural economy b) Support the tourism industry that is labour intensive, stimulating of the growth of small business.				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	IDP Strategy	Delivery Agenda
	attract Foreign Direct Investment (FDI) and foster international competitiveness • • To augment sectoral support for agriculture, rural development, tourism and manufacturing towards re-industrialisation and rural development. • To promote and develop economic hubs within townships. • Review and revise legislation, policies and regulation that govern the township business. • To introduce development guidelines that reduces red-tape and improves ease of doing business			

KEY PERFORMANCE AREA: Renewing our communities: *from low to high quality through the provision of basic services, improving local public services and broadening access to them, and regenerating and property development to improve the quality of living for all.*

NDP Vision: Transforming Human Settlement and the national space				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
Integrated Human Settlements and Land Release	To create a sustainable, interlinked urban and rural region through sustainable and well-located development	Facilitation of spatial structural change, nodal and corridor development (incl housing and land)	Support the development of Human Settlement project/programmes	Sustainable Human Settlement in the region
			Redress past spatial imbalances	• Develop and review the Spatial Development Framework. • Manage the Geographic Information System
			Promote sustainable development in the Region.	• Monitor the implementation of key Catalytic Projects
			Consolidate, review and monitor implementation of the SGDS development.	• Implementation of the 3rd Generation GDS

KEY PERFORMANCE AREA: Reviving a Sustainable Environment by increasing the focus on improving air, water and soil quality and moving from a producer and receiver of waste to a green city;

NDP Vision: Transforming Human Settlement and the national space				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	IDP Strategy	Delivery Agenda
To manage and protect the environment and eco-systems, including rehabilitating degraded areas.	To create a sustainable, interlinked urban and rural region through sustainable and well-located development	Sectoral support and development: environmental management	Create healthy environment through implementation of effective environmental municipal health management in Sedibeng District.	• Implement Effective and efficient municipal health services in the district
				• Effective and sustainable environment in the district

KEY PERFORMANCE AREA: Reintegrating our Region *with the rest of Gauteng, South and Southern African to move from an edge to a frontier region, through improving connectivity and transport links.* A key advantage of Sedibeng is its proximity and linkages into to the Gauteng urban complex as well as strong links with Sasolburg in the Northern Free State. One of its weaknesses is poor intra-Sedibeng links due in part to poor East-West transport routes. Key to reintegration is creating sewer scheme, high levels of transport and other forms of connectivity.

NDP Vision: Improve access to adequate and affordable public transport				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
Affordable, reliable integrated public transport closer to	• To provide stable and sustainable infrastructure. • To conduct research in innovative and alternative infrastructure delivery mechanism, • To encourage partnership with private sector in the infrastructure provision	Improve regional infrastructure development	Plan, promote and provide for effective, efficient and sustainable transport system, infrastructure and network in the region	• Sustainable and efficient Regional Infrastructure development
			Plan for effective, efficient and sustainable infrastructural projects, water and sanitation services, and provision of electricity	• Effective and sustainable infrastructure
			Render effective, efficient and customer-oriented licensing services in the region.	• Ensure effective and efficient licensing service in the region

KEY PERFORMANCE AREA: Releasing Human Potential: *from low to high skills and build social capital through building united, non-racial, integrated and safer communities.* Sedibeng will be a place where life-long learning is promoted and learning is done in partnership with communities, educational institutions, and the private sector.

NDP Vision: Building a capable and developmental state, Improving Education, Innovation and Training				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	GDS and IDP Strategy	Deliverable/s
• ICT and digital services with a focus on the gig economy. • A Capable, Ethical and Developmental State	• To harness the use of technology and artificial intelligence. • To promote ethical, accountable governance	• Promotion of shared services • Institutional capacity development (good governance, accountability, effectiveness, sustainable, leadership,	To harness the use of technology and artificial intelligence	Effective ICT connectivity and systems
			Ensure effective, competent and motivated staff	• Ensure equal opportunities, fair recruitment and employees' capacity and wellness in the workplace
			Effective Management of Council Business	• Efficient Accountable Cooperative Governance

NDP Vision: Building a capable and developmental state, Improving Education, Innovation and Training				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	GDS and IDP Strategy	Deliverable/s
	with integrity	partnership, participation.	Ensure effective and efficient fleet management	• Integrated Fleet management plan
			Improve Council image and access to Municipality's Buildings and Facilities	Effective maintenance and repairs plan for municipal facilities
			Ensure safety of users of municipality facilities and buildings	Access and egress control of municipality facilities and buildings

The focus on **Releasing Human Potential** extends beyond accelerating skills development. It involves increasing the 'social capital' of Sedibeng. This involves building the capacity of individuals and communities to:

- Be effectively involved in their communities through ward committees and related structures;
- Protect women and children from abuse;
- Have effective crime prevention programmes;
- Be involved in volunteerism;

In the next part, the **Community Services Clusters** in the municipality evidently unpack the focus areas in the next financial year to address these critical aspects.

NDP Vision: Promoting Health Improving education, training and innovation				
Growing Gauteng Together (GGT 2030)	District One Plan Goal	GDS Provisional Strategy	IDP Strategy	Deliverable/s
Broadening access to quality public healthcare.	To promote effective and Integrated service that addresses the socio-economic and environmental development imperatives of the Region.	Township social and economic development (infra, indust hubs, indigenous knowledge, access to markets revitalization and community development (incl youth development) (Gauteng township revitalization strategy	Efficient and effective Primary Health Care and Social Development Services	• Promote efficient delivery of Primary Health Care Services
				• Promote social development of our communities
			Promote and preserve Sports, Heritage, Museums, Arts and Culture in the Region	• Efficient Heritage, Arts and Culture services in the Region.
			Promote the development of Sports and Recreation	• Inclusive and integrated sporting activities in the Region

NDP Vision: Promoting Health Improving education, training and innovation				
Growing Gauteng Together (GGT 2030)	District One Plan Goal	GDS Provisional Strategy	IDP Strategy	Deliverable/s
			Disaster Resilient Communities	• Promote Disaster Resilient Communities
			Secure and safer communities	• Promote and build safer communities

KEY PERFORMANCE AREA: Good and Financially Sustainable Governance: *through building accountable, effective and clean government, with sound financial management, functional and effective Councils, and strong, visionary leadership. It is about compliance and competence.*

NDP Vision: Building a capable and developmental state with sound financial and administrative management				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
A Capable, Ethical and Developmental State:	To ensure good financial management inclusive of stakeholder's partnership	Facilitation of business support and development (incl skills, entrepreneurship, finance and youth development	Promote and maintain good corporate governance	• Maintain monthly internal processes that verify and support credible financial reporting in line with MFMA; • Compile a realistic and funded 3-year budget in line with IDP priorities; • Maintain comprehensive asset register; • Maintain and implement effective internal controls in respond to internal and external audit reports and recommendations and risk register; • Improve cost reduction and containment strategy and regulations
A Capable, Ethical and Developmental State	To promote ethical, accountable governance with integrity	Institutional capacity development (good governance, accountability, effectiveness, sustainable, leadership, partnership, participation)	Promote and maintain good corporate governance	• Puts in place internal controls in response to internal audit reports and recommendations. • Implements the Enterprise Risk Management Strategy. • Implements an Anti-fraud and Corruption Plan. • Participates in IGR forums in all spheres of Government

KEY PERFORMANCE AREA: Vibrant Democracy through enabling all South Africans to progressively exercise their constitutional rights and enjoy the full dignity of freedom. To promote more active community participation in local government, including further strengthening the voice of communities and making sure that community-based structures such as ward committees, police forums, school governing bodies are legislatively supported to function effectively.

NDP Vision: Building a capable and developmental state with sound financial and administrative management				
Growing Gauteng Together (GGT 2030)	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
A Capable, Ethical and Developmental State	• To promote ethical, accountable governance with integrity • To enhance and promote socio-economic stakeholder engagements and participation.	Institutional capacity development (good governance, accountability, effectiveness, sustainable, leadership, partnership, participation)	Improve stakeholder relations through public and stakeholders' participation processes, effective communication and branding	• Develop a Communications Strategy • Coordinate stakeholder relations and community participation process. • Ensure good governance and sound political practices

SECTOR PLANS, PROJECTS AND PROGRAMMES:

From the above Deliverables and in line with the Approach spelt out at the beginning of our strategies, various departments in Sedibeng District Municipality have identified key projects and programmes for the duration of IDP 2022/27. These sector plans will seek to outline the plans of each and every department for the next four years.

These sector plans will be reviewed annually in the Integrated Development Plan and are detailed in medium term objectives and programmes of the five-year period and thereby bridging the GDS, One Plan and the IDP. It is also important to reflect the budget implications or resources that will enable the Cluster Departments to implement their plans effectively and efficiently. It is worth noting that as all clusters in SDM bear a responsibility for the implementation of each and every sector plans.

Below is a summative sector plans and programmes prepared by clusters to achieve key performance areas of GDS, One Plan and IDP.

STRATEGIC PLANNING, ECONOMIC DEVELOPMENT AND HOUSING:

a) Local Economic Development (LED, Agriculture and Tourism)

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Integrated and Inclusive regional economy	LED Framework	Align with Legislation, policies and strategies; • Establish relationships with current and prospective investors. • Support SMME participation in the regional economy. • Facilitation of the Township Economy.	Review LED Framework	Implementation, Monitoring and Evaluation of the Framework	Implementation, Monitoring and Evaluation of the Framework	Implementation, Monitoring and Evaluation of the Framework	Implementation, Monitoring and Evaluation of the Framework	OPEX
	Coordinate the agricultural sector in the region	• Facilitate training of small holder farmers. • Facilitate the involvement of emerging and small-scale farmers in the economy	Monitor the coordination of agricultural activities	Monitor the coordination of agricultural activities	Monitor the coordination of agricultural activities	Monitor the coordination of agricultural activities	Monitor the coordination of agricultural activities	OPEX

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
		• Provide support, capacity and farming inputs for emerging and small-scale farmers						
	Rural Development Plan.	• Provide guidance for future development of rural areas. • Assist future rural development and land reform programmes. • Provide an integrated framework for the development of rural land. • To align with National and Provincial objectives.	Implement Rural Development Plan.	Review Rural Development Plan.	Implement and Monitor Rural Development Plan.	Implement and Monitor Rural Development Plan.	Implement and Monitor Rural Development Plan.	OPEX
	Vereeniging Fresh Produce market policy	• To provide guidelines on the standard operating procedures of the market • To improve access to the market. • To maximise revenue generation • To promote Fresh Produce market to prospective clients	Develop Vereeniging Fresh Produce market policy	Implement Vereeniging Fresh Produce market policy	Implement Vereeniging Fresh Produce market policy	Implement Vereeniging Fresh Produce market policy	Implement Vereeniging Fresh Produce market policy	OPEX
Effective Marketing of the Region.	Tourism Demand	• Identify Marketing initiatives • Participate in marketing initiatives • Promote marketing initiatives	Create Tourism demand	Create Tourism demand	Create Tourism demand	Create Tourism demand	Create Tourism demand	OPEX
Quality Tourism Products and Skills	Skills development Product development	• Facilitate skills training • Facilitate Learnership programmes • Facilitate tourism awareness programmes	Create Tourism Supply	Create Tourism Supply	Create Tourism Supply	Create Tourism Supply	Create Tourism Supply	OPEX

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Effective Tourism Strategy	Sedibeng Tourism Development Strategy.	• To promote tourism • To guide tourism related programmes and plans	Review the Sedibeng Tourism Development Strategy.	Monitor and evaluate the implementation	Monitor and evaluate the implementation	Monitor and evaluate the implementation	Monitor and evaluate the implementation	OPEX

Development Planning and Housing

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Sustainable Human Settlement in the region	Effective Human Settlements IGR forum	• Intervention in alleviating project bottle necks. • Dysfunctional settlement patterns across the district. • Housing and land policies that accommodate diverse household types and circumstances. • Stronger measures to reconfigure towns and cities towards more efficient and equitable urban forms	Coordinate and monitor the implementation of human settlements delivery	Coordinate and monitor the implementation of human settlements delivery	Coordinate and monitor the implementation of human settlements delivery	Coordinate and monitor the implementation of human settlements delivery	Coordinate and monitor the implementation of human settlements delivery	OPEX
Develop and review the Spatial Development Framework	Spatial Development Framework	• Align with Spatial Planning and Land Use Management Act 16 of 2013 and Municipal Systems Act 32 of 2000. • Design and plan distribution of land, infrastructure and activities. Plan for economic, environmental, cultural and technological opportunities in	Review the Spatial Development Framework.	Review the Spatial Development Framework.	Review the Spatial Development Framework.	Review the Spatial Development Framework.	Review the Spatial Development Framework.	OPEX

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
		and between areas.						
Manage the Geographic Information System (GIS)	Geographic Information System	• Promote shared services through an integrated GIS for the region. • Collate and manage spatial planning data. • Develop maps to guide decision making of the municipality based on evidence.	Develop a Geographic Information System (GIS) policy	Implement the Geographic Information System (GIS) policy	Implement the Geographic Information System (GIS) policy	Implement the Geographic Information System (GIS) policy	Implement the Geographic Information System (GIS) policy	OPEX
	Efficient Spatial Planning and Land Use Management Forum	• Monitor the use of land in the region. • Support local municipalities where capacity is required. • Ensure equitable distribution of land, infrastructure and services in the region.	Establish the SPLUMA Forum.	Coordinate SPLUMA Forum and monitor implementation of resolutions.	Coordinate SPLUMA Forum and monitor implementation of resolutions.	Coordinate SPLUMA Forum and monitor implementation of resolutions.	Coordinate SPLUMA Forum and monitor implementation of resolutions.	OPEX
Monitor the implementation of key Catalytic Projects in the region	SCRIP	• To Identify Game Changer Projects. • To Align with GCR Vision 2055. • To Accelerate development.	Review the projects and leverage funding. Monitor the implementation of key Catalytic Projects	Review projects, leverage funding and manage project development.	Review projects, leverage funding and manage project development.	Review projects, leverage funding and manage project development.	Review projects, leverage funding and manage project development.	OPEX
	Special Development projects	• To support current and emerging development the region • To align with national and provincial development plans	Monitor the implementation off special development projects	Monitor the implementation off special development projects	Monitor the implementation off special development projects	Monitor the implementation off special development projects	Monitor the implementation off special development projects	OPEX

TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT

Environment

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Effective and sustainable municipal health services in the district	Devolve Municipal Health Services in the district	• Alignment with legislation • To manage and control MHS • Standardization of the MHS • Ensure adequate budget allocation • To optimize service delivery	Develop a devolution plan	Implement a devolution plan	Implement a devolution plan	Implement a devolution plan	Implement a devolution plan	Opex
	Render Municipal Health Services	• Water quality monitoring • Food Control • Surveillance of Premises • Surveillance of communicable diseases • Waste Management • Environmental Pollution Control • Disposal of the dead • Vector Control • Chemical Safety	Monitor and evaluate the rendering MHS in line with norms and standards	Monitor and evaluate the rendering MHS in line with norms and standards	Monitor and evaluate the rendering MHS in line with norms and standards	Monitor and evaluate the rendering MHS in line with norms and standards	Monitor and evaluate the rendering MHS in line with norms and standards	Opex
	Develop Municipal Health Services By- laws	• Generate Revenue • Regulate Operations • Ensure Enforcement and Compliance	Develop Municipal Health Services By- laws	Develop Municipal Health Services By- laws	Implementation of Municipal Health Services By- laws	Implementation of Municipal Health Services By- laws	Implementation of Municipal Health Services By- laws	OPEX

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Effective and sustainable environmental management in the district	Environmental empowerment services	• To create awareness. • To capacitate communities	Facilitate environmental awareness	Facilitate environmental awareness	Facilitate environmental awareness	Facilitate environmental awareness	Facilitate environmental awareness	OPEX
	Greening and Cleaning Programme	• To promote greening and sustainable ecosystem • To mitigate against Climate Change	Implement Green and Clean Programme	Implement Green and Clean Programme	Implement Green and Clean Programme	Implement Green and Clean Programme	Implement Green and Clean Programme	OPEX
	Biodiversity Protection	• Ensure sustainability • To preserve critical biodiversity areas	Development of wetland inventory	Development of wetland inventory	Development of wetland inventory	Rehabilitation of Wetland	Rehabilitation of Wetland	OPEX
	Regional Waste Management	To ensure Integrated Waste Management System	Review Regional Waste Management Plan	Implement Regional Waste Management Plan	Implement Regional Waste Management Plan	Implement Regional Waste Management Plan	Implement Regional Waste Management Plan	OPEX
	Air Quality Management	• Compliance and enforcement listed activities as Air Quality Act. • Regulate listed activities as per the act. • Monitor the ambient air • Addressing waste management that result in air quality management.	Implementation of VTAPA Air Quality Management Plan	Monitor the implementation of VTAPA Air Quality Management Plan	Monitor the implementation of VTAPA Air Quality Management Plan	Monitor the implementation of VTAPA Air Quality Management Plan	Monitor the implementation of VTAPA Air Quality Management Plan	OPEX & CAPEX
	Air Quality By-Laws	• Regulate Air Quality activities as defined by the act,	Develop Air Quality By-Laws	Monitor and implementation of Air Quality By-Laws	Monitor and implementation of Air Quality By-Laws	Monitor and implementation of Air Quality By-Laws	Monitor and implementation of Air Quality By-Laws	OPEX

Infrastructure

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Sustainable and efficient Regional Infrastructure	Rural Roads Asset Management System (RRAMS)	• To improve rural roads infrastructure • To improve accessibility and mobility in the region.	Implement RRAMS Project Plan	Implement RRAMS Project Plan	Implement RRAMS Project Plan	Implement RRAMS Project Plan	Implement RRAMS Project Plan	Opex
	Regional Airports Masterplan	• To manage activities of the airport. • To provide guidelines pertaining to the development of airports in the region.	Source funding towards conducting Feasibility Study	Develop a Regional Master Plan	Implement Regional Master Plan	Implement Regional Master Plan	Implement Regional Master Plan	OPEX
	Operations and Maintenance Plan	• To comply with legislation. • To maintain current airport infrastructure. • To generate revenue.	Develop Operations and Maintenance Plan	Implementation of Operations and Maintenance Plan	Implementation of Operations and Maintenance Plan	Implementation of Operations and Maintenance Plan	Implementation of Operations and Maintenance Plan	OPEX & CAPEX

Transport

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Efficient transport System in the region	Integrated Transport	• To promote access to infrastructure to all spheres of the community and establish an integrated environment; • To have optimum utilization of an integrated public transport system; • To provide a transport system that will enhance economic development; and • To promote transport that is friendly to the environment.	Implement Integrated Transport plan.	Review Integrated Transport plan	Review Integrated Transport plan	Implement new Integrated Transport plan	Implement new Integrated Transport plan	Opex
	Devolve Bus Services	• To improve Service Delivery.	Develop a Devolution	Implement a Devolution Plans	Implement a Devolution	Implement a Devolution Plans	Implement a Devolution Plans	Opex

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
		• To align with Legislative Imperatives. • To increase job opportunities. .	Plans		Plans			
Ensure effective and efficient licensing service	Improve awareness	• Improve service delivery • To align with Legislative Imperatives • To generate revenue • Inculcate innovative methods	Develop awareness campaign	Implement Awareness campaign	Implement awareness campaign	Implement awareness campaign	Implement awareness campaign	Opex

COMMUNITY SERVICES

a) Disaster Management

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Promote Disaster resilient communities	Integrated Institutional Capacity for Disaster Management	• Effective arrangements for Disaster Management stakeholders' participation	Revive Disaster Management Advisory Forum	Facilitate stakeholder engagements sittings	Facilitate stakeholder engagements sittings	Facilitate stakeholder engagements sittings	Facilitate stakeholder engagements sittings	OPEX
	Arrangements for disaster management stakeholders' participation	• To establish systems and procedures to implement the Disaster Management Act.	Facilitate the review of the Sedibeng Disaster Management Policy Framework	Implement Sedibeng Disaster Management Policy Framework	Review the Sedibeng Disaster Management Policy Framework	Implement Sedibeng Disaster Management Policy Framework	Review the Sedibeng Disaster Management Policy Framework	OPEX
	Roll out the Disaster Risk Reduction plan	• To create awareness programs in the Region.	Implement Disaster Risk Reduction efforts	Implement Disaster Risk Reduction efforts	Implement Disaster Risk Reduction efforts	Implement Disaster Risk Reduction efforts	Implement Disaster Risk Reduction efforts	OPEX
	Disaster relief and response efforts	• To ensure appropriate and effective response and recovery during emergencies/disasters	Establish Response Stakeholder Directory	Establish response NGOs Forum	Facilitate Forum Activities	Facilitate Forum Activities	Facilitate Forum Activities	OPEX

b) Community Safety

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Promote and build safer communities	Community Safety Strategy 2023 - 2027	• Promote stakeholder relations that will produce effective crime prevention networks and intervention measures	Develop and Review the Community Safety Strategy 2023 - 2027	Implement and Review the Community Safety Strategy 2023 - 2027	Implement and Review the Community Safety Strategy 2023 - 2027	Implement and Review the Community Safety Strategy 2023 - 2027	Implement and Review the Community Safety Strategy 2023 - 2027	Opex
	Community Participation	• Encourage active community participation and guardianship in community safety programmes	Coordinate the revival of Community Police Relations Structures across the region	Support implementation of Community Police Relations Structures programmes	Support implementation of Community Police Relations Structures programmes	Support implementation of Community Police Relations Structures programmes	Support implementation of Community Police Relations Structures programmes	Opex
	Crime and Violence Prevention	• Improve crime and violence prevention through increased levels of social responsibility and policing	Support implementation of Ward-Based Crime and Violence Prevention Initiatives	Support implementation of Ward-Based Crime and Violence Prevention Initiatives	Support implementation of Ward-Based Crime and Violence Prevention Initiatives	Support implementation of Ward-Based Crime and Violence Prevention Initiatives	Support implementation of Ward-Based Crime and Violence Prevention Initiatives	Opex
	Road Safety Promotion	• Promote road safety awareness and education through active stakeholders' participation	Facilitate implementation of road safety initiatives across the region	Facilitate implementation of road safety initiatives across the region	Facilitate implementation of road safety initiatives across the region	Facilitate implementation of road safety initiatives across the region	Facilitate implementation of road safety initiatives across the region	Opex

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
	Monitoring and Evaluation	• Measure the impact of adopted interventions towards elimination and reduction of crime within our communities	Coordinate crime prevention stakeholder engagements and generate reports for Council.	Coordinate crime prevention stakeholder engagements and generate reports for Council.	Coordinate crime prevention stakeholder engagements and generate reports for Council.	Coordinate crime prevention stakeholder engagements and generate reports for Council.	Coordinate crime prevention stakeholder engagements and generate reports for Council.	Opex

c) Health and Social development

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Promote efficient delivery of Primary Health Care Services	District Health Council	To Provide oversight and support on the implementation of primary Health Care Services	Facilitate District Health Council programs	Facilitate District Health Council programs	Facilitate District Health Council programs	Facilitate District Health Council programs	Facilitate District Health Council programs	Opex
	Door to door Ward based HIV, STI and TB Programmes	Prevent and Reduce new HIV, STI and TB infections.	Implementation of Door-to-door Ward based HIV, STI and TB Programmes	Implementation of Door-to-door Ward based HIV, STI and TB Programmes	Implementation of Door-to-door Ward based HIV, STI and TB Programmes	Implementation of Door-to-door Ward based HIV, STI and TB Programmes	Implementation of Door-to-door Ward based HIV, STI and TB Programmes	Grant from the Gauteng Department of Health
Promote social development of our communities	Gender Youth Disability (GEYODI)	To empower and capacitate youth in the Region.	Coordinate implementation of youth Development programs through NYDA.	Coordinate implementation of youth Development programs through NYDA.	Coordinate implementation of youth Development programs through	Coordinate implementation of youth Development programs through NYDA.	Coordinate implementation of youth Development programs through NYDA.	NYDA BUDGET

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
					NYDA.			
		To oversee and empower People with Disability needs.	Coordinate and support the implementation of PWD Programs	Coordinate and support the implementation of PWD Programs	Coordinate and support the implementation of PWD Programs	Coordinate and support the implementation of PWD Programs	Coordinate and support the implementation of PWD Programs	Opex
		To empower and capacitate women and men in the Region.	Coordinate the implementation of Gender Programs	Coordinate the implementation of Gender Programs	Coordinate the implementation of Gender Programs	Coordinate the implementation of Gender Programs	Coordinate the implementation of Gender Programs	Opex

d) Heritage, Arts and Culture

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Efficient Heritage, Arts and Culture services in the Region.	Promote and develop the Heritage in the Region Coordinate and develop Arts and Culture in the Region	• Hosting of Commemorative Events • Coordinate Geographical Name Changes Process • Facilitate declaration and management of Heritage sites. • Facilitate Arts and Culture Partnerships.	Develop of Heritage, Arts and Culture Strategy	Implement Of Heritage, Arts and Culture Strategy	Monitor Heritage, Arts and Culture Strategy	Monitor Heritage, Arts and Culture Strategy	Review Heritage, Arts and Culture Strategy	OPEX

e) Sports and Recreation

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Inclusive and integrated sporting activities in the Region	Regional Recreation Policy	• To align with Provincial Policy. • To develop Recreational Programmes • Facilitate Sports and Recreation Partnerships.	• Develop the Regional Recreation Policy	Implement Regional Recreation Policy	Monitor Regional Recreation Policy	Monitor Regional Recreation Policy	Review Regional Recreation Policy	OPEX
	Coordinate Sports and Recreation Programmes in the Region	• To encourage participation in sports • To facilitate talent identification, nurturing and development. • To encourage social cohesion through sports	Develop a skills and training strategy	Implement skills and training strategy	Implement skills and training strategy	Implement skills and training strategy	Implement skills and training strategy	National/Gauteng Department Sports, Arts, Culture and Recreation. • OPEX

CORPORATE SERVICES

Information Technology

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Effective ICT connectivity and systems	Centralized printing project	Reducing the number of printers in SDM and facilitating the use of shared resources in an effort to reduce cost	• Approve the centralized printing policy • Appoint	• Phase 1 of roll-out • Review and implement	• Phase 2 of roll-out • Review and implement	• Phase 3 of roll-out • Review and implement	• Review and implement policy review resource pool	OPEX Own funds

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
			printing partner /service provider and review resource pool	policy review resource pool	policy review resource pool	policy review resource pool		
	ICT risk reduction program	Mitigating risks identified in the ICT Risk Assessment Register	• Review and approve Risk Assessment Register • Review risk mitigation processes	• Review and approve Risk Assessment Register • Implement risk reduction strategy • Review risk mitigation processes	• Review and approve Risk Assessment Register • Implement risk reduction strategy • Review risk mitigation processes	• Review and approve Risk Assessment Register • Implement risk reduction strategy • Review risk mitigation processes	• Review and approve Risk Assessment Register • Implement risk reduction strategy • Review risk mitigation processes	• OPEX • CAPEX Own funds

Legal Services

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Efficient Accountable Cooperative Governance	Contract Management	Capacity Building and personnel	Develop an implementation plan on capacitating relevant personnel	Implement the contract management plan	Monitor and Review contract management plan	Monitor the Implementation of contract management plan	Monitor and Review contract management plan	OPEX
	Litigation Register	• Capacity Building and personnel Management of Litigation Register.	Monitor Litigation Register	Amend, Review and Monitor	Amend, Review and Monitor	Amend, Review and Monitor	Amend, Review and Monitor	OPEX

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
				Litigation Register	Litigation Register	Litigation Register	Litigation Register	
	Legislative Compliance	Training and subscription to relevant resources (Digital)	Subscribe to relevant resources (Digital)	Regular reporting to Council on amended legislations	Regular reporting to Council on amended legislations	Regular reporting to Council on amended legislations	Regular reporting to Council on amended legislations	OPEX
	Archives & Records Management	To maintain high level of Records Management Applications & General Compliance	Implement Records Management Applications & General Compliance	Monitor the implementation Records Management Applications & General Compliance	Monitor the implementation Records Management Applications & General Compliance	Monitor the implementation Records Management Applications & General Compliance	Monitor the implementation Records Management Applications & General Compliance	OPEX
	Secretariat for Committee Section	Compile the Mayoral & Council Agenda. Edit the Reports from different Portfolios in the Municipality. Minutes recording for MAYCO/Council. Provision of Extracts of minutes	To provide support to MAYCO/Council programs and activities	To provide support to MAYCO/Council programs and activities	To provide support to MAYCO/Council programs and activities	To provide support to MAYCO/Council programs and activities	To provide support to MAYCO/Council programs and activities	OPEX

Facilities and Fleet Management

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Integrated Fleet management plan	Effective use of municipality fleet	Proper control of all municipal fleet	Implement Integrated Fleet Management plan for effective	Implement and monitor Integrated Fleet Management	Implement and monitor Integrated Fleet	Implement and monitor Integrated Fleet Management	Review the Integrated Fleet Management plan for effective	OPEX

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
			use of municipality fleet	plan for effective use of municipality fleet	Management plan for effective use of municipality fleet	plan for effective use of municipality fleet	use of municipality fleet	
Effective maintenance and repairs plan for municipal facilities	Maintenance and repairs plan for municipal facilities	• Maintenance and repairs of municipal facilities • Installation of Signage for guidance to the facilities	Review and Implement Maintenance and repairs plan for municipal facilities	Implement the Maintenance and repairs plan for municipal facilities	Implement the Maintenance and repairs plan for municipal facilities	Implement the Maintenance and repairs plan for municipal facilities	Review and Implement Maintenance and repairs plan for municipal facilities	OPEX

Protection Services, Occupational Health and Safety

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Access and egress control of municipality facilities and buildings	Safety and security of Employees, Councillors and users.	Deployment of Security, Close protection and Sergeant At Arms Officers.	Monitor and implement Safety and security measures.	Monitor and implement Safety and security measures.	Monitor and implement Safety and security measures.	Monitor and implement Safety and security measures.	Monitor and implement Safety and security measures.	**OPEX**
Effective health and safety environment in compliance with OHSA	Occupational Health and Safety Plans	Occupational Health and Safety plans measures for users of municipality facilities and buildings	Implement and review occupational health and safety plans for users of municipality facilities and buildings	Monitor and implement occupational health and safety plans for users of municipality facilities and buildings	Monitor and implement occupational health and safety plans for users of municipality facilities and buildings	Monitor and implement occupational health and safety plans for users of municipality facilities and buildings	Implement and review occupational health and safety plans for users of municipality facilities and buildings.	OPEX

Human Resource

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Ensure equal opportunities, fair recruitment and employees' capacity and wellness in the workplace	Employment Equity Programme	Provisions of the Act to enable Equity within the municipality	Establishing Employment Equity Committees (Central and Clusters) Facilitate training of Cluster Equity Committees. Develop Five (5) year Employment Equity Plans and annual targets and Monitor and report compliance re: numerical targets	Monitor and report compliance re: numerical targets	Monitor and report compliance re: numerical targets	Monitor and report compliance re: numerical targets	Monitor and report compliance re: numerical targets	OPEX
	Capacity Building	Workplace Skills Plan [to enhance insight and knowledge of employee's respective jobs	Develop and Implement Workplace Skills Plan	Implement and Review Workplace Skills Plan	Implement and Review Workplace Skills Plan	Implement and Review Workplace Skills Plan	Implement and Review Workplace Skills Plan	OPEX
	Employees Wellness Programmes	Empower and support employees on various wellness programmes.	Implementation of Employees Wellness Programmes	Implementation of Employees Wellness Programmes	Implementation of Employees Wellness Programmes	Implementation of Employees Wellness Programmes	Implementation of Employees Wellness Programmes	OPEX

External Communications

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Develop Communications Strategy	Communications Strategy	Media Monitoring Services Marketing and Branding Strategy Social Media Policy District Communications Forum	Develop and Review of Communications strategy	Review of Communications strategy	Implementation of Communications strategy	Review and approve Communications strategy	Develop a Communication Strategy	**OPEX**

OFFICE OF THE MUNICIPAL MANAGER

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Improve the state of internal control of a municipality.	Develop a three-year rolling Internal Audit Plan.	Ensure adequacy and effectiveness of managing the strategic objectives of the municipality.	Implement the Internal Audit Plan	Implement the Internal Audit Plan	Implement the Internal Audit Plan	Implement the Internal Audit Plan	Implement the Internal Audit Plan	OPEX
	Develop a risk management strategy	Ensure adequacy and effectiveness of managing risk and controls of the municipality.	Implement the Enterprise Risk Management Strategy	Implement the Enterprise Risk Management Strategy	Implement the Enterprise Risk Management Strategy	Implement the Enterprise Risk Management Strategy	Implement the Enterprise Risk Management Strategy	

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
	Review the Anti-fraud and Corruption Plan.	Ensure adequacy and effectiveness of managing anti-fraud and corruption of the municipality.	Implement an Anti-fraud and Corruption Plan.	Implement an Anti-fraud and Corruption Plan.	Implement an Anti-fraud and Corruption Plan.	Implement an Anti-fraud and Corruption Plan.	Implement an Anti-fraud and Corruption Plan.	
Promote Corporate and Inclusive Governance with other spheres of Government	Develop an Intergovernmental Relations strategy	• Establishment of functional IGR Forums. • To improve corporate governance • To ensure vertical and horizontal alignment between all spheres of government. • To engage SOE`s during planning. • To ensure inclusive approach in governance.	Develop an Intergovernmental Relations strategy	Implement Intergovernmental Relations strategy	Implement Intergovernmental Relations strategy	Implement Intergovernmental Relations strategy	Implement Intergovernmental Relations strategy	

OFFICE OF THE POLITICAL MANAGEMENT TEAM

Office of the Executive Mayor

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Coordinate and conduct stakeholder relations	Mayoral Joint Forum.	To facilitate Joint Mayors Forum.	Coordinate and conduct stakeholder relations	Coordinate and conduct stakeholder relations	Coordinate and conduct stakeholder relations	Coordinate and conduct stakeholder relations	Coordinate and conduct stakeholder relations	**Opex**
	Stakeholder Engagement.	• SODA • IDP Engagements • Nthirisano • Aids Council • District Wide Lekgotla • Establishment of partnership						

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
		programme						
	Establish a partnership programme	• To foster Public Private Partnerships. • To expedite game changer projects.						

Office of the Speaker

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Coordinate stakeholder relations	Petition management system	Conducting workshops on Petition management system To resolve disputes.	Implement and monitor Petition management system.	Monitor Petition management system,	Monitor Petition management system	Monitor Petition management system	Monitor Petition management system	OPEX
Ensure good governance and sound political practices	District Speaker's Forum	Coordinate retreats with Local Municipalities	Implementation and monitor the progress on District Speaker's Forum resolutions.	Monitor the progress on District Speaker's Forum resolutions.	Monitor the progress on District Speaker's Forum resolutions.	Monitor the progress on District Speaker's Forum resolutions.	Monitor the progress on District Speaker's Forum resolutions.	OPEX
	Section 79 committees.	Coordination of section 79 committees.	Implement and monitor section 79 committees' performance management system	Monitor section 79 committees' performance.	Monitor section 79 committees' performance.	Monitor section 79 committees' performance.	Monitor section 79 committees' performance.	

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
	Council Sittings	Convene Council on a quarterly basis	Comply and execute constitutional mandate to provide services and promulgation of policies and legislative imperatives.	Monitor the implementation of promulgated policies and legislative imperatives on service delivery	Monitor the implementation of promulgated policies and legislative imperatives on service delivery.	Monitor the implementation of promulgated policies and legislative imperatives on service delivery	Monitor the implementation of promulgated policies and legislative imperatives on service delivery.	

Office of the Chief Whip

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2022/23 Financial Year	2023/24 Financial Year	2024/25 Financial Year	2025/26 Financial Year	2026/27 Financial Year	Funding Model
Ensure good governance and sound political practices	Districtwide Lekgotla	Coordinate local municipalities	Implementation and monitor the progress on lekgotla resolutions	Monitor the progress on lekgotla resolutions	Monitor the progress on lekgotla resolutions	Monitor the progress on lekgotla resolutions	Monitor the progress on lekgotla resolutions	Opex
	Joint Whippery Lekgotla	Coordinate Whippery Lekgotla with local municipalities	**Implement and** monitor Whippery Lekgotla Resolutions	Monitor Whippery Lekgotla Resolutions	Monitor Whippery Lekgotla Resolutions	Monitor Whippery Lekgotla Resolutions	Monitor Whippery Lekgotla Resolutions	
	Multi-Party Whippery Strategic Session.	Coordinate Multi Party Whippery Strategic Session.	Implement and monitor Multi Party Whippery Strategic Session resolutions	Monitor Multi Party Whippery Strategic Session resolutions	Monitor Multi Party Whippery Strategic Session resolutions	Monitor Multi Party Whippery Strategic Session resolutions	Monitor Multi Party Whippery Strategic Session resolutions	
	Councillor's research and development program,	Facilitate Councillors research and development program,	Implement and monitor progress on the research and development	Monitor progress on the research and development program	Monitor progress on the research and development program	Monitor progress on the research and development program	Monitor progress on the research and development	

			program				program	

Catalytic Projects outside Southern Corridor Regional Implementation Plan (SCRIP):

Regional Catalytic Projects outside Southern Corridor Regional Implementation Plan (SCRIP)							
Growing Gauteng Together (GGT 2030)	**SDM One Plan pillars**	**GDS/ IDP Strategy**	**Projects**	**Deliverables**	**Funding Model**	**Locality**	**Progress/Challenges**
Affordable, reliable integrated public transport closer to	To provide stable and sustainable infrastructure.	• DDM • GDS • Township Economy Bill	Vaal Aerotropolis	1. Vaal Aerotropolis feasibility study	RSA treasury budget: GDED Budget allocation for Feasibility Study	ELM	Aerotropolis feasibility Study phase is ongoing. Current status quo is SDM Bid SCM. Estimated cost: R1.6 million GDED funding gazetted in November 2020.
Rigorously support the expansion and sustainability of SMMEs	• To enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation • To promote township economic revitalisation with supporting infrastructure allocations.	• DDM • GDS • Township Economy Bill	Green Mining: Vaal Cannabis Capital	2. Cannabis Production for Medicinal purposes Training/skills development project	• Investments • PPP • Budget (GDARD for AGRISETA curriculum and NQF)	ELM	Curriculum-AGRISETA and NQF4-7 by DICLA and PSL Training College Maccauvlei Campus

Rigorously support the expansion and sustainability of SMMEs	• To enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation • To promote township economic revitalisation with supporting infrastructure allocations.	• DDM • GDS • Township Economy Bill	Green Mining: Vaal Cannabis Capital	3. Cannabis Academic Lab at VUT	• Treasury Budgets (GDARD funding for VUT Cannabis Machinery). • Investments • PPP	ELM	R7 million allocated for VUT cannabis capacitation. Estimated to R million.
		• DDM • GDS • Township Economy Bill	Green Mining: Vaal Cannabis Capital	4. Cannabis Lab for Main Cannabis Business	• Investments • PPP • Treasury's budget (DTIC, GDED and GDARD)	SDM	Phase 1 of the project, identification of site and estimation of costs
		• DDM • GDS • Township Economy Bill	Green Mining: Vaal Cannabis Capital	5. Vaal Cannabis Capital	• Investments • PPP	SDM (ELM, MLM, LLM)	Vaal identified as Africa cannabis Capital.
To manage and protect the environment and eco-systems, including rehabilitating degraded areas.	To create a sustainable, interlinked urban and rural region through sustainable and well-located development	• DDM • GDS • Township Economy Bill	Green Mining: Hydrogen and Green Energy	6. Green Energy	• PPP • Investment (Mitochondria Green Energy Campus). • Treasury Budgets (GDDA, Environment departments, Vaal SEZ, GDED, GDARD, GDDA, PWC, DID, DTIC, etc)	SDM-ELM	• Portion 2 and 3 of farm Spruit view for green energy factory. • Stakeholder meeting took place 12 April 2022. • Proposal of Mitochondria Green Energy Company at SDM.
Rigorously support the expansion and sustainability of SMMEs	To establish SEZ to ensure growth, revenue generation, job creation, attract Foreign Direct Investment (FDI) and foster international competitiveness	DDM GDS Township Economy Bill	Special Economic Zones	7. Vaal SEZ Catalytic Projects	• DDM • PPP • Investment • Treasury Budgets (GDED, GDARD, GDDA, Vaal SEZ, PWC, DID, DTIC etc)	SDM (ELM, MLM, LLM)	Establishments of Vaal SEZ Pty.Ltd and CIPC registration completed

5.1 Background and Context:

After its announcement by the President, the District Development Model was supported by the LG MIN MEC, adopted by the President's Co-ordinating Council (PCC), approved by Cabinet in August 2019 and it was endorsed by the Premier's Co-ordinating Forum (PCF) in December 2019 and finally by: - Gauteng's approach to DDM, and was approved by EXCO in June 2020 to develop Provincial Road Map and roll out.

DeCOG initially issued CIRCULAR NO. 1 OF 2021, providing guidance on the implementation of the District Development Model (DDM):

The Circular was issued along with the Annexures 1 & 3 including the following guiding documents:
National Road Map which sets out activities, timelines, and responsibilities for the development of the first generation one plans, which will inform the Provincial one; and a template to guide the development of the "First Generation One Plans" for District and Metros, setting out the key activities for the development and approval thereof.

5.2 Introduction to District Development Model:

The recent introduction of District Development Model (DDM) concept was in response to current challenges faced by our communities on provision of services and resources which are needed for sustainability.

ONE PLAN as outlined in the DDM have set of the objectives, outputs, roles and responsibilities, and commitments from all spheres government and departments with strategic partners who will have to act and prioritization of resources and delivering results.

To seek and utilize the existing legal framework and implementation machinery, and informed by the Intergovernmental Relations (IGR) Framework Act which provides for the Minister (and department) responsible for cooperative governance and to provide "a framework for coordination and alignment, as well as defining the powers and functions of the district and are follows Help to align scarce resources behind agreed policy objectives and programmes;

- Make sure that actions are prioritized around urgent needs;
- Ensure the necessary integration with other spheres of government, it will serve as a tool for communication and interaction with them; and forms basis for National, Provincial and Municipal Budgeting alignment (DORA and MTEF)
- Serve as a basis for engagement between local government and communities/residents.
- A single, inclusive and strategic plan giving direction to all development initiatives as it also Identifies development and service delivery priorities for whole municipality
- Supports optimal allocation of scarce resources.

5.3 Guiding Legislative Imperatives:

Sedibeng One Plan was approved by council as the center of development approach in line with Section 47 of the Intergovernmental Relations (IGR) Framework Act (Act No 13 of 2005). It is also derived from Section 154 of the Constitution and further seeks to enhance the existing implementation machinery by facilitating and institutionalizing joint planning, implementation as well as monitoring and evaluation across the three spheres of government within a district.

- Reconstruction and Development Plan & White Paper: Local Government provision of services as economic driver: -

- Constitution of the Republic: Local Government as Centre of governance & promotes integrated development planning: -

Provide democratic & accountable government for local communities	**Section 153:** ***Developmental duties of municipalities Section***	**Section 154:** ***The national government and provincial governments,***
• "The 1st priority is meeting basic needs of people, jobs, land, housing, water, electricity, telecoms, transport, clean & healthy environment, nutrition, healthcare and social welfare" • **RDP**	• Administer, budget & plan: priority to basic needs • Promote social & economic development of community • Participate in national and provincial development programmes	1) by legislative and other measures, must support and strengthen the capacity of municipalities to manage their own affairs, to exercise their powers and to perform their functions.

The DDM envisaged Impacts and Outcomes:

The DDM is intended to enable the following:

- Localisation of the NDP and resolution of "silo" planning, budgeting and implementation ensuring cohesive service delivery, maximum developmental impact on people's lives, and socio-economic and spatial transformation.

- Improve state capacity and stabilise the system of local government, whilst reviewing and reprioritizing current plans and budget across government to directly respond to the developmental challenges identified in the 52 profiles developed for each district and metropolitan space.

- Coordination and immediate implementation of priority intergovernmental projects and local government stabilization measures.

- Establishment of a tangible common vision for development of the country which is collectively generated by all three spheres of government and society in relation to the differentiated challenges, potentials and opportunities of the district spaces (IGR impact zones), with intended impact of improving the quality of life of people living in each of the identified space and transforming the economy of the district space.

- Institutionalisation of multi-year predictable objectives, targets and resource commitments to achieve agreed outcomes in the 52 spaces extending beyond electoral cycles.

- Shift from Alignment of Planning to Joint Planning making Government as a whole more cohesive and predictable in spatially targeted and spatially responsive way.

- Establishment of a clearer and more measurable government and society wide spatial and integrated development accountability framework.

The DDM raises the bar for performance of all three spheres of government by facilitating reflection of service delivery and development outcomes, key shifts required and bold Ideas to enable a transformative and game-changing effect:

a) Strategic response to socio-economic impact of Covid-19
   - Immediate and Long-Term
   - Economic recovery and Economic resilience.

b) Stimulate new thinking, new socio-economic paradigms, new and bold solutions and alternatives

c) Fundamentally change conditions DDM Implementation Framework
   - People
   - Economy

- Space

d) Desired Future, Results and Outcomes
e) Facilitate Responsive Institutions and Change Management
f) Embed Programmatic Approach (Cooperative.

The need for District Development Model – The Problem Statement



The main objective of the first generation "One Plans" was to package intergovernmental programmes, projects and budgets aimed at growing the economy, improving service delivery and promoting institutional stability with nine clear objectives as outlined in Chapter One of this IDP 2022/27, and do planning according to the One Plan Process & Content Guidelines issued by DCOG as part of the DDM Implementation Framework Circular.

These efforts are also informed by critical challenges in the municipal space as identified in five of DDM 6 strategies of the Region and are as follows:

People Development	
District/Municipal Space	Developmental Challenges
Sedibeng District Municipality	48,5% of the population lives in poverty. High unemployment rate of 50.7% and a backlog of 120 218 job opportunities Current Population size: 1,03 million Number of households: 330 826 1 118 child-headed households. 95 939 women-headed households
Spatial Restructuring and Environmental Sustainability	
District/Municipal Space	Developmental Challenges
Sedibeng District Municipality	• Privatized development limited access to the Vaal River • No implementation of the Climate Change Strategy • Poor and degrading bulk infrastructure • Environmental challenges such as water pollution and air quality impacting on socio-economy of entire district • Environmental challenges around water pollution and air quality impacting on socio-economy of entire district
Integrated Service Provision and Infrastructure Engineering	
District/Municipal Space	Developmental Challenges
Sedibeng District Municipality	• Lack of infrastructure maintenance. • An urgent need for a regional sewer network. • Failing infrastructure characterised by a high number of potholes, sewer spillages, power outages and neglect of refuse collection. • Vandalism of infrastructure is increasing and adding to service

	delivery issues
Governance	
District/Municipal Space	Developmental Challenges
Sedibeng District Municipality	• Emfuleni Local Municipality has been under administration since mid-2018 in terms of Section 139(1)(b) of the Constitution and has since regressed further. • Poor coordination and cooperation between local municipalities and the district municipality. • Lack of accountability and transparent governance especially in use of public resources • Lack of customer relations management

Implementation of the DDM in Sedibeng District need the Municipality's support for implementation of DDM and the One Plan.

5.4 Formulation and Implementation of One Plan:

The specialisation and reprioritisation referred to above occurs in relation to the intergovernmental strategic framework, that is, the One Plan, which is jointly and collaboratively produced, approved and adopted by all three spheres of government and stakeholders as IGR and Social compact. This compact and adoption can be done in terms of the existing IGR Protocol provision in the IGR Framework Act. The implementation of the One Plans takes place through the reprioritization of plans and budgets and implementation thereof by each individual department, entity and municipality.

One Plans are Visionary and Transformative frameworks in relation to each district space. They outline a rationale for moving from the current situation to a desired future and a justification for identified interventions and commitments that have a direct correlation to achieving outcomes.

One Plan is standardized in terms of format but differentiated in terms of content and substance based on the different conditions and different priorities in each space: The overarching impact that the DDM is aimed at is Improvement in the Quality of Life of the people in the district.

A detailed Impact Statement and related outcomes, strategies and commitments has been articulated in the One Plan focussing on the following impact areas:

- Theory of Change (Rationale).
- Current Situation.
- Desired Future.
- Strategies/Interventions.

Implementation Commitments

- Transformation
- Demographics/ People
- Economic Positioning
- Spatial Restructuring and Environmental Sustainability
- Infrastructure Engineering
- Service Provisioning

One Plan has clearly identified desired outcomes and prioritise interventions based on the current context of shrinking budgets yet maintaining the long-term perspective to transform and grow local economies and fiscal capacity.

They are also built on and enhanced by the District Profiles to complete the current situation analysis that will inform the identification of desired future outcomes, strategies and commitments across all three spheres of government and stakeholders.

Commitments to address developmental challenges as mentioned on alignment of **One Plan** with IDP processes and priorities has identified key Catalytic Projects as mentioned below:

5.2 Our Move Towards (One Plan) Development

These Actual 14 key Priority and catalytic projects were both agreed upon by Sedibeng District municipality and three (3) local municipalities (Emfuleni, Midvaal and Lesedi), Gauteng and National DCoG. These projects are deemed as pivotal towards changing the current socio-economic impasse of the region. The projects would both impact locally in the province in line with the National Development Plan, Gauteng City Region vision, TMR strategy, Sedibeng GDS 03.and the recently council approved first generation Sedibeng District One Plan with its six development strategies: -

Catalytic Projects/ Programmes in the District Development Model:

Sedibeng District One Plan	Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
Infrastructure Engineering Goal: • To develop sustainable regional bulk infrastructure capacity. • To provide stable and sustainable infrastructure.	Vaal River Sewer Intervention Regional Bulk Infrastructure to catalyze the SEZ	Repair the sewer network to mitigate spillages into the Vaal River and expanded WWTW capacity to open up the river for Tourism attraction activities and for public use. To fund all strategic bulk infrastructure requirements to comply with SEZ requirements and drive the economy of the Vaal.	DWS, Rand Water, GPG, SDM, ELM, VSEZ, ELM GGDA and Local Municipalities	R4.8 billion Rands R12 million for feasibility studies	7 Service Providers have been appointed and commenced work on site from the 5th of February 2022. Rand Water has been appointed as the implementing agent and has been reporting on progress w.r.t sewer removal, repairing of Pump Stations and WWTW, O&M.	District does not have control over the project due to devolved Powers and Functions. None thus far
• To encourage partnership with private sector in the infrastructure provision • To provide stable and sustainable infrastructure.	Heidelberg Aerodrome	To develop a regional airport to serve multiple purposes such as freight hub, airline training, emergency landing of commercial planes, private planes landing.	GIFA, LLM, VSEZ, Private Developer	No figures	GIFA and the Lesedi Municipality conducted a feasibility for the project.	None at present.
To create a sustainable, interlinked urban and rural region through sustainable and well-located	Vaal Aerotropolis	To off-load cargo from the OR Tambo international airport.	SDM, ELM, VSEZ, GDED, GIFA	DED committed R1,2 million for a detailed feasibility study.	Municipality was not satisfied with received Bids for the tender and exploring way forward.	Delays with SCM processes.

Sedibeng District One Plan	Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
development.						
To create a sustainable, interlinked urban and rural region through sustainable and well-located development.	K-174 Interchange.	To construct an interchange at the convergence of R42 and R59 that will open up the viability of the Vaal River City.	Gauteng Department of Roads and Transport	R 320 million budgeted by the department of Roads and transport.	Tender was re-advertised and is being evaluated by the GDRT at present.	Continuous delays in SCM processes by the Department of Roads and Transport.
To create a sustainable, interlinked urban and rural region through sustainable and well-located development.	Student accommodation	To create a decent student accommodation to accommodate about 10 000 students near the University centers of NWU and VUT.	GGDA GDED ELM Private Developer	R120 million for bulk infrastructure and R500 million for the development.	Proposals for development of the Student village have been received by the Emfuleni Municipality, the land is privately owned with pre-approved zoning. Bulk infrastructure plans exist.	Funding for bulk infrastructure-Emfuleni doesn't have the capacity. Infrastructure funding model need to be developed and packaged as part of the Infrastructure South Africa.
Spatial Restructuring and Environmental Sustainability Goal: • To create a sustainable, interlinked urban and rural region through sustainable and well-located Development. • To conduct research in innovative and alternative infrastructure delivery mechanism	Inner-City urban regeneration of Vanderbijlpark and Vereeniging Vereeniging transport nodal system/taxi rank	To revitalize the urban town centers of Vanderbijlpark and Vereeniging with the aim of reversing urban decay, attract new investors and developments, create affordable inner-city residential market, create viable open spaces, rehabilitate sunk infrastructure. Aimed at maximizing Urban Development Zones incentives schemes. To convert the Vereeniging taxi rank into a Regional Transport Node, a model for urban inter-modal transportation hub.	Emfuleni Municipality GDoRT GDID SDM	Not available R300 million. Over and above the 70 million rand spent	No meaningful progress registered toward the implementation of the plan. Department of Roads and Transport has appointment consultants for re-design. Gautrain Management Agency to be appointed as the implementation Agency. The project will be completely redesigned as part of the modern intermodal facilities.	• Create institutional capacity to drive the urban regeneration efforts. • Conduct an in-depth stakeholder management. • Continuous delays in SCM, delays in institutional implementing agency agreement
	Vereeniging transport	To convert the Vereeniging	GDoRT	R300 million. Over and	Department of Roads and	Continuous delays in SCM,

Sedibeng District One Plan	Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
	nodal system/taxi rank	taxi rank into a Regional Transport Node, a model for urban inter-modal transportation hub.	GDID SDM	above the 70 million rand spent	Transport has appointment consultants for re-design. Gautrain Management Agency to be appointed as the implementation Agency. The project will be completely redesigned as part of the modern intermodal facilities.	delays in institutional implementing agency agreement
Integrated Service Provisioning: • To harness the use of technology and artificial intelligence. • To introduce the concept of Smart City to optimise district's functions and promote economic growth while also improving the quality of life for citizens by using smart technologies and data analysis.	• Broadband/fibre rollout in towns and townships. • Vaal Marina commercial development	• To roll out fiber in all key and major townships to create universal access and connectivity. • To develop a commercial development comprising of commercial, leisure, tourism and lifestyle developments on the banks of the Vaal Dam on the piece of land owned by the Department of Public Works.	DED Local Municipalities MLM GGDA	N/A R450 Million development	Gauteng based workshop on broadband infrastructure took place. Standardization of way leave applications, development of Gauteng based smart city framework, partnerships with Telecoms companies to create tech hubs in the township. Application for land transfer from the Department of Public Works to Midvaal Municipality has been lodged. Currently the land is under the custodianship of the department of Water and Sanitation.	• Profiling of tech-hubs in the township, efficient way of approval of the way leave and access to government and SOE land to install the fiber • Non release of the land by the Department of Public Works, No feasibility studies conducted.
Economic Positioning: • To enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation.	Industrial hubs revitalization project Broadband/fibre rollout in towns and townships.	• To revitalize township and old industrial hubs to make them viable for tenancy acquisition and productivity • To roll out fiber in all key	GGDA, DTIC, SDM, Local Municipalities, DED, Local Municipalities	R60 Million N/A	GGDA and DED allocated resources for Gauteng based industrial hub. Lesedi lodged application for Critical Infrastructure Plan for the redevelopment of the industrial parks. Sebokeng in	• Delays in the procurement processes. • Profiling of tech-hubs in the township, efficient way of approval of the way leave and access to government

Sedibeng District One Plan	Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
		and major townships to create universal access and connectivity.			progress. Gauteng based workshop on broadband infrastructure took place. Standardization of way leave applications, development of Gauteng based smart city framework, partnerships with Telecoms companies to create tech hubs in the township.	and SOE land to install the fiber
Economic Positioning: • To promote and develop economic hubs within townships	Vaal Marina commercial development	To develop a commercial development comprising of commercial, leisure, tourism and lifestyle developments on the banks of the Vaal Dam on the piece of land owned by the Department of Public Works.	MLM, GGDA	R450 Million development	Application for land transfer from the Department of Public Works to Midvaal Municipality has been lodged. Currently the land is under the custodianship of the department of Water and Sanitation.	Non release of the land by the Department of Public Works, No feasibility studies conducted.
Economic Positioning: To establish SEZ to ensure growth, revenue generation, job creation, attract Foreign Direct Investment (FDI) and foster international competitiveness	Land in township for commercial development.	To identify municipal/state owned land parcels	Emfuleni Municipality	N/A	Emfuleni municipality identified township based potential land parcels for township commercial development. A process in line with Municipal asset transfer regulation for leasing or purchase of the land.	Slow decision making related to land disposal and leasing by the municipalities
To provide legal framing for commercial rapid land release initiative to release publicly owned land for best, most developmental use in township areas	Industrial hubs revitalization project	To revitalize township and old industrial hubs to make them viable for tenancy acquisition and productivity	GGDA, DTIC, SDM, Local Municipalities	R60 Million	GGDA and DED allocated resources for Gauteng based industrial hub. Lesedi lodged application for Critical Infrastructure Plan for the redevelopment of the industrial parks. Sebokeng in progress.	Delays in the procurement processes.

Sedibeng District One Plan	Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
To promote sustainable development of industrial hubs, economic hubs and auto/digital hubs focusing on access for youth and vulnerable communities	Steel industry protection and revitalization	To profile and identify industrial land parcels that have been abandoned or under-utilized in order to revitalize the industrial bases especially steel manufacturing.	GGDA, SDM	N/A	Land Use Audit for the region almost complete.	GIS capacity is limited in the region.
To enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation	Industrial cannabis to supply secondary pharmaceutical companies	Develop large scale cannabis projects	OoP, SDM, VSEZ	N/A	Engagements between the investors and government are taking place to issue dispensing license.	None

6.1 Background:

The Sedibeng District Municipal Spatial Development Framework was developed in line with the requirements of Section 12 of the Spatial Planning and Land Use Management Act, 16 of 2013 and adopted by the municipal Council in October 2019.

6.2 Study Objectives:

The main objective of the district SDF is to provide spatial planning guidelines for the entire Sedibeng District Municipality area of jurisdiction which includes the Emfuleni, Midvaal and Lesedi local municipalities (refer to **Figure 1**). The SDF addresses spatial, environmental, social and economic issues confronting both the urban and rural areas. The District Municipality is characterised by a dispersed spatial structure, with various towns and informal settlements spread across the entire municipal area, whilst the rural areas consist of a large number of farms, as well as agricultural holdings.

6.3 Spatial Structuring/ Formgiving Elements:

From the situational analysis the following salient features of the Sedibeng District were identified;

- Sedibeng represents the Southern Corridor of the Gauteng City Region with the primary focus directed at diversifying the economy (*Tourism, Agriculture, Logistics and Manufacturing*), creating new sustainable urban and rural nodes and promoting the local economy.
- The Southern Corridor is strategically located relative to the N1-Cape Town, N3-Durban-eThekwini and N17-Swazilnd/ Richards Bay Corridors.
- The area holds significant natural features which pose opportunities to promote tourism (Suikerbosrand, Vaal River and Vaal Dam).
- The region has a rich heritage legacy by being host to Townships that played a pivotal role in the liberation struggle of the country (Sharpeville, Ratanda and Boipatong).
- Four functional rural areas are located within the SDM within which agriculture should be promoted.
- SDM forms part of the regional economies of two metropolitan areas bordering it to the north (CoJ and Ekurhuleni) as well as the coal and electricity industries to the north-east, gold mining to the north-west and petrochemical industries at Secunda and Sasolburg to the east and south respectively.
- The SDM covers an area of about 418 900 ha of land of which 88.3% comprises farms.
- In 2019, the Information Handling Services (IHS) Markit estimated employment growth decline of 3.9% in the region, at the time the total population was recorded as 916 484 with unemployment averaged at 50.7%. (IDP, 2019)
- Approximately 62.2% of the population (households) earn less than R3500 per month and 21.3% below the Food Poverty Line.
- Since 2018, the number of unemployed people has increased by 14 000 pushing the unemployment rate to 42.1% in 2019.
- Manufacturing, Finance and Government Services are the strongest sectors (GVA) while Trade contributes highest to job opportunities.
- The 2020 Socio-Economic Review and Outlook (SERO) indicated a 0.2 economic growth forecast for the region in January 2020 and -3.9 in April 2020. The negative growth was a consequence of the COVID-19 pandemic on the economy. The report further forecasted a negative output growth in all sectors with the exclusion of Agriculture.
- Agriculture is relatively strong in Lesedi and Midvaal municipalities.
- Several larger and vibrant industrial areas drive the district economy with the proposed R59 Development Corridor, Vaal Aerotropolis and Vaal Logistics Hub aimed at strengthening this function even more.

- Business activity is concentrated around the CBDs of Heidelberg, Meyerton, Vereeniging and Vanderbijlpark with several smaller nodes developing in townships such as Sebokeng and Ratanda.
- A total commitment of R40bn with potential 170 000 jobs was made by prospective investors at the Sedibeng Investment Conference that was held in October 2021. The investment will be in key sectors such as Hydro-energy, Cannabis, Construction, Maritime and Logistics.
- Mining only occurs at a very limited scale within the SDM with no prospects for significant future expansion.
- Several tourism routes and precincts have been defined within the SDM and this sector poses significant potential for future expansion.
- An estimated 340 418 ha of land is utilised for agricultural purposes (81% of total SDM area).
- The dominant commodities are beef, poultry, maize and vegetables.
- An Agri Park was identified for Sebokeng, an Agri Hub for Rietkuil and 15 Farmer Production Support Units (FPSUs).
- The SDM has a comprehensive district movement network linking all the major nodal points to one another and to the broader region.
- There are approximately 20 438 informal structures in the SDM with a total Housing Demand of 56 189 units (based on Housing Demand Database).
- The SDM holds a comprehensive range of community facilities serving the urban and rural parts of the district.
- Water and electricity is provided at a relative satisfactory level but the bulk sewer network in the region needs serious upgrading with the proposed Sedibeng Regional Sewer Scheme being the top project for implementation in the District.

6.4 Spatial Vision:

The Vision for the Sedibeng District as contained in the Sedibeng IDP (which the SDF forms part of) is confirmed as:

"Building Towards a Developmental Metropolitan River City of Choice"

There are two important aspects of the above Vision that have a direct bearing on the development of the Sedibeng Spatial Development Framework: Firstly, the intention to be a "**Metropolitan City**" and secondly, to be a "**River City**".

6.5 Land Use Budget:

The total projected incremental population for the Sedibeng District Municipality for the period 2016-2037 is about 421 697 people. This implies an annual increment of about 20 080 people in the district. In terms of number of households, it translates to an additional 161 317 households to be accommodated within Sedibeng District during the period 2016 up to 2037 at a rate of about 7681 households per annum.

The total land size required for expansion of the urban footprint in the SDM between 2016 and 2037 stands at 10 434 ha of land of which the bulk (4954 ha) are to be allocated in the Emfuleni Municipality, 4117 ha in Midvaal and 1363 ha in the Lesedi Local Municipality.

6.6 Spatial Development Framework:

The Sedibeng Spatial Plan is reflected on **Figure 1** and is based on the following twelve (12) principles:

Principle 1: Effective environmental and land use management to achieve a sustainable equilibrium between the ecosystem and biodiversity conservation, and urban related development within the district.

The management and maintenance of the natural environment is a key element towards the future sustainable development of the Sedibeng District Municipality. The urban and rural communities are dependent on environmental resources located within the district for income generation, air quality, health preservation and

their own existence. It is thus of critical importance that a balance be achieved between development and associated utilisation of resources, and the permanent conservation of certain environmental features within the district.

Principle 2: Enhanced spatial efficiency through a defined range of urban and rural nodes in the district around which to consolidate economic development and infrastructure investment (spatial targeting).

In order to minimize the impact on the natural resources it is essential that human settlement and economic activities be consolidated around a number of strategically located nodal points within the district, thereby minimizing the urban footprint as far as possible. (Refer to **Figure 1** and **Table 1** below)

Table 1: Sedibeng District Priority Nodal Hierarchy
Primary Nodes
• Vereeniging • Vanderbijlpark • Meyerton • Heidelberg
Secondary Nodes
• Sebokeng • Evaton • De Deur • Walkerville • Savannah City • Waterval • Ratanda • Jameson Park • Devon/ Impumelelo • Kwazenzele/ Vischkuil
Rural Nodes
• Langzeekoeigat • Bantu Bonke

These nodal points should comprise a diverse range of land uses including housing, community facilities, economic activities (job opportunities), basic engineering services like water, sanitation and electricity, a comprehensive movement network and local open space system.
The size, function and associated range of land uses and activities provided by the nodes would differ based on factors such as historic development, location, economic potential and environmental constraints.

The urban fabric within nodal points should generally be compact in order to facilitate social and economic integration; to promote efficient and sustainable service delivery; and to create the “critical mass” required to stimulate local economic development within walking distance from where people reside.

Principle 3: Enhancement of four Strategic Development Corridors supplemented by an extensive local transport network providing linkages between urban and rural nodes.

The four corridors (N1, R59, N3 and N17) represent the most significant structuring element in the Sedibeng region, hence the emphasis on creating activity nodes and supporting transport infrastructure along and around each of these.
The main objective with the SDM transport network is to ensure that all the nodes in the district are linked to one another and to the surrounding regional economy via the four regional and national corridors traversing the district.

Activities capitalizing on the economic opportunities associated with these corridors should be encouraged to locate adjacent to the corridors. This could include industrialization, intensive agriculture, agro-processing and hospitality uses. The significance of railway lines in the district in terms of export opportunities to

the Maputo, Richards Bay and Durban harbours should also be taken advantage of.
This network also forms the basis of the public transport network in the district and in principle all nodal points should be provided with modal transfer facilities to facilitate movement of commuters in the district.

The intention is to develop high-density, mixed-use areas around the existing and proposed railway stations along the Sedibeng District commuter rail network and to incorporate the concept of Multi-Purpose Community Centres (Social Services), residential (including subsidised housing) development, as well as commercial, retail and even light industrial uses in these developments. The number of people residing within or in close proximity to these TOD's will then create a "critical mass" to sustain the economic and social activities within the area, and will thus promote Local Economic Development (LED).

Principle 4: Consolidation of the urban structure of the District around the nodal points by way of infill development and densification in identified Priority Housing Development Areas (PHDAs).

It is essential that each of the towns and settlements within the District be developed in a manner aimed at consolidating the urban form and limiting further expansion by enforcing the urban development boundary. By so doing, the spatial plan of the district will be correcting the irregular development patterns of the past.

All the Municipal Spatial Development Frameworks in the region support this principle, but it is important that development is in line with these guidelines. It is furthermore advised that land acquisition processes target land located within earmarked Priority Housing Development Areas (PHDA).

Housing, and more specifically subsidised housing, is a very powerful instrument at the disposal of government to influence development patterns in and around towns, and to give effect to the spatial restructuring objectives of municipalities.

It is critically important that these housing units be developed strictly in accordance with the spatial planning guidelines provided in the local SDFs, and more specifically in the PHDAs identified on these plans as these areas comply with the development principles contained in SPLUMA.
In order to enhance the overall sustainability of human settlements within the SDM, each township should be developed in accordance with Smart Growth Principles as summarised below:

- Provide for a mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities.
- Create well-designed, compact neighbourhoods where the different activities are in close proximity to each other.
- Provide a variety of transportation choices, including private, public and non-motorised transport opportunities that are safe.
- Create a variety of housing opportunities, i.e. in terms of function, form and affordability.
- Encourage growth in existing communities through infrastructure upgrade, urban renewal, new amenities and densification.
- Preserve open spaces, natural beauty, and environmentally sensitive areas.
- Protect and enhance agricultural land and secure as productive land base for food security, job creation, etc.
- Utilise smarter, cheaper infrastructure and alternative building technologies.
- Foster a unique neighbourhood identity building on the unique and diverse characteristics of each community.
- Engaged citizenry through creating spaces that provide for quality lifestyle, economic opportunities and entertainment.
- Engaged citizens to participate in community life and decision-making.

Principle 5: Consolidate community facilities at urban and rural nodal points to enhance "one-stop" access to such facilities for the community, and to contribute towards creating "critical mass" required to stimulate local economic development.

The fragmented settlement structure of the Sedibeng District has resulted in both a lack of and need for costly duplication of essential social services, community facilities and engineering infrastructure. In principle, the objective is to provide a full range of social services and community facilities within a reasonable distance of all communities (urban and rural) in the district. These services need to be agglomerated in precincts and Thusong Centres for maximum efficiency as there are spin-off benefits to be derived from such consolidation such as enhanced access to services; increased economic potential ("critical mass") in surrounding areas; and greater sense of "community identity" around such centres.

Principle 6: Enhance business activities (formal and informal) at each of the identified nodal points in the Sedibeng District and incorporate informal and emerging business activities into Thusong Centres and modal transfer facilities.

The SDF proposes a two-tier Business Node Hierarchy for SDM. It comprises the Central Business District (B1) of Vereeniging, Vanderbijlpark, Meyerton and Heidelberg and the lower order Regional Business Nodes (B2) which are intended to serve the second order activity nodes in the district and surrounding rural communities. Business nodes play an important role in serving the retail and office needs of communities, but also represent significant opportunities for economic development and job creation in the informal sector.

These areas should be treated as special precincts requiring dedicated management in order to prevent urban decay and the excessive relocation of economic activities to decentralised business nodes. It is also recommended that a developmental approach towards informal trade and the broader "Township Economy" be followed. This should be as much about minimising barriers to entry into this sector for the unemployed as it is about assisting people in this group to grow their enterprise – especially in former township areas.
Informal trading, skills training of informal traders, and proper management and regulation of designated informal trade areas within these business nodes should be dealt with as a consolidated programme aimed at economic empowerment of the poor in Sedibeng District assisting informal traders to continuously "upscale" towards and within the formal economy

Principle 7: Concentrate industrial and agro-processing activities at the higher order nodes or along the major development corridors in the District where infrastructure is available.

The following industrial development objectives should inform and guide future industrial development in the Sedibeng District:

- Strengthen the functionality and performance of existing industrial nodes at **Duncanville** and **Powerville** (I1), Mittal Steel (I2), **Meydustria** (I3), **Daleside** (I4), **Waterval** (I5) and **Heidelberg-Springfield** (I6).
- Diversify the existing industrial base of the industrial nodes and unlock local resources by developing and expanding industrial activity where potential exists, especially along the N1 corridor in the vicinity of Mittal Steel as part of the Vaal Logistics Hub and the Vaal Aerotropolis (I7), the Elandsfontein interchange north of **Savannah City** (I8) and at **Heidelberg Showgrounds** (I9) as a logistics centre along N3 corridor.

- Exploit opportunities offered by existing strong agricultural base through encouraging development of agro-processing and related downstream activities and industries around the **Devon/ Impumelelo** (I10) and **Kwazenzele** (I11) rural node with functional linkages to the higher order agro industries located at Delmas (Victor Khanye) to the north-east and to Heidelberg-N3 corridor to the south.
- Ensure Development of the proposed **Agri Hub** (I12) at Rietkuil.
- Strengthen existing agglomeration advantages which would contribute to the establishment of sustainable clusters.
- Contribute to industry related skills development and capacity building of the local labour force and contribute to SMME development.
- Promote the incorporation of green industries and technology in all industrial areas.
- Ensure availability and sustainability of engineering services and related infrastructure serving industrial areas.

Principle 8: Optimally utilise the mining potential in the district in such a way that a sustainable balance is maintained between mining, agriculture and the natural environment.

Mining is a temporary land use which contributes to the economy for a limited period of time. Therefore, measures need to be put in place to ensure that the agricultural and tourism potential of mining areas are restored once the mining activities are terminated. Mining activities contribute to job creation for low skilled people. Hence the limited mining activity and potential present in the region should be exploited where possible.

Principle 9: Promote commercial farming activities throughout the district and establishment of the Agri Park.

Agriculture is an important economic activity in the Sedibeng District which should be protected and enhanced through the development of downstream activities such as agro-processing which add value to produce and create significant numbers of job opportunities. It is recommended that the following areas be earmarked as potential Rural Intervention Areas (RIA) in terms of National Outcome 7 (Rural Development) objectives:

- The existing Langzeekoeigat area as a potential Agri Village.
- The existing Bantu Bonke/Panfontein area as a potential Agri Village.
- The broader Kwazenzele-Vischkuil precinct which comprises a large “rural poor” population amid an area of high agricultural potential.
- The broader Devon-Impumelelo precinct which comprises a large “rural poor” population amid an area of high agricultural potential.
- The agricultural area to the west of the N1 corridor in the vicinity of the proposed Rietkuil Agri Hub.

These areas should be developed based on the competitive advantages of each, and should create linkages to complement each other and assist in dissemination and allocation of resources.

Principle 10: **Utilise the existing natural, cultural-historic and man-made resources towards the development of Tourism Precincts and Tourism Corridors throughout the District.**

The proposed objectives towards tourism development in the Sedibeng Region are as follow:

- Focused (prioritised) tourism development growing from the core of the Vaal River, Vaal Dam and the Suikerbosrand NR as anchors from where the benefits of the tourism economy are spread across the district;
- To diversify the current tourism base through providing for various types of tourism such as Agri-tourism, eco-and educational tourism, cultural-historic tourism and adventure tourism etc.

- Providing tourists with safe, high quality and authentic experiences and service excellence;
- Growing both overnight and day visitor numbers and visitor yields in all the Tourism Precincts;
- Promote public and private sector collaboration in developing tourism services and facilities;
- Responsible tourism ensuring environmental and economic sustainability and benefits for all.
- Utilising the Vaal River for water sports and activities and to attract more visitors to the region.
- Investing in the Maritime potential presented by existing water resources.

Principle 11: Ensure that all communities (urban and rural) have access to at least the minimum levels of services as enshrined in the Constitution and to direct infrastructure investment towards the economic activity nodes in the district, priority housing development areas earmarked for residential development and communities with excessive service backlogs.

Engineering services play a pivotal role towards the establishment of sustainable human settlements, facilitating economic development and accelerating land development.

Infrastructure investment should be primarily directed towards serving the identified urban and rural nodes within the district. More specifically, the economic activity areas, PHDAs and municipal owned land (**Diagram 2**). This should be informed by the Capital Investment Framework of various engineering services e.g. water, sanitation, electricity, roads and storm water.

Principle 12: Implement a district-wide Growth Management Strategy to ensure spatial manifestation of the SDF Development Principles.

The last principle (Principle 12) deals with the implementation of the SDF which calls for active Growth Management which is an approach widely used internationally to ensure that growth in population and the economy is supported by the necessary services and infrastructure and at the same time meet spatial and socio-economic objectives of towns and cities. In the case of the Sedibeng District Municipality the Growth Management Strategy needs to go a step further, by incorporating important interventions that are critical for a sustainable future and the establishment of the area as a future metropolitan authority. This principle should be read in line with the District Development Model objectives that seek to align plans and programmes of both the public and private sectors so as to ensure maximum impact of projects.

6.7 Sectoral Alignment:

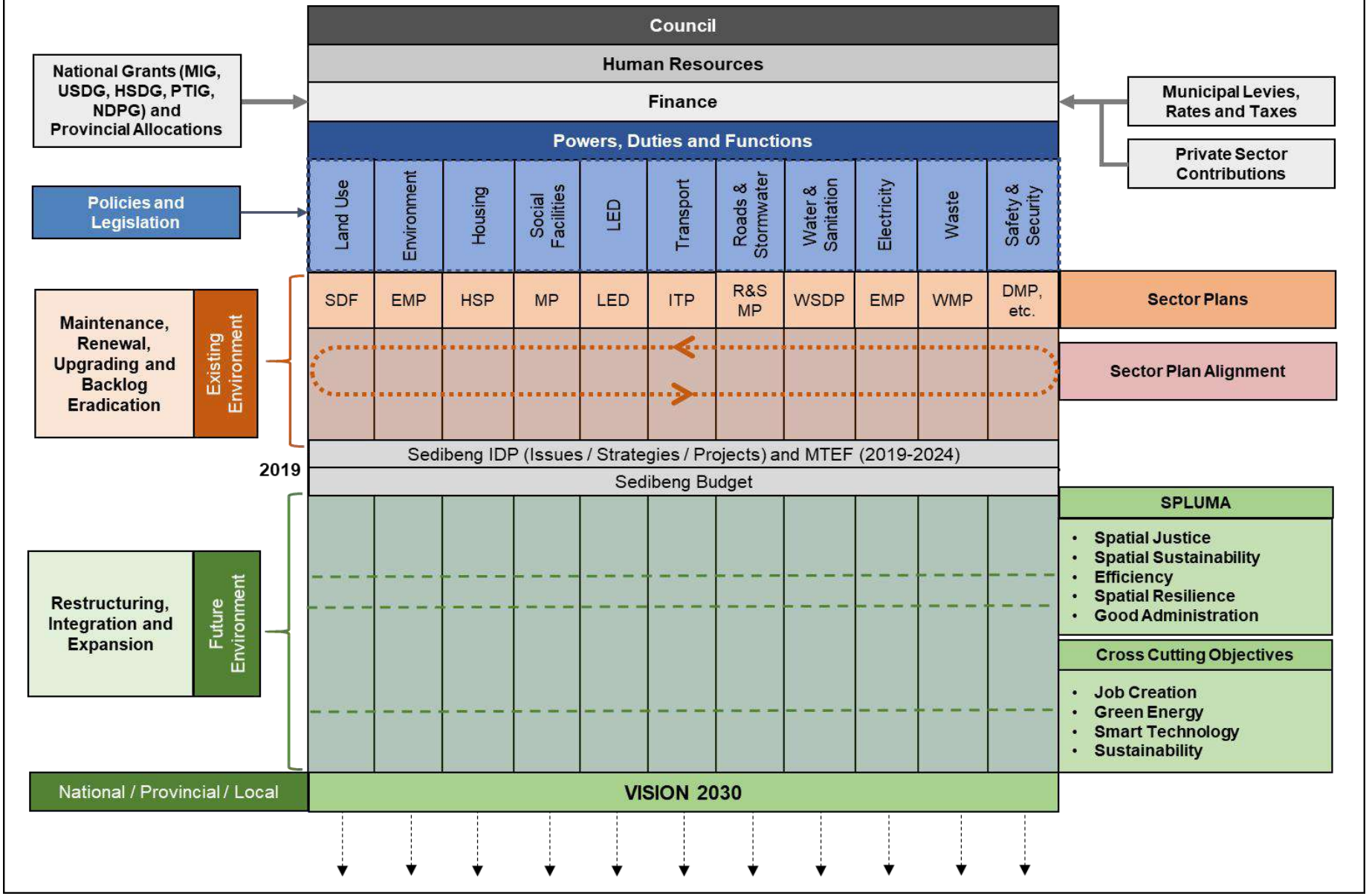
Diagram 1 Illustrates the context of the Sedibeng SDF within the broader municipal institutional environment which is briefly summarized as follows:

- The Sedibeng District Municipality (and Local Municipalities) has a set of legally mandated powers, duties and functions assigned to it in terms of the provisions of the Municipal Structures Act.
- Council Officials represent the human resources required to perform and execute these powers, duties and functions while Councillors (Political Representatives) need to oversee such activities.
- The funding required to perform the powers, duties and functions is acquired from a number of sources including national and provincial government grant allocations, municipal rates and taxes and private sector contributions.
- The powers, duties and functions of a municipality translate into a number of development sectors or departments like land use, transport, housing, environment, engineering services, economic development etc. within the municipality. Most of these sectors are guided by sector plans to be compiled in line with sector specific policies and / or legislation. For example, an Integrated Transport Plan (ITP) is compiled in terms of the requirements of

the National Land Transport Act and a Water Services Development Plan (WSDP) in terms of the Water Services Act.

- Sector Plans deal with the existing environment within the municipality (status quo), and the planned or proposed future environment (3, 5, 10 years or longer into the future).

Diagram 17: Sedibeng SDF Sectoral Alignment and IDP / Budget Integration



- It is however essential that these sector plans are all based on a common Vision for the municipal area. Such Vision is normally based on and derived from the National Vision (NDP), a Provincial Vision (Gauteng 2030) and District Vision (One Plan) and Local Municipality Vision (IDPs).
- The Municipal Spatial Development Framework (SDF) represents the Spatial Vision for the municipal area and it serves to provide guidance in this regard to all other sectors as well.
- When the SDF is compiled, it is informed by all the other sectors e.g. the Environmental Management Plan may indicate all areas to be earmarked for conservation in the SDF, or the Water Services Development Plan which indicates the area's most suitable or unsuitable to provide engineering services etc.
- Based on inputs received during the Situational Analysis, the SDF then identifies different areas in the municipality for different future land uses e.g.the future open space system; the Priority Housing Development Areas, economic activity areas, areas for future community facilities etc.
- When the sector plans are revised in future, these are based on the proposed location, extent and nature of land uses proposed in the municipal SDF. This process is referred to as sectoral alignment.
- In this way it is ensured that all projects identified by the various sector plans (and incorporated in the Municipal IDP, MTEF and Budget) are spatially aligned with each other and that all infrastructure investment within the municipality is consistently well aligned and congruent with the broader development vision as captured in the Spatial Development Framework of the municipality.
- Collective sectoral investment in the correct areas within a municipality over an extended period of time will inevitably result in enhanced spatial justice, efficiency, sustainability and resilience, and effectively represents good administration – the five principles of SPLUMA.
- Lastly there are also some cross-cutting themes that need to be addressed by all sectors within the municipality. These include secondary objectives such as economic recovery, job creation, the green agenda, smart technology and overall sustainability enhancement.

Introduction:

National Treasury prescribes the guidelines of the MTREF period through a sustained and viable process as taken from the priorities of the countries National Development Plan. This is confined to our Growth and Development Strategy (as revised) and Council's 5-Year IDP. In addition, the Gauteng Province has pronounced on plans to Transform, Modernize and Re-Industrialize (TMR) the beauty and resiliency of the province. These plans are confined in a ten-pillar vision by the Premier which states the following:

- *Radical economic transformation;*
- *Decisive spatial transformation;*
- *Accelerating social transformation;*
- *Transformation of the state and governance;*
- *Modernization of the economy;*
- *Modernization of the public service and the state;*
- *Modernization of human settlements and urban development;*
- *Modernization of the public transport and other infrastructure;*
- *Re-industrializing Gauteng as the country's economic hub; and*
- *Taking the lead in Africa's new industrial revolution.*

However, as economic uncertainty continues throughout the country, it is imperative that we take a conservative approach to the budget in order to give financial stability and start building financial reserves for the municipality. Controlling municipal spending by spending less than the municipality takes in, demonstrates a commitment to common-sense budgeting and economic health that Sedibeng District Municipality deserve. In addition, the district has been able to sustain our cost containment or austerity measures program during our budgeting process which is still ongoing.

The reporting requirements of this budget are disclosed in terms of the MFMA circulars 48, 51, 54, 55, 58, 66, 67, 70, 74, 78, 79, 85, 86, 91, 99, 107, 108 and 115 as well as the Municipal Budget and Reporting Regulations (MBRR GN 393 of 2009).

The municipality has had to adopt a very conservative approach to budgeting for 2022/2023 MTREF as the municipality's revenue base (primarily composed of grants & subsidies) has shrink, while operational expenditure continues to grow at a rate of CPI with salaries & employee-related costs growing at above CPI (due to the collective bargaining agreement).

The implementation of the Municipal Standard Chart of Accounts (MSCOA), has also assisted the municipality in moving away from cost line budgeting towards project-based budgeting.

Budget Approach:

The budget approach was applied by taking the following principles into account:

- Clusters to eliminate all luxury and non-priority items;
- No growth allowed on general expenses
- Programs to be performed in-house first with no use of Consultants by all Clusters;
- Moratorium be placed on vacancies and attrition positions not to be filled, subject to Accounting Officer approval;
- Moratorium on controllable salary line items such as acting, overtime, cell phone allowances and car allowance;
- Increase of 4.9% to be added on employee related cost based on the bargaining council agreement

Possible scenario used to get to a balance budget will be:

- Apply for an exemption on salary increases for the 2022/2023 financial year. This will then have to be applied for at the bargaining council. Projected increase in expenses will be limited to R1,782,959 from the adjustment budget for 2021/2022.

- In line with the new regulations a staff audit be done as a matter of urgency to verify that the relevant incumbent possesses the required qualifications in the post that they occupy.
- A list of all redundant and misplaced staff be compiled by Corporate Service, HR department and a way forward report be prepared for Council.
- Early retirement option for employees over the age of 60 years to be investigated and reported back to Council.
- The management apply for a transformation or retrenchment grant from National Treasury in order to reduce the organisational structure to an affordable salary level.

Below is a summary of the budget projections on a salary increase versus no increment. The outcome of applying no increase will still leave the municipality with an operating deficit of R4,964,589 and is not practically implementable based on past experiences at the bargaining council.

Description	Original	Adjusted Budget 2022	Budget 2023	Variance from Adjusted Budget	Budget no salary increase 2023	Variance from Adjusted Budget
Revenue	(389,122,564)	(389,322,698)	(395,243,706)	(5,921,008)	(395,243,706)	(5,921,008)
Employee related cost	276,281,921	282,216,450	295,644,116	13,427,666	283,999,409	1,782,959
Councilor's remuneration	14,142,716	12,456,928	14,034,991	1,578,063	13,534,447	1,077,519
Other Expenses	108,467,232	104,095,408	102,743,871	(1,351,537)	102,674,439	(1,420,969)
Total expenses	398,891,869	398,768,786	412,422,978	13,654,192	400,208,295	1,439,509
Operating Deficit	**9,769,305**	**9,446,088**	**17,179,272**	**7,733,184**	**4,964,589**	**(4,481,499)**
Capital procurement	2,372,472	2,143,240	2,445,413	302,173	1,179,250	(963,990)
Total deficit	12,141,777	11,589,328	19,624,685	8,035,357	6,143,839	(5,445,489)

The operational budget for the 2022/23 budget will imply a 4.9% salary increase being approved by council as per the bargaining council agreement while taken into consideration that only critical vacancies will be filled using the internal advertisement option.

Capital expenses will be limited as a result of the current financial position and taken into consideration that the capital items need to be funded from internally generated fund as no grant funding is available.

Financing of Operating Activities:

The budget on financial performance has been drawn up on the GRAP (Generally Recognized Accounting Practices) principles of accounting where provision for depreciation has been taken into account.

Indicative Macroeconomic Forecasts

Municipalities are expected to levy their tariffs taking into account their local economic conditions, affordability levels and remain broadly in line with macro-economic policy. Municipalities must also take account the policy and recent developments in government sectors relevant to their local communities. Tariff increases must be thoroughly substantiated in the municipal budget documentation for consultation with the community.

Fiscal year	*2021/22*	*2023*	*2024*	*2025*
	Estimate	*Forecast*	*Forecast*	*Forecast*
CPI Inflation	4.5%	4.8%	4.4%	4.5%

Source: MFMA Circular 115

NB: The reclining growth of the equitable share from National Treasury coupled with the increase towards personnel costs over the past years has had a negative impact on the Municipality meeting its short-term obligations towards the operations and programmes of the district.

National Treasury funding model for district municipalities has increased the municipality's equitable share allocation for 2022/2023 below CPI. Effectively, there has only been a R 8,446,000 or 2.957% growth from 2021/2022 to 2022/2023. As indicated below salaries is currently higher than the total equitable share received.

DC42 Sedibeng - Table A4 Budgeted Financial Performance (revenue and expenditure)

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousand	1	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Revenue By Source											
Property rates	2	0	0	0	0	0	0	0	0	0	0
Service charges - electricity revenue	2	0	0	0	0	0	0	0	0	0	0
Service charges - water revenue	2	0	0	0	0	0	0	0	0	0	0
Service charges - sanitation revenue	2	0	0	0	0	0	0	0	0	0	120
Service charges - refuse revenue	2	0	0	0	0	0	0	0	0	0	0
Rental of facilities and equipment		513,929	222,852	2,590	340,000	56,376	56,376	63,932	165,500	374,850	179,866
Interest earned - external investments		2,944,162	3,307,133	1,717,724	1,035,023	2,002,566	2,002,566	1,440,709	2,015,468	1,141,113	2,190,412
Interest earned - outstanding debtors		0	0	0	0	0	0	0	0	0	0
Dividends received											
Fines, penalties and forfeits											
Licences and permits		125,000	1,445,000	2,351,000	1,575,000	1,575,000	1,575,000	174,000	1,575,000	1,575,000	1,711,710
Agency services		66,156,160	51,965,859	62,114,835	71,679,896	71,679,896	71,679,896	51,488,637	70,979,896	79,027,085	77,140,953
Transfers and subsidies		277,892,099	284,348,636	293,452,733	306,054,190	307,575,864	307,575,864	297,473,566	314,247,000	319,322,190	329,927,136
Other revenue	2	23,839,000	20,120,265	13,878,808	8,345,295	6,111,670	6,111,670	2,758,440	6,260,842	9,200,689	6,804,291
Gains		67,496	47,933	57,554	140,000	40,000	40,000	25,565	40,000	140,000	43,472
Total Revenue (excluding capital transfers and contributions)		**371,537,846**	**361,457,679**	**373,575,243**	**389,169,404**	**389,041,372**	**389,041,372**	**353,424,848**	**395,283,706**	**410,780,927**	**417,997,840**
Expenditure By Type											
Employee related costs	2	264,063,502	277,980,906	287,554,334	276,281,921	282,216,450	282,216,450	234,215,940	295,644,116	304,600,650	308,651,052
Remuneration of councillors		13,431,979	13,379,240	12,802,950	14,142,716	12,456,928	12,456,928	10,270,962	14,034,991	15,592,315	14,709,284
Debt impairment	3	8,777,064	0	5,476	0	0	0	0	0	0	0
Depreciation & asset impairment	2	15,714,686	17,646,767	12,652,799	11,271,875	11,271,875	11,271,875	8,604,697	11,271,875	11,271,875	12,250,376
Finance charges											
Bulk purchases - electricity	2	0	0	0	0	0	0	0	0	0	0
Inventory consumed	8	3,597,882	2,626,483	2,487,682	1,938,161	5,849,339	5,849,339	4,911,947	5,513,484	6,495,268	5,992,080
Contracted services		56,736,314	47,485,997	37,306,509	41,208,051	38,697,997	38,697,997	25,944,439	39,032,003	41,208,051	42,355,123
Transfers and subsidies		9,560,026	8,366,123	6,301,169	12,171,000	12,477,000	12,477,000	8,262,332	13,310,000	11,148,000	13,070,944
Other expenditure	4, 5	43,498,727	41,200,406	39,949,696	36,913,259	35,796,197	35,796,197	28,804,113	33,616,509	37,163,249	36,294,445
Losses		165,949	1,184,931	34,937	40,000	40,000	40,000	0	40,000	40,000	43,472
Total Expenditure		**415,546,128**	**409,870,853**	**399,095,552**	**393,966,983**	**398,805,786**	**398,805,786**	**321,014,429**	**412,462,978**	**427,519,408**	**433,366,776**
Surplus/(Deficit)		**(44,008,283)**	**(48,413,174)**	**(25,520,309)**	**(4,797,579)**	**(9,764,414)**	**(9,764,414)**	**32,410,420**	**(17,179,272)**	**(16,738,481)**	**(15,368,936)**
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		0	38,950	2,173,038	0	321,326	321,326	302,483	0	0	0
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)	6										
Transfers and subsidies - capital (in-kind - all)		0	0	470,522	**0**	**0**	**0**	0	**0**	**0**	**0**
Surplus/(Deficit) after capital transfers & contributions		**(44,008,283)**	**(48,374,224)**	**(22,876,749)**	**(4,797,579)**	**(9,443,088)**	**(9,443,088)**	**32,712,902**	**(17,179,272)**	**(16,738,481)**	**(15,368,936)**
Taxation											
Surplus/(Deficit) after taxation		**(44,008,283)**	**(48,374,224)**	**(22,876,749)**	**(4,797,579)**	**(9,443,088)**	**(9,443,088)**	**32,712,902**	**(17,179,272)**	**(16,738,481)**	**(15,368,936)**
Attributable to minorities											
Surplus/(Deficit) attributable to municipality		**(44,008,283)**	**(48,374,224)**	**(22,876,749)**	**(4,797,579)**	**(9,443,088)**	**(9,443,088)**	**32,712,902**	**(17,179,272)**	**(16,738,481)**	**(15,368,936)**
Share of surplus/ (deficit) of associate	7										
Surplus/(Deficit) for the year		**(44,008,283)**	**(48,374,224)**	**(22,876,749)**	**(4,797,579)**	**(9,443,088)**	**(9,443,088)**	**32,712,902**	**(17,179,272)**	**(16,738,481)**	**(15,368,936)**

Percentage allocation of revenue towards expenses

Description	Percentage
Employee related costs	74.79%
Remuneration of Councillors	3.55%
Depreciation and Asset Impairment	2.85%
Inventory consumed	1.39%
Contracted services	9.87%
Transfers and subsidies	3.37%
Other expenditure	8.50%

Key Legal Provisions to be Strictly Enforced

All municipalities must prepare budgets, adjustments budgets and in-year reports for the 2022/23 financial year in accordance with the Municipal Budget and Reporting ***AND*** Municipal Standard Chart of Accounts Regulations. In this regard, municipalities must comply with both:

- the budget documentation as set out in Schedule A (version 6.6) of the Municipal Budget and Reporting Regulations, including the main Tables (A1 - A10) and ALL the supporting tables (SA1 – SA38) in both printed and electronic formats (the Excel schedules);
- the Service Delivery and Budget Implementation Plan in both printed and electronic format;
- the Integrated Development Plan;
- the Council Resolution;
- the signed Quality Certificate as prescribed in the Municipal Budget and Reporting Regulations; and.
- Budget Locking Certificate as signed by the accounting officer.

All municipalities must do a funding compliance assessment of their 2022/23 budgets in accordance with the guidance given in MFMA Circular 80 and the Municipal Standard Chart of Accounts Regulations, GN 312 of 2014, before tabling their budget, and where necessary revise their budget submissions to comply with a properly funded budget.

The deadline for tabling a final budget before Council is 31 May 2022 as per Section (16)2 of the MFMA.

The deadline for the submission to National Treasury, MEC, DLG, AG and SALGA of approved budgets are ten working days after Council approves the annual budget.

"Funding of Expenditure":

(1) An annual budget may only be funded from -
- *(a) Realistically anticipated revenues to be collected;*
- *(b) Cash-backed accumulated funds from previous years' surpluses not committed for other purposes; and*
- *(c) Borrowed funds, but not only for the capital budget referred to in section 17 (2).*

(2) Revenue projections in the budget must be realistic taking into account –
- *(a) Projected revenue for the current year based on collection levels to date; and*
- *(b) Actual revenue collected in previous financial years.*

Alignment with Council Strategies:

This budget is aligned to the Integrated Development Plan 2022/27, the district's GDS-3, Municipal Budget and Reporting regulations GN 393 of 2009, Municipal Standard Chart of Accounts Regulations, GN 312 of 2014 as well as circulars 48, 51, 54, 55, 58, 66, 67, 70, 74, 78, 79, 85, 86,91, 98, 99, 107, 108 and 115 of National Treasury.

Council Budget Related Policies:

The MTREF for 2022/2023 has been drawn up in alignment with the following financial & budget related policies (as reviewed and adopted by Council):- Annexure "C"

- Cash Handling Policy, Management of Foreign Exchange Policy, Cash Management & Investment Policy, Revenue Management Policy, Debt Management Policy, Sundry Tariff Policy, Loans Policy, Fixed Asset Management Policy, Capital Projects and Infrastructure Development Policy, Strategic Budget Policy, Long Term Financial Plan Policy, Budget Oversight Policy, Virement Policy, Unforeseen and Unavoidable Expenses Policy, Supply Chain Management Policy & Procedures, Unauthorized, Irregular, Fruitless & Wasteful Expenditure Policy, Accounts Payable Policy, Payroll Management Policy, Subsistence & Travel Policy, Funding & Reserves Policy, Journal Entry Policy, Vaal Tecknorama Policy, Acting Allowance Policy, Donation Policy, Cost containment Policy

During the budget process, these policies were reviewed and found to still be applicable.

Council Recommendations:

1. THAT Council note annexure "A" to "C" as required in terms of the MFMA, No 56 of 2003;

2. THAT the inputs and comments received during public participation processes from Gauteng Provincial Treasury, National Treasury, MEC for Co-Operative Governance, the local municipalities, the public and other stakeholders be duly noted and recorded;

3. THAT the final capital and operating budget for 2022/2023 be approved as per Annexure "A" to "C" in accordance with the requirements as set out in the MFMA and MFMA: Municipal Budget and Reporting Regulations (MBRR GN 393 of 2009) and MFMA: Municipal Standard Chart of Accounts Regulations (MSCOA GNR. 312 of 2014);

4. THAT the proposed tariffs for all services as per Annexure "B" be approved in terms of the Tariff Policy and Section 75A of the Local Government Municipal Systems Act, No 32 of 2000;

5. THAT the consolidated three-year final Capital and Operational Budget as per Annexure "A" to "C" be submitted to National Treasury, MEC for Finance, MEC for Co-Operative Governance,

6. Auditor-General and South African Local Government Association (SALGA) within ten working days of Council approval of the annual budget as per Regulation 18 of the MFMA: Municipal Budget and Reporting Regulations (MBRR GN 393 of 2009);

7. THAT Council delegate the Executive Mayor to escalate the following inter-governmental issues to the platform of the Premier's Coordinating Forum (PCF):

    a) Further inter-governmental discussion over the provision of funding for the Disaster Management function with specific reference to Schedule 4 – Part A of the Constitution (108/1996);
    b) The underfunded mandate on the provision for Motor Vehicle Licensing services done on behalf of Province;
    c) All unfunded mandates currently perform on behalf of other organs of state;
    d) The medium-term outlook for the NDPG unit in SPED now that the funding has been relocated to the local municipalities;

8. THAT in line with the new regulations staff audit be done as a matter of urgency to verify that the relevant incumbent possesses the required qualifications in the post that they occupy.

9. THAT a list of all redundant and misplaced staff be compiled by Corporate Service, HR department and a way forward report be prepared for Council.

10. THAT a transfer agreement be entered into between Sedibeng District Municipality and the Local Municipalities in order to transfer staff to the Local Municipalities where vacancies arise

11. THAT the management apply for a transformation or retrenchment grant from National Treasury in order to reduce the organisational structure to an affordable salary level.

8.1 Introduction:

The Sedibeng District Municipality has successfully made it possible for the municipality to monitor measure and report against all set deliverables in its IDP. SDM is fully compliant with Section 38 of the Local Government: Municipal Systems Act, 32 of 2000, which states that:

All municipalities must establish performance management system that;

- Commensurate with its resources;
- Best suited to its circumstances; and
- In line with the priorities, objectives. Indicators and targets contained in our integrated development plan.

The provisions of MFMA define the SDBIP as a detailed plan approved by the mayor of a municipality in terms of section 53 (1) (c) (ii) for implementing the municipality's delivery of its service and annual budget and which must indicate:

a) Projections for each month of
   (i) Revenue to be collected, by source and
   (ii) Operational and capital expenditure by vote
b) Service delivery targets and performance indicators per quarter, and
c) Any other matter that may be prescribed including, and includes any revision for such a plan by the mayor in terms of section 54 (1) (c)

In terms of section 53 (1) (c) (ii) the SDBIP must be approved by the mayor within 28 days of the adoption of the IDP and Budget
The establishment, development, monitoring and general management of performance at a municipal level is governed by stipulations in Chapter 6 of the Local Government: Municipal Systems Act, No. 32 of 2000.

The Public Audit Act of South Africa (Act no. 25 of 2004 empowers the Auditor-General of South Africa to report material findings on the reported performance information against predetermined objectives for selected key performance areas presented in the annual performance report. The system reflects a clear line of sight in alignment cascading from the National Development Plan Vision 2030 (NDP), Growing Gauteng Together (GGT 2030), the Sedibeng Growth and Development Strategy (GDS), IDP, the Service Delivery and Budget Implementation Plan (SDBIP), and the Performance Agreements of Section 56 employees.

The IDP-SDBIP alignment makes it possible for all Clusters in SDM to progress report and collates evidence against the set Deliverables. These reports are consolidated on monthly, quarterly, mid-year and annual basis, and measured against the set **'SMART'** targets. The system has an inherent monitoring tool in form of dashboards, thus on continuous basis showcase areas of performance and under-performance. This tool gives progress status against the set Deliverables in all Clusters and affords early detection and intervention in areas of need.

Sedibeng District Municipality conducts its planning, as reflected in this chapter, to show a clear alignment between its Strategies and Projects, outlined in Chapter 5 of this document. The set performance areas for the financial year 2022/23 as captured herein below indicate all measurable projects and programmes planned to be implemented by the municipality.

Mainstreaming in government planning, budgeting & programmes is to seek empowerment and to promote designated groups access to basic services and participation in democratic governance within government & representation at all levels and elimination of discrimination against women, children, youth, and people with disabilities, elderly persons.

Gender Mainstreaming is the public policy concept of assessing the different implications for women and men of any planned policy action, including legislation and programmes, in all areas and levels. It is essentially offering a pluralistic approach that values the diversity among both men and women. The SDM is committed, in line with national and provincial policy, to ensure that the following designated groups are protected, promoted and empowered as the case maybe:

- Women;
- People with disability;
- Youth;
- Children;
- People infected and affected by HIV and AIDS;
- Elderly; and
- Ex-combatants.

We protect and promote designated groups in two ways. Firstly, we ensure that in all relevant programmes, the needs of these designated groups are 'mainstreamed'. This means for example that there must be targets for the employment of youth and women in EPWP projects or that we know that programmes to address air pollution will have an impact on the health of children with asthma.

Secondly, we have specific programmes targeted at one or more of our designated groups. This includes the Youth Advise Centers targeting youth or the Victim Support Centers that target women.

Below we have set out what are our key programmes that will promote and empower all designated groups followed by key programmes per designated groups. In the following section, we repeat all our key deliverables and put performance indicators aimed to set out how they can benefit different designated groups.

Training and job opportunities

- Ensure that training and job opportunities that may arise will target designated groups;
- Continue with looking at regional sewer works for opportunities; EPWP; BnM (people used in demonstrating technique);
- SDM to play a role on initiatives to assist local labor and communities in getting involved in national and provincial programmes); and
- Greening and cleaning.

Ownership - Facilitate ownership options for designated groups in:

- Housing and Urban renewal projects;
- Industrial Waste Exchange Programme; and
- Land release;

Poverty alleviation and social development

- Ensure that alternative options are explored including ensuring designated groups are prioritized in the “shack down programme”.

Volunteers - Volunteers from all designated groups should be involved in:

- HIV and Aids programmes;
- Fire prevention (PIER) and Clean Fires Programme;
- Crime prevention; and
- Greening and cleaning.

8.1 KEY PERFORMANCE AREA: Vibrant Democracy through enabling all South Africans to progressively exercise their constitutional rights and enjoy the full dignity of freedom. To promote more active community participation in local government, including further strengthening the voice of communities and making sure that community based structures such as ward committees, police forums, and school governing bodies are legislatively supported to function effectively.

SEDIBENG DISTRICT MUNICIPALITY									
OFFICE OF THE EXECUTIVE MAYOR									
PERFROMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA1: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No.**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes/No**
1. State of the District Address	Improve stakeholder relations through public participation	To promote Good Governance and Sound Management practices	A1.1	Number of State of the District Address (SODAs) convened	A1.1.1	2021/22 State of the District Address	OPEX	Convene one (1) State of the District Address	Yes
2. Nthirisano Outreach Program	Improve stakeholder relations through public participation		A1.2	Number of Outreach Programmes/ Nthirisano held (including Feedback)	A1.1.2	(4) Outreach Programmes in the previous Financial Year	OPEX	Convene Four (4) Nthirisano Outreach Programmes	Yes
IDP and Budget Stakeholders/Community Participation			A1.3	Number of IDP and Budget Stakeholders/Community Participation held.	A.1.2.1	Two (2) IDP/ Budget Stakeholders Engagements held in the 2021/22 financial year	OPEX	Convene Two (2) IDP Budget Stakeholders Engagements in the 2022/23 financial year	Yes
IDP Political Steering Committee	Strengthening oversight and			Number of **IDP Political Steering Committee**	A1.2.2	(2) **IDP Political**	OPEX	Convene (2) **IDP Political**	No

	Accountability					**Steering Committee** held in 2021/22 financial year		**Steering Committee** meetings	
Mayoral Committee Meetings			A1.3	Number of Mayoral Committee Meetings held in the previous financial year	A1.3.1	Twelve (12) Mayoral Committee Meetings held in 2021/22 financial year	OPEX	Convene Twelve (12) Mayoral Committee Meetings	No
Joint Mayors Forums **(IGR)**				Number of Joint Mayors Forums held in the previous financial year	A1.3.2	Four (4) Joint Mayors Forums held in 2021/22 financial year	OPEX	Convene Four (4) Joint Mayors Forums	No
Facilitate, coordinate and monitor internal and external HIV, STI and TB Programmes			A1.4	Number of AIDS Council programmes and Multi-Sector Implementation Plan oversight implemented in the previous financial year.	A1.4	Four (4) AIDS Council programme and Multi-Sector Implementation Plan oversight implemented in 2021/22 financial year	OPEX	Facilitate Four (4) AIDS Council programme and Oversee Multi-Sector Implementation Plan	No

SEDIBENG DISTRICT MUNICIPALITY									
OFFICE OF THE SPEAKER									
PERFORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA1: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No.**	**Key Performance Indicator (KPI)**	**KPI No.**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes/No**
MPAC	Strengthening oversight and Accountability	To ensure Good Governance and Sound Management practices	B1	Number of MPAC meetings Co-ordinated	B1.1	Four (4) MPAC Meetings in the previous financial year	OPEX	Coordinate 4 section 79 committee meetings including MPAC	No
Petition	Oversee the	To maintain a	B2	Number of Petitions	B2.1	Seven (7) Petitions	OPEX	Co-ordinate	No

Management Committee	processes of petition management	high level of satisfaction in relation to municipality's service delivery		resolved		resolved in the previous financial year		committee to resolve 5 petitions	
Council Sittings	Strengthening oversight and Accountability	To promote good governance through oversight and accountability	B3	Number of Ordinary Council Meetings convened	B3.1	Four (4) Sedibeng District Municipal Council Meetings in the previous financial year	OPEX	Co-ordinate Four (4) Ordinary Council Sittings	No
District Speakers Forum	Strengthening oversight and Accountability	To promote good governance through oversight and accountability	B4	Number of District Speakers Forum held	B4.1	4 District Speakers Forum held in 2021/22 financial year	OPEX	Facilitate (4) District Speakers Forum per annum.	No
Councilors Welfare and Support	Monitor implementation councilor's welfare and support programmes	To provide welfare and support to councilors	B5	Number of councilor's welfare and support programmes conducted	B5.1	Three (3) Councilor's welfare programmes in the previous financial year	OPEX	Coordinate and Conduct Three (3) Welfare and Support Programmes.	No
Stakeholder Relation	Improve stakeholder relation through Public Participation	To ensure Good Governance and Sound Management practices	B6	Number of stakeholder engagement meetings conducted	B6.1	Three (3) stakeholder engagements in the previous financial year	OPEX	Conduct four (4) stakeholder engagement meetings.	No
Capacity building and development training	Training and capacitation of councilors	To provide continuous capacity and development programmes to councilors	B7	Number of Training and Development Programmes for Councilors conducted	B7.1	Three (3) Training and development programmes in the previous financial year	OPEX	Identify Training and Development Programmes for Councilors	No
Women's Month Celebrations	Commemorate women's moth as tribute to women who marched to Union buildings in	To reflect on the Heritage and meaning of Women's Day	B8	Number of Women's Month celebrations conducted	B8.1	Three (3) Women's Month celebrations conducted in the previous financial year	OPEX	Conduct Four (4) Women's month programmes	Yes

	August 1956 with Women's events								

OFFICE OF THE CHIEF WHIP									
PERFORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA6: GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No.**	**Key Performance Indicator (KPI)**	**KPI No.**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes/No**
Caucus	Peruse efficient, accountable and cooperative governance	To stabilize the political environment of the municipality	C1	Number of caucus meetings convened	**Caucus**	Four (4) Caucus Meeting in the previous financial year	OPEX	Convene Four (4) Caucus meeting	No
Caucus Lekgotla				Number of District-wide Caucus Lekgotla Convened	**Caucus Lekgotla**	One (1) District – wide caucus in the previous financial year	OPEX	Convene one (1) District -wide Caucus Lekgotla	No
Study Group	Co-ordinate political study group management	To provide political oversight on matters brought before the study group	CC2	Number of Study Group meetings Convened	**Study Group**	Ten (10) Study group meetings convened in the previous financial year	OPEX	Co-ordinate and facilitate all 12 study group meetings.	No
Joint Whippery Strategic Session	Strengthening oversight and Accountability	To ensure Good Governance and Sound political practices	CC3	Number of Annual Joint Whippery Lekgotla held	**Joint Whippery Strategic Session**	One (1) District Wide Whippery Strategic Session in the previous financial year	OPEX	Convene one (1) District Wide Whippery Strategic Session	No
Research and Political Outreaches	Strengthening systems of governance, and the analysis of political activities, political thoughts and political behavior	To promote political education	C4	Number of Research and Political Outreaches Programmes	**Research and Political Outreaches**	Three research and political outreaches in the previous financial year	OPEX	Conduct Three (3) Research and Political Outreach Programmes	No
PMT Meetings	Strengthening	To ensure	C5	Number of Political	**PMT**	Four PMT Meeting	OPEX	Co-ordinate Four	No

	oversight and Accountability	effective political management of the institution.		Management Team (PMT) Meetings convened	**Meetings**	Convened in the previous financial year		(4) PMT Meetings in the	

ADMINISTRATION: TOP LAYER

8.2 KEY PERFORMANCE AREA: Good and Financially Sustainable Governance *through building accountable, effective and clean government, with sound financial management, functional and effective Councils, and strong, visionary leadership. It is about compliance and competence.*

OFFICE OF THE MUNICIPAL MANAGER									
GOOD AND FINANCIALLY SUSTAINABLE GOVERNANCE									
PERFRORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA 1:GOOD GOVERNANCE AND PUBLIC PARTICIPATION									
IGR AND RISK MANAGEMENT									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No:**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes / No**
Inter-governmental Relations (IGR)	To facilitate co-operative government through communication, consultation and joint decision making	To promote co-operative government	D1	Number of IGR Forums coordinated	D1.1	Four (4) IGR Forums coordinated in the previous financial year	OPEX	Conduct Four (4) District IGR Forums and 1 District-wide IDP/Budget Lekgotla	No
Risk Management	To Assess, Identify, control and monitor the implementation of mitigation measures	To ensure that the municipality's risk and risk exposures are properly managed in order to minimize uncertainty and maximize business opportunities.	D2	Number of Risk Management Plans developed	D2.1	2021 /22 Risk Management Plan	OPEX	Develop one (1) 2022/23 Risk Management Plan and submit to Risk Management Committee for Approval	No
				Number of Risk Assessments Conducted	D2.2	2021/22 Risk Registers	OPEX	Conduct One (1) Annual Strategic Risk Assessment and Report	No
Audit Plan	Develop, implement and monitor Risk-	To provide reasonable	D3	Number of Internal Audit Coverage Plans	D3.1	2020/21 Audit Plan	OPEX	Improve on the Internal Audit	No

	based Internal Audit Coverage Plan	assurance and independent opinions to management and council		Developed				Function capability	
SDBIP	Ensure measurable performance and transparent monitoring of the municipal performance.	To ensure Good Governance; Sound and Accountable Management practices	D4	Number of Service Delivery and Budget Implementation Plans (SDBIP) approved	D4.1	Development of SDBIP	OPEX	Develop one (1) 2022/23 SDBIP	No
PMS	Co-ordinate Performance Reporting, Monitoring and Evaluation	To promote a culture of accountability	D5	Number of Performance Management Reports produced	D5.1	Performance monitoring and evaluation	OPEX	Monitor and evaluate 2022/23 municipal performance and produce Four (4) Reports	No
Quality Assurance	Ensure necessary actions are taken against all findings raised by the Auditor General	To promote a culture of accountability	D6	Percentage of Auditor General findings resolved	D6.1	Number and Implementation of Audit Action Plan	OPEX	Monitor the implementation of the Audit Action Plans	No
	Co-ordinate Municipal Reporting	To ensure clean accountable and transparent governance	D7	Number of Annual Reports submitted to Auditor General and Council	D7.1	2021/22 Annual Report	OPEX	Develop and Submit 2019/20 Annual Report to council	No
Contract Management	Oversee the implementation of contract management by clusters	To provide legal advice to management and council	D9	Number of contract management oversight reports produced	D9.1	Four Contract management oversight reports in 2021/22 financial year	OPEX	Oversee the implementation of contract management and report quarterly	No
External Communications:	Build high level stakeholder relations, effective	**IDP Delivery Age**	D10	Number of Communicatio strategies Implemented	D10.1	Communication strategies Implemented in 2021/22 financial yea	OPEX	Implementation of Communication strategy	No

	Communication and Branding	**Integrated and Incl regional econon**	D11	Number of Media Monitoring Services Implemented Number of Marketing and Branding Strategy Implemented.	D11.1 D11.2	Media Monitoring Services implemented i 2021/22 financial year. Marketing and Branding Strategy Implemented in 2021/22 financial year.	OPEX OPEX	Implementation of Media Monitoring Services. Implementation of Marketing and Branding Strategy	No No
		Effective Marketing Region.	D12	Number of District Communications Forum Meetings	D12.1	District Communications Forum Meetings coordinated in 2021/22 financial year	OPEX	Coordinate 11 District Communications Forum Meetings	No
		Develop and review th Development Frame	D13	Number of External newsletters developed, printed and distributed.	D13.1	External newsletters developed, printed and distributed in 2020/21 financial year	OPEX	Develop, Print and Distribute 1 External newsletters each quarter	No
		Monitor the implement key Catalytic Project region	D14	Number of media engagements facilitated	D14.1	Media engagements Facilitated in 2020/21 financial year.	OPEX	Facilitate media engagements	No
		To ensure Good Governance and Sound Management practices	D15	Number of Social media policy Implemented	D15.1	Social media policy Implemented in 2021/22 financial year	OPEX	Implementation of Social media policy	No

8.3 IDP Key Priority Area: Reinvent our Economy: *from an old to a new by consolidating existing sectors and exploring new sectors of growth and in this way build local economies to create more employment and sustainable livelihoods.*

Strategic Planning, Economic Development and Housing:

STRATEGIC PLANNING AND ECONOMIC DEVELOPMENT									
REINVENTING THE ECONOMY AND REINTEGRATING THE REGION									
PERFRORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA 2: LOCAL ECONOMIC DEVELOPMENT									
INTEGRATED DEVELOPMENT PLAN(IDP)									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No:**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes / No**
GDS III	Consolidate, Review and monitor Growth and Development Strategy (GDS	To co-ordinate the implementation of Regional Growth and development strategy	E1	Number of Reports on Growth and Development Strategy	E1.1	2021/22 Progress report on GDS III	OPEX	Produce one (1) report on Growth and Development Strategy 03	No
IDP	Coordinate developmentally–oriented municipal planning	To determine and plan for the developmental needs of the people of Sedibeng District Municipality	E2	Number of Integrated Development Plans developed	E2.1	2021/22 IDP	OPEX	Develop one (1) approved IDP	No
Development of Spatial Development Framework	Review of sector development plan and strategies	To ensure coherent strategic planning through Spatial Development Framework (SDF)	E3	Number of Sector Development Plans reviewed	E3.1	1 Spatial Development Framework adopted in previous financial year 2021/22.	DRDLR	Review development planning policies and submit to council for approval	No
Housing and Urban Renewal programme	Promote Urban Renewal and modernize urban development	To redress the spatial distortions of the Region	E4	Number reports on Housing and urban renewal programmes coordinated	E4.1	Housing and urban renewal programmes coordinated in the previous financial year	CAPEX	Coordinate, monitor and report quarterly on the implementation of Evaton Urban Renewal Project Hostels Upgrading Programmes.	No
Regional	To assist the Region to	Promote Regional	E5	Number of progress	E5.1	Southern Corridor	CAPEX	Co-ordinate the	No

Southern Corridor Projects reporting.	address past spatial imbalances and land-use management	Economic Development		reports on the implementation plans of Regional Southern Corridor Projects		Regional Implementation Plan Projects.		Implementation of the 14 Southern Corridor Regional Implementation Plan Projects and produce four reports	
SMMEs (Emerging Farmers) and Cooperatives Development	Ensure that adequate financial and non-financial assistance is provided to SMMEs and Cooperatives			Number of SMMEs and Cooperatives capacitated	E8.2	50 Cooperatives and SMME's (Emerging Farmers) trained in the previous financial year	CAPEX	Co-ordinate Capacitation and support 30 SMME's ((Emerging Farmers) and Cooperatives) and produce four (4) reports	No
Tourism Demand	Promote and Develop Tourism and Leisure sector	To Create tourism demand through targeted tourism marketing initiatives	E9	Number of marketing and Tourism Initiatives participated in and reported on	E9.1	Participated in Four Tourism and Marketing Initiatives in the previous financial year 2021/22	OPEX	Identify and participate in (4) Marketing and Tourism initiative and produce four (4) quarterly reports.	No
Tourism Supply		Develop Skills and products in the tourism industry	E10	Number of development and tourism awareness programmes facilitated.	E10.1	4) Skills development and tourism awareness programmes and reports submitted in 2021/22 financial year.	OPEX	Facilitate four (4) skills development and tourism awareness programmes and reports.	No
Fresh Produce Market	To provide a central market distribution system for the region and maximize municipal revenue	To provide efficient services to local suppliers and buyers	E11	Number of Fresh Produce Markets reports submitted to council	E11.1	Four (4) Fresh Produce Market Strategy	CAPEX	Produce four Fresh Produce Reports and submit to council	No

Agriculture	To promote and develop agricultural sector	To facilitate Implementation of the Mega Agri park	E12	Number of reports on the Milling plant within the Mega Agri park Project.	E12.1	Four (4) reports on Milling plant within the Mega Agri park Project in the previous 2021/22 financial year	CAPEX	Implement the Milling plant within the Mega Agri park Project.	No

8.4 KEY PERFORMANCE AREA: Reintegrating our Region *with the rest of Gauteng, South and Southern African to move from an edge to a frontier Region, through improving connectivity and transport links.*

A key advantage of Sedibeng is its proximity and linkages into to the Gauteng urban Complex as well as strong links with Sasolburg in the Northern Free State.

One of its weaknesses is poor intra-Sedibeng links due in part to Poor East-West transport routes.

Key to reintegration is creating sewer scheme, high levels of transport and other forms of connectivity.

TRANSPORT AND INFRASTRUCTURE AND ENVIROMENT									
REVIVING A SUSTAINANBLE ENVIROMENT AND RE-INTERGRATING THE REGION									
PERFRORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA 4: BASIC SERVICES AND INFRASTRUCTURE									
TRANSPORT									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No:**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes / No**
Development of Integrated Transport Plan (ITP)	Plan and develop accessible, safe and affordable public transport systems and facilities.	To promote efficient and effective Integrated Service that addresses the socio-economic and environmental development imperatives of the region	G1	• RRAMS Rural Roads Assets Management Systems • House hold travel survey • Regular Traffic counts • Public transport infrastructure audit • Public transport operations plan	G1.1	Integrated Transport Plan (ITP)	Dept. of Transport	Review Integrated Transport plan and submit to council for approval	No
Airport	To monitor the	To provide self-	G2	Number of reports in	G2.1	New	OPEX	Monitor Operations	No

	operations of the airport	sustainable airport services		Airports Operations				of the airport and produce four reports	
Regional Infrastructure Projects	Plan for effective, efficient and sustainable infrastructural projects, water and sanitation services, and provision of electricity	To ensure effective delivery of infrastructure services	G3	Number of Regional Infrastructure Projects monitored	G3.1	Bi-annual reports per projects were tabled to council	OPEX	Monitor implementation of all regional infrastructure projects and report bi-annually	No
License Service Centres	Render effective, efficient and customer-oriented licensing services in the region	To ensure effective delivery of licensing services	G4	Number of reports on implementation of Licensing Services.	G4.1	Four (4) reports in 2021/22 Financial year	OPEX	Produce four reports on implementation of Licensing Services	No
Air Quality	Implementation of effective environment management in the Sedibeng District	To promote efficient and effective Integrated Service that addresses the socio-economic and environmental development imperatives of the region	G5	Number of reports on Ambient Air Quality monitoring station	G5.1	No Air Quality Management Plan	OPEX	Produce four reports on Ambient Air Quality monitoring stations	No
Environmental Awareness			G6	Number of Environmental Awareness Campaigns	G6.1	Four (4) Campaigns on 2021/22	OPEX	Conduct Four (4) Environmental Awareness Campaigns	No
Municipal Health Services	Ensure a safe and healthy environment for people to live and work in and reduce environmental health risk	To promote efficient and effective Integrated Service that addresses the socio-economic and environmental development imperatives of the region	G7	Percentage of compliance to Municipal Health Norms and Standards	G7.1	88% Compliance Achieved in 2021/22 Report not yet reviewed	OPEX	Render Municipal Heath Services at 50% compliance with National Health Norms and Standards and report	No
EPWP	Creating work opportunities in public social programmes	To create decent work & sustainable livelihoods, education, health; rural development; food security & land	E8	Number Expanded Public Works Program (EPWP) beneficiaries employed	E8.1	Hundred and twenty-two (67) EPWP beneficiaries employed in the previous financial year	CAPEX	Employ 55 EPWP beneficiaries	Yes

		reform. To promote local economic opportunities							

8. 5 KEY PERFORMANCE AREA: Good and Financially Sustainable Governance *through building accountable, effective and clean government, with sound financial management, functional and effective Councils, and strong, visionary leadership. It is about compliance and competence.*

FINANCE CLUSTER - CUSTODIAN: CHIEF FINANCIAL OFFICER									
GOOD AND FINANCIALLY SUSTAINABLE GOVERNANCE									
PERFRORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA 2: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT									
OFFICE OF THE CHIEF FINANCIAL OFFICER									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No:**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes / No**
Implementation of MSCOA reforms	Progressive Compliance with MSCOA regulations	To ensure successful implementation of the MSCOA regulations	F1	Percentage of transacting on MSCOA posting accounts	F1.1	New Target	OPEX	Implement 100% of MSCOA Regulations on account posting of transactions	No
Municipal budget	Compile a realistic and funded budget	To provide a realistic financial planning of the municipality	F2	Number of municipal budgets approved	F2.1	One (1) annual municipal budget in the previous financial year	Capex	Compile one (01) annual budget and submit to Council for approval	No
Procurement Plan	Development of an annual Procurement Plan	To determine procurement requirements and timeframes	F3	Number of Procurement plans and submitted to National Treasury	F3.1	One (01) annual Capex Procurement plan submitted to National Treasury in the previous financial year	OPEX	Submit one (01) annual Capex Procurement plan to National Treasury	No
Cost Containment	Implement Cost Containment Strategy	To promote sound financial administration practices	F4	Percentage of cost saving realized	F4.1	5% cost saving realized in the previous financial year	OPEX	Realize 1% of total annual saving on operating budget within general expenses and produce four reports	No

Municipal Tariffs	Review tariff structure and income generating tariffs	To review the effectiveness of the existing tariff structures	F5	Number of municipal tariff reviews conducted	F5.1	One (1) Review of tariff structures conducted in the previous financial year	Capex	Tariffs Review for the 2022/23 financial year and submit to Council for approval	No
GEYODI Compliance	Monitor adherence to GEYODI	To adhere to GEYODI requirements	F6	Number of jobs awarded to people with disability	F6.1	Number of jobs awarded to people with disabilities on the previous financial year	OPEX	Total number of jobs awarded and services rendered by people with disabilities per annum and produce one report	Yes
				Number of jobs awarded to Women owned businesses to date	F6.2	Number of jobs awarded to women owned businesses in the previous financial year	OPEX	Total number annual jobs awarded and services rendered by women and per annum produce one report	Yes
				Number of jobs awarded to Youth owned businesses to date	F6.3	Number of jobs awarded to youth owned businesses in the previous financial year	OPEX	Total number of jobs awarded and services rendered by youth per annum and produce one report	Yes
Local Business Support	To prioritize procurement of goods and services from local suppliers	To provide support and develop local businesses	F7	Percentage of jobs awarded to local SMMEs and Cooperatives to date	F6.4	Number of job opportunities awarded to SMME's and Cooperatives in the previous financial year	OPEX	Total number of jobs awarded and services rendered by SMMEs and Cooperatives per annum and produce one report	Yes

8.6 The focus on **Releasing Human Potential** extends beyond accelerating skills development. It involves increasing the 'social capital' of Sedibeng. This involves building the capacity of individuals and communities to:

- Be effectively involved in their communities through ward committees and related structures;
- Protect women and children from abuse;
- Have effective crime prevention programmes;
- Be involved in volunteerism;

COMMUNITY SERVICES									
RENEWING OUR COMMUNITIES									
PERFORMANCE INDICATORS AND TARGETS FOR THE YEAR ENDING 30 JUNE 2022									
KPA 4: BASIC SERVICES AND INFRASTRUCTURE									
COMMUNITY SAFETY									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No:**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes / No**
Community Safety Programmes	Promote and build safer communities	To coordinate implementation of community safety programmes in line with Covid-19	H1	Number of Community Safety Programmes coordinated	H1.1	Coordinated Community safety programmes and Reports 2021/22	OPEX	Coordinate implementation of twelve (12) Community Safety Programmes and report	No
Disaster management awareness	Promote disaster resilient communities	Implement Disaster Risk Reduction (DRR) programmes in line with Covid-19	H2	Number of Disaster Risk Reduction awareness programmes conducted	H2.1	Four (4) Awareness campaigns in 2021/22	OPEX	Conduct four (4) Public Disaster Management awareness programmes and report	No
District Health Council Activities	Promote efficient delivery of Primary Health Care	To coordinate implementation of District Health Council programmes	H3	Number of District Health Council programmes coordinated	H3.1	Three (3) District Health Council Meetings 0n 2021/22 financial year	OPEX	Coordinate three (3) District Health Council programmes	No

Youth Development Programmes	Facilitate implementation of youth development programmes in the region through NYDA	To coordinate youth development programmes in the region through NYDA	H.4	Number of Youth Development Programmes coordinated	H4.1	Coordinated Youth Development Programmes in the previous financial year-	NYDA Budget	Coordinate four (4) Youth Development Programmes	Yes
Women and Gender Programmes	Promote women advocacy and gender equality within our society	To coordinate implementation of women and gender programmes	H5	Number of Women and Gender Programmes coordinated	H5.1	Three (3) Women and Gender Programmes in 2021/22 Financial year	OPEX	Coordinate two (2) Women and Gender Programmes	Yes
Sports and Recreation Programmes	Promote the development of sports and recreation in the region	Coordinate developmental sport and recreational programmes in the region	H6	Number of sport and recreation programmes coordinated	H6.1	Four (4) Programmes in the previous financial year	OPEX	Coordinate (4) Developmental Sports Programmes	No
Arts and Culture	Support Arts and Culture Programmes	Coordinate arts and culture events and programmes	H7	Number of Arts and Cultural programmes coordinated	H7.1	Four (4) Programmes in the previous financial year	OPEX	Coordinate Four (4) Arts and Culture Programmes	Yes
Geographical Name Change	Facilitate the Geographical Name Change process	Coordinate mobilization of stakeholders' participation for Geographical Name Change process	H8	Number of GNC Stakeholders meetings coordinated	H8.1	GNC stakeholders' participation meetings held in the previous financial year.	OPEX	Coordinate four (4) GNC Stakeholders meetings	Yes

Commemorative Events	Promote and preserve heritage and museums in the region	Coordinate hosting of heritage and commemorative events in the region.	H9	Number of heritage and commemorative events coordinated	H9.1	Coordinated heritage and commemorative events in the Previous financial year	OPEX	Coordinate four (04) commemorative events	Yes

8.7 KEY PERFORMANCE AREA: Releasing Human Potential: *from low to high skills and build social capital through building united, non-racial, integrated and safer communities.* Sedibeng will be a place where life-long learning is promoted and learning is done in partnership with communities, educational institutions, and the private sector

SEDIBENG DISTRICT MUNICIPALITY									
CORPORATE SERVICES - CUSTODIAN: EXECUTIVE DIRECTOR CORPORATE SERVICES									
RELEASING HUMAN POTENTIAL									
REVISED SERVICE DELIVERY AND BUDGET IMPLEMENTATION PLAN (SDBIP) FOR THE YEAR ENDING 30 JUNE 2022									
KPA 5: MUNICIPAL TRANSFORMATION AND ORGANISATIONAL DEVELOPMENT									
INFORMATION TECHNOLOGY									
Priority Area	**IDP Strategy**	**IDP Objective**	**Objective No:**	**Key Performance Indicator (KPI)**	**KPI No:**	**Baseline**	**Funding Source**	**Annual Target**	**Mainstreaming Yes / No**
ICT Governance	World Class ICT Infrastructure in support of Smart Sedibeng	To implement ICT Governance Framework	11	Number of ICT governance reports submitted	11.1	ICT Governance Framework for 2021/22	OPEX	Four reports on the Implementation of ICT Governance Framework	Yes
ICT Strategy	World Class ICT Infrastructure in support of Smart Sedibeng	To develop ICT Strategy	12	One Council approved ICT Strategy	12.1	No ICT Strategy for 2021/22	OPEX	Produce one Council approved report on ICT strategy	Yes
ICT Strategy	World Class ICT Infrastructure in	To implement ICT Strategy	12	Number of reports on the implementation	12.2	No ICT Strategy for 2021/22	Opex	Produce four reports on the implementation of	No

	support of Smart Sedibeng			of ICT Strategy				ICT Strategy	
ICT Security Controls	World Class ICT Infrastructure in support of Smart Sedibeng	To implement ICT Security Controls	13	Number of reports on the implementation of the ICT Security controls	13.1	No baseline reports on ICT Security Controls in 2021/22	Opex	Produce four reports on the implementation of ICT security Controls	No
ICT Risks	World Class ICT Infrastructure in support of Smart Sedibeng	To identify and manage ICT risks	14	Number of reports on the implementation of ICT Risks	14.1	Reports on the management of ICT risks for 2021/22	Opex	Produce 12 reports on the management of ICT risks	No
ICT Steering Committee	World Class ICT Infrastructure in support of Smart Sedibeng	To implement ICT Steering Committee resolutions	15	Number of reports submitted on the progress on the implementation of the ICT resolutions	15.1	Resolutions tracked and implemented for 2021/22	Opex	Produce four reports on the implementation of ICT Steering Committee Resolutions	No
ICT Policies workshops	World Class ICT Infrastructure in support of Smart Sedibeng	To provide workshops to employees on ICT policies and procedures	16	Number of ICT policies workshops conducted for employees	16.1	Reports on workshops for councilors 2021/22	Opex	Produce 4 reports on ICT Policies workshops conducted for employee	No
HUMAN RESOURCES									
Human Management Resources Strategy	Ensure effective, competent and motivated staff	To implement Human Management Resources Strategy	17	Number of reports on the implementation of Human Management Resources Strategy	17.1	Approved Human Resources Management Strategy for 2021/22	OPEX	Submit four Council Approved reports on the implementation of the Human Resources Management Strategy	Yes
Wellness	Ensure	Conduct	18	Number of	18.1	Workplace Stress	OPEX	Conduct four	Yes

Programme	effective, competent and motivated staff	workplace stress management empowerment programmes for employees		workplace stress management programmes conducted for general workers		management programmes for general workers conducted in 2021/22		workplace stress management programmes for general workers	
Occupational Health and Safety	Ensure effective, competent and motivated staff	Establish Occupational Health and Safety committee	19	Approved report by Council on Occupational Health and Safety Committee	19.1	Occupational Health and Safety Plan for 2021/22	OPEX	Produce one Council approved report on established Occupational Health and Safety Committee.	Yes
Workplace Policies	Ensure effective, competent and motivated staff	To conduct workplace policies workshops for employees	20	Number of workplace policies conducted for General Workers	20.1	Workplace policies for 2021/22	OPEX	Conduct four workplace policies workshops for General Workers	Yes
Local Labour Forum	Ensure effective, competent and motivated staff	To conduct LLF meetings to deliberate on issues affecting employees and management	21	Number of LLF meetings resolutions finalized	21.1	LLF meetings resolutions finalized in 2021/22.	OPEX	Implement three Local Labour Forum Resolutions every three months	Yes
COUNCIL SECRETARIAT SERVICES									
Council meetings Secretariat Support services	Effective Management of Council Business	To Provide secretariat support to council meetings	22	Number of council meetings supported	22.1	Eight Council meetings for 2021/22	OPEX	Provide eight sets of minutes and Agenda of Council meetings	No
FLEET MANAGEMENT									
Integrated Fleet Management Policy	Ensure effective and efficient fleet management	To Review Integrated Fleet Management Policy	23	One Integrated Fleet Management Policy approved by Council	23.1	Approved Integrated Fleet Management Policy for 2021/22	Opex	Produce one Council approved report on Reviewed Integrated Fleet Management Policy.	No

Integrated Fleet Management Strategy	Ensure effective and efficient fleet management	To implement Integrated Fleet Management Strategy	24	One Integrated Fleet Management Strategy approved by Council	24.1	No Integrated Fleet Management Strategy in 2021/22	Opex	Produce one Council approved report on Integrated Fleet Management Strategy.	No
Integrated Fleet management plan	Ensure effective and efficient fleet management	To develop Integrated Fleet Management plan	25	Council approved Integrated Fleet Management plan	25.1	Approved Integrated Fleet Management plan for 2020/21	Opex	Produce one Council approved report on integrated fleet Management Plan	no
	Ensure effective and efficient fleet management	To implement integrated Fleet Management Plan	26	Number of Council approved Integrated Fleet Management Plan reports produced	26.1	Approved Integrated Fleet Management reports for 2021/22	Opex	Produce four Council approved reports on the implementation of the Integrated Fleet Management Plan	no
FACILITIES MANAGEMENT									
Effective maintenance and repairs plan for municipal facilities	Improve Council image and access to Municipality's Buildings and Facilities	To develop General Repairs and Maintenance plan for facilities and buildings	27	One General Maintenance and Repairs plan for facilities and buildings approved	27.1	Approved General Repairs and Maintenance plan for facilities and buildings for 2021/22	Opex	Produce one Council approved report on General Repairs and Maintenance Plan for facilities and buildings.	No
	Improve Council image and access to Municipality's Buildings and Facilities	To implement General Repairs and Maintenance Plan for facilities and buildings	28	Number of General Repairs and Maintenance reports produced	28.1	Approved General Repairs and Maintenance Reports in 2021/22		Produce four reports on General Repairs and Maintenance for facilities and buildings	No
RECORDS MANAGEMENT									
Archives & Records Management	Effective management of Council Business	To maintain high level of Records Management Applications & General Compliance	29	Number of reports submitted to Portfolio Committee on the	29.1	Records Management Strategy for 2021/22	OPEX	Produce four reports on the implementation of the Records Management Strategy	No

				implementation of the Records Management Strategy					
INTERNAL COMMUNICATIONS									
Communications Strategy	Build high level stakeholder relations, effective Communication and Branding	To develop Communication Strategy	30	One Council Approved Report on Communication Strategy	30.1	No Communications Strategy in 2021/2022	Opex	Produce one Council Approved Report on Communication Strategy	No
Media Monitoring Services		To develop social media Policy	31	One Council approved report on social media Policy	31.1	No social media Policy in 2021/2022	Opex	Produce one Council approved report on social media Policy	No
Marketing and Branding Strategy		To upload compliance reports and documents on the municipality website	32	Number of reports uploaded and updated on the website	32.1	Reports on municipality the website updates	OPEX	Upload eight compliance reports on the website	No
Social Media Policy		To promote the municipality image through posting of events, campaigns and commemorative events on the website.	33	Number of reports regarding municipality events upload on the website	33.1	Uploaded write-ups for the municipality events on the website for 2021/2022	Opex	Uploaded four municipality events on the website	No
District Communications Forum Meetings		To empower all employees through online wellness awareness and educational materials	34	Number of online wellness awareness and educational materials for employees	34.1	No online wellness awareness and educational materials for employees for 2021/2022	Opex	Upload four online wellness awareness and educational materials for employees	No
PROTECTION SERVICES									

Safety and security of councilors, employees and members of the public	Ensure safety and security of Employees, Councillors and users of municipality facilities and buildings	To have access and egress control of municipality facilities and buildings	35	Number of reports submitted on the implementation of the protection services Strategy	35.1	Reports on the implementation of the Protection Services Strategy for 2021/2022	Opex	Submit four reports on the implementation of the Protection Services Strategy	Yes

P.S: This chapter should be read in conjunction with Chapter 4 (Development Strategies and Projects) of this document.

9. Introduction:

This Chapter encompasses the core plans of Integrated Development Plan as determined by Section 26 of the Local Government: Municipal Systems Act and Regulations 32 of 2000.

The Sedibeng District Municipality is aware of the potential impact of disasters and other related risks on its service delivery mandate and how they continue to threaten the day to day lives of its communities. Several extensive disaster risk management and mitigation measures are therefore executed for both strategic and operational risks in order to prevent and minimize the impact of such situations and in compliance with the Disaster Management Act.

The Sedibeng District Municipality District LED Strategy has been developed as a draft document with the financial support of Gauteng Department of Economic Development (GDED).

1. The service provider appointed by Sector Department have completed draft LED Strategy which still have to go through rigorous public participation processes before it is submitted to council for approval.
2. After completion of the process, LED strategy will then be inculcated into the IDP review 2023/24 financial year.

There are following plans attached as Annexures which are as follows:

- Annexure (A) Sedibeng District Municipality Disaster Management Plan
- Annexure (B) Sedibeng District Municipality DITP (2019-2024 Final Draft)
- Annexure (C) Community Safety Strategy 2018– 2022
- Annexure (D) District Aids Implementation Plan 2018-22
- Annexure (E) Annexure Human Resource Management Strategy
- Annexure (F) Sedibeng District Composite Map
- Annexure (G) Final Draft Budget
- Annexure (H) GPG Catalytic Projects 2021/22
- Annexure (G) Sedibeng SDF FINAL May 2019 (Incl: Figures)
- Annexure (G) Budget

10.1 Brief Background:

In 2011, the boundaries of municipalities in Gauteng were redetermined in three metros and two district municipalities (Sedibeng and West Rand)

Within the legislative framework provided for by the Constitution of South Africa and the Municipal Structures Act, powers and functions were distributed to the district municipalities and their respective local municipalities. The distribution was premised on a desired role and function for the district municipalities and a complimentary role for the local municipalities.

In the 21 years since this allocation of powers and functions, an accumulated experience has emerged on its effectiveness and practicality.

The most prominent of these developments is the financial non-viability of the two District Municipalities. Being predominately grant dependant, the equitable share allocated to these District Municipalities have lagged, being the actual costs of inflation and carry significant wage bills.

Therefore, the interrogation and or review of the powers and functions, must focus on the ability to create viable districts without further handicapping their respective local municipalities – (maintaining a healthy balance between B's and C's)

10.2 Problem Statement:

The management of powers and functions has increasingly been part of a national discussion in respect of:

- Improving cooperative governance;
- Increasing the delivery of services across South Africa; and
- The is a need to review, develop and amend legislation that constrains effective regional governance.

CoGTA conducted a study into Powers and Function and the Single Tier System of governance, and these two interrelated studies aimed to investigate the following:

- Municipal Powers and Functions in Gauteng: The study assessed the existing distribution of powers and functions in Category B and C municipalities and developing a viable strategy and implementation plan to adjust powers and functions between Category B and C municipalities.
- Single-tier System of Local Government in Gauteng: The study aimed to develop a coherent strategy and implementation plan to attain the single-tier system of governance in Gauteng.

10.3 Possible Adjustments: Ministerial Functions:

A more detailed study into water and sanitation is required to see how a single plan and policy could be developed across each of the districts. Whilst there is no duplication between the two tiers (Category C and B) in the case of Gauteng's districts, it may make sense for the district to assume full powers as the Water Authority, with the existing locals becoming the water service providers formally.

In terms of electricity, the definition contained in the Structures Act provides that districts should undertake the 'Bulk supply of electricity, which includes supply, the transmission, distribution and, where applicable, the generation of electricity.' This definition is clearly problematic given that bulk and transmission are national functions in terms of the Constitution.

10.4 First Phase: Approximately Implemented within 18 Months:

- Establish a single technical team to bring together information and data not only supporting a single-tier, but also which coordinates strategies on governance and service delivery across municipalities within each District.
- Hold engagements with contiguous provinces around the future Gauteng single-tier strategy, particularly given that there may be a need to adjust provincial boundaries.
- Engage with the relevant Ministers (COGTA, Energy, Water and Sanitation and Health) around the basic municipal services functions to (i) iron out any challenges with the existing powers and functions split and (ii) develop a

Gauteng-wide approach on these matters so that water, sanitation, energy and health planning and delivery is seamlessly delivered across the province.

- Develop Public Transport Working Group and a Human Settlements Working Group to develop a framework for Gauteng-wide seamless delivery of these services.

- Make MEC adjustments (along the lines of that indicated above) to existing powers and functions in ways that enhance service delivery.

- Depending on the decision to expand (or not) the Category A's, during this phase Gauteng would make representations (ideally with the support of municipalities) to advance the President's call for DDMs to be institutionalized through the Gauteng single-tier strategy. It is important that due process be followed.
- Change management team would be established, based on the existing technical team, to drive a strategy to ensure coordination of systems, personal and the like well in advance of any demarcation process

- concluding, and then to start implementing those aspects which could be implemented based on the legislated District powers and functions.

10.5 Second Phase: 2023 – 24 and Beyond:

- The second phase would involve moving Change Management into a context of working through all municipal, provincial, and even some national functions, being allocated or assigned in a seamless way across the province as a whole (including the existing Category A's).

- For example, Emergency, Fire and Disaster Management Services lend themselves to work together involving all three spheres of government within a broadly authority (national/provincial) and implementer (municipal) framework.

- The proposed programme of action should be embarked upon to get districts to improve their levels of service accountability as any move to a single tier will require a significant enhancement in service accountability.
- Such a move to a single-tier will also assist in building the capacity of districts needed to effectively meet their mandate

- the key proposal of the research report is that the work of the province is to align powers and functions as a solid base towards a single-tier municipal system in Gauteng

10.6 Review of Powers and Functions:

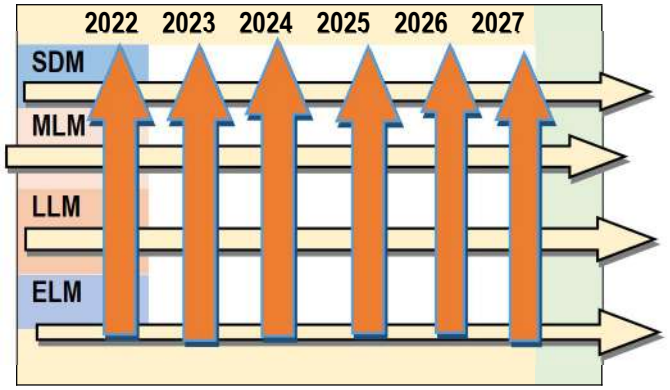
The proposed programme of action will enable all affected municipalities to look at alternative model that will work in favor of all Municipalities in the District and -

- In compliance with Section 14 of the Municipal Structures Act 117 of 1998 in relation to assets and liabilities as well as staffing matters.
- Interaction with the Local Municipalities and the Independent Electoral Commission towards the realization of the single authority and
- Engagements with Municipal Demarcation Board.

Table 1: Process

10.6.1 A Single Authority System of Governance

Table 2: Services



10.6.2 Setting up of Transitional Processes with Shared Services:

2022	2023	2024	2025	2026	2027	
SDM	Review of Powers & Functions	Water Services Authority				Single Authority
LLM		Joint Audit				
MLM		Centralized Planning				
ELM		Entities				
		Fleet Management				

ANNEXURES

SEDIBENG DISTRICT MUNICIPALITY

DISASTER MANAGEMENT PLAN

July 2020

VISION

To strive towards the elimination of all avoidable disasters in the Sedibeng District Municipality thereby supporting the social and economic development of our communities.

MISSION

To develop and implement holistic and integrated disaster management planning and practice in a cost effective and participatory manner thus ensuring the preparedness of our communities to prevent and respond to disasters.

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PREFACE:

Definitions

The following words and expressions will, unless the context otherwise requires or the Disaster Management Act, 2002 (Act No. 57 of 2002) or National Disaster Management Framework, 2005 otherwise provides, have the meanings thereby assigned to them namely—

"Act" – means the Disaster Management Act, 2002 (Act No. 57 of 2002)

"Disaster" - means the progressive or sudden widespread of localized, natural of human – caused occurrence which:

(a) causes or threatens to cause: (I) death or disease (ii) damage to property, infrastructure or the environment; or (iii) disruption of the life of a community; and
(b) is of a magnitude that exceeds the ability of those affected by the disaster to cope with its effects using only their own resources.

"Disaster management" – means a continuous and integrated multi- sectoral, multi-disciplinary process of planning and implementation of measures aimed at:

'**Disaster Management Plan'** means a plan developed by an organ of state in terms of section 25, 38, 39, 52 or 53 of the Disaster Management Act, 2002 (Act No. 57 of 2002);

(a) Prevention and reducing the risk of disasters;

(b) Mitigation the severity or consequences of disasters;

(c) Emergency preparedness;

(d) A rapid and effective response to disasters; and

(e) Post-disaster recovery and rehabilitation.

"Emergency preparedness" – means a state of readiness which enables organs of state and other institutions involved in disaster management, the private sector, communities and individuals to mobilize, organize and provide relief measures to deal with an impending or current disaster of effects of a disaster.

"**Essential goods and services"** – means those products, items, expertise or manufacturers, that are considered of importance or are indispensable when responding to a disaster.

"Hazard" – means threats to life, wellbeing, material goods or the environment.

"**Head of centre**" – means the person appointed in terms of either section 45 of the Act.

'**Integrated development plan'** means a plan envisaged in Section 25 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000);

'Internalise' means to make disaster management part of an organs of state's operations through learning, practicing and assimilation (adapted from Kavanagh,2002: 602);

"Level 1 Disaster Risk Management Plan" – applies to municipal entities that have not previously developed a coherent disaster risk management plan. It focuses primarily on establishing foundation institutional arrangements for disaster risk management, putting in place contingency plans for responding to known priority threats as identified in the initial stages of the risk management assessment, identifying key government and other stakeholders and developing the capacity to generate a Level 2 Disaster Risk Management Plan.

"Level 2 Disaster Risk Management Plan" – applies to municipal organs of state that have established the foundation institutional arrangements and are building the essential supportive capabilities needed to carry out comprehensive disaster risk assessment, identifying and establishing formal consultative mechanisms for development of disaster risk reduction projects and introducing a supportive information management and communication system and emergency communication capabilities.

"**Level 3 Disaster Risk Management Plan**" – applies to municipal organs of state that have established both the foundation institutional arrangements for disaster risk management and essential capabilities. The municipality must specify clear institutional arrangements for co-ordination and aligning the plan with other governmental initiatives and plans of institutional role players. It must also show evidence of informed disaster risk management and ongoing disaster risk monitoring

capabilities as well as relevant development measures that reduce the vulnerability of disaster-prone areas, communities and households.

"Local disaster" – means a disaster classified as a local disaster in terms of section 23.

"Local municipality" – means a municipality that shares municipal executive and legislative authority in its area with a district municipality within whose area it falls, and which is described in section 155 (1) of the Constitution as a category B municipality.

"Mitigation" – means in relation to a disaster, means measures aimed at reducing the impact or effects of a disaster.

"Municipal disaster management centre" – means a centre established in the administration of a municipality in terms of section 43.

"Municipal manager" – means a person appointed as such in terms of section 82 of the Local Government: Municipal Structures Act, 1998 (Act No. 117 of 1998).

"National disaster management framework" – means the national disaster management framework prescribed in terms of section 6.

"Prevention" – means in relation to a disaster, means measures aimed at stopping a disaster from occurring or preventing an occurrence form becoming a disaster.

"Primary role" – means that function for which a specific identified role player is best equipped and qualified to perform.

"Recovery" – means decisions and actions taken after a disaster with a view to restoring or improving the predicate living conditions of the stricken community, while encouraging and facilitating necessary adjustments to reduce disaster risk.

"Relief" – means the provision of assistance or intervention during or immediately after a disaster in order bring relief to people and communities affected by a disaster.

"Risk reduction" – means measures taken to reduce long-term risks associated with human activity or natural events.

"Risk" – means used to prescribe the likelihood of harmful consequences arising from the interaction of hazards and vulnerable elements.

"Role player" – means an individual or group in society that can contribute meaningfully to the implementation of disaster management.

"Vulnerability" – means the degree to which an individual, a household, a community or an area may be adversely affected by a disaster.

Acronyms

CBO	Community Based Organization
DMA	Disaster Management Act, 2002 (Act No. 57 of 2002)
DMHS	South African Disaster Risk Management Handbook Series
DMP	Disaster Management Plan
DRA	Disaster Risk Assessment
FCP	Forward Command Post
GIS	Geographic Information System
HOC	Head of Centre
IDP	Integrated Development Plan (Planning)
ICDRM	Intergovernmental Committee on Disaster Risk Reduction
JOC	Joint Operations Centre
KPA	Key Performance Areas
NDMF	National Disaster Management Framework, 2005
NDMC	National Disaster Management Centre
NGO	Non-Governmental Organization
PDMC	Provincial Disaster Management Centre
SDF	Spatial Development Framework
SDM	Sedibeng District Municipality
SDMC	Sedibeng Disaster Management Centre

Distribution List

Stakeholders to whom the final plan will be distributed

- Lesedi Local Municipality
- Midvaal Local Municipality
- Emfuleni Local Municipality
- Sedibeng District Municipality
- Gauteng Provincial Disaster Management Centre

1. INTRODUCTION AND BACKGROUND

In accordance with the National Disaster Management Framework (NDMF) there are four Key Performance Areas (KPA) that local municipalities need to be incorporated within a level 1 Disaster Management Plan.

To address this wide range of disaster management planning capabilities, the national disaster management framework provides for a phased approach to disaster management planning and implementation. It comprises of three progressive steps from a Level 1 Disaster Risk Management Plan to a Level 3 Disaster Management Plan (DMP). The completion of each level of disaster management plan will yield indicative information about common vulnerabilities in Communities, local areas or provinces. This information should be incorporated into the Integrated Development Plan (IDP), planning processes and projects.

The requirements for each level of disaster management plan and the steps to be taken in developing the different levels are detailed in priority guidelines distributed by the NDMC to all stakeholders. The implementation of these plans will form an integral part of the implementation strategy of the Act.

The plan incorporates the key aspects of the four KPA's and three Enablers specified by the NDMF related to DMP's and has been arranged into specific chapters.

This plan has been developed to fit Sedibeng District Municipality Disaster Management's specific functional environment.

1.1 Purpose

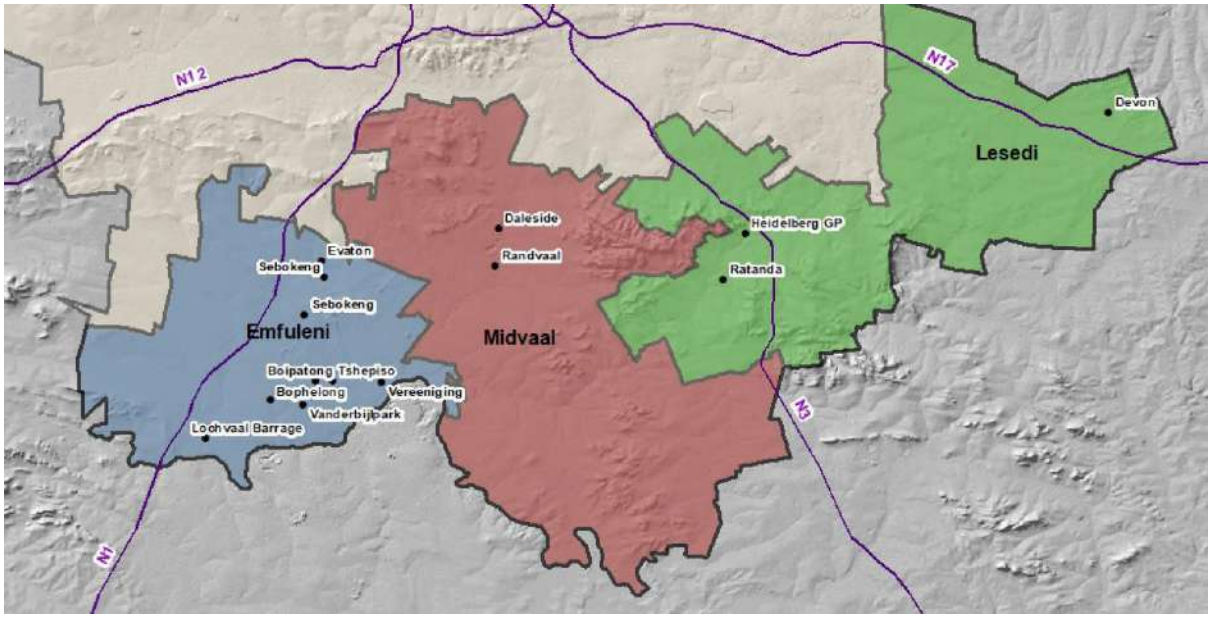
The National Disaster Management Centre (NDMC) provided a set of guidelines; developed in terms of Section 19(a) of the DMA and section 3.6 of the National Disaster Management Framework, 2005 (NDMF) provides a uniform structure and checklist to organs of state to prepare a level 3 DMP.

This plan confirms the arrangements for managing disaster risks and for preparing for- and responding to disasters within the SDM as required by the Disaster Management Act.

This plan seeks to achieve the following key outcomes:

- Recognition of the situations requiring specialized, incident-specific implementation of the Sedibeng disaster management plan;
- Risk and vulnerability assessment in the Sedibeng region;
- Roles and responsibilities of the various role-players before, during and after the occurrence of a disaster;
- Implementation of disaster risk reduction, disaster prevention and mitigation and preparedness strategies and programs
- Implementation of a uniform incident management system for all services responding to disasters in the municipality.
- Response and recovery such as early warnings; assessment, classification, declaration and review of disaster; integrated response and recovery; and rehabilitation and reconstruction.
- Implementation of emergency support mechanisms for interagency coordination during all phases of disaster management;
- Prompt procurement for essential goods and services for disaster relief.
- Creation of adequate institutional capacity to deal with routine & major incident.

1.2 Background



Sedibeng District Municipality (SDM) is regarded as a category C municipality. The municipality covers the entire southern part of Gauteng Province and consists of three local municipalities: Emfuleni, Midvaal and Lesedi. Towns within these municipalities include Vereeniging, Vanderbijlpark, Meyerton, Devon and Heidelberg. Townships include Impumelelo, Evaton, Sebokeng, Boipatong, Bophelong, Sharpeville and Ratanda.

The district is surrounded by the following District and Metropolitan Municipalities:

- City of Johannesburg to the North;
- Ekurhuleni (East Rand) to the North;
- West Rand District Municipality to the North-West;
- Dr Kenneth Kaunda District Municipality to the South-West;
- Fezile Dabi District Municipality to the East; and
- Nkangala District Municipality to the North East.

The eastern areas of the district are mainly agricultural or rural. The main urban areas are Vereeniging and Vanderbijlpark, as well as the Evaton / Sebokeng residential complex, are concentrated in the western part of the district, in Emfuleni. Smaller urban concentrations are found in Meyerton, in Midvaal, and in Heidelberg / Ratanda in Lesedi.

1.2.1 Population:

The total population of the District is 916 484. Lesedi has a population of 99 520, Midvaal 95 301 and Emfuleni 721 663. Source:(Stats SA, 2011). The population density of the District as a whole is 198 people per km². It is clear from the stats that 8 out of every 10 people in Sedibeng live in Emfuleni and the vast majority (more than 700 000 people) live in the black township areas (especially Sebokeng and Evaton). In terms of IHS Global Insight, 2016, the population structure of the Sedibeng region (including
its local municipalities) has changed notably between 2005 and 2016(StatsSA, 2011).

In Emfuleni in 2016, the single largest group was the 0-4 age group. Overall, there was a decline in the populations aged 15-19, 20-24 and 25-29 but an increase in those aged 30-34 and above. In Midvaal in 2016, the largest age group was males aged 30-34. The largest female age group was aged 05-09. In Lesedi, the largest single population group was males in the 05-09 age group, followed by people aged 30-34. There was an increase in all age groups, with the largest among males aged 30-34(Gaute, 2018).

1.3 Socio-economic profile

The number of people in the district with no schooling decreased from 34 758 in 2006 to 22 606 in 2016, with the largest decrease (9 325) in the Emfuleni Municipality. In addition, in 2016, Emfuleni has a larger percentage of people living in poverty in the District. This is due to its larger economic size and tends to attract more migrants seeking economic opportunities than Midvaal and Lesedi (Gaute, 2018).

In terms of household infrastructure, 80 percent of the population in the District had access to formal housing and sanitation in 2016. At 85.7 percent, Emfuleni had the highest proportion of households with access to formal housing, followed by Lesedi at 82.3 percent. Lesedi was the only local municipality with a slight decline in the proportion of households with access to electricity.

1.4 Incident History

The area of the Sedibeng District Municipality is constantly threatened by hazards of natural, technological and environmental origin. It is increasingly exposed to the

devastating effects of a range of severe hydro meteorological events including severe storms, floods, tornadoes, informal settlement fires and veld fires. The following incidents have resulted to the declaration of disasters for the District (NDMC, 2020):

- Riverine Flooding: January 2011; and
- Flash Floods: November 2016.

1.5 Stakeholder Consultation

The following stakeholders were consulted in developing the Sedibeng District Municipalities Disaster Management Plan:

- Sedibeng District Municipality Officials;
- Lesedi Local Municipality Officials;
- Midvaal Local Municipality Officials; and
- Emfuleni Local Municipality Officials.

2. CONSTITUTIONAL, LEGISLATIVE AND POLICY MANDATES

2.1 Legislative Mandate

The Sedibeng District Municipality is legally obliged to prepare a disaster management plan for its area according to the circumstances prevailing in the area; to co-ordinate and align the implementation of its plan with those of other organs of state and institutional role players; and to regularly review and update its plan. The district municipality must also consult the Provincial Disaster Management Centre on the preparation or amendment of its plan. The following legislations (not restricted to), govern the Disaster Management activities of the Sedibeng District Municipality (inclusive of Emfuleni, Midvaal and Lesedi Local Municipalities):

- The Disaster Management Act (Act 57 of 2002) as amended;
- The National Water Act, Act 36 of 1998;
- The National Veld and Forest Fire Act (act 101 of 1998);
- The Fire Brigade Services Act, Act 99 of 1987 as amended;
- The Constitution of the Republic of South Africa (Act 108 of 1996);
- Municipal Systems Act (Act No 32, 2000);
- Occupational Health and Safety Act, 1993 (Act No. 85 Of 1993);
- Occupational Health and Safety Act, 1993 (Act No. 85 Of 1993) Diving Regulations, 2001;
- Local Government Municipal Structures Act (Act No. 117, 1998) as amended;
- National Environmental Management Act; and
- The Health Act 1997 (No 63 of 1977).

2.2 Policy Mandates

Both the Local Government Municipal Systems Act, 2000 and the Disaster Management Act (as amended) requires the inclusion of this Plan into the IDP of the Sedibeng District Municipality. The recommendation of the Risk assessment and the Level 1 DMP must be incorporated into the IDP with aim of creating a sustainable, integrated human settlements and safe neighbourhoods where communities can prosper.

Disaster Management and Emergency Services need to ensure that they comply with the relevant legal Acts, Frameworks and the South African National Standards Code (SANC).

Disaster management, service delivery and development planning go hand in-hand. The Disaster Management Chapter accounts for the overarching status of risk reduction planning, institutional coordination and the Disaster Management Plans.

Aspects relating to disaster management in the IDP's Disaster Management Chapter should be a status quo of the strategic and institutional process, where annual reviews of the IDP reflect on progress made against strategic objectives. It should also serve as an integrative tool to ensure a multi-sectoral approach to disaster management, specifically risk reduction initiatives;

The Disaster Management Plan also manages the consequences of disasters / incidents (preparedness and response plans; contingency plans), and it contains the operational risk reduction project plans, SOPs and other annexures;

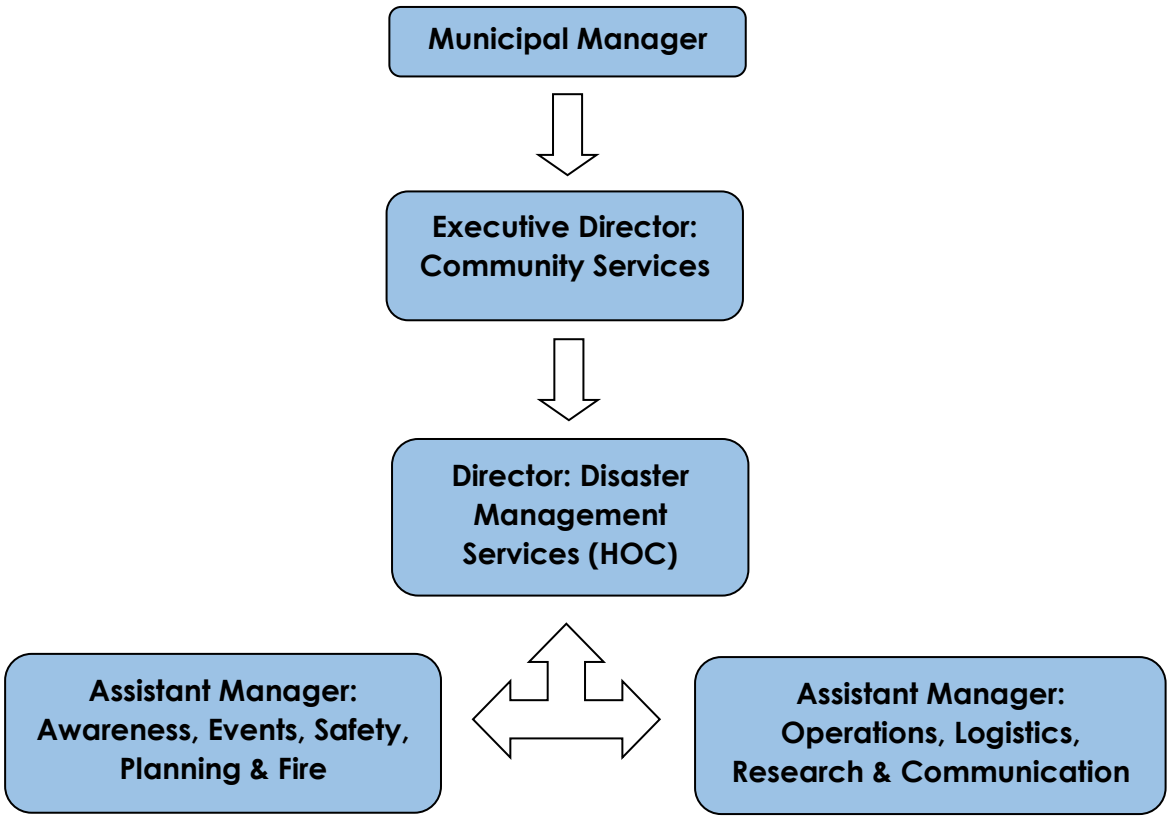
Disaster Management planning is a collaborative process that involves all spheres of government on the political and administrative levels including all sectors of society, NGO's and CBO's, hence the slogan "Disaster Management is everyone's business". The full Disaster Management Plan will be an annexure to the IDP as opposed to being included within the IDP document;

The challenge is for the Sedibeng District Municipality to facilitate and manage the process of participation, internally and externally, in municipal disaster management, in development planning, and on an on-going basis, ideally in line with the IDP cycle.

3. INTEGRATED INSTITUTION CAPACITY:

3.1 Sedibeng District Disaster Management Organogram

The Disaster Management function within the Sedibeng District Municipality resides within the Community Services function with the with the Director: Disaster Management Services fulfilling the role of the Head of Centre.



3.2 Disaster Management Centre

Section 43 of the Disaster Management Act (Act 57 of 2002), stipulates that:

"*Each metropolitan and district municipality must establish in its administration a disaster management centre for its municipal area*".

Sedibeng currently does not have a fully-fledged Disaster Management Centre. There are however measures put in place to supplement the powers and duties of a disaster management centre:

- An Emergency Communication Centre which is currently being utilised by Emfuleni Fire and Rescue;

- Mobile Disaster Management multi-purpose vehicle; and
- Council has ascertained a venue that is used as a Disaster Operations Centre during incidents of major magnitudes.

3.3 Sedibeng Disaster Management Advisory Forum

The objective of an advisory forum is ensuring coordination and cooperation of role players, including stakeholders, technical experts from the community and private sector to promote their participation in disaster risk management planning and operations in the municipality.

The Disaster Management advisory forum was launched in 2007, consisting of different stakeholders, with the purpose of consulting one another and co-ordinating actions on matters relating to disaster management in the municipality. Since 2012, the forum has been combined with the more active Emergency Services Forum of the District due to the overlap of stakeholders on both forums. It is envisaged that the District Advisory Forum will be resuscitated and be functional within the near future. Section 51 of the DMA 16 of 2002 as amended prescribes the composition of an Advisory Forum.

The Sedibeng Disaster Management Forum consists of the following stakeholders:

1. *Councillor(s)*
2. *Sedibeng Disaster Management*
3. *South African Police Services*
4. *Disaster Managers from Local Municipalities*
5. *Officials from the various Departments within the District Municipality*
6. *Non-Profit Organisations*
7. *Provincial Disaster Management Centre Officials;*
8. *Relevant Parastatals: (i.e. Eskom, Transnet, South African Weather Services etc)*

3.4 Roles and Responsibilities of Role-players

3.4.1 The Head of Disaster Management Centre:

The Head of Centre (HOC) is responsible for the compilation, maintenance and distribution of the Municipal Disaster Management Plan and support risk-specific and incident management plans. The HOC is also responsible for the implementation of the disaster management functions and to implement and co-ordinate the Municipalities Corporate Disaster Management Plan in accordance with Section 44(1) of the DMA 16 of 2002 as amended. Furthermore, the HOC must undertake the following responsibilities:

a. When deemed necessary, request the declaration of a disaster as per the Disaster Management Act (Sec. 49)
b. Liaise with district, provincial and national officials.
c. Co-ordinate response with CBOs and NGOs.
d. Authorize area evacuation/re-enter.
e. Identify persons /organizations to received recognition for contributions to the emergency response.
f. Establish and maintain required telecommunications links.
g. Identify available resources for disaster management purposes as requested by the JOC management team.
h. Establish and maintain a resources database.

The Head of the Centre, in consultation with the Executive Command Council /Joint Operations Command Management Team, will determine when the incident or disaster is adequately dealt with and the response structure can be de-activated. In the recovery and rehabilitation phase a project team under a line function can be convened to take responsibility for further activities that address the causal factors of the disaster/ incident. This team will receive a brief from and report back to the Disaster Management Advisory Form as well as senior management.

3.4.2 Fire Chief:

The responsibility of Chief Fire Officers of the three respective local municipalities is intertwined with that of the HOC and must ensure that contingency/preparedness plans specific to his /her area of responsibility is compiled and maintained in his/her service with specific reference to the following:

a. The primary task of this discipline is to extinguish fires as early and effectively as possible in order to safe human and animal life and property.
b. The fire-brigade is primarily responsible for firefighting, rescue and evacuation; and humanitarian services.
c. The fire-brigade will be involved in all the risks as identified.
d. The fire-brigade must ensure that fire dangers are excluded or minimized.
e. The fire-brigade must make a survey of all fire hydrants marking them clearly visible and ensure that they are in working condition.
f. Fire-brigade volunteers must be trained in the combating of fires, rescue and evacuation.
g. Community Public awareness in order to build resilience within the Sedibeng District Municipality.
h. Existing fire -fighting equipment must be inspected regularly.
i. Where external resources are identified, it must be resolved with the institution(s) in question.
j. Surveys must be made of the different dangerous materials transported by the greater Sedibeng or through the area in order to ensure that the required garments can be obtained in order to handle a situation effectively.

3.4.3 Director: Finance

Must ensure that disaster plans are compiled and maintained in his/her directorate, with specific reference to the following:

a. Managing donations for emergency response.
b. Initiating and facilitating efforts to make funds available for disaster management in the municipal area as per Section 56 of the DMA 16 of 2002(The Presidency, 2002).

3.4.4 Director: Corporate Services / Legal Services:

Must ensure that disaster plans are compiled and maintained in his/her directorate, with specific reference to the following:

a. Monitoring compliance with relevant legislation, regulations, licenses and by – laws.
b. Ensuring that Council administrative support services are maintain under abnormal circumstances.
c. Providing information to municipal employees and their families.

d. Documenting information for municipal insurance claims.
e. Documenting information for potential actions.
f. Identifying information to be documented for inquests or investigations under applicable laws.
g. Documenting information for remuneration of municipal employees involved in emergency response.
h. Documenting potential occupational and safety issues.
i. Documenting information for potential municipal labour relations issues.

3.4.5 Director: Development Planning

Must ensure that disaster plans are compiled and maintained in his/her service in consultation with the local municipalities to ensure that the following is achieved:

a. Co-ordinate response with businesses and industries affected by the emergency.
b. Co-ordinate response with national and provincial public works departments.
c. Identify buildings which are unsafe.
d. Identify areas, buildings and structures which may require restoration.
e. Identify persons/organizations to contribute to post-emergency reports/debriefings.
f. Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phase.
g. Ensure that risk reduction and mitigation principles are applied in all development projects.

3.4.6 Volunteers

The role of the volunteer in reacting to a disastrous situation and providing much needed assistance must not be underestimated. It must be remembered that normally the first people to arrive at the scene will be members of the community.

The Disaster Management Act provides for the formation of a volunteer corps is thus of vital importance to ensure that personnel are utilized in the most beneficial manner and the municipalities should encourage the community to volunteer their services in the event of a disaster. Volunteers can be utilized in the following manner:

a. Rending of first aid training;
b. Firefighting;
c. Radio and telephone communication;

d. Control of the collection and distribution of relief supplies;
e. Care of the young and aged;

Training of a volunteer corps is thus of vital importance to ensure that such personnel are utilized in the most beneficial manner.

3.5 Procedure During A Disaster

a. The head of the discipline must summon the available personnel to the disaster site when an emergency call is received.
b. The discipline head must report at the disaster control official.
c. The discipline, in co-operation with the traffic department, is responsible for the closing of the streets and the indication of alternative routes.
d. The discipline head must report fully to the disaster control official.
e. Nobody leaves the disaster site without the permission of the disaster control official.

4. RISK ASSESSMENT

4.1. Objective

The purpose of a risk assessment is to establish a uniform approach to assessing and monitoring disaster risks that will inform disaster risk management planning and disaster risk reduction undertaken by directorates and other role players. The risk assessment for the District provides a clear indication of the level of vulnerability in its communities, its infrastructure and environment, and the capacity of available services to cope with a disastrous event.

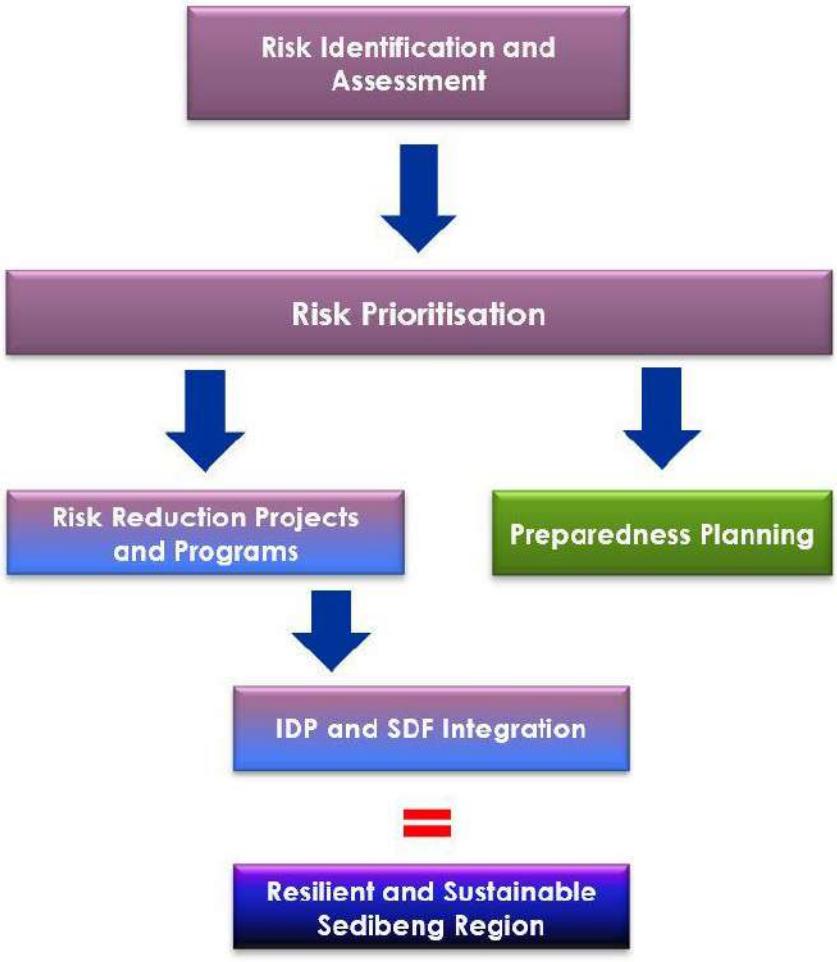


Figure 1: Risk Assessment Process

Figure reflects the risk identification and assessment process that underpins all risk reduction and disaster management activities. The identified risk and outcomes of the comprehensive process should be utilised to inform all development initiatives by the Municipality.

4.2. Process for Risk Identification

The following steps were undertaken to develop the risk assessment for the District:

a. Identify and assess significant hazards;
b. Analyse the disaster risk(s);
c. Evaluate the disaster risk(s);
d. Monitor disaster risk reduction initiatives and update and disseminate disaster risk assessment information.

4.3. Identified Risks

The following risks were identified through the risk assessment process and can lead to disasters:

1. Floods;
2. Drought;
3. Severe weather events;
4. Human Disease;
5. Veld Fires;
6. Structural Fires;
7. Dolomite (sinkholes);
8. HAZMAT Incidents;
9. Road Accidents;
10. Water Pollution.

Hazard	Potential Consequences
Floods	Drowning, loss of life, (loss of breadwinner), severe injury, loss of homes, loss of stock loss of income, increased risk of disease.
Drought	Increased desertification; leads to inferior crop and poor veld conditions. Loss of human life from food shortages, heat, suicides and violence.
Severe Weather	Loss of life, (loss of breadwinner), severe injury, loss of homes, loss of stock loss of income, increased risk of disease.
Human Disease	Loss of life, (loss of breadwinner), extended illness, loss of employment because of absenteeism, over-taxing of the medical response capability.

Veld Fires	Loss of life, (loss of breadwinner), severe injury, loss of homes, loss of crops, stock losses, of grazing land, loss of income, disruption of economy. Stretching of the emergency response capability.
Structural Fires	Loss of life, (loss of breadwinner), severe injury, loss of homes, loss of crops, stock losses, of grazing land, loss of income, disruption of economy. Stretching of the emergency response capability.
Dolomite (Sinkholes)	Damage to property, change in environmental landscape, displacement of animals; loss of human life; fear and panic.
HAZMAT	Loss of life, (loss of breadwinner), severe injury, evacuation of large areas, fires, explosions, ground and air pollution. Road and rail transport travelling through the province carrying dangerous chemicals and corrosive substances poses the threat of a significantly dangerous accident.
Road Incidents	Loss of life, (loss of breadwinner), severe injury, loss of income, stretching of response and medical capability. Transport could involve aircraft, trains, tour coaches, school buses, taxis or heavy transport vehicles.
Water Pollution	Increased disease, loss of life, loss of stock, pressure on health facilities.

Table 1: List of Major Hazards

5. DISASTER RISK REDUCTION

5.1 Objective

To ensure that all disaster risk management stakeholders develop and implement integrated disaster risk management plans and risk reduction programmes in accordance with approved frameworks.

5.2 Core Disaster Risk Reduction Principles

All disaster risk management plans must give explicit priority to the core principles of disaster prevention and mitigation.

5.3 Disaster Prevention

It refers to actions that provide outright avoidance of the adverse impact of hazards and related environmental, technological and biological disasters.

5.4 Disaster Mitigation

It refers to structural and non-structural measures that are undertaken to the limit the adverse impact of natural hazards, environmental degradation and technological hazards on vulnerable areas, communities and households.

5.5 Risk Reduction Strategies

Implementation of risk reduction initiatives will be effective only through an integrated and multi-disciplinary planning approach co-ordinated and monitored by the SDM Disaster Management Advisory Forum. Furthermore, the Disaster Management Act, 2002 (Act No. 57 of 2002), as amended and the National Disaster Management Framework assigns responsibility for hazard monitoring and risk mapping exhaustively to all spheres of government and all relevant organs of state within each sphere. The need to monitor and reduce disaster risks is an integral part of the District Disaster Management Advisory Forum and is crucial in the identification of gaps for the planning and execution of disaster risk reduction initiatives throughout the region.

The figure belowillustrates how effecting hazard monitoring, implemented through a technical committee, aligned to developmental processes can ensure better implementation of risk reduction projects.

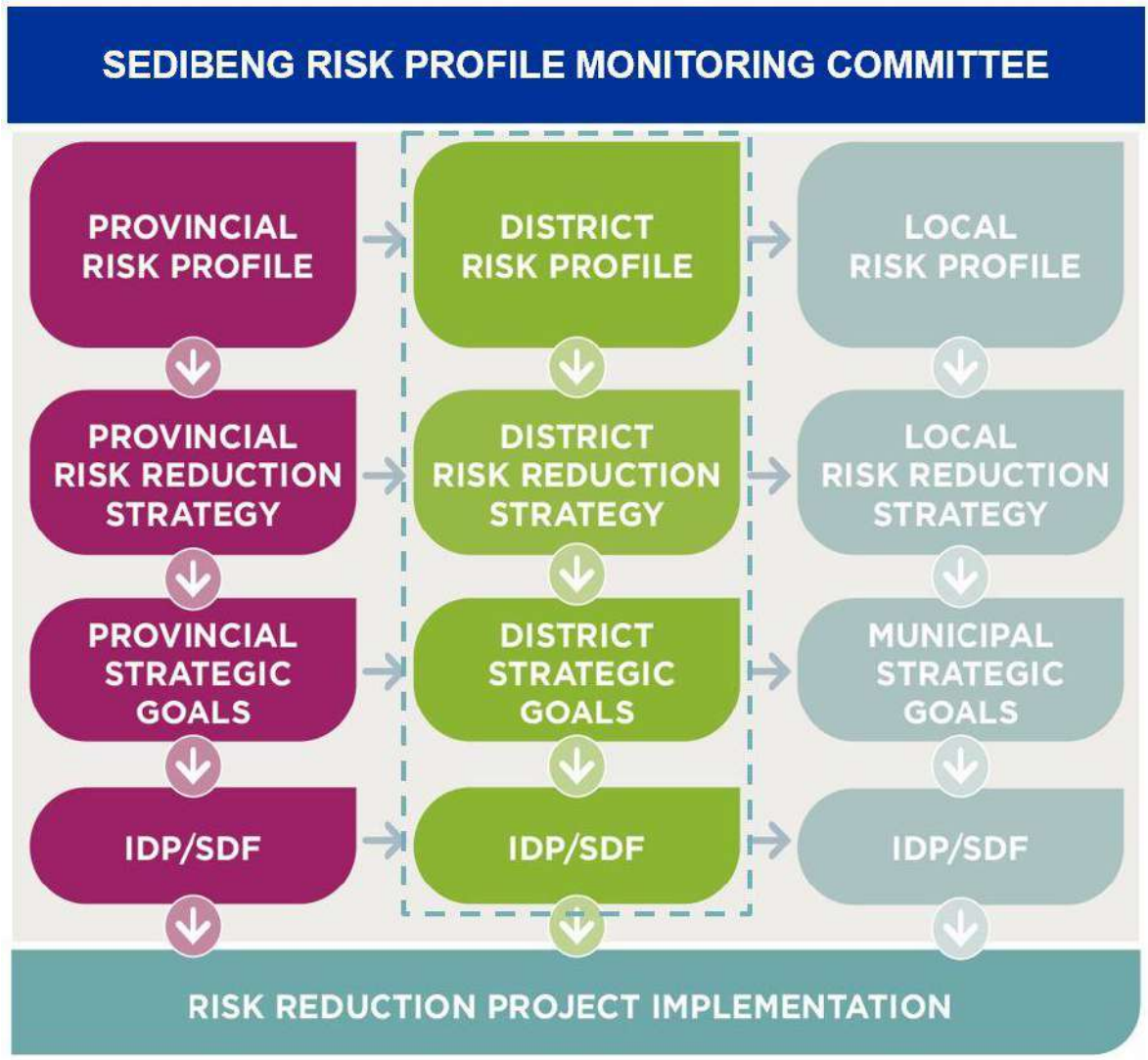


Figure 2: Sedibeng Risk Profile Monitoring Committee

6. PREPAREDNESS PLANNING

Table 2: Preparedness Plans & Programs

No	Hazard	Programme /Plan	Lead Department
1.	**Veld & Structural Fires**	A structured and integrated campaign to raise the awareness of the general public on fire prevention and fire risk reduction. This should include the correct emergency numbers for emergencies.	Fire Rescue and Emergency Services Disaster Management Services
2.	**Veld & Structural Fires**	A structured programme based on the needs identified in the remote areas to recruit, train and equip volunteers to assist with area based first aid posts.	Fire Rescue and Emergency Services Disaster Management Services Health Services
3.	**Dolomite (sinkholes)**	To reduce the risk of sinkholes, underlying factors such as structural and non-structural prevention and mitigation measures must be implemented and incorporated into land use planning by the Municipality. These should include: - Regulation and awareness for the public regarding the erection of informal settlements on sinkhole prone areas; - Consideration of low-cost housing and infrastructure installation that is dolomite-compliant.	Technical and Engineering Services Development and Town Planning Housing Department
4.	**Stormwater Flooding**	An integrated programme to educate the general public in anti-littering and responsible domestic waste management and disposal. This should include: • Problems caused by refuse in stormwater	Technical Services Waste Management Services Environmental Health Services

		systems; • Responsible and correct use refuse transfer stations; and • General environmental health problems caused by indiscriminate dumping of waste material/refuse.	Roads and Stormwater
5.	**Road Incidents**	An awareness and education programme to inform pedestrians on the safe use of roads. There are at present several initiatives to enhance pedestrian safety, these should be pursued.	Traffic Services
6.	**Human Disease**	• Awareness programmes: types of diseases e.g. malaria, cholera, HIV/AIDS, COvid-19, Disease surveillance, health programmes, mobile clinics, Social Welfare programmes. • Ensure that service providers have contingency plans in place.	Department of Health
7.	**Water Pollution**	• Awareness programmes: Proper industrial and commercial water management procedures, good hygiene and sanitation practices, household water treatment options e.g. bleach. • Responsible agencies DWS department of environmental affairs, Health and water affairs to have contingency plans in place. • Regular monitoring and surveillance. • Identify alternative of water.	DWS Water & Sanitation; Department of Environmental Affairs.
8.	**Severe Weather**	• Identify vulnerable sectors informal/formal; • Awareness programmes: Pre-identified high ground shelter, leave unnecessary item. Take food etc. • Consider relocation of informal temporary	SAWS IDP Directorate Housing Directorate

		shelter. • Pro-active measures of mitigation (gabion baskets). • Early warning systems Pre-identify alternative accommodation. • Include in IDP for future development.	
9.	**HAZMAT**	• Awareness programmes: the effect of various chemical and precautionary measures, identify specialized and alternative treatment facilities and places of safety. • SDM Environmental Health, Dept Environmental Affairs to have contingency plans in place. • Identify Hazmat Task Team	SDM Environmental Health; Dept. Environmental Affairs.
10.	**Drought**	• Awareness programmes: Good farming practices, contour ploughing, minimum tillage, crop rotation. Encourage planting drought resistant varieties. • Identify responsible agency and ensure to have contingency plans in place. • Water saving awareness and education. • Planning (IDP) for alternative reliable water sources e.g. Dams, covered reservoirs, boreholes and springs	Water and Sanitation; Environmental Affairs; Department of Agriculture; IDP Directorate; Engineering Services;

7. RESPONSE AND RECOVERY

7.1 Assessment of Incident

It is imperative that an assessment of situation be carried out as soon as possible after the occurrence of the event as it is this assessment that will determine what action are to be taken to mitigate the effects of the incident.

The Municipal Manager will make available as many staff members as is necessary to conduct the assessment. Once the assessment has been completed the Disaster Manager, will submit a report to the Municipal Manager who will decide what actions are required. The District Disaster Management Centre must be advised immediately.

7.2 Establishment of a Joint Operation Centre (JOC)

In terms of section 54 (2-3) of the Disaster Management Act (Act 57 of 2002), the district municipality may agree with the local municipality that the council of the local municipality assumes primary responsibility for the coordination and management of a local disaster that has occurred or may occur in the area of the local municipality. Such municipality, having primary responsibility for the co-ordination and management of a local disaster, must deal with a local disaster in terms of existing legislation and contingency arrangements.

If the event is of such a nature that Sedibeng, together with the local municipality can deal with the situation itself and for the Municipal Manager to establish a Joint Operation Centre comprising the personnel deemed necessary to deal with such event. This will be decided upon by the Municipal Manager after being advised by the disaster manager. All the necessary services and role players will be expected to be present in the JOC.

If the disaster is of such a magnitude that circumstances require that a District JOC be established such centre will be in Vereeniging at the Sedibeng Disaster Management Centre and will be coordinated by the Sedibeng District municipality. The assessment of the event will dictate what action is required.

7.3 Establishment of the Forward Command Post

The seriousness of the situation as established in the assessment will dictate whether a Forward Command post/centre will be required.

If it is necessary to establish such then the first official at the scene will establish a FCP. This need not be a fixed structure but can be in the form of a vehicle or any other situation that will be suitable.

7.4 Chain of Command

In terms of section 54 (2-3) of the Disaster Management Act (Act 57 of 2002), the district municipality may agree with the local municipality that the council of the local municipality assumes primary responsibility for the coordination and management of a local disaster that has occurred or may occur in the area of the local municipality. Such municipality, having primary responsibility for the co-ordination and management of a local disaster, must deal with a local disaster in terms of existing legislation and contingency arrangements.

In the case of a localised disaster or a disaster threatening to occur within a specific local municipality in the region, whether declared or not, the local municipality concerned or affected should take over the primary responsibility of dealing with the incident. Such primary responsibility includes taking immediate action to activate, mobilize and deploy incident specific resources, conduct situational assessment, establish an On-site Operational Centre to effectively deal with the disaster and its consequences.

The above does not in any way preclude the district municipality from assisting. The district municipality will be responsible for:

- Coordination and Management of Joint Operations Centre (JOC).
- Liaison with the Onsite JOC for updates and for media report.
- Direct communication with the Provincial and National Disaster Management Centre with regard to classification, declaration and even possible funding.
- Source aid from the organisations and business; and
- Advice the council of the district and of the municipality concerned in terms of disaster declaration and gazetting thereof.

7.4.1 Administrative Structure

To ensure a more co-ordinated approach pertaining to Disaster Management, it is recommended to include the Municipal Managers of Emfuleni, Midvaal and Lesedi in the command and control structure. Thereby implying that the respective Municipal Managers be endowed as Accounting Officers for Disaster Management in their respective Councils.

The Municipal Manager of the Sedibeng District Council will chair the District Joint Operational Committee, which consist of municipal managers of local municipalities, in the event of a crisis, emergency or disaster affecting the whole area of Sedibeng. The Municipal Manager may, in his absence, delegate one of the local Municipal Managers to chair the committee.

In the case of a localized disaster, the respective Municipal Managers will chair their Local Joint Operational Committees, consisting of their Executive Directors and assisted in a co-ordinating and advisory capacity by the Disaster Management functionaries (Sedibeng and the officials from the municipality concerned). They will prioritise and manage all resources within their area of jurisdiction and give feedback to the relevant political structure (i.e. section 80). Recommendations initialised by the administrative structure should be tabled before the Political Structure: Intergovernmental Committee on Disaster Risk Reduction (ICDRM).

7.4.2 Political Structure

The purpose of ICDRM is to provide a political forum for coordinating disaster risk management in council during disasters. The ICDRM forms a political link between Councils and is an active body during disasters that might have struck the area.

The ICDRM must consist of Councillors tasked with the portfolios of Public Safety, Protection Services and/ or Disaster Management in their respective councils. Sedibeng District ICDRM must therefore include members of the relevant Section 80 Committee but may also include Councillors (MMCs) in charge of responsible clusters.

The key responsibilities of the committee during disasters will be to:

- Convene immediately upon receiving information on serious disastrous situation within the jurisdiction of the areas of the municipality to ensure management and control of the situation.

- make recommendations to Council pertaining to the disastrous prevailing situation at political level.
- Act as political consultative body on matters pertaining to disaster management or prevailing disastrous situation.
- Assist in the monitoring of the implementation of all aspects that need to be undertaken as recovery measures during disasters.
- Establish specialized political task teams working together with disaster teams during disastrous situations for specific identified issues to be reported to the committee.
- Ensure that all role players and stakeholders identified are taking part in all matters that need to be resolved cooperatively during disasters.
- Act as an advisory body to the Executive Mayors to take appropriate decisions on the prevailing disaster situations.
- Ensure that the MEC concerned is advised accordingly of the prevailing matters of a disaster i.e. the state of the prevailing disaster, actions taken, remedies etc.
- Furnish information to the Executive Mayor on declaration of a state of Disaster.
- Assist on matters requiring: Funding for the prevailing disaster; Relief measures for those affected; Measures on recovery; Mitigation measures; Reconstruction and rehabilitation measures.

7.5 Activation Procedure

The disaster management centre, after having received an early warning from a recognised authority, e.g. SA Weather Services, of a possible incident, will contact the Municipal Manager by telephone, and if he is not available, the Acting Municipal Manager.

Disaster management official will in turn contact the control room and advise them of the danger.

The control room official is instructed to contact all the relevant role players requesting them to place their personnel on standby, getting ready for action. Emergency Services receive instructions from the control room to undertake evacuation, e.g. in the event of a flood where residents will be endangered, as well as in other cases.

The Disaster Management Official will advise the Sedibeng District Disaster Management in the event of a large incident.

To further expedite Disaster Management action during crises, emergency or disaster, it is recommended that the necessary delegation of authority be granted to the Disaster Management Accounting Officer and in his/her absence the person so delegated. The responsibilities include:

- The release of any available resources of the municipality, including stores, equipment, facilities, etc.
- The release of personnel of the municipality for the rendering of emergency services.
- The regulation of the movement of persons and goods to, from or within the disaster stricken or threatened area.
- Emergency procurement procedures.
- Arrangement for Emergency funding.
- The dissemination of information required for dealing with a disaster.
- To surrender voluntarily any land or building or to deliver or make available voluntarily any article or thing referred to in that section to that local authority.

7.6 Standard Operating Protocols for the Joint Operation Centre (JOC):

To ensure disaster prevention, risk reduction and disaster preparedness, the Municipal Manager must:

- Ensure that the disaster management function is executed in an effective and efficient manner in the Municipal area of Sedibeng.
- During and after emergencies and disasters the Municipal Manager will be responsible to:
- Report, liaise and consult with councillors and external district, provincial and National government departments.
- Report on emergency impact and response to the Mayor.
- Report on emergency impact and response to the Councillor(s) for the affected area(s).
- Report on emergency impact and response to the remaining Councillors.
- Notify next of kin when a municipal employee is injured, missing or killed.

- Authorize extraordinary expenditures.
- Identify persons/organizations to receive recognition for contributions to emergency response.

7.7 Evacuation and Treatment of the injured

The priority of the JOC or FCP will be the evacuation and treatment of the injured. The Fire Services and Emergency Medical and Rescue Services will be responsible for this task. Emergency Medical Services will be responsible for triage of the injured.

7.8 Declaration of a Disaster

In the event of a local disaster, the council of the municipality, having a primary responsibility for the coordination and management of the disaster, may declare a local state of a disaster if:

- Existing legislation and contingency arrangements do not adequately provide for the municipality to deal effectively with the disaster, or
- Other special circumstances warrant the declaration of a local state of disaster.

The declaration of a disaster must be done after the provincial/national government has been consulted for the classification of the disaster.

7.8.1 Powers and duties of municipalities in the declaration disaster

Municipalities have the power to declare a local state of disaster in terms of section 55 of the Act. The following municipal councils have the primary responsibility to coordinate and manage a local state and may declare a local state of disaster:

a. A metropolitan or district municipal council; and
b. A local municipal council, if it has an agreement with the district municipality to coordinate and manage a local state of disaster in terms of section 54(2) of the Act. This agreement must be for the coordination and management of one occurrence or may be coordination and management of occurrences whenever they occur and must be in the form of a council resolution taken by both councils.

7.8.2 Declaration of a local state of disaster

A local state of disaster is declared in the event when existing legislation in terms of section 2(1)(b) of the Act, and contingency arrangements do not adequately provide for the municipality to deal effectively with the disaster or if other special circumstances warrant the declaration of a local state of disaster. The council of a municipality must take a resolution to declare a local state of disaster and the decision must be published in the provincial gazette.

7.9 Classification of a State of Disaster

The purpose of classifying a disaster is to designate primary responsibility for the coordination and management of a disaster to a sphere of government in terms of Section 23(8) of the Act.

7.9.1 Powers and duties of the NDMC

In terms of section 23, the NDMC has the power to classify and record disaster. While it is the duty of the NDMC to classify and record occurrences in terms of section 23, it remains the responsibility of all spheres of government to advice the NDMC in terms of sections 35 (2) and 49 (2) of the Act respectively. The NDMC may reclassify a disaster classified in terms of section 23 (1)(b) as a local, provincial or national disaster at any time after consultation with the relevant provincial or municipal disaster management centres, if the magnitude and severity or potential magnitude and severity of the disaster is greater or lesser than the initial assessment.

7.9.2 Disasters that are not classified

Until a disaster is classified it remains a local disaster in terms of section 23(7) of the Act. This means that the occurrence must be dealt with in terms of section 54 of the Act.

7.9.3 Process to be followed when requesting classification from the NDMC

Figure 3 depicts the process that must be followed by spheres of government when requesting classification from the NDMC:

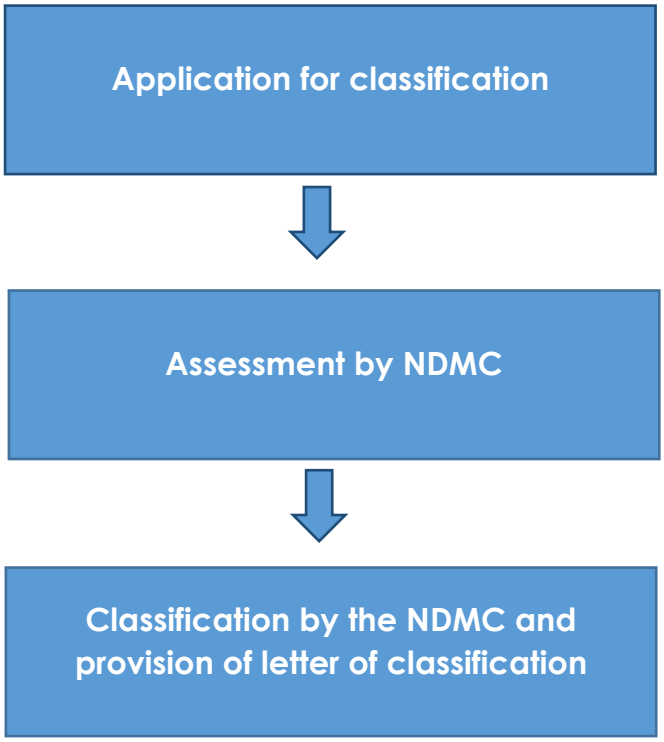


Figure 3: Procedure for Classification of a Disaster

8. RECOVERY

Disaster recovery (including rehabilitation and reconstruction) focusses on the decisions and actions in the aftermath of a disaster to restore lives and livelihoods, services, infrastructure and the natural environment to the pre-disaster living conditions of the stricken community. In addition, by developing and applying risk reduction measures at the same time, the likelihood of a repeated disaster event should be reduced or mitigated.

Disaster recovery includes:

- rehabilitation of the affected areas, communities and households;
- reconstruction of damaged and destroyed infrastructure; and
- Recovery of losses sustained (including humanitarian support) during the disaster event, combined with the development of increased resistance and resilience to similar occurrences in the future. Recovery plans must include risk reduction initiatives which if required must be included in the IDP linked with a budget.

8.1 Financial Arrangements

Financial arrangements will be in accordance sections 16 and 25 of the Public Finance Management Act, 1999 and Councils Policy and Regulations. All operations with a financial implication must be reported to Council.

8.1.1 When a disaster occurs, the following principles apply:

- National, provincial and local organs of state may financially contribute to response efforts and post –disaster recovery and rehabilitation.
- The cost of repairing or replacing public sector infrastructure should be borne by the unit responsible for the maintenance of such infrastructure.
- The minister may, in the national disaster management framework, prescribe a percentage of the budget or any aspect of a budget, of a provincial organ of state or a municipal organ of state as a threshold for accessing additional funding from the national government for response efforts.
- Any financial assistance provided by a national, provincial or municipal organ of state must be in accordance with the national, provincial and district disaster management framework and any applicable post-disaster recovery and rehabilitation policy of the relevant sphere of government, and may consider –

- Whether any prevention and mitigation measures were taken, and if not, the reason for the absence of such measures.
- Whether the disaster could have been avoided or minimised had prevention and mitigation measures been taken.
- Whether it is reasonable to expect that prevention and mitigation measures should have been taken in the circumstances;
- Whether the damage caused by the disaster is covered by adequate insurance, and if not, the reasons for the absence or inadequately of insurance cover;

- The extent of financial assistance available from community, public or other nongovernmental support programmes; and
- The magnitude and severity of the disaster, the financial capacity of the victims of the disaster and their accessibility to commercial insurance.

8.2 National Municipal Disaster Grant

The Municipal Disaster Grant is administered by the National Disaster Management Centre in consultation with National Treasury. The grant is allocated solely for the purpose of responding to the immediate needs after a disaster has occurred and with the aim to alleviate the immediate consequences of disasters.

The grant be can be accessed by municipalities upon the submission of the following documents through their Provincial disaster management centres:

a. A business plan which must contain the following details:
   - Copy of the classification letter in terms of the Disaster Management act 57 of 2002
   - Copy of the declaration in terms of the Disaster Management Act 57 of 2002;
   - An initial assessment which includes the number of people affected and details of infrastructure damaged.
   - A cost cash flow budget indicating the items that are required to be purchased for the purposes of immediate relief and their estimated costs.
   - Support that has been received from NGOs and businesses;
   - Support or intervention made by the municipality.

b. A report which includes an initial assessment of the incident /disaster. The reports **MUST** be signed by the Municipal Manager.

Adherence to the following Conditions of the Municipal Disaster Grant as stipulated in the 2013 Division of Revenue Bill are a further requirement:

a. "Funds from this grant can only be used to fund the items described in NDMC Disaster Grant Template/guide (ANNEXURE "D") and will only be released on request of a provincial government through the Provincial Disaster Management Centre and verification of a declared disaster as per the Disaster Management Act 57 of 2002.

b. Funds can only be released after a disaster has been declared in terms of the Disaster Management Act 57 of 2002.

c. Municipalities must fund a portion of the costs of the disaster response from their own budget or prove that they are not able to do so.

Municipalities must provide a performance report within 30 days after the end of the quarter during which funds are spent to the NDMC through the relevant PDMC.

The criterion for the allocation will be based on the location of the declared disasters and assessment of immediate needs following an assessment and verification process of the disaster by the Provincial and National Disaster Management Centre.

8.2.1 Guiding Principles

The evaluation process of the application will take a maximum of up to five working days. The criteria for allocation will be on a case by case basis. Section 57 of the Disaster Management Act 57 of 2002. Funding will be allocated and must be utilized for the declared disaster only.

8.2.2 Time Limits / Frames

Applications will be accepted up to a period of 90 days (3 months) following the declaration.

8.2.3 General / Conclusion

This grant is not incorporated in the equitable share because it is only meant for the responses to unforeseen disasters.

The criterion for the allocation is based on the location of the declared disasters and assessment of immediate needs and the proportion of a municipality's disaster response costs funded by the grant will be determined on a case-by-case basis.

Performance reports on the grant funding must be provided within 30 days after the end of the quarter during which funds are spent to the NDMC and the relevant PDMC

A detailed report of the event must be provided and submitted to the National Disaster Management Centre within 30 days after the occurrence of the disaster.This grant is expected to continue over the medium term but will be subject to review.

8.3 Funding of Post Disaster Recovery and Rehabilitation

Funding of post disaster recovery and rehabilitation is to be dealt with in terms of the Act 2002, Chapter 6.

8.4 Budgeting

The budget of Disaster Management must be part of the integrated development planning process to ensure that the necessary capacity to serve the needs of the Local Municipal area is addressed.

8.5 Recovery Plans

The table below reflects some of the recovering measures the District can implement in conjunction with the local municipalities during the recovery phase of a disaster.

Table 3: Recovery Measures

Hazard	Recovery –measures	Responsible stakeholders/Partners
1. Veld& Structural Fire	Build back better (Incorporating risk reduction strategies)	Community IDP Technical Services Disaster management Sedibeng Fire Department Sedibeng Communication Department
	Environmental restoration	Environmental Department EPWP SCFPA/farmer's association WOF
	Implementing lessons learned	All
2. Floods	Build back better (Incorporating risk reduction strategies)	Community IDP Technical Services Disaster management Sedibeng Fire Department Sedibeng Communication Department
	Environmental restoration	Environmental Department EPWWP SCFPA/farmer's association WOF
	Implementing lessons learned	All

3. HAZMAT: Road &Rail	Build back better (Incorporating risk reduction strategies)	Community IDP Technical Services Disaster management Sedibeng Fire Department Sedibeng Communication Department
	Environmental restoration	Environmental Department EPWWP SCFPA/farmer's association WOF
	Implementing lessons learned	All
4. Drought	Build back better (Incorporating risk reduction strategies)	Community IDP Technical Services Disaster management Sedibeng Fire Department Sedibeng Communication Department
	Environmental restoration	Environmental Department EPWWP Farmers association WOF
	Implementing lessons learned	All

9. MONITORING AND EVALUATION PLAN

The District will regularly review and update this plan as required by Section 52 of the Disaster Management Act. The Sedibeng District Disaster Management Advisory Forum shall be responsible for the review of this plan on an annual basis. All updates to the plan must be submitted to the Gauteng Provincial Disaster Management Centre.

9.1 Exercise/testing of SOP's

The testing and or exercising of the SOP's referred to or highlighted within this DMP can be achieved through table top exercise (TTX) and/or full-scale exercises. It is advised that such exercises be done at least bi-annually. Every year two hazards can be identified and TTX can be developed and tested with all fire services from the three local municipalities and other relevant stakeholders.

9.2 Emergency Information and Communication Strategy

The Emergency Communication Centre which is a component of a Disaster Management Centre, operates on 24/7 basis and deals with emergency call taking and dispatching or mobilization of emergency response vehicles and or resources. The Emergency Medical Services calls are however handled by the Provincial.

9.2.1 Early Warning Strategy

Early weather warnings are supplied by the South African Weather Service and these are further disseminated to relevant role-players and decision makers by the Emergency Communication Centre. The Emergency Communications Centre have installed a Bulk SMS notification system, to keep principal emergency services staff informed of incidents of significance.

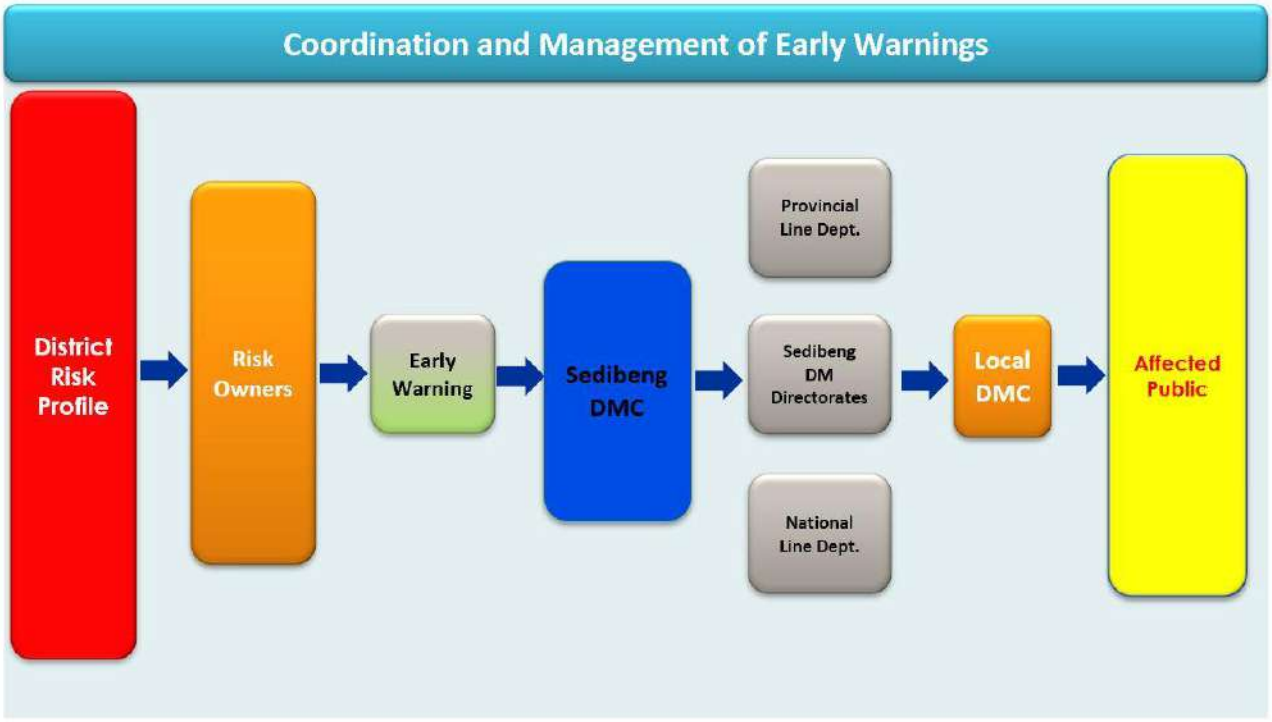


Figure 3: Communication and Management of Early Warnings

Figure 4, above illustrates how early warnings should be communicated, taking into consideration the District's Risk Profile, from the risk owners through to the communities.

9.3 Media

The Municipal Manager or a delegated authority is responsible for all communication with media including media briefings. Sedibeng DMC also reach their communities in times of disasters / events through SDM website, Facebook page, and Twitter, if available. The SDM DMC should also make use of local Newspapers, notice boards and awareness adverts.

10. CONTACT DETAILS:

10.1 Municipal Management Team (District and Locals)

Designation	Name	Contact Numbers	Email
Sedibeng District Municipality			
Municipal Manager	**S Kanyile**	082 468 7701	KhanyileS@sedibeng.gov.za
Executive Director: Community Services	**J Medupe**	079 514 8801	MedupeJ@sedibeng.gov.za
Director: Emergency Management Services	**S Mothapo**	083 631 5095	SarahM@sedibeng.gov.za
Emfuleni Local Municipality			
Municipal Manager	**L Leseane**	(016) 950 5102 / 072 128 4716	leseane@emfuleni.gov.za
Executive Director: Community Services	**V Campbell**	(016) 950 5415 / 071 730 6199	vincentc@emfuleni.gov.za
Manager: Public Safety	**N A Makhubo**	(016) 950 6353 / 082 905 2490	nnetem@emfuleni.gov.za
Chief Fire Officer	**P S Motlashuping**	(016) 430 1819 / 082 22 22 368	shadrackm@emfuleni.gov.za
Midvaal Local Municipality			
Municipal Manager	**S Mhlanga**	016 362 7412 / 061 444 4850	SerrahM@midvaal.gov.za
Acting Deputy Municipal Manager	**N Ameer van Wyk**	016 362 7574 / 083 894 0284	Nataashavw@midvaal.gov.za
Executive Director: Community Services	**S Mosidi**	016 590 1006 / 082 894 2827	Sol@midvaal.gov.za
Director: Public Safety	**E Lensley**	016 360 7500 / 082 064 1847	EugeneL@midvaal.gov.za
Lesedi Local Municipality			
Acting Municipal Manager	**S Dlamini**	016 340 4305	mm@lesedilm.co.za
Executive Director: Community Services	**N Khawula**	071 889 3343 / 016 492 0034	nompumelelok@lesedilm.co.za
Chief Fire Officer	**MC Masinge**	066 300 9584	clementm@lesedi.gov.za

10.2 District Advisory Forum Stakeholder List

Stakeholders	
Rand Water	Bokamoso NGO
Community Development Workers	Al-Iemdaad Foundation
District Health	Rhoshnee Foundation
Clinix Hospital	Red Cross
Medic-Clinic	PCO
Midvaal Hospital	SASOL
Medic-Clinic Vanderbijlpark	Air product
Kopanong Hospital	Nampak
Sebokeng Hospital	MITTAL
Heidelberg Hospital	SAPS
Emfuleni Local Municipality	SANDF Heidelberg
Midvaal Local Municipality	Chairperson of RIMS
Lesedi Local Municipality	Transnet
Sedibeng District Municipality	Correctional Services
Fezile Dabi District Municipality	Department of Labour
PDMC	Gauteng Department of Education
Metsi-A-Lekoa	Telkom
Eskom	District Social Department
Emerald Casino	SASSA

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The Presidency. (2002, January 15). *Disaster Management Act.* Retrieved from www.cogta.gov.za: http://www.cogta.gov.za/cgta_2016/wp-content/uploads/2016/06/DISASTER-MANAGEMENT-ACT.pdf

SEDIBENG DISTRICT MUNICIPALITY

DISTRICT INTEGRATED TRANSPORT PLAN (DITP)

SUMMATIVE VERSION 2019-2024



GAUTENG PROVINCE
ROADS AND TRANSPORT
REPUBLIC OF SOUTH AFRICA

EXECUTIVE SUMMARY

INTRODUCTION

This DITP has been prepared for SDM in terms of Section 36(1) of the National Land Transport Act 2009, (Act No. 5 of 2009) (NLTA). This DITP satisfies the requirements of the NLTA, the minimum requirements for the preparation of ITPs, 2016 and the guidelines published by the Department of Transport.

The methodology that was followed in the preparation of the DITP included the following:

- Review of the vision and objectives for transport planning in the area, as informed by variations in national provincial and local legislation, policies and strategies.
- Determination of the transport status quo through:
- Review of previous SDM DITP as well as other transport related plans; and
- Conducting of traffic and transport infrastructure surveys to analyse and assess the inventory and condition of existing transport infrastructure and system.
- Following the status quo analysis, other improvements required on the existing transport system and infrastructure were identified.
- Development of an implementation plan and budget programme was then completed.

Key stakeholders were consulted during the preparation of this DITP and their input is incorporated.

PUBLIC TRANSPORT:

TRANSPORT VISION AND OBJECTIVES:-

The Transport Vision of SDM was formulated with the intent of guiding transport development in the area in terms of both the long and short term components of the transport plan. The Transport Vision of SDM is "***To provide a safe, reliable, efficient, effective and integrated Transport system and infrastructure for both passengers and freight that will enhance social and economic growth and improve the quality of life for all.***"
The following Goals have been formulated:

- To promote access to infrastructure to all spheres of the community and establish an Integrated environment;
- To have optimum utilization of an integrated public transport system;
- To provide a transport system that will enhance economic development; and
- To promote transport that is friendly to the environment.
- Specific objectives to meet each goal were formulated and guided the prioritization of projects.

Specific objectives to meet each goal were formulated and guided the prioritization of projects for the DITP implementation plan.

TRANSPORT REGISTER

The Transport Register covers the full spectrum of data collection necessary for the planning Of all types of transport infrastructure and operations, which includes the following?

- Taxi/Bus Utilization Surveys;

- Freight Counts;
- Demographic and Socio-economic Profile;
- Public Transport Infrastructure;
- Public Transport Operations by Mode including:
- Bus;
- Minibus Taxi;
- Metered Taxis; and
- Commuter Rail

TRANSPORT NEEDS ASSESSMENT

The Transport Needs Assessment was conducted by evaluating available information that Included and assessment and review of the following:

- An assessment of the transport status quo as described in the transport information register,
- Reviews of various planning documents of the District Municipality,
- Results of the 2014 Household Travel Survey which provides a valuable picture of the current travel needs of the District's community, and
- A summary of the needs expressed by various stakeholders during meetings and Workshops.

There is indeed a gap that can be addressed with improved public transport services that Includes commuter rail and busses

STAKEHOLDERS IDENTIFIED:-

The following stakeholders are considered to be affected by or can influence the DITP or support the plan:-

Stakeholder grouping	**Specific examples**
Public Transport Industry	Commuter Rail operators Bus operators Minibus-Taxi operators Metered Taxi operators
Freight Transport Industry	Road Freight (Trucks) operators Freight Rail operators
Commuters	Public transport commuters Non-Motorized Transport commuters Private vehicle commuters
Planning Authorities	District and Local Municipalities
National and Provincial Government Departments	National Department of Transport Gauteng Department of Roads and Transport

PUBLIC TRANSPORT PLAN

The Public Transport Plan consists of the following:

- Policies and Strategies;
- Overall network design;
- Commuter Rail Plan;
- Strategic Public Transport Network.

The *overall network design* consists of elements from the Gautrans planning, Transnet Rail Network, planning, PRASA commuter rail planning and the IPTN (Integrated Public Transport Network) planning. Gautrain services will move closer to the District in the future and linking Services to the new stations should be considered as soon as the Gautrain network isexpanded.

Most Transnet rail lines are also utilized for commuter rail services provided by Metrorail (PRASA. The Contracted Services Plan consists of Learner Transport Services and Commuter Transport. Contracted services should be expanded where additional capacity is required.

The Operating License Plan addresses the following elements:

- Tourism;
- Public Transport Regulation and the Operating License Function;
- License Application and Permit Conversion;
- The Local municipality Functions as it relates to the Operating License Function; and
- Managing Supply and Demand utilizing the Operating License Function.

Tourism is a national competency as such licenses are issued by the National Public Transport Regulator (NPTR). The Public Operating Licenses are issue by the Provincial Regulatory Entity (PRE). Further to issuing new licenses and amendments all existing radius based permits must also be converted to route-based licenses.
Local municipalities have a very clear mandate in terms of the NLTA to respond to requests from the PRE to issue operating licenses.
This requires the local municipality to prepare a response in terms of the Integrated Transport Plan, and where sufficient information is not available to obtain information so as to provide guidance on whether a license should be issued or not. Effectively utilizing the operating license function is one of the tools available to manage supply and demand.
This ITP identified some gaps for update in the update year(s) of the ITP which includes additional Public Transport infrastructure surveys, updated route utilization information for the additional ranks / terminals identified.
Subsidized Public Transport services should be further investigated for feasibility in the District and the Local Municipalities.

GENERAL OVERVIEW OF THE TRANSPORT SYSTEM

This section is a discussion and the overview of different modes of transport being used in the Sedibeng District Municipality.

Main mode of travel to work.

This shows the main mode of travel in each sub region for a typical weekday. According to table below, walking is the most preferred mode of travel with 37%, followed by using own car at 34%, then commuter taxi / minibus taxi at 19% while only 5% of the trips are by bus.

TABLE 3–10: MAIN MODE OF TRAVEL TO WORK BY SUB-REGION

Sub Region	Commuters/ Minibus Taxis	Walk All The Way	Car	Company Transport	Lift Club	Bus	Train	Bicycle	Metered Taxi	Motorcycle	Others
Lesedi LM Urban (Heidelberg/Ratanda	26%	31%	37%	2%	2%	2%	0%	0%	0%	0%	1%
Lesedi LM Rural	26%	52%	17%	1%	1%	3%	0%	0%	0%	0%	1%
Midvaal LM Rural East	8%	13%	69%	1%	0%	3%	1%	0%	1%	0%	3%
Midvaal LM Rural West	22%	57%	4%	0%	2%	8%	3%	1%	0%	0%	3%
Emfuleni LM Urban (Evaton/VDBP and Vereeniging)	30%	46%	15%	1%	1%	3%	1%	0%	0%	0%	3%
Emfuleni LM Rural	2%	25%	62%	0%	0%	11%	0%	0%	0%	0%	0%
Total	19%	37%	34%	1%	1%	5%	1%	0%	0%	0%	2%

(Source:-GHTS 2014)

COMMUTER RAIL INFORMATION: -RAIL INFRASTRUCTURE:-

The commuter rail services are operated by Metrorail. According to the latest available information from the Gauteng Rail Passenger Transport Status Quo Overview only two main rail commuter services operated within the jurisdictional area of Sedibeng. These commuter services are:

- George Goch - Faraday - Westgate - Naledi – Vereeniging
- Germiston - Kliprivier – Vereeniging

The rail stations which fall under the Sedibeng District Municipality for the two services are shown in the table below:-

Service (Route)	Stations
Germiston - Vereeniging	1. Vereeniging
	2. Redan
	3. Kookrus
	4. Meyerton
	5. Henley-on-klip
	6. Daleside
	7. Skandsdam
	8. Klipriver
Service (Route)	**Stations**
George Goch - Vereeniging	Vereeniging
	Leeuhof
	Houtheuwel
	Kwagastroom
	Eatonside
	Residentia
	Sterdford

RAIL SERVICES AND THEIR UTILISATION:-

Table below summarises the number of trains per service per week day according to their time of day plus the totals for Saturday and Sunday.

Service	Number of weekday trains						Total No. of Saturday Trains	Total No. of Sunday Trains
	← 06:00-	06:00-9:00	9:00-16:00	16:00 – 19:00	→ 19:00	Total		
George Goch - Faraday - Westgate - Naledi - Vereeniging	*24*	*38*	*40*	*38*	*5*	*145*	*74*	*44*
Germiston - Kliprivier - Vereeniging	*7*	*5*	*9*	*7*	*2*	*30*	*26*	*26*

Source: (PRASA Strategic plan, Baseline report 2011

Passenger ticketing sales information was obtained from PRASA and indicates the number of sales in tickets to travel to and from Sedibeng District Municipality for the month of September during the years 2012, 2013, 2014, and 2015. The information is summarised in Table below.

Year	Single	Return	Week	Month	Total
2012	177784	357338	97800	16976	253588
2013	202880	396835	109338	42569	291607
2014	193870	406943	104057	38327	269170
2015	118359	248826	56256	19184	160394

FREIGHT MOVEMENT:-

ROAD FREIGHT

Road transport is the dominant mode of transportation in South Africa, specifically in the Gauteng Province and a major part of the government's capital stock is invested in roads.
The dominance of road restricted transport creates vast network of national, provincial and metropolitan roads that exists within the province, linking all corridors within Sedibeng to various destinations. In establishing the freight bypass road concept,
Gauteng has the opportunity to design the road infrastructure to accommodate abnormal loads, as majority of freight is considered as abnormal loads.
The impact on road infrastructure points out to the ongoing demand of road transport of various commodities and are in turn regarded a priority as rail transportation tends to consume more travel time.
The design of roads should consider certain parameters, to reduce the disruption of traffic flow caused by heavy vehicles.
Those parameters could include but not be limited to left lanes being constructed to accommodate, freight vehicle lanes, gradient off ramps to accommodate abnormal vehicles, to name a few.
Freight corridors that lead to various destinations within the Sedibeng District Municipality (SDM) have been identified.

SEDIBENG DISTRICT MUNICIPALITY

ABRIDGED COMMUNITY SAFETY STRATEGY

2018 - 2022

"Promoting and building safer communities"

EXECUTIVE SUMMARY

This is a safety strategic framework that is aimed at building networks and partnerships seeking to create an enabling environment within the region towards reducing and preventing crime, creating awareness amongst community members on the scope of community safety, and encouraging communities to take ownership of their neighbourhoods through active participation in community safety initiatives.

It is common knowledge that crime in South Africa has occupied centre stage on the public agenda. Unacceptably high levels of crime, especially serious and violent crime, result in the people, especially vulnerable groups such as women, children, older persons and people with disabilities, living in fear and feeling unsafe. This escalated crime levels have resulted in public confidence towards the Justice, Crime Prevention and Security Cluster being eroded. This has further impacted negatively on the country's economic development, and undermines the wellbeing of people in the country and thus; hinders their ability to achieve their potential.

This safety strategy is further aimed at supporting and ensuring that national and provincial strategic objectives are successfully achieved through a responsive, accountable, effective, efficient and integrated implementation process of crime prevention initiatives. This safety strategy therefore; envisage the following:

Vision

To be a region of choice through valued partnerships in pursuit of building safer communities

Mission

Ensure coordinated and uniformed systems that will provide quality safety and security services in an efficient and financially sound manner.

Goals

- Promote ***institutional arrangements*** that will produce effective and "*SMART*" community safety programmes.
- Encourage active ***community participation*** and guardianship to challenge unacceptable behavior and increase reporting of incidents within our society.
- ***Improve crime prevention*** through increased levels of social responsibility and tolerance through education, intervention and information.
- Promote ***road safety awareness and education*** to reduce road crashes and fatalities in the region.
- ***Monitor and evaluate*** the impact of adopted interventions towards elimination and reduction of crime within our communities.

CRIME ANALYSIS REPORT 2013 – 2017

Decrease (-) in crime	Increase (+) in crime
SELECTED CRIMES	**COMPARATIVE STATISTICS**
Contact Crimes (Crimes against persons)	
Murder	22.3%
Attempted Murder	25.4%
Assault GBH	-0.1%
Common Assault	-19.6%
Total robbery aggravating & robbery with weapon	42.2%
Total common robbery (Attempted included)	-14.8%
Total sexual offence	-27.5%
Total contact crime	**0.2%**
Contact related crimes	
Arson	-42.2%
Malicious damage to property	-7.4%
Total contact related crimes	-9.5%
Property related crimes	
Burglary at residential areas (Attempted included)	-0.1%
Burglary at business premises (Attempted included)	7.3%
Theft of motor vehicles (Attempted included)	1.5%
Theft out of motor vehicles (Attempted included)	14.8%
Stock theft	-13.2%
Total property related crimes	**3.1%**
Other Serious Crimes	
Total of other crimes (Attempted included)	-7.2%
Commercial crimes	-27.0%
Shoplifting	-11.7%
Total other serious crimes	**-11.4%**
Crimes heavily dependent on police action for detection	
Illegal passion of firearm and ammunition	12.3%
Drug related crimes	322.2%
Driving under the influence of alcohol or drugs	28.8%
Total crimes heavily dependent on police action for detection	172.0%
Subcategories of robbery aggravated (Excluding attempts)	
Carjacking	+54.1%
Truck highjacking	-19.0%
Robbery of cash in-transit	-29.4%
Bank robbery	300.0%
House robbery	32.5%
Business robbery	73.6%
Total crimes accounted for under robbery aggravating	**47.7%**
Breakdown of total sexual offences (Already accounted for under total sexual offences)	
Rape (Attempted included)	-29.5%
Sexual assault	-3.4%
Contact sexual offence	-20.5%
Total other serious sexual crimes	**-27.5%**

Source: Crime Research and Statistics of the South African Police Service

KEY PRIORITY AREAS

Pillar 01: Institutional Arrangements

Local governments are expected to create safe and healthy environment for its residents. However; it is common knowledge that this cannot be successfully achieved without the support and close working relationship with other state departments and non-governmental organizations. In essence, this safety strategy represents an attempt to apply the theory and practice of an integrated governance aimed at eliminating silo operations within Justice, Crime Prevention and Security Cluster.

This strategy thus; seeks to create a wider spectrum by aligning planning processes, capacity and activities amongst various relevant actors whereby resources can be maximized and consolidated through formalized partnerships in the fight against crime. These partners include representatives from provincial government, local municipalities, community based organizations, media, businesses, including all individuals and organizations who can contribute their expertise and resources to resolving crime related problems.

All the partners should form part of a formalized structure and agree to become involve in a concerted way aimed at tackling problems of crime and insecurity of the communities. It is thus; required of elected public bearers to mobilize these partners within various wards across the region. These partnerships need to be supported both internally within municipalities and externally within communities, and should therefore; be sustained over long term periods. This will ensure the ability of the collective to identify relevant initiatives, develop concrete plans of action, and an effective implementation process. Partnerships are important in crime prevention because they are able to create lasting mechanisms for dealing collectively with all issues concerned with community safety.

Desired Outcome

Improved service delivery through efficient multi-faceted crime prevention approaches

Delivery Agenda

- Promote multi-agency approach to crime prevention
- Formalize IGR partnerships
- Maximize resources through joint planning
- Encourage business participation in crime prevention initiatives

Pillar 02: Community Participation

One of the challenges often confronted by Justice, Crime Prevention and Security Cluster is the involvement of community members in criminal activities either directly or indirectly. Many people are prepared to buy stolen goods and not report criminal elements living in their neighbourhoods to the police as long as they don't directly affect them.

Community participation in government programmes such as community police relations, helps as it gives them a sense of entitlement towards influencing decisions within the space they are occupying. A community-oriented approach is in effect a different way of tackling crime-related issues and ensuring safety of the residents. It is therefore; important to ensure that communities form an integral part during the development of safety plans as they are better positioned and more familiar with the environments they live in.

This approach will enable the police to respond more effectively to public concerns about safety related issues, most notably in areas which experience high levels of crime. This will further strengthen relationships between the police and community members, thereby creating a space for building trust and openly discussing social issues affecting the community, and being able to respond to community needs and develop tangible solutions to the existing problems.

People's sense of insecurity is often based in their perceptions about crime. These perceptions whether or not, reflect actual crime levels they are influenced by many factors. They depend among others; the type and quality of sources of information about crime, or their own personal experiences of being victims of crime, their sense of personal insecurity and social vulnerability. This is often caused by common risk factors such as lack of social cohesion within our communities. This risk factors are often associated with the presence of drugs and prostitution, illegal liquor outlets, non-compliance to liquor ordinances by registered liquor outlets, condition of buildings and local environment, location of residential areas (isolated or industrial sectors), incivilities (graffiti, poor street maintenance, poor lighting, etc), media (sensational reporting) and violence against women and children.

Crime prevention as an information driven tool, therefore; requires effective and efficient holistic approach as a response process in addressing criminality within our communities. It should therefore; be conceded that crime does not take place in a vacuum space, but within the society. Involvement of community members in the fight against crime is imperative towards the elimination of this scourge. Feeling safe is an important quality-of-life indicator. If people do not feel safe in both private and public spaces it will impact on their freedom of movement and their ability to interact with society generally.

Desired Outcome

Improved community involvement in crime prevention activities

Delivery Agenda

- Promote social cohesion and neighbourly within our communities
- Support and strengthen community police relations structures
- Intensify social movement against crime

Pillar 03: Social Crime Prevention

Strategic crime prevention brings benefits well beyond increased community safety. It contributes to the social and economic development of the society, and works to improve the quality of life of the residents. Fear of crime and a sense of insecurity have negative repercussions on social life in general and on the quality of life within the society. High levels of crime have a significant impact on normal everyday activities such as going to and from work, spending time in public places, or going out to recreational activities at night. Overall, feelings of insecurity are increased among those who are or feel physically or socially more vulnerable, such as elderly, women and children, including people within their own residences. It is therefore; important to undertake a careful analysis of crime problems and risk factors affecting people's insecurities, and to develop an action plan which is customized to the local communities' needs.

Implementation of this safety strategy should be able to consider various causal factors associated with criminal behavior and identify interventions that will have the greatest impact in improving community safety. This safety strategy is therefore intended to create enabling environment whereby a responsive support would be provided to address related causal factors such as unemployment, poverty, inequality, including others that might be tempt and motivate involvement in criminal activities. Coordinated approach is vital towards eradication of risk factors related to substance abuse, gender based violence, schools' violence, recidivism, liquor related incidents, ineffective or inconsistent parental supervision, social and economic exclusion, family conflicts and domestic violence, etc. These risk factors often forced those living in impoverished and disadvantaged communities to feel isolated and left with little option but to become involved in crime or organized crime often prey upon them. This includes youth being forced or recruited into organized drug trafficking and prostitution, including child trafficking for sexual exploitation or forced labour.

Practical involvement of all relevant and interested parties is sought to ensure that socio-economic factors deemed to be causal factors towards crime are reduced and eliminated. This parties include Schools, NGOs, FBOs, CBOs, Businesses, SAPS, Social Development, Correctional Services, etc. within the communities they serve. Children

are often the most vulnerable groups in being abducted or kidnapped, and easily influenced often by peer-pressure towards criminal acts.

It is therefore; encouraged that relationship be developed between schools and community members in order to mobilize social networks that comprises both community members, parents, SGBs, local municipalities, SAPS and other relevant stakeholders in the identification of criminal elements, especially within which the schools are located. This will ensure that all participants become more vigilant, committed and co-operative in seeking solutions to existing challenges.

Desired Outcome

Reduction of social related crimes within our communities

Delivery Agenda

- Intensify preventative initiatives to reduce schools based crimes
- Support intervention measures aimed at recidivism (re-offending)
- Strengthen community awareness initiatives to curb gender based violence
- Intensify the mainstreaming of crime prevention through environmental design principle

Pillar 04: Road Safety Promotion

Road safety promotion requires multi-disciplinary approach to address related issues affecting all road users. This competency cannot only be left to its custodians, namely; national and provincial government, including local municipalities. It therefore; needs integrated approach comprising of various actors which include most importantly, the communities. Their participation therein is critical to influence and support strategic objectives of government on road safety promotion. There is a general ignorance of road rules by road users, vandalism of road signs, including creation of unauthorized taxi ranks within the society, thus road safety education is vital in this regard. Scholar transport, public and private transport also needs regular monitoring and law enforcement for road ordinances compliance. Enforcement of by-laws should be encouraged to deal more specifically with the influx of hawkers especially alongside pavements and walking spaces. This impact negatively to traffic management services, policing of the affected areas and their role towards pedestrians' fatalities.

Local municipalities must be encouraged to effectively plan, implement and deliver customized road safety programmes relevant to their communities. Through local municipalities' wards, regular interaction with the residents, schools, government agencies, businesses and other stakeholders should be strengthened to address issues of road safety. This multi-faceted approach is vital as road safety like any other community

safety initiatives requires a holistic view of risk factors affecting road users, roads, vehicles, cyclists, pedestrians, motor cyclists, etc., as all have a role to play in helping to keep our roads safe. It is therefore; essential for stakeholders' cooperation, including formalization of partnerships for accountability purposes and assurance that road safety is dealt with in a cohesive and integrated manner.

Road safety campaigns and community outreach programmes are vital in influencing the attitudes and behaviours of all road users. Schools based road safety education can also impact and instill positive attitudes on young people, especially when this occurs an early stage of life. To ensure that all road safety campaigns are of the highest standard and can exert maximum positive impact on road users, it is needed that a customized road safety action plan be developed with achievable targets, set at short, medium and long term. This action plan should provide a clear and succinct overview of both provincial and national road safety strategies and activities over a predetermined period.

Desired Outcome

Reduction of road crashes and fatalities in the region

Delivery Agenda

- Support Programme of Action seeking to improve road safety in the region
- Encourage and facilitate the involvement of local businesses and other key stakeholders in road safety initiatives
- Improve coordination of local government road safety initiatives with provincial and national road safety initiatives
- Encourage high level of integrity among law enforcement officials

Pillar 05: Monitoring and Evaluation

The success of an integrated approach to community safety depends on the process used to implement it and determine the impact thereof. This involves making strategic choices, setting objectives and developing appropriate plans of actions and timelines. To meet these objectives, individuals and groups must be willing to work through a number of stages of the crime prevention process and be measured accordingly in terms of the impact made, thereof. Review process of the safety strategy will be conducted on annual basis through both internal Council protocols and external stakeholders' engagements.

The entire process of monitoring, evaluation and review should take into account linkages between prevalent crime problems and socio-economic factors regarded as key drivers of crime, as there is often interdependency between these key areas. This safety strategy should be able to identify the linkages and the relevancy of an action to be

undertaken and the critical hot-spot where problematic crimes are taking place. There should be consistent tracking of events and determine the impact made in response to the identified crimes and related drivers. This will further improve financial accountability, and ensure that programmes meet the objectives set, and effectively assess the impact of those programmes.

Monitoring in the context of this safety strategy should be an on-going process of keeping track of trends in crime, victimization and preventive measures outputs. Crime prevention should therefore; be "*SMART*" in its approach to ensure positive outputs with ultimate outcomes as envisioned. The implementation of the plan of action must be tracked, and progress be monitored to ensure successful achievement of the targets within the planned timeframes. The implementation components should be captured in annual Service Delivery and Budget Implementation Plans of the municipalities and other participating agencies.

Evaluation is generally concerned with measuring the process, outputs and outcomes of adopted strategies and plans of actions. This process is necessary for improving accountability, informing relevant policies and practices, developing sound evidence base, and understanding what works best and can be considered a good practice model in responding to crime problems. This also allows for problems encountered during the implementation process, or new concerns to be addressed in subsequent phases. Evaluation process is therefore; dependent on meeting the set milestones and completion and submission of reports for review and comment. Programmes that have been implemented should be assessed for value for money, sustainability, achievement of objectives and successful implementation of strategies.

Annual reports on the progress of the strategy need to be published in order for public to also observe the progress thereof, and input accordingly as and when needed. There should be an interval whereby required adjustments or revisions to the safety strategy are considered and effected.

Desired Outcome

"SMART" Programme of Action for implementation of community safety initiatives.

Delivery Agenda

- Develop a programme of action with targets and timelines
- Provide oversight on the implementation of the adopted action plans
- Conduct safety audits within communities
- Utilize local media for information sharing on crime prevention initiatives

COMMUNICATION STRATEGY

Successful implementation of the safety strategy depends on its ability to mobilize and meet its intended targets. Communication and public relations services are regarded as crucial components of a successful crime prevention strategy. They are key in transmitting messages and information to the public on behalf of Council, hence; active participation of elected public bearers, especially Ward Councilors is key in the implementation of this safety strategy. These can be achieved by canvassing the views, needs and expectations of the communities, communicating information about all stages of the adopted process, and ultimate results achieved. Implementation of the safety strategy should be executed as follows:

- Adopted communication strategy should be linked to all stages of the crime prevention strategies.
- Release regular media publications on the successes achieved for public consumption.
- Conduct public safety surveys as sources of information gathering in relation to communities' perceptions on crime.
- Circulate related articles on crime prevention themes internally for staff members and externally at public events for information purpose.
- Share information on available approved resources and services that support crime prevention initiatives for convenient accessibility by community members.

Another way that can be used as a communication tool, is through the creation of a dedicated toll-free telephone line, and/or a website as a platform to encourage community members to communicate their concerns and participate creatively in suggesting solutions to local community safety problems.

Media relations is also forms an integral part of communication strategy. Media usually gives the greatest coverage to sensational, and very atypical crimes within communities. Sensationalist crime stories can have a direct impact on the levels of public insecurity within the society. It is therefore; important to educate local media about the importance of focusing on factors underlying community safety issues, encourage them to provide balanced information to the public about the actual levels of crime in the community, and also for them to provide possible solutions thereto.

It is thus; critical to invest in communication with local residents in as many ways as possible through meetings, newsletters, door-to-door, official municipality websites, radio, focus groups, leaflets, etc.

EVENTS SAFETY PLANNING

Events Safety Planning is a very important component which is often neglected during plenary proceedings for various events that are held within communities. To mitigate for possible incidents that may be detrimental to the lives and safety of people including assets at planned mass events, Ministry of Sports and Recreation developed a legislative framework in the form of Safety at Sports and Recreational Events Act No. 02 of 2010. This Act provides provisions and stipulations which need to be complied with for every scheduled mass event. The Act requires that measures to safeguard the physical well-being and safety of persons and property at sports, recreational, religious, cultural, exhibitions, organizational or similar events held at stadiums, venues or along a route be considered and put in place at all times.

Events safety planning aims to prevent and mitigate major incidents or disaster at events but also to ensure rapid and effective response in case of incidents. Events safety should be emphasised and adhered to ensure that relevant processes are followed and implemented accordingly during plenary, staging and post phases of events taking place under the umbrella of Sedibeng District Municipality, including any other external institutions and organisations.

The Act requires that the SAPS must be involved during events plenary proceedings so they can conduct risk assessment and advise accordingly. It should further be recognized that the SAPS has the power stop all proceedings relating to the scheduled event if not satisfied with certain aspects affecting the event. Events Safety Committee shall be chaired by the Commissioner of Police or a delegated senior police official as per the prerequisite of the Act. It is on this basis that SAPS can disapprove any application related to the hosting of event and/or stop any event in progress if compliance issues were not satisfactorily addressed.

Events planning must be an integrated and coordinated process. Therefore; all identified actual and potential role-players should play an active role in compiling plans and instituting measures that will help to ensure community safety and well organized events. This process should therefore; be executed through a multi-disciplinary *Events Safety Planning Committee* which will be responsible for safety and security at the planned event. This is very important because it will ensure that compliance to the Act is not compromised. It should be noted that non-compliance to the provisions of the Act can constitute a criminal offence which, on conviction can carry significant penalties.

BENEFITS OF AN INTEGRATED SAFETY STRATEGY

Various successes can be achieved through an effective and efficient implementation of community safety strategies. An integrated approach is therefore; crucial in this regard where all relevant parties are actively involved and committed towards the common course, namely; promoting and building safer communities of Sedibeng region. The under-mentioned benefits can be persuaded and derived from this process:

For the municipality

- Creation of safer environments may lead to improved quality of life of communities and the municipality can be a more attractive place for investors.
- Better control of expenditure and costs reduction associated with renovating or replacing public buildings contaminated by graffiti and other associated defects.
- Property value of residential, businesses and industrial sites can significantly increase as a result of crime reduction and improved insecurities among community members.
- Increased participation by residents in social, cultural and organized sports activities at different times of the day and night, especially at municipal facilities, thereby generating revenue for the municipality.

For residents

- Reduction of personal assets losses from residential burglaries and vandalism.
- Reduction of insurance costs on house-holds assets and motor vehicles, as a result of safer environments.
- Increase in value of residential properties.
- Increased sense of security in the neighbourhood, especially for women, children and elderly.
- Increased sense of security at recreational places and on public transport.
- Increased participation of the residents in general community programmes and recreational activities.
- Reduction of school drop-out rate and children's participation gangsters.
- Development of skills and capacity building to resolve conflicts in a non-violent manner, especially in schools, on streets and within families.
- Safer recreational and leisure areas for children and young people to play and socialize.
- Reduction of the sense of isolation of people living alone.
- Improved quality of life and safety in public housing areas.
- Reduction of social exclusion and homelessness.
- Improved support to victims of crime.

For business and commerce

- Reduction in costs associated with theft, break-ins and vandalism.
- Reduction in costs of commercial insurance.
- Reduction in the need for private security.
- Provision of a safer working environment for staff and better quality residential environment.

SEDIBENG MUNICIPAL DISTRICT IMPLEMENTATION PLAN (MDIP) ON HIV&AIDS, TB AND STIs)

2017-2022 STRATEGIC PLANS



"...Towards HIV-free Community"

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1. INTRODUCTION

The District Strategic Plan for HIV, TB and STIs (i.e. for 2017-2022) currently referred to as MDIP (Municipality District Implementation Plan) emanate from goals set in both Gauteng Implementation and South African AIDS Council (SANAC) Strategic Plans for 2017-2022. The plan is also aligned to the goal 90-90-90 of UNAIDS(United Nations AIDS) , seeking that by 2020,90% of all people living with HIV will know their HIV status, by 2020 ,90% of all people with diagnosed HIV infection will receive sustained antiretroviral therapy ,and by 2020 ,90% of all people receiving antiretroviral therapy will have viral suppression. Among vulnerable groups targeted for prevention programmes, as per NSP goal are young women aged15-24 years and as well as young men. The document is multi-sectoral in approach, drawn and made through consultation with relevant HIV programs implementing structures (stakeholders), to be applied instrumentally in partnership addressing the challenges posed by the above mentioned diseases. To minimise the impact of the scourge, available resources should be mobilised, utilised and monitoring supported through regular reporting systems availed to the AIDS Secretariat.

Major Service delivery government departments such as Health, Social Development, Education and SASSA (South Africa Social Security Agency), using multi-sectoral approach, have to allocate and redirect some of the available resources to address the impact caused by the diseases. With support from other sectors, local governments and civil society structures, are encouraged to strengthen

partnership to face the prevailing challenges. This multi-sectoral approach is made to contain the advancement of the diseases in all vulnerable communities.

2. BACKGROUND

HIV as a pandemic is one of the world's most serious public health and social problems. Initially referred to as GRID (Gay related Immunodeficiency disease) in 1981, the condition was later termed AIDS (Acquired Immunodeficiency Syndrome) with discovery of HIV (Human Immunodeficiency Virus) in 1982. The conditions that were earlier noticed, identified and reported by San Francisco and New York physicians as affecting the homosexual(gay) men, later redirected attention also to the general population after it was discovered that the pandemic cut across all racial groups, gender, continents and age groups. Heterosexual contact is currently identified as the leading mode of HIV transmission. The impact of the HIV&AIDS particularly on South Sahara African countries' population, amounted to millions of deaths among infected individuals. Coupled with co-infections of opportunistic diseases such as TB and pneumonia, the HIV&AIDS epidemic resulted in nightmares among the medical fraternal.

The mode of transmission for the HIV is multiple and various, with unprotected penetrative sexual contact contributing to most cases. In some cases intravenous drug use and mother to child transmission had been affecting some exposed individuals. The discovery and development of ARV (antiretroviral), contributed immensely to prevention of mother to child transmission (PMTCT) and prolonged lives amongst infected individual on most individuals given antiretroviral therapy (ART). In the absence of cure, it has however been discovered that prevention of new infection still remains the best mechanism of HIV containment through safer sexual practices hence consistent regular educational programs being promoted. Behavioural changes programmes became also a tool of prevention among the sexually active populations.

Safer sexual practices among high risk groups such as multiple sexual partners, commercial sex workers and their prospective clients have also been promoted. Condom usage has been promoted in most countries and in South Africa freely availed with support government.

2.1. Sedibeng HIV&AIDS, TB and STIs profile

HIV&AIDS pandemic has over more than three decades posed on of the biggest challenges faced by South Africa. Based on the Department of Health antenatal survey from October 2002- 2015, Sedibeng District was reported to feature among the second highest in new HIV incidence rate. The region is neighbouring two other district who also are reflected in the survey as the highest incidence. Its proximity to neighbouring Gold mines region, the same with high level of HIV prevalence and high rate of commercial sex work practice, also compounded high mobility of trucking industry, increased the risk of HIV transmission between the two district municipalities**.**

The region is also affected by high unemployment rate, particularly affecting economically active populace. There are also institutions of higher learning in the region (two universities and three FETs) with increased number of external to internal movement of students into this region. The continuous movements of persons in and out of the district pose a challenge that requires effective HIV and TB educational programmes on behavioural changes. The programme on "She Conquers Campaign also

need to give focus on this young generation to contain any transmittable diseases that may affect their future

In the past decade, local municipalities' policy makers have shown the will to mitigate the spread of HIV and manage the socio-economic impacts of AIDS. The impacts of HIV&AIDS at municipality level are illustrated from two perspectives viz. a) how do HIV&AIDS impact on a municipalities as organisation i.e. currently and in the future, where staff and politicians may be infected or affected; with the resultant absenteeism, low staff morale, staff turnover, job hopping,

poor quality of service, increasing costs of recruitment, retraining of new staff and loss of human capital; b) how do HIV&AIDS impact on the residents who may be infected and/or affected and the resultant burden for demand and supply of goods and services that municipalities provide, amongst others, services for health (more demand for palliative care); poverty alleviation (more grants budget); indigent assistance (more budget) and land use (graves/cemeteries).

Higher rates of unemployment and poverty may increase the chances of less revenue collection by municipalities for services provided. There is also a likelihood of low economic growth due to businesses losing expertise and valuable skills. Hence there is a critical need for municipalities to know the status of this pandemic within and outside the workplace so that they can respond appropriately and effectively.

If not for legislative obligation; municipalities have very good reasons to participate in the fight against this pandemic; first as human beings, there is a moral duty to help fellow men and women and productive to the developmental agenda of the society.
This document therefore seeks to reflect and advance Sedibeng Regional HIV&AIDS, STIs & TB 2012-2016 Strategy, which is hoped that will form part of ongoing regional dialogue for the current political term of office. This strategy is aligned to the National Strategic Plan 2017-2022 and focuses on how local government plays a critical role in mobilising all stakeholders towards tangible output–oriented programmes. The strategy also calls for a shift in paradigm regarding HIV&AIDS, STIs & TB and local government.

3. SEDIBENG BACKGROUND

3.1. Geographical location ,historical and economic

Description: The Sedibeng District Municipality is a category C municipality situated in the Southern tip of Gauteng Province. The region is strategically located and shares borders with three provinces namely Free State (South), North West (West) and Mpumalanga (East). The district forms part of a corridor between Gauteng and other neighbouring provinces. It consists of three local municipalities of Emfuleni, Midvaal and Lesedi. Its Southern border is formed partly by the banks of Vaal River, constructed in 1931 constructed and completed 1938). Historically the Southern region formed part of what was referred to as the Vaal Triangle. The region has rich South African history in places like Vereeniging (The peace treaty signed by the Boer Republics and Great Britain, on 31 May 1902 and the signing of the current RSA Constitution by the first democratically nonracially elected President Nelson Mandela also in Sharpeville).The Sharpeville area is also marked with the 21 March 1960 that led to the current Human Rights Day Public Holiday. Also internationally historically acclaimed township included is Boipatong and other important historic events that changed the cause of South African political landscape involving

Evaton, Sebokeng, Boipatong, Bophelong, Sharpeville, and Ratanda, which are all rich in political history and heritage.

Sedibeng is the fourth largest contributor to Gauteng economy. The predominant economic sector in the region is the manufacturing of fabricated metal and chemicals. It also has large agricultural land and The total geographical area of the municipality is 4172.76 km². The SDM comprises of three Households:

279768 (67.05 per km².

Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality	Sedibeng District
968 km^2	1,728km^2	1,489km^2	4,185km^2

(Source: Global Insight, 2009)

Neighbouring Municipalities

- City of Johannesburg to the North(Gauteng Province)
- Ekurhuleni to the North-East(Gauteng Province)
- West Rand District: Western (Gauteng Province)
- Gert Sibande District to the North-East;(Mpumalanga Province)
- Tlokwe City Council which is part of Dr Kaunda District Municipality(North West Province): Western side of SDM
- Gert-Sibande (both Dipaleseng and to the East;
- Fezile Dabi District(Both Ngwathe and Metsimaholo Locals)Northern Free State (Free State Province)

3.2. Demographics

The total population of the District

The total population of the District on Stats SA, 2011 source is **916 484**. Lesedi has a population of **99 520**, Midvaal **95 301** and Emfuleni **721 663**. The population density of the District as a whole is 198 people per km². From information accumulated, many people especially in townships, live in informal structures as housing around Sebokeng, Evaton, Bophelong and Sharpeville area. . About 8 out of every people in the region reside in Emfuleni area.

Distribution of population

Emfuleni Local Municipality: 721 663 people (965.86km²)
Lesedi Local Municipality: 99520 km²)
Midvaal Local Municipality: 95301 (km²)

4. POLICY AND LEGISLATION AND HIV&AIDS, STIs & TB IN LOCAL GOVERNMENT

4.1. The Constitution

The Constitution of the Republic of South Africa, Act 108 of 1996 provides, in its various clauses human rights that also protect people against any form of discrimination that can include even HIV.A number of

legislations pertaining to HIV&AIDS emanated from the current constitution's application to develop legislative frameworks and policies pertaining to employment, HIV testing, education etc.

4.2. Integrated Development Plan

Integrated development planning (IDP) is a super plan for an area that is been made and is able to give an overall framework for development. The IDP aims to coordinate local government and other spheres of government in a coherent way to improve the quality of lives in that particular local area. It helps the local municipalities to identify the needs

The inclusion of HIV&AIDS plans in IDP help the local municipality focus the most important needs of communities taking into account available resources. The plans are developed in consultation through relevant departments, with communities, needs identified according to priorities

5. EPIDEMIOLOGY OF HIV/STIS & TUBERCULOSIS IN SEDIBENG

As at March 2015, Progress Key indicators for Sedibeng district had the TB highest defaulter rate in Gauteng at 6.8% and death rate at 7.35. Across the entire province, 67% of patients who had TB, also had HIV in 2013,a reduction from 71% in 2012.ART coverage in TB and HIV co-infection patients increased from 58% in 2012,to 72% in 2013. The report indicates a marked reduction in multidrug resistance (MDR) TB cases from 749 in 2012 to 459 in 2013. As the provincial MDR increases, there is also likelihood that the Sedibeng increment in TB defaulter rates my further compound on the condition. MDR likely increases amongst TB defaulters, and may be aggravated in HIV infected individuals.
Addressing social and structural drivers of HIV, STI and TB prevention, care and impact, the AIDS Secretariat through support from other sectors, has developed a five year strategic plan aligned to the provincial plans. Government and civil society play a crucial role in implementation of plans. The current strategy will take in cognisance the 90-90-90 UNAIDS goals into consideration whilst implementing the 2017-2022 plans.

6 SEDIBENG MDIP: HIV&AIDS/STIs & TB: - 2017-2022 STRATEGY

The Goals

The goals are aligned to Gauteng Strategic Implementation Plans as:

Gauteng Pillar 1: Prevention

Gauteng Pillar 2: Treatment

Gauteng Pillar 3: Joint action

6.1. Strategic objective 1.1: NSP 1

Accelerate prevention through health services to reduce new HIV and TB infection

6.2. Strategic objective 1.2: NSP 4

Reduce the social, behavioural and structural drivers of HIV, TB and STIs, prioritising youth and high risk groups

6.3. Strategic objective 1.3: NSP 3

No one left behind: include high-risk groups and key populations

6.4. Strategic objective 2:1 NSP 2

Reduce illness (morbidity) and deaths (mortality) by providing treatment, care and adherence support for all

6.5. Strategic objective 2.2: NSP 5

Reduce stigma and discrimination against people living with HIV and TB and groups with high HIV infections, including sex workers and LGBTI individuals

6.6. Strategic objective 3.1: NSP Goals 6 and 7

Stronger AIDS Councils lead to effective implementation of multi sector MDIP, with resources, coordination and accountability

6.7. Strategic objective 3.2: NSP Goal8

Strategic information plans, reviews and revised policies of AIDS Councils

6.8. Strategic objective 3.3: NSP Critical Enabler

Effective implementation of the combined multi sector effort in high-risk wards

HUMAN RESOURCES DIRECTORATE

HR MANAGEMENT STRATEGY

PURPOSE

To formulate, develop, elucidate, implement and monitor the Human Resources Management Strategy in order to achieve the SDM objectives in providing service delivery.

BACKROUND

The Sedibeng District Municipality, in compliance, following and applying the national Human Resources Management Standards and elements, in pursuant of attaining its objectives both internally and externally to its stakeholders, intends aligning its plans through to professionalise Human Resources.

The Municipality has adopted the Integrated Development Plan (IDP) for the period 2017- 2022 as a long term plan to achieve its objectives. The Service Delivery Budget Implemented Plan (SDBIP) as a short term plan ensures achievement of projects within a brief period of time and provides means for effectiveness and efficiency.

The Human Resources derived Integrated Development Plan (IDP) deliverables for the long term period are:

- **To ensure effective, competent and motivated staff**

To attain the objective, the Human Resources Directorate is divided into the following executive pillars:



Human Capital Development (HCD)

Human Capital Development (HCD)

Human Capital Management (HCM)

Labour Relations (LR)

Through the pillars above, the Directorate is expected to provide, amongst others, thefollowing on an annual basis: (Service Delivery and Budget Implementation Plan: SDBIP)

- Promote equal opportunity and fair recruitment in the workplace. (HCM)
- Empower employees for efficient and effective execution of their duties.(HCD)
- Promote Employees' Wellness (HCD)
- Improve, maintain and manage good and sound Labour Relations (LR)
- Ensure application of best Human Capital Management Practices
- Ensure application of best Human Capital Development Practices

Audit of Human Resources by CoGTA and SALGA

The South African Board for People Practices (SABPP) conducted the Human Resources (HR) Audit and introduced the National Human Resources Management Standards to Sedibeng District Municipality in 2017.

These Standards units are meant to guide and facilitate the processes for achieving a standardized form of attaining the objectives (IDP and SDBIP) for the SDM in a professional manner.

The thirteen (13) Standard Units recommended for application on order to achieve Human Resource's objectives, are:

1. STRATEGIC HUMAN RESOURCES MANAGEMENT

This is a systematic approach used in developing and implementing Human Resources Management Strategies, policies and plans within the organisation for attaining objectives.

The objectives of this Standards Element include:

- To ensure the Strategy is derived from and aligned to the organizational objectives in consultation with Stakeholders.
- To analyse the internal and external socio-economic, political and technological environment and provide pro-active people/ community related business solutions.
- To provide strategic direction and measurements for innovation and sustainable people practices.
- To provide a foundation for employment value proposition of the organisation.
- To establish a framework for HR element of organisational governance, risk and compliance policies, practices and procedures which meet the client or stakeholders needs.

- To determine an appropriate HR structure, allocate tasks and monitor development of HR competence to deliver strategic objectives.

2. TALENT MANAGEMENT

Talent Management is the pro-active design and implementation of an integrated talent-driven strategy meant to attract, deploy, develop, retain and optimise the appropriate talent requirements identified in the workplace plan to ensure sustainable organisation.

The objectives of this Standards element are:

- To build a talent culture which defines philosophy, principles and integrated approach, which leverages diversity and is communicated in a clear employment value proposition.
- To identify critical positions and leadership roles and capabilities within the organisation into the future based on workforce plan determining the sustainability and growth of the organisation.
- To set processes and system that will:
    - Attract a sustainable pool of talent for current objectives and future organisation needs.
    - Achieve employment equity progress in the spirit of the legislation to achieve transformation.
    - Manage the retention and reward of talent.
    - Develop the required leadership skills.
    - Plan for succession to key position.
    - Identify high potential employees and link them with key future roles through monitored development plans.
    - Identify under-performance in key role or in a person identified as high potential and raise the level of performance through Performance Improvement Plan .
    - Through assessment, identify the optimal development opportunities for talent.
    - To agree to appropriate roles for relevant stake- holders in the development of talent.
    - To monitor and report on talent management key results and indicators.

3. HR RISK MANAGEMENT

It is a systematic approach of identifying and addressing people factors (uncertainties and opportunities) that can either have a positive or negative effect on the attainment of the institutional objectives.

The objectives of HR Risk Management are:

- To increase the probability and impact of positive events and decrease the probability and impact of negative caused by people factors on achieving institutional objectives.

- To align HR and people management practices within governance, risk and compliance framework and integrated reporting model of the organisation.
- To ensure appropriate risk assessment practices and procedures relating to people factors are embedded within the organization.
- To ensure appropriate risk controls are designed and applied to HR activities and that interventions are based on evidence to ensure best use of time and resources (efficient and cost effective).
- To contribute in creating and sustaining a risk management culture and this also encourages innovation, creativity, management- by- fact and continues learning.

4. WORKFORCE PLANNING

It is the systematic identification and analysis of organisational workforce needs culminating (resulting) in a workforce plan to ensure sustainable organisational capability in pursuit of the achievement of its strategy and operational objectives. (It sets out the actions necessary to have the right people in the right place at the right time).

The objectives of a workplace planning are:

- To design a strategic workforce plan which meets the needs of the institution in consultation with line management, and adjust strategy accordingly, taking into account workforce and labour market trends within the employment equity legislation.
- To align the workforce planning cycle of the organisation as well as talent management where relevant.
- To ensure appropriate budgeting or cost modelling to prepare the budget for the workforce plan.
- To ensure an adequate supply and pipeline of appropriately qualified staff through sourcing staff and building the future supply of the right skills to meet the organisational needs.

5. LEARNING AND DEVELOPMENT

It is the practice of providing occupationally directed and other learning activities that enable and enhance the knowledge ,practical, skills and workplace experience and behaviour of individuals and teams based on current and future occupational requirements for optimal organisational performance and sustainability.

The objectives of Learning and Development

- To create an occupationally competent and engaged workforce which builds organisational capability, providing employees with opportunities to develop new knowledge and skills.
- To focus learning and development plans on improving people's ability to perform in order to achieve organisational objectives and provide the means for measuring the impact of learning and development interventions.
- To support and accelerate skills development and achievement of employment equity and institutional transformation and limit skills shortages.

- To create a learning culture and environment that enables optimal individual, team and organisation learning and growth in competencies and behaviour.
- To capture and replicate and enhance critical knowledge with the organisation.
- To ensure learning and development, change and innovation.

6. PERFORMANCE MANAGEMENT

It is a planned process of directing, supporting, aligning and improving individual and team performance in enabling the sustained achievement of organisational objectives.

The objectives of Performance Management are:

- To translate and cascade broad organisational performance drives into team and individual performance targets.
- To establish an appropriate performance management system, process, and methodology relevant to the needs, size, scope and complexity of the organisation which will support the development of a performance culture
- To link performance management to other HR processes to align appropriate performance consequence (reward, recognition, and development opportunities) that attracts, retain and motivate employees and to address poor performance.
- To ensure fair, ethical and organisational culture practice focusing on the achievement of performance targets in a sustainable way.
- To measure progress against agreed individual and team objectives that enable achievement of objectives.

  The SDM has an electronic PMS and configured already on the system are employees from level 0 to 4 (Directors, Managers and Assistant Managers).

7. REWARD

Reward is a strategy and system that enables organisations to offers fair and appropriate levels of pay and benefits in recognition for their contribution towards the achievements of agreed deliverable in line with organisation values and objectives.

Recognition is a related strategy and system that seeks to reward employees for other achievements through mechanisms outside the pay and benefits structure.

Rewards objectives are:

- To design and implement an appropriate reward strategy, aligned with business strategy, operating conditions, culture, objectives and employment value proposition which drives the achievement of organisation objectives, and achieves a fair balance between the needs of all the shareholders.
- To deliver a fair and equitable reward system and process that is ethical, cost effective and suitable.

- To ensure the strategy is in line with current national and international industry and sector norms.
- To ensure compliance with organisational governance principles and practices aligned to national and relevant international governance codes of practice and legislation.
- To design and implement an appropriate recognition strategy which meets employee's need for recognition of particular efforts or achievements which are valuable to the institution.

8. WELLNESS

- Employee Wellness is a strategy to ensure that a safe and healthy work and social environment is created and maintained, together with individual wellness commitment that enables employees to perform optimally while meeting all health and safety legislative requirement and other relevant wellness good practices in support of the achievement of the objective.

The Employee Wellness objectives are:

- To promote opportunities and guidance that enable employees to engage in effective management of their own physical, mental, spiritual, financial and social well-being.
- To enable the employer to manage all aspects of employee wellness that can have a negative impact on employee's ability to deliver on objectives and to demonstrate the impact of wellness on achieving set goals.
- To promote a safe and health working environment in pursuit of optimum productivity and preservation of human life and health.
- To reduce employee risk emanating from health and wellness issues.
- To contain health and wellness costs.
- To enhance the employment value proposing by means of promoting a culture of individual health and overall institutional wellness.

9. EMPLOYMENT RELATIONS

Employment Relations is the management of individual and collective relationships within an institution through the implementation of good practices that enable the achievement of organisational objectives complaint with statutory requirements or framework and appropriate to socio-economic conditions.

The Employment Relations Management objectives are:

- To create a climate of trust, co-operation and stability within the organisation and a harmonious and productive working environment which enables the institution to compete effectively in its market place and contributes to a respected reputation
- To provide a framework for conflict resolution.
- To provide a framework for collective bargaining where relevant.
- To ensure capacity building and compliance to relevant labour legislation, codes of good practice (International Labour Organization and Department of Labour) and international standards.

10. ORGANISATIONAL DEVELOPMENT

Organisational Development (OD) is a planned systemic change process to continually improve an organization 's effective and efficiency by utilising diagnostic data, and designing and implementing appropriate solution and interventions to measurably enable the institution to optimise its purpose and strategy.

The Organisational Development objectives are:

- To establish links with organisational purpose across all levels and functions of an organisation.
- To ensure organisation design facilitates the purpose of the institution.
- To improve the ability of individuals, departments and functions to work co-operatively to meet organisation objectives and optimise engagement at work.
- To facilitate stakeholders involvement in Organisational Development process to ensure optimum engagement.
- To build the relevant Organisational Development capability to meet institutional needs.
- To ensure compliance with relevant continuous improvement principles and good practices.

11. HR SERVICE DELIVERY

HR Service Delivery is an influencing and partnering approach in the provision of HR service meeting the needs of the organisation, its managers and employees which enables delivery of institutional goals and targets.

The HR Service Delivery objectives include:

- To ensure timorousness, consistency, credibility and quality in the delivery of HR services, using resources productively and measuring and improving on delivery.
- To ensure sustainability of HR practices within the organisation.
- To support the effective management of the human element in an organisation by means of an effective HR service delivery model and system.
- To provide effective professional advice and guidance to managers and employees regarding the correct implementation of labour laws and other statutory requirements, HR Policies, practices and procedures.
- To establish functional standards for accurate HR record-keeping and administration, developing and implementing an end-user friendly administrative process and system enabling proper data management.
- To measure employee engagement on the one hand, and satisfaction with the delivery of HR services on the hand.

12. HR TECHNOLOGY

HR Technology is the effective utilization of technological applications and platforms that makes information real-time, accessible and accurate, providing HR and line management with the knowledge and intelligence required for more effective decision- making, and that supports efficiency and effectiveness in other HR services.

HR Technology objectives are:

- To leverage technology to allow easy access to relevant date (real-time, self-service) in compliance with relevant data security and other information technology compliance requirements, laws, codes and standards (privacy), to support efficiency and effectiveness in HR functions (for example, learner management systems and e- learning in Learning and Development), and to create more capacity within existing HR stricture to deliver value-adding services and interventions.
- To consolidate and rapidly extract HR information in real time to deliver effective presentation of HR information to the Council of Governing body, line management and executive committee meetings to support planning, decision –making and management of the workforce with full knowledge of potential people risks.
- To streamline the HR Management System and its associated process for effective and efficient use.
- To enable the effective implementation of change and improvement to the technology solutions to ensure they remain continually aligned with the institution's objectives.

13. HR MEASUREMENT

HR Measurement refers to a continues process of gathering, analysing, interpreting, evaluating and presenting quantitative and qualitative data to measure, align and branch mark the impact of HR practices on institutional objectives, including facilitating internal and external auditing of HR Policies, processes, practices and outcomes.

The HR Measurements objectives are:

- To determine measurement approaches methodologies and metrics to assess the effectiveness and efficiency of HR practices.
- Identify relevant measurement areas for the purpose of integrated reporting.
- Implement appropriate tools and methods to measure timely the efficiency, effectiveness and consistency of HR practices, across the organisation.
- Provide a clean framework for measuring HR impact on the bottom-line of the institution.
- Develop performance indicators for HR service delivery and business impact and present to the institution in an appropriate HR scorecard.

WAYFORWARD

The Human Resources Directorate is still at an infancy stage and still utilising manual processes on a number of aspects for administrative objectives. However, it is fast keeping pace with the technical

developments as proven by HR Audit carried out by the South African Board for People Practices (SABPP) and based on the recommendations made by the Audit.

The National Human Resources Management Standards will serve to guide the Directorate to pit itself against the identified Standard Units to ensure professionalism and smooth attainment of objectives compatible with other institutions and within the same sector.

It will therefore, be imperative to equip the staff within the Human Resources Directorate to enable the staff to master their own fields of operation and be able to implement, monitor, evaluate and improve on their acquired expertise.

SEDIBENG DISTRICT MUNICIPALITY SDF – COMPOSITE

- Urban Footprint
- Agricultural Holdings
- Agriculture
- Nature Reserve
- Open Space System
- Dams
- Primary Node
- Secondary Node
- Rural Node
- Priority Housing Development Areas
- Business Areas
- Industrial Areas
- Mining Areas
- Agri Hub
- Proposed Rural Intervention Area
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Airport
- Airfield
- Proposed Freight Hub
- Tourism Precinct
- Urban Development Boundary

SEDIBENG
DISTRICT MUNICIPALITY

SPATIAL DEVELOPMENT FRAMEWORK 2030









FINAL REPORT

May 2019

EMFULENI LOCAL MUNICIPALITY

MIDVAAL LOCAL MUNICIPALITY

LESEDI Local Municipality

Vaal 21 A RIVER CITY

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1 INTRODUCTION

1.1 BACKGROUND

During October 2018 the Department of Rural Development and Land Reform (DRDLR) commissioned the compilation of a Municipal Spatial Development Framework for the Sedibeng District Municipality in line with the requirements of Section 12 of the Spatial Planning and Land Use Management Act, Act 16 of 2013.

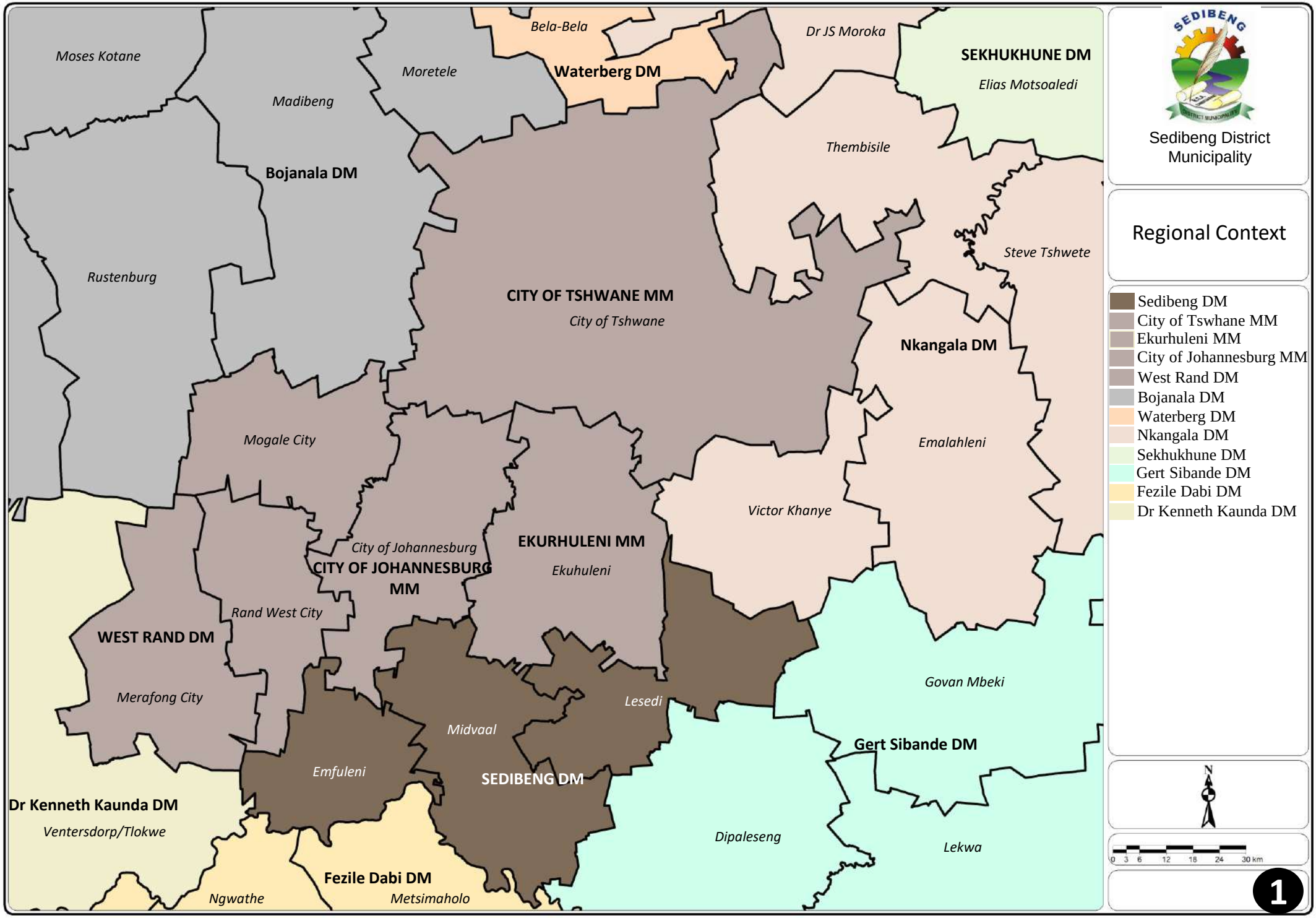
1.2 STUDY OBJECTIVES

The main objective of the project is to develop a SDF for the entire Sedibeng District Municipality area of jurisdiction which includes the Emfuleni, Midvaal and Lesedi local municipalities (refer to **Figure 1**). This SDF needs to address spatial, environmental and economic issues confronting both the urban and rural areas. The District Municipality is characterised by a dispersed spatial structure, with various towns and informal settlements spread across the entire municipal area, whilst the rural areas consist of a large number of farms, as well as agricultural holdings.

The SDF will also respond to the policy and legislative parameters established by National and Provincial Government, and take cognisance of the municipal space economy in the context of the provincial and national space economies.

More specifically, the Sedibeng District SDF will aim towards achieving the following objectives:

- Provide a strategic spatial development vision for the district in line with the broad development objectives of the National and Provincial policies;
- Provide a clear and comprehensive Spatial Framework for the district which will inform, improve and guide cross-sectoral policy alignment and project implementation and integration;
- Indicate in as much detail as possible to stakeholders the desired future spatial form for the district;
- Highlight planning, environmental, infrastructural and institutional issues that gave rise to the proposals contained in the final document;
- Provide all stakeholders an opportunity to participate during the process of formulating the SDF;
- Provide a spatial reflection of the needs and priorities established in the district integrated development plan and identify specific issues which are unique to the district;
- Address rural development issues such as the integration with urban areas, the provision of social facilities and the provision of infrastructure to rural communities;
- Identify areas for economic opportunities, particularly in the industrial, commercial, agricultural and tourism sectors;
- Identify infrastructure needs and services constraints and bring forward tangible solutions to address these;
- Accommodate the growing housing needs taking into account the current backlogs and the projected need for development of various



Sedibeng District Municipality

Regional Context

- Sedibeng DM
- City of Tswhane MM
- Ekurhuleni MM
- City of Johannesburg MM
- West Rand DM
- Bojanala DM
- Waterberg DM
- Nkangala DM
- Sekhukhune DM
- Gert Sibande DM
- Fezile Dabi DM
- Dr Kenneth Kaunda DM

N

0 3 6 12 18 24 30 km

housing methodologies (e.g. “Gap Housing”, Social Housing, FLISP, etc.);

- Protect the natural environment, and more specifically hydrological and topographical resources, biodiversity areas, and high potential agricultural land.

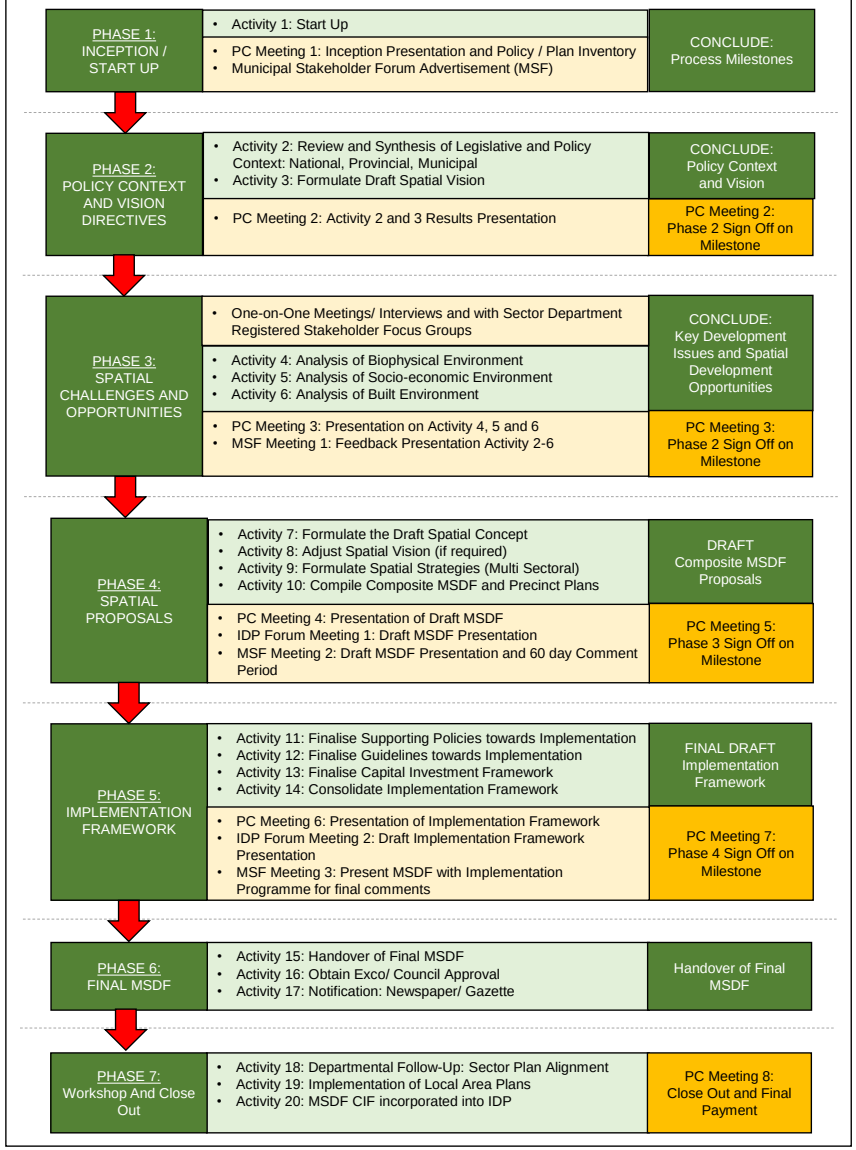
1.3 METHODOLOGY

The approach and methodology followed in preparing the Sedibeng DM is graphically illustrated on **Diagram 1**. The process commenced during October 2018 and was completed by May 2019.

2. LEGISLATIVE AND POLICY CONTEXT

This section of the Sedibeng SDF provides a concise summary of the National and Provincial Legislation and Policy Framework, as well as the local policy context.

DIAGRAM 1: PROJECT METHODOLOGY AND CRITICAL MILESTONES



2.1 NATIONAL CONTEXT

2.1.1 National Legislation

2.1.1.1 Constitution of the Republic of South Africa 108 of 1996

The Constitution of South Africa, contained in Act 108 of 1996, is the supreme law of South Africa. Amongst other things, it prescribes different functions to different tiers of government to ensure the equitable and functional distribution of roles, responsibilities and duties. In terms of section 156 of the Constitution, municipalities have executive authority in respect of the right to administer the functional area of "municipal planning" and more specifically to:

a. structure and manage its administration, budgeting and planning processes to give priority to the basic needs of the community, and to promote the social and economic development of the community; and
b. participate in national and provincial development programmes.

The Sedibeng Integrated Development Plan and Spatial Development Framework are two of the most important tools at the disposal of the municipality to fulfil these legal obligations.

2.1.1.2 Municipal Systems Act 32 of 2000

The Act requires all municipalities to compile an **Integrated Development Plan (IDP)** designed to ensure the progressive realisation of the fundamental rights of its citizens. Under Section 26(e) the Act requires that an **IDP must include a Spatial Development Framework (SDF).**

2.1.1.3 Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA)

The Spatial Planning and Land Use Management Act, Act 16 of 2013 (SPLUMA) provides the legislative foundation for all spatial planning and land use management activities in South Africa (including the Spatial Development Framework noted above). It seeks to promote consistency and uniformity in procedures and decision-making relating to land use and development.

Development Principles:

SPLUMA further provides a host of development principles, which apply to spatial planning, land development and land use management. These are:

- The principle of **spatial justice**:
  - Deal with spatial imbalances and include areas that were previously excluded
  - Redress access to land for the previously disadvantaged
  - Plan for incremental upgrading and secure tenure

- The principle of **spatial sustainability**, whereby spatial planning and land use management systems must:
  - Promote land development that is within the fiscal, institutional and administrative means of the country
  - Protect prime agricultural land and environmental resources
  - Promote and stimulate the effective and equitable functioning of land markets
  - Carefully consider social and infrastructural costs of land development
  - Promote development in sustainable locations
  - Establish viable communities

- The principle of **efficiency**:
  - Optimise efficient use of resources and infrastructure
  - Minimise negative financial, social, economic or environmental impacts
  - Efficient and streamlined application procedures

- The principle of **spatial resilience**, whereby flexibility in spatial plans, policies and land use management systems are accommodated to ensure sustainable livelihoods in communities most likely to suffer the impacts of economic and environmental shocks.

- The principle of **good administration**:
  - Integrated approach to land use and land development
  - Free-flow of information, plans and policies between and within tiers of government
  - Empowering citizens

The Act clearly states that a Municipal SDF should be in line with the policies of national and provincial government and should be aligned with the plans, policies and development strategies of adjoining municipalities.

Contents of a Municipal Spatial Development Framework:

Section 21 of SPLUMA stipulates that the Sedibeng District SDF must at least comprise/ address the following:

a) give effect to the development principles and applicable norms and standards set out in Chapter 2;
b) include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality;
c) include a longer term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years;
d) identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines and economic nodes where public and private investment will be prioritised and facilitated;
e) include population growth estimates for the next five years;

f) include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments;
g) include estimates of economic activity and employment trends and locations in the municipal area for the next five years;
h) identify, quantify and provide location requirements of engineering infrastructure and services provision for existing and future development needs for the next five years;
i) identify the designated areas where a national or provincial inclusionary housing policy may be applicable;
j) include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable;
k) identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable;
l) identify the designation of areas in which—
    i. more detailed local plans must be developed; and
    ii. shortened land use development procedures may be applicable and land use schemes may be so amended;
m) provide the spatial expression of the coordination, alignment and integration of sectoral policies of all municipal departments;
n) determine a capital expenditure framework for the municipality's development programmes, depicted spatially;
o) determine the purpose, desired impact and structure of the land use management scheme to apply in that municipal area; and
p) include an implementation plan comprising of—
    i. sectoral requirements, including budgets and resources for implementation;
    ii. necessary amendments to a land use scheme;
    iii. specification of institutional arrangements necessary for implementation;
    iv. specification of implementation targets, including dates and monitoring indicators; and
    v. specification, where necessary, of any arrangements for partnerships in the implementation process.

2.1.1.4 Synthesis

The Sedibeng District Municipality must fulfil its obligations set out in the Constitution, Municipal Systems Act and SPLUMA through the formulation of an IDP and SDF. The formulation of the Sedibeng SDF should adhere to the requirements of SPLUMA in as far as the principles, methodology and content are concerned.

2.1.2 National Policies

2.1.2.1 National Development Plan 2030

The National Development Plan 2030 - *Our future – make it work* - is a plan for the country to eliminate poverty and reduce inequality by 2030 through uniting South Africans, unleashing the energies of its citizens,

growing an inclusive economy, building capabilities, enhancing the capacity of the state and leaders working together to solve complex problems.

The thirteen key objectives and actions put forward by the NDP are summarized in **Table 1** below, with the specific objectives applicable to the Sedibeng DM elaborated upon in the second column:

Table 1: National Development Plan Objectives and Actions

NATIONAL DEVELOPMENT PLAN	
OBJECTIVES	**ACTIONS APPLICABLE TO SEDIBENG DISTRICT**
An economy that will create jobs	• Reduce the cost of living for poor households and costs of doing business through microeconomic reforms. • Broaden the expanded public works programme to 2 million fulltime equivalent jobs by 2020.
Economy Infrastructure – the foundation for social and economic development	• The proportion of people with access to the electricity grid should rise to at least 90% by 2030, with non-grid options available for the rest. • Ensure that all people have access to clean, potable water and that there is enough water for agriculture and industry, recognising trade-offs in the use of water. • Reduce water demand in urban areas to 15% below the business-as-usual scenario by 2030. • Ensure that all people have access to hygienic sanitation. • By 2030 public transport will be user-friendly, less environmentally damaging, cheaper and integrated or seamless.
	• Consolidate and selectively expand transport and logistics infrastructure, with specific focus on the Durban-Gauteng freight corridor • Improved productivity of infrastructure and increased levels of public and private investment to a combined 30 percent of GDP.
Environmental Sustainability and Resilience – an equitable transition to a low-carbon economy	• Absolute reductions in the total volume of waste disposed to landfill each year. • Zero emission building standards by 2030. • Carbon price, building standards, vehicle emission standards and municipal regulations to achieve scale in stimulating renewable energy, waste recycling and in retrofitting buildings. • All new buildings to meet the energy efficiency criteria set out in South African National Standard 204.
Integrated and Inclusive Rural Economy	• Improved infrastructure and service delivery, a review of land tenure, service to small and micro farmers, a review of mining industry commitments to social investment, and tourism investments. • Create tenure security for communal farmers, especially women. • Investigate different forms of financing and vesting of private property rights to land reform beneficiaries that does not hamper beneficiaries with a high debt burden.
Positioning South Africa in the Region and the World	• Implement a focused regional integration strategy with emphasis on: Road, rail and port infrastructure in the region.

NATIONAL DEVELOPMENT PLAN	
OBJECTIVES	**ACTIONS APPLICABLE TO SEDIBENG DISTRICT**
Transform Human Settlements and the National Space Economy	• Upgrade all informal settlements on suitable, well located land by 2030. • Reform the current planning system for improved coordination. • Develop a strategy to densify cities, promote better located housing and settlements. • Ensure safe, reliable and affordable public transport. • Provide SDF norms, including improving the balance between location of jobs and people. • Review of the grant and subsidy regime for housing • Provide incentives for citizen participation for local planning and development of spatial compacts. • Introduce mechanisms that would make land markets work more effectively for the poor and support rural and urban livelihoods.
Improve Education, Training and Innovation	• Improve access to Early Childhood Development Programmes.
Promote Health Care for All	• Strengthen the health system.
Build Social Protection (social welfare)	• Expand existing public employment initiatives to create opportunities for the unemployed. • All children should enjoy services and benefits aimed at facilitating access to nutrition, health care, education, social care and safety.
Build Safer Communities (policing)	• Increase community participation in crime prevention and safety initiatives. • Implement the National Rural Safety Strategy Plan in high risk areas involving all role-players and stakeholders.

NATIONAL DEVELOPMENT PLAN	
OBJECTIVES	**ACTIONS APPLICABLE TO SEDIBENG DISTRICT**
Build a Capable and Developmental State (institutional)	• Improve relations between national, provincial and local government.
Fight Corruption (institutional)	• Develop clear rules restricting business interests of public servants should be developed. • Develop restraint-of-trade agreements for senior civil servants and politicians at all levels of government. • All corrupt officials should be made individually liable for all losses incurred as a result of their corrupt actions.
Nation Building and Social Cohesion – social compact	• Improve public services and spaces as well as building integrated housing and sport facilities in communities to ensure sharing of common spaces across race and class. • Promote citizen participation in forums such as Integrated Development Plans, Ward Committees, School Governing Boards and Community Policing Forums.

The NDP reports that migration into urban areas, especially by the young and poor, increases pressure on services and transport, which is complicated by the apartheid-fragmented geography. Economic growth has been slower than the demand for employment. In particular, accommodation faces challenges, including financing for lower-end housing and its incorporation into the market, and slow progress on rental accommodation (CRU and Social Housing) and upgrading of informal settlements.

Therefore key NDP recommendations in **urban areas**, include:

- Upgrading all informal settlements on suitable, well-located land by 2030;
- Increased urban densities to reduce sprawl and costs;
- Initiatives to shift jobs and investment to the urban townships on the peripheries;
- Substantial investments in safe, reliable and affordable public transport and better co-ordination among the various modes;
- A comprehensive review of the grant and subsidy regime for housing to ensure diversity in product and finance options and spatial mix;
- A focused strategy on the housing gap market, involving banks, subsidies and employer housing schemes; and
- The development of spatial compacts.

Since the rural areas are vastly different from the urban areas the NDP reports that for the rural areas general productivity has been declining and emigration to cities and towns has been accelerating. The rural landscape is characterised by rural densification without associated infrastructure and governance arrangements, as well as ill-located land reform initiatives from the perspective of viable farming and access to markets. Many of these initiatives are in conflict with other imperatives such as mining or preserving biodiversity.

The NDP suggests that **rural interventions** should distinguish less dense marginal areas primarily needing appropriate service provision, from more viable and denser areas with transport and market access, including:

- Innovative, targeted and better co-ordinated provision of infrastructure (including ICTs) and services provision supported by the spatial consolidation of rural settlements to enhance densities and associated service delivery;
- Prioritising agricultural and rural development along mobility corridors, to build local economies and contribute to national food security;
- Identification of non-agricultural opportunities such as tourism and mining, especially with a “green” focus;
- Small-town development as nodes to harness rural development; and
- Mechanisms to make land markets work more effectively for the poor, especially women.

2.1.2.2 Medium Term Strategic Framework 2014-2019

The Medium Term Strategic Framework (MTSF) is Government’s strategic plan for the 2014-2019 electoral term. It reflects the commitments made in the election manifesto of the governing party, including the commitment to **implement the NDP**.

The aspects specifically impacting on Sedibeng District are detailed in **Table 2** below:

Table 2: MTSF Outcomes relevant to the Sedibeng DM:

MEDIUM TERM STRATEGIC FRAMEWORK OUTCOMES AND PRIORITIES APPLICABLE TO THE SEDIBENG DM	
MTSF OUTCOMES	**MTSF PRIORITIES**
OUTCOME 6 An effective, competitive and responsive economic infrastructure framework.	• Improved regulation of infrastructure. • Reliable generation, transmission and distribution of energy. • Maintenance, strategic expansion, operational efficiency, capacity and competitiveness of our transport infrastructure. • Maintenance and supply availability of bulk water resources infrastructure. • Expansion, modernisation, access and affordability of information and communications infrastructure ensured.
OUTCOME 7: Vibrant, equitable, sustainable rural communities contributing towards food security for all.	• Improved land administration and spatial planning for integrated development in rural areas. • Sustainable Land Reform contributing to agrarian transformation. • Improved food security. • Smallholder producers' development and support (technical, financial, infrastructure) for agrarian transformation. • Increased access to quality infrastructure and functional services, particularly in education, healthcare and public transport in rural areas. • Growth of sustainable rural enterprises and industries – resulting in rural job creation.
OUTCOME 8: Sustainable human settlements and improved quality of household life.	• Adequate housing and improved quality living environments. • A functionally equitable residential property market. • Enhanced Institutional capability for effective coordination of spatial investment.
OUTCOME 9: Responsive, accountable and efficient local government.	• Members of society have sustainable and reliable access to basic services. • Intergovernmental and democratic governance arrangements for a functional system of cooperative governance and participatory democracy strengthened. • Sound financial and administrative management. • Promotion of social and economic development. • Local public employment programmes expanded through the Community Work Programme.
OUTCOME 10: Protect and enhance our environment and natural resources.	• Ecosystems are sustained and natural resources are used efficiently. • An effective climate change mitigation and adaptation response. • An environmentally sustainable, low-carbon economy resulting from well-managed just transition. • Enhanced governance systems and capacity. • Sustainable human communities.

2.1.2.3 Integrated Urban Development Framework and Implementation Plan 2016-2019

The Integrated Urban Development Framework (IUDF) sets out the policy framework for transforming and restructuring South Africa's urban spaces. The IUDF is guided by the vision of creating 'liveable, safe, resource-efficient cities and towns that are socially integrated, economically inclusive and globally competitive, where residents actively participate in urban life'.

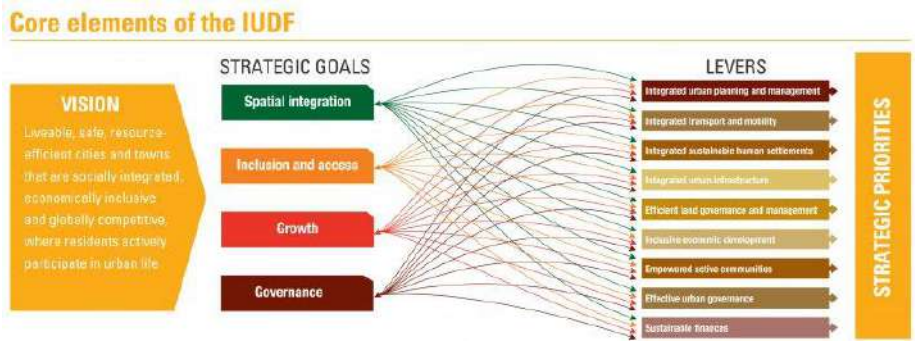
The IUDF's overall outcome is to steer urban growth towards a sustainable **growth model of *compact*, *connected* and *coordinated* cities and towns**.

The IUDF's premise is that **jobs**, **housing and transport** should be used to promote urban restructuring by:

- Reducing travel costs and distances;
- Preventing further development of housing in marginal places;
- Increasing urban densities to reduce sprawl;
- Improving public transport and the coordination between transport modes; and
- Shifting jobs and investment towards dense peripheral townships.

The IUDF consists of a Vision, four Strategic Goals and nine Levers which lead to Strategic Priorities that directly impact on the Sedibeng District (**Diagram 2**).

Diagram 2: Core elements of the IUDF



The nine Levers, with their implications are:

1. Integrated urban planning and management.
2. Integrated transport and mobility.
3. Integrated sustainable human settlements.
    - Rural Areas:
        - Improved land administration and spatial planning for integrated development in rural areas.
        - Sustainable land reform.
        - Improved food security.
        - Smallholder farmer development and support.
        - Increased access to quality basic infrastructure and services.
        - Growth of sustainable rural enterprises and industries.
    - Urban Areas:
        - Adequate housing and improved quality living environments.
        - A functionally equitable residential property market.
        - Enhanced institutional capacity and coordination for better spatial targeting.
4. Integrated urban infrastructure.
    - Integrated urban space and public transport. Coordinate planning and implementation of public transport, human settlement, economic and social infrastructure and location decisions.
    - Agri-logistics and rural infrastructure – Improve investment in agricultural and rural infrastructure that supports expansion of production and employment, small-scale farming and rural development, transport links to main network and tourism infrastructure.
    - Maintenance and supply of bulk water resources infrastructure should be ensured.
5. Efficient land governance and management.

6. Inclusive economic development.
    - Productive investment is crowded in through the infrastructure build programme.
    - Spatial imbalances in economic opportunities are addressed through expanded employment in agriculture, the build programme (infrastructure development) and densification in the metros.
7. Empowered active communities.
8. Effective urban governance.
9. Sustainable finances.

The IUDF advocates a **Transit Orientated Development (TOD)** approach to urban design. This promotes higher-density urban developments along mass transit corridors, and should inform investments in human settlements in order to improve access and inclusion. To achieve this will require better alignment of transport, land-use, human settlements and resource-efficient, integrated infrastructure.

2.1.2.4 National Biodiversity Strategy and Action Plan 2005, Biodiversity Assessment 2011

This report assesses the state of South Africa's biodiversity and ecosystems, across terrestrial, freshwater, estuarine and marine environments, with an emphasis on giving spatial information where possible, especially about ecosystems. It provides a spatial picture of the location of South Africa's threatened and under-protected ecosystems, and focuses attention on geographic priority areas for biodiversity conservation.

The Biodiversity Action Plan puts forward the following Key Priorities:

- Enhancing systems for integrated planning and implementation.
- Sustaining our ecosystems and using natural resources efficiently.
- Promoting a green economy.
- Building sustainable communities.
- Responding effectively to climate change.

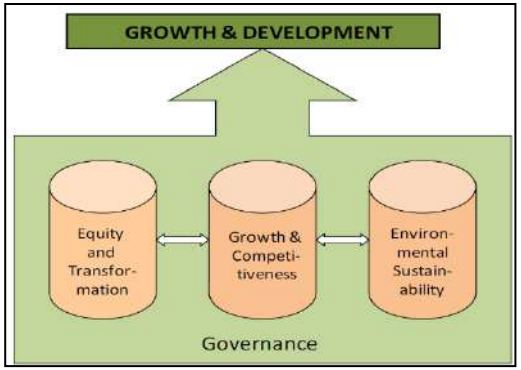
2.1.2.5 Agricultural Policy Action Plan 2015

The Agricultural Policy Action Plan (APAP, 2015-19) stems from a concern that South Africa increasingly relies on imports of crops (wheat) and livestock products (poultry) while the agricultural sector increasingly relies on imports of inputs (e.g. fertiliser, feed, mechanisation). It argues that we need to establish a more sustainable and productive agricultural sector; to strengthen our competitiveness by supporting localization where potential exists, and to promote agricultural development in a manner that translates into rural development and poverty alleviation.

Key Policy Levers are illustrated in the adjacent Diagram and elaborated on below:

Equity and Transformation

- Ensuring a more producer-friendly (and consumer-friendly) market structure
- Accelerating implementation of the Charters and the Small-scale fisheries policy
- Promoting local food economies
- Investment in agro-logistics



Equitable Growth and Competitiveness

- Promoting import substitution and export expansion through concerted value chain/commodity strategies
- Reducing dependence on industrial and imported inputs
- Increasing productive use of fallow land
- Strengthening Research and Development outcomes

Environmental Sustainability

- Climate Smart Agriculture

Governance

- Support services
- Skills development
- Research and Development
- Knowledge and information management (integrated spatial economic planning)
- Market access, information and regulation
- Institutional arrangements – a more integrated approach

2.1.2.6 National Comprehensive Rural Development Programme 2009

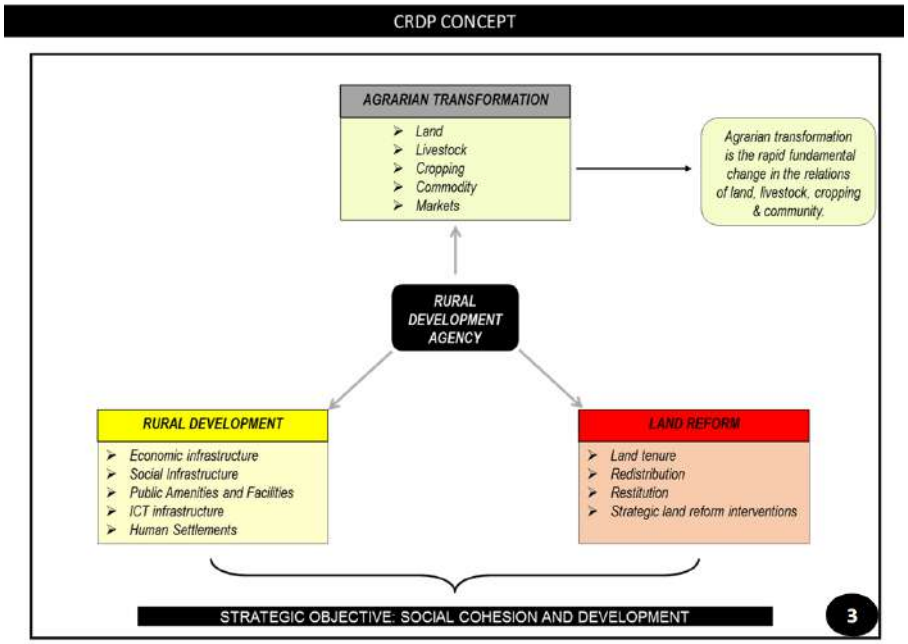
The National Comprehensive Rural Development Programme (CRDP) aims to mobilise and empower rural communities to take initiatives aimed at controlling their own destiny - with the support of government. The goal of the CRDP is to achieve social cohesion and development by ensuring improved access to basic services, enterprise development and village industrialisation. The CRDP implements broad based-agrarian transformation focussing on community organisation and mobilisation as well as strategic investment in economic and social infrastructure.

The vision of the CRDP is to be achieved through a three-pronged strategy based on:

- Co-ordinated and integrated broad-based Agrarian Transformation;
- Strategically increased rural development through infrastructure investment; and
- An improved land reform programme.

The objectives of each of the three strategic thrusts thought applicable to the formulation of the Sedibeng SDF are as follows **(Diagram 3):**

Diagram 3: Comprehensive Rural Development Plan Concept



Agrarian Transformation:

- Facilitate the establishment of rural and agro-industries, co-operatives, cultural initiatives and vibrant local markets;
- Increase production and sustainable use of natural resources by promoting farming and related value chain development (exploring all possible species of food and economic activity).

Rural Development:

- Access to community and social infrastructure, especially well-resourced clinics;
- Focus on the development of new and the rehabilitation of existing infrastructure;
- Improve and develop infrastructure conducive to economic development, for example distribution and transportation infrastructure, agricultural infrastructure, water and electricity infrastructure, market and storage infrastructure, retail infrastructure and telecommunications infrastructure.
- Improve and develop infrastructure conducive to social development, for instance sanitation infrastructure, health infrastructure, sports and recreation infrastructure and education infrastructure (especially ABET centres).

Land Reform:

- Promote restitution, tenure reform and redistribution in a sustainable manner.
- Increase access to land by previously disadvantaged people.
- Establish agri-villages for local economic development on farms.
- Up-to-date information pertaining to land claims.
- Provide reliable and efficient property (deeds) registration system.
- Contribute to economic growth and housing development by providing government and private agents with essential land information in order to engage in planning as well as economic transactions.
- Provide spatial planning information and services to local municipalities and other public and private institutions that may require these services for development purposes.

2.1.2.7 Industrial Policy Action Plan 2014-2015

The Industrial Policy Action Plan 2012/13 to 2014/15 or the 'Revised IPAP2' as it has become known builds on the National Industrial Policy Framework (NIPF) which has the following core **objectives**:

- To facilitate diversification beyond the economy's current reliance on traditional commodities and non-tradable services that require the promotion of value-addition, characterised particularly by the movement into non-traditional tradable goods and services that compete in export markets and against imports;
- To ensure long-term intensification of South Africa's industrialisation process and movement towards a knowledge economy;
- To promote a labour-absorbing industrialisation path, with the emphasis on tradable labour-absorbing goods and services and economic linkages that create employment;
- To promote industrialisation characterised by the increased participation of historically disadvantaged people and marginalised regions in the industrial economy; and
- To contribute towards industrial development in Africa with a strong emphasis on building the continent's productive capacity and secure regional economic integration.

Significant achievements are to be obtained in implementing transformative industrial policy actions plans at the sectoral level and the development of stronger transversal platforms set the basis for further strengthening of industrial policy interventions. Special emphasis will be placed on **three sectors** that are particularly well placed for scaling up through leveraging market growth and associated upgrading of supply capacity and capabilities. These are:

- **"Green" Industries**: In particular, the manufacture of components for the 17.8 GW renewable energy generation programme and the production of solar heaters and components, and a range of other goods and services that arise from the requirements of higher energy efficiency in the economy;
- **Agro-processing**: In particular, the expediting of regulatory and support mechanisms to create a large-scale bio-fuels industry, the identification and promotion of export market opportunities to major net food-importing countries; and investment, production development and standards support.
- **Metal fabrication, capital and transport equipmen**t: Significant opportunities arise from the leveraging of large public procurement in rail and electricity, the provision of associated investment and upgrading support, and exploitation of opportunities arising from mining capital equipment investment in South Africa and on the rest of the continent.

2.1.2.8 National Infrastructure Development Plan 2012

The National Infrastructure Plan (2012) intends to transform our economic landscape while simultaneously creating significant numbers of new jobs, and to strengthen the delivery of basic services. In line with the above the Presidential Infrastructure Coordinating Committee developed eighteen

Strategic Integrated Projects. These projects cover social and economic infrastructure across all nine provinces (with an emphasis on lagging regions). The SIPs include catalytic projects that can fast-track development and growth. The SIPs are detailed in **Table 3** below:

Table 3: Strategic Infrastructure Projects:

TYPE OF INFRA-STRUCTRE	FOCUS AREAS OF SIPS
Geographic	• Unlocking the northern mineral belt, with Waterberg as the catalyst • Durban–Free State–Gauteng logistics and industrial corridor • South-eastern node and corridor development • Unlocking economic opportunities in the North West province • Saldanha–Northern Cape development corridor
Spatial	• Integrated municipal infrastructure project • Integrated urban space and public transport programme • Agri-logistics and rural infrastructure
Energy	• Green energy in support of SA economy • Electricity generation to support socio-economic development • Electricity transmission and distribution for all
Education/ Health	• Social infrastructure Revitalisation of public hospitals and other public health facilities • National school-build programme • Higher education infrastructure
Knowledge	• Expanding access to communication technology • Square Kilometre Array and Meerkat projects
Regional integration	• Regional integration for African cooperation and development
Water and sanitation	• Water and sanitation infrastructure

2.1.2.9 National Transport Master Plan 2005-2050

The main purpose of the National Transportation Master Plan 2005-2050 is to motivate a prioritised programme for interventions to upgrade the transportation system in South Africa. The core directives or paradigm shifts emanating from the Master Plan are to:

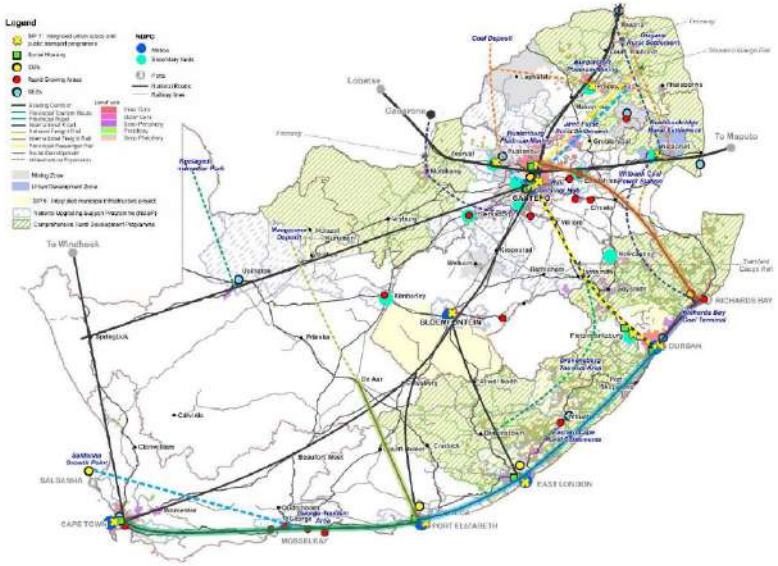
- Place greater emphasis on developing rail as a transportation medium,
- Ensure greater integration between land use development and transportation planning; and
- Put more emphasis on enhancing development of a number of priority national transport corridors.

Figure 2 (from NATMAP) conceptually depicts the spatial integration of NATMAP 2050 with national policies and strategies, as set out in the NDP and IUDF above. With respect to the Sedibeng DM, it should be noted that the district lies within the economic heartland of South Africa, where all the major road and rail infrastructure converge. The study area is in close proximity to the following major existing corridors detailed in the NDP:

- The National Competitiveness Corridor, including the corridor of logistics hubs, road, rail, fuel and other infrastructure, connecting Gauteng and Durban (N3).
- The Primary Transnational Development Corridors and cross-border infrastructure connections. These corridors are critical to creating an integrated southern African economy, which require specific interventions around economic stimulus and trade and transport networks. This includes:

- The Limpopo Development Corridor as strategic link between Zimbabwe and Gauteng Province;
- The MDC – Maputo Development Corridor;
- The Gauteng – Botswana Corridor;
- The Ermelo-Richards Bay Freight Corridor; and
- A rail link between Ermelo and Swaziland.

Figure 2: Spatial Integration of NATMAP with existing policies, SIP Projects

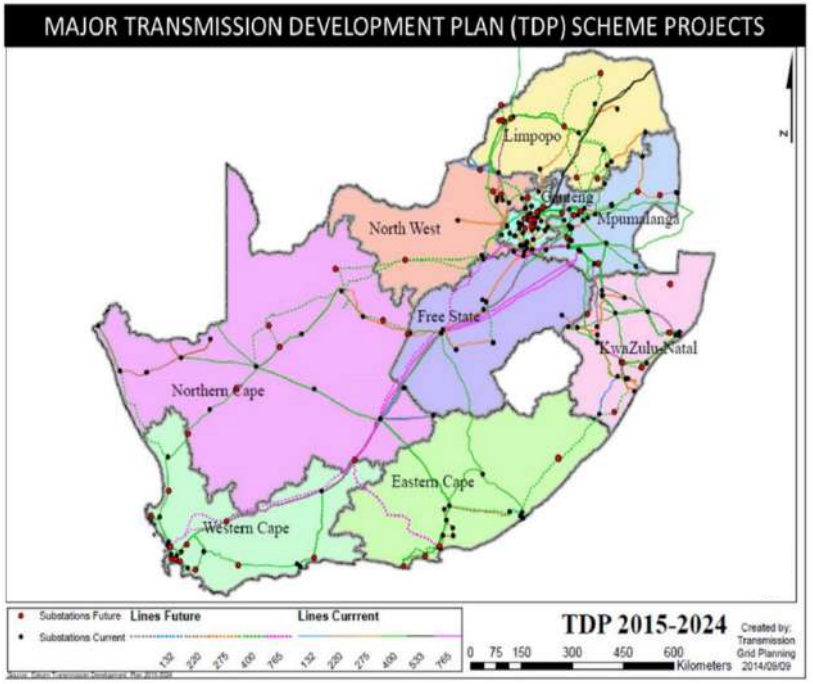


2.1.2.10 Integrated Resource Plan for Electricity 2010-2030

The Integrated Resource Plan for Electricity (IRP) 2010-2030 was promulgated in March 2011, and updated in 2013 to incorporate, amongst others, the national policy objectives and broader economic imperatives as clarified in the National Development Plan (NDP).

Figure 3 emphasises the fact that Sedibeng District is located at the heart of the current and planned electrical infrastructure network, with a number of proposed substations indicated in and around the study area.

Figure 3: Major Transmission Development Scheme Projects



2.1.2.11 Development of Sustainable Human Settlements (Breaking New Ground) 2004

The National Strategy for Sustainable Development, alternatively referred to as Breaking New Ground (2004), is a comprehensive plan for the development of sustainable human settlements. Commissioned by the Department of Human Settlement, the plan promotes the creation of a non-racial, integrated society through the development of sustainable human settlements and quality housing. Within this, the Department is committed to meeting the following specific objectives:

- Accelerate housing delivery;
- Improve the quality of housing products and environments;
- Ensure asset creation;
- Ensure a single, efficient formal housing market; and
- Restructure and integrate human settlements.

It moves away from the current singular focus of housing delivery (numbers) towards more responsive mechanisms which address the multidimensional needs of sustainable human settlements.

2.1.2.12 Neighbourhood Development Partnership Grant 2006

The Neighbourhood Development Partnership Grant (NDPG) aims to "stimulate and accelerate investment in poor and underserved neighbourhoods." This stimulation is driven through technical assistance and capital grant financing for municipal projects that are linked to distinctive private sector element or intended to create such a link. The NDPG seeks to address the lack of development (primarily economic) in townships, informal areas and low income settlements and supports the following types of interventions:

- Turning dormitory townships into fully functional neighbourhoods;
- Strategic economic development projects;
- Land use restructuring;
- Stimulating property markets;
- Purchasing power retention;
- Public sector investment as catalyst;
- Leveraging non-governmental investment;
- Ensuring municipal support; and
- Kick-starting township regeneration.

2.2 PROVINCIAL CONTEXT

2.2.1 Provincial Policy

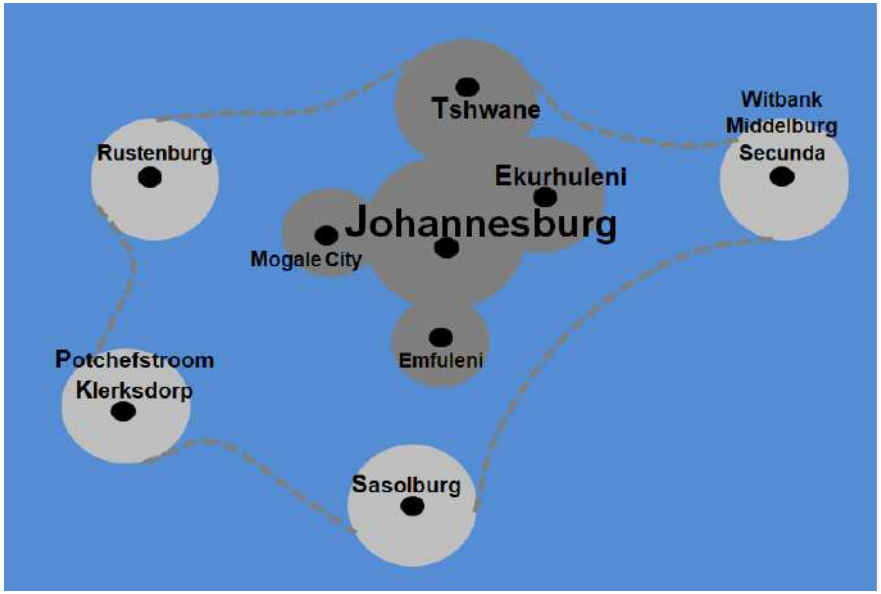
2.2.1.1 Gauteng Global City Region and Vision 2055

The Gauteng Global City Region (GGCR) initiative puts forward a creative, novel and innovative way of addressing provincial and national challenges, by placing less emphasis on administrative boundaries and more on functional geography, including social and economic factors.The primary objective of the GCR is to build Gauteng into an integrated and globally competitive region where the economic activities of different parts of the

province complement each other in consolidating Gauteng as an economic hub of Africa and an internationally recognised global city-region. It also places less emphasis on competition between institutions and more on collaboration.

Figure 4 portrays the footprint of the GGCR schematically. It shows the primary urban cluster comprising Tshwane, Ekurhuleni, Johannesburg, Mogale City and Emfuleni. The Gauteng City Region is supplemented by four large secondary economic clusters around Rustenburg, Potchefstroom/ Klerksdorp, Sasolburg and Secunda/ Middelburg/ Witbank.

Figure 4: Footprint of the Gauteng Global City Region



This initiative puts forward the following strategic pathways and projects summarized in **Table 4**:

Table 4: Global City Region Strategic Pathways and Projects

STRATEGIC PATHWAYS	PROJECTS IN SUPPORT OF PATHWAYS
Strategic Pathway 1: Growing and managing a GCR knowledge based economy. • Geared at building capacity through the establishment of institutional and human capital to harness urban social and economic growth; and • The development of research to inform policy, strategy and programme development of the city-region.	• Finalise the Gauteng Urban Observatory, and develop an implementation plan with clear roles and responsibilities. • Establish a Research and Development Agenda.
Strategic Pathway 2: Advancing the positioning of Gauteng as an economically active and sustainable city region. • Aimed at the creation of conditions amenable to fostering sustained economic growth and promote city-region objectives through identified strategic sectors which demonstrate present and future growth potential.	• Identify an appropriate model for a city region Development Agency • Build an understanding of the content and 'footprint' of the city-region's economy (build linkages: with other cities, within SADC, and key areas within the continent and internationally). • Facilitate the clustering of knowledge and innovation to enable businesses to move to the next level of the innovation value chain.
Strategic Pathway 3: Integrated planning, implementation, and coordination of economic growth and competitiveness strategies	• Alignment of Local Growth and Development Strategies and the Provincial Growth and Development Strategy

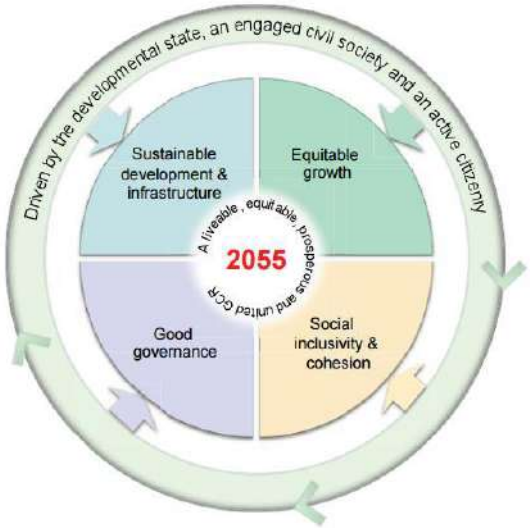
STRATEGIC PATHWAYS	PROJECTS IN SUPPORT OF PATHWAYS
• Aimed at promoting the integration, harmonisation, coordination and alignment of a range of economic strategies across provincial and municipal levels of government, with the objective of achieving higher growth rates and shared growth.	• Strengthen municipal IDPs (to foster a shared focus on key developmental priorities and accelerate service delivery)
Strategic Pathway 4: **Integrated planning, implementation and coordination of social development, inclusion and cohesion strategies** • Aimed at promoting integrated social development, cohesion across spheres of government and ensure a relatively even development so as to reverse urban core/periphery inequality.	• Align the provincial social development strategy • Consolidate local social development strategies in line with the province's. • Effectively implement the 20 priority township projects. • Develop strategic responses to the macro social report relevant to Gauteng.
Strategic Pathway 5: **Improved coordination, collective decision making, and resource sharing across departments and municipalities.** • Aimed at developing the governance and operational structures to drive the GCR.	• Develop a governance model for the GCR and determine possible institutional framework to govern the city region. • Determine and consolidate the means to realise a metropolitan system of governance • Finalise the Powers and Functions project • Develop a strategic spatial coalition framework to engage and involve civil society in the decision making process.
Strategic Pathway 6: **Branding and communicating the Gauteng City-Region**	• Consolidate the Gauteng branding strategy

STRATEGIC PATHWAYS	PROJECTS IN SUPPORT OF PATHWAYS
• The aim is to create a common framework for the branding of Gauteng in line with GCR objectives and broaden awareness of the perspective amongst all stakeholders and the public.	• Further development and implementation of the GCR communication strategy. • Facilitate ongoing interaction with stakeholders on the GCR at provincial and local level • Embed the GCR perspective among public service managers and public servants at local and provincial level
Strategic Pathway 7: **Benchmarking, monitoring and evaluation** • Measure progress against the province's declared intention to build a globally competitive city region. • Compare progress with selected city regions elsewhere in the world	• Development of a set of robust and viable indicators and benchmarks for the GCR. Build human capital to manage the above.
Strategic Pathway 8: **Mobilise high level "international" initiatives to enhance socio-economic growth and leave a global long lasting impression on the GCR.** • The aim is to utilise specific global events hosted in Gauteng as a trajectory for global competitiveness.	• Fast track the extension of the Gautrain, development, implementation of all transport plans and strategies as part of transport infrastructure development and ensure their alignment to the GCR perspective.
Strategic Pathway 9: **GCR long term planning** • A strategic vision for the GCR by 2030. Determine the "Ideal" GCR by the year 2030 at various levels, but mainly: the institutional framework; human capital; and the quality of life.	• Alignment of provincial and local government strategies over a long-term period. (e.g. 30 years) • Develop and implement the GCR Academy to further consolidate the Human technical capital. • Finalise the review and strategy of the local government organisation and capacity of the state.

STRATEGIC PATHWAYS	PROJECTS IN SUPPORT OF PATHWAYS
	• Alignment of long term municipal plans to the GCR 30 year plan.
Strategic Pathway 10: **Alignment of strategies within the GCR perspective** • The aim is to align priority areas as identified within the GCR perspective.	• Contextualise the following strategies within the GCR short and long term vision: ○ Safety and security ○ Transport infrastructure and authorities ○ Integrated Safety and Transport System ○ Sustainable human settlements ○ Investment and tourism promotion ○ Infrastructure provision ○ Environment and sustainability
Strategic Pathway 11: **GCR Technical Steering Committee**	• Develop a core group of officials across select departments and municipalities to manage the daily technical programme of the GCR. This technical committee will serve as the technical feeder to the PCF Technical Committee

Diagram 4 depicts the Gauteng Vision 2055 concept. It comprises the following:

Diagram 4: Gauteng Vision 2055 Concept



- The central ring reflects the **vision** for 2055, namely-
  - The creation of a 'liveable, equitable, prosperous and united GCR' .
- The intermediate circle represents the **ideals** strived for, with delivery envisaged as staggered across the short, medium and long-term. These ideals are intricately inter-related, with causality viewed as complex and situation-specific, rather than being linear in nature. The ideals are:
  - Sustainable development and infrastructure.
  - Equitable growth.
  - Social inclusivity and cohesion; and
  - Good governance.
- The outermost ring represents the **drivers** viewed as necessary to create momentum for, and support achievement of, the four defined ideals and ultimately, the vision for the GCR of 2055. These drivers are:
  - The developmental state;
  - An engaged civil society; and

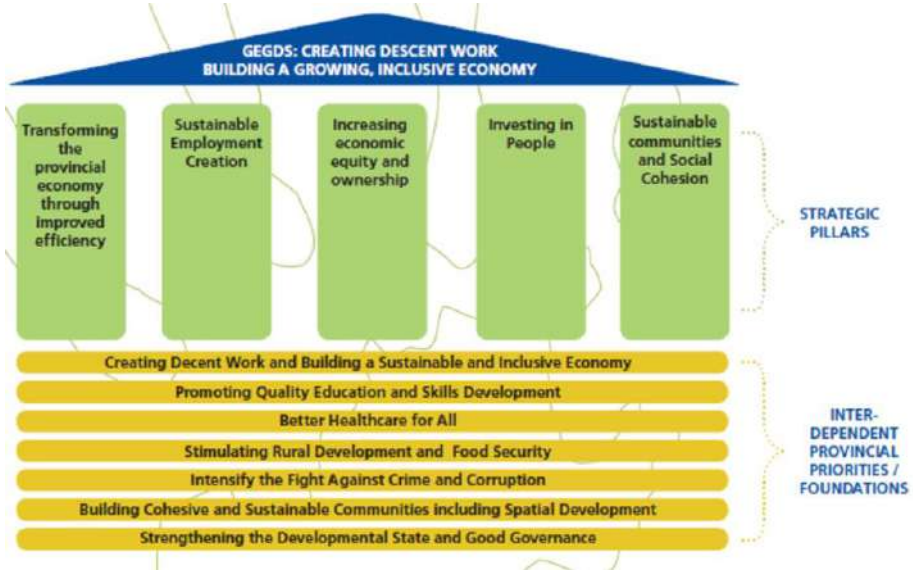
- An active citizenry.

2.2.2.2 Gauteng Employment, Growth and Development Strategy 2009 - 2014

The Gauteng Employment, Growth and Development Strategy for 2009-2014 (GEGDS) outlines a set of strategic choices and programmes that will build towards a **strong and sustainable Gauteng economy** in which all can access economic opportunities and enjoy **decent work**, within the overall agenda to build a strong and **inclusive** economy.

Diagram 5 is a schematic representation of the GEGDS, comprising a vision, five pillars and seven strategic priorities.

Diagram 5: Schematic representation of the Gauteng Employment, Growth and Development Strategy



The GEGDS recognizes that Gauteng's economy was originally based on the mining sector, but over the last century has transformed to produce strongly-growing manufacturing, trade and finance sectors. Today, Gauteng is predominantly a tertiary economy, with some of the strongest and most advanced financial and business institutions globally, and a trade sector that is unparalleled in Africa, serving the needs of both local citizens and international visitors. While tertiary industries predominate, the province also has a large manufacturing base, producing a wide range of goods from basic steel products through to advanced mining machinery, automotive and aerospace outputs.

The envisaged growth path for Gauteng necessitates **profound structural changes** in the provincial economy, to an endogenous economic growth trajectory that is based primarily on innovation, green growth and inclusivity. The **five strategic pillars** shown on Diagram 5 are put forward in support of the structural changes.

The strategic pillars are supported by **seven drivers** that will have a very large transversal impact over a range of pillars (not shown on the diagram). These are:

- Green Economy and Sustainable Energy Usage;
- Innovation and the Knowledge Economy;
- Infrastructure – strategic, socio-economic and bulk;
- Green Jobs;
- Community-led local economic development;
- Skills Development and Capacity Building; and
- Spatial Planning.

The GEGDS also highlights initiatives that are essential in the *short- and medium-term* of which the pilot projects focusing on green jobs and green technology investment in the areas of energy efficiency, waste management and rural agricultural development and food security are the most relevant to the Sedibeng SDF.

In *the medium- to long term* the GEGDS aims to address the structural challenges of the economy through initiatives that will shift it onto the endogenous growth path outlined above. Key initiatives that are relevant to the Sedibeng DM include:

- An active industrial and sectoral development strategy that promotes and encourages the development, investment and support of various sectors:
- Increased strategic (sector specific), socio-economic and bulk infrastructure investment, encouraging infrastructure-led growth and effective spatial planning that consolidates the economy.
- Address the backlogs in service delivery (especially in rural and outlying areas, townships and informal settlements of the province) therefore stimulating the entrepreneurial spirit at community level.
- Continued investment in public employment programmes, acting as an employment safety-net or and employment guarantee.
- Enterprise development by focusing on financial and non-financial support to SMMEs and Cooperatives also facilitated through Community-led local economic development.
- Strategic procurement approach to encourage ownership, increase equity and support localisation.
- Improved access to efficient, cost-effective quality healthcare to ensure a productive labour force.
- Increased community safety which is fostered through adequate infrastructure provision.
- Rural and agricultural development with special emphasis being placed on food security which through some of the green technologies, can play a vital role in creating employment while building up economic activities in communities.

2.2.2.3 Gauteng Transformation, Modernisation and Re-industrialisation Strategy (TMR) 2014

The Gauteng Transformation, Modernisation and Re-industrialisation Strategy (TMR) is a strategic roadmap towards an integrated city-region characterised by social cohesion and economic inclusion. The strategy identifies the apartheid space economy and human settlements patterns as key structural challenges.

The TMR strategy proposes **ten pillars** which will ensure integrated, socially cohesive and economically inclusive development. The ten pillars are:

1. **Radical economic transformation**. Revitalize and mainstream the township economy through the key economic sectors of finance, automotive industry, manufacturing, information and communication technology (ICT), tourism, pharmaceuticals, creative industries, construction and real estate.
2. **Decisive spatial transformation**. Planned and integrated urban development which will enable more integrated and sustainable human settlements and communities that are inclusive and diverse.
3. **Modernise the public service**. Radically change the way government works to put people at the centre.
4. **Accelerate social transformation**. Raise the living standards and achieve quality of life for all people - improve education and health care, provide social protection for the vulnerable, eradicate poverty and build social cohesion and solidarity.
5. **Re-industrialise Gauteng** as our country's economic hub. Infrastructure development, specifically the massive rollout of transport infrastructure, will be used to revitalize and modernize old industries.
6. **Modernise the economy**. Create decent jobs and achieve economic inclusion by bringing township entrepreneurs and SMMEs into the mainstream economy, and promote the finance, automotive industry, manufacturing, ICT, tourism, pharmaceutical, creative industry, construction and real estate sectors.
7. **Modernise public transport and other infrastructure**. Public transport will be used to make Gauteng look different through the development of the Aerotropolis and OR Tambo Special Economic Zone. Particular attention will be given to the West Rand and Sedibeng regions respectively in order to revitalize their economies and connect them to the economic centres of the Gauteng city-region.
8. **Modernise human settlements and urban development**. New post-apartheid cities will be a combination of modern public transport modes, integrated and sustainable human settlements that are socially and economically inclusive and promote urban green development. Particular attention will be given in this regard to the West Rand and Sedibeng Regions. The renewal of old towns and inner-city regeneration will be a key focal point. In existing human settlements, the focus will be to invest in the renewal of townships, especially the twenty five old townships and old informal settlements that have been neglected – in this regard Evaton was identified.

9. **Taking a lead in Africa's new industrial revolution**. Gauteng holds the key to strengthening economic trade and partnerships with African and Brics countries, being the fourth biggest economy in the continent.
10. **Transform the state and governance**. Specific attention will be given to eradicating corruption.

The TMR sets the goal to reconfigure the Gauteng City Region's space and economy along **five development corridors** that have distinct industries and different comparative advantages:

- The **Central Development Corridor** - anchored around the City of Joburg as the hub of finance, services, ICT and pharmaceutical industries;
- The **Eastern Development Corridor**- anchored around the economy of the Ekurhuleni Metro as the hub of manufacturing, logistics and transport industries;
- The **Northern Development Corridor** - anchored around Tshwane as our nation's administrative Capital City and the hub of the automotive sector, research, development, innovation and the knowledge-based economy;
- The **Western Corridor** encompassing the economy of the current West Rand district and the creation of new industries, new economic nodes and new cities;
- The **Southern Corridor** encompassing the economy of the Sedibeng district and the creation of new industries, and sustainable human settlements, promotion of agriculture and tourism.

Provincial government intends making three macro interventions jointly with municipalities and the private sector to change the space and structure of the economy of Gauteng and to address unemployment, poverty and inequality. Each of these macro interventions will be supported by specific projects, with the projects relevant to the Sedibeng DM listed in **Table 5** below:

Table 5: Transformation, Modernisation and Re-industrialisation Interventions and Projects

MACRO INTERVENTIONS/GAME CHANGERS	PROJECTS RELEVANT TO THE SEDIBENG DISTRICT
Energy Mix and Gauteng Green Agenda	• Waste to energy projects (CoJ, West Rand & Sedibeng), feasibility studies have been done.
Township Economy Revitalisation	• Steel fabrication hub
ICT and broadband connectivity for the GCR	• Broadband Networks in (GBN, Sedibeng, CoJ and Tshwane)
Spatial Transport Transformation	• Bus rapid transport systems – extension to Sedibeng DM. • Gauteng freight and logistics hubs – possible further hubs in Sedibeng.
Agritropolis	• Upgrading of the Vereeniging Market, including in Midvaal • Agro-processing facilities • Upgrade road and rail links
Sustainable human settlements	• Mega human settlements – Boiketlong in Emfuleni LM (15 000 units), Kwazenzele in Lesedi LM (1 794)
New nodes identified in the Gauteng City Region initiative	• River City • Gauteng Highlands • Savanna City • ArcelorMittal, housing developments

2.2.2.4 Gauteng Growth Management Perspective 2014

The Gauteng Growth Management Perspective (GMP) was formulated to deal with urban growth and urbanisation in a pro-active manner, in order to achieve the Gauteng 2055 Vision of a liveable, equitable, prosperous and united GCR. Growth Management deals specifically with the manner in which physical growth is directed to specific locations and environments. The main rationale is the benefits that can be realised through sustainable and efficient urban growth.

The GMP puts forward the following policy directives for spatial planning in the province:

- The unrestricted outward growth of urban areas in Gauteng must be addressed in order to contain the development footprint in the long term. The focus should be on internal spatial restructuring rather than horizontal expansion.
- An urban edge together with a strong environmental management framework is considered the most effective tool to convey and establish the policy intent of restricting urban sprawl. As such, and urban edge should be reintroduced in the review of the Gauteng Spatial Development Framework. An urban edge can however never succeed as a stand-alone growth management tool and must form part of a comprehensive approach to growth management.
- The provincial urban edge must be demarcated in such a way that it makes provision for approximately 20-years' peripheral growth in terms of the targets set for suburban/low priority growth. The provincial urban edge should therefore only be amended under exceptional circumstances.
- Spatial planning and development management in the province should focus on the establishment of a polycentric regional spatial structure. The majority (ideally around 40%) of new development should be consolidated and focused around major nodes and public transport corridors. A strong polycentric model as opposed to a blanket compact development model allows for a variety of residential typologies in the province yet reverses the balance in favour of higher density, concentrated and integrated development as opposed to the current suburban development pattern. Centrality for the purpose of higher density residential development should therefore be seen as centrality in relation to nodes and corridors rather than centrality in relation to the overall urban footprint in the province.
- Spatial restructuring in line with the polycentric model should follow an incremental or phased approach whereby development is focused around a small number of priority nodes and corridors in order to create a functional network density that will allow for the establishment of agglomeration advantages and desired population thresholds around these key spatial elements. Provincial and municipal spatial development frameworks should therefore clearly indicate the phasing of development proposals.

2.2.2.5 Gauteng Provincial Spatial Development Framework 2016

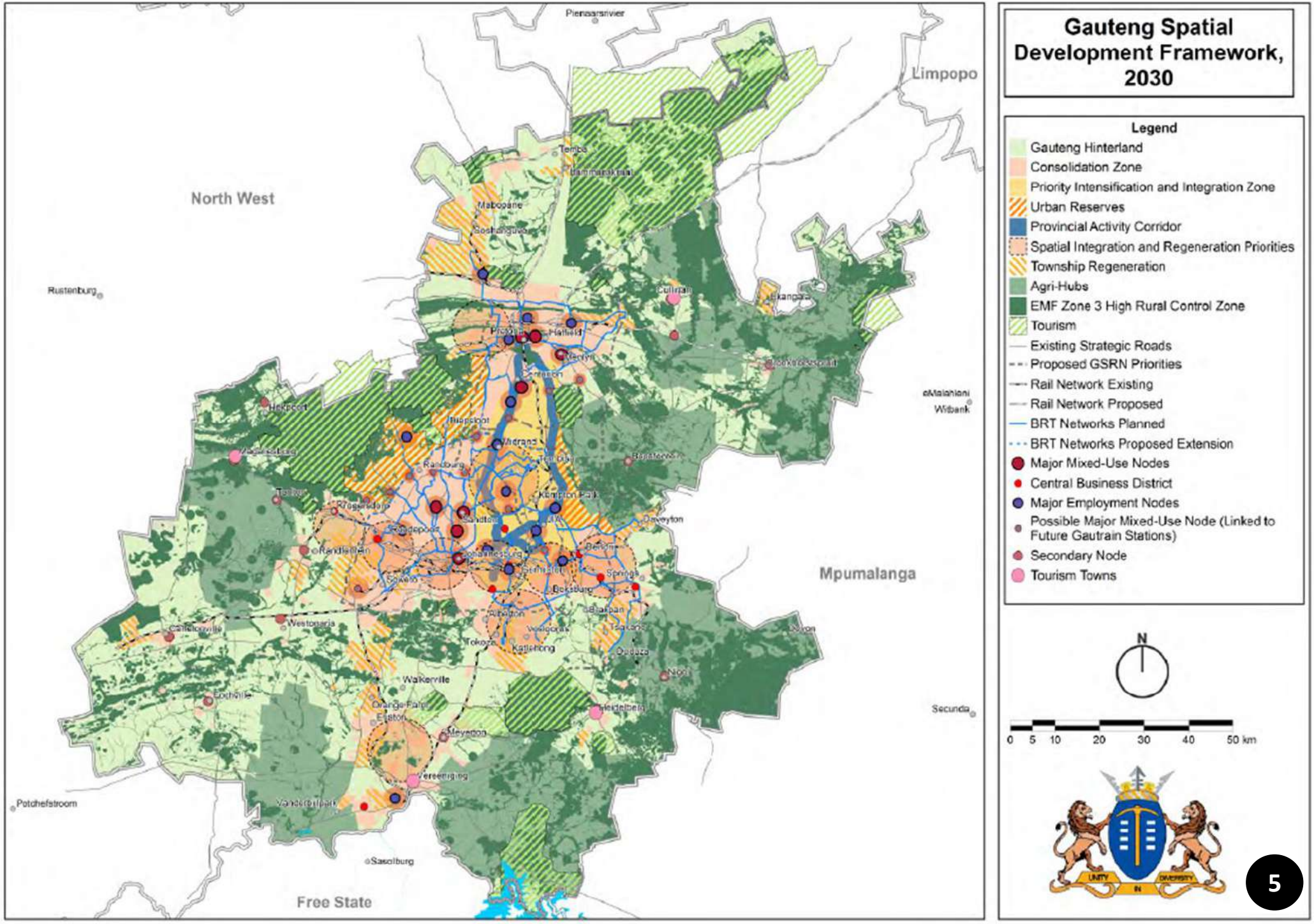
The Gauteng Spatial Development Framework (SDF) envisages Gauteng in 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province.

The GSDF 2030 builds on the concept of the GMP and aspires to establish a balanced, polycentric spatial network, with strong and resilient nodes enabling mutually beneficial exchanges of goods and services, and movement of people – refer to **Figure 5** in the GSDF 2030. To support the establishment of this polycentric form, **four spatial development strategies** are to be followed:

1. Capitalising on proximity, by directing higher densities closer to economic nodes and public transport networks, and improving conditions in areas closer to economic opportunities, to ensure even greater benefits for the people and economy of these areas.
2. Managing new settlement development, to prioritise infill development and densification, rather than expanding residential development outwards, so new settlements are functional and integrated units of the polycentric provincial network and based not only on the availability of land.
3. Building an economic network, through a system of high-order nodes and activity corridors, developing economic clusters that benefit from synergies and unlock the advantages of agglomeration.
4. Creating a viable and productive hinterland, by protecting valuable resources and high potential agricultural land from harmful development, and managing water resources fugally and effectively.

Ten high-priority provincial **spatial development proposals** are outlined, that should be followed through in terms of the Sedibeng SDF formulation:

1. Intensify nodes, public transport routes and stations, to optimise the benefits of nodes and public transport routes in polycentric networks.
2. Strengthen, maintain and enhance nodes as identified by each municipality to ensure that development takes place within the nodes.
3. Promote spatial integration and township regeneration through the use of land banking and government land assets, and support for urban hubs.
4. Manage municipal urban growth by enforcing urban growth boundaries to reduce sprawl, manage infrastructure expenditure and ensure better socio-economic integration.
5. Expand and integrate municipal bus rapid transit (BRT) networks to achieve greater connectivity between major nodes and settlements with low levels of economic activity.
6. Enhance major road and rail networks, to ensure greater connectivity and a balanced provincial spatial network.
7. Provide multi-pronged sustained support to outlying residential areas including human capital development, mobility support and local economic development programmes.


Gauteng Spatial Development Framework, 2030
Legend
Gauteng Hinterland
Consolidation Zone
Priority Intensification and Integration Zone
Urban Reserves
Provincial Activity Corridor
Spatial Integration and Regeneration Priorities
Township Regeneration
Agri-Hubs
EMF Zone 3 High Rural Control Zone
Tourism
Existing Strategic Roads
Proposed GSRN Priorities
Rail Network Existing
Rail Network Proposed
BRT Networks Planned
BRT Networks Proposed Extension
Major Mixed-Use Nodes
Central Business District
Major Employment Nodes
Possible Major Mixed-Use Node (Linked to Future Gautrain Stations)
Secondary Node
Tourism Towns
N
0 5 10 20 30 40 50 km
North West
Limpopo
Mpumalanga
Free State
Rustenburg
Potchefstroom
Sasolburg
Secunda
Pienaarsrivier
Mabopane
Soshanguve
Hekpoort
Magaliesburg
Randburg
Randfontein
Westonaria
Carletonville
Wakerville
Edenvale
Vereeniging
Vanderbijlpark
Meyerton
Heidelberg
Nigel
Springs
Benoni
Boksburg
Brakpan
Daveyton
Kempton Park
Midrand
Centurion
Hatfield
Pretoria
Cullinan
Bronkhorstspruit
eMalahleni
Witbank
Temba
Hammanskraal
Tokoza
Katlehong
Vosloorus
Ekangala
Bapsfontein
Olifantsfontein
UNITY IN DIVERSITY

8. Strengthen and enhance agricultural production and agro-processing to optimise the use of high-value agricultural land in the province, create jobs, grow the economy and improve food security.
9. Actively manage and protect the environment and eco-systems, including rehabilitating degraded areas and exploring legislating a provincial green belt.
10. Improve and optimise provincial tourism opportunities, through directing tourism-related activities to identified tourism areas, and creating strong links between tourism towns and surrounding eco-tourism opportunities.

To realise the specific provincial spatial, economic and social objectives, **two instruments** are proposed that will be used to coordinate government action, target public investment and crowd in private sector investment. These are:

- *spatial development coordination* (coordinating, aligning and harmonising infrastructure and social investment spending by provincial departments and municipalities in the province, and providing spatial certainty for national investments with the Gauteng City-Region); and
- *spatial targeting* (prioritising specific spatial areas or localities for investment and spending by both State and non-State actors in order to achieve spatial justice and economic efficiency).

What is clear from the SDF (**Figures 6 and 7**) is that the Sedibeng District does not form part of the core development area in Gauteng and will thus have to focus on **integration and linkages** to strengthen its position in the GCR. A large section of the study area is demarcated as a high rural control zone in terms of the Environmental Management Framework. Township regeneration should be a high priority in terms of spatial and infrastructure interventions with the focus being on the integration and upgrading of former townships to achieve socio-economic integration. In terms of the economic hinterland, small farms, agri-processing, agri-hubs and rural enterprise support should be promoted.

The GSDF has identified Vereeniging, Vanderbijlpark and Sebokeng in the Emfuleni LM as key urban development nodes of provincial significance.

These nodes are to be linked via movement networks such as rail and road. Emfuleni major road and rail infrastructure are well developed; these traverse the area and are as follows:

- The N1 linking Pretoria with the Free State continuing to Cape Town to the south
- The K178 linking Vereeniging with the N1 and the North West Province to the west
- The K53 linking Vereeniging in the south with Johannesburg in the north
- The K59 linking Vereeniging with De Deur, Walkerville and Johannesburg to the north
- The rail line that links Vereeniging and Johannesburg to the north.

The National Development Plan (NDP) and the Gauteng Spatial Development Framework (GSDF) have identified the N3 corridor as one of the main economic corridors in the country with a huge potential economic spinoff. The Lesedi SDF has also identified an “Economic Corridor” (the

Figure 6: Gauteng Spatial Development Framework

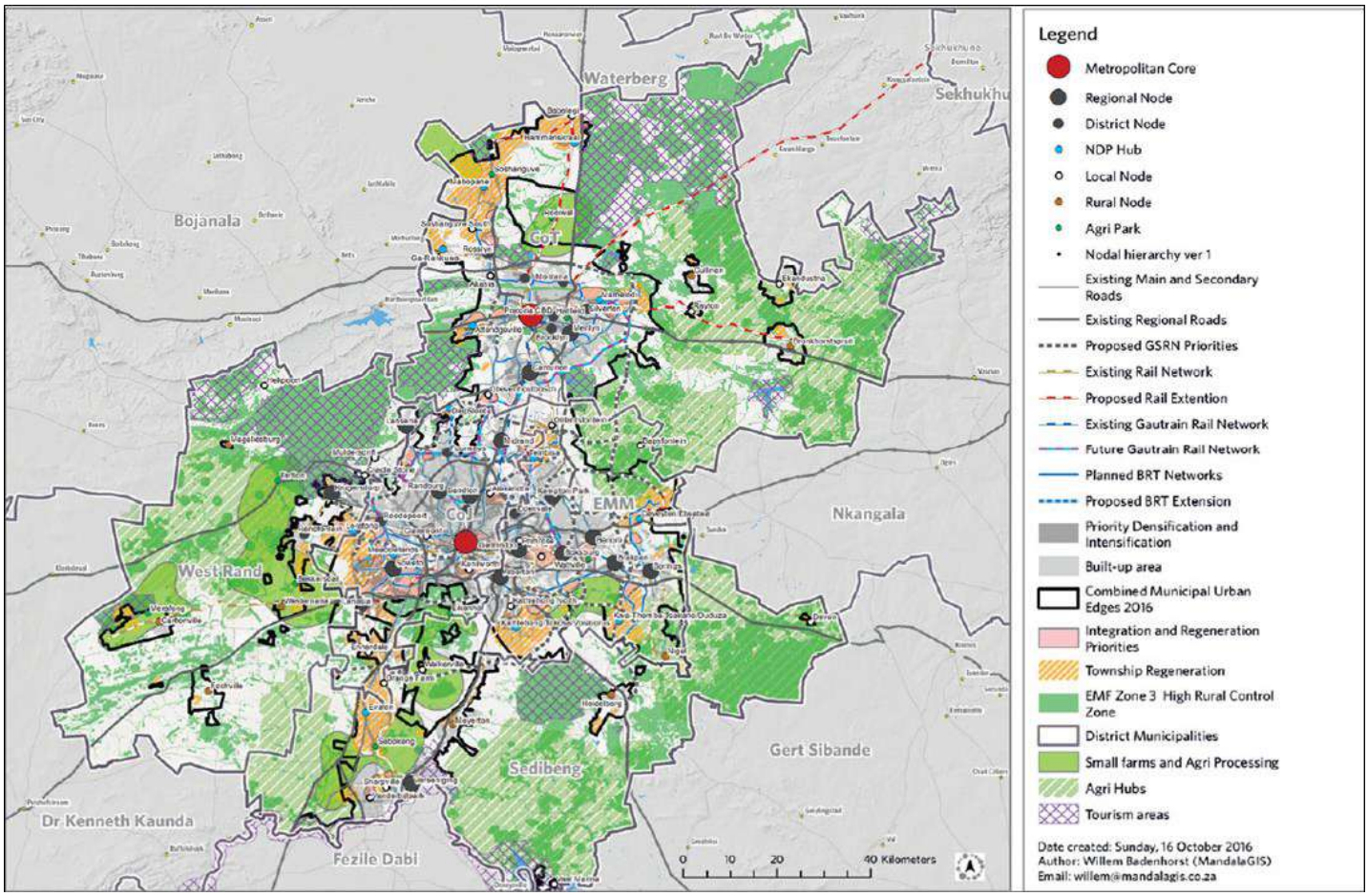
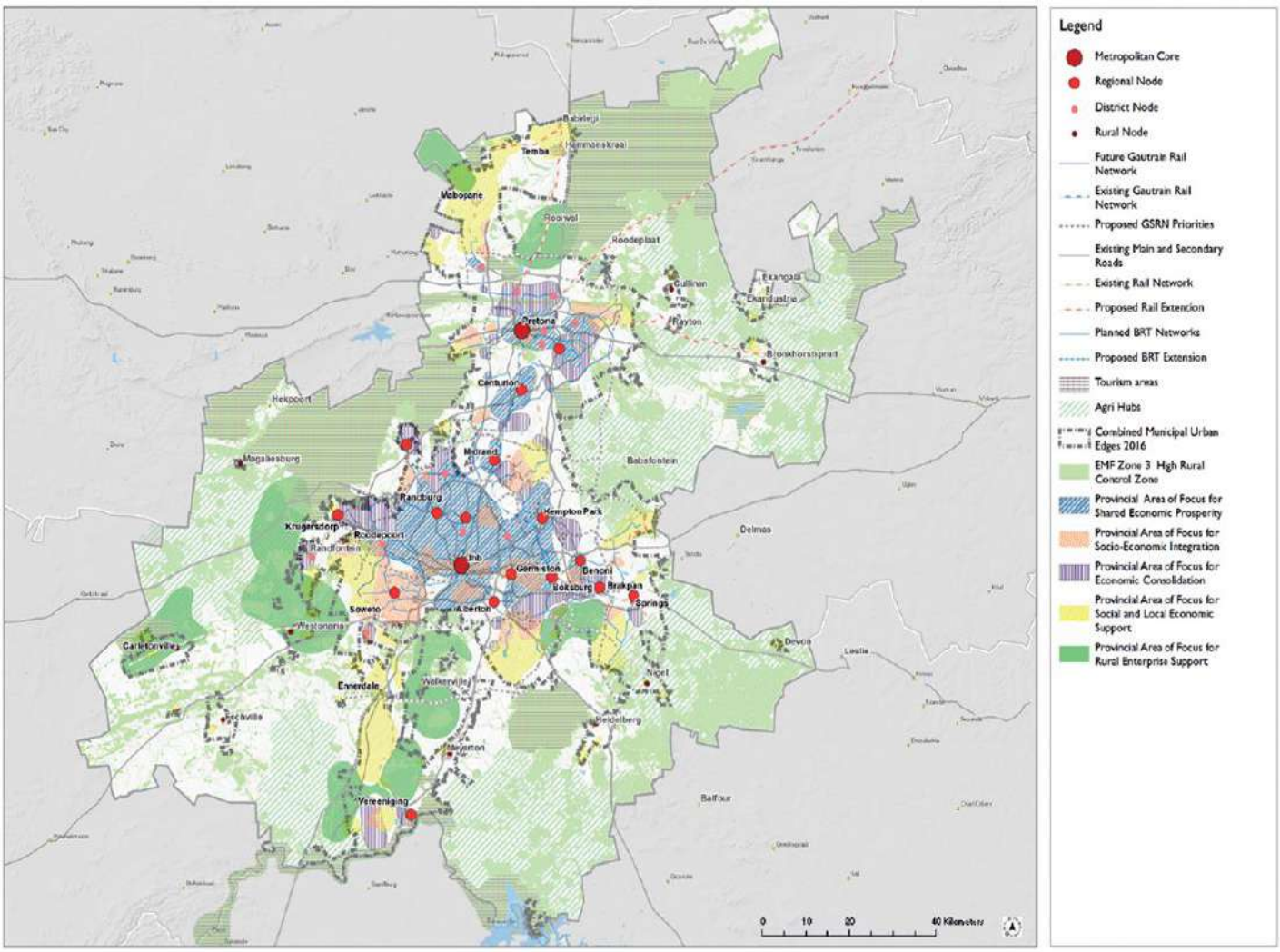


Figure 7: SDF and Provincial Area of Focus



subject of the Lesedi Nodal & Corridor Study 2009) and a "Tourism Corridor" along the R42.

The Gauteng Spatial Development Framework has identified the **importance of the R59 corridor** to link Johannesburg, Ekurhuleni, Meyerton and Vereeniging. The close proximity of Johannesburg to Midvaal, linked by the R59, R82, M61 and N1, has contributed to the development of residential areas in the north of Midvaal as dormitory areas for people working in Johannesburg. Recently industrial/commercial areas have also developed in the northern part of the Midvaal Municipality adjacent to the R59 route, which takes advantage of the accessibility, low land costs and proximity to the Johannesburg, Tshwane and Ekurhuleni Metropolitan areas. Areas of strategic development are mainly focusing on future development along the R59 corridor, Henley-on- Klip, Vaal Marina/Mamello, De Deur, Walkerville and Savannah City. In addition, the densification of existing urban areas and emerging areas such as Riversdale is a key priority for the Municipality.

2.2.2.6 Gauteng Provincial Environmental Management Framework 2014

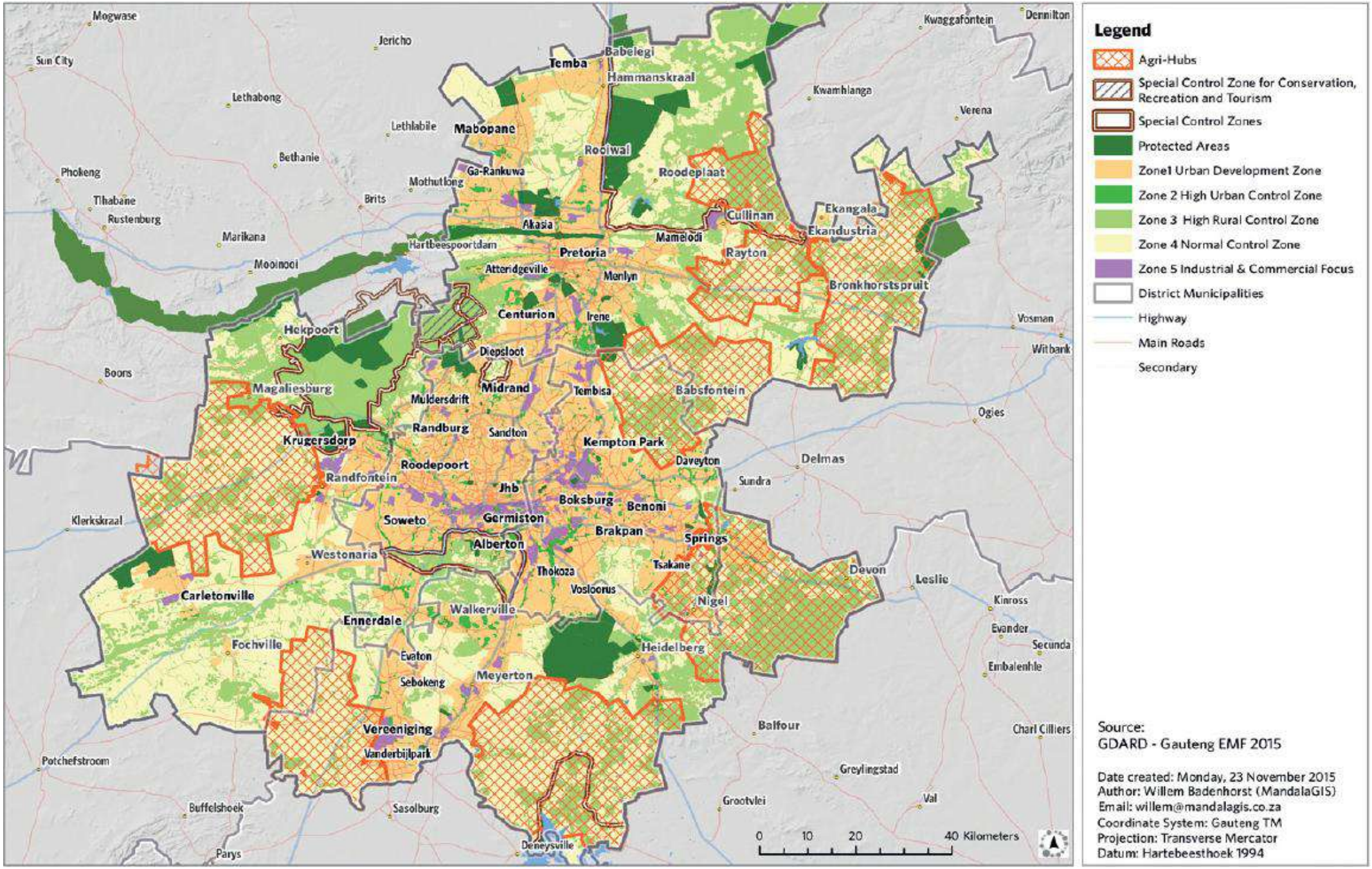
The Gauteng Provincial Environmental Management Framework (EMF) is a legal instrument in terms of the Environmental Management Framework Regulations, 2010. The purpose of the regulations is to assist environmental impact management including Environmental Impact Assessment (EIA) processes, spatial planning and sustainable development with the main objectives being as follow:

- To make it efficient for urban development (including associated service infrastructure) to occur in defined selected areas with lower environmental concerns and high development demand to help facilitate the implementation GMP, 2014;
- To facilitate the optimal use of current industrial, mining land and other suitable derelict land for the development of non-polluting industrial and large commercial developments;
- To protect Critical Biodiversity Areas (CBAs) within urban and rural environments;
- To ensure the proper integration Ecological Support Areas (ESAs) into rural land use change and development;
- To use ESAs as defined in municipal bioregional plans in spatial planning of urban open space corridors and links within urban areas; and
- To focus on the sustainability of development through the implementation of initiatives such as:
  - energy efficiency programmes, plans and designs;
  - waste minimisation, re-use and recycling;
  - green infrastructure in urban areas; and
  - Sustainable Drainage Systems (SuDS).

Figure 8 depicts the main proposals of the Gauteng EMF, including Agri-Hubs. Of relevance to the Sedibeng District is the following:

- The only Protected Areas or High Urban Control Zones (Zone 2) in the study area is the Suikerbosrand Nature Reserve between Meyerton and Heidelberg.

Figure 8: Gauteng Environmental Management Framework



- The existing developed areas are earmarked as Zone 1 Urban Development Zones, where urban activities are streamlined (exempt from environmental assessment requirements), and infill and densification are promoted with the aim of minimising urban sprawl into rural areas.
- Large sections of the study area are earmarked as Zone 4 Normal Control Zone (outside the urban edge), where agricultural uses outside the urban development zone are protected.
- In the central parts of the study area there are areas earmarked as Zone 3 High Rural Control Zones, where sensitive areas should be protected.
- There are three large areas set aside for Agri-Hubs, where more sustainable and productive agricultural activities should be established. These are located to the east of Vanderbijlpark, between Vereeniging and Heidelberg and to the north-east of Heidelberg.

2.2.2.7 Gauteng Climate Change Response Strategy 2011

The Gauteng Department of Agriculture and Rural Development (GDARD) led the process of developing the Gauteng Climate Change Response Strategy (GCCRS) and Action Plan. The strategy addresses the problem of climate change in two ways:

- To reduce the amount of GHGs (Greenhouse Gases) released into the atmosphere, through the following **mitigation strategies**:
  - Industry, Commerce and Mining -
    - Cleaner Production Initiatives.
  - Transport -
    - CNG Fuel alternative.
  - Energy supply –
    - Solar energy.
  - Residential and Public buildings -
    - Energy efficient and safe cook stoves
    - Energy efficiency in public buildings
    - Energy efficient low cost housing.
  - Waste Management -
    - Waste Recycling, Reduction and Reuse.
- To develop an **adaptation strategy and action plan** focusing on the following:
  - Water: Develop and maintain efficient and secure water management systems.
  - Urban development and infrastructure: Regulation and implementation of land-use planning and spatial development.
  - Agriculture and food security: Promoting urban agriculture and food gardens.

2.2.2.8 Gauteng 25-Year Integrated Transport Strategy 2013

The Gauteng Integrated Transport Master Plan (GITMP25) provides a framework for integrated transport planning over the next 25 years, with the objective of achieving a world-class and sustainable transport system that supports Gauteng's economic, social and cultural, and environmental goals. The plan is for development to take place along the identified priority public transport and road networks, with a focus on densification, the development

of nodes and the promotion of transit-oriented development (TOD) in line with the following ten interventions:

- Subsidised housing provision within urban core areas.
- Facilitation of local economic development outside the urban core.
- Land-use densification in support of public transport.
- Reinforcement of the passenger rail network as the backbone of the system.
- Extension of the integrated rapid and road-based public transport networks.
- Capacity-building in the transport industry.
- Strengthening of intermodal freight hubs.
- Travel demand management.
- Mainstreaming of non-motorised transport.
- Continued province-wide mobility.

Figures 9.1 and 9.2 depicts the GITMP25. It strengthens the polycentric nodal concept put forward in terms of the GMS and the Provincial SDF. It does not make any proposals for the extension of transport networks beyond the southern boundaries of Gauteng. It does however show that the Sedibeng DM area is **well-connected** to the rest of Gauteng via the road and rail network. It is especially the **rail network** that could play a significant role in strengthening the DM's position in the GCR, through both commuter rail services and freight rail services.

Public transport is mainly concentrated along the N1 functional corridor around Orange Farm, Evaton and Sebokeng towards Vanderbijlpark.

Figure 9.1: Integrated Transport Master Plan 2025 – Class 1 and 2 Roads

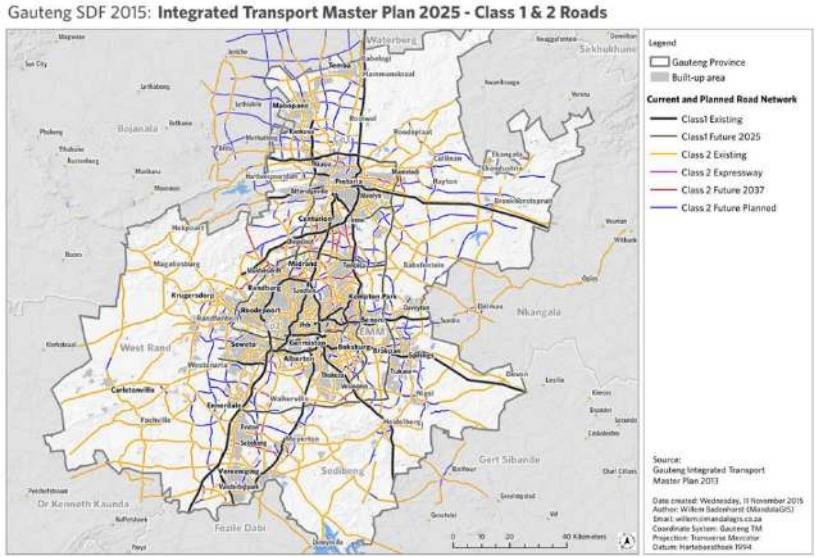
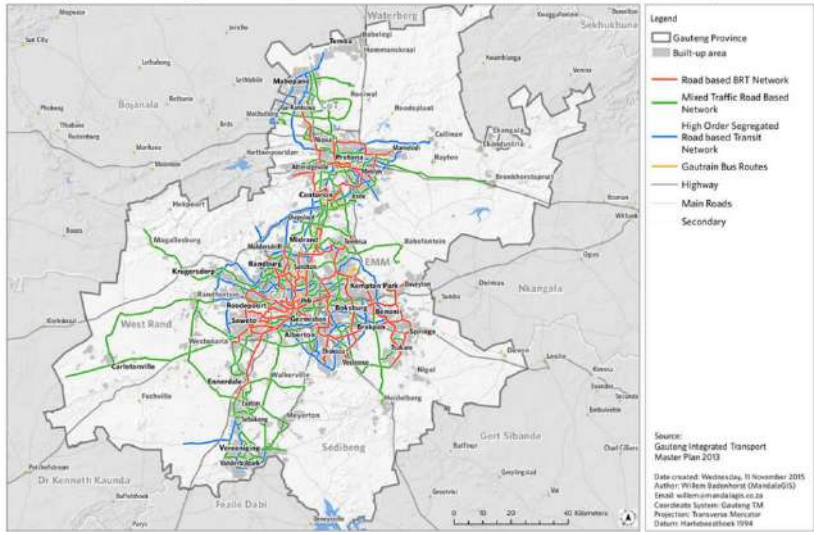


Figure 9.2: Integrated Transport Master Plan 2025 – Proposed Bus Passenger Transport



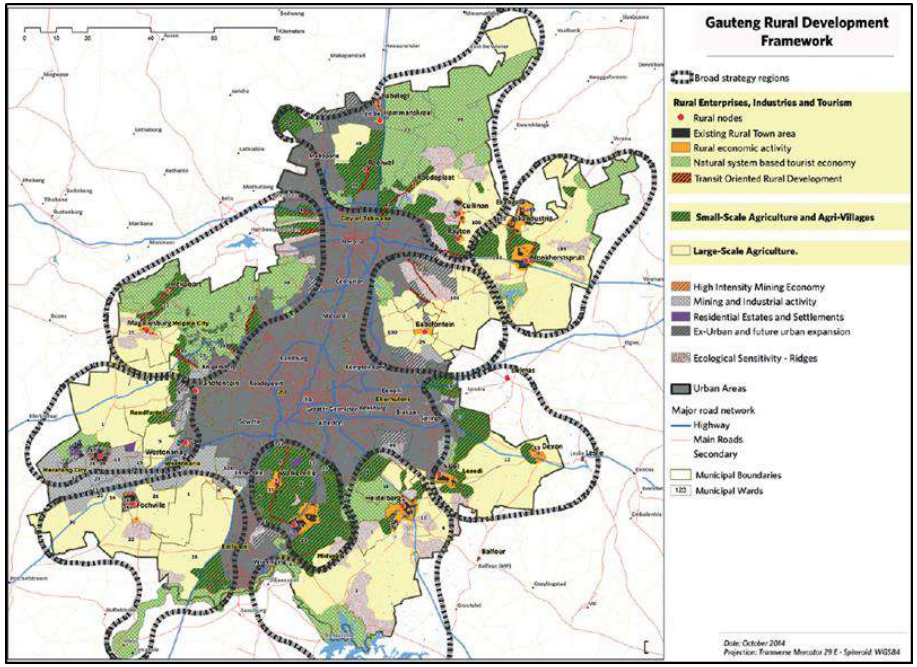
2.2.2.9 Gauteng Rural Development Plan 2015

The Gauteng Rural Development Plan (GRDP) is the first integrated, strategic plan prepared for rural areas in the province.

The plan proposes the development of nine rural regions in Gauteng that are, in many cases, connected to parts of neighbouring provinces (refer to **Figure 10**). The GRDP developed the following spatial development concepts to guide development in rural areas:

- The 'rural capital web' provides (like its urban counterpart) an indication of how and in which sequence public and private sector investment would ideally be undertaken in rural areas.
- Transit-oriented rural development' entails optimising the interaction between transport (notably public transport) and land use in stations and on properties adjacent to or adjoining such routes.
- 'Small-scale agriculture and agri-villages' are rural settlements where inhabitants have access to enough land to be able to undertake small-scale agricultural/farming activities, but typically rely on income from other sources in nearby towns or larger urban areas.
- 'Large-scale agriculture' is land explicitly for agriculture/farming. Settlements take the form of houses/homesteads and associated structures for the farmers (who may be farming in a single or a cooperative arrangement) and their families.

Figure 10: Gauteng Rural Development Framework



- 'Rural enterprises, industries and tourism' refers to land on which a diverse range of economic activities takes place. These activities are based on the unique rural attributes/qualities of the land, nearby farming activities and proximity to towns and larger urban areas for markets and customers (or tourists).

Four rural regions were identified in the Sedibeng DM where small-scale agriculture and agri-villages and large scale agriculture should be promoted.

2.2.2.10 Provincial Mega Human Settlements

To strengthen the five provincial corridors identified in the Gauteng Spatial Development Framework, the Gauteng Department of Human Settlement launched the Housing Mega Projects, a R100-billion investment that aims to deliver more than 800 000 houses within 30 residential developments spread across the various development corridors. The 'Mega Projects: Clusters and New Cities' policy represents a shift in housing policy away from the RDP housing model (which is considered inefficient) towards large-scale integrated human settlements. **Table 6** below lists the 19 Mega Projects identified in Gauteng Province while the location of these projects are indicated in **Figure 11**.

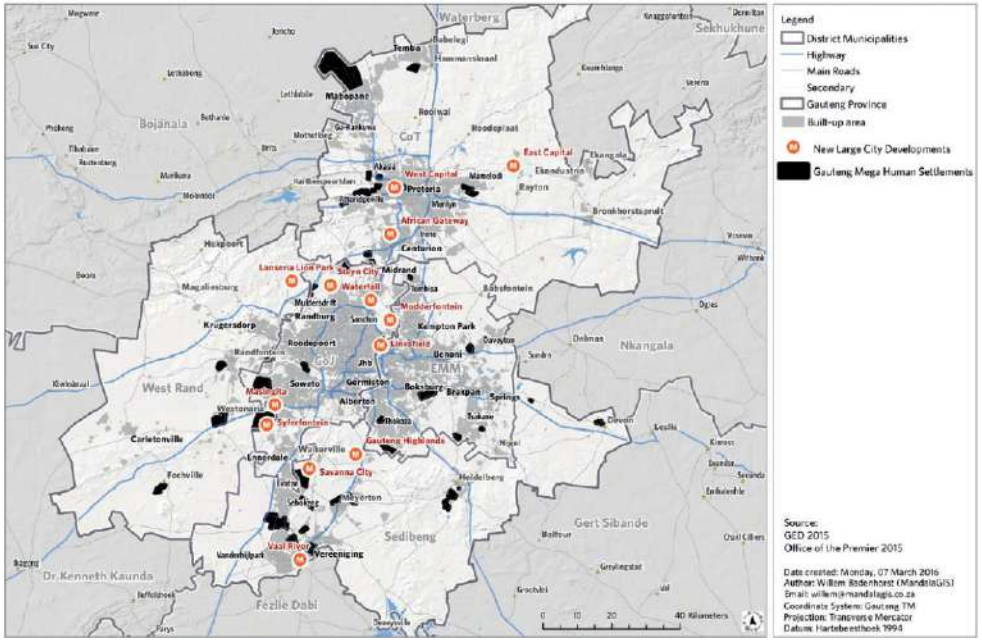
Table 6: Gauteng Mega Housing Projects

	PROJECT NAME	LOCATION	NUMBER OF UNITS
1.	Alexandra	Alexandra	30 800
2.	Boiketlong	Sebokeng	15 000
3.	Cullinan/Refilwe	Cullinan	5 185
4.	Daggafontein	Springs	15 511
5.	Goudrand (DRD)	Roodepoort	13 194
6.	Helderwyk	Brakpan	12 954
7.	John Dube	Duduza/Nigel	10 265
8.	Kwazenzele	Lesedi/Heidelberg	1 794
9.	Lanseria Airport	Lanseria	50 000
10.	Leratong City	Leratong (Kagiso)	15 000
11.	Mapleton	Vosloorus	21 141
12.	Montrose City	Randfontein	13 792
13.	Nelmapius	Centurion	12 950
14.	Park City	Bronkhorstspruit	11 000
15.	Stinkwater	Hammanskraal	9518
16.	Tswaing	Eersterust	12 334
17.	Varkenslaagte	Khutsong/Carletonville	12 491
18.	Western Mega Project	Randfontein	18 000
19.	Witpoortjie	Roodepoort	5 300
	Subtotal – Sedibeng		**16 794**
	Total		**286 229**

The projects highlighted in grey are the two priority projects which are located within the Sedibeng DM area: Boiketlong in Sebokeng and Kwazenzele in Lesedi. Out of the total of nearly 286 229 housing units to be developed in Gauteng, 16 794 will be located in the SDM study area and specifically in Boiketlong (15 000) and Kwazenzele (1794 units).

Savannah City and Sicelo are also highlighted in Midvaal LM as are the Vereeniging CBD in Emfuleni and Ratanda and Impumelelo/ Devon in Lesedi.

Figure 11: Mega Human Settlements and other large developments



2.2.2.11 Gauteng City-Region Integrated Infrastructure Master Plan 2030

The Gauteng City-Region Integrated Infrastructure Master Plan 2030 (IIMP) builds onto the foundation set by the NDP and the GCR's programme of Transformation, Modernisation and Reindustrialisation, aiming to:

- Develop economic potential in individual corridors;
- Ensure growth and opportunities are equitably distributed across the GCR;
- Deliver housing and economic opportunities where most needed to realise radical spatial and economic transformation;
- Ensure infrastructure efficiency through coordinated planning, prioritisation and timing of delivery; and
- Unlock human capital in a dynamic, innovative, competitive and connected city region.

It identified the following strategic projects that not only address a specific development need or issue, but also act as catalyst to development in the areas where they are located:

- Lesotho Highlands Phase 2, ensuring long-term water security for the region.
- The Sedibeng, Zuurbekom and Lanseria regional sanitation scheme.
- The development of new freight and logistics hubs to strengthen the development potential of the Aerotropolis around the OR Tambo International Airport and further afield.
- Gautrain Phase 2, entailing a new rail link from Soweto to Mamelodi.
- Full roll-out and integration of BRT systems.
- Completion of an outer freight ring to support the decentralisation of freight hubs and unlock development potential in the Aerotropolis.
- The Passenger Rail Agency of South Africa (Prasa) upgrades of 19 stations, commissioning of a new urban fleet and the construction of new railway lines.
- The roll-out of a Gauteng e-government programme to modernise access to government services
- The construction of the three district hospitals of Soshanguve, Kyalami and Lillian Ngoyi.
- Full conversion of all schools to smart schools.

- The support of township enterprises through the construction and upgrading of infrastructure.
- The restructuring of the City of Johannesburg through the development of high density transport corridors and the improvement of the Rea Vaya BRT.
- The redevelopment of the western centre of the City of Tshwane (the West Capital).
- The development of a new economic node, the Syferfontein/N12 Corridor on the West Rand.
- The development of a sustainable node along the Vaal River, to revitalise the Sedibeng District Municipality's economy.

2.2.2.12 Synthesis

Table 7 shows the relevant proposals for the Sedibeng District resulting from key national objectives. This is a summary of the proposals forthcoming from the national and provincial perspectives. It should be read in conjunction with **Table 1** (NDP Objectives and Actions) and **Table 5** (Alignment of policies and legislation to National Objectives), and follows the national aspects through to municipal level. Implementation of these proposals will ensure that the golden thread of national ideals will be followed through into the Sedibeng District.

Table 7: Proposals for Sedibeng DM SDF originating from National, Provincial and District Policies and Legislation

CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA			
NATIONAL DEVELOPMENT PLAN Our Future Make it Work: OBJECTIVES AND ACTIONS	**NATIONAL LEGISLATION AND POLICIES APPLICABLE TO THE SEDIBENG DM SDF**	**PROVINCIAL AND DISTRICT LEGISLATION AND POLICIES APPLICABLE TO THE SEDIBENG DM SDF**	**SPECIFIC IMPLICATIONS FOR THE SEDIBENG DM SDF**
Economy and Employment	• Agricultural Policy Action Plan (APAP) • Industrial Policy Action Plan (IPAP) • Regional Industrial Development Strategy (RIDS) • National Infrastructure Development Plan (NIDP) – Strategic Infrastructure Projects (SIP) • National Transport Master Plan (NATMAP) • Integrated Resource Plan for Electricity (IRP)	• Gauteng 2055 • Gauteng Global City Region (GCR) • Gauteng Employment, Growth and Development Strategy (GEGDS) • Transformation, Modernisation and Re-industrialisation Strategy (TMR)	• NDP: Sedibeng is earmarked as a job intervention zone to counteract decline in the mining industry. • APAP: Strengthen the agricultural sector in support of this policy. • SIP 11: Invest in Agri-logistics, rural infrastructure and tourism infrastructure. • IPAP “Green” and energy-saving, industries; Agro-processing, linked to food security and food pricing imperatives; Creative and cultural industries linked to tourism in the Province. • RIDS: Build on mining and agricultural potential. • NATMAP: Explore opportunities to benefit from the various transnational corridors. • IRP: Explore opportunities to benefit from the Solar Corridor. • GCR: Strengthen physical and economic integration. • GEDS: Transform the local economy in line with structural changes in the province. • TMR: Promote the Southern Corridor of Gauteng as a hub of the agri-business and agro-processing industry.
Economy Infrastructure – basic infrastructure	• National Infrastructure Development Plan (NIDP) – Strategic Infrastructure Projects (SIP) • Transport Master Plan (NATMAP) • Integrated Resource Plan for Electricity (IRP)	• Gauteng Global City Region • Gauteng 2055 • Growth Management Perspective (GMP) • Gauteng 25-year Integrated Transport Plan (ITP)	• SIP 10: Address electricity backlog. • SIP 18: Address water and sanitation backlog. • SIP 7: Integrated urban space and public transport. • GSDF: Strengthen integration and linkages with the Global City Region. • 25ITP: Promote public transport and optimise the use of rail for commuter and freight use

		• City-Region Integrated Infrastructure Master Plan (IIMP)	
Environmental Sustainability and Resilience	• National Freshwater Ecosystems Priority Areas 2011 • National Biodiversity Strategy and Action Plan 2005 • National Biodiversity Assessment 2011 • Control of Development Affecting National Forests 2009	• Gauteng Environmental Management Framework (EMF) • Gauteng Climate Change Response Strategy (CCRS)	• EMF: protect the high rural control zone demarcated in the GSDF (Suikerbosrant). • CCRS: Implement climate change mitigation measures. • Incorporate environmental legislation, policy and guidelines into the SDF and local land use schemes.
Integrated and Inclusive Rural Economy	• National Comprehensive Rural Development Programme (CRDP) • Agricultural Policy Action Plan (APAP) • National Infrastructure Development Plan (NIDP) – Strategic Infrastructure Projects (SIP)	• Gauteng Rural Development Plan (RDP)	• CRDP – implement the Pro-active Land Acquisition Projects • APAP: Agrarian Transformation, Rural Development, Land Reform • SIP 11: Agri-logistics, rural infrastructure and tourism infrastructure. • RDP: Promote small-scale agriculture and agri-villages and protect large scale agriculture.
Positioning South Africa in the Region and the World – economy, BRICS	• Industrial Policy Action Plan (IPAP)	• Gauteng Transformation, Modernisation and Re-industrialisation Strategy (TMRS)	• TMR: Promote the Southern Corridor of Gauteng as a hub of the agri-business and agro-processing industry. • Align with national and provincial legislation, policies and projects in IDP formulation.
Transforming Human Settlements	• Development of Sustainable Human Settlements (Breaking New Ground) • Neighbourhood Development Grant (NDPG)	• Employment, Growth and Development Strategy (GEGDS) • Mega Human Settlements	• NDP: Upgrade all informal settlements by 2030. • NDPG: Implement projects in priority areas. • Fast track development of Mega Human Settlements in Mega City areas. • TMR: Prioritise the development of agri-parks on the periphery of urban settlements and give young people the opportunity to farm.

			• GMP: direct growth towards the Urban Consolidation Zone
Improving Education, Training and Innovation		• Employment, Growth and Development Strategy (GEGDS)	• Align with national and provincial legislation, policies and projects in IDP formulation.
Promoting Health Care for All		• Employment, Growth and Development Strategy (GEGDS)	• Align with national and provincial legislation, policies and projects in IDP formulation.
Social Protection (social welfare)		• Employment, Growth and Development Strategy (GEGDS)	• Align with national and provincial legislation, policies and projects in IDP formulation.
Building Safer Communities (policing)		• Employment, Growth and Development Strategy (GEGDS)	• Align with national and provincial legislation, policies and projects in IDP formulation.
Building a Capable and Developmental State (institutional)	• Municipal Systems Act • Municipal Structures Act • Spatial Land Use Management Act (SPLUMA)	• Transformation, Modernisation and Re-industrialisation Strategy (TMR)	• Align with national and provincial legislation, policies and projects in IDP and SDF formulation. • Iterative process – feed up into national and provincial departments
Fighting Corruption (institutional)		• Transformation, Modernisation and Re-industrialisation Strategy (TMR)	• Align with national and provincial legislation, policies and projects in IDP formulation.
Nation Building and Social Cohesion – social compact	• Municipal Systems Act • Spatial Land Use Management Act (SPLUMA)	• Transformation, Modernisation and Re-industrialisation Strategy (TMR)	• Public participation in Sedibeng District IDP and SDF processes.

2.3 DISTRICT CONTEXT

2.3.1 West Rand District SDF

The West Rand District SDF as illustrated on **Figure 12** comprise the following important directives applicable to the Sedibeng District area:

- Protect the areas of high biodiversity around the ridges in the southern parts of the RWC municipality.
- Two important Agricultural Hubs in the south-eastern and north-western parts of the municipality.
- Two primary nodes around the CBDs of Randfontein and Westonaria respectively.
- Several Strategic Development Areas/ Priority Housing Development Areas around Randfontein and Westonaria respectively.
- The Syferfontein Mega Project area and secondary node along route N12 at the border with City of Joburg (Lenasia).
- Proposed promotion of industrial/ commercial activities along route N12.
- Rehabilitation of several strategically located mine dumps in the municipal area.

2.3.2 City of Joburg Metropolitan Spatial Development Framework 2040

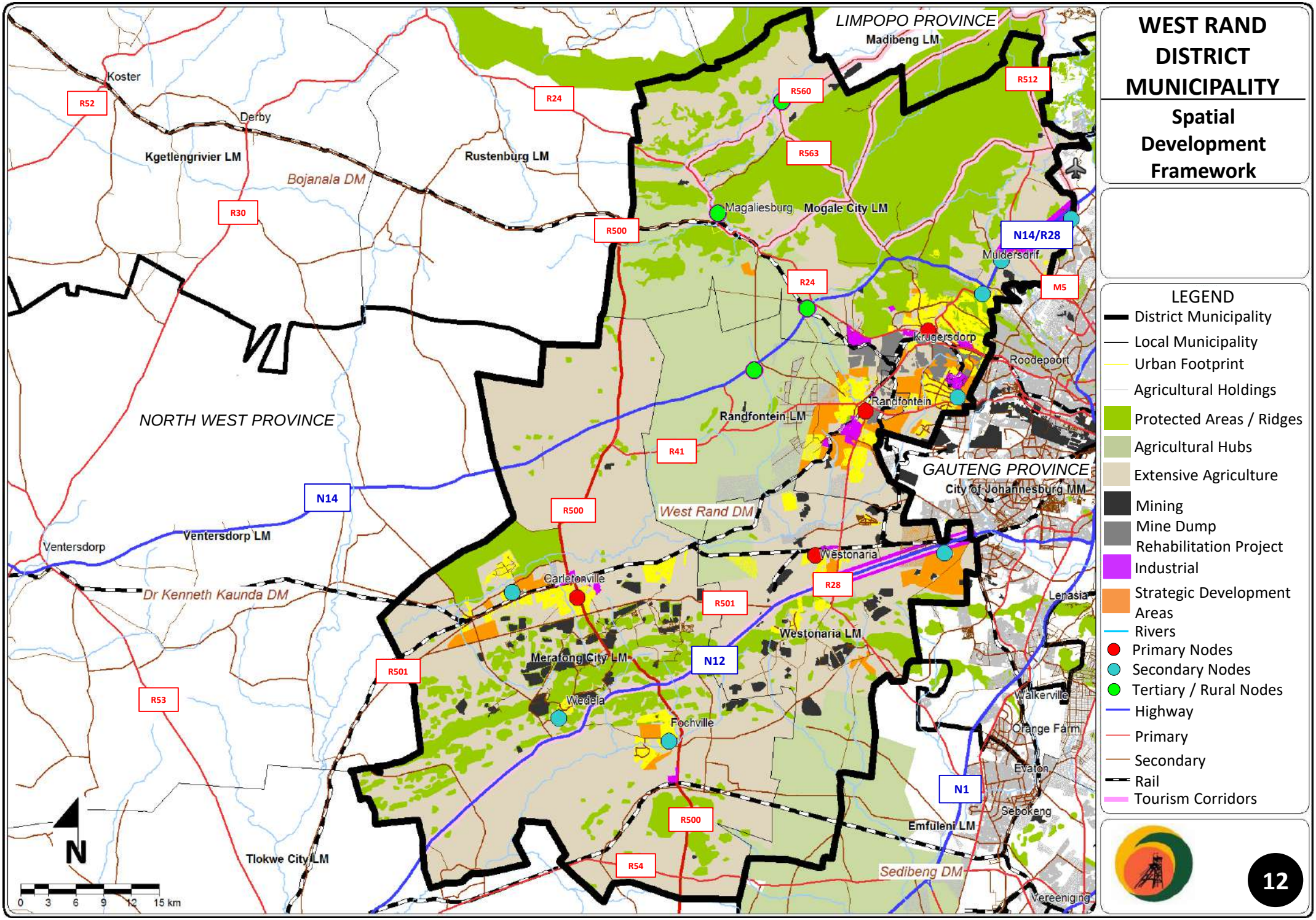
The SDF for Johannesburg 2040 is a city wide spatial policy document premised on spatial transformation, defined through the principles of equity, justice, resilience, sustainability and urban efficiency which it seeks to translate into a development policy.

The spatial vision of the SDF 2040 is a compact polycentric city. The Inner City represents the strong urban core linked by efficient public transport to dense, mixed use (residential and commercial) sub-centres, and situated within a protected and integrated natural environment as graphically illustrated on **Figure 13**.

Of relevance to the Sedibeng District is the Orange Farm, Stetford, Ennerdale and Sweetwaters cluster of low income housing along route N1 and the Klip River open space area bordering Sedibeng to the north.

2.3.3 Ekurhuleni City

Figure 14 shows the Ekurhuleni SDF which represent the area bordering Sedibeng District to the north-east. The most important features in this regard are the Katorus-Palm Ridge complex growing towards the south towards the Waterval node in Midvaal LM (along route R59), and the southward expansion of Kwatsadusa in the vicinity of Heidelberg-Lesedi.

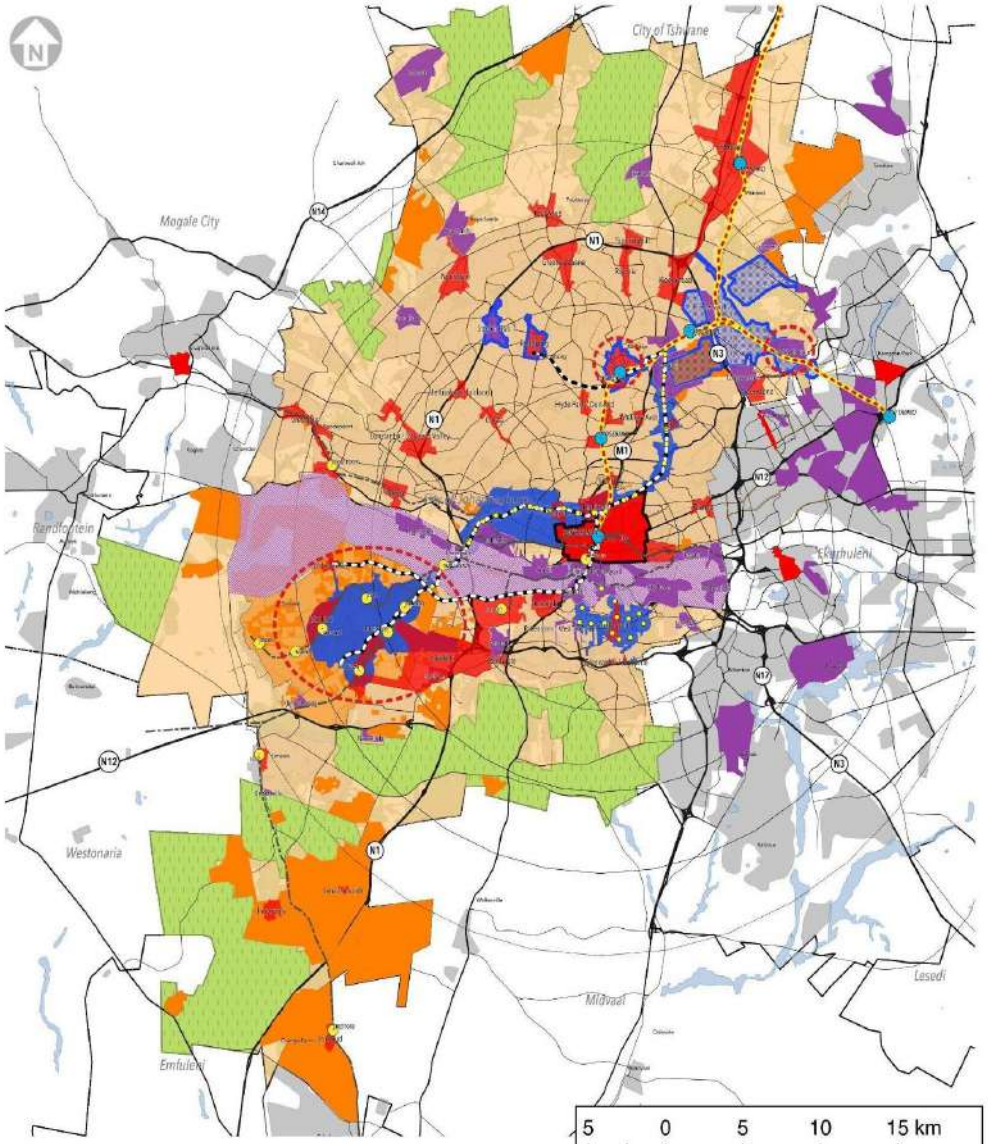


WEST RAND DISTRICT MUNICIPALITY

Spatial Development Framework

LEGEND

- District Municipality
- Local Municipality
- Urban Footprint
- Agricultural Holdings
- Protected Areas / Ridges
- Agricultural Hubs
- Extensive Agriculture
- Mining
- Mine Dump
- Rehabilitation Project
- Industrial
- Strategic Development Areas
- Rivers
- Primary Nodes
- Secondary Nodes
- Tertiary / Rural Nodes
- Highway
- Primary
- Secondary
- Rail
- Tourism Corridors



Spatial Framework

INTEGRATED TRANSPORT NETWORK

- Railway Stations
- Gautrain Stations (Current Network)
- BRT Nodes
- TOD Precincts
- Gautrain Line (Current Network) copy
- Gautrain Line (Potential Future Link) copy
- Railway Lines
- BRT Backbone

ECONOMIC BACKBONE

- Principal Metropolitan Sub-centre
- Inner City (Metropolitan Core)
- Urban Nodal Areas
- Industrial Nodes
- Mining Belt (Mixed use Area)

PUBLIC TRANSPORT BACKBONE

- Empire Perth / Louis Botha CoF
- Turffontein CoF
- Soweto CoF
- Randburg - OR Tambo Corridor Elements

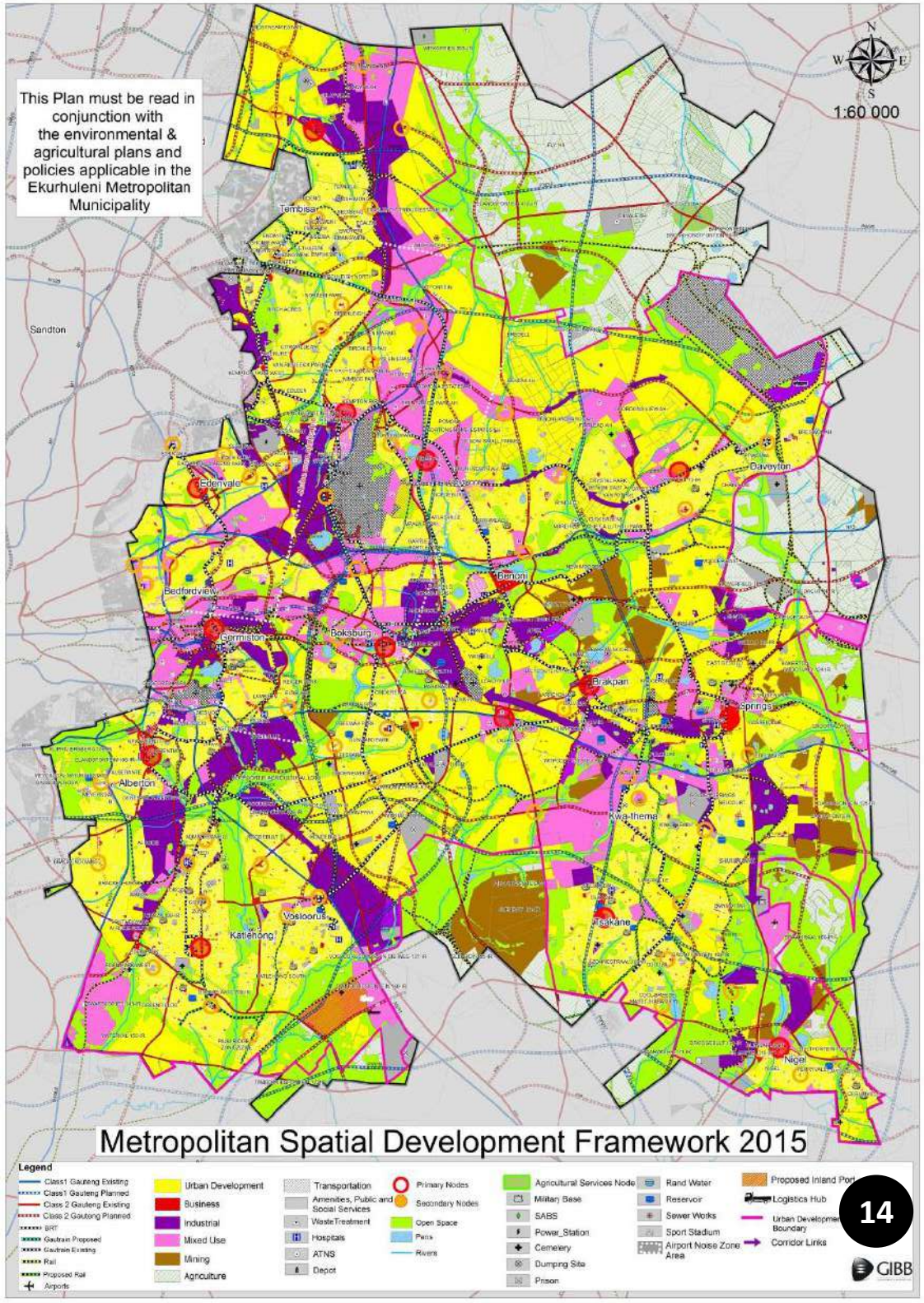
CONSOLIDATION ZONE

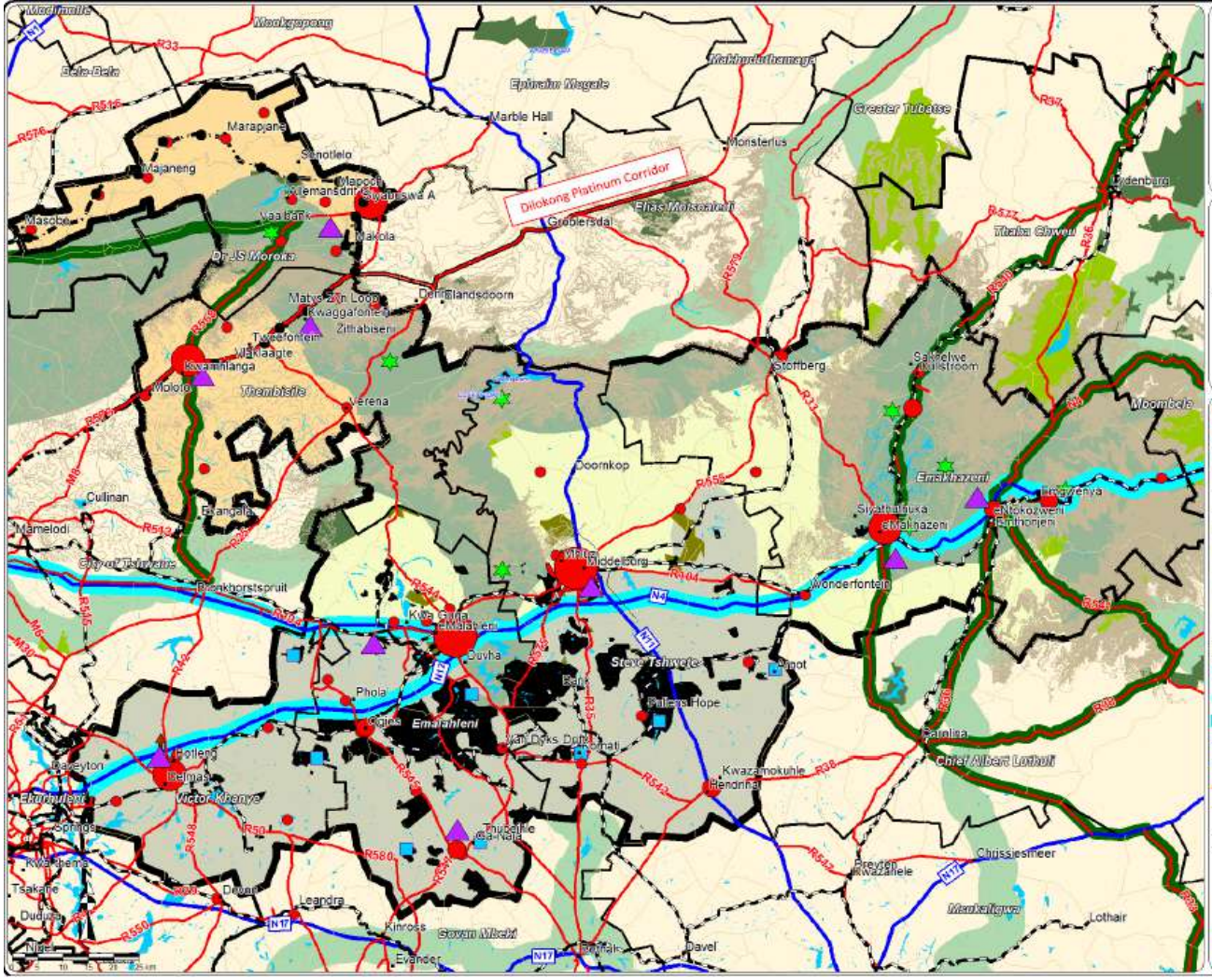
- Consolidation Zone
- Soweto
- Deprivation Areas

NATURAL STRUCTURE

- Wetlands and Waterbodies
- C-Plan Area Coverage
- Area beyond UDB
- Gauteng Built-up Areas
- COJ Boundary

13





NKANGALA DISTRICT MUNICIPALITY

Spatial Development Framework

- Primary Order Centre
- Secondary Order Centre
- Tertiary Order Centre
- Rural Nodes
- Mining
- Mining and Agriculture
- Small Scale Farming and CRDP
- Ecological Corridors
- Extensive Agriculture
- Eco / Agri Tourism
- Forestry
- Tourism Anchors
- Tourism Corridors
- Major Development Corridors
- N4 Maputo Corridor
- National Roads
- Main Roads
- Secondary Roads
- Railways
- Proposed Moloto Railway
- Proposed Moloto Stations
- Proposed Nkangala International Airport
- Industrial Nodes
- Power Stations

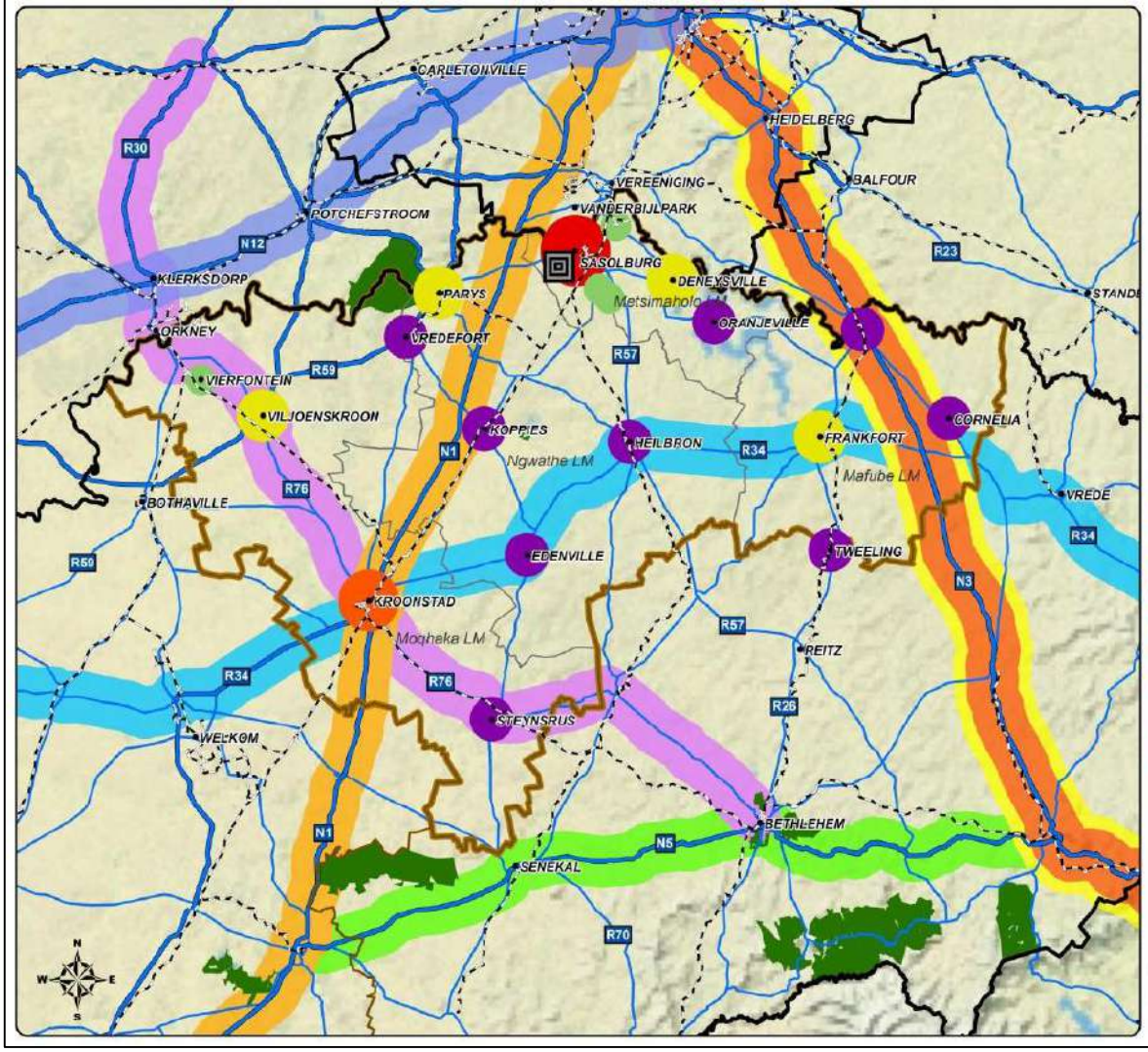
15

Gert Sibande District Municipality

Spatial Development Framework

- Primary/Secondary Nodes
- Tertiary Nodes
- Rural Nodes
- Nature Reserves / Conservation Areas
- Proposed Conservation Areas
- Protected Environment
- Ecological Corridors
- Biodiversity Conservation Nodes
- Forestry Areas
- Agriculture
- Environmental Heritage Sites *
- Tourism Belt
- Tourism Anchors
- CRDP Priority
- Mining Activities
- Proposed Rail Link
- Dams
- Residential
- Service Upgrade Priority Areas
- National Roads
- Main Roads
- Secondary Roads
- Railways

16



FEZILE DABI DM
Rural Development Plan

rural development & land reform

Nodal Hierarchy& Development Corridors

LEGEND

- Towns
- Sasolburg Development Node
- Railways
- Major Roads
- Main Roads
- Local Municipalities
- Fezile Dabi DM
- District Municipalities
- Provinces
- Protected / Conservation Areas
- N12 Corridor
- Competitiveness Corridor
- N1 Corridor
- N3 Durban-Gauteng Corridor
- N5 Tourism Corridor
- R34 Corridor
- R76/R30 Corridor

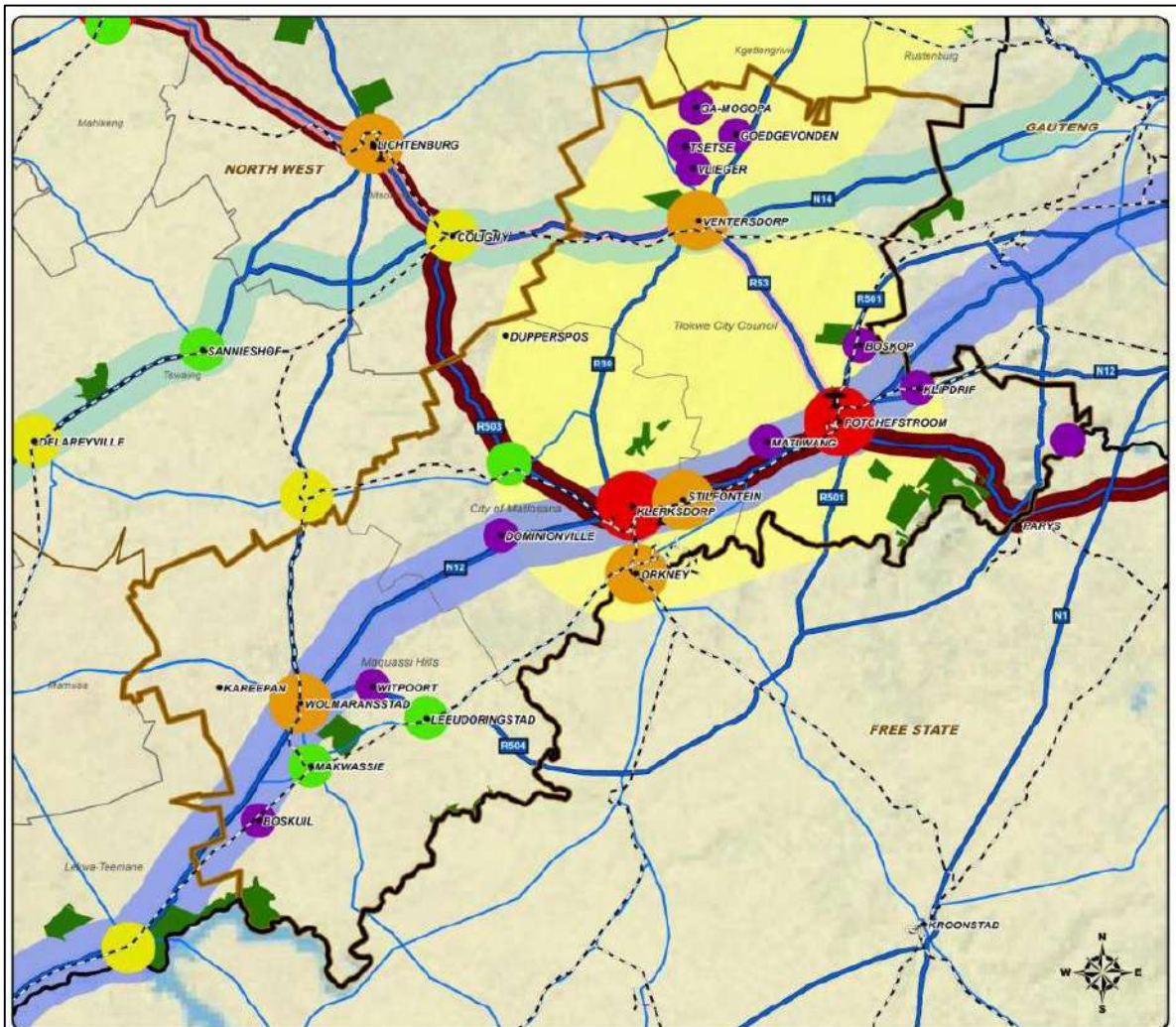
NODAL HIERARCHY

- Primary
- Secondary
- Tertiary
- 4th Order
- Villages

0 12.5 25 50 75 Km

Date : August 2016
Projection: WGS84 TM31
Source: Free State SDF 2014

17



DR. KENNETH KAUNDA DM
Rural Development Plan

rural development & land reform

Nodal Hierarchy & Development Corridors

LEGEND

- Towns
- Airfields
- International Airports
- Railways
- Major Roads
- Main Roads
- Local Municipalities
- Kenneth Kaunda DM
- District Municipalities
- Provincial Boundries
- Protected Areas
- Eastern Development Belt

HIERARCHY

- Primary Nodes
- Secondary Nodes
- Tertiary Nodes
- Fourth Order Nodes
- Rural

CORRIDORS

- N4
- N12
- R505/N14/R53
- New National Corridor Road

0 10 20 40 60 Km

Date : June 2016
Projection: WGS84 TM31
Source: NWPSDF 2016

18

2.3.4 Nkangala District Municipality

The NDM borders the Sedibeng District to the north-east, and specifically the Victor Khanye LM centred around Delmas Town which accommodates a number of prominent agro industries (refer to **Figure 15**).

2.3.5 Gert Sibande District Municipality

The GSDM borders Sedibeng to the east (**Figure 16**) via the Govan Mbeki LM which holds the Secunda petrochemical cluster about 30 kilometres to the east along route N17, and Dipaliseng which is primarily focused around agricultural activity at Balfour and Greylingstad.

2.3.6 Fezile Dabi District Municipality

The main features of the Fezile Dabi District (**Figure 17**) which are relevant to the Sedibeng District Municipality are the Sasolburg petrochemical cluster located to the south of Emfuleni, as well as the Vaal River/ Dam which it shares as municipal (and provincial border), and which includes tourism destinations such as Parys and Deneysville.

The rural parts of this district are extensively utilised for agricultural purposes.

2.3.7 Dr Kenneth Kaunda District Municipality

The Dr Kennet Kaunda District Municipality borders Sedibeng to the south-east in an area dominated by agricultural activity between Vereeniging and Potchefstroom (**Figure 18**). There is no strong functional relationship between the two towns.

3. SEDIBENG DISTRICT ISSUES AND VISION

3.1 IDP RELATED PRIORITY ISSUES

The Sedibeng District Municipality is committed to the alignment the district's plans in realization of the National Development Plan Vision 2030, Gauteng TMR approach and Sedibeng Growth Development Strategy (GDS1, 2 and 3). By commitment the SDM have set for itself the following goals based on the challenges being faced in the District:

- Reinventing the Economy;
- Renewing Sedibeng communities;
- Reviving a Sustainable Environment;
- Reintegrating the region with its surrounds;
- Releasing Human Potential;
- Good and Financially Sustainable Governance; and
- Vibrant Democracy.

Long term catalytic projects which are called **Southern Corridor Projects** have been identified in partnership with both Sedibeng District Municipality

and Local Municipalities. From the fourteen projects identified, three (3) have been selected as key catalysts to effect change in the immediate future within the SDM.

The following table demonstrates the selected immediate priority projects:

Name	Impact	Location
Sedibeng Regional Sewer Scheme	Unlock residential and industrial development in the region and surrounding	Sedibeng Region
Sedibeng Fresh Produce Market	Provide food security and support local farmers. The market is located between the Johannesburg and Bloemfontein markets therefore it has the potential to serve communities situated between those two	Vereeniging
Sedibeng Government Precinct	Centralise services of all three tiers of Government as part of Urban Regeneration.	Vereeniging CBD

The flagship projects are cross cutting initiatives aimed at putting the development of the region on a new trajectory. In this way, the district is most likely to deliver towards the realization of the NDP and TMR Pillars and exceed on delivering on the 2016 election mandate. Some of these flagship projects will be led by a collaboration of the municipality though Public Private Partnership initiatives.

The most important aims of these flagships are the following:

- Creation of jobs, investments and promote tourism in the region
- Revitalise an attractive image for the region through Vaal 21 initiative
- Create wealth for the region
- Promote Heritage through commemorative events
- Improve transport infrastructure and;
- Encourage private investment

Table 8 (overleaf) comprise the comprehensive list of projects identified as part of the Southern Corridor initiative:

Table 8: Comprehensive List of Projects Identified as part of the Southern Corridor Initiative

PROGRAMME	PROJECT NAME	LOCATION	OWNER	PROGRESS
AGRITROPOLIS	1.Agritropolis Strategy	District-wide	GDARD	Feasibility Study Required
	2.Doornkuil Precinct- Agri- City, Agricultural college	Midvaal	Midvaal LM- Land belongs to Sedibeng District	Full feasibility required.
	3. Vereeniging Fresh Produce market	Emfuleni	SDM	Operations
	4.Langzeekoegat Precinct- Agri village	Lesedi	DRDLR/Lesedi LM	Implementation
	5. Agro-processing plant	Lesedi	Lesedi LM	Feasibility required
	6. Devon Tannery- Agro- processing of cattle hides	Lesedi	Lesedi LM/ GDARD	Implementation
GREEN ECONOMY	7. Natural gas hub	District-wide	Department of Energy/ Sedibeng	Feasibility required
	8. Waste to power plant: Renewable energy (proposed $ 500 million plant)	Lesedi	Earth Sea Corporation Energy	Implementation
AGRO-TOURISM	9. Vaal rehabilitation	District-wide	Sedibeng District	EMP development
	10. Recreation megacity- precinct in Sharpeville	Emfuleni	Sedibeng District	Planning stage
GOVERNMENT PRECINCT	11. Government precinct incl. CBD revitalization	Emfuleni	Sedibeng District	SDM and GIFA finalizing TOR
	123. Vaal River City development	Emfuleni	Private Developer-Steyn	All plans and designs approved by ELM. Tender for interchange road to be advertized. Phase 1 of Restructuring Zone proclamation underway.
R59 CORRIDOR	13. Eight (8) nodes identified	Midvaal	Midvaal LM	Bulk water and sewer to be unlocked to enable implementation
	14. The Grace development/ Gauteng highlands- incl Joziwood studios	Midvaal	Private development	Finalisation of Sewer capacity, SLA and DHS Agreement. Still outstanding – stalling the project.
	15. Klipriver business park	Midvaal	Sedibeng District	Implementation of Next phases depended on sewer and water availability
URBAN RENEWAL FRAMEWORK	16. Old Vereeniging hospital- upgrade & re-use	Emfuleni	GDHS/ Emfuleni LM	Implementation
	17. Vanderbijlpark Urban Renewal Strategy	Emfuleni	Emfuleni LM	Feasibility concluded

PROGRAMME	PROJECT NAME	LOCATION	OWNER	PROGRESS
REVITALISATION PROGRAMME-	18. Bophelong secondary node	Emfuleni	NDPG and DBSA	Planning stage
	19. Ratanda Precinct Development	Lesedi	NDPG	Feasibility study required
SICELO PRECINCT	20. Sicelo Precinct plan- Meyerton CBD link, commercial & housing developments	Midvaal	Midvaal LM	Full feasibility required
E-GOVERNMENT	21. Optic fibre project- incl Free Wi-Fi, Smart schools	District-wide	Gauteng E- Government	Implementation of Free Wi-Fi and Smart payment systems
WAREHOUSING , LIGHT INDUSTRIAL & OFFICE PARKS	22. Heidelberg Extension	Lesedi	Lesedi LM/ Marble Gold	Unlocking future phases
	23. Warehouse Port	Lesedi	Private Development- Tecino Investment	SDP approvals
	24. Warehouse Park- Industrial Township	Lesedi	Private Development- Tecino Investment	SDP approvals
	25. Office Park	Lesedi	Private Development- Tecino	SDP approvals
	26. Extreme Park, service centre (Kwa Zenzele) and filling station (Heidelberg Rd & Louw)	Lesedi	Private Development- Tecino Investment	SDP approvals
	27. Shopping centre, Life Style cafe and Incubation Park for SMME and Business Incubator & heritage promotion	Lesedi	Private Development- Tecino Investment	SDP approvals
	28. Light industrial hub-Kwa Zenzele	Lesedi	Corobrik/ Lesedi LM	SDP approvals
	29. Bulk liquid Terminal- for Transnet & Bulk fuel storage	Lesedi	Transnet	Implementation
	30. Bulk Liquid Terminal – Vopak - Reatile	Lesedi	Vopak - Reatile	Implementation
WASTE WATER TREATMENT PROGRAMME	31. Sedibeng Waste Water Treatment Works incl Sebokeng WWTW	District-Wide	Rand Water	Implementation
	32. Leeuwkuil WWTP	Emfuleni	Rand Water	Implementation
	33. Rietspruit Sewer line	Midvaal	Randwater	Implementation
INDUSTRIALISATIO N PROGRAMME	34. Ash dump beneficiation	Emfuleni	Emfuleni LM	Implementation: Land will be availed to accommodate the future growth of the river city
	35. Iron and steel beneficiation	District-wide	Sedibeng district/ GDED	Feasibility required and Government decision on Arcelor Mittal
	36. Building materials supply	District-wide	Sedibeng district/ GDED	Feasibility required

PROGRAMME	PROJECT NAME	LOCATION	OWNER	PROGRESS
	37. Vaal Logistics Hub	Emfuleni	Emfuleni LM/GIFA	Feasibility completed
ROADS UPGRADING PROGRAMME	38. K154 upgrade	Midvaal	GDRT	Completion of the remaining sections
	39. R82 Upgrade	Midvaal	GDRT	Next phase to commence
SOCIAL INFRASTRUCTURE PROGRAMME	40. Savannah City	Midvaal	Private development- Basil Read/ GDHS	Roll out of support services (schools, clinics) Resolving of bulk sewer line Upgrading of Sedibeng Sewer Works
	41. Doornkuil regional cemetery	Midvaal	Midvaal LM/ Sedibeng District	Alternative site required – Not feasible.
	42. Regional training hospital	Midvaal	Midvaal LM/ Sedibeng District	Feasibility required
	43. Sanitas Hospital	Lesedi	Meigui	Implementation

Note:

- The projects highlighted in yellow have been identified as the three projects with the highest priority for the Sedibeng DM.
- Detailed planning has already been completed for the projects in bold and the detailed plans are available on the Sedibeng DM website.

4. SPATIAL ANALYSIS AND SYNTHESIS

4.1 INSTITUTIONAL FEATURES

Figure 19 depicts the areas of jurisdiction as well as the number of wards in each of the three municipalities within the Sedibeng District. It also indicates the size of each of the three local municipalities with the total size of the Sedibeng District being 418 900 ha.

Emfuleni LM comprise a total of 44 wards and it covers about 96 900 ha of land representing 23% of the SDM.

Midvaal LM only holds 15 wards but it covers an area of about 173 000 ha of land which is 41% of the SDM area.

Lesedi LM has 13 wards covering a total area of 149 000 ha and which accounts for 36% of the SDM area of jurisdiction.

Figure 20 shows the cadastral structure of the SDM. It is evident that the bulk of the SDM comprise farm portions (7369 farms/ 372 154 ha) which represent about 88.3% of the total SDM area.

Agricultural holdings occur extensively in the central parts of the SDM from west of Bophelong northwards up to Apple Orchards and the Walkerville Fruit Farms in the northern extents. The 9281 agricultural holdings cover an area of about 24 074 ha (5.7% of SDM).

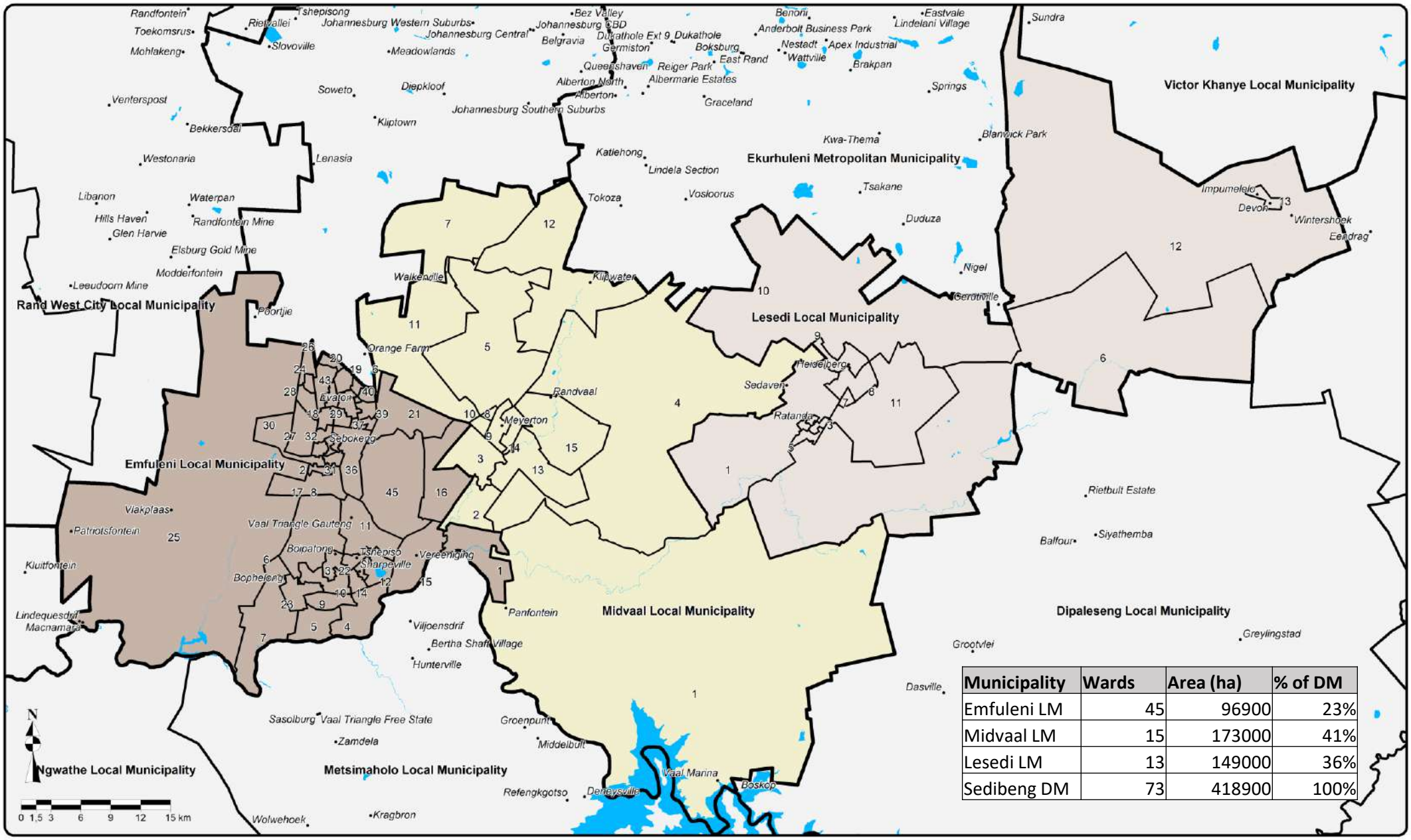
Formal townships comprise around 215 306 individual erven which collectively cover an area of about 25 552 ha of land representing 6% of the total land area of the SDM.

4.1.1 Population

The **Gauteng Province** population (2016) is estimated at 13,39 million people of which Sedibeng District represents about 7.5% (957 529 people) (refer to **Diagram 6**). It is evident that the total population of the Sedibeng District increased from 916 484 in 2011, to 957 529 in 2016 – an increment of 41 045 individuals. The population growth rate of the Sedibeng District for this period (2011-2016) was 0.9%. The total Sedibeng District Population represents 295 294 households, with an average household size of 3.2 persons per household.

Within the Sedibeng District it is evident that the highest population increment during the period 2011 to 2016 was recorded in the Midvaal LM which increased by 16 311 individuals from 2011 to 2016. This is followed by Lesedi LM which increased with 12 952 individuals over the same period, whilst the Emfuleni LM population increased with 11 782 individuals from 2011 to 2016 (refer to Diagram 6).

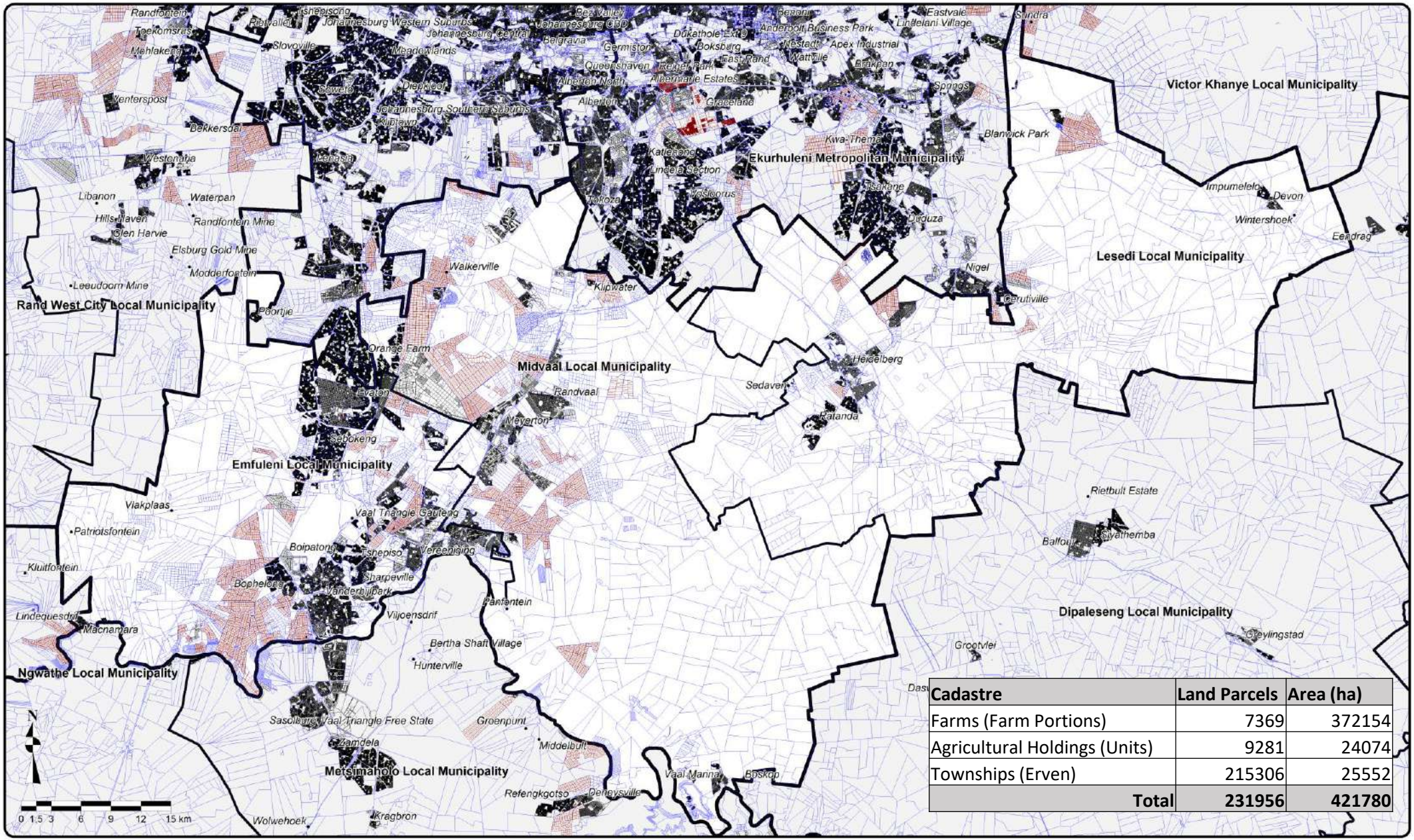
Emfuleni LM represents 76.6% of the Sedibeng District population, with the Lesedi LM and Midvaal LM both at 11.7%. The vast majority (more than 700 000 people) of the total Emfuleni LM population live in the township areas of Sebokeng and Evaton.



Municipality	Wards	Area (ha)	% of DM
Emfuleni LM	45	96900	23%
Midvaal LM	15	173000	41%
Lesedi LM	13	149000	36%
Sedibeng DM	73	418900	100%

SEDIBENG DISTRICT MUNICIPALITY SDF - INSTITUTIONAL

Lesedi LM
Midvaal LM
Emfuleni LM
Ward Boundaries
Dams and Rivers



Cadastre	Land Parcels	Area (ha)
Farms (Farm Portions)	7369	372154
Agricultural Holdings (Units)	9281	24074
Townships (Erven)	215306	25552
Total	**231956**	**421780**

SEDIBENG DISTRICT MUNICIPALITY SDF – CADASTRAL STRUCTURE

Erven (Formal Townships)
Agricultural Holdings
Farm Portions

DEMOGRAPHIC Profile 2011-2016: Population Gauteng Province and Sedibeng District

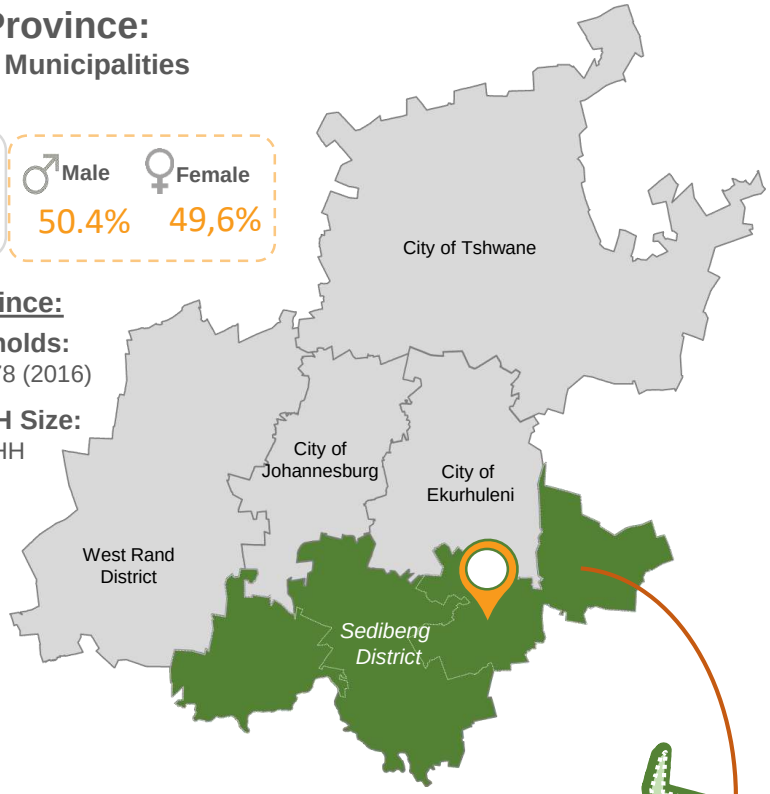
Source: Stats SA Census 2011
Stats SA Community Survey 2016

Diagram 6

Gauteng Province:
District/Local Municipalities

GP Province 2016

♂ Male 50.4% ♀ Female 49,6%

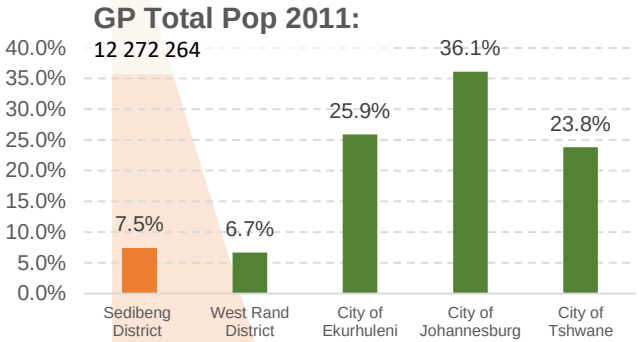


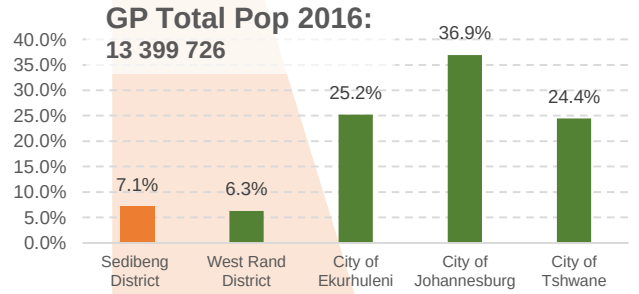
Gauteng Province:

Households:
4 564 578 (2016)

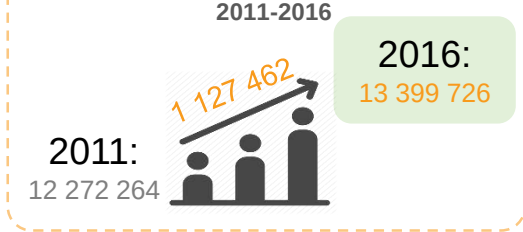
Avg. HH Size:
2,9 per/HH

Total Population Gauteng Province





GP Population Growth:
2011-2016



GP Growth Rate 2011-2016: 1.9%

Growth in DM's: 2011-2016

	2011-2016
Sedibeng District	41 045
West Rand District	17 599
City of Ekurhuleni	200 634
City of Johannesburg	514 520
City of Tshwane	353 664
Gauteng	1 127 462

Sedibeng District:
Local Municipalities

Sedibeng DM:

Households:
295 294 (2016)

Avg. HH Size:
3.2 per/HH

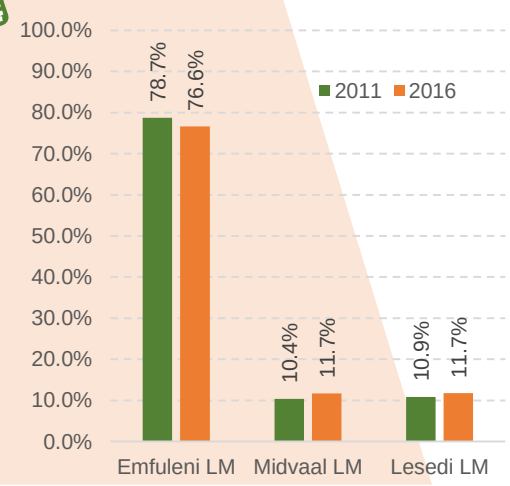


Sedibeng DM 2016

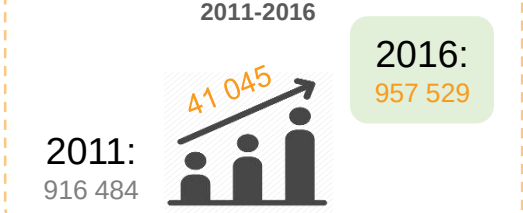
♂ Male 50% ♀ Female 50%

Sedibeng Growth Rate 2011-2016: 0.9%

Sedibeng Total Pop 2011-2016:



Sedibeng Population Growth:
2011-2016



Growth in LM's: 2011-2016

	2011-2016
Emfuleni LM	11 782
Midvaal LM	16 311
Lesedi LM	12 952
Sedibeng District	41 045

The population density of the Sedibeng District as a whole is approximately 198 people per km².

4.1.2 Age and Gender Profile

The Sedibeng DM gender profile reflects a balanced male (50%) to female (50%) distribution. The Sedibeng DM Age and Gender Profile (population pyramid) depicted on **Diagram 7** indicates a large child and school attending aged population segment (aged 0 to 19) representing 33% of the total Sedibeng DM population. This is followed by a substantive young adult and working population (aged 20 to 60) representing 57% of the total Sedibeng DM population. It is evident that the Sedibeng DM population have a shorter life expectancy, with the population segment aged 60+ representing a mere 10% of the total resident population. The Local Municipalities age and gender profiles indicate similar trends as to the district.

4.1.3 Education Profile

The level of education (refer Diagram 2**)** obtained by most people within the Sedibeng DM is *a Secondary School* level of education (55.8% - 2016). It is evident that the secondary school level of education increased from 54.4% in 2011 to 55.8% in 2016. Positively the level of no schooling decreased from 14.8% in 2011 to 11.6% in 2016. In addition, tertiary education (diploma and / or a degree) increased form 7.6% in 2011 to 8.6% in 2016. In this regard Midvaal scores the highest (10.5%) followed by Emfuleni (8.4%) and then Lesedi (7.7%).

From the 2016 Community Survey, it is evident that 29.5% of learners spend less than 15 minutes to get to educational institution, and 52.0% spend between 15 and 30 minutes to get to educational institution. Furthermore, 56.0% of learners walk to the school / education facility they attend.

The following section provides an indication of the Sedibeng DM level of development in terms of the Human Development Index, the Gini Coefficient, which is the measure of inequality, number of people below the food poverty line and the percentage of people living in poverty (refer to **Diagram 8**). This information was sourced from the Sedibeng IDP (2018/19).

4.1.4 Human Development Index

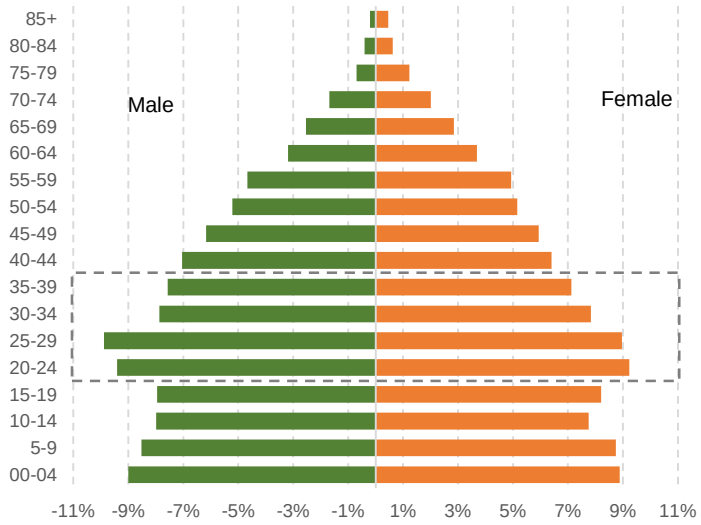
The Human Development Index (HDI) is a composite, relative index that attempts to quantify the extent of human development of a community. It is based on measures of life expectancy, literacy and income. It is thus seen as a measure of people's ability to live a long and healthy life, to communicate, to participate in the life of the community and to have sufficient resources to obtain a decent living. The HDI can assume a maximum level of 1, indicating a high level of human development, and a minimum value of 0, indicating no human development.

DEMOGRAPHIC Profile 2011-2016: Sedibeng DM - Gender, Age and Education

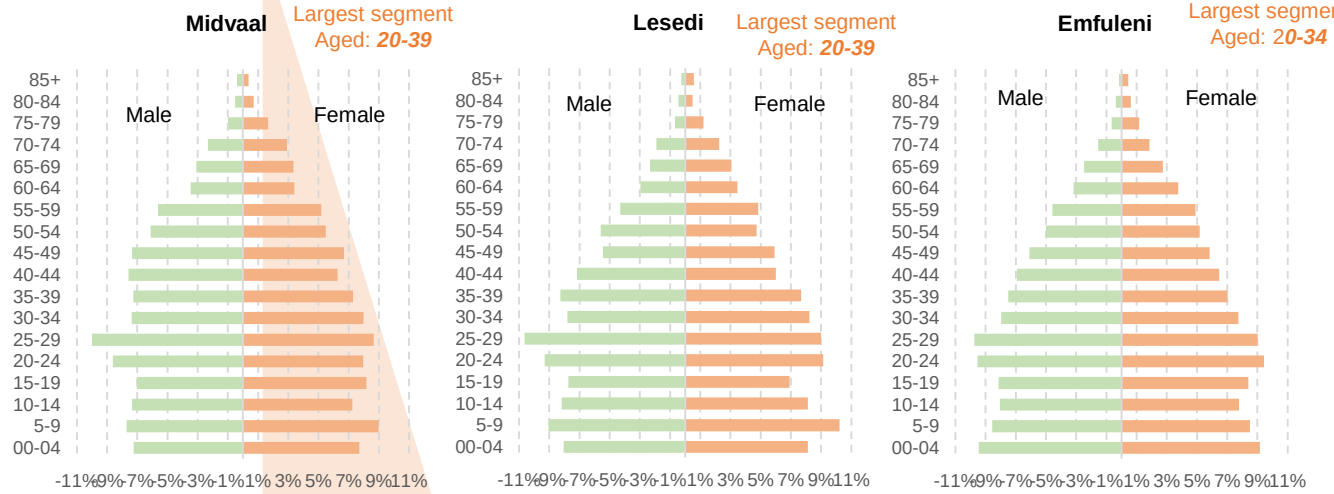
Source: Stats SA Census 2011
Stats SA Community Survey 2016

Diagram 7

Sedibeng DM Age & Gender Profile 2016



LM's Age Profile 2016

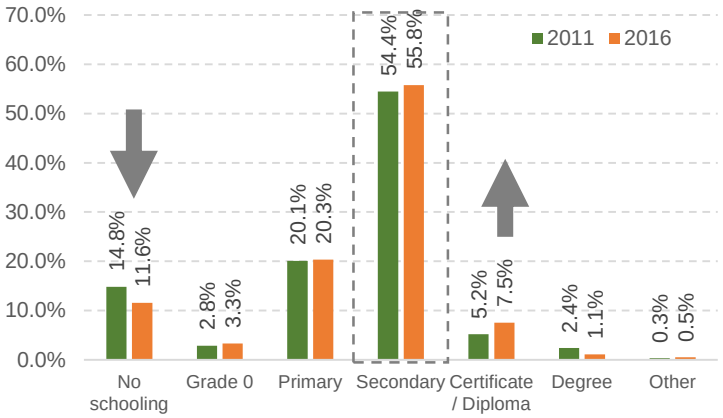


Largest segment of the Sedibeng DM population is Aged: ***20-39*** *(42%)*

Male	Female
50%	50%

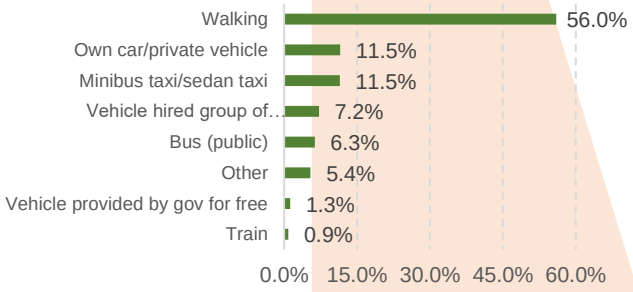
Sedibeng DM Education Profile 2011-2016

Highest Tertiary Education 2011-2016:

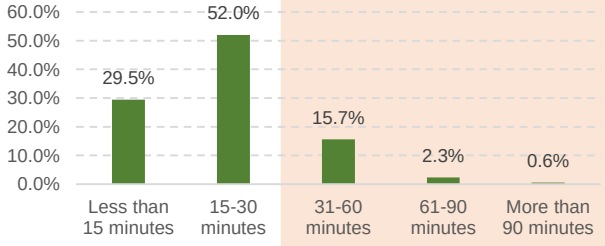


No Schooling	Certificate / Diploma
Decreased: 3.3%	Increased: 2.3%

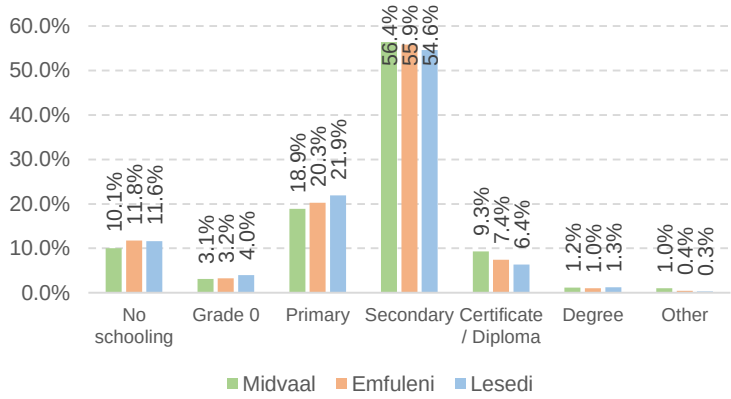
SDM Mode of transport to school / education facility (2016):



SDM Time taken to get to educational institution (2016):



Highest Tertiary Education LM's 2016:



Midvaal LM	Emfuleni LM
Highest number of Certificate / Diploma	Highest number of No Schooling
9.3%	11,8%

Income Profile 2011-2016: Sedibeng DM

Source: Stats SA Census 2011
Stats SA Community Survey 2016

Source: Sedibeng DM IDP 18/19, IHS Markit, 2017

Diagram 8

Poverty and HDI: 2016



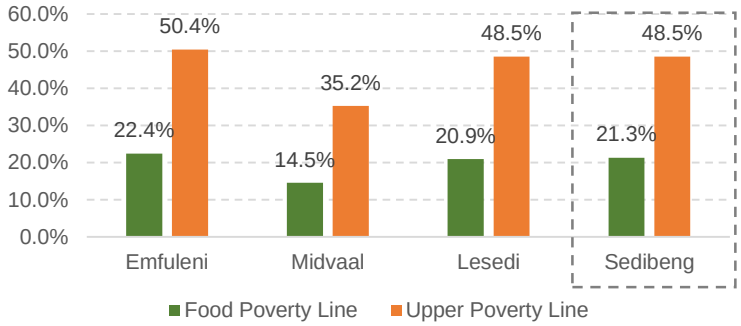
Midvaal LM has the highest HDI

Lesedi LM has the lowest HDI

IHS Markit, 2017

Note: The bubble size shows the Per Capita Income

Measures of Poverty in 2016



FOOD POVERTY.

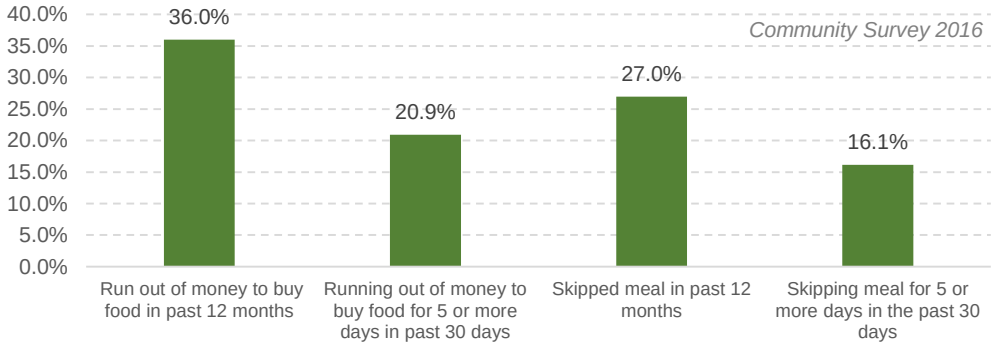
< R758 per month

Sedibeng DM Below FPL

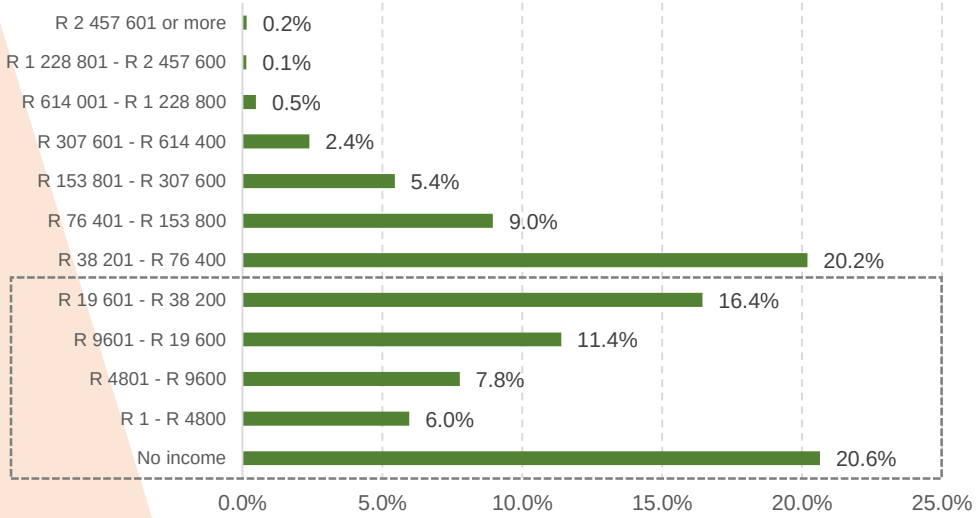
21,3%

IHS Markit, 2017

Sedibeng Community Survey 2016: Food Security



Sedibeng DM Annual Household Income: 2011 (%)



Stats SA Census 2011

< R3 500 per month Housing Subsidy

62,2%

Gini Coefficient, 2012 & 2016



Sedibeng DM Income Inequality Increased 2012-2016

IHS Markit, 2017

Diagram 8 (Poverty and HDI in 2016) shows the link between poverty and the HDI for the Sedibeng district and its local municipalities. Although there is a negative relationship between the two indicators, Midvaal has the highest level of development and the smallest share of the population living below the upper poverty line.

4.1.5 Food Poverty Line

The Measures of Poverty in 2016 expands on poverty measures by showing the two extremes, those living below the food poverty line and those below the upper poverty line. Stats SA uses the figure of 2,100 calories per day as it is the United Nations threshold for the minimum daily energy requirement for someone living in an emergency situation. People living below this poverty line are considered to live in “extreme poverty”, as they are not able to afford to eat enough food to meet their basic physical needs. In 2017, the lower-bound poverty line was adjusted up to R758 per person per month and the upper-bound poverty line was adjusted up to R1 138 per person per month.

When using the food poverty line, the district and its regions tend to show relative lower proportions of residents in poverty. However, the upper poverty line shows a relatively higher share of the region’s population still living in poverty. As indicated in Diagram 8, 48.5% of the Sedibeng DM population live below the upper poverty line. In terms of Food Security, 36.0% of the population indicated that they ran out of money to buy food in the past 12 months.

4.1.6 Household Income and Gini Coefficient

Household Income is a good indication of the number of households within the municipal area qualifying for housing subsidies. In line with the Gauteng housing subsidy assistance programme, households earning a monthly household income (before deductions) less than R3 500 can apply. From Diagram 9 it is evident that 62.2% of the households earn less than R3 183 per month, thus qualifying for a housing subsidy.

The Gini Coefficient in 2012 & 2016 indicates the level of income inequality as measured by the Gini coefficient for Sedibeng and its locals. Diagram 3 shows that income inequality increased in all the municipalities between 2012 and 2016. Gauteng’s specific initiatives to reduce the levels of inequality include the township economic revitalization and infrastructure investment programmes.

4.2 REGIONAL ECONOMIC PROFILE

This section focuses on the economic performance, its drivers, employment and regional strengths and weaknesses of the Sedibeng district and its local municipalities (refer to **Diagram 9**).

4.2.1 Annual Growth in GDP-R

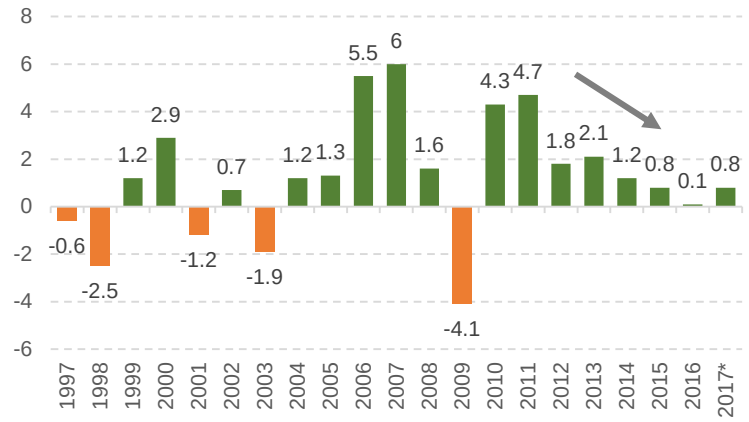
The Annual Growth in GDP-R for Sedibeng, as indicated in Diagram 9 shows the growth rate of GDP-R from 1997 to 2016, with an estimate for

ECONOMIC Profile: Sedibeng DM

Source: Sedibeng DM IDP 18/19, IHS Markit, 2017

Diagram 9

Annual Growth in GDP-R for Sedibeng

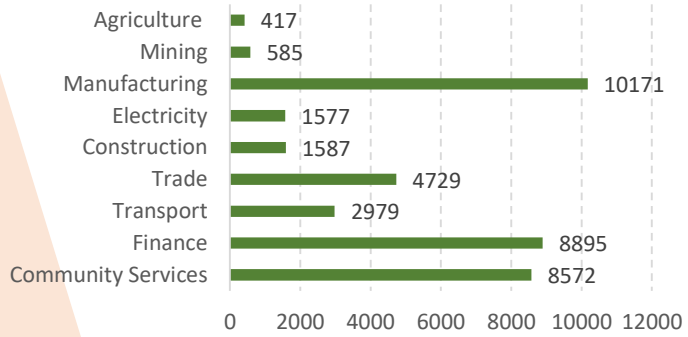


** Estimation 2017*

Sedibeng DM Annual Growth

Gradual Decline from 2011, with an estimated increase in 2017

Broad Economic Sectors contribution to GVA-R in 2016



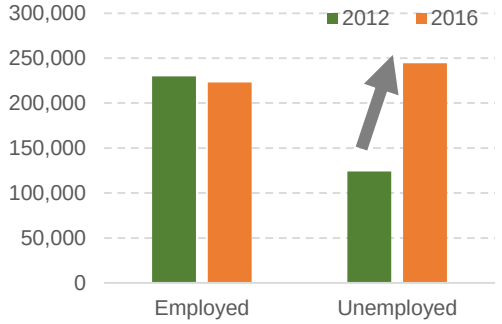
Sedibeng DM main Economic GVA-R sectors:

- Manufacturing
- Finance
- Community Services

Labour Market 2012-2016

Employment Decreased:

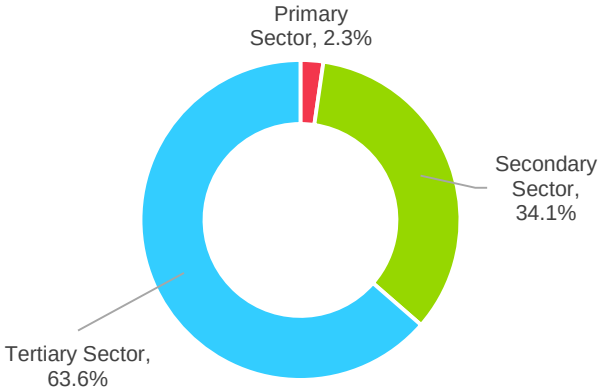
6 826 job opportunities



Unemployment Increased:

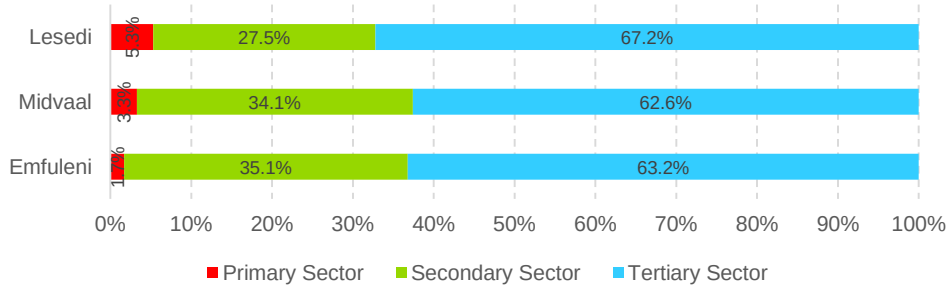
120 218
SDM: 50,7%
ELM: 54,5%
MLM: 43,6%
LLM: 32,2%

Sectoral Contribution to GVA-R in 2016

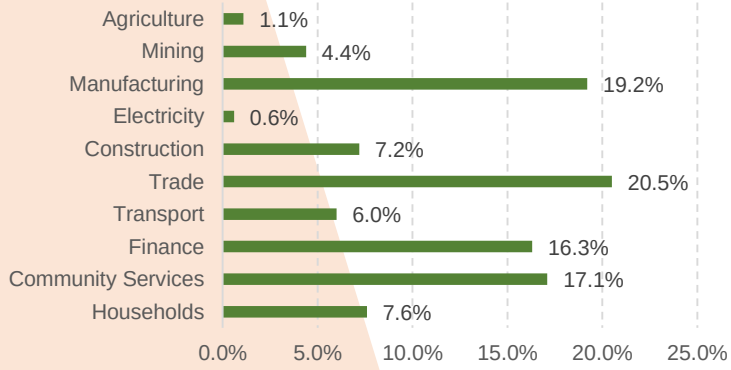


Sedibeng DM tertiary sector:

- Finance & Business Services,
- Trade & Retail,
- Government Services,
- Transport



Percentage Employment Contribution per Economic Sector in 2016



Sedibeng DM main Employment sectors:

- Trade
- Manufacturing
- Community Services
- Finance

2017 for the Sedibeng district municipality. The district's GDP-R growth rate has been on a slowdown since 2011. In the succeeding years, growth gradually declined in each year, up to its lowest point of 0.1 per cent in 2016. However, in 2017 it was estimated to recover to 0.8 per cent.

4.2.2 Sectoral Contribution to GVA-R in 2016

The Sedibeng DM tertiary sector, which includes finance and business services, trade and retail, government services, and transport, accounts for most economic activity (63.6%) within the district. This is followed by the secondary sector (34.1%) which comprises of manufacturing, electricity and construction, and the primary sector (2.3%), which includes agriculture and mining. The local municipalities are characterised by a similar sectoral contribution profile.

The Sedibeng DM has a significant manufacturing presence, with a share of 32% of total GVA-R. Due to its focus on manufacturing, the district is vulnerable to issues common to the country as a whole, such as electricity supply constraints and labour unrest. At 16% and 15% respectively, finance and community services also account for a large portion of the Sedibeng district economy.

Despite being significantly smaller, at an estimated R5.2 million in 2016, the economy of Lesedi has a strong agricultural presence. Its real contribution to the municipality's GVA in that year was estimated at R315 million accounting for 5.1% of economic activity, compared to R136 million in Midvaal (2.2%) and R327 million (0.9%) in Emfuleni. Economic activity in Emfuleni is dominated by manufacturing. At R16.9 billion, it accounts for 36.5% of the municipality's GVA-R and 87% of the Sedibeng district's total manufacturing output.

4.2.3 Labour Market

As indicated in **Table 9** and Diagram 9, the Sedibeng Labour Market had a working age population of 612 237 people in 2012 which grew to 633 774 people by 2016. In 2016 a total of 222 796 people were employed, 244 263 were unemployed and 166 715 were not economically active, thus resulting in an unemployment rate of 50.7%. The absorption rate stood at 37.1% in 2016 and the labour force participation rate was at 73.7%, which has increased from 57.8% in 2012.

Unemployment still poses a challenge in the district as the number of people unemployed increased between 2012 and 2016. The unemployment rate 2016 in Emfuleni was 54.5%, 32.2% in Lesedi and 43.6% in the Midvaal LM. Midvaal recorded the largest employment gains (2 061) between 2012 and 2016.

Table 9: Labour Market

		Sedibeng	Emfuleni	Midvaal	Lesedi
Population (15-64)	2012	612 337	480 580	65 597	66 159
	2016	633 774	489 331	71 754	72 688
Labour Force	2012	353 668	284 923	42 957	25 788
	2016	467 059	374 138	54 481	38 440
Unemployment	2012	124 045	104 384	8 384	11 268
	2016	244 263	203 120	17 857	23 286
Employment	2012	229 622	180 539	34 563	14 520
	2016	222 796	171 017	36 625	15 154
Not Economically Active	2012	258 669	195 657	22 641	40 371
	2016	166 715	115 194	17 273	34 248
Rates (%)					
Unemployment	2012	32.4%	35.1%	18.8%	27.6%
	2016	50.7%	54.5%	32.2%	43.6%
Employment/ Population Ratio	2012	25.3%	25.4%	35.9%	14.6%
	2016	23.2%	23.1%	34.1%	13.6%
Labour Force Participation Rate	2012	57.8%	59.3%	65.5%	39.0%
	2016	73.7%	76.5%	75.9%	52.9%

Source: Sedibeng DM IDP 18/19, IHS Markit, 2017

Diagram 10 (Percentage Employment Contribution per Economic Sector in 2016) shows aggregated sectoral employment for 2016. In 2016, the trade sector overtook manufacturing (which was at 21% in 2014) as the largest contributor to employment. Trade employs a share of 20.5% and manufacturing employs 19.2% in 2016.

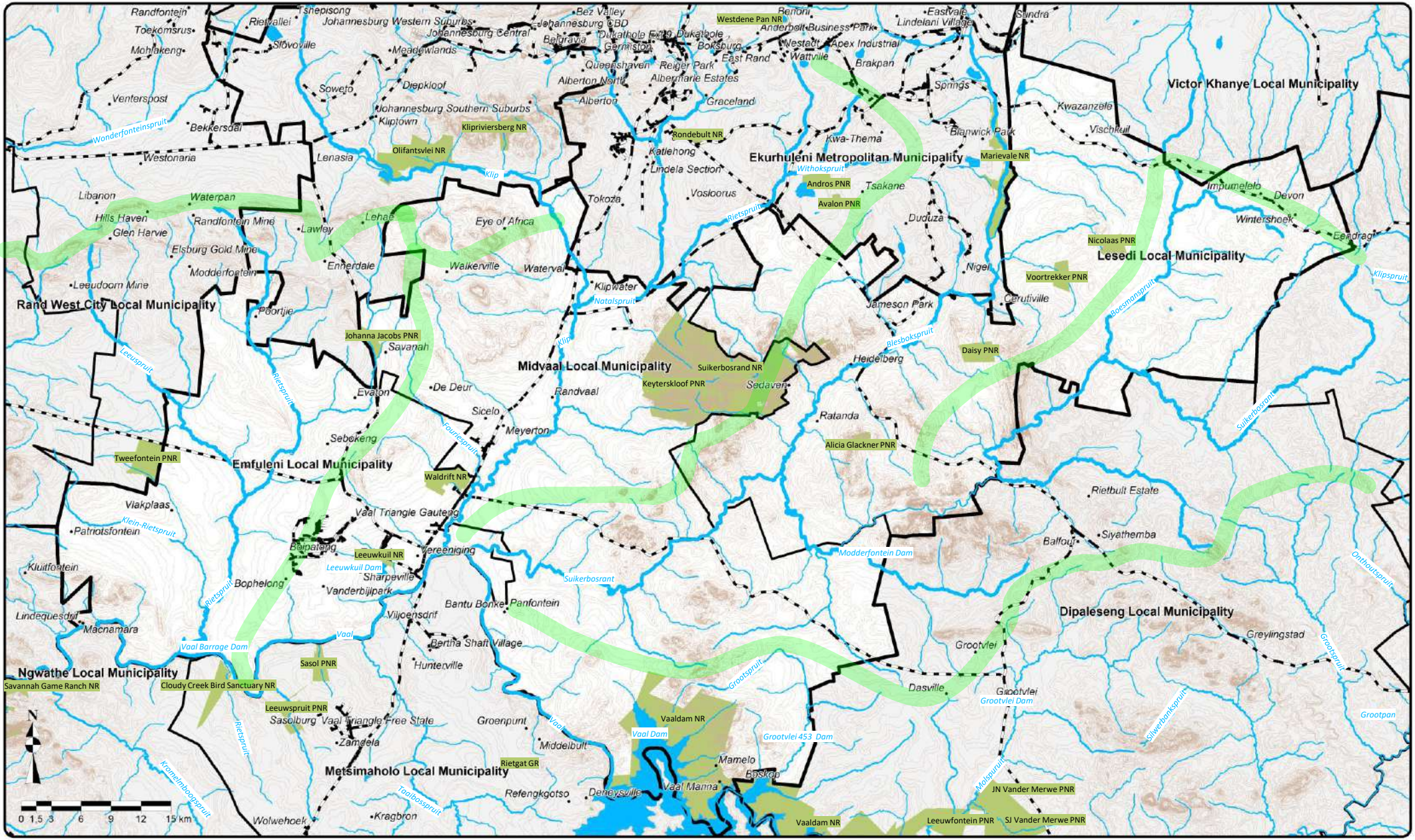
4.2.4 Sectoral Trend (GDP)

The 2015 MCKINSEY Global Institute in South Africa predicates achievement of new economic direction for South African on the FIVE BOLD PRIORITIES for Inclusive Growth in South Africa, which are popularly known as the Big 5 namely;

- Advanced Manufacturing,
- Infrastructure Productivity;
- Natural Gas;
- Service export; and
- Raw and Processed Agriculture

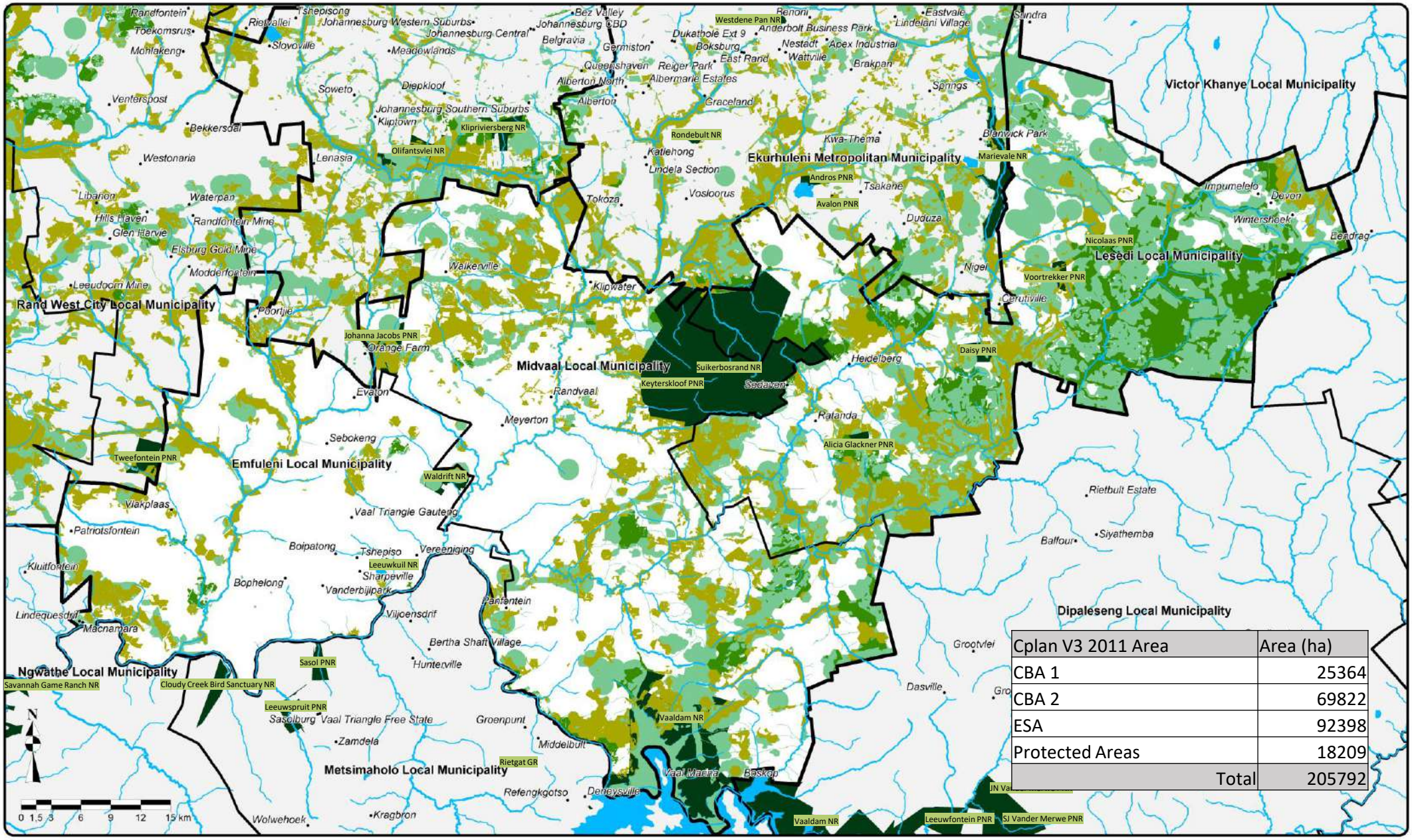
The Sedibeng economy finds resonance with all 5 of those priorities since its economy will **remain dominated in the medium to long term by the steel and manufacturing sector** taking into consideration the efforts and drive through DTI tariffs programme to protect our industry. So this makes **manufacturing a key component of Reindustrialisation drive** of this economy and this requires the creation/ building and or resuscitation foundries of small components manufacturing, product simulation, digital manufacturing and plastic as well as polymer, location of Chemcity and taking advantage of Sasol just across the river to fit in with 'Advanced manufacturing' mentioned in the Big 5 .

- The **regional sewer scheme** and building of other **strategic economic assets and Infrastructure** form a cornerstone of a city with a clear vision to maximise movement and ease movement of people, goods



SEDIBENG DISTRICT MUNICIPALITY SDF – TOPOGRAPHY AND HYDROLOGY

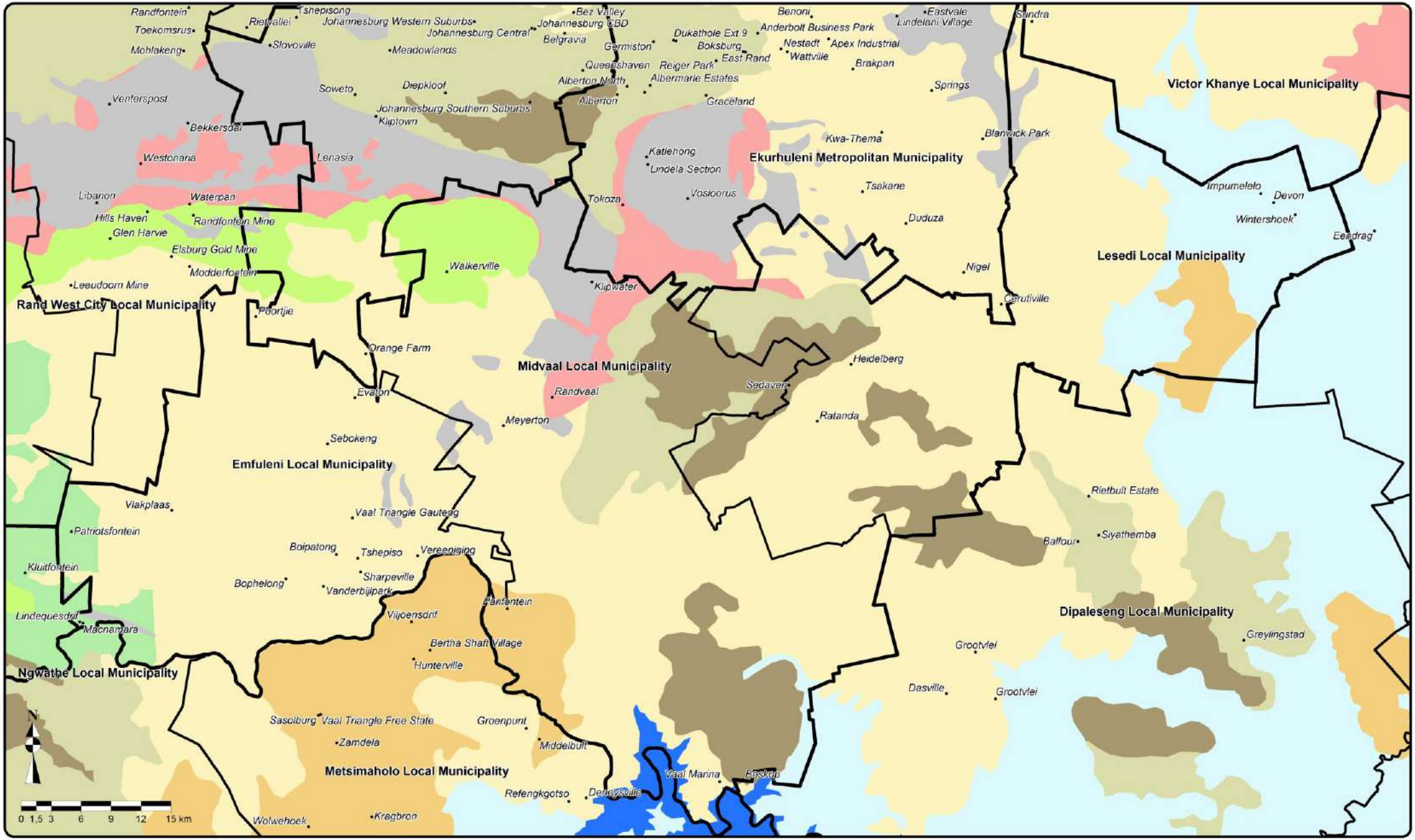
- Protected Areas
- Dams and Rivers
- Watershed
- Contours



Cplan V3 2011 Area	Area (ha)
CBA 1	25364
CBA 2	69822
ESA	92398
Protected Areas	18209
Total	205792

SEDIBENG DISTRICT MUNICIPALITY SDF – CRITICAL BIODIVERSITY AREAS

- CBA 1
- CBA 2
- Ecological Support Areas
- Protected Areas
- Dams and Rivers



SEDIBENG DISTRICT MUNICIPALITY SDF – SOIL TYPE AND DOLOMITIC AREA

- Black and red, strongly structured clayey soils with high base status
- Red and yellow, massive or weakly structured soils with low to medium base status
- Red, yellow and greyish soils with low to medium base status
- Red and yellow, massive or weakly structured soils with low to medium base status
- Soils with minimal development, usually shallow on hard or weathering rock, with or without intermittent diverse soils.
- Red, massive or weakly structured soils with high base status
- Soils with a marked clay accumulation
- Rock with limited soils
- Dolomite
- Waterbodies

and services as well as cost of doing business in the region competitive and this will find expression in the Reintegration of the region with the rest of the Gauteng.

- **Water** is a strategic asset that could be effectively and efficiently utilised to drive economic growth and diversification of this economy to explore unchartered/ new economic opportunities built around the **water and the frontier of the passing river**.
- South Africa has no natural gas, but **Gauteng is a strategic location for storage and use of natural gas** from whatever sources and already the Sedibeng region is a **home of bulk petroleum liquid storage** all the way from Durban- more than 500km, in Lesedi Local Municipality.
- The **service industry** presents real possibility for diversification and capture overflow from Central Corridor saturation in the service sector and this sector continue to play a central as well as strategic role in any economy. We have service industry products and going forward, we should better package region's offering in this regard.
- The fifth priorities is on **raw and processed agricultural products** and this is one area we are endowed most when it comes to land, medium enterprises for Agro- processing and the export potential this industry can offer for our economy.

During the State of the Province Address (SOPA) 2014, the Gauteng Provincial Government re-emphasised that the Gauteng City Region should be an integrated and globally competitive region. This means building cities that complement one another in creating functional economies. The purpose of the Sedibeng Economic and Industrial Development Plan (SEIDP) is to develop a plan that would provide strategic direction in ensuring that Sedibeng is integrated into the Gauteng City Region.

The rationale for Sedibeng EIDP is to address the structural, industrialisation and other economic development challenges of the Southern Corridor in an integrated approach which emphasises partnerships between government and the private sector to contend with the challenges of under-development and fragmented planning. The Southern Corridor encompassing the economy of the SDM and the creation of new industries, new economic nodes and new cities.

The SEIDP identified five strategic industry plans, namely:

1. The Sedibeng Transport and Logistic Hub;
2. The Sedibeng Building Equipment and Supply Hub;
3. The Sedibeng Iron and Steel Beneficiation Cluster;
4. The Sedibeng Green Economy and Agropolis; and
5. The Sedibeng Tourism City.

In terms of agriculture the following industry plans have a link with agriculture, namely:

- Sedibeng Transport and Logistic Hub which would assist in linking the province to agricultural and mining regions, as well as urban centres and ports; and
- In order to grow the economy of the Sedibeng, a main focus should be the Green Economy, specifically through establishing the SDM as an Agropolis. This would assist the SDM to move away from an over

reliance on the steel industry and become more involved in the agricultural industry. Establishing the SDM as an Agropolis, includes all aspect of farming and agro-processing.

4.3 NATURAL ENVIRONMENT

4.3.1 Topography and Hydrology

Figure 21 illustrates the topographical and hydrological features of the SDM. Essentially it comprises five main catchment areas:

- The Rietspruit which extends from the Glen Harvie area in Rand West City from where it flows southwards through the western extents of the SDM before feeding into the Vaal River to the south.
- The Klip River which extends southwards from the CoJ mining belt whereafter the Natalspruit and Rietspruit merge with it in the vicinity of the Waterval node; from here it flows southwards parallel to the east of route R59 past Meyerton and Vereeniging before feeding into the Vaal River.
- The Blesbokspruit originates in Ekurhuleni from where it runs through the central parts of Lesedi from where it flows southwards to link up with the Boesmanspruit.
- The Boesmanspruit flows westwards from where it links up with the Blesbokspruit to become the Suikerbosrand from where it links into the Vaal River in the vicinity of Drie Riviere (Vereeniging).

Prominent ridges occur in the vicinity of Walkerville; Suikerbosrand and southwards up to the Vaal Dam; and to the south-east of Ratanda-Heidelberg towards Balfour.

4.3.2 Nature Reserves, Conservation Areas and Biodiversity

Figure 22 illustrates the spatial extent of nature reserves, conservation areas and areas of high biodiversity in the SDM area.

The most significant protected areas are the Suikerbosrand Nature Reserve in the central parts of the SDM, and the Vaal Dam Nature Reserve to the south. Several smaller nature reserves (mostly private) occur throughout the District.

Notable from Figure 22 is that Critical Biodiversity Areas 1 and 2 mostly occur along the main rivers in the SDM and around the ridges. The Critical Biodiversity Areas (CBA 1 and 2) are linked to one another via Environmental Support Areas in order to create/ maintain continuous environmental corridors which link the main terrestrial and aquatic habitats to one another (rivers, dams, ridges etc.).

4.3.3 Soil Types and Dolomitic Areas

Figure 23 depicts the main soil types as well as the occurrence of dolomitic conditions throughout the municipal area. Evident from this is the following:

- There is a dolomitic cluster in the area between Meyerton Town, Klip River Business Park and Heidelberg which may impact on development.
- Shallow soils occur in Suikerbosrand and the south thereof as well as the ridges around Walkerville.
- The majority part of the SDM is underlain by red, yellow and greyish soils with low to medium base status with some clayey soils around Devon-Impumelelo.

4.4 LAND USE, SPATIAL STRUCTURE AND MOVEMENT NETWORK

4.4.1 Regional Context

The following features are notable in terms of the areas surrounding the Sedibeng District as reflected on **Figure 24**:

- Three large clusters of low income communities border the Sedibeng District to the north. These include the KwaThema-Tsakane and Duduza complex to the north-east; the Katlehong-Thokoza-Vosloorus complex in the central northern parts; and the Soweto-Ennerdale-Orange Farm complex to the north-west.
- All three these areas are located south of the Gauteng Mining Belt and it is common knowledge that the bulk of economic activity in Gauteng Province is located to the north of the mining belt as depicted on **Figure 25**. Hence, there are no areas of major economic activity bordering SDM to the north.
- To the east the SDM borders onto high potential agricultural land in Victor Khanye and Dipaliseng Local Municipality and to the west it is very similar with the agricultural activity of Rand West City and JB Marks local municipalities bordering the SDM. It should however be noted that there is extensive gold mining a few kilometres further to the north-west towards Merafong LM and to the north-east the Mpumalanga coal fields and majority of South Africa's power stations are located (Secunda, Witbank, Middelburg).
- To the south the dominant economic activity (spatially) is also agriculture, but it should be noted that the Sasol petrochemical plant is located directly adjacent to the south of Sedibeng in the Metsimaholo Local Municipality as illustrated on Figure 24.

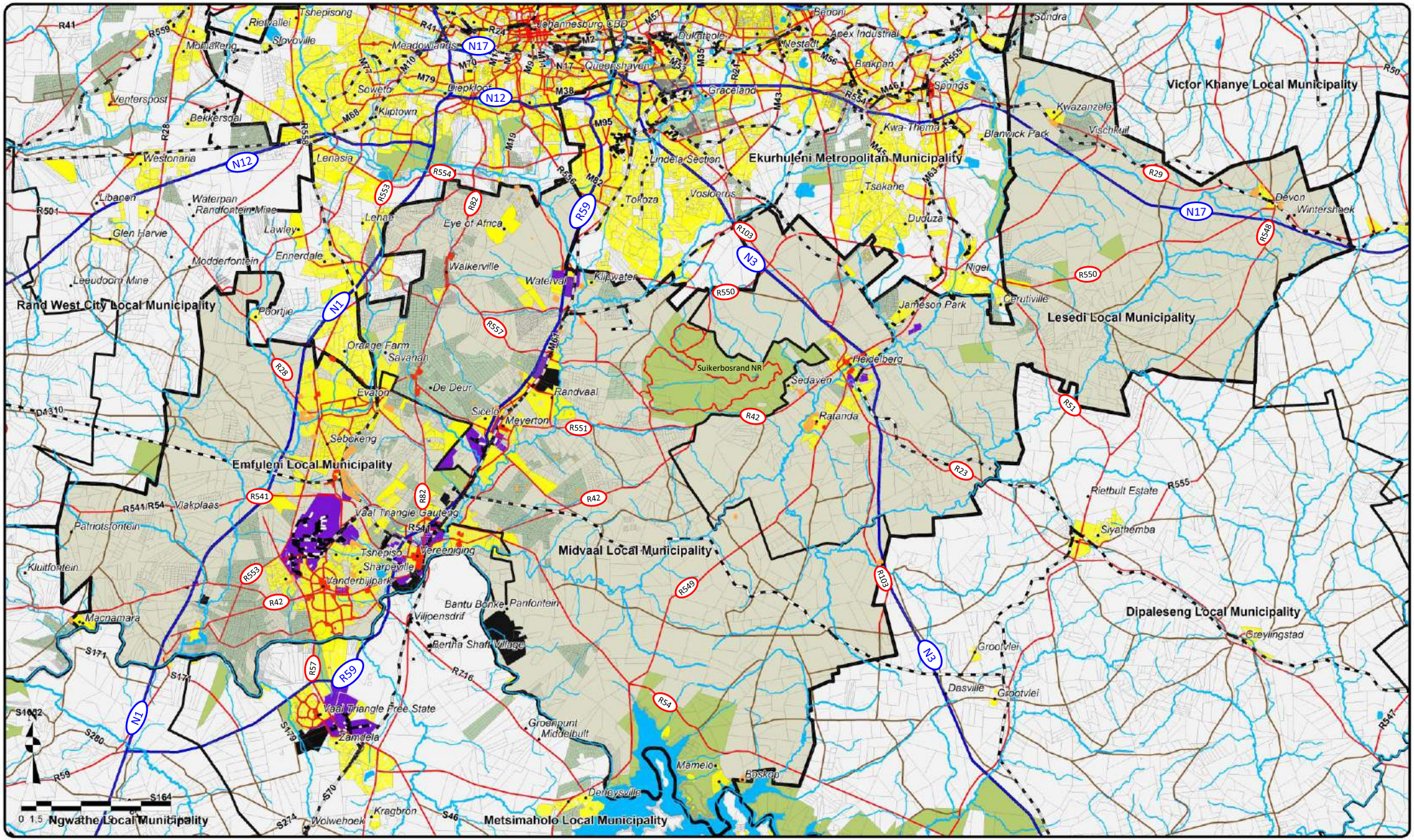
4.4.2 Local Context

Figure 24 depicts the land use composition, spatial structure and movement network of the Sedibeng District Municipality which is summarised as follow:

4.4.2.1 Movement Network

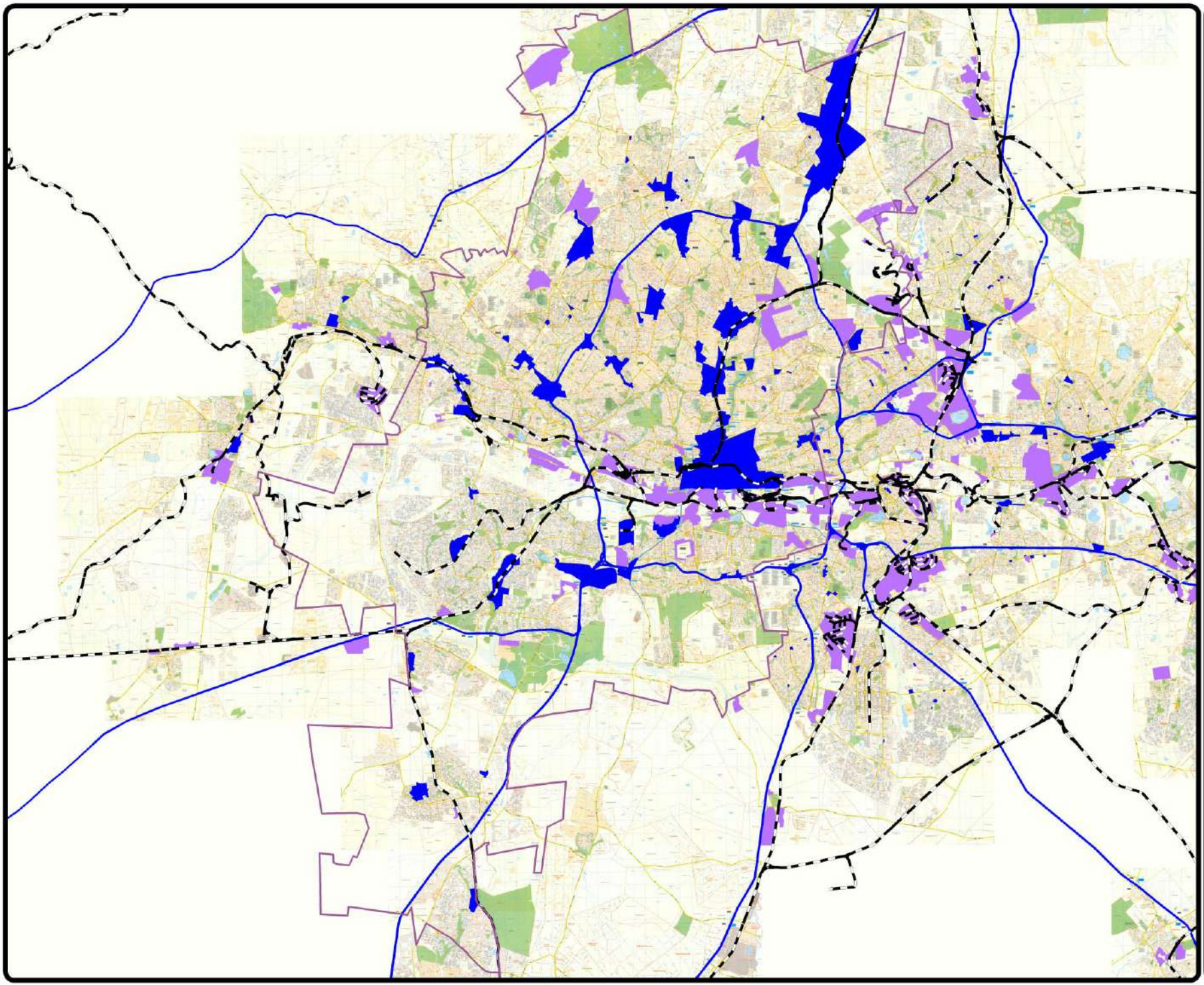
Major national and provincial roads traversing the municipal area include:

- Route N1, which is the major national north/south freeway linking Musina at the northern border of South Africa to Cape Town in the south, and which passes through the western extents of the area.



SEDIBENG DISTRICT MUNICIPALITY SDF – LAND USE AND MOVEMENT NETWORK

- Farm Cadastral
- Towns and Settlements
- Informal Settlements
- Extensive Agriculture
- Agricultural Holdings
- Business
- Industrial
- Mining
- Protected Areas
- National Roads
- Main Roads
- Other Roads
- Railways
- Dams and Rivers



Regional Economic Context

Business Nodes and Industrial Areas

Business Nodes

Industrial Areas

- Route R553 (Golden Highway) runs parallel to the east of route N1 with the Vereeniging-Joburg commuter railway line a few kilometres to the east of route R553.
- Route R82 (the old Vereeniging-Joburg road) runs a few kilometres to the east of the commuter railway line through an area characterised by an extensive number of agricultural holdings.
- The R59 is a north/south freeway which links Vereeniging with Alberton and the N12 in Johannesburg.
- Route M61 runs parallel to the east of route R59 and serves to provide access to the land uses developing along the R59 corridor. The Vereeniging-Alberton-Germiston commuter railway line runs to the east of route M61.
- Route N3 which is the major transport link between Gauteng Province and eThekwini (Durban) passes through the Sedibeng District/ Lesedi LM a few kilometres to the east of the Suikerbosrand with Heidelberg Town being the main urban area in close proximity.
- Route R103 (the old Joburg-Durban road) runs parallel along route N3 while the Joburg-Durban commuter and freight railway line also follows the same movement desire line in close proximity.
- Route N17 which is the main link between Joburg, Secunda and Swaziland and Richards Bay harbour passes through the north-eastern extents of the Sedibeng District/ Lesedi LM.
- The lower order route R29 (old road) runs parallel to the north of route N17 as is the freight railway line which runs towards the Gert Sibande District and eventually links up to the Richards Bay harbour.

Other prominent roads serving the SDM include the following:

- The R42 which runs east/west through Midvaal and links Meyerton with Heidelberg and the N17 in the Lesedi Local Municipality and to Vereeniging, Vanderbijlpark and the N1 eventually.
- The R557, an east/west route between the N1 and the Suikerbosrand Nature Reserve. This road merges with the R42 at the Nature Reserve.
- The R550, an east-west link between the N3, R59 and R82 in Midvaal and which eventually links up with Nigel and Devon to the far-east.
- The R54, which links Vaal Marina to the R82 in Vereeniging.
- R549 that links Heidelberg with Vaal Marina and the Vaal River in the south.
- R51 linking Nigel with Balfour through the central parts of Lesedi.
- R548 linking Balfour with Devon.
- R541 which links the northern extents of Vereeniging and Vanderbijlpark to one another.
- Route R57 which provides the north-south link between Vanderbijlpark and Sasolburg.

4.4.2.2 Human Settlements

Following from the above it is interesting to note that the bulk of urban activity in the Sedibeng District occur along/ in proximity of either route N1, R59, N3 or N17.

The main townships/ settlements occurring in the vicinity of route N1 are Evaton and Sebokeng which forms part of a much larger conurbation of low

income settlements which extends northwards into the CoJ area and includes Orange Farm, Sweetwaters, Ennerdale, Lawley, Unaville and Lehae and up to Soweto.

Apart from the Mittal Steel plant to the south there are no areas of significant economic activity along this corridor.

Along route R59 the major middle and high income residential areas of Vereeniging and Midvaal occur. It is important to note that it also includes low income communities from Boipatong, Sharpeville, Tshepiso and Sicelo while several significant industrial areas also exist along this corridor which links into the Gauteng industrial heartland between CoJ and Ekurhuleni to the north as illustrated on Figure 25.

Along route N3 the only urban area is Heidelberg town with the low income community of Ratanda to the south thereof and the Jameson Park agricultural holdings to the north.

Along route N17 is the Vischkuil-KwaZenzele node to the west (close to Springs), and Devon-Impumelelo node further towards the east.

Other areas representing a concentration of households and/ or economic activity are Vaal Marina-Mamello adjacent to the north of the Vaal Dam; the Bantu Bonke rural settlement near Panfontein between Vereeniging and the Vaal Dam; De Deur and Walkerville-Ohenimuri along route R82 midway between route N1 and R59; and the Eye of Africa Estate in the far northern extents of the Midvaal area between the Waterval Node along R59 and Walkerville.

As illustrated on Figure 24 informal settlement occurs widespread throughout the Sedibeng District with the largest informal settlements being located around Bophelong, Polomiet, Sonderwater, Lybia, Waterval, Sicelo and Impumelelo.

As shown in **Table 10** below the informal settlements in the SDM totalled about 14 171 units in 2011. The total Database Demand for the SDM stood at 55 698 units of which 75% was for Emfuleni, 16% for Midvaal and 9% for Lesedi.

Table 10: Sedibeng: Summary of Housing Demand (2011)

LM	Informal Settlement	Hostels	Backyard	Rural	Housing Demand Database
Emfuleni	10 086	3 291	50 029	-	42 025
Midvaal	3 243	-	520	297	8 937
Lesedi	842	-	4 371	-	4 736
TOTAL	**14 171**	**3 291**	**54 920**	**297**	**55 698**

Table 11 shows the latest information available summarised as follow:

- 21 Informal settlements in Emfuleni covering an area of 455 ha and an estimated 14 152 informal structures. Total demand = 36 731.
- 36 Incidences of informal settlement in Midvaal comprising about 5269 units which also represents the Midvaal demand.
- A reported 1018 informal structures in Lesedi but demand estimated at about 14 189 units.

Table 11: Sedibeng Informal Settlements per LM and Housing Demand

Name	Area (ha)	Number	Demand
Emfuleni			
Cape Gate	12		
Chris Hani/ Bophelong	17		
Frances Informal	1		
Hlala Kwabafileyo	12		
Khayalethu	1		
New Village Ext. 2 Informal	7		
New Village	9		
Polomiet	19		
Sebokeng Unit 12 Small	7		
Sebokeng Unit 17	7		
Sebokeng Unit 12 Kanana	2		
Sebokeng Unit 20	1		
Snake Park	2		
Sonderwater	53		
Soul City	8		
Stallin	1		
Tshepiso North Ext. 3	5		
Winnie Park	5		
Lybia	14		
Sebokeng Zone 14	1		
Boipatong	271		
Subtotal	**455**	**14 152**	**36 731**
Midvaal			
Farm Worker Housing		112	
Eye of Africa		232	
Boitumelo		301	
Piels Farm		469	
Put Put Keylitsha		488	
Skansdam Foundry		46	
Waterval		1 304	
Bears Farm		13	
Kwa Ben		6	
Jonkers		4	
Ophir Plot 145-147		9	
Ophir Plot 92		6	
Sicelo Ext 4		1 406	
Sicelo Ext 15		1 645	
Sicelo/West of R59		3 089	
Meyerton/East of R59		184	
Mamelo		348	
Subtotal		**5 269**	**5 269**
Lesedi			
Sepiwe/Floracadia			
Ratanda Ext 2			
Ratanda Ext 3			
Ratanda Ext 5			
Impumelelo (Enkanini)			
Kwazenzele			
Subtotal		**1 018**	**14 189**
TOTAL		**20 438**	**56 189**

4.4.2.3 Business

Business activity is mainly concentrated in the Central Business Districts (CBD's) of Vereeniging, Vanderbijlpark, Meyerton and Heidelberg. Smaller scale business nodes exist within the residential fabric of neighbourhoods with some notable concentrations at Sebokeng, Evaton, De Deur, Walkerville, Ratanda, Jameson Park and at Devon.

The following townships have been selected for funding in terms of the Neighbourhood Development Partnership Programme:

- Lesedi LM: Ratanda, Impumelelo, Jameson Park and Kwazenzele;
- Midvaal LM: Sicelo and Mamello, Lakeside/ Doornkuil/ Savannah City;
- Emfuleni LM: Evaton, Beverley Hills, Evaton West, Palm Springs, Evaton North, and Evaton Small Farms, Boipatong, Bophalong, and Sebokeng (including Sebokeng Zone 3, 6, 7).

"The significant participation and meaningful inclusion of the people of the township into mainstream economy of Gauteng through their own township enterprises that are supported by the government and big business will be one of the key game changers…The townships must be self-sufficient and vibrant economic centres." Premier David Makhura, State of the Province Address (June 2014).

Government is committed to ensure that **township economy contributes at least 30% of the Gauteng GDP by 2030**. The strategy sets out a programme of action for the next five years and beyond, illustrating how

government together with key stakeholders will take a lead in revitalising the township enterprise activities. Key partners in the delivery of the strategy will include national government and its support agencies, provincial government, local government, the corporate sector, representative and support organisations for different types and forms of enterprises.

The strategy identified the following strategic focus areas:

- Ensuring an appropriate legal and regulatory framework;
- Promoting manufacturing and productive activities;
- Economic infrastructure support and clustered enterprise development;
- Promoting entrepreneurship development;
- Financing and investment in the township economy;
- Ensuring access to markets;
- Promotion of innovation and indigenous knowledge systems;
- Establishing the social and economic value of township enterprises; and
- Making sure it happens (dedicated government focus).

4.4.2.4 Industrial

The major industrial areas within the Sedibeng District include the Arcelor Mittal Steel plant close to the N1 freeway in Vanderbijlpark; the Duncanville, Leeuwkuil, Powerville and Peacehaven industrial complex around the Vereeniging CBD; Meydustria and the Meyerton industrial area in the vicinity Meyerton CBD; the Daleside-Waterval industrial strip along route R59; and the Heidelberg and Springfield industrial areas in Heidelberg.

4.4.2.5 Mining

Mining activity within the Sedibeng District mainly occurs in the following areas as depicted on Figure 24:

- The old Glen Douglas Dolomite Mine (not operational anymore) along route R59 in the vicinity of Daleside.
- The old Ashphalt Mine south of Vereeniging CBD.
- In the area around Kwazenzele-Vischkuil (coal mining).
- To the south of Bantu Bonke (Sand Quarry) along the Vaal River.

4.4.2.6 Tourism

The Sedibeng tourism area has been strategically defined with specific themes relevant to an existing tourism profile and demand, namely with respect to key events, the natural and scenic beauty of the area, including cultural and heritage related activities as illustrated on **Figure 26**.

The following key tourism icons of relevance to the province and the district were identified:

- Sharpeville and the heritage of the Struggle;
- The Vaal Dam and Vaal River
- The Suikerbosrand Nature Reserve;

The following tourism routes were identified:

- The **River Road Route** along the most south western edge of the Vaal River, and includes a number of inland tourism facilities, generally for leisure and recreation, most notably Stonehaven on Vaal and the Waterfront River Lodge.
- The **River Front Route** (River Casino Route) along the east of The River Road Route and runs through the southern portion of Vanderbijlpark along Beethoven Street, Hendrik Van Eck Boulevard, and Ascott on Vaal Road (intersection with R42, Barrage Road). It includes a number of inland tourism facilities, generally for leisure and recreation, most notably the Emerald Safari Resort and Casino, Emfuleni Park.
- The **Three Rivers Route** along to the east of River Front Route and runs through the southern eastern portion of Vereeniging, along General Hertzog Road and part of Mario Milani Drive. It includes a number of inland tourism generally for leisure and recreation, most notably the Riveira on Vaal Resort and Hotel, the River Square Shopping Centre, and the popular Three Rivers Hiking Trail, amongst others.
- The **Sharpeville Struggle Route** is located along the northern edge of Barrage Road (running east-west through Vanderbijlpark). It runs through three former townships, namely Sharpeville, Tshepiso and Boipatong. It includes a number of struggle-related heritage facilities and attractions, traditional community areas and facilities, restaurants and shebeens, namely, such as the Sharpeville Memorial and Exhibition Centre, George Thabe Stadium (signing of Constitution), and the area of the Boipatong Massacre.
- The **Sebokeng Struggle Route** is located along the northern extension of Frikkie Meyer Boulevard (running north-south through Vanderbijlpark) and along Moshoeshoe Street, Joubert Street-Selbourne Road, Frederick Street, Union Road, and Sebe Street extension to Houtkop Road. It runs runs through a number of Zones within Sebokeng, and adjacent to Evaton. It includes a number of struggle-related heritage facilities and attractions, traditional community areas and facilities, restaurants and shebeens, such as the Sebokeng Zone 7: Night Vigil Massacre site; St Francis Roman Catholic Church (1936) and the 1984 Resolutions Site.
- The **Suikerbos Route**, which gives access to the Suikerbosrand Nature Reserve.
- The R42 Scenic Route, which links Vereeniging to Heidelberg. This route outlines the agricultural landscape with scenic quality,
- The **R23 Heidelberg Ramble**: This route is predominantly located within the town of Heidelberg and surrounds and will highlight the architectural heritage of Heidelberg, the Anglo Boer War and Concentration Camps, the history of the Jameson Raid, the old mining activity to the east of Heidelberg, amongst other attractions and activities.
- The **R54 Marina Route**: This scenic route links Vereeniging to Vaal Marina on the Vaal Dam.
- The **R550 Klip Route**: This route runs through arts and crafts, antiques and related activities.

- **The Walkerville Route**: This route outlines agricultural activities. There are a number of related activities to walks and trails within Walkerville, that would be incorporated into the Route, including guest chalets and conferencing facilities.

Figure 26 shows the various Tourism Routes within the Sedibeng District

4.4.2.7 Agriculture

In terms of spatial extent agriculture is the dominant land use in the Sedibeng DM covering an area of about 340 418 ha of land which represents about 81% of the total district area (refer to **Figure 27**).

Approximately 97 674 ha of the SDM area is under cultivation (crop farming), 4662 ha is irrigated and about 238 079 ha is utilised for grazing.

Farmers produce a variety of commodities within each of the local municipalities, of which their performance is very dependent on climatic conditions and may fluctuate from year to year. The following list indicates the dominant commodities within the SDM:

- Maize
- Grain
- Sorghum
- Wheat
- Soya
- Dried beans
- Ground nuts
- Sunflower seeds
- Vegetables
- Milk
- Beef
- Pork
- Mutton
- Lamb
- Goat
- Eggs
- Poultry

It is evident that tunnel/ shade net farming is concentrated around route N1 in the vicinity of the Vaal River and around the Walker Fruit Farms and Homestead Apple Orchards areas in the Midvaal area.

THE VAAL

a special place; the alternative route for the curious; a destination for pleasure-seekers; a must-visit experience out of the city

The Vaal is a special place. With 11 signed, specially created tourist routes (that can be customised for self-drive exploration or packaged as a tour over any period of time), your every whim is catered for. Every route and every experience is unique.

This guide serves as a taster for the many leisure and business tourism products and activities in the region.

T1 RIVER ROAD

Meandering from the inland water resort village of Vaalkoewer, along the Vaal River to River Road in Vanderbijlpark, the River Road Route is a relaxed and picturesque route for day-trippers and weekend travellers.

During the winter months, when the skis and wetsuits are packed away, the Vaal Meander Wine Route comes to life. For six weeks, various venues along the River Road Route, and other routes in the Vaal, host unique wine tastings of some of the best wines in South Africa. www.vaalwineroute.co.za

The biggest Al Fresco restaurant in South Africa, with the largest and fastest cruiser on the Vaal River, offers fun things to do, festivals and spaces for hosting special events: Stonehaven on Vaal is the river's social centre. Did we mention it offers its very own craft beer? www.stonehaven.co.za

For the love of all things artisanal and unique, De Garve Brewery is a family owned micro-brewery that shares its passion for the art of beer by offering tastings and tours of the brewery. www.degarve.co.za

T2 RIVERFRONT ROUTE

The Riverfront Route extends from the River Road Route and takes you further along the birding, fishing and water sport haven of the Vaal River. The Riverfront Route is a getaway for young and old and offers activities day and night.

The Emerald Resort & Casino is all about Fun with a capital F! It is the resort for playing, relaxing, celebrating and making memories. The Emerald Zoo and Game Park, Aquadome, Casino, restaurants, wine tasting, Hotel, Bush Lodges, River Resort Chalets, caravanning, camping, event venues, adventure golf, ten pin bowling, live music (the list goes on!) – cater for every taste and fancy.

The Vaal River wasn't just meant to be enjoyed from its banks. Exclusive and luxurious overnight accommodation on the water is offered on the Liquid Living Houseboats, and for an afternoon of cruising or an evening of partying, Liquid Lounge offers opulent boat cruisers.

KasiVisit-Soiree at the @IVA Home Theatre invites you to join them at their special "backyard theatre", where music, poetry, comedy, storytelling and theatre is shared with visitors. KasiVisit-Soiree focuses on communicating history and heritage through performance and fine art.

T3 THREE RIVERS ROUTE

The businessman's retreat, offering prime conferencing facilities, the Three Rivers Route winds through the charming suburb of Three Rivers. Named after the three rivers that cross through the area, namely the Vaal-, Klip-, and Suikerbos Rivers, the Three Rivers Route boasts attractions along the tree lined streets, on the river banks and is close to all amenities.

Magnificent views of the Vaal River, a Sir Herbert Baker original clubhouse, pristine 18-hole golf course, and one of the oldest, most recognisable hotels in the Vaal can be found at the Riviera on Vaal Resort and Country Club. With the water lapping on their doorstep, the Riviera on Vaal Resort and the Riviera on Vaal Country Club is an all encompassing recreational resort for all your leisure needs. www.rivieraonvaal.co.za | www.rivieracountryclub.co.za

Mascauwlei Golf Club is the original "gentleman" of the Vaal. Established in 1926, and steeped in tradition and grandeur, Mascauwlei ranks in the top 50 golf courses in the country. It is an 18-hole, parkland course and is the custodian of the original club house and "dormy house". www.mascauwleigolfclub.co.za

Business, pleasure or special occasions, Three Rivers Lodge & Villa Anna Sophia is THE venue for discerning travellers, gourmet foodies and graceful brides. As you enter the gates, Three Rivers Lodge & Villa Anna Sophia transports you to their world of elegance and sophistication, fine dining and 1st class service. www.threeriverslodge.co.za

T4 SHARPEVILLE STRUGGLE ROUTE

The Sharpeville Struggle Route will take you on a journey through Sharpeville to Boipatong. The Sharpeville Massacre in 1960 and Boipatong Massacre in 1992 shocked the world and both tragic events played a role in the beginning and end of the struggle for liberation and for peace in South Africa.

As a tribute to those who lost their lives during the Sharpeville Massacre and all who lost their lives for the freedom of South Africa, former President Nelson Mandela signed South Africa's Constitution in Sharpeville in 1996. Sharpeville commemorates its fallen heroes and celebrates the signing of the new Constitution with the Human Rights Precinct.

"Sharpeville Superior Lager" could only have been crafted within the inimitable township of Sharpeville. Sharpeville Breweries is a craft beer distiller, whose inspiration is their own "Kasi". It is a unique toast to Sharpeville and its community. www.facebook.com/sharpevillebreweries

KwaDoma Dam has long been a revered icon for the Sharpeville community and a significant site recognised during the Sharpeville Massacre. Today, KwaDoma Dam is also recognised for its extraordinary ecosystem and is a rewarding bird-watching site. When the conditions are right, Flamingos, Grebes, Ibis and Herons make this home, and the dam may hold over 3000 water birds at times.

T5 SEBOKENG STRUGGLE ROUTE

The Sebokeng Struggle Route encompasses the vibrant townships of Sebokeng and Evaton.
Once witness to unrest and upheaval due to political uprisings against the Apartheid regime, the Sebokeng Struggle Route is now buzzing with lively township taverns, eateries and other entertainment.

Former President Thabo Mbeki called Evaton, the oldest township in the region, as "Mhaya Lomzabalazo", meaning the "Cradle of the Struggle". A number of heritage sites along the Sebokeng Struggle Route were scenes of iconic events during the Vaal's struggle for liberation and peace in South Africa.
The townships in the Vaal have a reputation for cool vibes and cool venues that showcase some of the best DJs in the industry and local DJ's that showcase their own unique style of mixing house and hip hop music. The Vaal townships' music and entertainment scene is not to be missed!
Within close proximity to the Sebokeng Struggle Route, a special place for kids and grown-up kids exists. Midvaal Treetop Adventures invites you to "hang" with them as you manoeuvre your way along platforms (40 in total) and obstacles that zigzag along a tall gum tree park. Safety is their priority.

T6 SUIKERBOS ROUTE

The Suikerbos Route will lead you to the Suikerbosrand Nature Reserve and to other smaller reserves in the area. It is a stone's throw from Johannesburg and on the doorstep of the town of Heidelberg.

The Suikerbosrand Nature Reserve is a popular birding, hiking, cycling and picnic spot and is home to a large variety of fauna and flora. Various archaeological and, particularly, Iron Age sites are also situated on the reserve.
A journey back in time to a restored working farm from the 1850's can be experienced at the Diepkloof Farm Museum, which is safeguarded within the Suikerbosrand Nature Reserve. Original farm buildings with typical household items and utensils from that era, as well as a farmyard, herb garden and irrigation dam are beautifully preserved.
The Heidelberg Copper Butterfly (Chrysoritis aureus) is a rare and highly threatened species and is predominantly isolated within the Alice Glockner Nature Reserve, south west of the Suikerbosrand Nature Reserve. Tel: 011 439 6300.

R557 WALKERVILLE ROUTE

The Walkerville Route connects the Vaal to Johannesburg and Soweto. Large, open tracts of unspoilt countryside, conservation areas and prolific birdlife act as your guide through this peaceful community.

Bass Lake Adventures is an adventure resort that is considered as one of the best scuba diving training venues in South Africa. It is an all inclusive venue that also offers a variety of other adrenaline pumping activities. www.basslake.co.za
One of the only fifty remaining Blockhouses in the country, which were built by British forces during the Anglo-Boer War (1899-1902), is situated on the R59, close to the Engen | Stop. The raspberry season (January to April) is celebrated at the Field Berry Farm. The farm opens its fields to the public and raspberries can be picked and enjoyed. Raspberry products of all kinds are sold throughout the year. www.thefieldberryfarm.com

R550 KLIP ROUTE

The Klip Route is a scenic route that wanders along beautiful landscapes and farmlands and joins with either the Walkerville or Suikerbos Routes. This route is in close proximity to Johannesburg.

Are you brave enough to tackle the Greg Norman designed 18 hole PGA Championship Course at the Eye of Africa Signature Golf Estate? www.eyeofafrica.co.za
A winery, artisanal bakery, art gallery, craft market, restaurant, hidden play area and spaces for exceptional events have been exclusively created at the Art Farm.
www.theartfarm.co.za
In the Forest Venue is home to both the Fairy Festival (no age restrictions apply) and a romantic, forest venue for that special day. Other magical surprises await. www.inthewood.co.za

R42 SCENIC ROUTE

The Scenic Route joins Vereeniging to the historic town of Heidelberg. Seasonal cosmos fields and wild game fill the breathtaking landscape and hills on this route and visitors are welcomed by venues that cater for the nature lover, hiker and birding enthusiast.

A declared national monument, De Rust Guesthouse is a Victorian-style house that dates back to 1906. Before entering Heidelberg on the Scenic Route, this imposing building will catch your eye and your imagination. With a hallway that is 17.6 m long and some aspects of the original house still in place, De Rust is a very special place to stay. Tours of the house can also be arranged with the establishment. derustguesthouse@gmail.com
For stargazing and sunsets, sunrise coffees and braais - camping and caravanning is good for the soul. Matonjeni Guest Farm offers all the necessary facilities (and leisure activities) for your camping or caravanning break. For non-campers, other accommodation is available. www.matonjeni.co.za
Matonjeni Guest Farm is also home to the annual Outdoor X Show (May/June), which showcases outdoor and adventure activities. www.outdoorx.co.za
Karma Game Ranch is a large game farm that proudly boasts its own little piece of Africa. It is home to an enormous number of bird species and other wildlife. Organised game drives, and other outdoor activities, are offered at Karma Game Ranch (accommodation and function venues are also available). www.karmagameranch.co.za

R54 VAAL MARINA ROUTE

The Vaal Marina Route is a spectacular, scenic route from Vereeniging to the holiday village of Vaal Marina. The town itself lines the shores of the Vaal Dam where the scene is set for picnicking, fishing, sailing or relaxing against the magnificent backdrop of the dam.

With clean water and challenging rapids, the upper Vaal River is the playground for river rafting experiences. Taparoarri Adventures is the go-to river rafting and adventure company to navigate this part of the Vaal River with, and to package your next group adventure. www.teambuildersadventures.co.za
The Klipkraal Hiking Trail is a popular hiking destination, and may just be what your pedometer needs to recharge and rejuvenate itself. Marked hiking routes, accommodation and all the benefits of the great outdoors is offered.
www.facebook.com/klipkraalguestfarm
The village of Vaal Marina offers a complete holiday experience. Gorgeous places to stay, the 9-hole executive golf course of Harbour Town, prime fishing spots and water activities make for blissful days and longer stays.

R23 HEIDELBERG RAMBLE

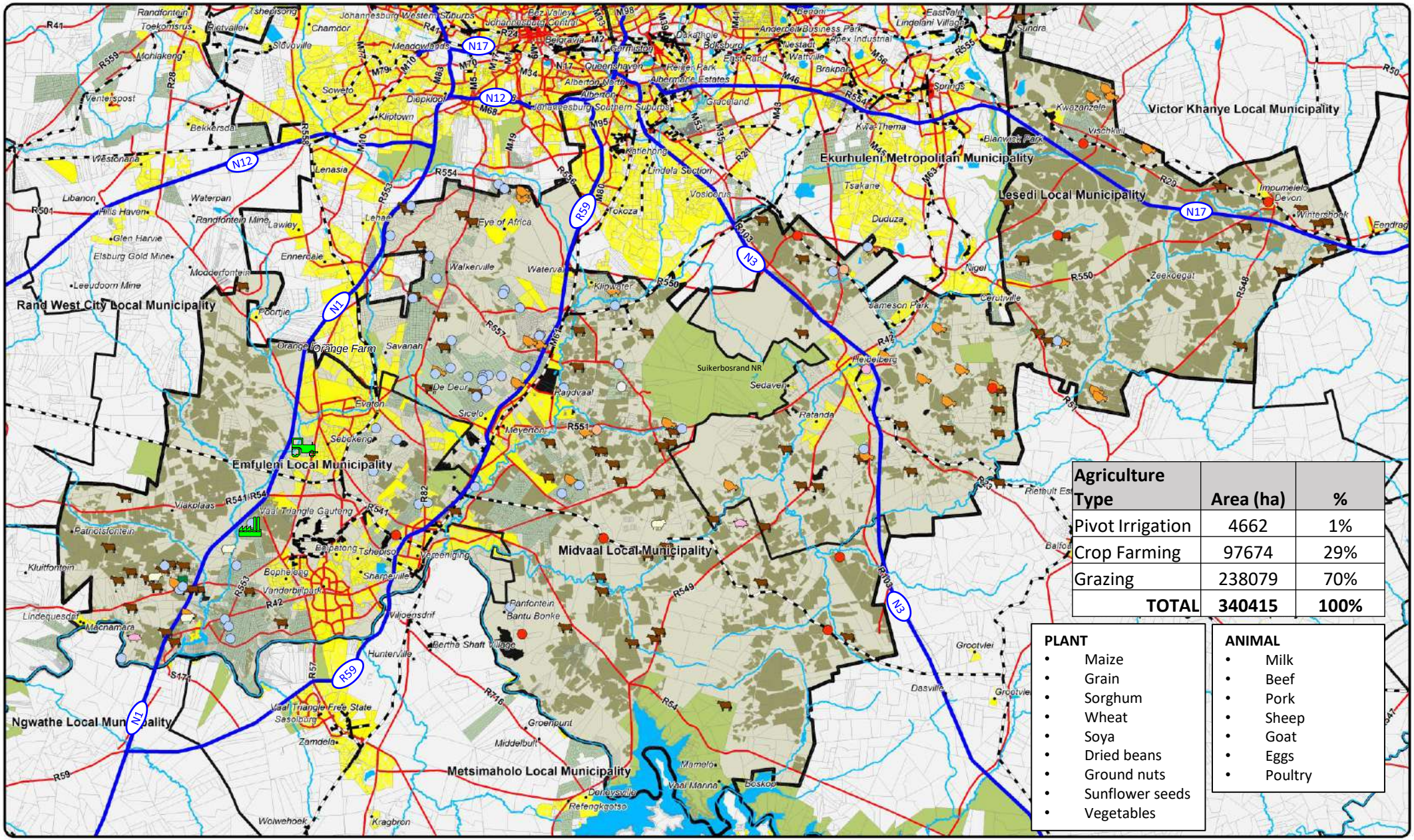
The Heidelberg Ramble takes you through the quaint town of Heidelberg. It has an old world charm that is captured by its well-preserved historical architecture and buildings.

Heidelberg developed as a typical rural Victorian town. Many buildings dating back to the period between 1890-1910 have been well preserved as heritage sites and architectural gems. The rolling hills of the Suikerbosrand, mealie lands and protea bushes create an amazing landscape for dreamy weddings and picture perfect brides. Heidelberg and its surrounds offer a number of romantic wedding venues.
The annual JoBergJC mountain bike challenge (April/May), starts in Heidelberg and meanders through private farmlands in the area, before riders continue for a more days to reach Scottsburgh in KwaZulu Natal www.jobergjc.co.za

VAAL BIRDING ROUTE

The Vaal Birding Route extends from Devon in the east to the Vredefort Dome in the west. Within this region occurs a wide variety of habitats, and has over 360 species of birds, including a number which are more easily seen here than anywhere else.

- The Flamingos at KwaDoma Dam in Sharpeville.
- The world's furthest migrating raptor, the Amur Falcon from northeast Asia, have roost sites in both the Heidelberg and Vereeniging areas.
- The Blue Crane at the grasslands in Devon.


Rand West City Local Municipality
Emfuleni Local Municipality
Midvaal Local Municipality
Ngwathe Local Municipality
Metsimaholo Local Municipality
Ekurhuleni Metropolitan Municipality
Victor Khanye Local Municipality
Lesedi Local Municipality
Suikerbosrand NR
Orange Torange Farm
Johannesburg Western Suburbs
Johannesburg Central
Johannesburg Southern Suburbs
Soweto
Sebokeng
Vereeniging
Vanderbijlpark
Sharpeville
Bophelong
Tshepiso
Bantu Bonke
Bertha Shaft Village
Sasolburg
Zamdela
Vaal Triangle Free State
Vaal Triangle Gauteng
Meyerton
Sicelo
Evaton
De Deur
Savanah
Walkerville
Ennerdale
Lenasia
Kliptown
Diepkloof
Meadowlands
Alberton
Germiston
Boksburg
Benoni
Springs
Nigel
Heidelberg
Sedaven
Ratanda
Randvaal
Duduza
Tsakane
Kwa-Thema
Katlehong
Tokoza
Eye of Africa
Lawley
Randfontein Mine
Waterpan
Hills Haven
Westonaria
Bekkersdal
Venterspost
Mohlakeng
Randfontein
Tshepisong
Toekomsrus
Rietvallei
Sidvoville
Chamdor
Leeudoorn Mine
Elsburg Gold Mine
Glen Harvie
Libanon
Modderfontein
Poortjie
Viakplaas
Patriotsfontein
Kluitfontein
Lindequesdrif
Macnamara
Hunterville
Wolwehoek
Kragbron
Groenpunt
Middelbult
Zamdela
Deneysville
Refengkgotso
Mamelo
Vaal Marina
Boskop
Dasville
Grootvlei
Impumelelo
Devon
Wintershoek
Eendrag
Zeekoegat
Cerutiville
Jameson Park
Klipwater
Vosloorus
Lindela Section
Blanwick Park
Kwazanzele
Vischkuil
Eastvale
Lindelani Village
Sundra
Apex Industrial
Anderbolt Business Park
Brakpan
Wattville
Vestadt
East Rand
Reiger Park
Albermarle Estates
Graceland
Queenshaven
Alberton North
Belgravia
Bez Valley
Chamdor
Rietvallei
Tshepisong
Randfontein
Rietbult Est
Balfour
Grootvlei
Dasville
Mamelo
Vaal Marina
Boskop
Deneysville
Refengkgotso
Wolwehoek
Kragbron
Middelbult
Groenpunt
Zamdela
Sasolburg
Vaal Triangle Free State
Vaal Triangle Gauteng
Meyerton
Sicelo
Evaton
De Deur
Savanah
Orange Torange Farm
Walkerville
Ennerdale
Lenasia
Kliptown
Diepkloof
Soweto
Meadowlands
Johannesburg Western Suburbs
Johannesburg Central
Johannesburg Southern Suburbs

Cattle and chicken farming occur extensively throughout the municipal area with the Karan feedlot to the south-west of Heidelberg being a prominent facility. The Eskort pig abattoir is located in the Springfield industrial area in Heidelberg.

Grain silos are mainly concentrated in the rural area between Meyerton and Heidelberg (four silos), and between Heidelberg and the north-eastern border of the study area (five silos).

The Agri Park initiative was also introduced to the Sedibeng District during 2015/16.

Part of the objectives of the Agri-Park project were to identify **the four dominant** or most feasible commodities within the district. Based on the analysis, the three priority commodities identified for the Sedibeng DM include **vegetable, broiler and production.** A detailed analysis was conducted of the local, global, capital and commodity markets for each of the selected commodities.

It was proposed that the Rietkuil Agri-Hub (AH) and Sebokeng Agri-Park (AP) will be located in the Sedibeng DM.

a) Rietkuil Agri-Hub

The proposed AH in Rietkuil was chosen by DRDLR for the following locational characteristics:

- There is good road and rail connectivity (next to N1);
- There are at least ± 4 Pick n Pay food stores in the area;
- At least 11 SPAR food stores in the area;
- 28 CASP Projects in the area;
- Land Reform acquisition projects to the west of Doornkuil;
- Moderate and High potential land capability;
- Nine abattoirs in the area;
- Many land reform projects to the north west of Rietkuil;
- Four South African Grain Information Service (SAGIS) processors in the area;
- Potential vacant state land to the north and north west of the location;
- Proximity to the CRDP site to the east of Sebokeng;
- One cooperative close to the Rietkuil location;
- Close proximity to N1 national road between Gauteng and the Western Cape; and
- At least one fresh produce market to the east of Rietkuil.

b) Sebokeng Agri-Park

The site indicated for the Sebokeng Agri-Park (AP) is located near Sebokeng. The proposed AP in Sebokeng was chosen for the following locational characteristics by DRDLR:

- Good road and rail connectivity,
- Many PLAS projects to the west of the location,
- CASP projects and Ilima Letsema projects in the area,

- Land Reform acquisition projects to the west of Sebokeng,
- Moderate land capability,
- Fresh produce market,
- At least 11 SPAR food stores in the area,
- Good water supply in terms of rivers in the area,
- Potential vacant state land to the south and north west of the location,
- Proximity to the CRDP site to the east of Sebokeng,
- Location lies within the poorest wards (PIMD),
- Proposed location is surrounded by CASP 15 – 16 projects,
- Close proximity to N1 national road between Gauteng and the Western Cape,
- 2 RID projects to the south east of the proposed location, and
- Close proximity to the Emfuleni Regional Gateway.

"The objective of the investigation was to understand agriculture categories (i.e. poultry, crops, livestock, fisheries, etc.), establish farmers challenges (market, infrastructure and funding), level of training, mentoring and support needed and understand different commodities being produced. From the investigation it became evident that training, mentoring and support continue to be a serious challenge for the farmers. Most of the local farmers do not realise the economic potential of their farms, crops that yield high returns and are not self-sustainable".

Midvaal Agri Strategy, 2015

4.5 COMMUNITY FACILITIES

Figure 28.1 illustrates the distribution of the 149 primary schools, 82 secondary schools, 3 intermediate and 9 combined schools in the SDM.

A number of Tertiary Education Facilities are concentrated in the Emfuleni LM as shown on **Figure 28.2**.

Figure 28.3 illustrates the spatial distribution of health facilities throughout the SDM while **Figure 28.4** depicts the distribution of police stations (14), magistrates courts (6) and fire stations (6).

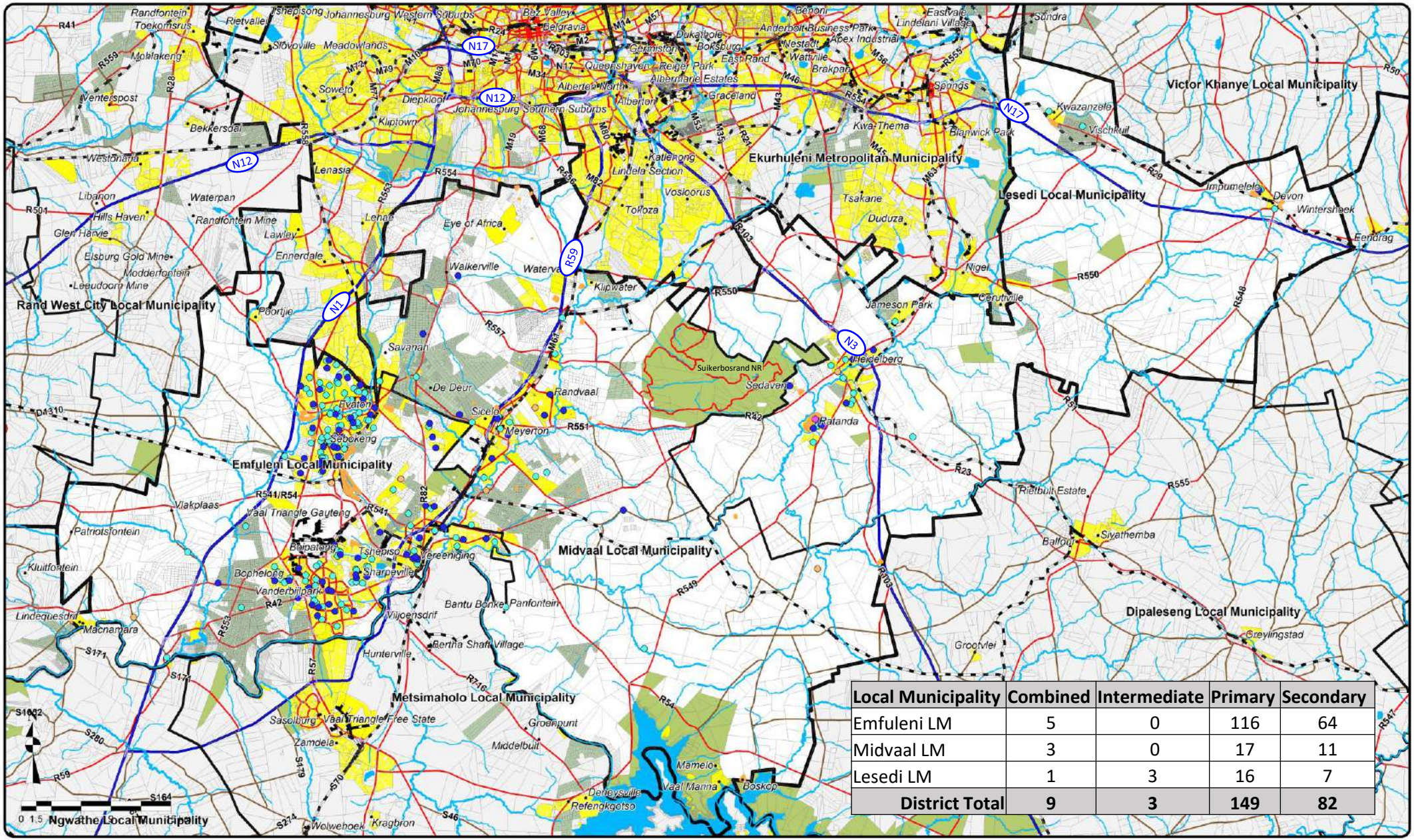
Figure 28.5 shows an extensive range of other community facilities including 45 postal outlets, 10 community halls, 13 libraries, 10 golf courses and 6 sports stadiums/ complexes.

4.6 ENGINEERING SERVICES

4.6.1 Level of Service Summary

Diagram 10 depicts the level of service provided within the Sedibeng DM as recorded in the 2016 Community Survey (StatsSA). The following can be concluded in this regard:

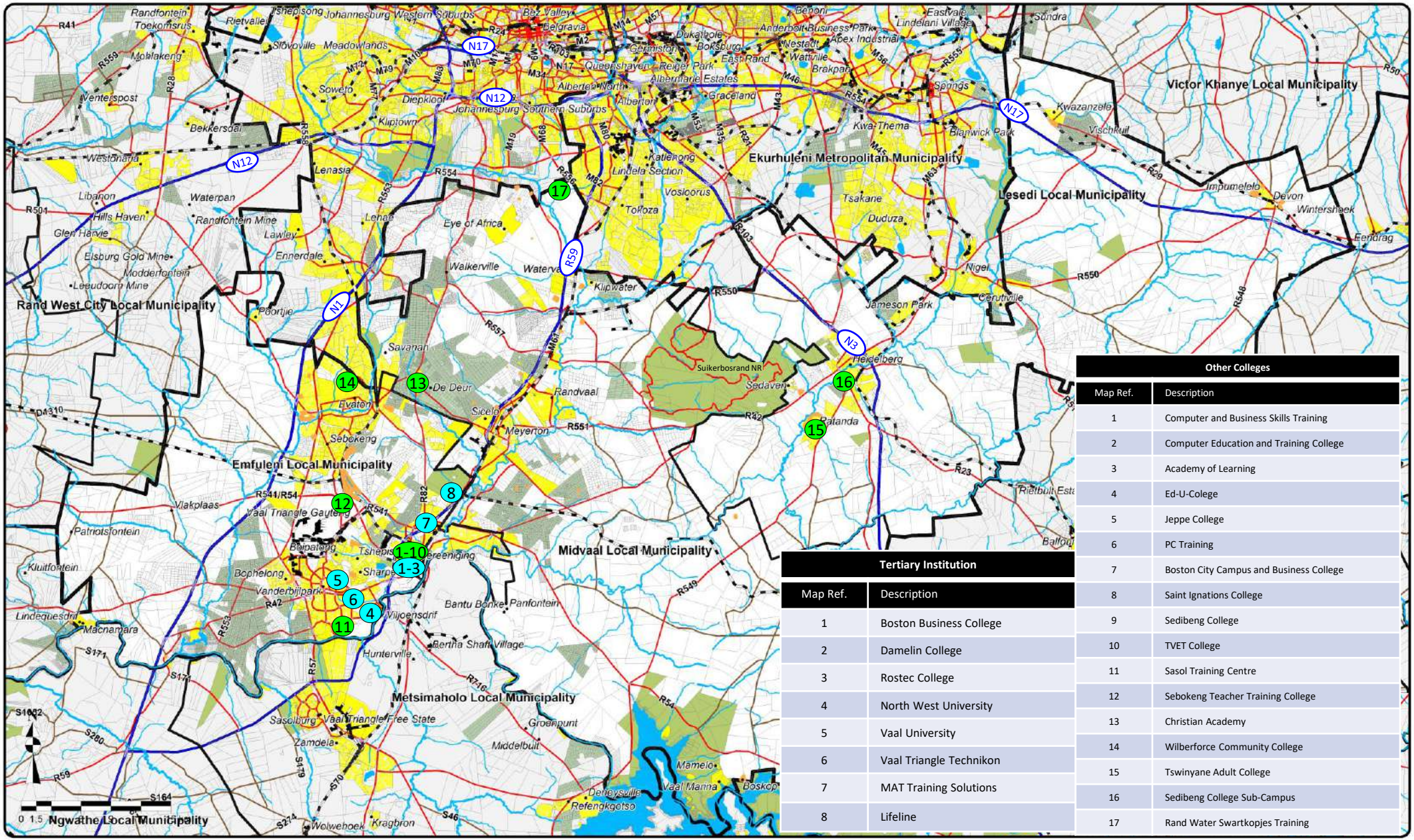
- About 93.7% of households within the Sedibeng DM receive piped water on the stand (2016).



Local Municipality	Combined	Intermediate	Primary	Secondary
Emfuleni LM	5	0	116	64
Midvaal LM	3	0	17	11
Lesedi LM	1	3	16	7
District Total	**9**	**3**	**149**	**82**

SEDIBENG DISTRICT MUNICIPALITY SDF – EDUCATION

- Towns and Settlements
- Informal Settlements
- Protected Areas
- Dams and Rivers
- Combined School
- Intermediate School
- Primary School
- Secondary School
- National Roads
- Main Roads
- Other Roads
- Railways

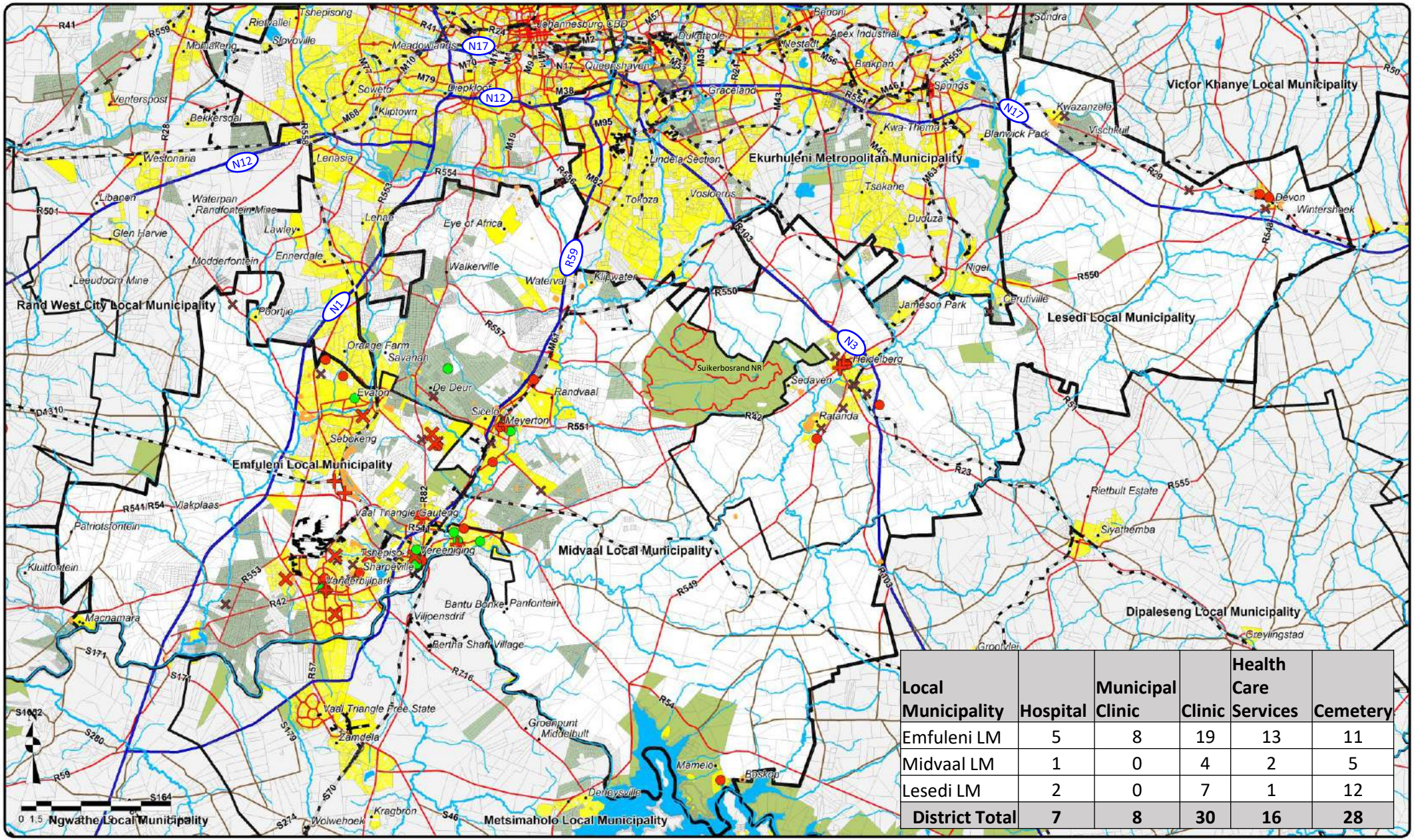


Tertiary Institution	
Map Ref.	Description
1	Boston Business College
2	Damelin College
3	Rostec College
4	North West University
5	Vaal University
6	Vaal Triangle Technikon
7	MAT Training Solutions
8	Lifeline

Other Colleges	
Map Ref.	Description
1	Computer and Business Skills Training
2	Computer Education and Training College
3	Academy of Learning
4	Ed-U-Colege
5	Jeppe College
6	PC Training
7	Boston City Campus and Business College
8	Saint Ignations College
9	Sedibeng College
10	TVET College
11	Sasol Training Centre
12	Sebokeng Teacher Training College
13	Christian Academy
14	Wilberforce Community College
15	Tswinyane Adult College
16	Sedibeng College Sub-Campus
17	Rand Water Swartkopjes Training

SEDIBENG DISTRICT MUNICIPALITY SDF – TERTIARY EDUCATION

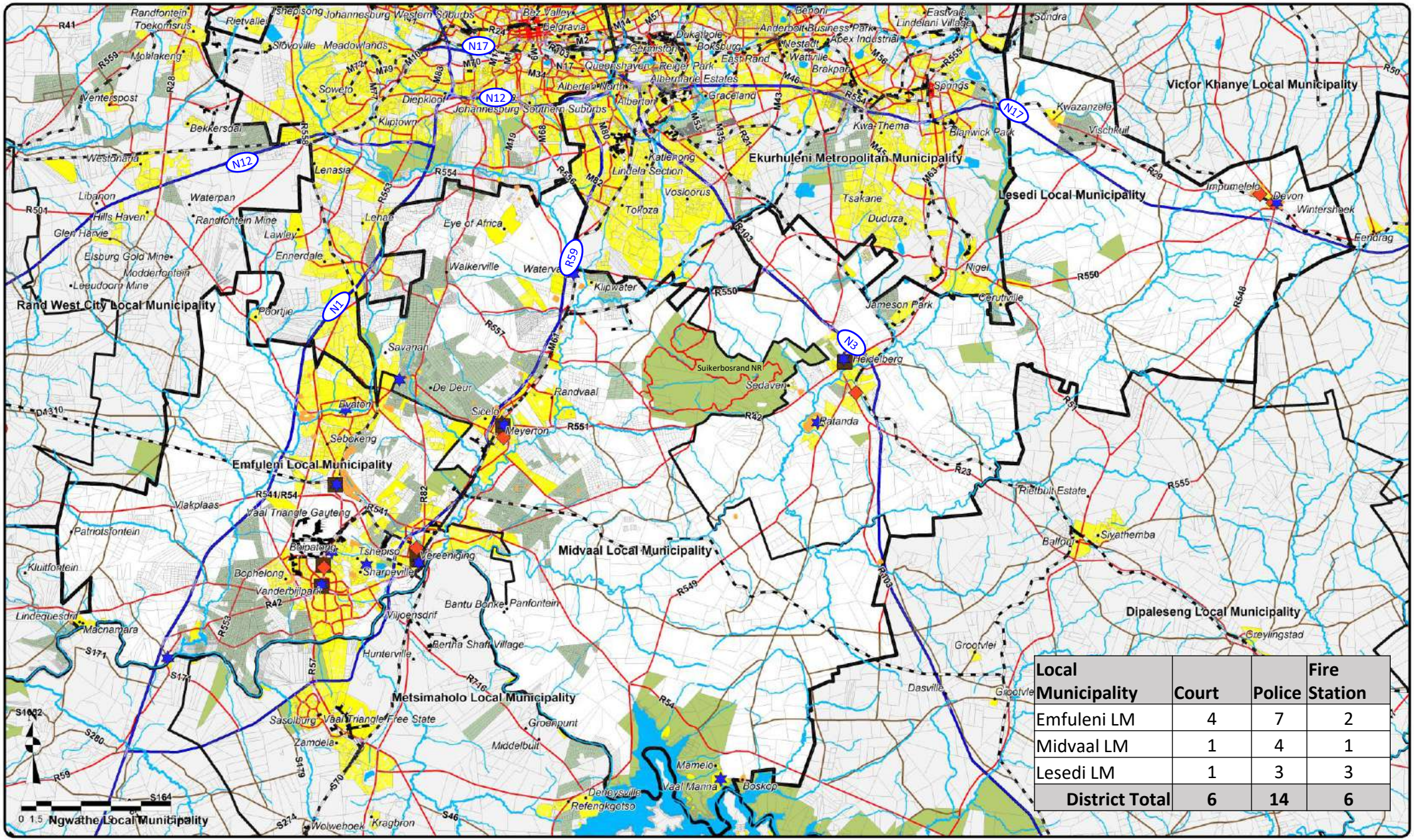
- Towns and Settlements
- Informal Settlements
- Protected Areas
- Dams and Rivers
- Tertiary Institution
- Other Colleges
- National Roads
- Main Roads
- Other Roads
- Railways



Local Municipality	Hospital	Municipal Clinic	Clinic	Health Care Services	Cemetery
Emfuleni LM	5	8	19	13	11
Midvaal LM	1	0	4	2	5
Lesedi LM	2	0	7	1	12
District Total	**7**	**8**	**30**	**16**	**28**

SEDIBENG DISTRICT MUNICIPALITY SDF – HEALTH SERVICES

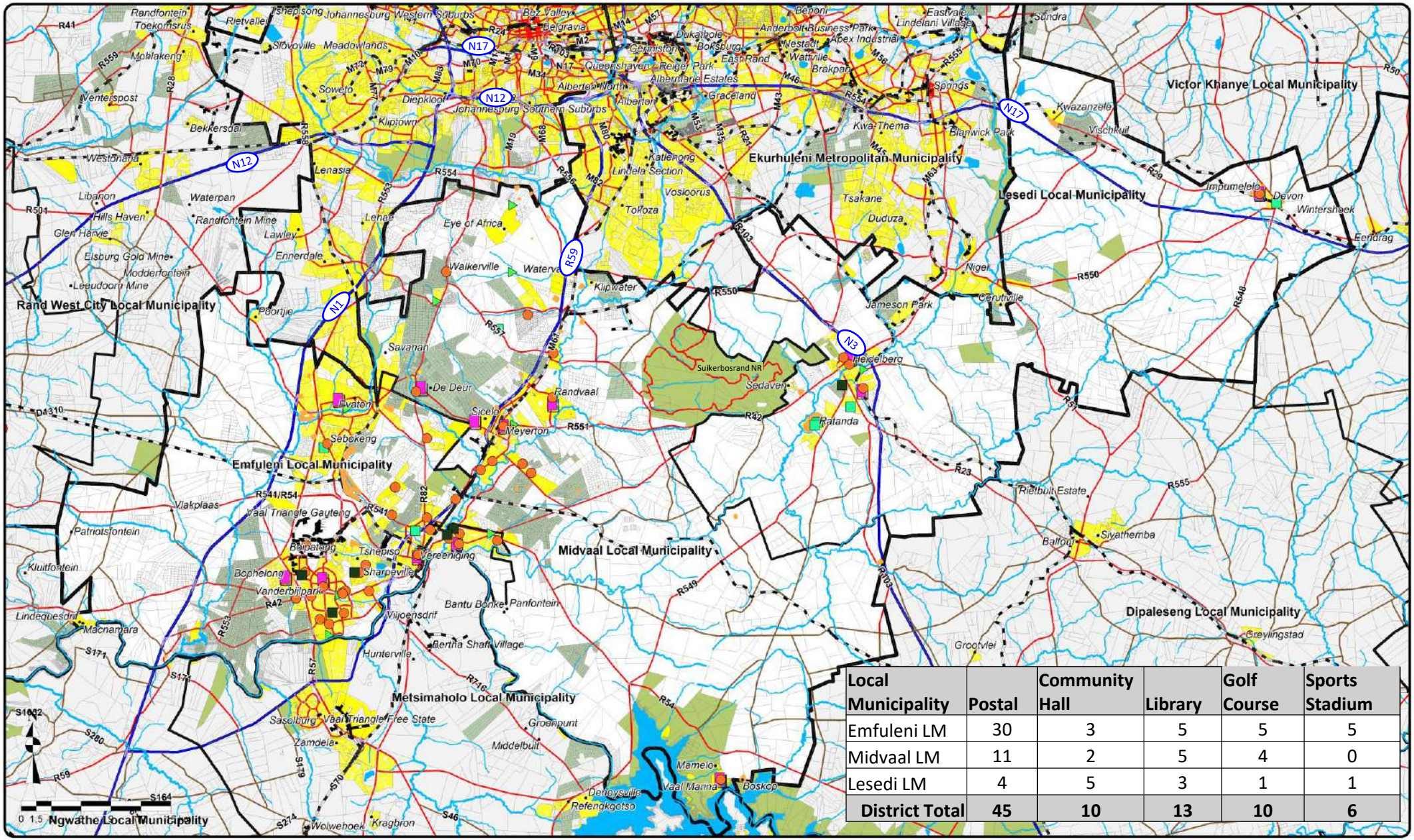
- Towns and Settlements
- Informal Settlements
- Protected Areas
- Dams and Rivers
- Hospital
- Municipal Clinic
- Clinic
- Health Care Services
- Cemetery
- National Roads
- Main Roads
- Other Roads
- Railways



Local Municipality	Court	Police	Fire Station
Emfuleni LM	4	7	2
Midvaal LM	1	4	1
Lesedi LM	1	3	3
District Total	**6**	**14**	**6**

SEDIBENG DISTRICT MUNICIPALITY SDF – SAFETY AND SECURITY

- Farm Cadastral
- Towns and Settlements
- Informal Settlements
- Agricultural Holdings
- Dams / Rivers
- Court
- Fire Station
- Police
- National Roads
- Main Roads
- Other Roads
- Railways



Local Municipality	Postal	Community Hall	Library	Golf Course	Sports Stadium
Emfuleni LM	30	3	5	5	5
Midvaal LM	11	2	5	4	0
Lesedi LM	4	5	3	1	1
District Total	**45**	**10**	**13**	**10**	**6**

SEDIBENG DISTRICT MUNICIPALITY SDF – OTHER COMMUNITY FACILITIES

- Farm Cadastral
- Towns and Settlements
- Informal Settlements
- Agricultural Holdings
- Dams / Rivers
- Postal Services
- Community Hall
- Library
- Golf Course
- Sports Stadium
- National Roads
- Main Roads
- Other Roads
- Railways

Household Infrastructure Profile 2011-2016: Sedibeng DM

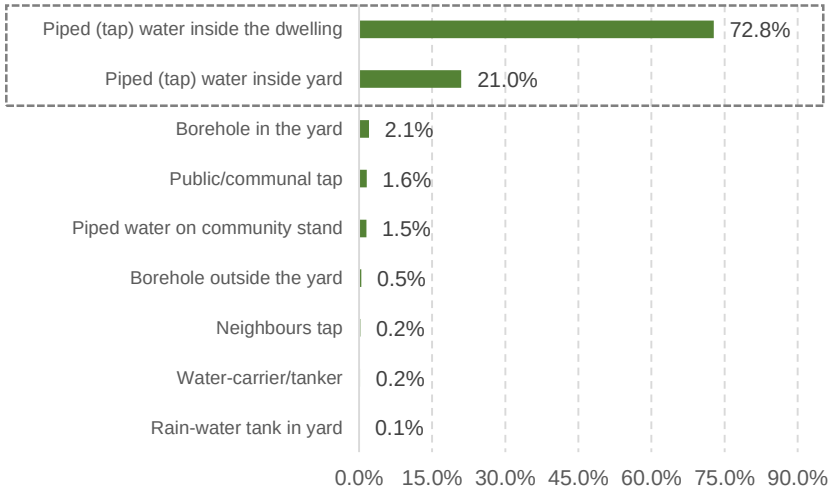
Source: Stats SA Community Survey 2016

Diagram 10

Source of Water 2016

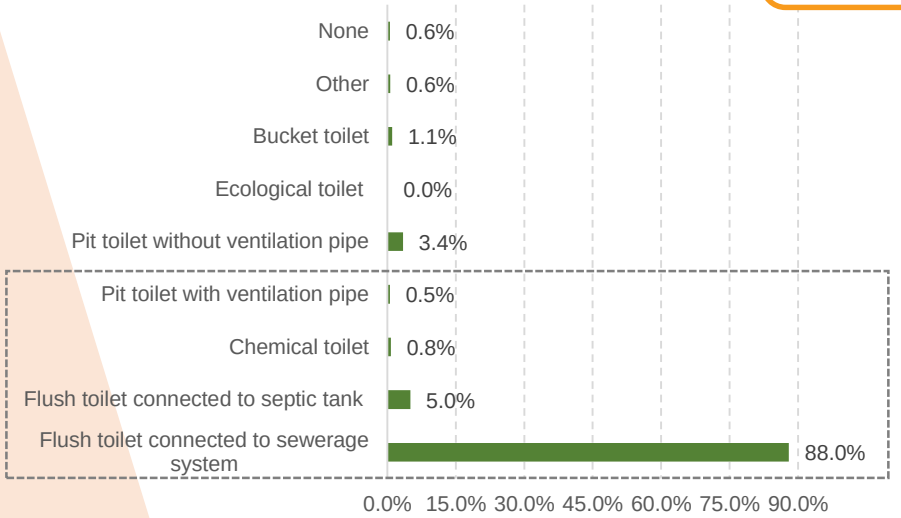
93,7% Piped Water on Stand

Main source of water for drinking 2016



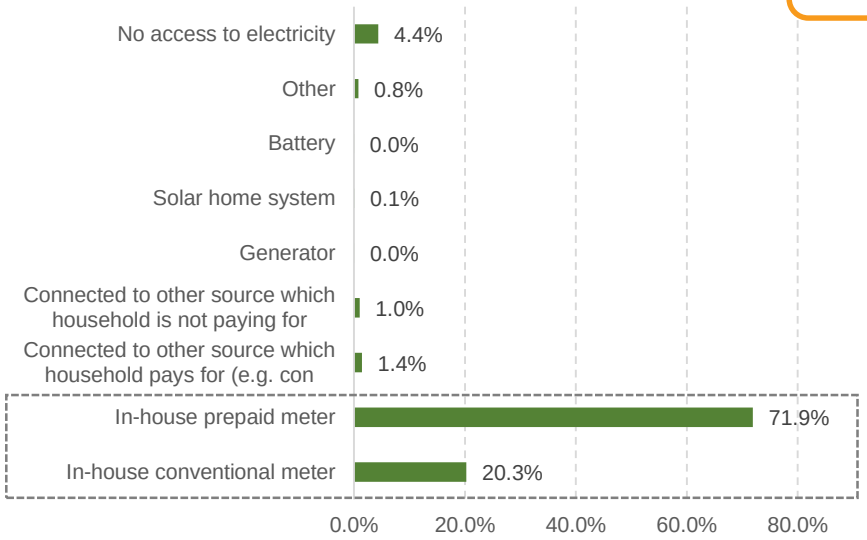
Sanitation 2016

94,3% RDP acceptable Level of Sanitation



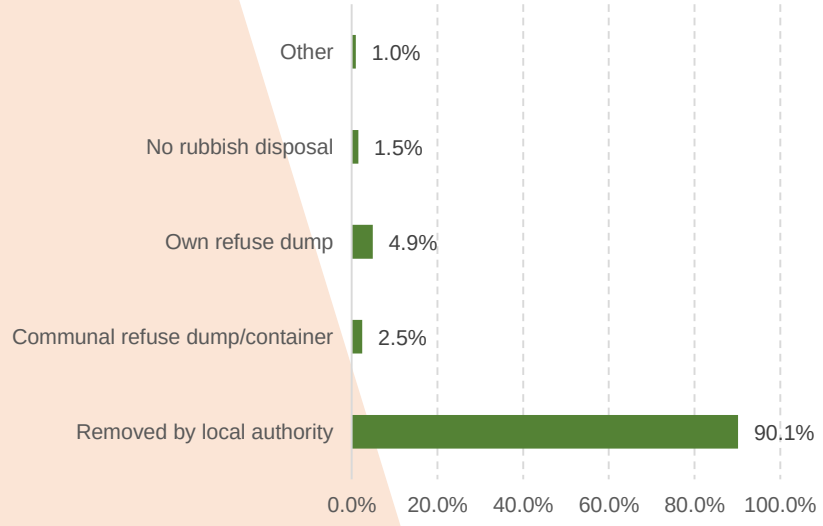
Source for Lighting 2016

92,2% In-house Electricity



Refuse Removal 2016

90,1% Refuse removed by local authority



- In terms of sanitation an estimated 94.3% of households receive sanitation services comprising either flush toilets, chemical toilets or pit toilets with ventilation.
- Diagram 10 also indicates that 92.2% of households have electricity supply within the house.
- About 90.1% of households in the Sedibeng DM have access to refuse removal services removed by the local authority.

4.6.2 Water

Rand Water supplies bulk water directly to each municipality in the district, who are responsible for local distribution.

Water reservoirs are available in Lesedi at Ratanda/ Heidelberg, Jameson Park, Devon and Vischkuil. **The current water supply is under pressure** due to in-migration of people from rural to urban areas.

Midvaal main water supply points are Meyerton, Ohenimuri and Vaal Marina and the municipality has 10 operational reservoirs as illustrated on **Figure 29**.

Emfuleni is limited to extracting up to 0.2 Ml/day of water from the Vaal River whilst Rand Water supplies 205Ml/day. The Emfuleni Local Municipality has nine reservoirs and a small water treatment plant.

The Emfuleni bulk water network is old and it is overworked due to the demand for potable water. The age of the networks varies between 60 -70 years across the municipal area. There are no backlogs in the supply of water connections. Additional water connections have largely been provided to informal settlement households to cope with growth of those settlements.

4.6.3 Sanitation

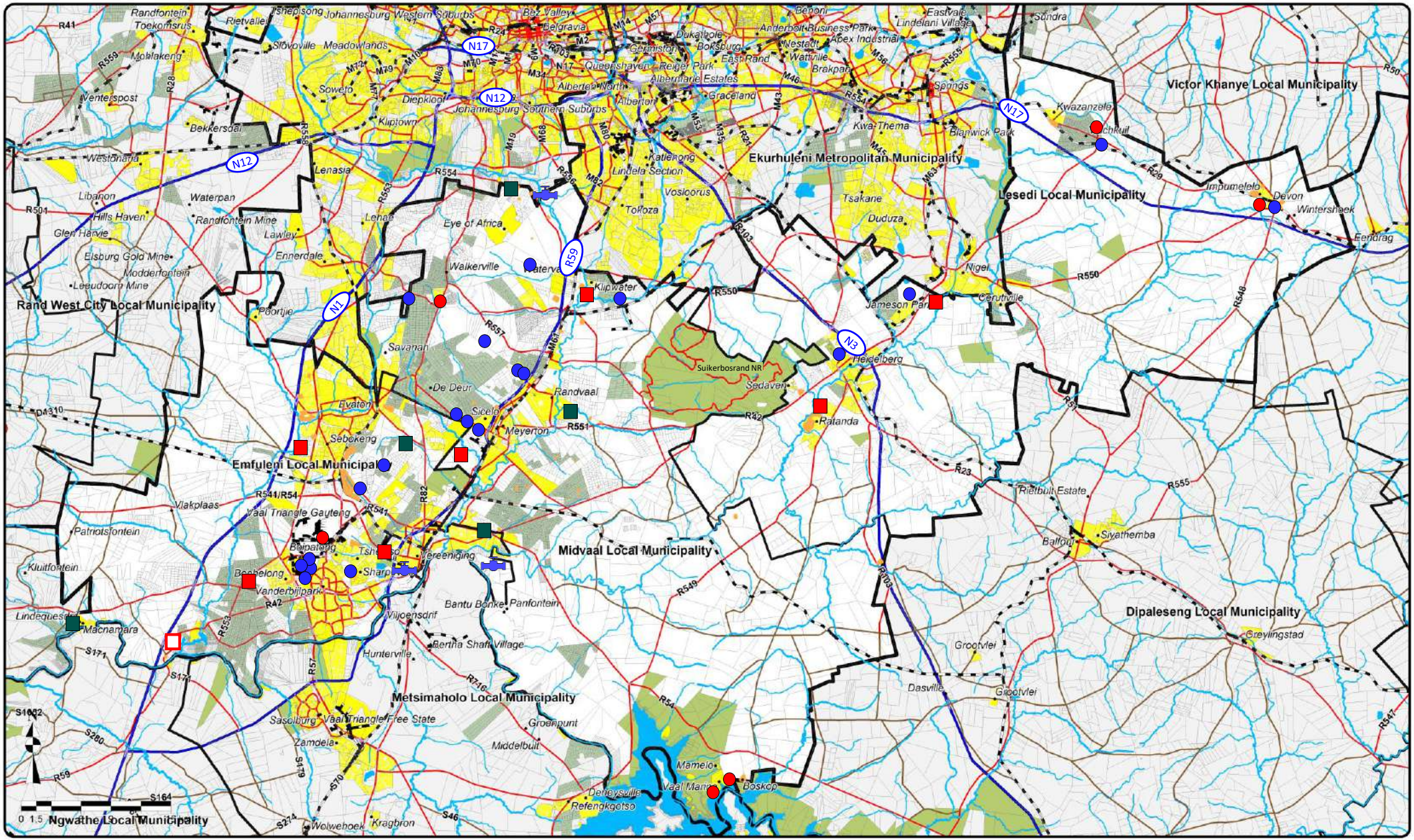
The main sewer system in Lesedi, namely the Ratanda Water Care Works (RWCW) is located at the south western end of the municipal area. The drainage area consists of several sub-basins, Bergsig, Overkruin, Heidelberg, Rensburg, Shalimar Ridge and Ratanda. Devon/Impumelelo also has waterborne sewerage systems with local compaction plants.

The Nigel WWTW is located on the border with Lesedi in the vicinity of Jameson Park.

The waste water treatments available in Midvaal include Ohenimuri, Vaal Marina and Meyerton, of which the Meyerton Treatment Works is the main facility serving the vast majority of the urban environment.

The ERWAT plant located at the Waterval Node/ Klip River Business Park to the north is used by Ekurhuleni City.

Emfuleni has three wastewater treatment works, namely, Sebokeng, Rietspruit and Leeuwkuil Wastewater Treatment Works. The Sebokeng



SEDIBENG DISTRICT MUNICIPALITY SDF – ENGINEERING SERVICES

- Farm Cadastral
- Towns and Settlements
- Informal Settlements
- Agricultural Holdings
- Dams / Rivers
- Local WWTW
- WWTW
- Proposed WWTW
- Rand Water Pump Stations
- Reservoirs
- Land Fill Site
- National Roads
- Main Roads
- Other Roads
- Railways

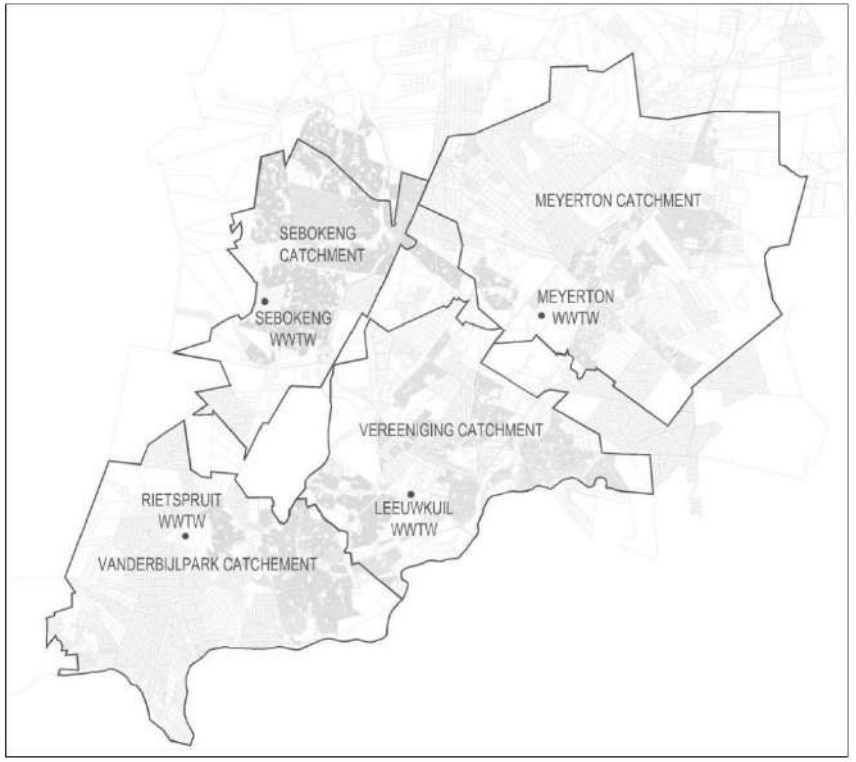
Wastewater Treatment Works is the largest in the area and has a capacity of 119Ml/day. The other two need to be upgraded and rehabilitated.

The bulk sanitation network is old and it is overworked due to the demand for sanitation services. The age of the networks varies between 60 -70 years across the Municipal area. The short-term sanitation infrastructure plans involve the rehabilitation of existing infrastructure, including sewer pump stations to minimize sewer spills. While this will give a significant improvement to overall performance, problems which could result in raw sewage spillage cannot be ruled out. Existing sanitation infrastructure has reached the end of its life-span and can only be kept operational with a high risk of sewer spills. New infrastructure needs to be constructed in order to prevent future sewer spills.

Hence, there is an urgent need to speed up the Sedibeng Regional Sewer Scheme project in order to accommodate development pressures in the district, these are for industrial, commercial and residential uses.

The Sedibeng Regional Sanitation Scheme (SRSS), as currently envisaged, consists of various components, including a new waste water works, upgrading of the current Sebokeng works, a new pump station, new rising mains and a new gravity main outfall.

This scheme will serve the Sebokeng, Vanderbijlpark, Vereeniging, and Meyerton catchments illustrated below.



The following steps are required to enable the urgent implementation of this project:

1. Secure land
2. Secure land rights and authorizations
    - Zoning
    - EIA
    - Water Use License Application
    - Heritage

3. Decide on phasing
4. Detailed design and costing of each phase
5. Secure funding for each phase
6. Appoint contractors in terms of the supply management procedures
7. Construction
8. Handover

Background to Emfuleni Sanitation Crisis

Independent Online reported that **only 30%** of Emfuleni's 46 pump stations were functional, and that the Department of Water and Sanitation had given the municipality a R20m grant to upgrade the stations to improve their functionality. It would seem a necessary expense, given that the newest pump station was built in 1987, despite the booming population in the area.

From the pump stations, the waste should be transported to the treatment plants. Yet the Leeuwkuil wastewater treatment plant, for example, is processing only about 15Ml of raw sewage daily, despite an operating capacity of 30Ml. The waste isn't reaching the treatment plants and one need only look at the water and the environment to see where it's going.

Enough money must be spent on the pump stations that move sewage to treatment plants. The municipality requires about R170m to fix the pump stations, while about R200m is needed to repair the rusted, old and leaking pipes that transport the waste. "This is just to curb the current crisis," says Oupa Nkoane, municipal manager. "We are not solving a larger infrastructure problem (with this plan).

The spillage of sewer into the Vaal River has reached such crisis proportions that government has called in the **armed forces** to help deal with the water problems in the Vaal River system, says finance minister Tito Mboweni.

Raw sewage continues to gush into the Vaal River at various points from Vereeniging to the Vaal Barrage, despite an undertaking given in mid-July by the national and provincial governments. About 150-million litres of sewage spills into the Vaal via its Rietspruit tributary every day, says environmental group Save.

The Integrated Vaal River System (IVRS), which supplies vast areas of Gauteng and the North West with drinking water, is critically important to SA, **supporting about 60% of the economy**. About 45**% of the country's population** lives in the area supplied by water from the IVRS via purification and distribution utility Rand Water.

Rand Water, in consultation with DWAF, placed a **moratorium on development in the region** until the sewer system capacity is increased in size to cater for the current needs and future growth.

The proposed design capacity of the new Waste Water Treatment Works (WWTW) of the SRSS is 150 Ml/day for a lifespan of 2025. The preliminary cost estimates at February 2009 is R 1.27 billion (excluding Fees and Vat) or R 1.62 billion (including Fees and Vat). The site for the proposed WWTW has been identified and approved for further technical work, e.g. geotechnical studies.

4.6.4 Energy

Electricity

From information currently available, it is evident that sufficient electrical capacity is available for current and planned developments. The Sedibeng District Municipalities' electricity is mainly supplied by Eskom, with a few areas supplied by the relevant local authorities.

Emfuleni Local Municipality is licensed to provide **electricity** in the Vanderbijlpark, Bophelong, Boipatong, Ironsyde, Eatonside, Roshnee, Rust-ter-Vaal and Vereeniging areas. Eskom has been licensed to provide electricity in the remaining areas. Between Eskom and the Municipality there is a 100% coverage of Emfuleni as far as the electricity network is concerned.

The electrical infrastructure network consists of 88/22kV and 11/6,6kV overhead power lines, 31 primary substations (88/33/22kV). Major portions of Emfuleni's distribution networks have been in service for more than 50 years and much of this network is approaching or exceeding its design life-span. As a result, the existing networks have begun to exhibit a reduction in performance reliability and even obsolete deterioration. The low level of investment in the upgrading, refurbishment and expansion of the bulk electricity infrastructure network has led to a situation where new developments can no longer be accommodated without major capital investments in bulk electricity infrastructure. This situation is aggravated by the densification of existing developments, which is placing a huge demand on the provision of electricity.

The entire Midvaal urban environment is served with electricity by the municipality while the rural parts are served by Eskom. In Lesedi LM the situation is the same with the municipality providing electricity to Heidelberg, Ratanda, Devon-Impumelelo and Kwazenele.

4.7 SYNTHESIS: SPATIAL STRUCTURING/ FORMGIVING ELEMENTS

- Sedibeng represents the Southern Corridor of the Gauteng City Region with the primary focus to be on the creation of new industries (steel fabrication), new sustainable urban and rural nodes and the promotion of agriculture (and agro industries) and tourism.
- The Southern Corridor is strategically located relative to the N1-Cape Town, N3-Durban-eThekwini and N17-Swazilnd/ Richards Bay Corridors.
- The area holds significant natural features which also pose opportunities to promote tourism (Suikerbosrand, Vaal River and Vaal Dam).
- Four functional rural areas are located within the SDM within which agriculture should be promoted.
- SDM forms part of the regional economies of two metropolitan areas bordering it to the north (CoJ and Ekurhuleni) as well as the coal and electricity industries to the north-east, gold mining to the north-west and petrochemical industries at Secunda and Sasolburg to the east and south respectively.
- The SDM covers an area of about 418 900 ha of land of which 88.3% comprises farms.
- The total population stands at approximately 957 529 people growing at a rate of approximately 8000 per annum.
- Approximately 62.2% of the population (households) earn less than R3500 per month and 21.3% below the Food Poverty Line.

- Unemployment stands at approximately 50.7% with a backlog of 120 218 job opportunities.
- Manufacturing, Finance and Community Services are the strongest sectors (GVA) while Trade contributes highest to job opportunities.
- Agriculture is relatively strong in Lesedi and the Midvaal municipalities.
- The SDM has a comprehensive district movement network linking all the major nodal points to one another and to the broader region.
- There are approximately 20 438 informal structures in the SDM with a total Housing Demand of 56 189 units (based on Housing Demand Database).
- Several larger and vibrant industrial areas drive the district economy with the proposed R59 Development Corridor and the Vaal Logistics Hub aimed at strengthening this function even more.
- Business activity is concentrated around the CBDs of Heidelberg, Meyerton, Vereeniging and Vanderbijlpark with several smaller nodes developing in marginalised areas.
- The proposed Vaal Aerotropolis could create an estimated 35 000 jobs by 2039, which could have a positive rippling effect on the economy.
- Mining only occurs at a very limited scale within the SDM with no prospects for significant future expansion.
- Several tourism routes and precincts have been defined within the SDM and this sector poses significant potential for future expansion.
- An estimated 340 418 ha of land is utilised for agricultural purposes (81% of total SDM area).
- The dominant commodities are beef, poultry, maize and vegetables.
- An Agri Park was identified for Sebokeng; the Rietkuil Agri Hub to the south of the site earmarked for the logistics hub; and 15 FPSUs were proposed for SDM (no demarcation).
- The SDM holds a comprehensive range of community facilities serving the urban and rural parts of the district.
- Water and electricity is provided at a relative satisfactory level but the bulk sewer network in the SDM needs serious upgrading with the proposed Sedibeng WWTW being the top project for implementation in the District.

5. SEDIBENG SPATIAL DEVELOPMENT FRAMEWORK

5.1 POINTS OF DEPARTURE, SPATIAL VISION AND LAND USE BUDGET

5.1.1 Points of Departure

In line with the Development Principles for spatial planning as contained in the Spatial Planning and Land Use Management Act, the Sedibeng District Spatial Development Framework seeks to achieve the following:

Spatial Sustainability:

- Create a more consolidated settlement structure in the SDM, so as to allow for the cost-effective and sustainable provision of engineering and community services and infrastructure;
- Ensure the sustainable use of land and other natural resources in the District.
- Alleviate urbanisation pressure on natural resources by putting in place growth management mechanisms to promote densification, infill and redevelopment within the urban edge.
- Mitigate existing and potential future conflicts between mining, industry, logistics, agriculture, and tourism which are the main economic sectors in the District.

Spatial Justice:

- Achieve spatial justice by way of inclusion of urban and rural communities that were previously excluded from services and facilities through processes of urban and rural restructuring and consolidation;
- Provide all communities access to economic and social resources to improve their living conditions.

Spatial Efficiency:

- Ensure the channelling of resources to areas in the SDM displaying both economic potential and development need;
- Functionally link the main service nodes / areas of greatest economic activity in the District to one another and to the regional economy of Gauteng Province and surrounding Provinces (North West, Free State and Mpumalanga);
- Enhance the development potential of existing small towns and settlements in rural parts of the District.

Spatial Resilience:

- Diversify the district economy by focusing on agriculture, tourism, industry, mining, logistics and business development.

Good Administration:

- Ensure coherent alignment between sectoral plans and development initiatives from various spheres of government, surrounding metropolitan, district and local municipalities, and among the local municipalities within the SDM.

In summary, the Sedibeng Spatial Development Framework aims to:

- facilitate the consolidation of the District's settlement structure;
- encourage functional rural-urban interaction;
- provide a framework (spatial logic) for the efficient, equitable and sustainable provision of community infrastructure and services;
- unlock the development potential of existing towns through proposals for developing industry specific economic clusters in line with the district space economy;
- enhance connectivity between the main growth centres in the district via well-developed corridors; and
- mitigate existing and potential future land use conflict(s) between industrial, mining, agriculture, logistics and tourism development.

5.1.2 Spatial Vision

The Vision for the Sedibeng District as contained in the Sedibeng IDP (which the SDF forms part of) is confirmed as:

Building Towards a Developmental Metropolitan River City of Choice

There are two important aspects of the above Vision that have a direct bearing on the development of the Sedibeng Spatial Development Framework: Firstly, the intention to be a "**Metropolitan City**" and secondly, to be a "**River City**".

a) Metropolitan City

The vision of being a Metropolitan City has specific spatial implications that need to be taken into account in the SDF, in particular, the requirements in terms of Section 2 of the Local Government: Municipal Structures Act, (Act 117 of 1998) which states that the following four elements have to be in place in order for an area to qualify to be a Metropolitan Municipality:

i) Comprise an urban conurbation that has:
   - High population density
   - Intensive movement of people, goods and services
   - Extensive development (size, intensity and complexity of land use)
   - Multiple CBDs and Industrial areas

ii) Consist of economic centres with complex diverse economies

iii) Have a functional area suitable for integrated development planning

iv) Characterised by economic and functional internal linkages

b) River City

The concept of a Metropolitan City focused around the "River" (in this case the Vaal River), implies a city with visual and economic orientation towards and along both banks of the Vaal River. This builds on the "Vaal 21 A River City" branding and vision that was developed some years ago.

"The 'Vaal 21' initiative represents a cross-border agreement between the municipalities on the southern borders of Gauteng Province (Sedibeng

District) and the northern Free State municipalities (FezileDabi District) to work together to develop a regional economy around both banks of the Vaal River".

As explained in the Vaal 21 Initiative Report, "….. *the unifying identity and brand of the Vaal 21 has three components.*

Firstly a name. The name Vaal 21 is proposed because the word "Vaal" represents the:

- *potential of the Vaal River;*
- *rich political history of the area; and*
- *most well-known name for the area.*

The number '21' represents:

- *Part of 2021 which can be a significant milestone from now to 2021;*
- *The 21st century, which is a century of doing things differently; and*
- *The 21st March 1960, which was the date of the Sharpeville Massacre.*

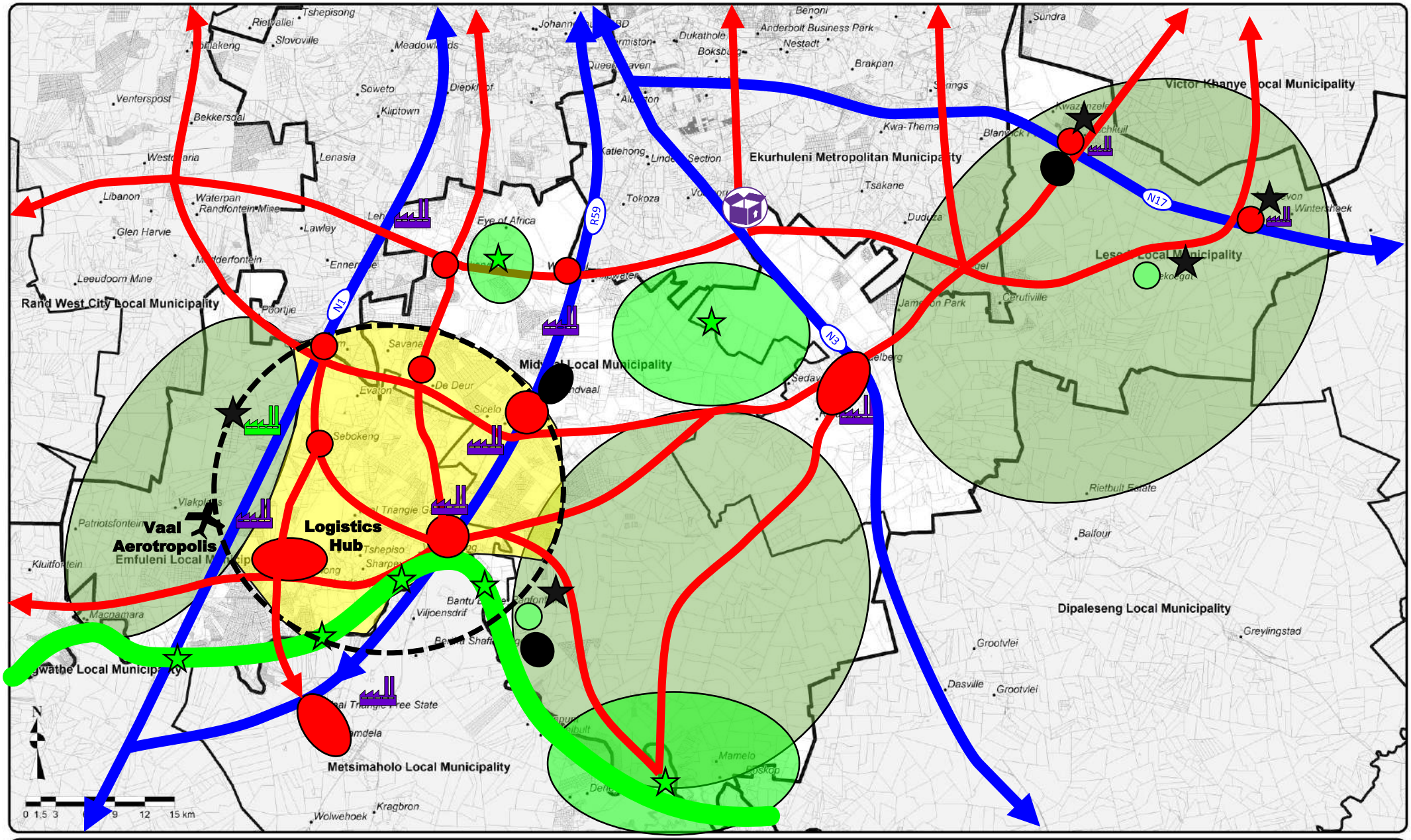
Secondly, a slogan or brand statement. The brand statement "Vaal 21: A River City" was chosen because it reflects what we would like to see in 2021.

Thirdly, a catchy logo or brand. The logo and branding on this site is the adopted brand for Vaal21. The private sector is encourage to use this brand."

It is important that the Sedibeng SDF enhances/ incorporates the most prominent spatial elements of the Vaal 21 initiative.

Figure 30.1 depicts the SDM Vision spatially. Essentially it represents the following concepts:

- Conservation of the major environmental assets of the district including the ridges and the Vaal River system
- Structured development around the four development corridors in the district: N1, R59, N3 and N17
- Spatially targeted investment by all spheres of government in and around a number of nodes along the development corridors and in selected rural areas.
- Comprehensive supporting movement network to connect the district nodes and corridors.
- Consolidation of the urban fabric around identified nodes, and as a secondary objective, the establishment of a core urban conurbation in the southern parts of the N1 and R59 development corridors up to the Vaal River.
- Business and industrial development primarily focused along the four development corridors.
- Tourism development centered around the ridges, the Suikerbosrand Nature Reserve and at specific precincts along the Vaal River.
- Limited, well managed mining activity dictated by location of relevant mineral resources.



SEDIBENG DISTRICT MUNICIPALITY SDF – CONCEPT

- Erven (Formal Townships)
- Agricultural Holdings
- Farm Portions
- Local Municipality
- Conservation Areas
- Development Corridors
- Secondary Links
- Business Nodes
- Rural Nodes
- Industrial Nodes
- Urban Conurbation
- Tourism Precincts
- Mining Precincts
- Agricultural Precincts
- Agri Hub
- Rural Intervention Areas
- Proposed Freight Hub
- River
- Proposed Aerotropolis

SEDIBENG DISTRICT MUNICIPALITY

30.1

- Enhanced agricultural production throughout the District with specific focus on support for emerging farmers and land reform in Rural Intervention Areas.

5.1.3 Population and Job Opportunity Projections and Land Use Budget

The following section provides a brief overview of the projected future population, households and land use requirements for the Sedibeng District Municipality and which should be catered for in the SDF.

5.1.3.1 Population and Job Opportunity Projections

Table 12.1 indicates that the Sedibeng District population is projected to increase by 267 359 people between 2016 and 2025 and an additional 154 338 people during the period 2025-2037. This brings the total incremental population for the Sedibeng District Municipality for the period 2016-2037 to about 421 697 people. This implies an annual increment of about 20 080 people in the District.

In terms of number of households it translates to an additional 161 317 households to be accommodated within Sedibeng District during the period 2016 up to 2037 at a rate of about 7681 households per annum (see **Table 12.2**).

Table 13.1 depicts the population increment per each of the three local municipalities within the SDM. The majority of the incremental population (213 834 people) are expected to settle in the Emfuleni Municipality, while Midvaal will accommodate an additional 132 758 people.

Table 12.1: Gauteng Population Projections per Metropolitan/ District Municipality, 2011-2037

	Population			Population Increment			Incremental Population p.a.			Population Growth Rate p.a.		
	CS 2016	2025	2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037
CoT	3,275,152	3,830,644	4,366,047	555,492	535,403	1,090,895	61,721	44,617	51,947	1.8%	1.1%	1.4%
CoJ	4,949,347	5,692,727	6,507,048	743,380	814,321	1,557,701	82,598	67,860	74,176	1.6%	1.1%	1.3%
CoE	3,379,104	4,546,936	5,303,022	1,167,832	756,087	1,923,918	129,759	63,007	91,615	3.4%	1.3%	2.2%
West Rand DM	838,594	1,046,260	1,124,467	207,666	78,207	285,873	23,074	6,517	13,613	2.5%	0.6%	1.4%
Sedibeng DM	957,529	1,224,888	1,379,226	267,359	154,338	421,697	29,707	12,861	20,081	2.8%	1.0%	1.8%
Total Gauteng	**13,399,726**	**16,341,455**	**18,679,810**	**2,941,729**	**2,338,355**	**5,280,084**	**326,859**	**194,863**	**251,433**	**2.2%**	**1.1%**	**1.6%**

Source: GITMP 25 – Year, 2013
GSPF 2030, 2016

Table 12.2: Gauteng Household Projections per Metropolitan/ District Municipality, 2011-2037

	Households			Household Increment			Incremental Households p.a.			Household Growth Rate p.a.		
	CS 2016	2025	2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037
CoT	1,080,375	1,319,956	1,547,248	239,581	227,292	466,873	26,620	18,941	22,232	2.3%	1.3%	1.7%
CoJ	1,695,425	2,035,148	2,337,590	339,723	302,442	642,165	37,747	25,204	30,579	2.1%	1.2%	1.5%
CoE	1,202,206	1,539,839	1,825,001	337,634	285,162	622,796	37,515	23,763	29,657	2.8%	1.4%	2.0%
West Rand DM	291,280	374,513	406,836	83,233	32,322	115,556	9,248	2,694	5,503	2.8%	0.7%	1.6%
Sedibeng DM	295,294	402,187	456,611	106,893	54,424	161,317	11,877	4,535	7,682	3.5%	1.1%	2.1%
Total Gauteng	**4,564,579**	**5,671,643**	**6,573,285**	**1,107,064**	**901,642**	**2,008,706**	**123,007**	**75,137**	**95,653**	**2.4%**	**1.2%**	**1.8%**

Source: GITMP 25 – Year, 2013
GSPF 2030, 2016

Table 13.1: Sedibeng DM: Population Projections per LM, 2011-2037

	Population			Population Increment			Incremental Population p.a.			Population Growth Rate p.a.		
	CS 2016	2025	2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037
Emfuleni	733,445	870,708	947,279	137,263	76,570	213,834	15,251	6,381	10,183	1.9%	0.7%	1.2%
Midvaal	111,612	189,137	244,370	77,525	55,233	132,758	8,614	4,603	6,322	6.0%	2.2%	3.8%
Lesedi	112,472	165,043	187,577	52,571	22,534	75,105	5,841	1,878	3,576	4.4%	1.1%	2.5%
Total Sedibeng DM	**957,529**	**1,224,888**	**1,379,226**	**267,359**	**154,338**	**421,697**	**29,707**	**12,861**	**20,081**	**2.8%**	**1.0%**	**1.8%**

Source: GITMP 25 – Year, 2013
GSPF 2030, 2016

Table 13.2: Sedibeng DM: Household Projections per LM, 2011-2037

	Households			Household Increment			Incremental Households p.a.			Household Growth Rate p.a.		
	CS 2016	2025	2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037
Emfuleni	224,611	285,341	311,976	60,729	26,635	87,365	6,748	2,220	4,160	2.7%	0.7%	1.6%
Midvaal	36,174	67,946	89,012	31,772	21,066	52,839	3,530	1,756	2,516	7.3%	2.3%	4.4%
Lesedi	34,509	48,900	55,622	14,392	6,722	21,114	1,599	560	1,005	3.9%	1.1%	2.3%
Total Sedibeng DM	**295,294**	**402,187**	**456,611**	**106,893**	**54,424**	**161,317**	**11,877**	**4,535**	**7,682**	**3.5%**	**1.1%**	**2.1%**

Source: GITMP 25 – Year, 2013
GSPF 2030, 2016

Table 14: Sedibeng DM: Estimated number of workers

	Formal Workers			Increment			Increment p.a.			% growth p.a.		
	2016	2025	2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037	2016-2025	2025-2037	2016-2037
Emfuleni	180,000	206,080	223,876	26,080	17,795	43,876	2,898	1,483	2,089	1.5%	0.7%	1.0%
Midvaal	60,000	91,258	147,609	31,258	56,351	87,609	3,473	4,696	4,172	4.8%	4.1%	4.4%
Lesedi	33,000	42,624	53,684	9,624	11,060	20,684	1,069	922	985	2.9%	1.9%	2.3%
Total Sedibeng DM	**273,000**	**339,962**	**425,168**	**66,962**	**85,207**	**152,168**	**7,440**	**7,101**	**7,246**	**2.5%**	**1.9%**	**2.1%**

Source: GITMP 25 – Year, 2013

The Lesedi Local Municipality has a significantly lower incremental population of 75 105 people during the period 2016-2037.

Similarly, the projected incremental households between 2016 and 2037 for Emfuleni stands at approximately 87 365, Midvaal about 52 839, and Lesedi an estimated 21 114 (**Table 13.2**).

Table 14 depicts the estimated number of workers/ job opportunities to be established within the Sedibeng District Municipality during the period 2016 up to 2037. This is based on detailed growth scenarios formulated for Gauteng Province and the district/ metropolitan municipalities when the Gauteng Integrated Transport Master Plan (GITMP) was compiled.

From this it is evident that the projected additional SDM job opportunities between 2016 and 2037 stands at approximately 152 168 (This figure may change due to the proposed Vaal Aerotropolis (VA) and Vaal Logistics Hub (VLH) initiatives which could create an estimated 41 490 jobs). The majority of these job opportunities (87 609) are located in Midvaal Local Municipality while Emfuleni has a projected increment of 43 876 job opportunities and Lesedi about 20 684 job opportunities up to 2037. This implies an annual increment of approximately 7246 job opportunities in the district. The reason for the significant growth in the Midvaal municipal area is related to the large industrial/ commercial areas earmarked along the R59 development corridor between Vereeniging and Alberton which is located in the Midvaal municipal area.

5.1.3.2 Sedibeng District Land Use Budget

Table 15 highlights the land use budget for the Sedibeng District for the period 2016 up to 2025. It indicates that the incremental population of 267 359 people during this period will be accommodated in 106 893 housing units for which approximately 4515 ha of land would be required.

About 2451 ha of the total land area is required for high income, about 1257 ha for the middle income, and the low income land requirement is approximately 807 ha.

An estimated 152 ha would be required to accommodate the potential 454 511m² of additional retail space and 76 ha for the 227 255m² of office space.

Furthermore, approximately 213 ha would be required for educational facilities, 9 ha for health, 6 ha for safety and security purposes and 19 ha for social and cultural purposes. An additional 134 ha would be required for sports and recreational facilities while streets will collectively cover approximately 1639 ha of land.

The table then also highlights that the total number of hectares of land required to accommodate the incremental population in Sedibeng between 2016 and 2025 is about 6762 ha.

Table 15: Sedibeng DM: Incremental Land Use Budget, 2016-2025 (including Backlog)

Facilities	Backlog /Demand2018		Increment 2016-2025								Increment and Backlog (2016-2025)		
	TOTAL		Emfuleni		Midvaal		Lesedi		TOTAL		Requirement		
	number	ha	number	ha	number	ha	number	ha	number	ha	number	ha	%
Number of Units	**56,189**	**1,124**	**60,729**	**2,264**	**31,772**	**1,683**	**14,392**	**567**	**106,893**	**4,515**	**163,082**	**5,639**	**65%**
High Income (@800m²)	-	-	12,041	963	15,366	1,229	3,231	258	30,637	2,451	30,637	2,451	**19%**
Medium Income (@350m²)	-	-	21,823	764	8,387	294	5,712	200	35,921	1,257	35,921	1,257	**22%**
Low Income (@200m²)	56,189	1,124	26,866	537	8,020	160	5,450	109	40,336	807	96,525	1,930	**59%**
Population	**184,897**		**137,263**		**77,525**		**52,571**		**267,359**		**452,256**		
Nett residential Density	50		27		19		25		24		29		
Business (m²)	**55,469**	**18**	**233,348**	**77.8**	**131,792**	**43.9**	**89,371**	**29.8**	**454,511**	**152**	**509,980**	**170**	**2%**
Offices (floor area in m²)	**5,547**	**2**	**116,674**	**38.9**	**65,896**	**22.0**	**44,686**	**14.9**	**227,255**	**76**	**232,802**	**78**	**1%**
Education		**147**		**109.4**		**61.8**		**41.9**		**213**		**361**	**4%**
Small Crèche	77	2	57	1.1	32	0.6	22	0.4	111	2	188	4	
ECD Hub and Care Centre	9	1	7	0.7	4	0.4	3	0.3	13	1	23	2	
Primary (including Grade R)	26	74	20	54.9	11	31.0	8	21.0	38	107	65	181	
Secondary	15	71	11	52.7	6	29.8	4	20.2	21	103	36	174	
Health Services		**6**		**4.6**		**2.6**		**1.8**		**9**		**15**	**0%**
Primary Health Clinic	8	2	6	1.1	3	0.6	2	0.4	11	2	19	4	
Community Health Centre	3	5	2	3.4	1	1.9	1	1.3	4	7	8	11	
Safety and Security		**4**		**3.0**		**1.7**		**1.1**		**6**		**10**	**0%**
Police	3	3	2	2.3	1	1.3	1	0.9	4	4	8	8	
Fire Station	3	1	2	0.7	1	0.4	1	0.3	4	1	8	2	
Social /Cultural		**13**		**9.7**		**5.5**		**3.7**		**19**		**32**	**0%**
Local Library	9	0	7	0.3	4	0.2	3	0.1	13	1	23	1	
Worship Centre	62	9	46	6.9	26	3.9	18	2.6	89	13	151	23	
Post Office/ICT Access Point	18	1	14	0.7	8	0.4	5	0.3	27	1	45	2	
Communty Hall (medium)	12	2	9	1.8	5	1.0	4	0.7	18	4	30	6	
Sports and Recreation		**92**		68.6		38.8		26.3		**134**		**226**	**3%**
Sports Facilities and Parks		55		41.18		23.26		15.77		80	-	136	
Regional Parks		37		27.45		15.50		10.51		53	-	90	
Industrial		**0**								**0**		**0**	**0%**
Streets		**450**		**824.4**		**595.0**		**219.8**		1,639		**2,090**	**24%**
TOTAL		**1,858**		**3,401**		**2,454**		**907**		**6,762**		**8,619**	**100%**
%		**22%**		**39%**		**28%**		**11%**		**78%**		**100%**	
Gross Density	30		18		13		16		16		19		

If however, the existing backlog of 56 189 units are also to be accommodated it would require an additional 1858 ha of land for urbanisation purposes which would bring the total land size required for the period 2016 to 2025 to about 8619 ha of land as shown at the bottom of the second last column.

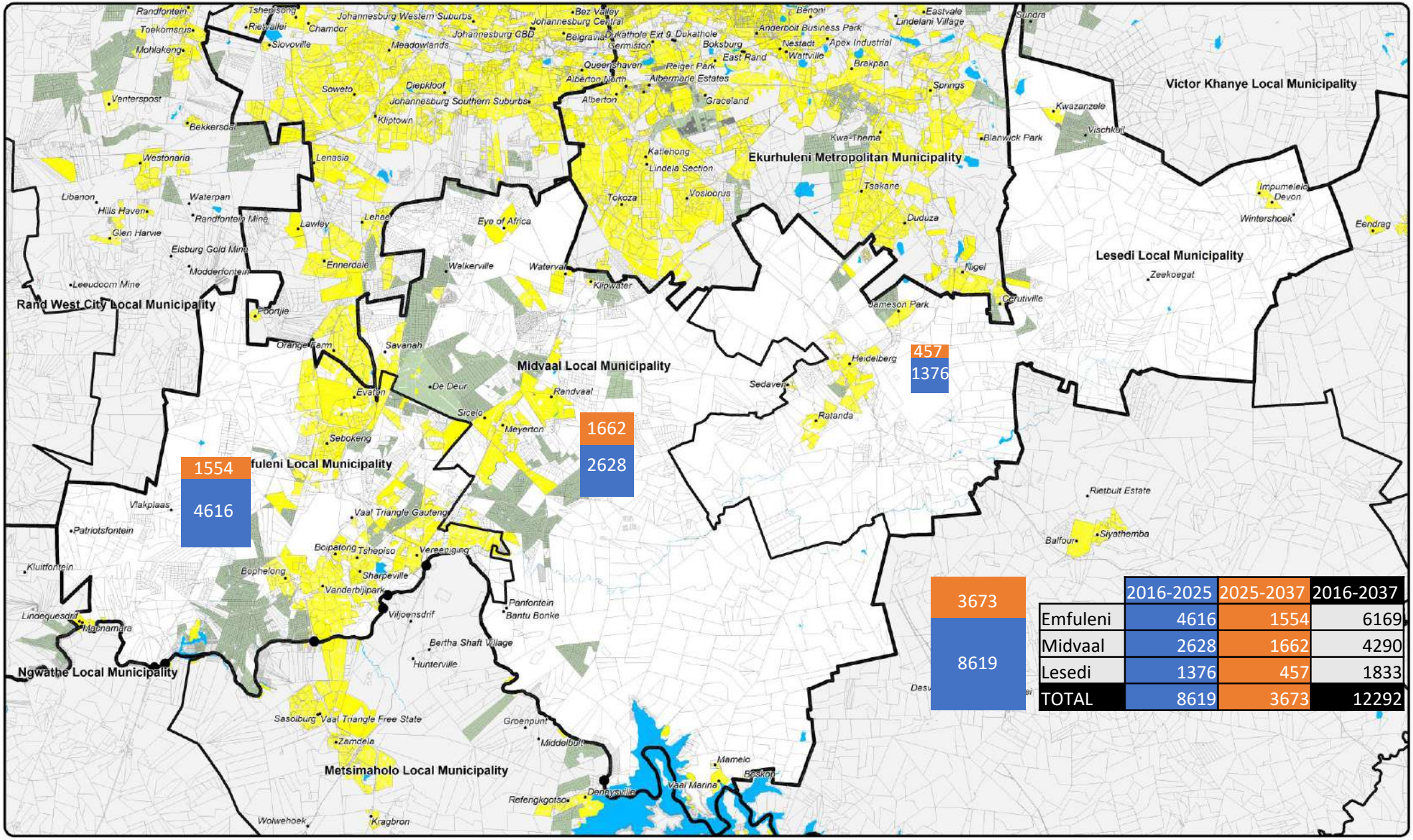
Table 16 depicts the same information for the period 2025 up to 2037. What is evident from this is that for this period an additional 3673 ha of land would be required for urbanisation purposes with about 1554 ha being located in the Emfuleni Municipality, 1662 ha in Midvaal and 457 ha in the Lesedi Local Municipality.

It is also interesting to note that the incremental population would be able to sustain approximately 262 374m² of retail/ business floor space and an additional 131 187m² of office floor space.

Table 17 depicts the total incremental land use budget for the Sedibeng District for the period 2016 up to 2037. This indicates that a total of 6946 ha of land is required to accommodate the 161 317 households. The total size of retail to be added stands at approximately 716 884m² (requiring 239 ha of land) and 358 442m² of office space (requiring about 119 ha of land). The total land size required for expansion of the urban footprint in the SDM between 2016 and 2037 stands at 10 434 ha of land of which the bulk (4954 ha) are to be allocated in the Emfuleni Municipality, 4117 ha in Midvaal and 1363 ha in the Lesedi Local Municipality.

Table 18 reflects the same information but the 1858 ha required to accommodate the existing housing backlog was added to the total which brings the total incremental land required for urbanisation in the SDM, including backlog and increment, to about 12 292 ha of land. This includes 4954 ha in Emfuleni, 4117 ha in Midvaal and 1363 ha in Lesedi LM.

Figure 30.2 graphically illustrates the size of land (at scale) required per municipality in the Sedibeng District based on the land use budget summarized in Table 18.



	2016-2025	2025-2037	2016-2037
Emfuleni	4616	1554	6169
Midvaal	2628	1662	4290
Lesedi	1376	457	1833
TOTAL	8619	3673	12292

SEDIBENG DISTRICT MUNICIPALITY SDF – LAND USE BUDGET (GROWTH AND BACKLOG)

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Dams/Rivers

Area in ha: 2025-2037, 2016-2025 — Land Use size required for urbanization

Table 16: Sedibeng DM: Incremental Land Use Budget, 2025-2037

Facilities	Increment 2025-2037								
	Emfuleni		Midvaal		Lesedi		TOTAL		
	number	ha	number	ha	number	ha	number	ha	%
Number of Units	**26,635**	**1,003**	**21,066**	**1,134**	**6,722**	**295**	**54,424**	**2,431**	**66%**
High Income (@800m²)	6,317	505	10,120	810	1,953	156	18,390	1,471	34%
Medium Income (@350m²)	6,082	213	7,012	245	2,871	101	15,965	559	29%
Low Income (@200m²)	14,236	285	3,934	79	1,897	38	20,068	401	37%
Population	**76,570**		**55,233**		**22,534**		**154,338**		
Nett residential Density	27		19		23		22		
Business (m²)	**130,169**	**43.4**	**93,897**	**31.3**	**38,308**	**12.8**	**262,374**	**87**	**2%**
Offices (floor area in m²)	**65,085**	**21.7**	**46,948**	**15.6**	**19,154**	**6.4**	**131,187**	**44**	**1%**
Education		**61.1**		**44.0**		**18.0**		**123**	**3%**
Small Crèche	32	0.6	23	0.5	9	0.2	64	1	
ECD Hub and Care Centre	4	0.4	3	0.3	1	0.1	8	1	
Primary (including Grade R)	11	30.6	8	22.1	3	9.0	22	62	
Secondary	6	29.4	4	21.2	2	8.7	12	59	
Health Services		**2.6**		**1.8**		**0.8**		**5**	**0%**
Primary Health Clinic	3	0.6	2	0.5	1	0.2	6	1	
Community Health Centre	1	1.9	1	1.4	0	0.6	3	4	
Safety and Security		**1.7**		**1.2**		**0.5**		**3**	**0%**
Police	1	1.3	1	0.9	0	0.4	3	3	
Fire Station	1	0.4	1	0.3	0	0.1	3	1	
Social /Cultural		**5.4**		**3.9**		**1.6**		**11**	**0%**
Local Library	4	0.2	3	0.1	1	0.1	8	0	
Worship Centre	26	3.8	18	2.8	8	1.1	51	8	
Post Office/ICT Access Point	8	0.4	6	0.3	2	0.1	15	1	
Communty Hall (medium)	5	1.0	4	0.7	2	0.3	10	2	
Sports and Recreation		38.3		27.6		11.3		**77**	**2%**
Sports Facilities and Parks		22.97		16.57		6.76		46	
Regional Parks		15.31		11.05		4.51		31	
Industrial								**0**	**0%**
Streets		**376.6**		**403.0**		**110.7**		**890**	**24%**
TOTAL		**1,554**		**1,662**		**457**		**3,673**	**100%**
Gross Density	17		13		15		15		

Table 17: Sedibeng DM: Incremental Land Use Budget, 2016-2037 (including Backlog)

Facilities	Increment 2016-2037								
	Emfuleni		Midvaal		Lesedi		TOTAL		
	number	ha	number	ha	number	ha	number	ha	%
Number of Units	**87,365**	**3,267**	**52,839**	**2,817**	**21,114**	**862**	**161,317**	**6,946**	**67%**
High Income (@800m²)	18,357	1,469	25,486	2,039	5,184	415	49,027	3,922	**30%**
Medium Income (@350m²)	27,905	977	15,398	539	8,583	300	51,886	1,816	**32%**
Low Income (@200m²)	41,103	822	11,954	239	7,347	147	60,404	1,208	**37%**
Population	**213,834**		**132,758**		**75,105**		**421,697**		
Nett residential Density	27		19		24		23		
Business (m²)	**363,517**	**121.2**	**225,689**	**75.2**	**127,679**	**42.6**	**716,884**	**239**	**2%**
Offices (floor area in m²)	**181,759**	**60.6**	**112,844**	**37.6**	**63,839**	**21.3**	**358,442**	**119**	**1%**
Education		**170.5**		**105.9**		**59.9**		**336**	**3%**
Small Crèche	89	1.8	55	1.1	31	0.6	176	4	
ECD Hub and Care Centre	11	1.1	7	0.7	4	0.4	21	2	
Primary (including Grade R)	31	85.5	19	53.1	11	30.0	60	169	
Secondary	17	82.1	11	51.0	6	28.8	34	162	
Health Services		**7.1**		**4.4**		**2.5**		**14**	**0%**
Primary Health Clinic	9	1.8	6	1.1	3	0.6	18	4	
Community Health Centre	4	5.3	2	3.3	1	1.9	7	11	
Safety and Security		**4.6**		**2.9**		**1.6**		**9**	**0%**
Police	4	3.6	2	2.2	1	1.3	7	7	
Fire Station	4	1.1	2	0.7	1	0.4	7	2	
Social /Cultural		**15.1**		**9.4**		**5.3**		**30**	**0%**
Local Library	11	0.5	7	0.3	4	0.2	21	1	
Worship Centre	71	10.7	44	6.6	25	3.8	141	21	
Post Office/ICT Access Point	21	1.1	13	0.7	8	0.4	42	2	
Communty Hall (medium)	14	2.9	9	1.8	5	1.0	28	6	
Sports and Recreation		106.9		66.4		37.6		**211**	**2%**
Sports Facilities and Parks		64.15		39.83		22.53		127	
Regional Parks		42.77		26.55		15.02		84	
Industrial								**0**	**0%**
Streets		**1,201**		**998**		**330**		**2,530**	**24%**
TOTAL		**4,954**		**4,117**		**1,363**		**10,434**	**100%**

Table 18: Sedibeng DM: Incremental Land Use Budget, 2016-2037 (including Backlog)

Facilities	Backlog /Demand2018		Increment 2016-2037									Increment and Backlog (2016-2037)		
	TOTAL		Emfuleni		Midvaal		Lesedi		TOTAL			Requirement		
	number	ha	number	ha	number	ha	number	ha	number	ha	%	number	ha	%
Number of Units	**56,189**	**1,124**	**87,365**	**3,267**	**52,839**	**2,817**	**21,114**	**862**	**161,317**	**6,946**	**67%**	**217,506**	**8,070**	**66%**
High Income (@800m²)	-	-	18,357	1,469	25,486	2,039	5,184	415	49,027	3,922	30%	49,027	3,922	23%
Medium Income (@350m²)	-	-	27,905	977	15,398	539	8,583	300	51,886	1,816	32%	51,886	1,816	24%
Low Income (@200m²)	56,189	1,124	41,103	822	11,954	239	7,347	147	60,404	1,208	37%	116,593	2,332	54%
Population	**184,897**		**213,834**		**132,758**		**75,105**		**421,697**			**606,594**		
Nett residential Density	50		27		19		24		23			27		
Business (m²)	**55,469**	**18**	**363,517**	**121.2**	**225,689**	**75.2**	**127,679**	**42.6**	**716,884**	**239**	**2%**	**772,354**	**257**	**2%**
Offices (floor area in m²)	**5,547**	**2**	**181,759**	**60.6**	**112,844**	**37.6**	**63,839**	**21.3**	**358,442**	**119**	**1%**	**363,989**	**121**	**1%**
Education		**147**		**170.5**		**105.9**		**59.9**		**336**	**3%**		**484**	**4%**
Small Crèche	77	2	89	1.8	55	1.1	31	0.6	176	4		253	5	
ECD Hub and Care Centre	9	1	11	1.1	7	0.7	4	0.4	21	2		30	3	
Primary (including Grade R)	26	74	31	85.5	19	53.1	11	30.0	60	169		87	243	
Secondary	15	71	17	82.1	11	51.0	6	28.8	34	162		49	233	
Health Services		**6**		**7.1**		**4.4**		**2.5**		**14**	**0%**		**20**	**0%**
Primary Health Clinic	8	2	9	1.8	6	1.1	3	0.6	18	4		25	5	
Community Health Centre	3	5	4	5.3	2	3.3	1	1.9	7	11		10	15	
Safety and Security		**4**		**4.6**		**2.9**		**1.6**		**9**	**0%**		**13**	**0%**
Police	3	3	4	3.6	2	2.2	1	1.3	7	7		10	10	
Fire Station	3	1	4	1.1	2	0.7	1	0.4	7	2		10	3	
Social /Cultural		**13**		**15.1**		**9.4**		**5.3**		**30**	**0%**		**43**	**0%**
Local Library	9	0	11	0.5	7	0.3	4	0.2	21	1		30	2	
Worship Centre	62	9	71	10.7	44	6.6	25	3.8	141	21		202	30	
Post Office/ICT Access Point	18	1	21	1.1	13	0.7	8	0.4	42	2		61	3	
Community Hall (medium)	12	2	14	2.9	9	1.8	5	1.0	28	6		40	8	
Sports and Recreation		**92**		106.9		66.4		37.6		**211**	**2%**		**303**	**2%**
Sports Facilities and Parks		55		64.15		39.83		22.53		127		-	182	
Regional Parks		37		42.77		26.55		15.02		84		-	121	
Industrial		**0**								**0**	**0%**		**0**	**0%**
Streets		**450**		**1,201**		**998**		**330**		**2,530**	**24%**		**2,980**	**24%**
TOTAL		**1,858**		**4,954**		**4,117**		**1,363**		**10,434**	**100%**		**12,292**	**100%**
Gross Density	30		18		13		15		15			18		

5.1.4 Development Principles

With the Points of Departure, Spatial Vision and Projected Land Use Budget in place, it is important to define a set of Development Principles which collectively provides the spatial logic/ development rationale towards the future development of the Sedibeng District. These development principles are inter-related i.e. they inform one another, and they incrementally/ collectively define the Spatial Development Framework for the Sedibeng District Municipality as discussed in section 5.2 of this document.

Principle 1: Effective environmental and land use management to achieve a sustainable equilibrium between ecosystem and biodiversity conservation, and urban related development within the District.

Principle 2: Enhanced spatial efficiency through a defined range of urban and rural nodes in the district around which to consolidate economic development and infrastructure investment (spatial targeting).

Principle 3: Enhancement of four Strategic Development Corridors supplemented by an extensive local transport network providing linkages between urban and rural nodes.

Principle 4: Consolidation of the urban structure of the District around the nodal points by way of infill development and densification in identified Priority Housing Development Areas (PHDAs).

Principle 5: Consolidate community facilities at urban and rural nodal points to enhance “one-stop” access to such facilities for the community, and to contribute towards creating “critical mass” required to stimulate local economic development.

Principle 6: Enhance business activities (formal and informal) at each of the identified nodal points in the Sedibeng District and incorporate informal/ emerging business activities into Thusong Centres and modal transfer facilities.

Principle 7: Concentrate industrial and agro-processing activities at the higher order nodes or along the major development corridors in the District where infrastructure is available.

Principle 8: Optimally utilise the mining potential in the District in such a way that a sustainable balance is maintained between mining, agriculture and the natural environment.

Principle 9: Promote the commercial farming activities throughout the District and the establishment of the Agri Park concept.

Principle 10: Utilise the existing natural, cultural-historic and man-made resources towards development of Tourism Precincts and Corridors throughout the District.

Principle 11: Ensure that all communities (urban and rural) have access to at least the minimum levels of service as enshrined in the constitution, and to direct infrastructure investment towards the economic activity nodes in the district, priority housing development areas earmarked for residential development, and communities with excessive service backlogs.

Principle 12: Implement a district-wide Growth Management Strategy to ensure spatial manifestation of the SDF Development Principles.

5.2 DEVELOPMENT FRAMEWORK

5.2.1 Principle 1: Effective environmental and land use management to achieve a sustainable equilibrium between ecosystem and biodiversity conservation, and urban related development within the District.

i) Environmental Management Policy/ Guidelines

Vulnerability to environmental degradation, resource scarcity and climatic shocks must be reduced. Ecological systems should be protected and replenished. – NDP

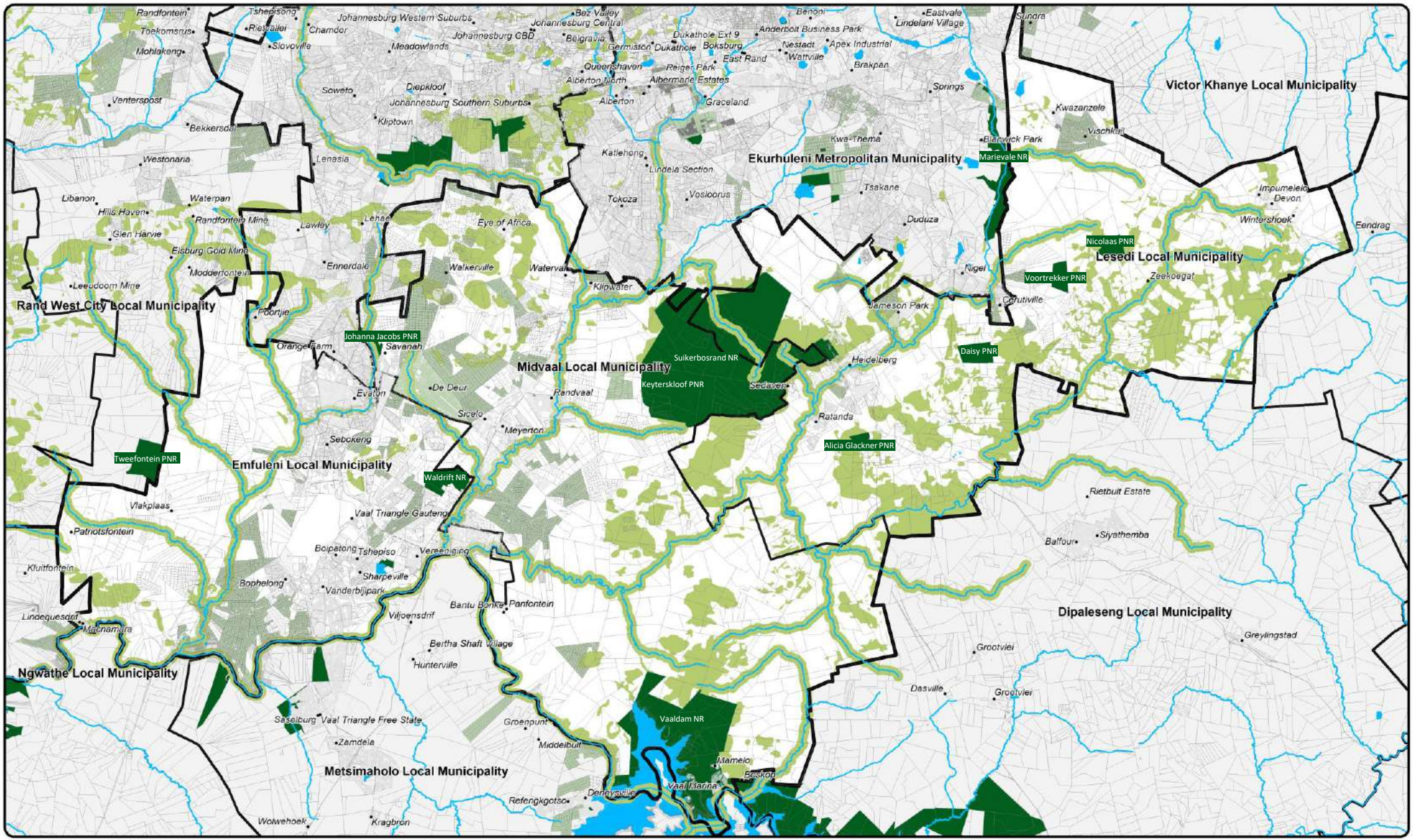
The management and maintenance of the natural environment is a key element towards the future sustainable development of the Sedibeng District Municipality. The urban and rural communities are dependent on environmental resources located within the District for income generation and their own existence. It is thus of critical importance that a balance be achieved between development and associated utilisation of resources, and the permanent conservation of certain environmental features within the District.

Figure 31.1 illustrates the proposed regional open space system for the Sedibeng District Municipality. Essentially it comprises all the proclaimed nature reserves; the areas of Critical Biodiversity (CBA 1 and 2); as well as Environmental Support Areas (ESA 1 and 2) as identified in the Gauteng C-Plan as depicted on Figure 22 in this report. This network is connected via the river drainage systems as well as the ridges running through the district area to create an extensive network of functional ecological corridors as illustrated on Figure 31.1.

The most sensitive areas relating to the natural environment include the northern and central more mountainous parts of the district area around Walkerville and Suikerbosrand; the main drainage systems running through the District with the (Vaal River) being the most prominent; and the high potential agricultural land in the north-eastern, central and western parts of the District. Apart from general protection, the functional linkage of these features by way of ecological corridors in order to facilitate movement of fauna and flora, is also of critical importance.

At a more detailed scale, the following principles should also be adopted towards extending and integrating the open space system into the urban fabric of each of the municipalities in the Sedibeng District:

- The protected natural areas must be formally proclaimed and linked to the network of open spaces;



SEDIBENG DISTRICT MUNICIPALITY SDF – PRINCIPLE 1: REGIONAL OPEN SPACE SYSTEM

- Cadastral
- Nature Reserve
- Open Space System
- Dams/Rivers

- Open space areas within the urban footprint should be developed to ensure functionality and safety for users;
- Residential suburbs and economic activity areas (CBD/ Industrial Areas) should be greened and made aesthetically pleasing and linked to the broader network of open spaces;
- Major recreational parks and facilities form part of the network of open spaces and should be easily accessible by public transport.

The proposed regional open space system should be an integral part of municipal resource conservation, biodiversity protection, strategic land use planning and land use management processes. In this regard it is recommended that the regional open space network as depicted on Figure 31.1 be used as an overlay zone to inform decisions relating to land use rights and township applications in all parts of the SDM and Local Municipalities.

The development guidelines and directives per Biodiversity Category as summarised in **Table 19** should be utilized in the evaluation of individual applications to ensure that areas of high biodiversity are sufficiently protected from urbanisation pressures in line with the directives provided.

The SDM should also ensure that all land use planning and development applications take the underlying geology into account (i.e. geology, slope, risk of mass movement, expansive soils, sinkholes, undermining etc.). This is specifically applicable to areas within the SDM dolomitic footprint as illustrated on Figure 23 in this report. There is a detailed risk assessment available in GIS format for certain parts of the Sedibeng District e.g. around Skansdam along route R59 in Midvaal LM. In summary:

- Future land use planning on land underlain by dolomite must be undertaken according to current best practice, as stipulated in the SANS 10400 and SANS 1936.
- Site specific investigations are recommended for all developments contemplated on dolomite land, regardless of the regional risk classification.
- No new residential development should be permitted in the Inherent Risk Classes 6, 7 or 8 areas.

However, it is advised that the poor risk characterisation is verified through limited dolomite stability investigations to ensure that valuable land is not sterilised unnecessarily.

Table 19: Sedibeng Biodiversity Plan Guidelines

Category on the CBA Map	Description	Land Management Objective	Land Management Recommendations	Compatible Land Use	Incompatible Land Use
Protected Areas	Formal Protected Areas and Protected Areas pending declaration under NEMPA.	Maintain natural land. Rehabilitate degraded areas to a natural or near natural state, and manage for no further degradation.	Maintain or obtain formal conservation protection.	Conservation and associated activities.	All other land uses.
Critical Biodiversity Areas (1)	Areas required to be maintained in a natural or near natural state to meet targets for biodiversity pattern (features) or ecological processes.	Maintain natural land and ecological processes. Rehabilitate degraded areas to a natural or near natural state, and manage for no further degradation.	Obtain formal conservation protection where possible. Implement appropriate zoning to avoid net loss of intact habitat or intensification of land use.	Conservation and associated activities. Extensive game farming and eco-tourism operations with strict control on environmental impacts and carrying capacities, where overall there is a net biodiversity gain. Extensive Livestock Production with strict control on environmental impacts and carrying capacities. Urban Open Space Systems.	Urban land uses including Residential (including golf estates, rural residential, resorts), Business, Mining and Industrial; Infrastructure (roads, power lines, pipelines). Intensive Animal Production (all types including dairy farming associates with confinement, imported foodstuffs, and improved/ irrigated pastures). Arable Agriculture (forestry, dry land and irrigated cropping). Small holdings.
Critical Biodiversity Area (2)	Cultivated landscapes which retain importance for supporting threatened species	Maintain current agricultural activities. Ensure that land use is not intensified and that activities are managed to minimise impact on threatened species.	Avoid conversion of agricultural land to more intensive land uses which may have a negative impact on threatened species or ecological processes.	Current agricultural practices including arable agriculture, intensive and extensive animal production, as well as game and ecotourism operations, as long as these are managed in a way to ensure populations of threatened species are maintained and the ecological processes which support them are not impacted.	Urban land uses including Residential (including golf estates, rural residential, resorts), Business, Mining and Industrial; Infrastructure (roads, power lines, pipelines). More intensive agricultural processes than currently undertaken on site.

Category on the CBA Map	Description	Land Management Objective	Land Management Recommendations	Compatible Land Use	Incompatible Land Use
Ecological Support Areas (1)	Natural, near natural and degraded areas required to be maintained in an ecologically functional state to support Critical Biodiversity Areas.	Maintain ecological processes.	Implement appropriate zoning and land management guidelines to avoid impacting ecological processes. Avoid intensification of land use.	Conservation and associated activities. Extensive game farming and eco-tourism operations. Extensive Livestock Production. Urban Open Space Systems. Low density rural residential, smallholdings or resorts where development design and overall development densities allow maintenance of ecological functioning.	Urban land uses including Residential (including golf estates), Business, Mining and Industrial; Infrastructure (roads, power lines, pipelines). Intensive Animal Production (all types including dairy farming associated with confinement, imported foodstuffs, and improved/ irrigated pastures). Arable Agriculture (forestry, dry land and irrigated cropping). Note: Certain elements of these activities could be allowed subject to detailed impact assessment to ensure that developments were designed to maintain overall ecological functioning of ESAs.
Ecological Support Areas (2)	Areas with no natural habitat which retain potential importance for supporting ecological processes.	Avoid additional impacts on ecological processes.	Avoid intensification of land use, which may result in additional impact on ecological processes.	Existing activities (e.g. arable agriculture) should be maintained, but where possible a transition to less intensive land uses should be favoured.	Any land use or activity which results in additional impacts on ecological functioning, mostly associated with the intensification of land use in these areas (e.g. Change of floodplain from arable agriculture to an urban land use or from recreational fields and parks to urban).

Supplementary to the above, the Land Use Decision Support (LUDS) Tool developed by SANBI should be used to assist environmental practitioners in the SDM and the three local municipalities to make informed environmental decisions. The LUDS Tool extracts the most important biodiversity planning information for an area from national and regional spatial datasets, thereby facilitating local deliberations and decision-making processes when assessing the possible impacts of development or land-use changes.

The LUDS tool has been designed as a series of three steps, which use the BGIS website and its online maps. Each step links to background information and specific instructions as summarised in the info box below:

Sedibeng LUDS Tool

LUDS Step 1: Find the appropriate BGIS online map (LUDS map) for the municipality

This step is done in the BGIS website's Municipal Biodiversity Information Index.

- Open the Municipal Biodiversity Information Index by clicking on the "Municipal" tab on the BGIS website.
- Click on one of South Africa's nine provinces on the map.
- Select a municipality by either clicking on the province map or selecting from the box below it.
- Links which launches the appropriate BGIS online map for Land Use Decision Support (LUDS map) in your selected municipality may be found either under "Map Tools" in the left hand column or "Land Use Decision support" in the main text.

LUDS Step 2: Select an area for analysis

This step must be completed in LUDS map for the specific municipality selected in LUDS Step 1.

- Click on the "Land Use Decision Support (LUDS)" tab on the tool bar.
- Click on the "LUDS Tool" button to initialise the tool which will open in a left hand information pane of the map viewer.
- The tool guides user on how to zoom and pan to the area on the map he/she wishes to analyse.
- Using one of the analysis mark-up tools the user can then draw the analysis area on the map.

LUDS Step 3: Produce a LUDS report

This step is mostly automated and takes place as a continuation of LUDS Step 2 in the LUDS map:

- The map automatically zooms into the analysis area drawn.
- User will be asked to supply BGIS login email address and a few details about the envisaged development.
- System then analyses the analysis area against a set of pre-defined national and regional layers that coincide spatially with that location.
- The results of the analysis are then incorporated into a PDF file which on completion can be downloaded.
- User can create a map PDF by using the "Print map" tool.

ii) Institutional Arrangements

It is proposed that a proper Environmental Management Procedure/Unit be put in place within the Sedibeng District in order to ensure the long term efficient management of the environment. The activities of this unit need to

be coordinated and structured by way of the guidelines of an Environmental Management Plan compiled for the entire District to ensure that only appropriate land uses be allowed in accordance with the relevant biodiversity category as summarised in Table 19 in this report.

5.2.2 Principle 2: Enhanced spatial efficiency through a defined range of urban and rural nodes in the district around which to consolidate economic development and infrastructure investment (spatial targeting).

i) Nodal Hierarchy and Rationale

As noted under Principle 1 above the SDM area of jurisdiction comprises a wealth of environmental and cultural-historic resources which need to be protected as the foundation of the municipality's future economic well-being. In order to minimize the impact on these resources it is essential that human settlement and economic activities be consolidated around a number of strategically located nodal points within the district (**Figure 31.2**), thereby minimizing the urban footprint as far as possible.

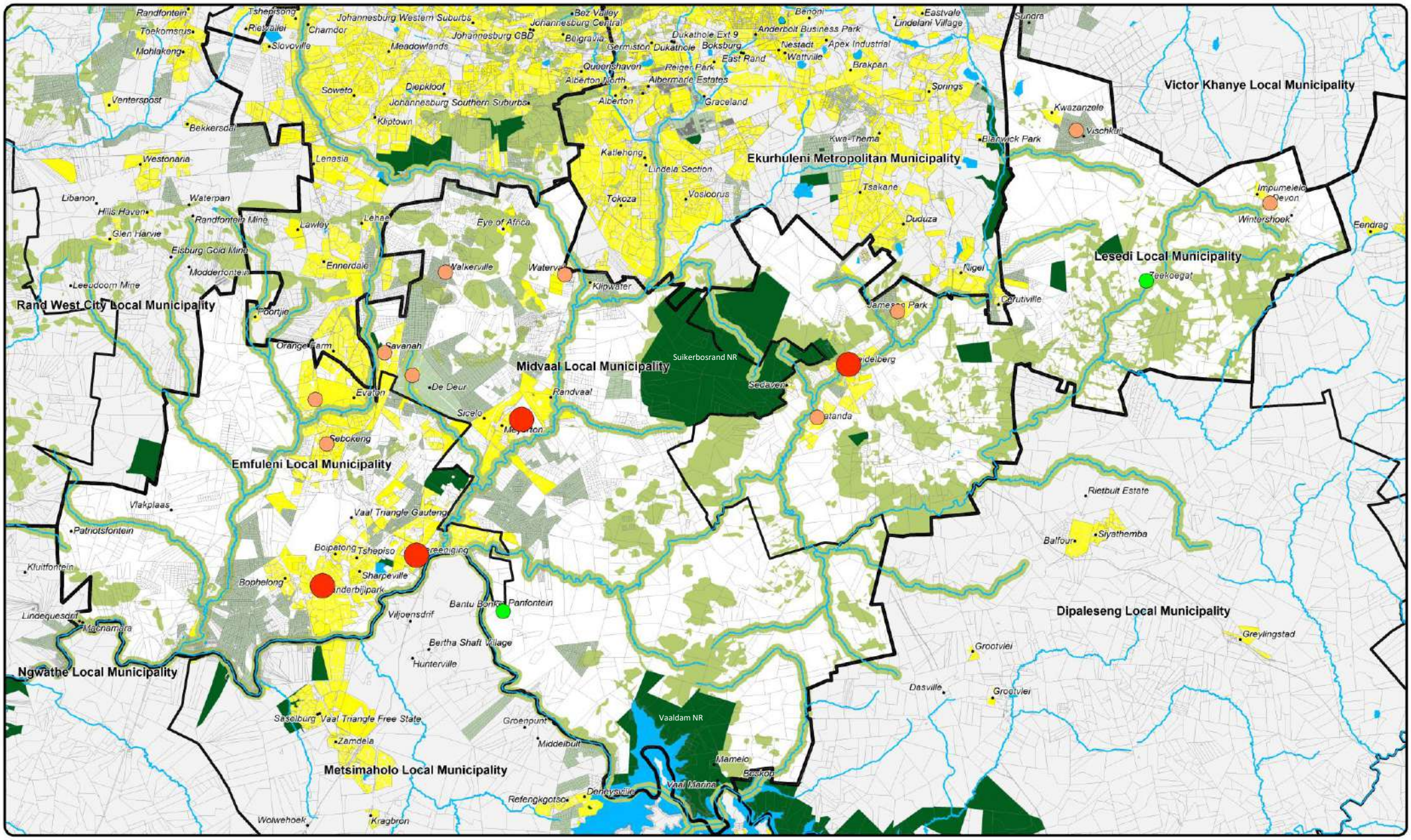
These nodal points should comprise a diverse range of urban land uses including housing, community facilities, economic activities (job opportunities), basic engineering services like water, sanitation and electricity, a comprehensive movement network and local open space system.

The size, function and associated range of land uses/ activities provided by the nodes would differ based on factors such as historic development, location, economic potential and environmental constraints.

The urban fabric within nodal points should generally be compact in order to facilitate social and economic integration; to promote efficient and sustainable service delivery; and to create the "critical mass" required to stimulate local economic development within walking distance from where people reside.

These nodal points need to be the focal points for social and economic investment (spatial targeting) by all spheres of government as well as the private sector in order to optimise the collective impact of spending at these points over an extended period of time. Consolidating the urban fabric around these nodal points should result in high density, mixed uses which not only enhance the viability of the public transport system, but also optimise the operational and financial efficiency of engineering and social infrastructure and services provided in these areas. Furthermore it significantly reduces travel costs/ distances within the urban area which is a major benefit to the poor.

Table 20 depicts the proposed hierarchy of Activity Nodes (Settlements) within the SDM area as spatially depicted on Figure 31.2.



SEDIBENG DISTRICT MUNICIPALITY SDF – PRINCIPLE 2: NODAL HIERARCHY

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams/Rivers
- Primary Node
- Secondary Node
- Rural Node

Table 20: Sedibeng District Priority Nodal Hierarchy
Primary Nodes
• Vereeniging • Vanderbijlpark • Meyerton • Heidelberg
Secondary Nodes
• Sebokeng • Evaton • De Deur • Walkerville • Savannah City • Waterval • Ratanda • Jameson Park • Devon/ Impumelelo • Kwazenzele/ Vischkuil
Rural Nodes
• Langzeekoegat • Bantu Bonke

Vanderbijlpark, Vereeniging, Meyerton and Heidelberg towns fulfil the function of primary activity nodes, offering the highest order and widest range of goods and services to other towns and settlements as well as the rural parts of the District. These are also represented as nodes in provincial context in terms of the Gauteng SDF.

The secondary nodes are all in the process of development serving local/ surrounding communities. Some of these nodes are located at strategic intersections e.g. Sebokeng and De Deur, while others represent activity nodes along development corridors e.g. Walkerville and the Waterval node.

Savannah City is a new emerging node along the broader N1 corridor in the southern parts of Gauteng while the Evaton node is proposed in order to stimulate some local economic activity in this residential area and to provide a range of convenience goods and services to local residents.

A strategy should be developed to enhance the developmental role of small towns in rural economies, with a focus on economic viability, sustaining public services, skills development, the green agenda and connecting infrastructure. - NDP

The secondary nodes above, together with Vanderbijlpark, Vereeniging and Meyerton primary nodes, represent the master framework of a future urban conurbation to be established in line with the Sedibeng Vision.

The Ratanda and Jameson Park nodes in Lesedi LM are also intended to perform a similar function by functionally consolidating with Heidelberg (the primary node). Devon/ Impumelelo and Kwazenzele/ Vischkuil are the other two secondary nodes in the SDM.

The two rural nodes in the SDM include Bantu Bonke in the Midvaal LM area and Langzeekoegat in the Lesedi LM – both of which are classified as agri-villages.

Info Box: Spatial Targeting Towards Promoting Nodal Development

The development of a node takes place over time and is based on an incremental growth process guided by a number of strategic investments by various spheres of government within and around a strategically selected spatial point in order to stimulate local economic development activity. The ultimate goal is the **establishment of a sustainable activity node, comprising a number of community facilities and services, and which is supplemented by a range of economic activities located in close proximity.**

The key to the success of nodal development is rooted in the principle of focused and deliberate government investment spending to ensure that these areas develop to provide an extensive range of community facilities, and in the case of rural areas, becoming the spatial focal points of agriculturally driven LED interventions and land reform initiatives. By doing so lower order nodal points possess the inherent potential to act as spatial points within a larger space-economy around which the critical mass required to initiate formal and informal local economic development can occur.

A key benefit derived from nodal development is that it becomes more cost efficient to provide the full range of engineering services to these points (urban and rural) as these are utilised for a number of purposes including economic, social, as well as residential development. Thus, by being conducive to focused infrastructure spending, the collective benefits derived from investments made by various spheres of government far out-weigh the individual contributions made. Furthermore, the development of urban and rural nodes requires inter-governmental co-operation, which is seen as critical to promoting sustainable and integrated rural development.

5.2.3 Principle 3: Enhancement of four Strategic Development Corridors supplemented by an extensive local transport network providing linkages between urban and rural nodes.

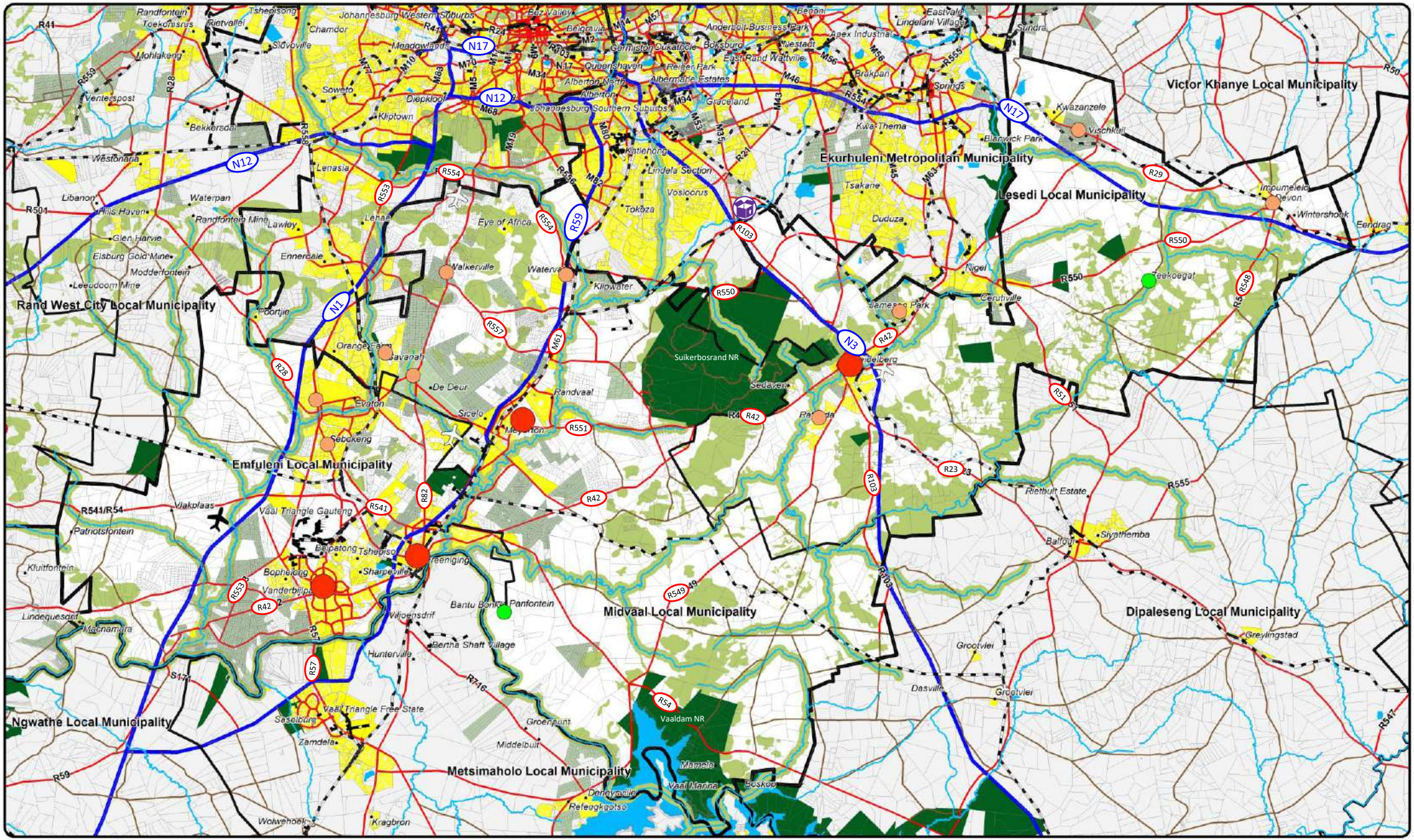
The four corridors (N1, R59, N3 and N17) represent the most significant structuring element in the Sedibeng District, hence the emphasis on creating activity nodes and supporting transport infrastructure along/ around each of these.

As illustrated on **Figure 31.3** the main objective with the SDM transport network is to ensure that all the nodes in the district are linked to one another and to the surrounding regional economy via the four regional/ national corridors traversing the district.

Shifting settlement patterns should be investigated to align public investment in infrastructure and services with these trends, and to develop appropriate systems of land tenure and growth management. Special attention must be given to areas of densification along transport corridors. - NDP

Activities capitalising on the economic opportunities associated with these corridors should be encouraged to locate adjacent to the corridors. This could include intensive agriculture, agro-processing and hospitality uses. The significance of the railway lines in the District in terms of export opportunities to the Maputo, Richards Bay and Durban harbours should also be promoted.

This network also forms the basis of the public transport network in the district and in principle all nodal points should be provided with modal transfer facilities to facilitate movement of commuters in all parts of the SDM.



SEDIBENG DISTRICT MUNICIPALITY SDF – PRINCIPLE 3: TRANSPORT NETWORK

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Strategic River Crossings
- Primary Node
- Secondary Node
- Rural Node
- National Roads
- Main Roads
- Other Roads
- Railways
- Proposed Airport
- Airfield
- Proposed Tambo Springs Freight Hub

The details of the movement network as depicted on Figure 31.3 are briefly summarised as follow:

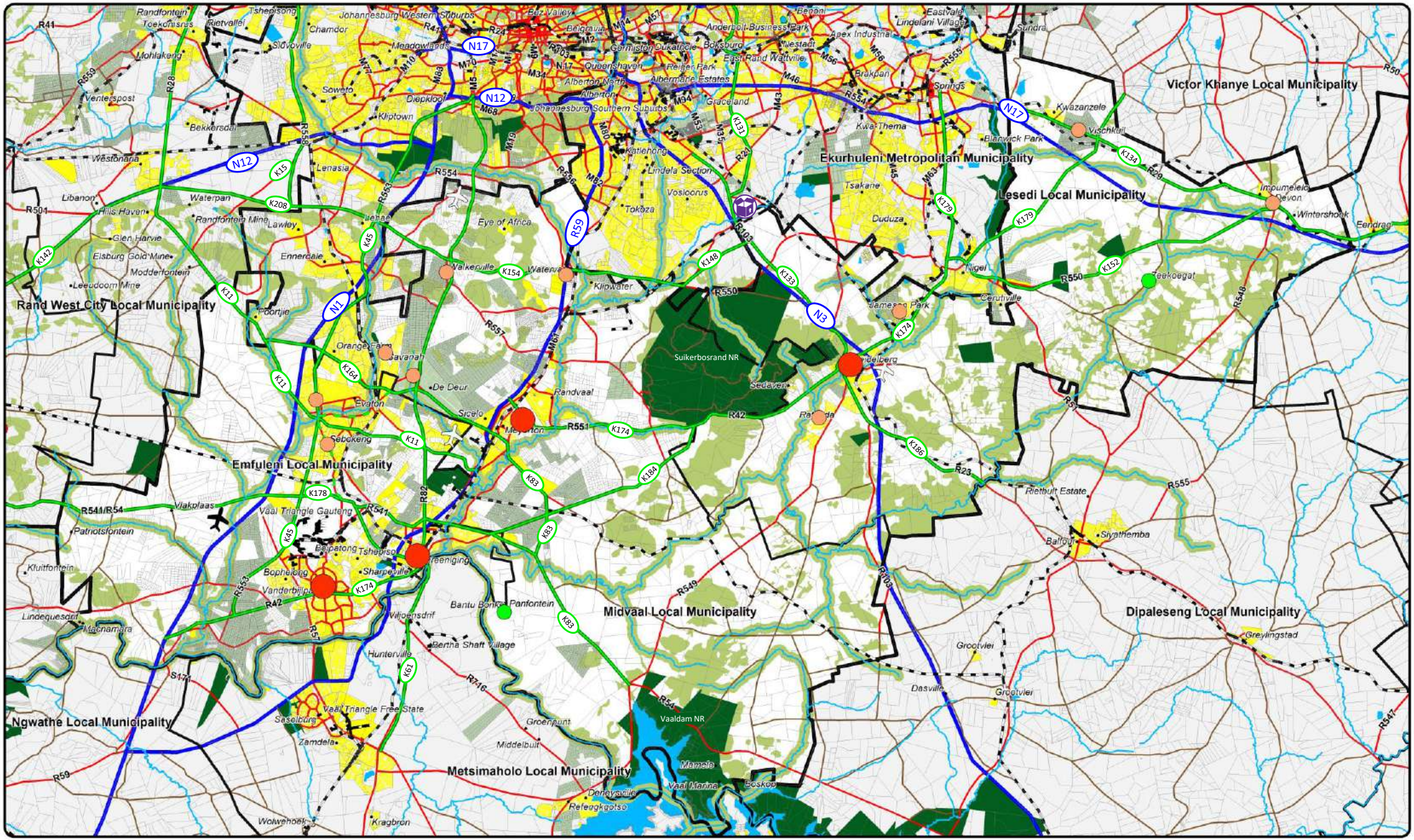
- The N1 Corridor, N3 Corridor, N17 Corridor and the R59 Corridor hold significant opportunities, in terms of local and regional economic spin-offs for the Sedibeng District area. Development of economic activities should be deliberately directed towards these corridors.
- Route R553, together with the Vereeniging-Joburg commuter railway line, supports land uses along the N1 corridor and extends from Bophelong in the south up to Soweto and Joburg CBD to the north.
- Route R82 opens up development opportunities in the hinterland between route N1 and R59 and supports development at Walkerville, Savannah City, De Deur, Sonland Park and right up to Vereeniging CBD (all part of the envisaged Sedibeng urban conurbation).
- Route R554/ M61, together with the Vereeniging-Germiston commuter railway line, serve the land uses along the R59 corridor.
- Route R103/ R23, together with the Joburg-Durban railway line, supplement the N3 corridor past Heidelberg.
- Route R29, together with the Joburg-Richards Bay railway line, provide regional access to Kwazenzele and Devon/ Impumelelo along the N17 corridor.

Important routes linking the four radial corridors traversing the SDM include the following (refer to **Figure 31.4**):

- Future route K154/ K208 which will provide a link from Westonaria through Walkerville and the Waterval Node eastwards from where it could link up with the proposed Tambo Springs Freight Hub via K133, and then K131 (Rondebult Road) towards OR Tambo Airport.
- Route K164 which could act as a functional extension of existing route R28/ K11 between Evaton, Orange Farm and Savannah City towards De Deur and up to Meyerton CBD along the R59 corridor.
- Route K11 linking Evaton/ Sebokeng to Meydustria along the R59 corridor and which would “open up” the central Aerovaal area for development.
- K178 linking the proposed Sedibeng Airport and future logistics hub to the main industrial areas in Vereeniging and from there along route K184 towards Heidelberg.
- K174 linking N1, Vanderbijlpark CBD and Vereeniging CBD to one another and to the R59 corridor.
- K174 extending eastwards from Meyerton towards Heidelberg/ N3, and from there north-eastwards to link up with Springs (via K179), Kwazenzele-Vischkuil (via K179) and Devon-Impumelelo (via K152).

Rail Network: The eastern railway network as depicted on **Figure 31.5a** is mainly used for freight and long distance commuting services, but it is important to note that there are railway stations at all the major nodes in the area (Heidelberg, Kaydale, Jameson Park, Devon and Endicott/ Vischkuil) which could be utilised more optimally.

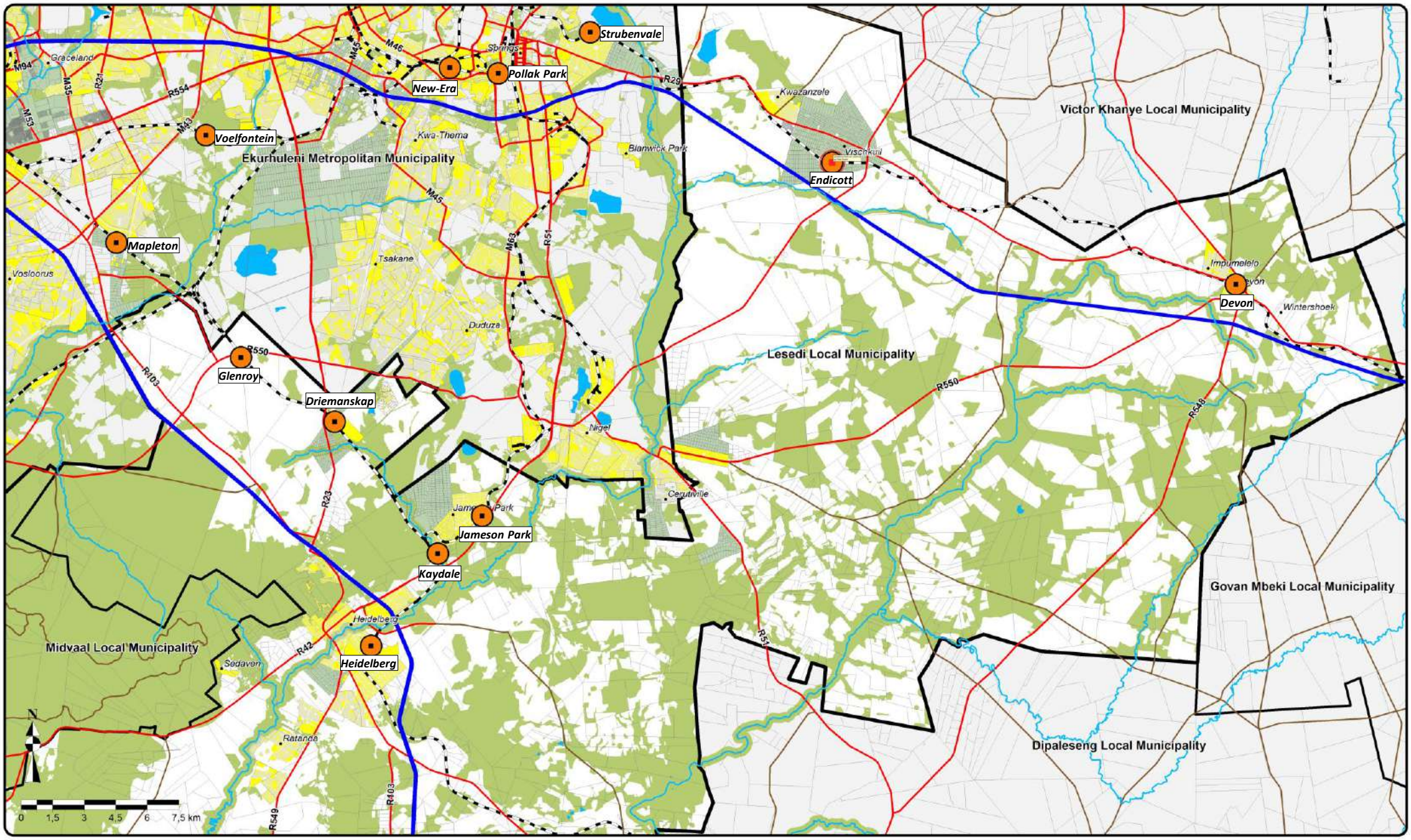
The Vereeniging-Joburg Rail Corridor as depicted on **Figure 31.5b** comprise about eight railway stations between Vereeniging and Stretford which serves several future Priority Housing Development Areas. The



SEDIBENG DISTRICT MUNICIPALITY SDF – PRIORITY STRATEGIC ROAD NETWORK

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Primary Node
- Secondary Node
- Rural Node
- National Roads
- Main Roads
- Other Roads
- Priority Strategic Road Network
- Railways
- Proposed Airport
- Airfield
- Proposed Tambo Springs Freight Hub

SEDIBENG

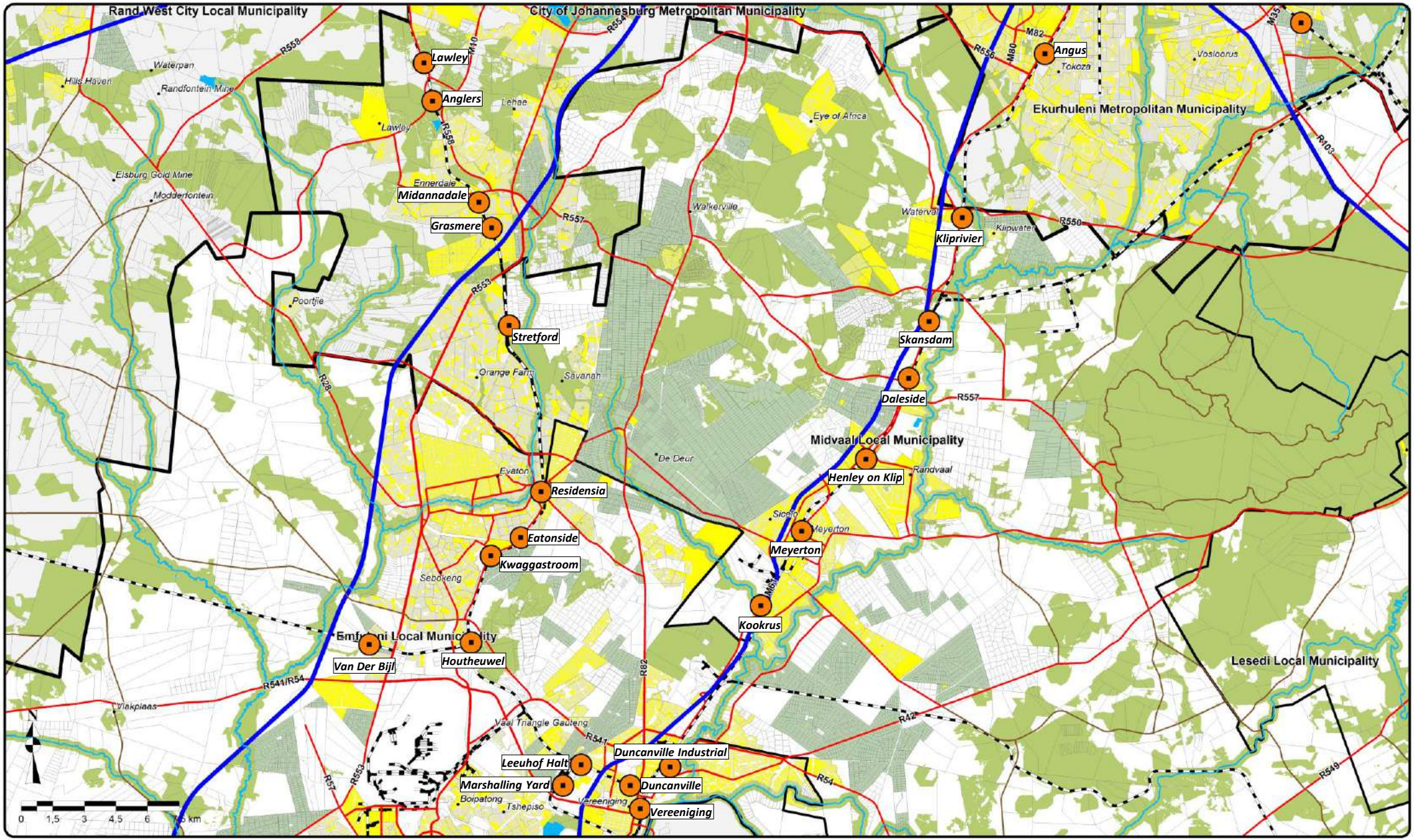


SEDIBENG DISTRICT MUNICIPALITY SDF – RAIL NETWORK (EAST)

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Protected Areas/Ridges/ Open Space
- Railway Station
- 500m Radius
- National Roads
- Main Roads
- Other Roads
- Railways

SEDIBENG DISTRICT MUNICIPALITY

31.5a



SEDIBENG DISTRICT MUNICIPALITY SDF – RAIL NETWORK (WEST)

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Protected Areas/Ridges/ Open Space
- Railway Station
- 500m Radius
- National Roads
- Main Roads
- Other Roads
- Railways

SEDIBENG DISTRICT MUNICIPALITY

31.5b

Vereeniging-Alberton railway line has seven railway stations between Vereeniging and Kliprivier. Future urban development should be consolidated around these railway stations by way of Transit Orientated Development.

Info Box

Transit Oriented Development (TOD) is defined as a unique mix of land uses located at a high density within a predetermined walking radius of a railway station. TODs are purposely designed to facilitate access to the railway stations and so increase the use of the public transportation systems. Thereby land use and transportation integration can be achieved. TOD programmes seek to create high-quality living and working environments, to improve station access, to implement local land use plans, and to increase tax revenue. It also offers the possibility of enhanced utilisation volume, particularly during off-peak and to reverse-flow riders.

The intention is to develop high density, mixed use areas around the existing/ proposed railway stations along the Sedibeng District commuter rail network and to incorporate the concept of Multi Purpose Community Centres (Social Services), residential (including subsidised housing) development, as well as commercial, retail and even light industrial uses in these developments. The number of people residing within or in close proximity to these TOD's will then create a "critical mass" to sustain the economic and social activities within the area, and will thus promote Local Economic Development (LED).

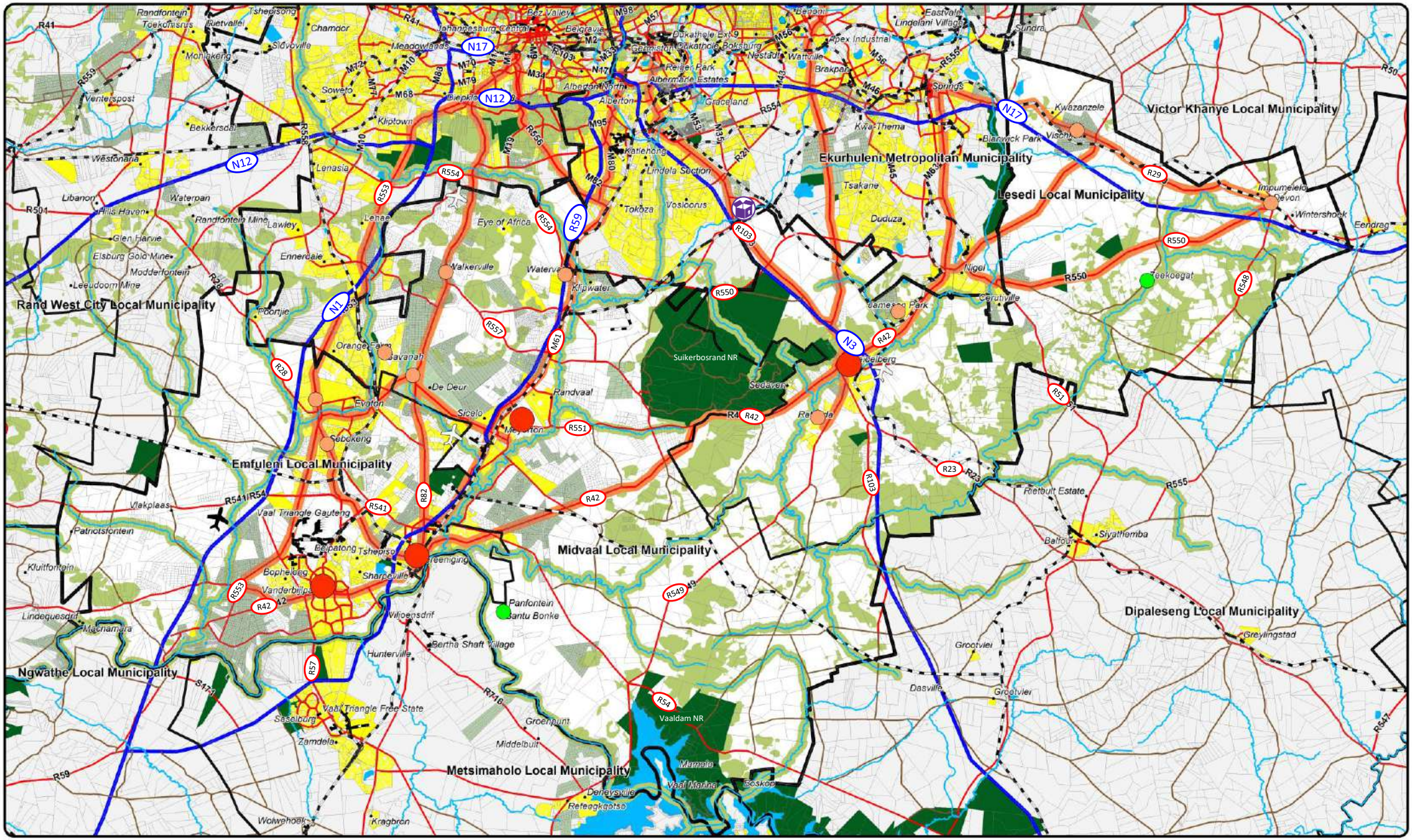
If successfully implemented, this concept could dramatically change the face of human settlements in the Sedibeng District, and enhance the long term social and economic sustainability of these areas significantly as it will lead to the following:

- Improved safety in terms of daily commuting;
- Shorter travelling times and thus better quality of life;
- Increased productivity due to shorter travelling times;
- Urban restructuring and urban renewal;
- Improved service delivery, both in terms of social and engineering services;
- Local economic development and job creation.

Importantly, government (national, provincial and local) and parastatal owned land could be used as a growth management tool, because it presents Council with opportunities to implement strategic and catalytic projects. It is thus vital that the identification of such land pockets by prioritised, and that a Plan of Action be tabled for each.

Public Transport: The priority district public transport network comprise all the commuter railway lines and stations highlighted above as well as the road network indicated on **Figure 31.6** which includes the following main links between the nodes in the central urban conurbation:

- R553 (Golden Highway) from Bophelong past Sebokeng and Evaton towards Joburg.



SEDIBENG DISTRICT MUNICIPALITY SDF – PRINCIPLE 3: PRIORITY PUBLIC TRANSPORT NETWORK

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Strategic River Crossings
- Primary Node
- Secondary Node
- Rural Node
- National Roads
- Main Roads
- Other Roads
- Priority Public Transport Network
- Railways
- Proposed Airport
- Airfield
- Proposed Tambo Springs Freight Hub

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- R82 from Vereeniging to De Deur, Savannah City and Walkerville towards Joburg.
- M61 from Meyerton northwards up to Waterval and further towards Alberton and Germiston.
- R551 east-west link between Evaton, Sebokeng, De Deur and Meyerton.
- R541 from Vereeniging to Sebokeng.
- R42 between Bophelong, Vanderbijlpark, Vereeniging and towards Heidelberg and Springs.
- R549 between Ratanda and Heidelberg.
- R103 and Snake Road towards Alberton and Benoni-Brakpan respectively.
- Routes R550, and R29 between Heidelberg, Devon and Kwazenzele.

These routes must accommodate buses and taxis in a safe manner, providing lay-byes, parking bays and even separate lanes where possible and/or necessary, together with sheltered pick-up and drop-off points. In this manner, movement between nodal points is facilitated, and the Priority Transport Network strengthened.

A public transport facility should include at least a formal taxi rank with canopies and ablution facilities and must accommodate taxi, bus, and metered taxi vehicles. An informal trade area may be added as the 'feet' increase, and should be catered for in the design. The facilities must be convenient (paved surfaces, signage) and safe (lighting, bins).

Air: The only significant airfields in the region are located at Vereeniging, Tedderfield, Bophelong and at Heidelberg and it is recommended that, as part of strengthening external linkages, more support be given to the enhancement of the regional function/ status of these small airfields.

In line with the proposal contained in the Emfuleni SDF it is recommended that a new Vaal Aerotropolis be planned/developed to the west of route N1 in the vicinity of the N1-K178 intersection close to the proposed new logistics hub and the Arcelor Mittal Steel plant.

5.2.4 Principle 4: Consolidation of the urban structure of the District around the nodal points by way of infill development and densification in identified Priority Housing Development Areas (PHDAs).

i) Locational Considerations

Development Principles 1 to 3 defined the proposed future SDM spatial structure and approach towards nodal and corridor development in the District at regional scale.

Prevent further state support for housing in poorly located areas and prioritise development in inner cities and around transport hubs, corridors and economic nodes. – NDP

It is, however, important that the District also focuses on development patterns at local level in order to ensure urban restructuring in the various

towns and settlements within the District as contemplated in the Norms and Principles of SPLUMA.

Each of the towns within the District still carries the spatial legacy of the previous political dispensation, with various communities being segregated from one another and denied efficient access to economic opportunities and social services. In view of the above, local authorities within the Sedibeng District need to ensure that the spatial imbalances of the past are corrected and that people are located closer to places of work and economic opportunities.

It is thus essential that each of the towns and settlements within the District be developed in a manner aimed at consolidating the urban form, limiting further expansion by way of the introduction of an urban edge/urban development boundary, and by so doing correcting the development patterns of the past.

Shift housing funding away from building single houses to supporting the development of a wide variety of housing types with different tenure arrangements (including affordable rental and social housing).

All the Municipal Spatial Development Frameworks in the SDM support this principle, but it is important that development is in line with these guidelines. It is furthermore advised that land acquisition processes target land located within the respective Priority Housing Development Areas.

Housing, and more specifically subsidised housing, is a very powerful instrument at the disposal of government to influence development patterns in and around towns, and to give effect to the spatial restructuring objectives of municipalities.

Encourage housing development as part of a mix of activities and land-use types.

It is critically important that these housing units be developed strictly in accordance with the spatial guidelines provided in the local SDF's, and more specifically in the Priority Housing Development Areas identified on these plans as these areas comply with the development principles contained in SPLUMA.

Strengthen the link between public transportation and land use management with the introduction of incentives and regulations to support compact mixed-use development within walking distance of transit stops and prioritise higher density housing along transit routes. - NDP

ii) Sustainable Human Settlements

In order to enhance the overall sustainability of human settlements within the SDM, each township should be developed in accordance with Smart Growth Principles as summarised below:

SMART GROWTH PRINCIPLES

- Provide for a mix of different kinds of land uses, e.g. residential, retail, business, and recreational opportunities.
- Create well-designed, compact neighbourhoods where the different activities are in close proximity to each other.
- Provide a variety of transportation choices, including private, public and non-motorised transport opportunities that are safe.
- Create a variety of housing opportunities, i.e. in terms of function, form and affordability.
- Encourage growth in existing communities through infrastructure upgrade, urban renewal, new amenities and densification.
- Preserve open spaces, natural beauty, and environmentally sensitive areas.
- Protect and enhance agricultural lands and secure these as a productive land base for food security, employment, etc.
- Utilise smarter and cheaper infrastructure and green buildings and promote renewable and sustainable technologies.
- Foster a unique neighbourhood identity building on the unique and diverse characteristics of each community.
- Nature engaged citizens through residential, work, and play areas.
- Engaged citizens to participate in community life and decision-making.

iii) Priority Housing Programmes

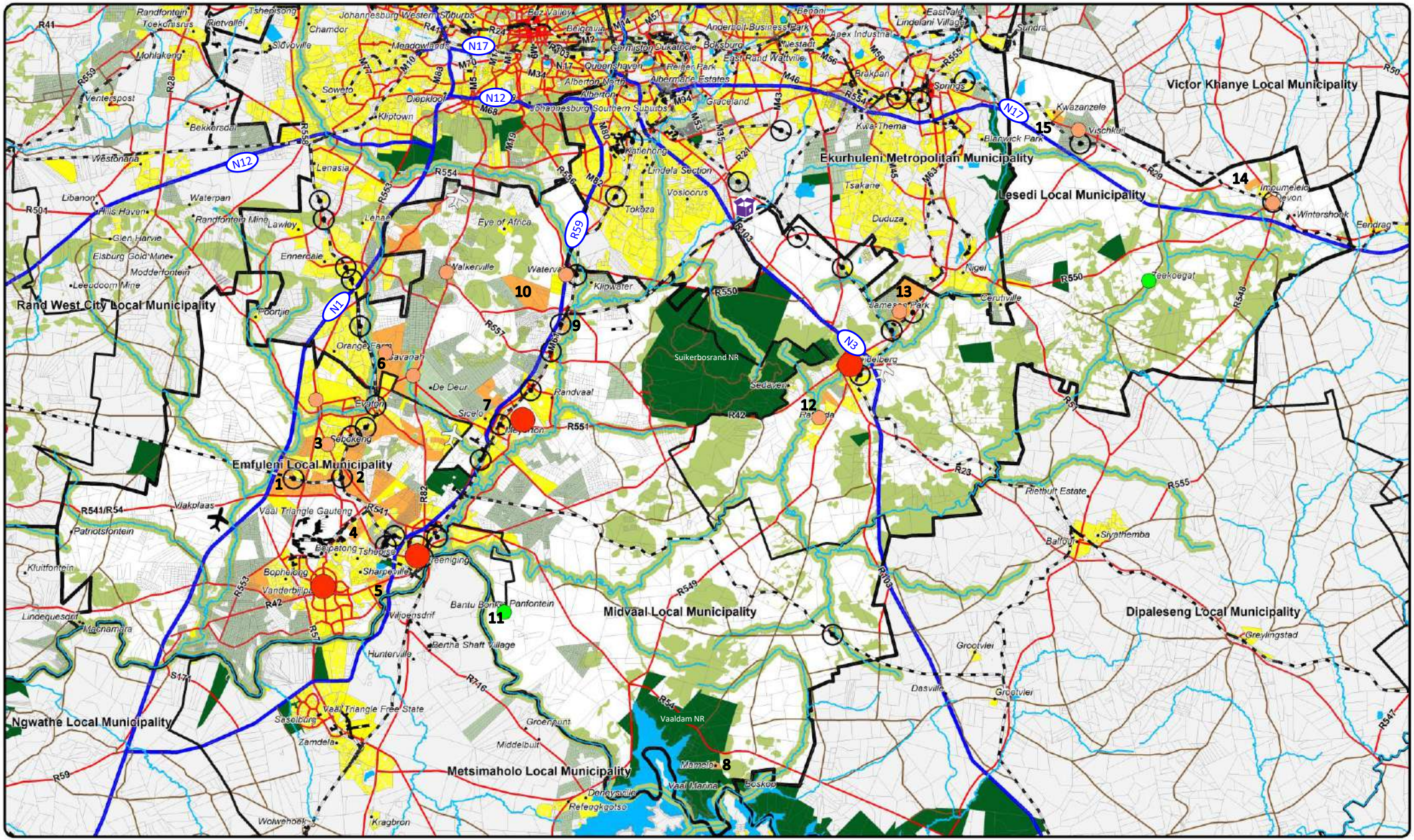
Furthermore, and in line with the guidelines provided in the Sedibeng Sustainable Human Settlement Plan, the following housing programmes should be favoured in the Priority Housing Development Areas located in the urban and rural parts of the District respectively:

a) Urban Areas

- **Land Acquisition** with a focus on acquiring land located within Priority Housing Development Areas;
- **IRDP** projects on land suitable for mixed income development, including GAP market housing and rental stock;
- **Upgrading of Informal Settlements** in areas where the location of an existing informal settlement complies with the principles of spatial justice, sustainability and efficiency and/or these settlements are located within the existing urban footprint or an identified Priority Housing Development Area;
- **Social Housing and Community Residential Units** close to economic activity areas like commercial areas or Central Business Districts, or in areas earmarked for urban renewal;
- **Inclusionary Housing** projects driven by the private sector and which comprises both bonded and subsidised housing, and which caters for full ownership and rental stock.

b) Rural Areas

- **Upgrading of Informal Settlements, IRDP, Farm Worker Housing Assistance** and **Peoples Housing Programmes** (PHP) within the rural fabric in the Rural Intervention Areas in the District with emphasis on areas closest to rural nodes in order to add to the “critical mass” required to sustain economic activity in these areas.



SEDIBENG DISTRICT MUNICIPALITY SDF – PRIORITY HOUSING DEVELOPMENT AREAS

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Priority Housing Development Areas
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station with 1km radius
- Proposed Airport
- Airfield
- Proposed Tambo Springs Freight Hub

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31.7

iv) Priority Housing Development Areas

- *Incentivise new private housing developments to include a proportion of affordable housing.*
- *Support the growth of housing in the gap market by addressing obstacles in supply (lack of serviced land and delays in regulatory approval) and demand (provision of affordable loans by financial institutions).- NDP*

Figure 31.7 depicts the spatial distribution and extent of the existing Priority Housing Priority Housing Development Areas identified by each of the three local municipalities in the SDM. **Table 21** also depicts the list of projects identified for these areas with the numbers allocated to the projects referring to the location of the projects as depicted on Figure 31.7. It is evident from Table 21 that the land identified is sufficient to develop about 79 317 houses. There is thus no reason for housing projects to be developed on poorly located land which perpetuate the Apartheid patterns of human settlement in the SDM. Subsequently, these Priority Housing Development Areas are incorporated into the Sedibeng SDF as illustrated.

Table 21: Sedibeng DM: Priority Housing Development Areas

Nr	Name	Location	Area (ha)	Number of Units
	Emfuleni LM			
1	Cyferpan	Sebokeng		2 000
1	Golden Gardens	Sebokeng		4 161
1	Johandeo Phase 2	Sebokeng		14 500
1	Westside Park	Sebokeng		1 462
2	Lethabong	Sebokeng		341
2	Lethabong Ext 1	Sebokeng		2 390
2	Lethabong Ext 2	Sebokeng		2 885
3	Sebokeng Ext 28	Sebokeng		4 010
3	Sebokeng Ext 30,31,32	Sebokeng		3 136
4	Powerville Ext 4	Sharpeville		189
4	Powerville Ext 5 & 6	Sharpeville		856
4	Sharpeville Ext 2	Sharpeville		n.a.
4	Tshepiso Ext 4,5 & 6	Sharpeville		2 528
5	Vaal River City	Vereeniging		n.a.
	Subtotal Emfuleni LM			**38 458**
	Midvaal LM			
6	Savannah City	Midvaal West		5 517
6	Savannah Res 3	Midvaal West		2 635
7	Sicelo Two Blocks	Midvaal Central		842
7	Sicelo Erf 78	Midvaal Central		660
7	Sicelo Erf 72	Midvaal Central		700
7	Sicelo Erf 56	Midvaal Central		700
7	Sicelo Erf 188	Midvaal Central		338
7	Sicelo Erf 175	Midvaal Central		204
7	Sicelo Langkuil	Midvaal Central		9 732
8	Mamello Phase 1	Midvaal South		565
8	Mamello Phase 2	Midvaal South		271
8	Mamello Phase 3	Midvaal South		156
9	Skansdam	Midvaal Central		3 500
10	The Grace	Midvaal Central		850
11	Panfontein Agri Village	Midvaal South		500
	Subtotal Midvaal LM			**27 169**
	Lesedi LM			
12	Obed Nkosi	Heidelberg		6 000
13	Kaydale /Jameson Park	Jameson Park		2 290
14	Impumelelo Phase 3	Devon		1 000
14	Impumelelo Phase 4	Devon		2 400
15	Kwazenzele Phase 2	Vischkuil		2 000
	Subtotal Midvaal LM			**13 690**
	Total Sedibeng DM			**79 317**

Source: Emfuleni LM SDF 2017-2025, Urban Dynamics Gauteng, September 2017
Participatory Based Planning Support for 36 Informal Settlements in Midvaal, Plan Associates, November 2018
Lesedi LM SDF, Black Balance, January 2016

From Figure 31.7 it is evident the bulk of the land identified for residential purposes is located along the N1 corridor area, including areas around Bophelong (no projects yet); Sebokeng (numbers 1, 2 and 3); Boipatong and Sharpeville (numbers 4 and 5); Savannah City (mixed income) (number 6); and De Deur and Elandsfontein to the far-north which have been earmarked for future development but no projects identified as yet.

Along the R59 corridor the main areas identified are around Sicelo (number 7); Skansdam (number 9); and The Grace (mixed income) near Waterfal (number 10).

Further to the south along route R82 in Vereeniging are some areas (Sonland Park and Unitas Park) earmarked for middle to high income development. From the above it is evident that large parts of the envisaged urban conurbation between the N1 and R59 corridors have already been developed and/ or are earmarked for development over the next few decades.

Mamello (number 8) forms part of the development cluster around the Vaal Dam while Obed Nkosi (number 12) represents large infill development between Ratanda and Heidelberg. Jameson Park (number 13) also contributes towards residential consolidation around Heidelberg while Impumelelo (number 14) and Kwazenzele (number 15) are intended to strengthen the two secondary nodes along the N17 corridor.

In conclusion, all large scale human settlement projects in the SDM area should be located in the Priority Housing Development Areas as part of an endeavour to consolidate the municipal urban fabric at identified nodes. This approach also provides strategic direction in terms of priority areas for the expansion of engineering services and provision of community facilities over the next few decades.

5.2.5 Principle 5: Consolidate community facilities at urban and rural nodal points to enhance “one-stop” access to such facilities for the community, and to contribute towards creating “critical mass” required to stimulate local economic development.

The fragmented settlement structure of the Sedibeng District has resulted in both a lack of, and the need for costly duplication of essential social services/ community facilities and engineering infrastructure. In principle, the objective is to provide a full range of social services/ community facilities within a reasonable distance of all communities (urban and rural) in the District. These services need to be consolidated/ clustered together in precincts/ buildings (Thusong Centres) for maximum efficiency as there are spin-off benefits to be derived from such consolidation such as enhanced access to services; increased economic potential (“critical mass”) in surrounding areas; and greater sense of “community identity” around such centres.

It is thus proposed that a full range of social services/ community facilities be incrementally provided at all identified nodal points in the SDM as depicted on Figure 31.2. The level of services provided needs to be in line with the proposed nodal hierarchy (i.e. higher order community facilities like hospitals, magistrates courts, tertiary education facilities etc. located at the four primary nodes: Vereeniging, Vanderbijlpark, Meyerton and Heidelberg.

Public funding should therefore be directed towards the development of public infrastructure and public spaces that would significantly improve the quality of life of poor communities who cannot afford private amenities. - NDP

Lower order facilities like primary schools, clinics etc. should be provided more extensively in all neighbourhoods – preferably in close proximity to neighbourhood business nodes. In this manner, all communities in the District will be served with at least a basic range of social infrastructure in a Thusong Centre format within a convenient/reasonable distance from surrounding places of residence.

Public works programmes should be tailored to community building and local needs in at least four broad areas: a) the economy of social care, b) green infrastructure, c) cultural services, and d) public facilities such as schools, clinics, roads, parks, community centres and libraries. - NDP

In the two rural nodes some of the facilities could even be in the form of mobile services e.g. clinic, library etc.

Although not part of the Thusong Center concept it is important to provide for a few larger regional cemeteries instead of a larger number of small cemeteries within the District.

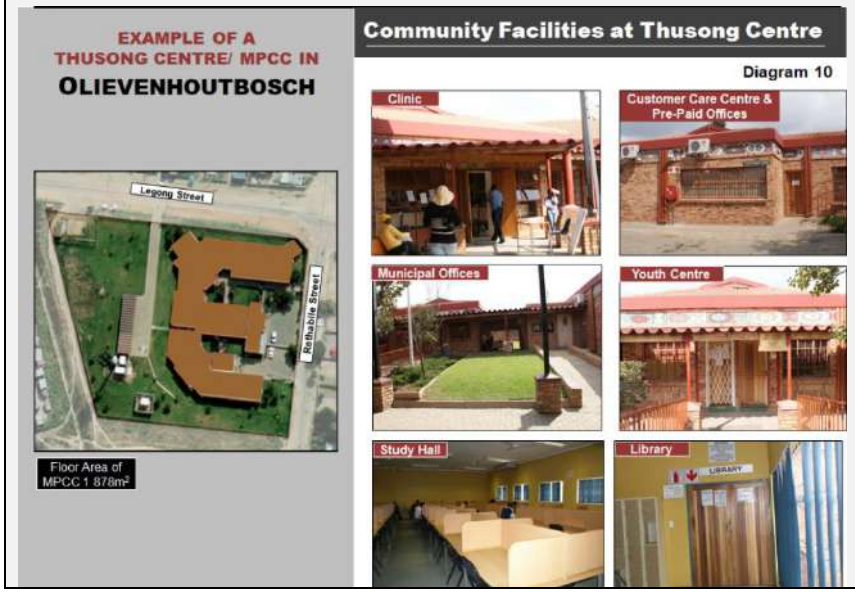
The establishment of such one-stop service centres in the SDM area holds the following advantages:

- Provides a one stop comprehensive service to members from surrounding communities which are in many cases very poor and cannot afford multiple trips.
- It promotes nodal development which is conducive to targeted infrastructure spending, local economic development and corridor development.
- Consolidates human settlement around nodal points and protect valuable agricultural land from urbanisation pressures.
- Provides guidance for the development and provision of engineering services.
- Indicates where to provide tarred road infrastructure and multi-modal transport facilities.
- Basic services are provided by government in a financially sustainable manner.
- Provides a platform for entrepreneurship and small business development (LED).
- Provides government with a platform from which to develop ICT in rural areas, as well as rural energy centres.
- Supports the rural nodal concept as contained in the Comprehensive Rural Development Plan and the National Development Plan.

INFORMATION BOX: INCREMENTAL DEVELOPMENT OF A THUSONG CENTRE/ MPCC

Essentially, a Thusong Centre is "*a focal point at which a comprehensive range of essential services can be obtained by people living in its vicinity*". The key to the success of Thusong Centre development is rooted in the principle of focused and deliberate government investment spending within and around a strategically selected spatial point, to ensure that these centres develop to provide an extensive range of community facilities. Such points are typically major intersections, and/or consolidated with existing cluster(s) of business activity and social services. A good example of a Thusong Centre/ MPCC in Olievenhoutbosch is depicted on **Diagram 11**.

Diagram 11: Example of a Thusong Centre/ MPCC in Olievenhoutbosch

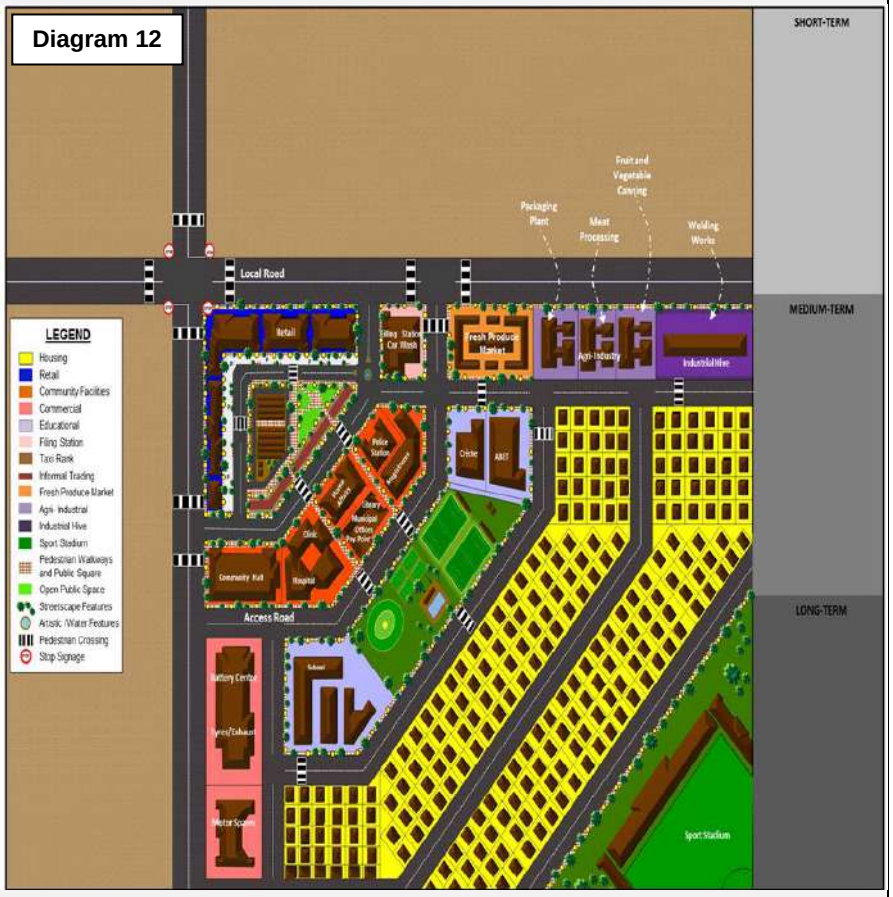


The development of a Thusong Centre takes place over time and is based on an incremental growth process guided and stimulated by a number of strategic investments by various spheres of government (i.e. public investment). This process is, however, not limited to a single building as noted in the example above, but can also relate to the incremental development of a broader precinct (refer to **Diagram 12**).

Very briefly, the first step in the physical development of a Thusong Centre could be the establishment of a community hall which is utilised for a variety of functions, including serving as a SASSA pay-out point by the end of the month; accommodating the mobile clinic once a week; serving as an ABET centre during certain times of the week; etc. Because of the concentration of people at the community hall during the week, a formal/ informal public transport facility may establish which, in turn, attracts informal trade.

As the Thusong Centre develops, a greater variety of more permanent community facilities may be added by various spheres of government, including a clinic, post office, and police station.

Diagram 12



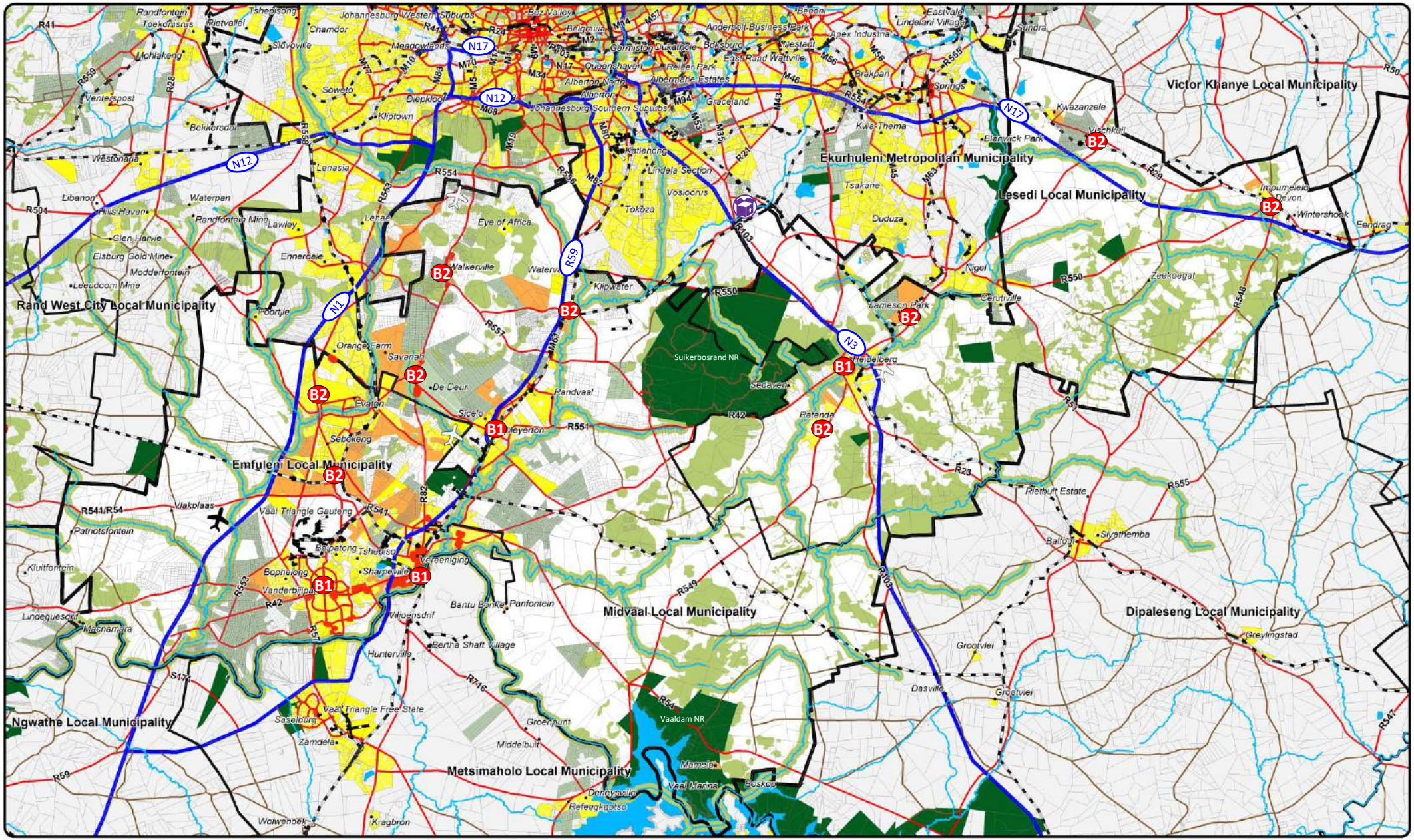
With the increased intensity of activity and visitors at the precinct, the initial informal trade at the public transport facility can transform into some formal retail activities. Low and medium density residential development should be developed in close proximity around the node which not only enhances the viability of existing community facilities, but also strengthens the capacity for local economic development as the "critical mass" in the precinct increases.

Associated with the residential development follows the establishment of educational facilities like a crèche, primary school and sports fields. Over a period of time the node expands incrementally, and as more functions and associated residential activities are added, it may eventually also accommodate specialised services like adult education (FET colleges and ABET centres), some commercial activities like hardware stores and even light service industries.

5.2.6 Principle 6: Enhance business activities (formal and informal) at each of the identified nodal points in the Sedibeng District and incorporate informal/ emerging business activities into Thusong Centres and modal transfer facilities.

Figure 31.8 depicts the proposed two tier Business Node Hierarchy for SDM. It comprises the Central Business District (B1) of Vereeniging, Vanderbijlpark, Meyerton and Heidelberg and the lower order Regional Business Nodes (B2) which are intended to serve the second order activity nodes in the district and surrounding rural communities. Business nodes play an important role in serving the retail and office needs of communities, but also represent significant opportunities for economic development and job creation to the informal sector in the District.

These areas should be treated as special precincts requiring dedicated management in order to prevent urban decay and/or the excessive



SEDIBENG DISTRICT MUNICIPALITY SDF – BUSINESS

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Priority Housing Development Areas
- Business Areas
- B1 CBDs
- B2 Regional Business
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Airport
- Airfield
- Proposed Tambo Springs Freight Hub

SEDIBENG DISTRICT MUNICIPALITY

relocation of economic activities to decentralised business nodes. Decentralised nodes normally establish closer to the middle and higher income residential areas of towns along mobility routes. In most instances this is to the detriment of low income communities as it leads to urban decay in the Central Business Districts which are the most accessible business nodes to these communities (public transport users).

Apart from these larger CBDs, lower order business activity (in terms of scale and range of activities) should be supported at each of the Secondary Nodes by way of Regional Business nodes as depicted on Figure 31.8.

The more detailed layout plans in all Priority Housing Development Areas will identify the location and extent of additional smaller Neighbourhood Nodes to be developed in each of these areas in future (not identified at District SDF level).

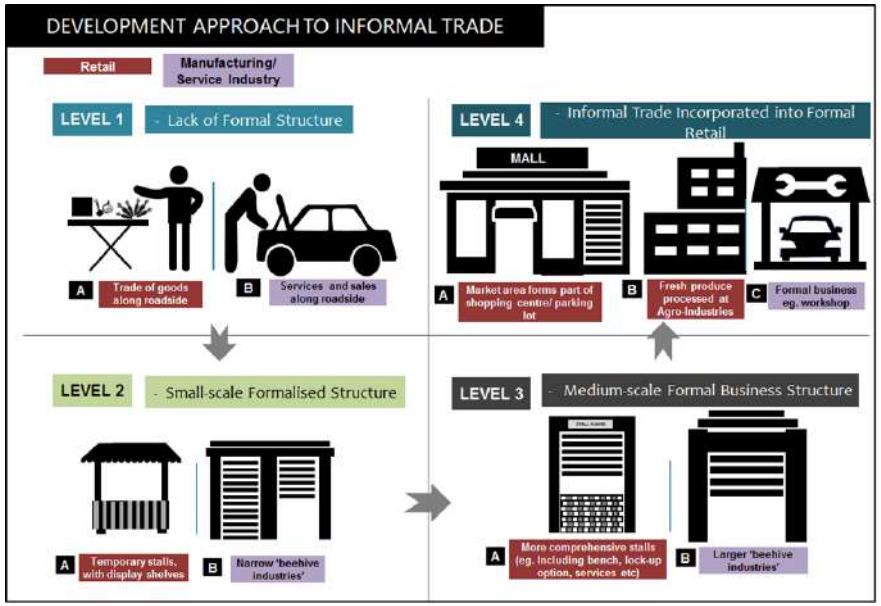
It is important that, at design phase, sufficient land be earmarked for business/retail purposes in each of the proposed Regional Nodes, and particularly the land parcels which enjoy the most exposure to regional traffic and passing 'feet'.

It is also recommended that a developmental approach towards informal trade and the broader "Township Economy" be followed. This should be as much about minimising barriers to entry into this sector for the unemployed as it is about assisting people in this group to grow their enterprise – especially in former township areas (Refer to **Annexure A** for an inventory of potential jobs/economic opportunities to be supported in such ares.)

Hence a variety of formalised informal trading structures should be encouraged at strategic locations within business areas/ CBD's close to community facilities (Thusong Centres), public transport facilities and public open spaces.

Informal trading, skills training of informal traders, and proper management and regulation of designated informal trade areas should be dealt with as a consolidated programme aimed at economic empowerment of the poor in Sedibeng District assisting informal traders to continuously "upscale" towards and within the formal economy as illustrated on **Diagram 13** below and explained in the accompanying information box.

Diagram 13: Development Approach to Informal Trade



Information Box 2: Informal Trade and Empowerment Upscaling

- **Level 1**
  Informal trading business in a form of selling perishable or non-perishable goods, and informal motor repair businesses are being conducted without adequate formalised informal structures. Note that this is typically the character of the informal sector in the business areas of all towns/ villages in Limpopo Province.

- **Level 2**
  Formalised informal trading structures in this level are very basic. Level 2a structures are temporary and may be placed along pedestrian movement desire lines where space is limited. Level 2b structures are more permanent in nature, and may be utilised by small emerging service industries.

- **Level 3**
  The structures at Level 3 are permanent and typically larger in size when compared with 'level 1' informal trading structures. Level 3a includes features such as lock-up roller doors for over-night storage, and may include water sanitation services shared between traders. This allows for more comprehensive retail activities including food preparations and/ or service industries such as electronic repair services, internet cafes, kiosk, motor repairs services and welding works.

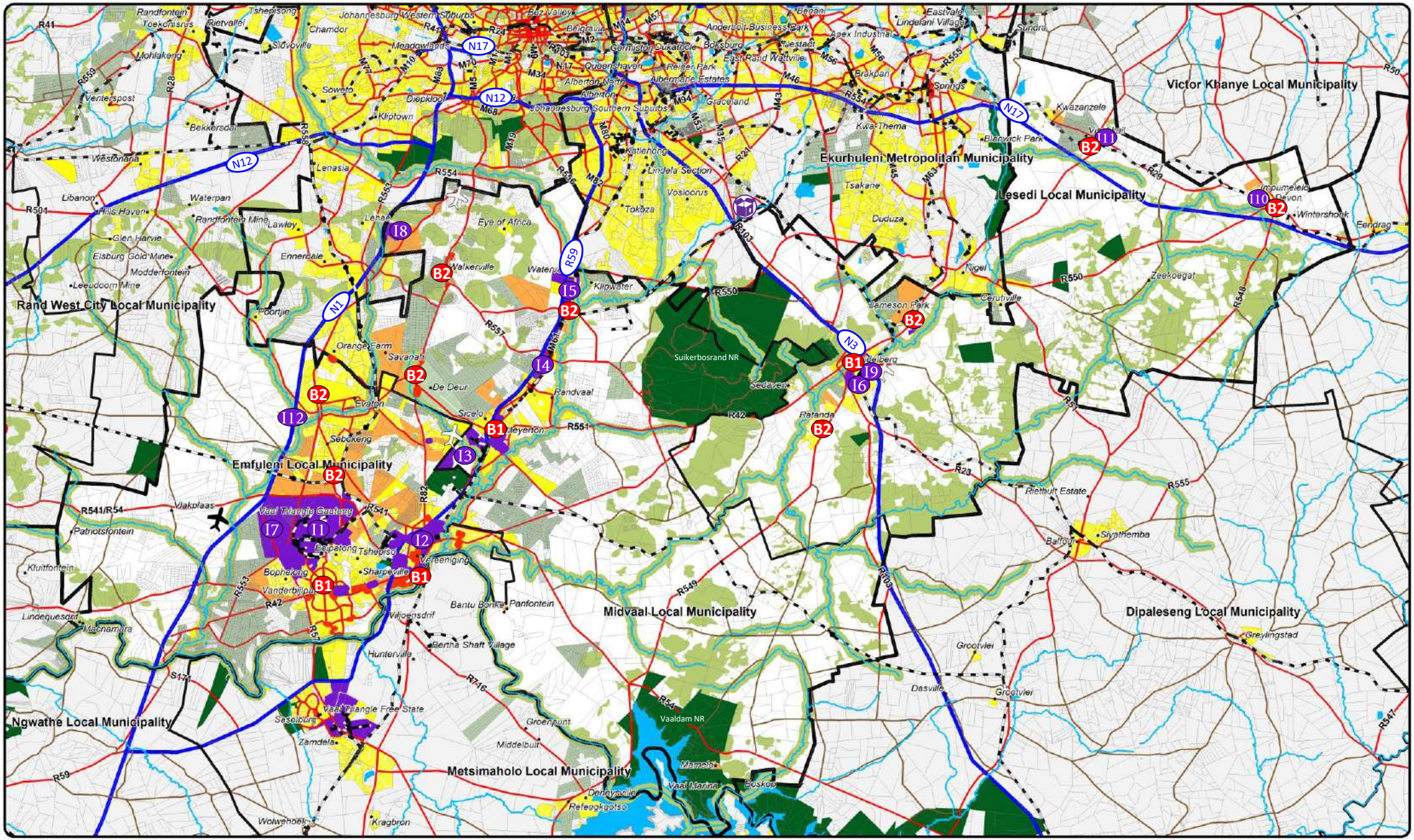
- **Level 4**
  Level 4 provides that informal traders be incorporated into the formal economy (as illustrated on **Diagram 15**) by way of providing permanent and formalised informal trading structures as part of a shopping centre or business incubation centre.

Following from the above, it is vital that provision be made – both physically and institutionally – for a variety of entrepreneurial activities at all nodes. Initiatives to encourage and support entrepreneurship may include, amongst others, a variety of trade stalls at strategic locations (such as along major pedestrian movement lines of public transport transfer facilities) within nodes and at major tourism destinations, business incubators, beehive industries etc. It could also include supplementary initiatives such as introduction of rural banks, the post office as grant distributor, and introduction of structures to control pricing and purchasing of stock in bulk. Government support should be in the form of training, business skills development, access to land and infrastructure development.

5.2.7 Principle 7: Concentrate industrial and agro-processing activities at the higher order nodes or along the major development corridors in the District where infrastructure is available.

The following industrial development objectives should inform/guide future industrial development in the Sedibeng District as depicted on **Figure 31.9**:

- Strengthen the functionality and performance of existing industrial nodes at Duncanville and Powerville (I1), Mittal Steel (I2), Meydustria (I3), Daleside (I4), Waterval (I5) and Heidelberg-Springfield (I6).
- Diversify the existing industrial base of the industrial nodes and unlock local resources by developing/ expanding industrial activity where potential exists – especially along the N1 corridor in the vicinity of Mittal Steel as part of the Vaal Logistics Hub and the Aerotropolis (I7) - also see information box; at the Elandsfontein interchange north of



SEDIBENG DISTRICT MUNICIPALITY SDF – INDUSTRIAL

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Priority Housing Development Areas
- Business Areas
- Industrial Areas
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Aerotropolis
- Airfield
- Proposed Tambo Springs Freight Hub

Savannah City (I8) in the long term; and at Heidelberg Showgrounds (I9) as a logistics centre along N3 corridor.

- Exploit the opportunities offered by the existing strong agricultural base by encouraging development of agro-processing and related downstream activities and industries around the Devon/ Impumelelo (I10) and Kwazenzele (I11) rural node with functional linkages to the higher order agro industries located at Delmas (Victor Khanye) to the north-east and to Heidelberg-N3 corridor to the south.
- Initiate the proposed Agri Hub (I12) at Rietkuil.
- Strengthen existing agglomeration advantages which would contribute to the establishment of sustainable clusters.
- Contribute to industry related skills development and capacity building of the local labour force and contribute to SMME development.
- Promote the incorporation of green industries/technology in all industrial areas.
- Ensure availability/flexibility of engineering services and related infrastructure serving industrial areas.

Vaal Logistics Hub and Vaal Aerotropolis (I7)

The aim of the Logistical Hub is to be a catalyst for public and private sector investments in Emfuleni to accelerate economic growth and employment creation in the Vaal region. Emfuleni Local Municipality has reached an agreement with a number of other role players, such as Transnet, Arcelor Mittal and the Gauteng Department of Economic Development, that a logistical hub in Emfuleni be considered as an important flagship projects within the Vaal region. The Gauteng Provincial Government will need to designate the proposed Logistical Hub a Special Economic Zones (SEZ) to increase the potential of this Hub being realized. The potential components of the Logistics Hub include a Transnet container depot, an Industrial Development Zone, an airport, warehouses and storage facilities, and Intelligence Information Infrastructure.

The proposed Vaal Logistical Hub is expected to provide OR Tambo with a suitable regional logistic facility to the mutual benefit of both Emfuleni and Ekurhuleni Municipalities. In addition, the logistical hub will contribute in improving burdening transport costs and traffic congestions, make Emfuleni more attractive to local and foreign investments, and create employment opportunities which may have otherwise not been realized. Other potential benefits include:

- It will attract new investment, economic development to the Vaal region;
- It will diversify and grow the Vaal economy;
- It will create job opportunities that will address unemployment in the Vaal region;
- It will afford local people to participate in the economy through business partnering, business establishment, training, and skills development;
- It will create a greater demand for Arcelor Mittal's manufacturing output;
- The location of the Logistics Hub at Arcelor Mittal will help minimize the transport cost of materials;
- It will create various opportunities for BBBEEE and SMME's within the Vaal region; and
- Kick-start downstream manufacturing in Emfuleni.

Emfuleni proposes the development of a Regional Airport (Vaal Aerotropolis) within Emfuleni. The aim of this airport is to supplement the

Logistics Hub proposed above, and to relieve the OR Tambo International Airport and Rand Airport from the growth constraints they are experiencing. Estimates show that the OR Tambo International Airport and Rand Airport are experiencing cargo and passenger growth rates that are unlikely to be satisfied by the future expansion plans of these airports. These expansion plans cannot be amended due to land and infrastructural constraints surrounding these airports. These constraints present an opportunity for the development of a Vaal Aerotropolis in Emfuleni to capture some of the growth potential experienced by the mentioned airports.

The location of the proposed Vaal Aerotropolis in Emfuleni is critical as it is expected to provide infrastructural support and enhance business viability to the proposed Logistical Hub.

5.2.8 Principle 8: Optimally utilise the mining potential in the District in such a way that a sustainable balance is maintained between mining, agriculture and the natural environment.

Mining is a temporary land use which contributes to the economy for a limited period of time. Therefore measures need to be put in place to ensure that the agricultural and tourism potential of mining areas are restored once the mining activities are terminated.

Enhanced mining activities contribute to job creation for poor, unskilled workers. Hence the limited mining activity/ potential present in the SDM should be optimally utilised where available (see **Figure 31.10**).

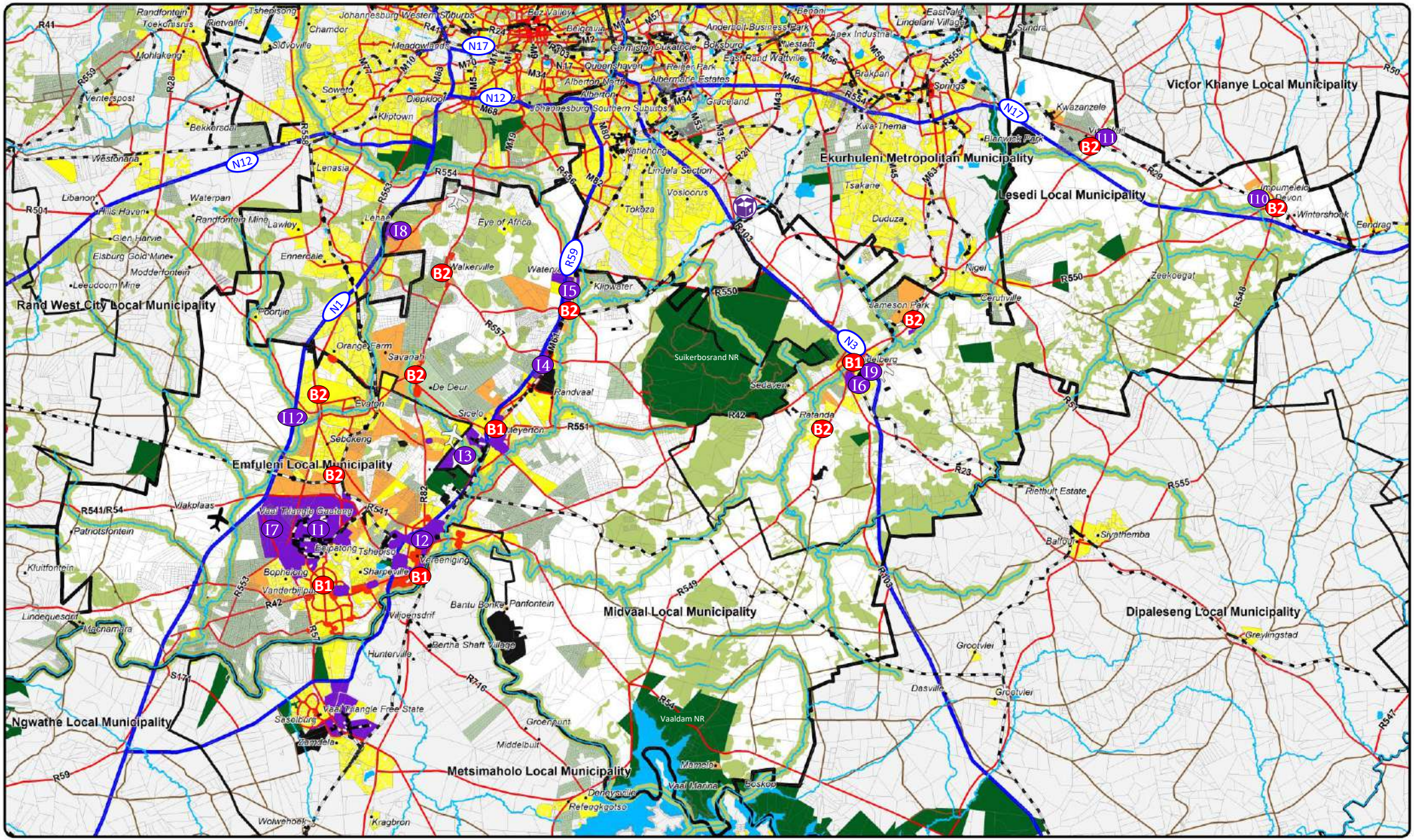
Note that although mining is not managed at municipal level, the District must aim to ensure that mining activities do not compromise the long term sustainability of the natural environment (and therefore the local tourism industry). Particular attention has to be given to proper management to ensure that mines do not waste and/ or pollute groundwater sources.

It is suggested that the proposed Environmental Task Team to be established by the Sedibeng District (refer to Principle 1) continuously:

- Monitor spatial trends and the extent of mining/prospecting license applications in the District and to provide written comment/inputs to these to the Department of Mineral Affairs – especially where it encroaches onto high potential agricultural land and/or areas of high biodiversity; and
- Monitor and oversee the implementation of mining rehabilitation processes/programmes prescribed for mines in the District.

5.2.9 Principle 9: Promote the commercial farming activities throughout the District; and the establishment of the Agri Park.

Agriculture is an important economic activity in the Sebibeng District which should be protected and enhanced through the development of downstream activities such as agri-processing which add value to produce and create significant numbers of job opportunities.



SEDIBENG DISTRICT MUNICIPALITY SDF – MINING

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Priority Housing Development Areas
- Business Areas
- Industrial Areas
- Mining Areas
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Aerotropolis
- Airfield
- Proposed Tambo Springs Freight Hub

SEDIBENG

31.10

As illustrated on Figure 27 in this report, the north-eastern, central and south-western parts of the District comprise extensive farming, specifically in the form of crop farming, and a range of livestock activities.

Agricultural production should be prioritised to boost job creation and local economic development, which will gradually develop a sustainable competitive industry. Programmes providing technical, marketing and financial support would strengthen local producers, reduce vulnerability to external shocks and reduce transportation costs, while increasing local jobs and incomes. - NDP

The main commodities produced in the District are:

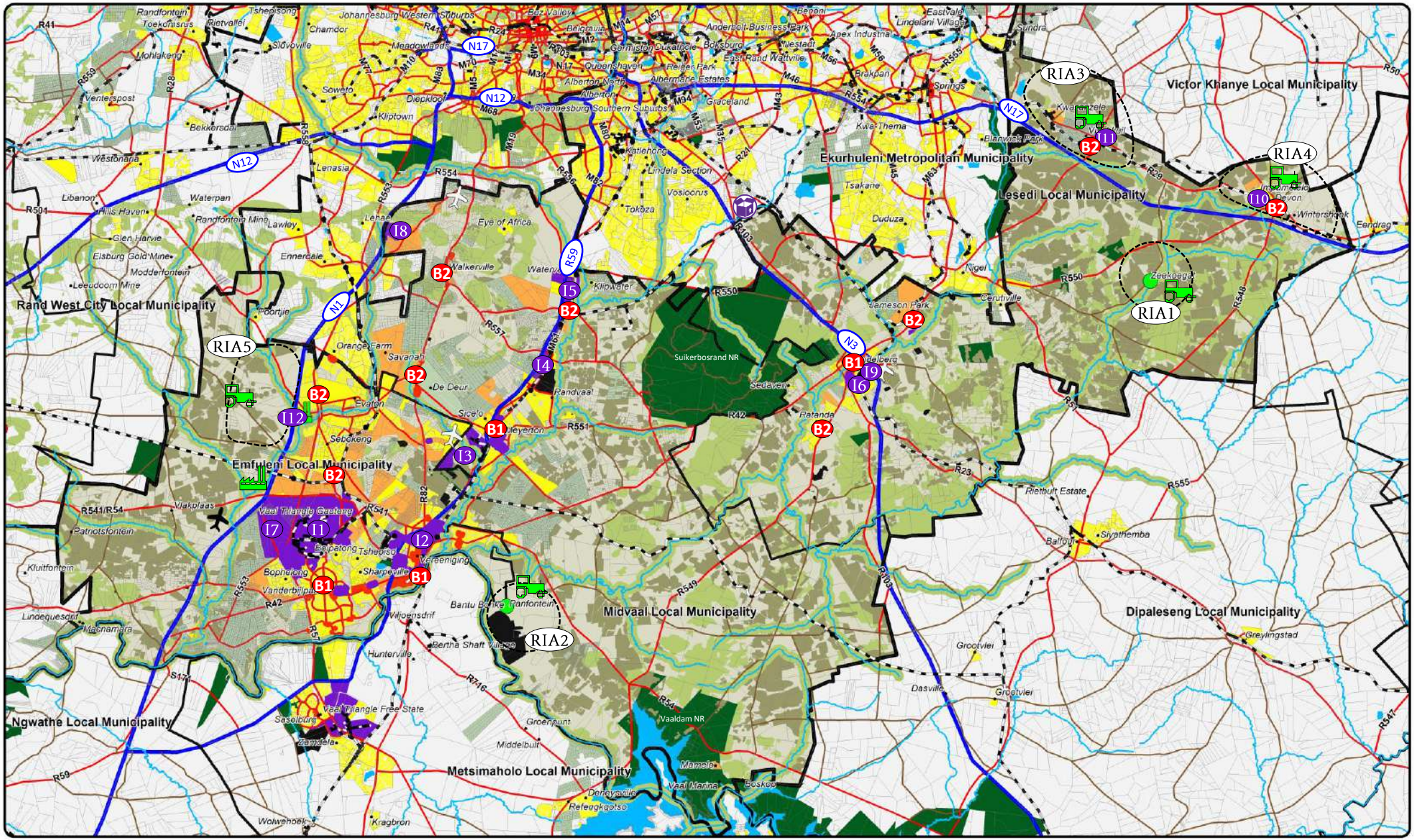
- Soya, Dried Beans and Ground Nuts
- Sunflower Seeds
- Vegetables
- Eggs/ Broilers
- Beef and Milk
- Pork
- Sheep
- Goat
- Maize, Sorghum, Grain and Wheat.

In line with information available at present it is recommended that the following areas as illustrated on **Figure 31.11** be earmarked as potential Rural Intervention Areas (RIA) in terms of National Outcome 7 (Rural Development) objectives:

- The existing Langzeekoegat area as a potential Agri Village.
- The existing Bantu Bonke/Panfontein area as a potential Agri Village.
- The broader Kwazenzele-Vischkuil precinct which comprises a large "rural poor" population amid an area of high agricultural potential.
- The broader Devon-Impumelelo precinct which comprises a large "rural poor" population amid an area of high agricultural potential.
- The agricultural area to the west of the N1 corridor in the vicinity of the proposed Rietkuil Agri Hub.

These areas should be developed based on the competitive advantages of each, and should create linkages to complement each other and assist in disseminating and allocating resources.

The Sedibeng District should use these areas of significant agricultural and commercial potential (and need) to support emerging farmers/small scale farmers to establish themselves as commercial farmers by way of the following measures as illustrated on **Diagram 14** below:



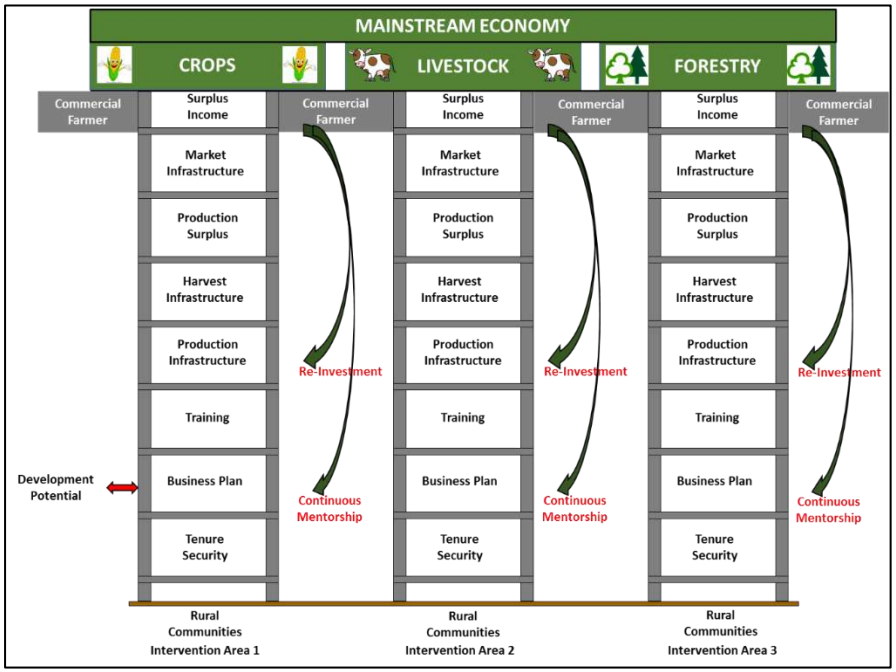
SEDIBENG DISTRICT MUNICIPALITY SDF – AGRICULTURE

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Nature Reserve
- Open Space System
- Dams
- Priority Housing Development Areas
- Business Areas
- Industrial Areas
- Mining Areas
- Extensive Agriculture
- Cultivated Land
- Agri Village
- Agri Hub
- Proposed Rural Intervention Area (RIA)
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Aerotropolis
- Airfield
- Proposed Tambo Springs Freight Hub

SEDIBENG DISTRICT MUNICIPALITY

31.11

Diagram 14: Emerging Farmer Ladder to Mainstream Economy



- Increasing land availability and tenure security for agricultural purposes through prioritised processing of Land Reform processes in these areas.
- Exploiting the opportunities offered by the high potential agricultural land identified within each area.
- Significantly increasing the yield per hectare (relative to extensive farming) and therefore providing more affordable food to the consumer (especially local communities).
- Providing training support to emerging and small-scale farmers (via Local Service Centres/Extension Services), and ensuring that appropriate skills development takes place in line with the most appropriate farming activities in different Intervention Areas.
- Encouraging the use of different crops and new planting, harvesting and processing techniques.
- Supporting a variety of farming concepts including extensive commercial farming, small scale commercial farming, intensive Vertical Farming/Controlled Environment Farming, and agro processing industries (especially around the Agri Hub at Rietkuil).
- Providing production and harvesting infrastructure in order to create production surplus in all rural areas.
- Increasing job creation in rural areas through labour-intensive agricultural projects and extending the agriculture value chain by way of agro-industries and agro-tourism within rural intervention areas.

The surplus income generated assist emerging farmers to become part of the mainstream economy as shown on Diagram 14.

Controlled Environment Agriculture is a technology-based approach toward food production including hydroponics, aquaculture, and aquaponics. The aim of CEA is to provide protection and maintain optimal growing conditions throughout the development of the crop which takes place within an enclosed growing structure such as a greenhouse or

building. CEA optimises the use of resources such as water, energy, space, capital and labour.
Vertical Farming is the practice of producing food in vertically stacked layers, such as in a skyscraper, used warehouse, or shipping container. The modern ideas of vertical farming use indoor farming techniques and controlled-environment agriculture (CEA) technology, where all environmental factors can be controlled. These facilities utilise artificial control of light, environmental control (humidity, temperature, gases) and fertigation. Some vertical farms use techniques similar to greenhouses, where natural sunlight can be augmented with artificial lighting and metal reflectors.
"We believe strongly that vertical farming can be a driver for sustainability in cities, but it's a young emerging industry with a very green face, focused on growing local, pesticide-free food, using less water, and creating potentially green jobs". (Henry Gordon-Smith, vice chair of AVF).

It is proposed that a detailed Rural Development Plan be compiled for each of the five Rural Intervention Areas to guide and inform the future development of these areas.

The Rural Development Plans/ Strategies need to be compiled in close consultation with all local stakeholders and beneficiaries, including relevant organizations/representatives and the relevant municipal officials as all these parties need to take co-ownership of the plan once it is completed, and ensure development which is consistent with the proposals contained in the plan.

It is important that such Rural Precinct Plan be compiled at an appropriate level of detail to ensure that there is clarity as to exactly what needs to happen on each cadastral entity in the area, and that it addresses all the elements highlighted in the proposed Comprehensive Rural Development Model illustrated on **Diagram 15**.

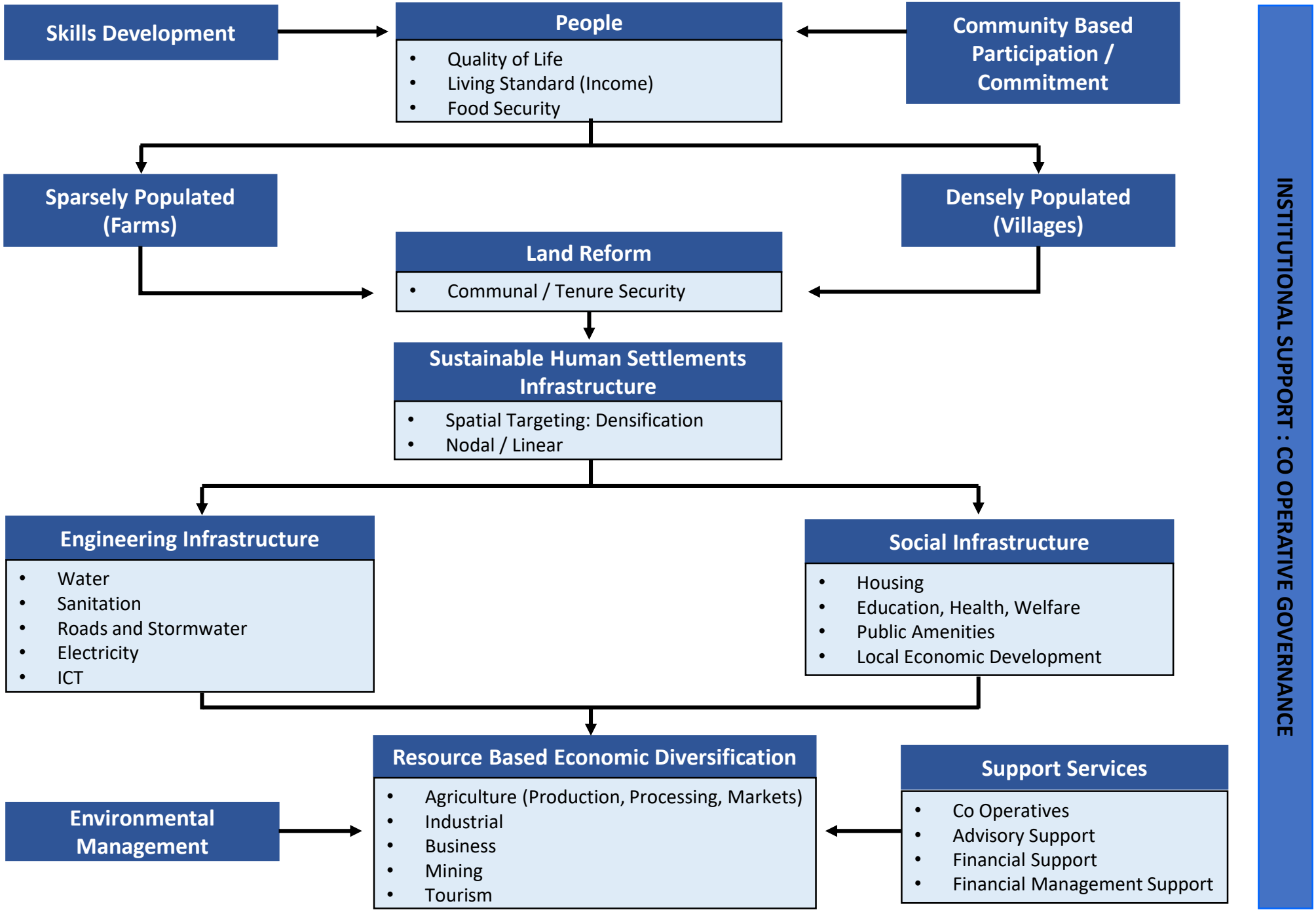
In cases where Land Reform initiatives are underway in such area, special attention also needs to be paid to the way in which beneficiaries are to be accommodated/ incorporated into the area. Beneficiaries may be individuals e.g. emerging commercial farmers having been allocated land to farm on, or it may be larger communities that need to be established in a sustainable manner.

In the case of individual farmers, the Rural Precinct Plan needs to indicate how/ where these farmers will fit into the broader area and how their farming activities can/ should be aligned with surrounding, well established commercial farmers.

As far as sustainable human settlement is concerned the provision of proper social infrastructure like housing and public amenities/ community facilities like schools, clinics, police stations, libraries etc. is paramount. These need to be clustered in line with the national Thusong Centre concept which could act as catalyst to local economic development. (Refer to Principle 5).

Engineering infrastructure is firstly required to meet the basic domestic needs of residents in the settlement. Secondly, engineering infrastructure

Diagram 15: Sustainable Rural Development Components



should unlock the economic development potential of the rural area which is key to the long term sustainability of the area.

The next objective is to ensure that all economic potential related to agriculture, industry, forestry, tourism or mining is identified and a strategy be devised to optimise the benefits to be derived from these for the community. Amongst others, the strategy needs to address the following:

- Provision of sufficient economic infrastructure to facilitate production, storage and processing of commodities relevant to the area, and considering making use of existing industrial infrastructure for agro-industry purposes.
- Education and skills development, advisory support and mentorship, as well as financial management support to local stakeholders.
- To ensure that markets are locally available and accessible: Urban Rural Market Centres/ FPSU's etc.

Apart from government involvement in the above three aspects, the private sector, including commercial farmers and/ or organised business (mining, forestry, industrial and tourism companies etc.) could also play a significant support role to the emerging entrepreneurs in Rural Intervention Areas.

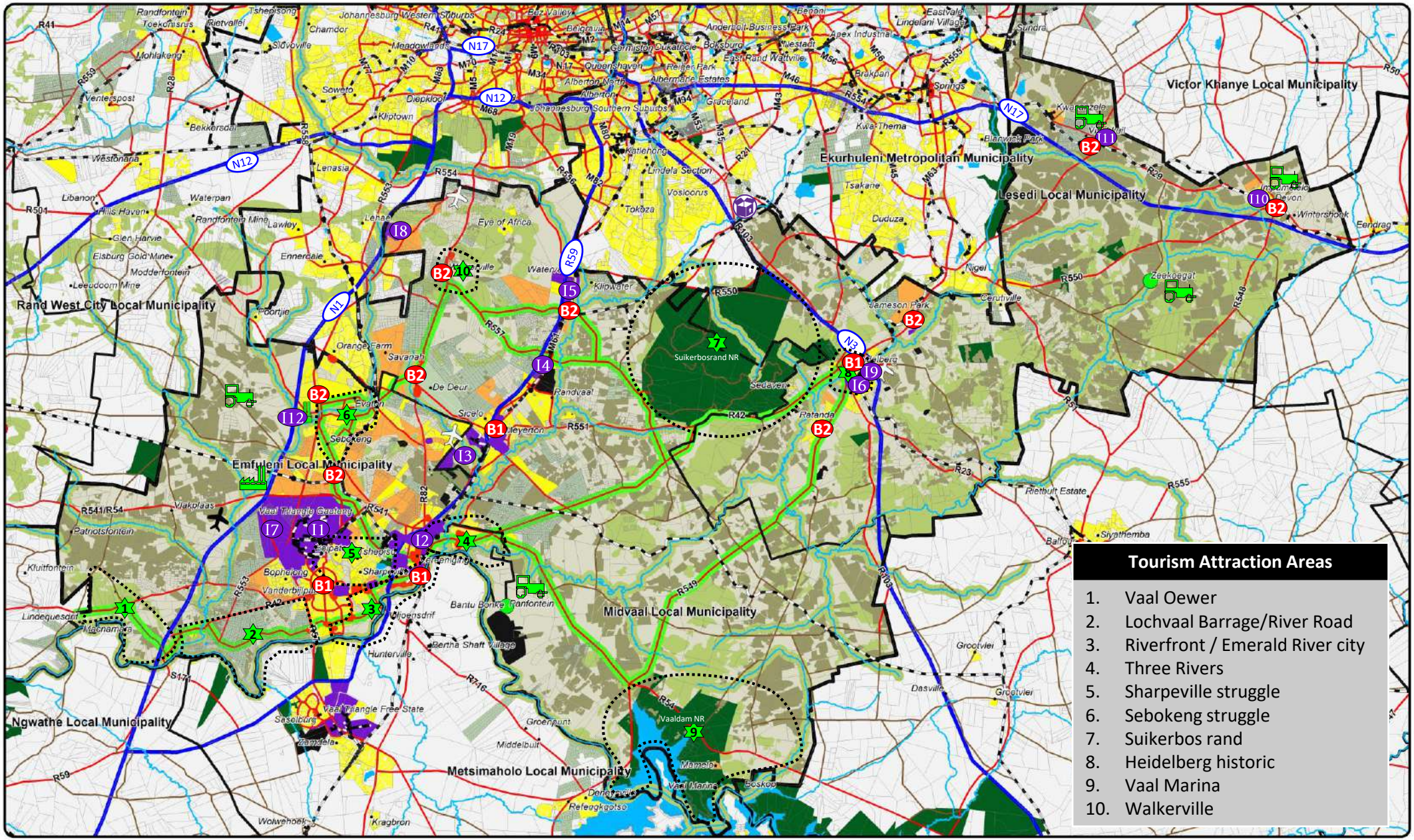
Through successful implementation of the above approach a sustainable livelihood is ensured to all communities in Rural Intervention Areas and they become part of the mainstream rural and urban economy of the region.

The "Sustainable Rural Development Index" can be used as a tool to monitor the impact of interventions in the rural space and ensure that interventions address real needs of the people.

5.2.10 Principle 10: Utilise the existing natural, cultural-historic and man-made resources towards the development of Tourism Precincts and Tourism Corridors throughout the District.

The proposed objectives towards tourism development in the Sedibeng District are as follow:

- Focused (prioritised) tourism development growing from the core of the Vaal River, Vaal Dam NR and the Suikerbosrand NR as anchors from where the benefits of the tourism economy are spread across the district;
- To diversify the current tourism base through providing for various types of tourism such as agri-tourism, eco-and educational tourism, cultural-historic tourism and adventure tourism etc.
- Providing tourists with safe, high quality and authentic experiences and service excellence;
- Growing both overnight and day visitor numbers and visitor yields in all the Tourism Precincts;
- Promote public and private sector collaboration in developing tourism services and facilities;
- Responsible tourism ensuring environmental and economic sustainability and benefits for all.



SEDIBENG DISTRICT MUNICIPALITY SDF – TOURISM

- Cadastral
- Urban Footprint
- Agricultural Holdings
- Protected Areas/Ridges/ Open Space
- Dams
- Priority Housing Development Areas
- Business Areas
- Industrial Areas
- Mining Areas
- Extensive Agriculture
- Cultivated Land
- Agri Village
- Agri Hub
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Aerotropolis
- Airfield
- Proposed Tambo Springs Freight Hub
- Tourism Attraction Areas
- Priority Tourism Routes

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31.12

- Utilising the Vaal River for water sports and activities and to attract more visitors to the region.

Figure 31.12 illustrates the identified functional tourism attraction areas and the priority tourism routes to be promoted as such in the Sedibeng District. It includes the following priority precincts:

- Area 1: Vaal Oewer located to the west of route N1.
- Area 2: River Road which includes the Lochvaal/Barrage area.
- Area 3: River City comprising, amongst others the Emerald Casino.
- Area 4: Three Rivers where Vaal River, Klip River and Suikerbosrand River converge.
- Area 5: Sharpeville Struggle Cultural-Historic.
- Area 6: Sebokeng-Evaton Struggle Cultural-Historic.
- Area 7: Suikerbosrand Nature Reserve.
- Area 8: Heidelberg Cultural-Historic.
- Area 9: Vaal Marina and Vaal Dam Nature Reserve.
- Area 10: Walkerville Cultural-Historic and Scenic.

Signage and branding of the tourism precincts and routes illustrated on Figure 31.12 are important first steps towards establishing these concepts in the minds of local stakeholders and visitors/ tourists to the Sedibeng area. Further steps to be initiated in support of tourism include:

- Skills development, advisory support and mentorship and financial management support to local stakeholders
- Coordination of targeted marketing initiatives creating tourism demand in the region.
- Provision of sufficient infrastructure to support tourism development along the routes and within attraction areas.

5.2.11 Principle 11: Ensure that all communities (urban and rural) have access to at least the minimum levels of service as enshrined in the Constitution and to direct infrastructure investment towards the economicactivity nodes in the district, priority housing development areas earmarked for residential development, and communities with excessive service backlogs.

Engineering services is a critical element towards the establishment of sustain-able human settlements and facilitating economic development and job creation.

Access to adequate housing, reliable electricity, safe water supplies, accessible public transport and hygienic and dignified sanitation facilities remains a daily challenge for many South Africans, particularly in poor rural and peri-urban communities. - NDP

Hence, infrastructure investment within the SDM should be primarily directed towards serving the identified urban and rural nodes within the district.

Infrastructure unlocks the development potential of rural areas. Appropriate levels, form and location are important, given that infrastructure investment is less cost effective in lower density areas with small economies. - NDP

More specifically, the economic activity areas and priority housing development areas identified in these nodes should inform the future Capital Investment Framework for various engineering services e.g. water, sanitation, electricity and roads and stormwater.

The District should pay attention to providing sufficient infrastructure capacity at all the nodal points in order to ensure that it can facilitate and enhance the processes of local economic development (by luring investors to these areas) and service delivery. The key challenge is to create a balance in terms of improving services in both the **emerging nodal areas** and at the **existing, well established nodal points** in the district simultaneously. This should be done in accordance with an unbiased Infrastructure Prioritisation Model for the Sedibeng District as a whole based on the following principles:

- Focus on large scale improvement/incremental upgrading of services in areas with the most prominent backlogs in the district which includes the former “township” areas of all towns in the SDM;
- Allocate funding towards provision of engineering services in Priority Housing Development Areas earmarked to be the focus of all new housing projects in the District; and
- Continuously maintain and upgrade engineering services in economic activity areas including CBD’s and industrial areas of towns to promote economic development and job creation.

The District, together with local municipalities, should thus continue to endeavour to expand its formal water, sanitation and electricity networks and refuse collection system in order to eventually reach and serve all rural and urban communities within the municipal area to at least RDP level (as per the NDP guidelines).

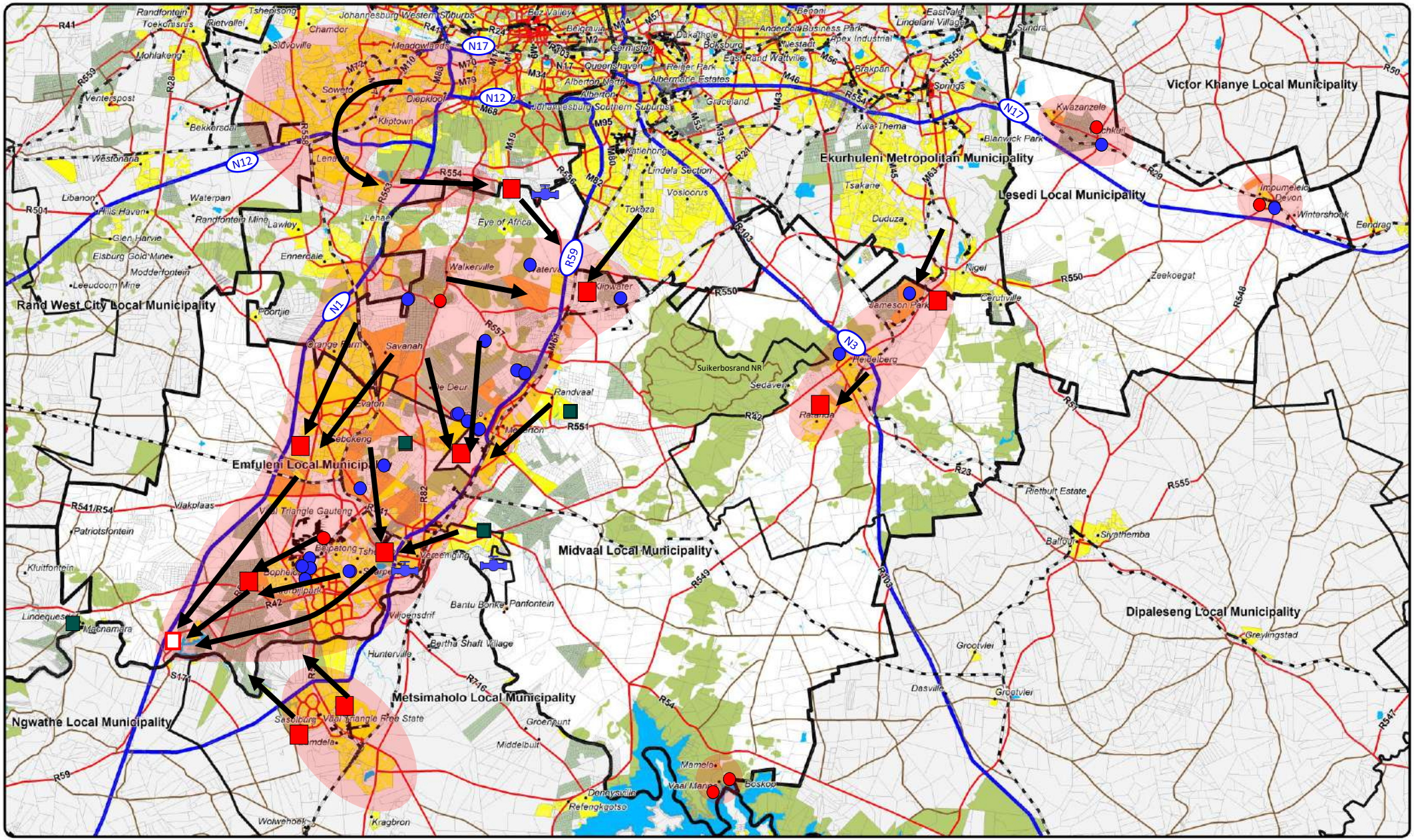
All Infrastructure Master Plans in Sedibeng District should be based on supporting the nodal development concept/ system proposed for the District, and specifically also the long term vision of a functional urban conurbation between the N1 and R59 development corridors as depicted on **Figure 31.13**. The same principle applies to the broader Heidelberg node, Devon-Impumelelo and Kwazenzele-Vischkuil.

At a more detailed level, settlements (existing and new) in the District should be designed in accordance with the principles and standards set out in the CSIR’s ‘Red Book’: ‘Guidelines for Human Settlement Planning and Design’ in order to ensure innovative and affordable utilisation of solar energy, rain- and stormwater harvesting, composting toilets and recycling opportunities.

Furthermore, in line with the Smart City/ Smart Growth concept as illustrated on **Diagram 16** (overleaf), engineering services within the SDM should focus on the following important transitions over the short to medium term:

Water

- Have more stringent water conservation and demand-management initiatives;
- Increase water-use efficiency and equitable distribution through appropriate incentives;
- Develop available groundwater resources;
- Adopt more widely the re-use of wastewater effluent as standard practice;



SEDIBENG DISTRICT MUNICIPALITY SDF – ENGINEERING SERVICES FUNCTIONAL AREAS

- Towns and Settlements
- Informal Settlements
- Agricultural Holdings
- Protected Area
- Dams / Rivers
- Local WWTW
- WWTW
- Proposed WWTW
- Rand Water Pump Stations
- Reservoirs
- Land Fill Site
- Engineering Service Functional Area
- National Roads
- Main Roads
- Other Roads
- Railways

SEDIBENG DISTRICT MUNICIPALITY

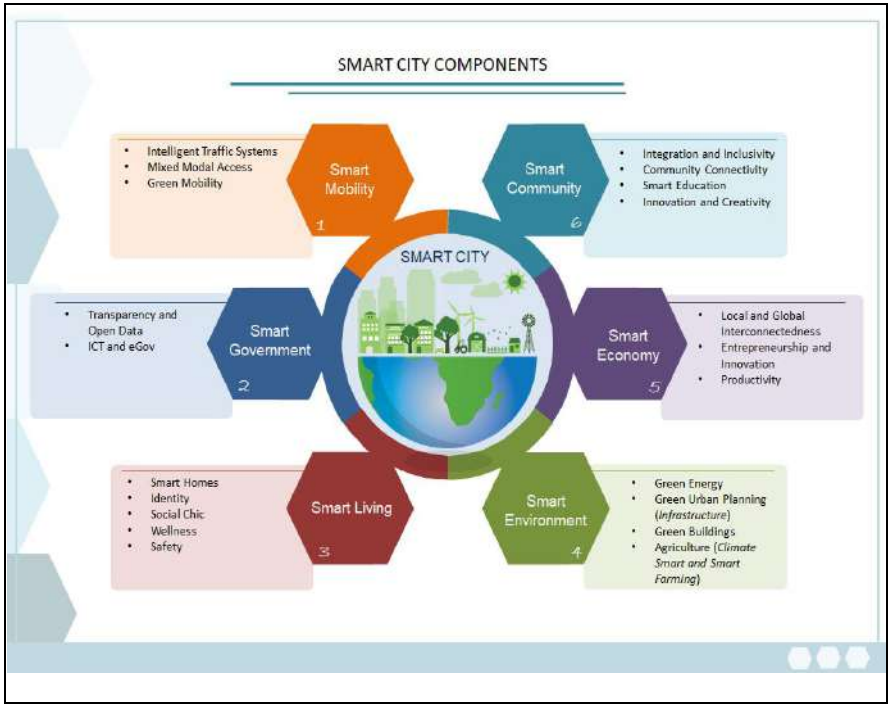
31.13

- Adopt large-scale desalination option to resolve inevitable water shortages;
- Improve monitoring and reporting to ensure best practice and standards in water and wastewater management.

Energy

- Promote and enable energy efficiency and demand side management;
- Promote the development of renewable energy plants in the district;

Diagram 16: Smart City Concept



- Enhance the universal access to clean, renewable energy services.

Transport

- Invest in public transport and non-motorised transport (NMT) infrastructure;
- Promote and enable low carbon transportation and shift transport patterns to reduce reliance on liquid fuels.

Waste

- Innovate in the waste sector to reduce waste volumes and to increase recycling and re-use;
- Introduce waste-to-energy initiatives in the longer term;
- Invest in clean technology and value adding to waste.

Information and Communication Technology

- Establish a strong broadband infrastructure network to ensure efficient communications and internet services;
- Use Information and Communications Technology as a means to enhance each of the six Smart City components as illustrated in the diagram overleaf.

What is a Smart City?

A **Smart City** primarily uses **information and communication technologies (ICT)** to enhance quality, performance and interactivity of urban services, to reduce costs and resource consumption and to improve contact between citizens and government. It connects human capital, social capital and ICT infrastructure in order to address public

issues, achieve a sustainable development and increase the quality of life of citizens.

Smart city applications are developed with the goal of improving the management of urban flows and allowing for real time responses to challenges. A smart city may therefore be more prepared to respond to challenges than one with a simple 'transactional' relationship with its citizens.

Smart Mobility aims to provide an on-demand mobility system that would allow customers to choose among ***motorised public and private*** transport modes and / or ***non-motorised transport modes*** to assemble the fastest or cheapest way of getting anywhere they need to go at any time. It includes new mobile technologies and intuitive apps which integrate public transportation, better infrastructure, and car sharing.

Smart Government entails the use of innovative policies, business models, and technology to address the financial, environmental, and service challenges facing public sector organizations. It relies on open and accessible consolidated information systems and communication networks from which the public becomes better informed about whether the government is performing and conforming to highest ethical standards.

Smart Communities are strategic, purposeful, and resourceful. They are driven by long-term commitments to safeguard their natural resources and economic opportunities for future generations, and preserving the beauty, vitality, and equity of the region. These communities protect their ecological assets from destruction or degradation, promote renewable energy solutions, and practice sustainable development.

Smart Living is fueled by the rise of devices and objects connected to the internet – wearables, home appliances, fashion accessories etc. Internet-connected appliances that communicate with one another, more efficient energy usage and cloud-enhanced home security are just some of the developments that consumers are starting to enjoy.

Advances in technology, such as mobile and GPS-enabled devices, live data sensors, and big data, have created a foundation for governments to develop better services, foster accountability, and increase transparency. When disaster incidents strike, critical information exchange across departmental, municipal, and jurisdictional lines expedites communication to at-risk populations and hastens their evacuation from harm's way. It tracks disasters in real-time, locate medical resources, align logistics, coordinate response teams, and automatically publish updated maps that keep the media and public informed. Similarly, GIS highlight recurring crime hot spot locations, and help deploy critical resources to the right place at the right time.

Real-time monitoring tools are used to regulate infrastructure and manage natural and manmade threats like vandalism/ theft.

A **Smart Environment** aims to provide more efficient urban structure, buildings and energy.

A compact city characterised by medium and high density mixed use environments which are designed around efficient multi modal public transport systems.
Careful building design to reduce heat loads, maximise natural light and promote the circulation of fresh air and installation of solar heaters and water harvesting infrastructure.

Green energy generated from natural sources: solar power, wind power, hydropower, geothermal energy, biomass and biofuels.

Monitoring and controlling operations of ***urban and rural infrastructures*** like bridges, railway tracks, on- and offshore- wind-farms and it can also be used for ***scheduling repair and maintenance*** activities.

Smart Economies are largely the result of the influence of ICT applications on all aspects of urban economy, which in turn changes the land-use system. Main Economic Sectors influenced by Smart Technology include:

- Banking and Finance
- Education and Research
- ICT, Mobile and Telecommunications
- Travel, Tourism and Transportation
- Healthcare and Social Welfare
- National Security and Defense
- Retail and Distribution
- Energy and Utilities

5.2.12 Principle 12: Implement a district-wide Growth Management Strategy to ensure spatial manifestation of the SDF Development Principles.

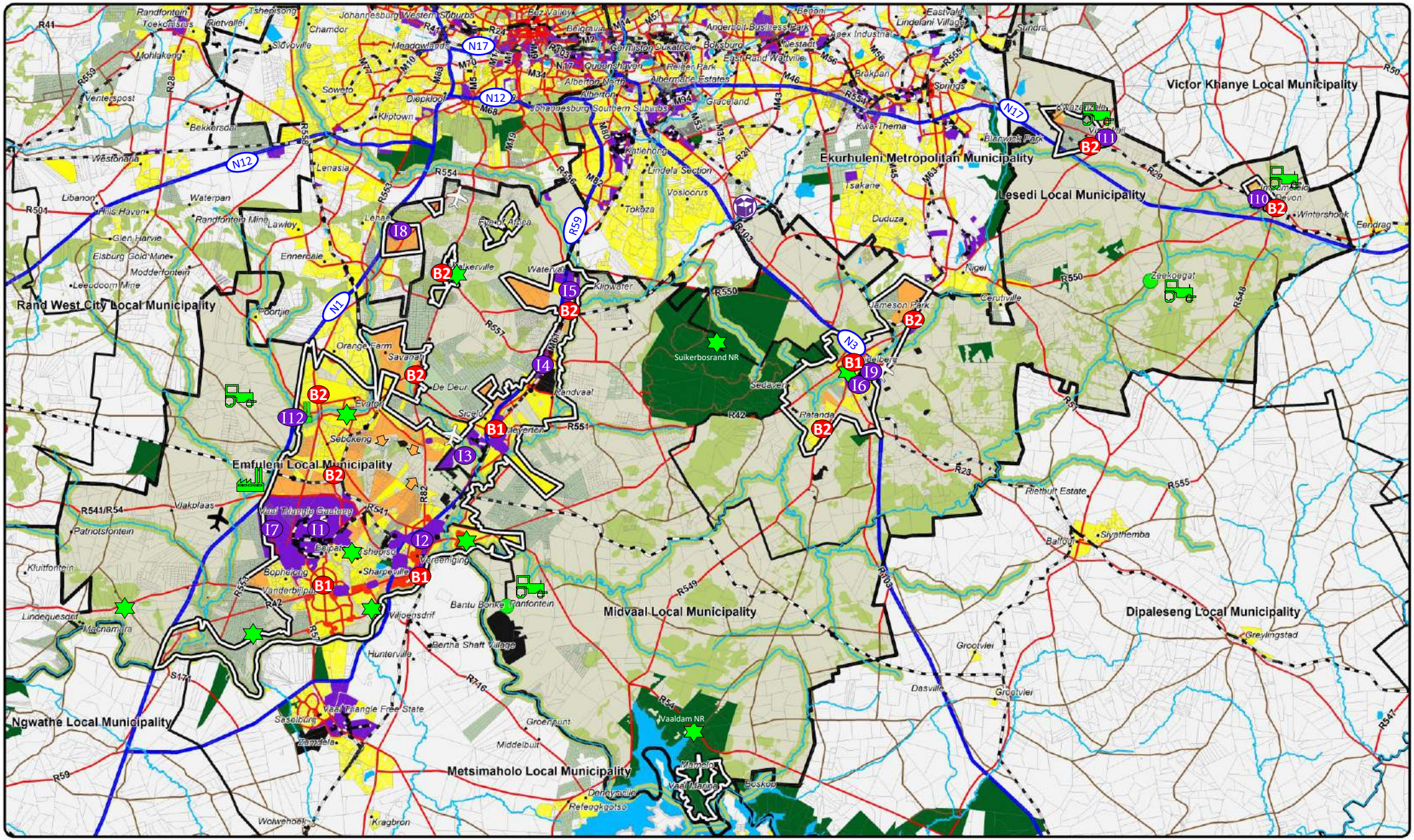
Figure 32 represents the Composite Sedibeng District SDF based on the eleven principles highlighted in sections 5.2.1 to 5.2.11 above. The last principle (Principle 12) deals with the implementation of the SDF which calls for active Growth Management.

i) Defining Growth Management

Growth management is an approach widely used internationally to ensure that growth in population and the economy is supported by the necessary services and infrastructure and at the same time meet spatial and socio-economic objectives of towns and cities. In the case of the Sedibeng District Municipality the Growth Management Strategy needs to go a step further, by incorporating important interventions that are critical for a sustainable future, and the establishment of the area as a future metropolitan authority.

The Growth Management Strategy has to provide a way forward in dealing with issues such as the disjuncture between government goals and market driven development; disjuncture between growth and service capacity with reference to water, sanitation, electricity and roads infrastructure which affect living standards and the quality of life of ordinary citizens; the critical need for urban restructuring and consolidation in order to make public transport viable; and allowing and managing sustainable development in a sensitive natural environment.

There is no doubt that the SDM has to adopt a new, uniform pre-active approach for development across all its local municipalities if it wants to achieve long term sustainability for all. The present situation is highly strained and haphazard, and it can only be alleviated if investment is aligned, focused and prioritised. The District Growth Management Strategy should set out to achieve this and if properly implemented, then the following outcomes can be expected:



SEDIBENG DISTRICT MUNICIPALITY SDF – COMPOSITE

- Urban Footprint
- Agricultural Holdings
- Agriculture
- Nature Reserve
- Open Space System
- Dams
- Primary Node
- Secondary Node
- Rural Node
- Priority Housing Development Areas
- Business Areas
- Industrial Areas
- Mining Areas
- Agri Hub
- Proposed Rural Intervention Area
- National Roads
- Main Roads
- Other Roads
- Railways
- Railway Station
- Proposed Aerotropolis
- Airfield
- Proposed Freight Hub
- Tourism Attraction Areas
- Urban Development Boundary

SEDIBENG

- Prioritisation, clear targeting and programming of capital expenditure across the three LM's;
- A strong link between public transport (especially rail) and residential and business development;
- A change in the way development applications are dealt with, as developments will be subject to a range of new mechanisms to influence patterns and pace of development within the District;
- A strong emphasis on the reduction of demand in respect of services; and
- Land assimilation/reform for the public good and the location of new housing aligned to these spatial priorities.

If the Sedibeng District fails to implement changes and continues with 'business-as-usual', then the following outcomes are inevitable:

- Increased intensity and frequency of infrastructure problems (including electricity, water, sanitation, road/traffic congestion etc.);
- Growing public discontent as development is not supported by base infrastructure (inclusive of social amenities such as schools and clinics);
- Unattained growth targets as infrastructure bottlenecks constrain development and resources are spread randomly and in an ad-hoc manner;
- Non-viable investment in new public transportation systems as requisite densification and land use mixes along and around these public transportation corridors are lacking.

Hence it is recommended that the SDM compile and implement a comprehensive Growth Management Strategy for the entire district area (including all three the Local Municipalities).

ii) Strategic Objectives

At the core of the Growth Management Strategy of the SDM should be the following strategic objectives:

- Determine priority areas for short-medium term investment and allocation of future development rights;
- Re-direct the respective capital investment programmes of the SDM Service Departments to address the short-term problem areas and strategic priority areas;
- Limit future development rights in infrastructure problem areas within the district until backlogs have been addressed;
- Identify priority investment areas (e.g. Priority Housing Development Areas) for the public and private sector, specifically in respect of municipal infrastructure;
- Introduce development conditions that are congruent with global best-practice standards relating to resource efficiency (Smart Growth);
- Introduce development obligations relating to the full spectrum of inclusionary housing (i.e. subsidized housing, bonded, rental / social housing) in identified priority areas;
- Apply a package of incentives to promote and facilitate development that subscribes to the socio-economic and spatial imperatives of the

municipality in priority areas (especially around public transport corridors);

- Establish monitoring and evaluation mechanisms to review the status of the infrastructure problem areas and the limitations placed on these areas.

iii) Critical Success Factors

There are a few critical success factors upon which the Growth Management Strategy will depend -

- A comprehensive and regular updated spatial information system including continuous market trend assessment across the District;
- Full suite of financial incentives / mechanisms aligned with rates policy to support projects which will bring about:
  - Significant economic development and job creation,
  - Projects complying with the criteria of governments Breaking New Ground (BNG) Policy and Inclusionary Housing Policy; and
  - Projects which enhance viability of public transport corridors.
- Institutional support and arrangements in terms of the following:
  - High-level strategic decision-making based on the Growth Management Strategy;
  - Long-term political endorsement and commitment of the principles fundamental to the Growth Management Strategy;
  - The municipal IDP and Budget allocations for the Sedibeng District area based on the principles of the Growth Management Strategy;
  - Alignment with national and provincial policy frameworks.

Finally, it is recognised that the SDM cannot achieve its goals in isolation and indeed needs the private sector to buy into the Sedibeng Growth Management Strategy so that it can assist the District in this process. It is therefore important to structure demand management tools and incentive packages in such a way that they effectively benefit the developers and future residents.

iv) Growth Management Instruments/Tools

The Sedibeng Growth Management Strategy should be based on the application of a series of internationally acclaimed Growth Management Tools as part of the more comprehensive Strategy towards guiding and directing growth and development. Such tools could include the following:

- **Comprehensive Plan:** The Comprehensive Plan is a document composed of written goals and policies as well as maps used to guide the type, location, and quantity of development in a community over a 10 or 20- year period based on existing conditions and future hopes. This plan is strategic in nature and should include goals for economic growth and how it can be contained within existing areas or areas designated for growth. Such plans can be compiled at regional (metropolitan) level as well as at local (precinct) level.

- **Threshold Public Service Standards:** These guidance standards are incorporated into a community's comprehensive plan specifying the level of public services that must be provided for different types of development. Service levels can be set for schools, water, sewer, roads, transport, libraries, and parks. Proposed development that will result in non-maintenance of these standards can be denied approval. The Sedibeng Water Services Development Plan, Electricity Master Plan, Integrated Transport Plan and Waste Management Plan are typical examples of documents which should specify the minimum service levels required in the various parts of the district.

- **Fiscal Impact Analysis:** This refers to the SDM conducting a study of the projected short and long-term costs and revenues associated with new development in a community. It can be used to evaluate the most appropriate time and place for development to occur based on using existing utilities and rate of development. In essence this is thus a Cost-Benefit Model which supports a cost effective, incremental approach towards urban expansion.

- **Land Use and Infrastructure Coordination:** This strategy requires development to occur in areas already served by existing bulk service networks or areas planned to be served by such networks in order to prevent leapfrog development and continuous demands for service extensions.

- **Enterprise Zones/Revitalisation Areas (Brownfields):** These are programmes intended to promote economic development and/or redevelopment in needy and rundown areas with the use of tax incentives, regulatory waivers, infrastructure improvements, and urban revitalisation. The NDPG initiative for nodes like Sebokeng, Evaton and Ratanda and the Vereeniging CBD Urban Renewal Tax Incentive are typical examples of this concept.

- **Strategic Development Areas:** These are strategically located vacant areas designated for growth by the local authority. The area is chosen due to its strategic location, the services available in the area, and/or because of local zoning regulations or comprehensive plans. These areas are used as priority funding areas and can represent both infill development and urban expansion. The Priority Housing Development Areas identified across the three municipalities and which have been incorporated into the District SDF are typical examples of Strategic Development Areas.

- **Focused Economic Development in Growth Areas (Targeted Zones):** As expansion of the urban area is an inevitable outcome of a growing society, it becomes important to encourage economic growth to occur in focused areas. Rapid development is financially draining to all spheres of government. Unchecked and uncoordinated economic growth can lead to increased congestion, pollution, overcrowding, loss of open space, as well as poorly planned community spaces. The objective should thus be to direct

economic growth towards areas specifically designated for this purpose (activity nodes) and then to properly provide the infrastructure required to maintain these areas/nodes. This approach also supports the implementation of proper public transportation as these nodes represent clear destinations around which to design a public transport system.

The Sedibeng SDF identified several major industrial areas, four Central Business Districts and nine Secondary Activity Nodes – all of which are strategically located in urban areas, and/or along the major transport routes. The public transport network was also designed to serve all these areas and connect the areas to one another.

- **Zoning**: Zoning clauses specify written requirements and standards for permitted uses of buildings, the height and size of buildings, the size of yards, parking and signs and fences, among others. The purpose is to separate land uses that are seen as incompatible. The separation of uses aids growth management by separating uses such as agricultural from residential and industrial.

  There is a Land Use Management System (LUMS) in place for each of the three local municipalities which perform all the functions referred to above. It is important to link/align the municipal LUMS to the Municipal Spatial Development Framework (by way of a Linkage Plan as referred to in the Spatial Planning and Land use Management Act) in order for these planning tools to supplement and support one another as part of the broader district Growth Management Strategy.

- **Bulk Service Contributions:** Bulk Service Contributions are a cost assessment imposed against new development in order to generate revenue to fund or recover the costs of reasonable service improvements necessitated by the development. This tool must be imposed carefully to balance the competing demands presented when dealing with the pros and cons of new development. Obligations imposed during subdivision review, generally require developers to fund, build, and dedicate for public use, basic facilities required by future residents of the new developments. In cases/areas where development applications are in line with the spatial and phasing objectives of the SDM and Local Municipalities, developers should receive some form of discount on Bulk Service Contributions payable and vice versa.

- **Incentives:** The creation of incentives and concession packages is one of the most important methods that can be used by the Sedibeng municipalities to attract new investment, which can be efficiently and innovatively applied to initiate development in focus areas. Municipalities should, however, ensure that incentive packages be linked with the local economic development objectives of the specific area. Incentive and concession packages that could be considered can include:

- **Rates and Taxes Incentives.** It is possible for municipalities to provide incentives to new investors in terms of a redemption on rates and taxes, service charge reduction on electricity consumption, water consumption, etc. The Urban Renewal Tax Incentive for certain CBD areas in South Africa is an example of this mechanism.
- **Infrastructure**. These concessions often involve the provision of serviced industrial and commercial sites or special efforts to develop infrastructure and services in selected areas in accordance with the needs of potential investors. The Special Economic Zone (SEZ) is based on the provision and/or improvement of infrastructure in certain areas in order to stimulate economic development.
- **Land and buildings**. This incentive package may involve the sale, transfer or rental of land, buildings and other facilities owned by the municipality.
- **Regulatory reform**. These concessions involve efforts by the municipality to reduce constraining regulation and zoning that may limit potential development. This also involves facilitating prompt decision-making procedures, such as the approval of building plans, rezoning applications, etc.
- **Finance**. These incentives may take on the form of special grants, access to start-up capital, bridging finance, loan guarantees and the underwriting of risks.

Transit (Public Transport) Orientated Development

As noted earlier in this document Transport Orientated Development (TOD) is a unique mix of land uses located at a high density within a walking radius of a railway station or a major public transport node like a bus terminus, or a modal transfer facility. TODs are purposely designed to facilitate access to the transit stations/nodes and so increase the use of the public transportation systems. TODs are therefore designed to achieve land use and transportation integration within corridors.

Among their goals, TOD programmes seek to create high-quality living and working environments and improve station access. For transit agencies, TOD programmes offer the possibility of enhanced ridership. In inner-city transit areas, TOD programmes attract private investment, improve the quality of the environment and provide new or expanded employment opportunities. For developers, TOD programmes offer opportunities to build near public transport facilities and take advantage of supportive land use regulations as well as favourable business demographics.

There is a new awareness that public transport orientated planning makes economic sense:

- Public transport investment has twice the economic benefit to a city/town of highway investment.
- Public transport can enable a city to use market forces to build up densities near stations where most services are located, thus creating more efficient sub-centres and minimising sprawl.

- Public transport enables a city to be more corridor orientated where it is easier to provide infrastructure.

From the above it should be evident that the Development Principles contained in the Sedibeng Spatial Development Framework provide the basis for the implementation of a much more comprehensive and sophisticated Growth Management Strategy to be applied in the area in order to ensure the long term sustainable development of the District.

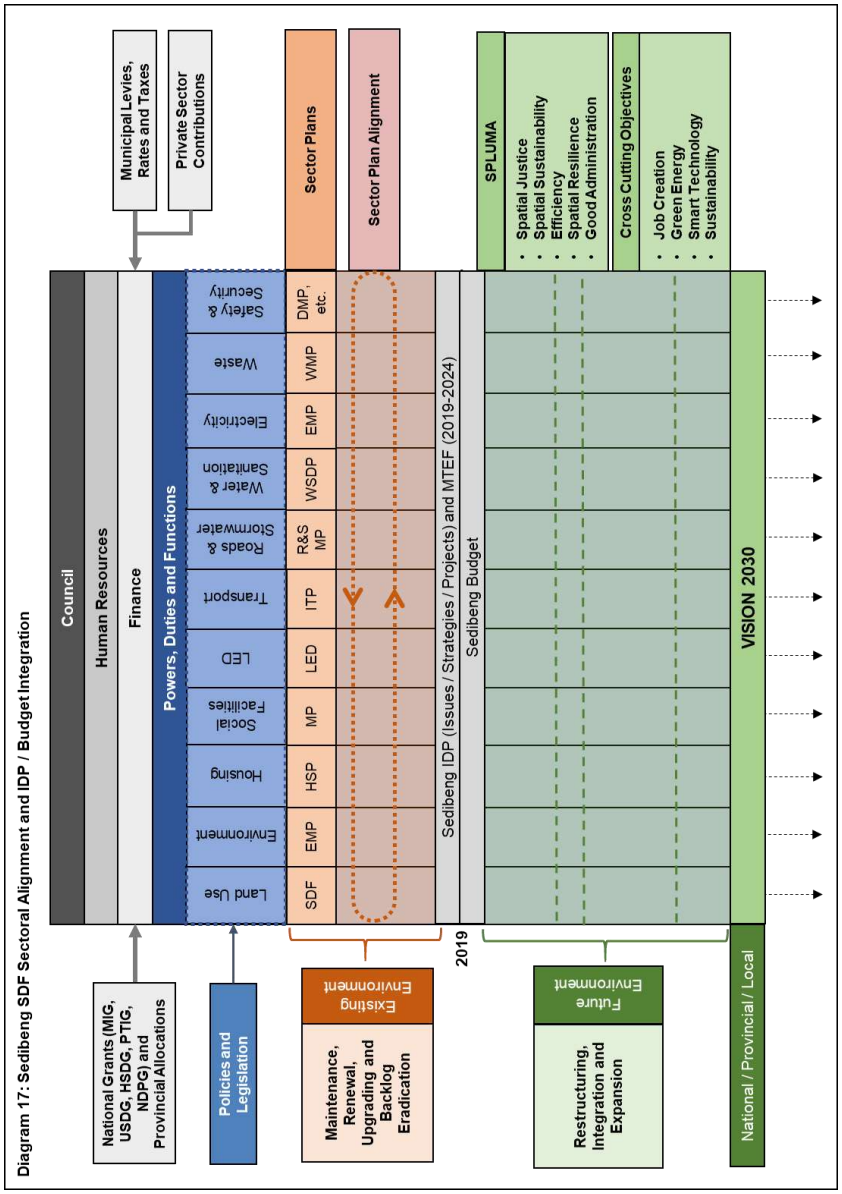
6. IMPLEMENTATION FRAMEWORK

6.1 Sectoral Alignment

This section comprises some proposals regarding the implementation of the proposed Sedibeng District SDF.

Diagram 17 (overleaf) illustrates the context of the Sedibeng SDF within the broader municipal institutional environment which is briefly summarized as follow:

- The Sedibeng District Municipality (and Local Municipalities) each has a set of legally mandated powers, duties and functions assigned to it in terms of the provisions of the Municipal Structures Act.
- Council Officials represent the human resources required to perform/execute these powers, duties and functions while Councillors (Political Representatives) need to oversee such activities.
- The funding required to perform the powers, duties and functions is acquired from a number of sources as indicated on Diagram 24, including national and provincial government grant allocations, municipal rates and taxes and private sector contributions.
- The powers, duties and functions of a municipality translate into a number of development sectors/departments like land use, transport, housing, environment, engineering services, economic development etc. within the municipality. Most of these sectors are guided by sector plans to be compiled in line with sector specific policies and / or legislation. For example, an Integrated Transport Plan (ITP) is compiled in terms of the requirements of the National Land Transport Act and a Water Services Development Plan (WSDP) in terms of the Water Services Act.
- Sector Plans deal with the existing environment within the municipality (status quo), and the planned/proposed future environment (3, 5, 10 years or longer into the future).
- It is however essential that these sector plans are all based on a common Vision for the municipal area. Such Vision is normally based on/derived from the National Vision (NDP), a Provincial Vision (Gauteng 2030) and/or District/Municipal Vision documents.
- The Municipal Spatial Development Framework (SDF) represents the Spatial Vision for the municipal area and it serves to provide guidance in this regard to all the other sectors as well.
- When the SDF is compiled it is informed by all the other sectors e.g. the Environmental Management Plan may indicate all areas to be earmarked for conservation in the SDF, or the Water Services Development Plan which indicates the areas most suitable or unsuitable to provide engineering services etc.
- Based on inputs received during the Situational Analysis, the SDF then earmarks different areas in the municipality for different future land uses e.g. the future open space system; the Priority Housing Development Areas, economic activity areas, areas for future community facilities etc.
- When the sector plans are revised in future, these are based on the proposed location, extent and nature of land uses proposed in the municipal SDF. This process is referred to as sectoral alignment.



- In this way it is ensured that all projects identified by the various sector plans (and incorporated in the Municipal IDP, MTEF and Budget) are spatially aligned with each other and that all infrastructure investment within the municipality is consistently well aligned and congruent with the broader development vision as captured in the Spatial Development Framework of the municipality.
- Collective sectoral investment in the correct areas within a municipality over an extended period of time will inevitably result in enhanced spatial justice, efficiency, sustainability and resilience, and effectively represents good administration – the five principles of SPLUMA.
- Lastly there are also some cross-cutting themes that need to be addressed by all sectors within the municipality. These include secondary objectives such as job creation, the green agenda, smart technology and overall sustainability enhancement.

6.2 Capital Investment/Implementation Programme

Following from the Spatial Analysis and Synthesis and the Spatial Development Framework contained in this document, the projects/ initiatives which are deemed critical towards the sustainable future development of the Sedibeng District were identified. These projects/ initiatives are listed in **Table 22** as part of a Capital Investment Framework derived directly from the proposed Sedibeng SDF.

Table 22: Priority Initiatives/Projects following from the Sedibeng SDF

Priority Action/Project	Responsibility	Cost	Priority		
			Short	Med	Long
Development Principle 1: Environment					
- Establishment of District Environmental Management Unit.	• SDM	In-house/ Operational	✓		
- Compilation of a District Environmental Management Framework.	• SDM	R700 000	✓		
- Coordination/alignment with GDACE and local municipalities i.t.o of Land Use Applications and implementation of LUDS Tool.	• SDM	In-house/ Operational	✓	✓	✓
- Rehabilitation of Vaal River Ecosystem	• SDM/ELM/ Provincial/ National	Operational	✓	✓	✓
Development Principle 2: Nodal Hierarchy					
- Establish nodal hierarchy concept in SDM and align infrastructure development and funding allocation accordingly (spatial targeting)	• SDM • Local Municipalities • Provincial/ National Government	Operational	✓	✓	✓
- Compile Precinct Plans for priority nodal points	• SDM/DRDLR	R500 000	✓	✓	✓
• Waterval Implementation		R500 000 (R2952mil*)	✓		
• Sicelo Implementation		R500 000 (R864mil*)	✓		
• Rietkuil Implementation		R500 000 (R3033mil*)	✓		
• Devon Implementation		R500 000 (R209mil*)	✓		
• Henley on Klip Implementation		R500 000	✓		
• Doornkuil Implementation		R500 000 (R1616mil*)	✓		
• Langzeekoeiga Implementation		R500 000 (R209mil*)	✓		
- Implement Urban Renewal Strategy for Vaal River City Initiative.	• SDM • ELM	R6,501 billion*	✓	✓	✓
Development Principle 3: Transportation					
- Prioritise proposed route construction/upgrading programme. (K154, K164)	• SDM • LMs • Gautrans • SANRAL • PRASA	T.B.D.	✓	✓	✓
- Align SDM Public Transport Network Guidelines with District SDF.		In-house/ Operational	✓		
- Upgrade major bus/taxi ranks in nodal areas.		T.B.D.	✓		
- Compile Rail Precinct Plan for TOD stations in Urban Conurbation Area (10 Stations)		R800 000	✓		
Development Principle 4: Sustainable Human Settlement					
- Update SDM Sustainable Human Settlement Plan.	• SDM/LM's • Gauteng Dept. of Human Settlements	R800 000	✓	✓	✓
- Pre-actively prepare PHDA's for development in line with Table 21 Priorities and SHS Plan		Continuous	✓	✓	✓
- Focus on Social Housing opportunities in nodal Precinct Plans and TODs.		Continuous	✓	✓	✓
Development Principle 5: Community Facilities / Thusong Centre Development					
- Conduct a district wide Community Facility Audit and compile a Thusong Centre Precinct Plan and Implementation	SDM	R1,2 mil	✓		

*Implementation Estimate: Southern Corridor Regional Implementation Plan

Priority Action/Project	Responsibility	Cost	Priority		
			Short	Med	Long
Strategy/Programme for each of the Urban/Rural Nodes per local municipality.					
- All provincial and national service departments to align their capital investment programmes in accordance with the Thusong Centre Strategy at identified Nodes.	SDM IDP Technical Committee and Representative Forum	Annual Departmental Allocations (Gauteng Province)	✓	✓	✓
Development Principle 6: Business Areas Development					
- Facilitate Informal Trade Upscaling by way of a District Policy	• SDM/LMs	R300 000	✓		
- Compile CBD/Small Town Revitalisation Strategies in Devon and Vischkuil	• SDM/LMs	R200 000 per Nodal Plan	✓	✓	✓
- Implementation of Vereeniging CBD Government Precinct Plan	• SDM/ Emfuleni	R311 mil*	✓	✓	
- Implement Heidelberg CBD Plan	• SDM/ Lesedi	R535 000*	✓	✓	
- Implement Midvaal CBD Plan	• SDM/ Midvaal	T.B.D	✓	✓	
- Implement Upgrading Plan for Vanderbijlpark CBD	• Emfuleni	Various Initiatives	✓		
Development Principle 7: Industry					
- Compile Precinct Plans for N1 and N3 Logistics Hubs.	• SDM • Emfuleni • Lesedi	R500 000/ corridor	✓		
- Implement Sebokeng Agri Hub Business Plan.	• SDM/GEDA/ DRDLR/ GDARD	T.B.D	✓	✓	✓

Priority Action/Project	Responsibility	Cost	Priority		
			Short	Med	Long
Development Principle 8: Mining					
- Monitor mining license applications (and comment on these) in line with the requirements of the proposed Sedibeng Environmental Management Plan (EMP) – also see Development Principle 1.	• SDM/ GDARD	In-house	✓	✓	✓
- Liaise with mining houses regarding rehabilitation of old dumps in Lesedi.	• SDM/Mining Houses/ Lesedi LM	In-house	✓	✓	✓
Development Principle 9: Agriculture					
- Protect high potential agricultural areas.	• SDM/ GDARD	In-house	✓	✓	✓
- Precinct Plans for five Rural Intervention Areas	• SDM/ DRDLR	R500 000/ RIA	✓		
- Establish Institutional Structure to assist small/emerging farmers.	• DRDLR	In-house	✓		
- Facilitate establishment of agro industries at Doornkuil, Rietkuil, Devon and Kwazenzele	• SDM/ DRDLR/ GEDA	In-house	✓	✓	✓
Development Principle 10: Tourism					
- Formalise SDM Tourism Route Network.		In-house	✓		
- Implement Tourism Branding and Signage Strategy.	• SDM/LMs/ Gautrans/ Sanral	T.B.D	✓	✓	✓
- Establish/maintain Institutional Structure to monitor/facilitate tourism	• SDM/GEDA/ GTA/ GDARD /LM/ Private Sector	In-house	✓	✓	✓

*Implementation Estimate: Southern Corridor Regional Implementation Plan

Priority Action/Project	Responsibility	Cost	Priority		
			Short	Med	Long
development per Functional Area					
- Maintain the Public Space in Tourism Focus Areas	• SDM/LMs	In-house	✓	✓	✓
Development 11: Engineering Service Infrastructure					
- Allocate dedicated funding for water, sanitation and electricity infrastructure to: o the Service Upgrading Priority Areas to achieve minimum levels of service; o in Priority Housing Development Areas earmarked for large scale mixed development in order to facilitate integration of communities; and o Nodal Areas /Corridors to promote economic development and job creation.	SDM/ Municipalities/ COGTA	Annual Allocations per Allocation Model	✓ ✓ ✓	✓ ✓ ✓	✓ ✓ ✓
- Align Engineering Services Sector Plans with Sedibeng SDF	• SDM/LM's	T.B.D	✓		
- Facilitate urgent implementation of Sedibeng Regional Sanitation Scheme	• SDM/GEDA/GOTP • Presidential Infrastructure	R1,27 billion	✓	✓	✓

Priority Action/Project	Responsibility	Cost	Priority		
			Short	Med	Long
	Coordinating Forum (PICC)				
Development Principle 12: Growth Management					
- Confirm/Formalise Consolidated District Urban Edge.	• SDM/LM's	In-house	✓	✓	✓
- Formulate Comprehensive District Growth Management Strategy.	• SDM/LM'	R600 000	✓		
- Establish Centralized District GIS System for Monitoring Purposes	• SDM/LMs	R1,8 million	✓	✓	✓

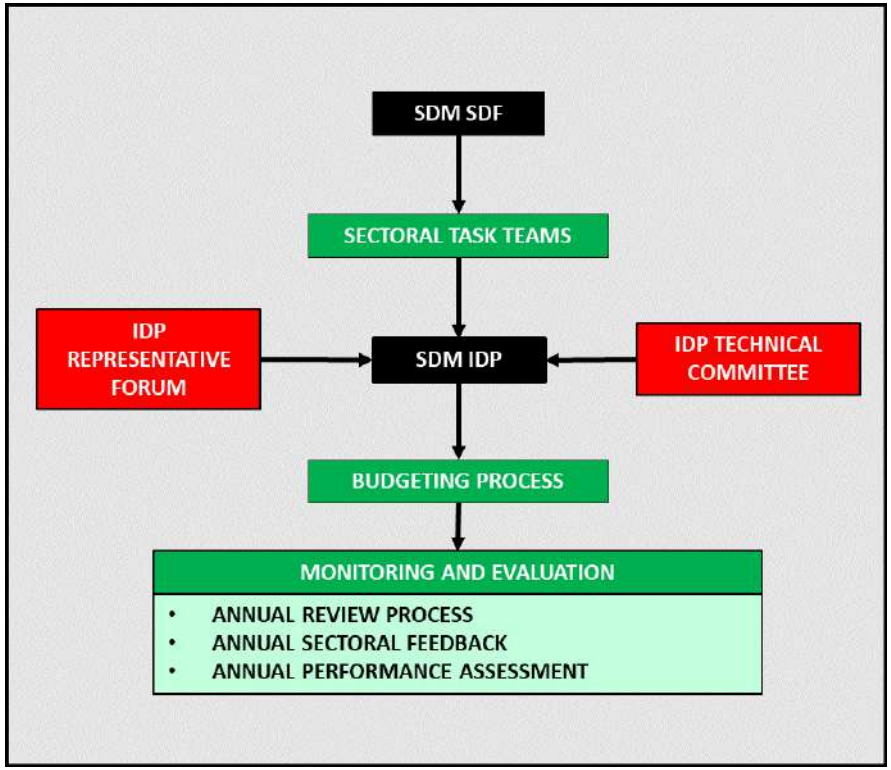
As noted in Section 6.1 above the next step would be for these projects/actions to be incorporated into the Objectives, Strategies and Projects of the various Sector Departments as contained in the Sedibeng IDP. (Refer to **Diagram 18**) For example, the proposed environmental projects/ actions emanating from the SDF should feed into the Objectives, Strategies and Projects under the Environmental and Health Services in the District IDP, from where the projects can be incorporated into the budgeting process of the District Municipality.

It is important to note that the SDM SDF forms part of the Integrated Development Plan of the District Municipality (in line with section 26(e) of the Municipal Systems Act) and that it does not represent a parallel process thereto. Many of the projects following from the SDF may already be listed in the Sedibeng IDP, but the SDF may serve to better illustrate the strategic significance and/or spatial logic of such a project.

In essence, the SDF incorporates, aligns, and integrates various sectoral issues, and highlights the functional relationship between various elements e.g. the importance of the construction of a certain sections of road to unlock the development potential of specific areas between the N1 and R59 Corridors.

Another important aspect to consider is the fact that a SDF does not entail the compilation of a number of sectoral studies as part of the process. Instead, it rather focuses on capturing the findings and recommendations of various sectoral studies, and superimposing these spatially over each other in order to assess the collective impact these may have on the area.

Diagram 18: Sedibeng DM SDF Implementation Strategy



Hence, in this way the SDF provides a multi-sectoral, integrated perspective on future development in the District. Having identified the important projects/ initiatives to be implemented following from the SDF, it is important for SDM officials to continuously monitor whether these projects/ initiatives

are being incorporated into the relevant development Objectives, Strategies and Projects in the IDP of the Municipality, and that these projects are appropriately prioritised in the budgeting process, from where implementation will follow.

This is a continuous process which should be followed as part of the annual IDP Review process, and should also be dealt with as part of the annual Sedibeng District Municipalities Performance Management Assessment.

In conclusion, the following general actions should be taken to ensure the successful implementation of the proposed Spatial Development Framework:

- Through the **IDP Review Process** ensure that the District's IDP Programmes are aligned with, and adhere to the spatial proposals, guidelines and principles advocated by the SDF.
- **Engineering Services** should ensure that:
  - The bulk of its capital expenditure is focused on infrastructure development and service delivery within the proposed nodes, priority housing areas. The reason being, that these areas not only serve to indicate where the greatest need for infrastructure spending could possibly be in the future, but also indicate where the municipality would receive the best value for money spent on infrastructure development and service provision; and
  - The strategic road linkages be established through entering into discussions with the South African National Roads Agency (SANRAL) and Gautrans.
  - It is important that sector plans such as the Water Services Development Plan, Integrated Transport Plan, Electricity Master Plan, Refuse Disposal/Waste Management Master Plan be continuously updated in order to guide and direct capital investment.
- The **Human Settlement Department** should ensure that the bulk of the subsidised housing stock is provided for within the Priority Housing Development Areas. This will help to consolidate the Municipality's urban/ rural structure.
- The Disaster Management Plan and any other community facility related master plans should be updated as and when required. The department responsible for **social services** should ensure that all community facilities and services are provided for within the proposed nodes and preferably consolidate.
- The departments responsible for **conservation, tourism** and **economic development** should ensure that a balance is kept between conservation activities and tourism, agricultural, industrial and mining development.
- It is important that Local Economic Development Plans/Strategies be compiled and implemented by the district and local municipalities. The **Finance Department** should on an annual basis, evaluate whether or not the Municipality is spending the bulk of its capital within the proposed key focus areas – i.e. the proposed corridors, nodes, Industrial Hubs, PHDAs and the Agri Hub, and the Capital Investment Framework/Medium Term Expenditure Framework should reflect the spatial priorities in the district.

- The department responsible for **land use planning** should:
  - Launch a capacity building programme aimed at establishing a "paradigm shift" amongst all service providers and stakeholders (politicians and officials of all spheres of government) towards a "principle based" planning and management approach for the District. This would ensure that unnecessary political pressure(s) does not derail the collective actions needed to restructure the spatially fragmented and unsustainable spatial structure of Municipalities within the SDM area.
  - Ensure that each Local Spatial Development Framework process in the SDM focuses on the following two aspects:
    a) Incorporating the District Directives as contained in the District SDF into the Local Spatial Development Frameworks; and
    b) Compiling more detailed Precinct Plans for each town/settlement in the District which are aligned with the Development Principles as contained in the Spatial Planning and Land Use Management Act (SPLUMA).

Annexure A

Annexure A : Township Economy: Potential Job Creation Opportunities

Main Sectors	Secondary Category	Examples of Business Opportunities
1. Business	Retail (Formal)	Butchery, Bottle store, Cellphone, Café, Clothing, Tombstones, Fast Food, General Dealer, Farm Shop, Plant Nursery
	Retail (Informal)	Street Vending/Food Seller, Fruit & Vegetable Seller, Brick Making, Liquor Seller, Shebeen, Tavern, Spaza, Tombstone Trader
	Retail (Markets)	Crafters Market, Food & Fresh Produce Market
	Personal Services	Hair & Beauty Salons, Fashion Designer, Laundrette, Gym,Traditional Healer
	Offices	Burial Society, Banks, ATM, Financiers/Cash Loans, Internet Café, Renting of Machinery, Home Office, Security Companies
	Motor Vehicle Related Retail	Car Sales Lot, Car Wash, Cash for Scrapyard, Motor Spares, Filling Station
2. Service Industries	Services	Dress Making/Tailors/Manufacture Uniforms, Bakery/Catering, Engraving, Printing, Picture Framing, Jewellery Manufacturing, Watch/Cellphone Repairs, Shoe Repairs, Key Cutting, Dry Cleaners, Funeral Services (Parlour/Undertaker), Basket Ware and Cane Furniture, Office Furniture, Upholstery
	Infrastructure	Sanitation (plumbers), Electrician, Security Gates & Fencing, Mobile Toilets, Solar Panels/Geysers
	Green Economy	Cleaning Services, Waste Collection and Sorting/Recycling
3. Tourism	Retail (Formal)	Craft/Curio Shop, Coffee Shop, Restaurant
	Retail (Informal)	Crafters Market, Food & Fresh Produce Market
	Offices	Tourist Operators
	Hospitality Establishment	Hotel, Guest House, Bed & Breakfast, Conferencing, Camp Sites
	Services	Catering & Events, Heritage Tourism, Sports/Adventure Tourism, Water Sports and Recreation Parks, Tourist Guide, Hunting Guide
4. Creative Industry	Services	Arts & Crafts Workshops/Exhibtions, Cinemas, Music & Entertainment, Music & Video Production, Fashion Designer, Jewellery Manufacturing, Bead Making, Leather/Hide Products, Coordination of Cultural Events
5. Community Services	Medical & Health	Hospital and Clinic, Substance Abuse Treatment/War on Drugs, Hospice/Nursing/Care Centre (treatment and care for HIV/AIDS and other chronic ailments), Traditional Healer
	Funeral / internment services (confinement)	Burial Society, Catering-, Renting-, Cemetery Services
	Institutional Care Facility	Orphanage/Children's Home, Shelters, Soup Kitchen, Care for Elderly, Assisting the Elderly with Social Grants
	Cultural Facilities	Community Centres, Church and Religious Services
	Educational Facilities	Crèche & pre-schools, Schools, Sports Coaching, FET Colleges, Feeding schemes for schools and hospitals
	Other Education	Motor vehicle driving school, Special education - disabilities, Initiation school, Dancing /Music/Art Schools
	Protection services	Security Guards
	Emergency services	Ambulance Services/Paramedics
	Administrative	Postal/Courier Services
	Animal Care Facilities	Indoor / outdoor kennels, Veterinarian clinic, Animal rehabilitation centres
	ICTS	Internet Solutions, Multimedia Service Centres, Internet Cafes, Electronic Repairs, ICT Recycling Depots
6. Agriculture and Agro Processing	Animal production	Livestock/Poultry Farming
	Crop production	Vegetable/Herb Farming
	Agricultural industry	Milling, Feed Mixing, Processing/Sorting/Packing of Farm Produce, Farm Stall, Oil refinery, Biofuels
7. Transport	Services	Taxi Operators/Associations, Logistics companies, Tour Operators
	Infrastructure	Paving of Walkways and Cycle Lanes
8. Finance	Services	Stokvels, Money Lending Schemes, Burial Societies
9. Manufacturing	Production & Manufacturing	Food production, Bakery, Manufacturing of Machinery-/Metal (steel)- /Non-metal (charcoal/tar/bricks)- /Clothing and Textile-/ Wood and Furniture (Carpentry) Products, Abattoir
	Motor Service related (Light) Industry	Fitment centre/Vehicle repairs, Panelbeater/Auto body, Towing Service, Motor Workshop
	Engineering Service related (Light) Industry	Engineering Workshop e.g. welding, cutting, joinery, pumps, pipes and fitting, etc. Electrical Workshop/Contractors, Lawnmower Repairs
10. Commercial	Warehousing & storage	Storage Facilities, Storage and selling of coal, sand, building material, Scrap Yard, Recycling Depot, Auction Yard
11. Construction and Real Estate	Services	Construction Business, Property Developers, Estate/Renting Agents
	Infrastructure	Builders, Carpenters, Brick/Paving layers, Electricians, Plumbers
12. Mining	Active Mining	Sand Mining, Quarrying
	Mining Rehabilitation	Cleaning Services, Waste Collection and Planting of new vegetation

GAUTENG DEPARTMENT OF ROADS & TRANSPORT

Adjusted Estimates of Capital Expenditure - 2021/22

Project No	Project / Programme Name	Project Description	Project Status	Start		Finish		Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, Machinery & Equipment, COE)	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date	Source of Funding	Budget Programme Name	Sub-Programme	Total Project Cost	2021/22 Financial Year	
				Latitude	Longitude	Latitude	Longitude												Main Appropriation	Adjusted Appropriation
																			R'000	R'000
1. New or Replacement Assets																				
1	Bophelong Public Transport Facility	Alterations to Completed Intermodal Facility	Design	-26,689569	27,797092	Not Applicable	Not Applicable	Sedibeng	Southern	Other Fixed Structures	New or replacement assets	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Construction	Not Yet Available	-	250
#REF!	Sebokeng Driver License Testing Centre (DLTC)	Construction of a New DLTC at Sebokeng	Design	-26,561 22	27,860 37	Not Applicable	Not Applicable	Sedibeng	Southern	Buildings	New or replacement assets	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Regulation	Transport Admin and Licensing	Not Yet Available	100	1 200
#REF!	Vaal River City: Construction of new interchange and access roads on the R42 (Barrage Road) in Vereenigin g	Special Projects - Infrastructure - Vaal River Interchange	Tender	-26,692636	28,111 35	Not Applicable	Not Applicable	Sedibeng	Southern	Other Fixed Structures	New or replacement assets	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Construction	Not Yet Available	100	100
#REF!	Vereenigin g Intermodal Public	Construction of Intermodal Public	Design	-26,679	27,933	Not Applicable	Not Applicable	Sedibeng	Southern	Other Fixed Structures	New or replacement assets	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Construction	Not Yet Available	100	3 100

	Transport Facility	Transport Facility																		
Total New or Replacement Assets																			**300**	**4 650**
2. Upgrades and Additions																				
#REF!	D2150 from P73/1 (Golden Highway) and Link Road Approximately 3.3km – Orange Farm	D2150 from P73/1 (Golden Highway) and Link Road Approximately 3.3km – Orange Farm	Tender	-26,4693	27,8693	-26,4422	27,8729	Sedibeng	Southern	Other Fixed Structures	Upgrades and additions	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Design	Not Yet Available	500	50
#REF!	R59 Pedestrian Bridge (Ntirhisano Project)	R59 Pedestrian Bridge (Ntirhisano Project)	Design	-26,555837	28,003506	26,555837	28,003506	Sedibeng	Southern	Other Fixed Structures	Upgrades and additions	Not Applicable	01 February 2021	20 January 2023	Equitable Share	Transport Infrastructure	Design	25 430	2 500	2 500
#REF!	R82 phase 3 between Road D1073 (Walkerville) and K164 (De Deur)	Upgrading of road R82 phase 3 between Road D1073 (Walkerville) and K164 (De Deur)	Tender	-26,429	27,962	-26 524	27 927	Sedibeng	Southern	Other Fixed Structures	Upgrades and additions	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Construction	Not Yet Available	100	100
#REF!	Regional Offices - OHS Requirements	Rehabilitation of Regional Offices to meet OHS Requirements	Business Case	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Buildings	Upgrades and additions	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Administration	Corporate Support	Not Yet Available	5 000	5 000
#REF!	Upgrading of P103-2 (K29/R512) between K31 (D2339) Lenasia to North West Border.	Upgrading of P103-2 (K29/R512) between K31 (D2339) Lenasia to North West Border.	Design	-25,93822	27,907083	-25,86216	27,88258	Sedibeng	Southern	Other Fixed Structures	Upgrades and additions	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Design	Not Yet Available	-	50

	Doubling of road.	Doubling of road.																		
Total Upgrades and Additions																			**8 100**	**7 700**
3. Rehabilitation, Renovations and Refurbishment																				
#REF!	K175 (R568): Rehabilitation of Road K175 (R568) from P6-1 (K201) to Ekadustrial (K14)	K175 (R568): Rehabilitation of Road K175 (R568) from P6-1 (K201) to Ekadustrial (K14)	Tender	-25,859	28,69	-25 713	28 705	Various	Various	Other Fixed Structures	Refurbishment and rehabilitation	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Construction	Not Yet Available	100	100
#REF!	P156/3: Rehabilitation of Road P156/3 from P155/1 to D2568	P156/3: Rehabilitation of Road P156/3 from P155/1 to D2568	Construction	-26,722	27,759	-26,709	27,816	Sedibeng	Southern	Other Fixed Structures	Refurbishment and rehabilitation	170	17 June 2020	16 September 2021	Equitable Share	Transport Infrastructure	Construction	89 987	38 054	81 172
#REF!	P175/1: Rehabilitation of Road P175/1 from Vanderbijlpark to Potchefstroom Phase 2	P175/1: Rehabilitation of Road P175/1 from Vanderbijlpark to Potchefstroom Phase 2	Retention	-26,716	27,784	-26 724	27 593	Various	Various	Other Fixed Structures	Refurbishment and rehabilitation	Not Applicable	28 January 2019	31 July 2020	Equitable Share	Transport Infrastructure	Construction	172 191	5 091	5 091
#REF!	P39/1 Heavy Rehabilitation from km30 Diepsloot to km43 Muldersdrift approx. 14.35km	P39/1 Heavy Rehabilitation from km30 Diepsloot to km43 Muldersdrift approx. 14.35km	Construction	-26,038	27,846	-25,959	27,952	Various	Various	Other Fixed Structures	Refurbishment and rehabilitation	100	01 April 2019	Not Yet Available	Equitable Share	Transport Infrastructure	Construction	153 110	31 542	74 500
Total Rehabilitation, Renovations and Refurbishment																			**74 787**	**160 863**

4. Maintenance and Repairs																			
#REF!	Automated Pothole Patching Machine	Road-Tarred	Initiation	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	100	50
#REF!	BMS 3 - Designs for repairs and maintenance of bridges (Vereeniging & Benoni Regions)	BMS 3 - Designs for repairs and maintenance of bridges (Vereeniging Region)	Design	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng	Southern	Contractors	Maintenance and repair	Not Applicable	19 November 2019	18 November 2022	Equitable Share	Transport Infrastructure	Design	13 636	13 272	8 172
#REF!	Expanded Public Works Programme (EPWP)	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	3 800	01 April 2021	31 March 2022	EPWP Grant	Transport Infrastructure	Maintenance	9 638	9 638	9 638
#REF!	Grass Cutting	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	1 210	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	31 402	20 000
#REF!	Implementation of Term Contracts for Diluted Emulsion	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair		Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	2 000	-
#REF!	Implementation of Term Contracts for Diluted Emulsion	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair		Not Yet Available	Not Yet Available	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	Not Yet Available	-	46 624
#REF!	Installation of Streetlights		Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair		Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	100	50
#REF!	Maintenance of Provincial Weigh Bridges	Maintenance of Provincial Weigh Bridges	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Traffic Engineering	Not Yet Available	50	600
#REF!	Manufacture & Supply Road Signs	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	62	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	10 000	13 000

#REF!	Out sourced Roads Maintenance Class 1 & 2	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	1 500	01 February 2017	31 August 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	1 410 000	406 935	227 709
#REF!	Out sourced Roads Maintenance Class 1 & 2	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Included above	01 February 2017	31 August 2021	Equitable Share	Transport Infrastructure	Maintenance	Included Above	192 987	-
#REF!	Out sourced Roads Maintenance Class 3	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	855	01 September 2017	30 August 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	521 000	94 000	93 983
#REF!	Out sourced Roads Maintenance Class 3	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Included above	01 September 2017	30 August 2021	Equitable Share	Transport Infrastructure	Maintenance	Included Above	40 000	7 406
#REF!	Out sourced Roads Maintenance Class 5 & 6	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Included Below	01 May 2018	31 May 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	518 400	127 762	208 922
#REF!	Out sourced Roads Maintenance Class 5 & 6	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	1 080	01 May 2018	31 May 2021	Equitable Share	Transport Infrastructure	Maintenance	Included Above	44 238	3 425
#REF!	Professional Engineers Services Class 1 & 2 Roads	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 February 2017	31 August 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	45 500	16 200	4 822
#REF!	Professional Engineers Services Class 1 & 2 Roads	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 February 2017	31 August 2021	Equitable Share	Transport Infrastructure	Maintenance	Included Above	1 000	-
#REF!	Professional Engineers Services	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 October 2018	01 October 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	42 300	14 000	2 607

	Class 3 Roads																			
#REF!	Professional Engineers Services Class 3 Roads	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 October 2018	01 October 2021	Equitable Share	Transport Infrastructure	Maintenance	Included Above	1 000	-
#REF!	Professional Engineers Services Class 5 & 6 Roads	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 June 2018	01 June 2021	Equitable Share	Transport Infrastructure	Maintenance	45 000	14 000	722
#REF!	Professional Engineers Services Class 5 & 6 Roads	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 June 2018	01 June 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	Included Above	1 000	-
#REF!	Reseal of Provincial Road Network	Road-Tarred	Initiation	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	100	50
#REF!	RIFSA Routine Roads Maintenance Class 4	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 April 2021	31 March 2022	Equitable Share	Transport Infrastructure	Maintenance	12 130	3 440	-
#REF!	RIFSA Routine Roads Maintenance Class 4	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Minor Assets	Maintenance and repair	Not Applicable	01 April 2021	31 March 2022	Equitable Share	Transport Infrastructure	Maintenance	3 033	860	-
#REF!	RIFSA Routine Roads Maintenance Class 4	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Inv: Material & Supplies	Maintenance and repair	Not Applicable	01 April 2021	31 March 2022	Equitable Share	Transport Infrastructure	Maintenance	24 261	6 880	6 361
#REF!	RIFSA Routine Roads Maintenance Class 4	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Other Machinery and Equip	Maintenance and repair	Not Applicable	01 April 2021	31 March 2022	Equitable Share	Transport Infrastructure	Maintenance	21 228	6 020	-
#REF!	Specialised Traffic Surveying Services	Specialised Traffic Surveying Services	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Traffic Engineering	Not Yet Available	500	3 500

#REF!	Stormwater (Bridge and Culvert)	Culverts and Bridges	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	20	01 April 2020	31 March 2022	Equitable Share	Transport Infrastructure	Maintenance	36 000	12 000	2 000
#REF!	Street Lights Maintenance and Upgrade	Street Lights	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	22	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	5 000	2 000
#REF!	Supply & Erect Guardrails	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	100	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	57 444	-
#REF!	Supply & Erect Guardrails	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	100	Not Yet Available	Not Yet Available	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	Not Yet Available	-	57 444
#REF!	Supply & Erect km Markers	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	1 500	750
#REF!	Supply / Maintain Crack Seal	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	15	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	88 000	19 556	10 246
#REF!	Supply / Maintain Crack Seal	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	15	Not Yet Available	Not Yet Available	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	88 000	-	9 310
#REF!	Supply and Maintenance of small plant and Equipment on an as and when required basis	Plant and Machinery	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	100	50
#REF!	Supply and Servicing of Mobile Toilets	Road-Tarred	Initiation	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Yet Available	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	100	1 000
#REF!	Supply Bridge Rails	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	35	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	2 333	2 333

#REF!	Supply Fencing Material	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	1 000	50
#REF!	Supply G1 G5 & G7 Material	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Inv: Material & Supplies	Maintenance and repair	Not Applicable	10 February 2021	09 February 2024	Equitable Share	Transport Infrastructure	Maintenance	16 642	12 500	12 500
#REF!	Supply Herbicide and Pesticide	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	5	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	1 000	50
#REF!	Supply Manhole Grids/Gratings	Road-Tarred	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	5	18 September 2018	04 September 2021	Equitable Share	Transport Infrastructure	Maintenance	9 908	1 000	2 000
#REF!	Supply of Bitumen Related Products	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair		Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	6 528	6 528
#REF!	Supply of Concrete	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair		Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	100	50
#REF!	Supply Safety Clothing & Equipment	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Inv: Clothing Material	Maintenance and repair	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	2 000	2 000
#REF!	Term Contracts Roads Marking	Road-Tarred	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	67	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Maintenance	Not Yet Available	2 000	1 000
#REF!	Traffic Signals Maintenance	Traffic Signals Maintenance	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Traffic Engineering	Not Yet Available	2 000	2 000
#REF!	Vereenigin g Region Regravellin g of Gravel Roads	Road-Gravel	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng	Southern	Contractors	Maintenance and repair	45	01 January 2021	30 September 2021	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	22 037	19 237	19 528
Total Maintenance and Repairs																			**1 182 882**	**788 480**
5. Non - Infrastructure																				
#REF!	Contract Fleet Plant-Equipment Supply -	Plant and Machinery	On-going	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 April 2020	31 March 2025	Equitable Share	Transport Infrastructure	Maintenance	360 000	61 000	61 000

	Non-Infrastructure																		
#REF!	Digital Solution for Law Enforcement in the Minibus Taxi Industry - Non-Infrastructure	Enchance law enforcement in the Learner Transport and Taxi Industry	On-going	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 April 2020	31 March 2023	Equitable Share	Transport Infrastructure	Transport Operations	7 849	5 349	5 349
#REF!	Emissions Study to Measure, Monitor and Certify exact emission contribution of Transport in Gauteng	Emissions Study to Measure, Monitor and Certify exact emission contribution of Transport in Gauteng	Planning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 April 2021	31 March 2023	Equitable Share	Transport Infrastructure	Planning	Not Yet Available	-	986
#REF!	Feasibility Study for Travel Demand Management of Heavy Road Freight During The Peak Periods	Feasibility Study for Travel Demand Management of Heavy Road Freight During The Peak Periods	Planning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Planning	Not Yet Available	-	50
#REF!	Feasibility study on NMT and revision of the Provincial NMT policy (BB10) - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	Close-out	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 April 2018	31 March 2022	Equitable Share	Transport Infrastructure	Planning	1 000	-	200

#REF!	Feasibility Study on the Integrated BRT line between Ekurhuleni and Johannesburg	Dictate and prioritise Transport Infrastructure strategically	Close-out	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 April 2018	31 March 2022	Equitable Share	Transport Infrastructure	Planning	1 000	-	652
#REF!	Fuel for Plant - Non-Infrastructure	Plant and Machinery	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	01 April 2020	31 March 2022	Equitable Share	Transport Infrastructure	Maintenance	12 000	1 000	-
#REF!	Gauteng Freight Data Warehouse - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	Planning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 October 2021	30 June 2024	Equitable Share	Transport Infrastructure	Planning	Not Yet Available	100	50
#REF!	Gauteng Household Travel Survey - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	On-going	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 April 2021	31 March 2023	Equitable Share	Transport Infrastructure	Planning	17 618	6 612	4 412
#REF!	Gauteng Intergrated Smart City Modelling Centre (GISCMC) - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	Planning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	28 August 2019	28 August 2023	Equitable Share	Transport Infrastructure	Planning	22 106	6 064	6 927
#REF!	Integrated Transport Services Centre Feasibility and Detail Design - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	Planning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	Not Yet Available	Not Yet Available	Equitable Share	Transport Infrastructure	Planning	2 000	50	50

#REF!	ITP Support - Sedibeng Municipality	Dictate and prioritise Transport Infrastructure strategically	Planning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng	Southern	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 September 2017	31 May 2022	Equitable Share	Transport Infrastructure	Planning	2 967	-	284
#REF!	Licensing of Plant - Non-Infrastructure	Plant and Machinery	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Transfers and Subsidies	Maintenance and repair	Not Applicable	01 April 2020	31 March 2024	Equitable Share	Transport Infrastructure	Maintenance	7 000	2 200	2 200
#REF!	Network Hierachy and Associate Support Infrastructure for Minibus Operations in Gauteng - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	On-going	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 April 2020	31 March 2022	Equitable Share	Transport Infrastructure	Planning	5 858	4 860	3 924
#REF!	PLTF - 5 year Update (ITMP 25 Year Review) - Non-Infrastructure	Dictate and prioritise Transport Infrastructure strategically	Tender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	01 July 2021	31 March 2023	Equitable Share	Transport Infrastructure	Planning	Not Yet Available	1 000	1 201
#REF!	Road Asset Management System (RAMS) - Non-Infrastructure	Road Asset Management System (RAMS)	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Contractors	Maintenance and repair	Not Applicable	12 July 2018	31 March 2023	Provincial Roads Maintenance Grant	Transport Infrastructure	Maintenance	97 735	20 000	20 000
#REF!	Route Determination for Strategic Road Network - Non-	Dictate and prioritise Transport Infrastructure strategically	Construction	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Various	Various	Infrastructure & Planning Services	Upgrades and additions	Not Applicable	31 October 2017	31 March 2022	Equitable Share	Transport Infrastructure	Planning	24 000	1 223	1 223

	Infrastructure																		
Total Non-Infrastructure																		**109 458**	**108 508**
Total Road and Transport Infrastructure																		**1 375 527**	**1 070 201**

GAUTENG DEPARTMENT OF HEALTH

Adjusted Estimates of Capital Expenditure - 2021/22

Project Number	Project / Programme Name	Project Description	Project Status	Latitude	Longitude	Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, Machinery & Equipment, COE)	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date	Funding Source	Budget Programme Name	Total Project Cost	Main Appropriation 2021/22 R'000	GPT Recommendation 2021/22 R'000
1. New or Replacement Assets																	
3	Boitumelo Clinic-Construction of new Clinic-ID	Construction of New Clinic	Construction 1% - 25%	-26,559461	27,819509	Sedibeng	Southern	Building and other fixed structures	PHC - Clinic	Not Available	25 March 2013	15 April 2023	Health Facility Revitalisation Grant	Health Facility Management	94 801	17 400	1 200
4	Master Planning for Pholosong, Tara, Tembisa and Kopanong Hospitals	Appointment of Build Environment Professionals to undertake master planning	Feasibility	Not Applicable	Not Applicable	Various	Various	Building and other fixed structures	other Facilities	Not Available	1 April 2017	Not yet available	Equitable Share	Health Facility Management	Not Yet Available	1 000	1 000
27	Heidelberg Hospital - Electro	Electro-Mechanical	Construction 1% - 25%	-26,50364	28,35131	Sedibeng	Southern	Building and other fixed structures	Hospital - District	Not Available	1 April 2019	Not yet available	Equitable Share	Health Facility Management	Not Yet Available	2 667	-
37	Kopanong Hospital - Electro	Electro-Mechanical	Construction 1% - 25%	-26,63793	27,93328	Sedibeng	Southern	Building and other fixed structures	Hospital - District	Not Available	1 April 2019	Not yet available	Equitable Share	Health Facility Management	Not Yet Available	2 667	2 667
50	Sebokeng Hospital - Electro	Electro-Mechanical	Construction 1% - 25%	-26,60611	27,84622	Sedibeng	Southern	Building and other	Hospital - Regional	Not Available	1 April 2019	Not yet available	Equitable Share	Health Facility	Not Yet Available	2 667	2 667

								fixed structures						Management			
51	Sebokeng Zone 17 Clinic	Construction of New Clinic	Construction 76% - 99%	-26,59574	27,83191	Sedibeng	Southern	Building and other fixed structures	PHC - Clinic	Not Available	25 March 2014	31 March 2023	Health Facility Revitalisation Grant	Health Facility Management	59 401	26 791	16 450
52	Sedibeng clinics-electro	Electro-Mechanical	Construction 1% - 25%	Not Applicable	Not Applicable	Sedibeng	Southern	Building and other fixed structures	PHC - Clinic	Not Available	1 April 2019	31 March 2022	Equitable Share	Health Facility Management	Not Yet Available	50	3 880
Total New or Replacement Assets																53 242	27 864
2. Upgrades and Additions																	
81	Johan Heyns - upgrade and renovation of internal roads and parking	Upgrading of facility	Identified	-26,70309	27,83411	Sedibeng	Southern	Building and other fixed structures	PHC - Community Health Centre	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Health Facility Management	Not Yet Available	50	-
83	Kopanong hospital- Upgrading and renovation of the ward to accommodate correctional service patients and 72-hour mental health care patients	Upgrading of facility	Identified	-26,63793	27,93328	Sedibeng	Southern	Building and other fixed structures	Hospital - District	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Health Facility Management	Not Yet Available	50	-
84	Kopanong Hospital- TB wards and walk way	Upgrading of facility	Identified	-26,63793	27,93328	Sedibeng	Southern	Building and other fixed structures	Hospital - District	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Health Facility Management	Not Yet Available	50	-
85	Kopanong Hospital Refurbishment of Ward 1 and 2 for mental health and paediatric ward	Upgrading of facility	construction 1 - 25%	-26,63793	27,93328	Sedibeng	Southern	Building and other fixed structures	Hospital - District	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Health Facility Management	Not Yet Available	50	-

92	Sebokeng hospital- Renovation and upgrade of ward to accommodate psychiatric patients (Ward 12)	Upgrading of facility	Identified	-26,60611	27,84622	Sedibeng	Southern	Building and other fixed structures	Hospital - Regional	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Health Facility Management	Not Yet Available	4 620	-
105	Sebokeng Hospital - OPD Archives and guard house	OPD Archives and guard house	Final Completion	-26,60611	27,84622	Sedibeng	Southern	Building and other fixed structures	Hospital - Regional	Not Available	Not Yet Available	Not yet available	Equitable Share	Health Facility Management	Not Yet Available	-	50
Total Upgrades and Additions																4 820	50
3. Rehabilitation, Renovations and Refurbishments																	
128	Sebokeng Hospital OHS Compliance Services	Refurbishment and OHS at the Hospital	Tender	-26,60611	27,84622	Sedibeng	Southern	Building and other fixed structures	Hospital - Regional	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Health Facility Management	Not Yet Available	2 000	9 500
Total Rehabilitation, Renovations and Refurbishments																2 000	9 500
4. Maintenance and repairs																	
168	Employee Wellness Centres	Planned, statutory and preventative maintenance	Construction 1% - 25%	Not Applicable	Not Applicable	Gauteng	Various	Property Payments	Office Accommodation		1 April 2021	31 March 2022	Equitable Share	Health Facility Management	Not Applicable	2 000	-
169	Medical Interns Accommodation	Planned, statutory and preventative maintenance	Construction 1% - 25%	Not Applicable	Not Applicable	Gauteng	Various	Property Payments	Accommodation		1 April 2021	31 March 2022	Equitable Share	Health Facility Management	Not Applicable	2 000	-
176	Heidelberg Forensic Mortuary	Planned, statutory and preventative maintenance	Construction 1% - 25%	-26,50845	28,359483	Sedibeng	Southern	Property Payments	FPS	75	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	1 500	750
177	Heidelberg Hospital	Planned, statutory and preventative maintenance	Construction 1% - 25%	-26,50364	28,35131	Sedibeng	Southern	Property Payments	Hospital - District	350	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	7 000	12 000
186	Kopanong Hospital	Planned, statutory and preventative maintenance	Construction 51% - 75%	-26,63793	27,93328	Sedibeng	Southern	Property Payments	Hospital - District	450	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	9 000	20 000

206	Sebokeng EMS	Planned, statutory and preventative maintenance	Construction 1% - 25%	-26,60611	27,84622	Sedibeng	Southern	Property Payments	Ambulance/ EMS Station	75	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	1 500	2 000
207	Sebokeng Forensic Mortuary	Planned, statutory and preventative maintenance	Construction 1% - 25%	-26,60611	27,84622	Sedibeng	Southern	Property Payments	FPS	25	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	500	3 000
208	Sebokeng Hospital	Planned, statutory and preventative maintenance	Construction 76% - 99%	-26,60611	27,84622	Sedibeng	Southern	Property Payments	Hospital - Regional	450	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	9 000	25 000
209	Sedibeng District CHCs	Planned, statutory and preventative maintenance	Construction 51% - 75%	-	-	Sedibeng	Southern	Property Payments	PHC - Community Health Centre	250	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	5 000	7 000
210	Sedibeng District Clinics	Planned, statutory and preventative maintenance	Construction 1% - 25%	-	-	Sedibeng	Southern	Property Payments	PHC - Clinic	350	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	7 000	14 000
211	Sedibeng District Office	Planned, statutory and preventative maintenance	Construction 1% - 25%	-26,703533	27,834393	Sedibeng	Southern	Property Payments	Office Accommodation	25	1 April 2021	31 March 2024	Equitable Share	Health Facility Management	Not Applicable	500	500
Total Maintenance and repairs																45 000	84 250
5. COVID 19 Projects																	
239	Kopanong 300 ICU Beds	New or Replacement Assets	Construction 26% - 50%	-26,63793	27,93328	Sedibeng	Southern	Building and other fixed structures	Hospital - District	Not Available	12-Jun-20	Not Yet Available	Equitable Share (Covid-19)	Health Facility Management	Not Applicable	178 865	10 000
244	Kopanong 300 ICU Beds - Procurement and Installation of HT Equipment	New or Replacement Assets	Construction	-26,63793	27,93328	Sedibeng	Southern	Machinery & Equipment	Hospital - District	Not Available	01-Apr-21	Not Yet Available	Equitable Share (Covid-19)	Health Facility Management	Not Yet Available	-	34 674
248	Repurposing of COVID-19 facilities	Rehabilitations, Renovations and Refurbishments	On-going	Various	Various	Gauteng	Various	Building and other fixed structures	other Facilities	Not Applicable	01-Apr-21	Not Yet Available	Equitable Share (Covid-19)	Health Facility Management	Not Yet Available	50	0
Total Covid 19 Projects																178 915	44 674

Total Non-Infrastructure	24 000	24 000
Total Health Infrastructure	307 977	190 338

GAUTENG DEPARTMENT OF INFRASTRUCTURE DEVELOPMENT

GDID 2021 MTEF Estimates for Capital Expenditure

Project No	Project / Programme Name	Project Description	Project Status	Latitude	Longitude	Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipment, COE)	Total Job Creation Target	Type of Infrastructure	Project Start Date	Project End Date	Source of Funding	Budget Programme Name	Total Project Cost	2021/22 Financial Year	
																Main Appropriation	Adjusted Appropriation
															R'000	R'000	R'000
1. Rehabilitation, Renovations and Refurbishments																	
9	GPG Fixed Assets Conditional Assessments(GIAMA)	Restoration	Planning	Various	Various	Various	Various	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2013	Not Yet Available	Equitable Share	Public Works Infrastructure	Not Yet Available	1 000	5 000
2. Maintenance and Repairs																	
#REF!	Vaal Dam	General Building maintenance	On-going	-26.89472	28.14555	Sedibeng	Southern	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable	1 000	720
#REF!	Vacant Land	General Building maintenance	On-going	Various	Various	Various	Various	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable	1 000	1 000
#REF!	GPG Heritage Buildings	General Building maintenance	On-going	Various	Various	Various	Various	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable	1 000	1 000
#REF!	State Houses	General Building maintenance	On-going	Various	Various	Various	Various	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable	1 000	1 000
#REF!	Commercial buildings	General Building maintenance	On-going	Various	Various	Various	Various	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable	1 000	500
#REF!	Sedibeng Regional Office	General Building maintenance	On-going	-26.700062	27.831161	Sedibeng	Southern	Buildings and other fixed structures	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable	192	192

#REF!	EPWP	General Building maintenance	On-going	Various	Various	Various	Various	Buildings and other fixed structures	2500	Office Buildings	01 April 2021	31 March 2024	EPWP	Public Works Infrastructure	21 163	18 988	18 988
Total Maintenance and Repairs																24 180	23 400
Total Infrastructure Development																#REF!	#REF!

GAUTENG DEPARTMENT OF EDUCATION

Adjusted Estimates of Capital Expenditure - 2021/22

No.	Project Number	Project / Programme Name	Project Description	Project Status	Latitude	Longitude	Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipment, COE)	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date	Source of Funding	Budget Programme Name	Total Project Cost	2021/22 Financial Year	
																	Main Appropriation	Adjusted Apprortion
																R'000	R'000	R'000
1. New or Replacement Assets																		
15	GDEVA20E0004	ECD Centre of Excellence Southern Corridor SE [Ratanda] 4.1.a New stand-alone ECD centre (Gr.R & RR)	New stand-alone ECD centre (Gr.R & RR)	Pre-plan Step 3: Site Suitability Study	Not Available	Not Available	SEDIBENG DISTRICT MUNI.	Southern	Buildings and Other fixed Structures	6.4 ECD	73	2020/03/05	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	73 073	1 000	-
20	GDE/EvatonWSS/N&R/2018/1	Evaton West SS (No EMIS yet) SW 2.1.6 New school: Brick & Mortar (B&M)	Construction of a new Brick and Mortar Secondary School	Pre-plan Step 3: Site Suitability Study	Not Available	Not Available	SEDIBENG DISTRICT MUNI.	Southern	Buildings and Other fixed Structures	6.2 POS	70	2020/03/05	2022/12/08	Education Infrastructure Grant	Programme 6: Infrastructure Development	70 000	1 000	-
27	GDE/Golden Gardens/N&R/2018/1	GOLDEN GARDENS PS 700400976 SW 2.1.7 New school: Alternative Construction	Construction of a new Primary School through ACT	Stage 7 Close-Out	-26,616422	27,807902	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2018/03/05	2019/09/12	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	1 000

		Technologies (ACT)																
72	DID/700400673/N&R/2018/10322	RUST-TER-VAAL SS 700400673 SE 2.1.1 N&S3: Replacement of asbestos schools with B&M (29)	Construction of a Brick-and-Mortar Replacement Secondary School	Stage 5 Works	-26,576249	27,947166	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	110	2016/03/17	2021/12/12	Education Infrastructure Grant	Programme 6: Infrastructure Development	109 947	15 000	15 000
73	DID/SavanaCityPS1/N&R/2018/51112	Savanna City PS (No EMIS yet) SE 2.1.6 New school: Brick & Mortar (B&M)	Construction of a new Brick and Mortar Primary School	Stage 1.2 Initiation Report	Not Available	Not Available	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	150	2019/11/19	2025/03/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	150 403	2 000	1 504
75	DID/700321463/U&A/2018/25340	SETLABOTJHA PS 700321463 SW 2.1.4 Replacement of mobile school with B&M.	Replacement of mobile school with brick & mortar.	Stage 6 Handover	-26,558268	27,884655	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	95	2017/03/05	2021/04/21	Education Infrastructure Grant	Programme 6: Infrastructure Development	95 038	1 000	630
83	GDE/Tshepiso PS/N&R/2018/22139	Tshepiso PS (No EMIS yet) SE 2.1.7 New school: Alternative Construction Technologies (ACT)	Construction of a new Primary School through ACT	Stage 6 Handover	Not Available	Not Available	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	64	2016/03/05	2018/04/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	64 418	1 000	3 821
84	GDE/TshepongPS/N&R/2018/1	TshepongPS PS (No EMIS yet) SE 2.1.7 New school: Alternative Construction Technologies (ACT)	Construction of a new Primary School through ACT	Stage 6 Handover	Not Available	Not Available	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	64	2016/03/05	2018/04/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	64 418	1 000	3 821
2. Upgrades and Additions																		
112	GDEVA21M0001	Mobiles: GDE Mobile Panel 2021 (3 years)	Mobiles programme: Mobile ordinary and	Stage 3.2 Procurement	Various	Various	Various	Across Corridors	Buildings and Other fixed Structures	6.2 POS	450	Varies	Varies	Education Infrastructure Grant	Programme 6: Infrastructure	450 000	-	50 000

			specialise classrooms, admin blocks, kitchen units and ablution facilities (3 year panel)	Documentation											Development			
113	GDESE20S0002	GENERAL SMUTS HIGH SS 700330126 SE 2.3.a OHS: Repair of structural defects	Replacement of school hall, dilapidated structures and temporary structures. Refurbish the remainder of the school. Management of Storm Water, sewer and water services. External works. [as per Initiation Report]. The school Hall has developed structural defects and it was concluded that it will be more cost effective to replace the hall. The	Stage 2 Concept	-26,67202833	27,91819833	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	106	2020/02/14	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	106 412	1 000	1 500

			school requires general maintenance. [as per Business Case].															
115	GDEAD19I0002	ICT capacitation: Gr.10 Phase 2	ICT intervention	00. Cancelled	Not Available	Not Available	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	191	2019/03/05	2022/04/30	Education Infrastructure Grant	Programme 6: Infrastructure Development	190 500	87 576	-
116	GDEAD19I0001	ICT capacitation: Gr.9	ICT intervention	00. Cancelled	Not Available	Not Available	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	191	2019/03/05	2022/04/30	Education Infrastructure Grant	Programme 6: Infrastructure Development	190 500	42 837	-
117	GDEVA20I0001	ICT capacitation: various grades	ICT intervention	00. Ongoing	Not Available	Not Available	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	191	2021/03/05	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	190 500	37 737	309 554
124	DID/700330357/R&R/2018/10994	LAERSKOOL DRIE RIVIERE PS 700330357 SE 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	Stage 3.2 Procurement Documentation	-26,65653464	27,96749342	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	66	2019/03/24	2022/10/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	66 313	5 000	2 500
125	DID/700320093/U&A/2018/10866	LAERSKOOL FRIKKIE MEYER PS 700320093 SW 2.2.a Upgrade to N&S7: Perimeter Security: fencing	Refurbishment and fencing of a Primary School	Stage 5 Works	-26,69969372	27,82695546	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	42	2019/07/19	2023/04/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	41 841	20 000	5 000
127	GDESW20S0001	LAERSKOOL NOORDHOEK PS 700320127 SW 2.3.a	Demolition of: 9 Classrooms, 2 Grade R (mobile),	Stage 2 Concept	-26,68018709	27,83102651	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	119	2020/02/14	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	119 351	1 000	2 150

		OHS: Repair of structural defects	Hall & store rooms: replace classrooms, nutrition centre, science lab, library & rehabilitation of the school structure.															
131	DID/700320887/U&A/2018/10497	MAGASELA PS 700320887 SW 2.2.a Upgrade to N&S7: Perimeter Security: fencing	Fencing of a Primary School	Stage 8 Completed	-26,515501 76	27,849531 55	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	1	2019/07/19	2020/08/10	Education Infrastructure Grant	Programme 6: Infrastructure Development	1 447	350	-
137	GDEAD19M0001	Mobiles: Mpumalanga & Free State	Mobiles19 FS(258) programme: Delivery of mobile ordinary classrooms and mobile Grade R classrooms to various schools in various districts.	00. Ongoing	Not Available	Not Available	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	386	Ongoing	Ongoing	Education Infrastructure Grant	Programme 6: Infrastructure Development	385 574	87 000	75 000
146	GDE/700400119/U&A/2018/24381	PRESTIGIO US AURETESS (closed) 700400119 SW / Park Ridge PS 2.2.c Upgrade to N&S7 (classrooms incl. overcrowdin	Major additions to an existing Secondary School / Refurbishment of facilities to accommodate Grade R	Pre-plan Step 2: Needs Confirmation	Not Available	Not Available	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	50	2021/03/05	2023/03/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	50 000	1 000	-

		g & admissions, elec, water, sanitation, electronic connectivity and perimeter security): brick & mortar	and Grade 1 for Park Ridge PS.															
149	DID/700321372/U&A/2018/20608	RAMOSUKULA SS 700321372 SW 2.2.k Upgrade into a full ICT school	Conversion of an ordinary Primary School into a Full ICT School	Stage 3.1 Design Development	-26,72813526	27,64540807	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	56	2018/07/13	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	55 764	1 000	500
151	GDE/700341149/U&A/2019/	RATANDA SS 700341149 SE 2.2.l Upgrades to 100% pass rate schools	100% Schools	Pre-plan Step 3: Site Suitability Study	-26,555806	28,331672	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	1	2019/09/18	2020/02/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	1 000	1 000	-
161	GDE/700330043/U&A/2018/24692	ROSHNEE SS 700330043 SE 2.2.k Upgrade into a full ICT school	Conversion of an ordinary Secondary School into a Full ICT School	Pre-plan Step 2: Needs Confirmation	-26,56613307	27,94247702	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	2	2019/03/05	2023/04/18	Education Infrastructure Grant	Programme 6: Infrastructure Development	1 500	150	-
163	DID/700330019/U&A/2018/65384	RUST-TER-VAAL PS 700330019 SE 2.2.c Upgrade to N&S7 (classrooms incl. overcrowding & admissions, elec, water, sanitation, electronic connectivity and perimeter	Major additions to an existing Primary School	Stage 3.1 Design Development	-26,57585711	27,94744842	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	98	2019/09/04	2024/12/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	98 352	1 000	1 932

		security): brick & mortar																
164	GDE/700321406/R&R/2018/1	SAPPHIRE SS 700321406 SW 2.2.i Upgrade into a full School of Specialisation (SoS)	Conversion of an ordinary Secondary School into a School of Specialisation	Pre-plan Step 2: Needs Confirmation	-26,695479	27,78643	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	13	2020/03/05	2021/08/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	13 000	1 000	-
171	GDE/700321505/U&A/2019/	TANDUKWAZI SS 700321505 SW 2.2.I Upgrades to 100% pass rate schools	100% Schools	Pre-plan Step 3: Site Suitability Study	-26,5458837	27,88252154	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	1	2019/09/18	2020/02/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	1 000	1 000	-
177	GDE/700321638/U&A/2019/	TSHEPO-THEMBA SS 700321638 SW 2.2.I Upgrades to 100% pass rate schools	100% Schools	Pre-plan Step 3: Site Suitability Study	-26,5402446 4	27,88649201	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	1	2019/09/18	2020/02/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	1 000	1 000	-
179	GDE/GradeR-Clrms/U&A/2018/	Various schools various districts 4.2.a Additional Gr.R classrooms: brick & mortar	Grade R Classrooms for Schools in need	00. Cancelled	Not Available	Not Available	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.4 ECD	0	2019/03/05	2023/03/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	15 000	-
180	GDE/ACTClassr&Toil/U&A/2018/31426	Various schools: Additional classrooms & ablutions: ACT	Additional ACT classrooms and toilet blocks at various schools	Stage 7 Close-Out	Not Available	Not Available	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	2019/03/05	2023/03/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	20 000	10 000
3. Refurbishment & Rehabilitations																		
220	GDE/700350249/R&R/2018/10660	ENDICOTT PS 700350249 GE 2.3.c Refurbishment & Rehabilitatio	Rehabilitation of a Primary School	00. Cancelled	-26,28785653	28,59187788	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2020/03/05	2024/02/17	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-

		n of existing facilities															
259	GDE/700330860/U&A/2019/	ISIZWE-SETJHABA SS 700330860 SE 2.2.l Upgrades to 100% pass rate schools	100% Schools	Stage 1.1 Initiation Brief	-26,6518864	27,89136522	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	1	2019/09/18	2022/02/02	Education Infrastructure Grant	Programme 6: Infrastructure Development	1 000	1 000	50
263	GDE/700320671/U&A/2018/22718	JORDAN SS 700320671 SW 2.2.k Upgrade into a full ICT school	Make 31x classrooms ICT compliant.	Stage 2 Concept	-26,53732705	27,87289501	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	30	2018/02/05	2024/02/17	Education Infrastructure Grant	Programme 6: Infrastructure Development	30 000	1 000	-
269	GDE/700320697/R&R/2018/65166	KGOKARE SS 700320697 SW 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Secondary School	Stage 8 Completed	-26,55363296	27,86481073	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2019/03/05	2022/02/16	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-
274	GDESW20F0001	KHUTLO-THARO SS 700320713 SW 2.3.i Malicious damage to property: fire / arson	Fire damage 2020-01-15	Pre-plan Step 2: Needs Confirmation	-26,53231957	27,87475911	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	5	2019/12/08	2020/12/07	Education Infrastructure Grant	Programme 6: Infrastructure Development	4 500	1 000	-
278	DID/700330316/R&R/2018/20673	KRUGERLA ANSKOOL LSEN 700330316 SE 3.3.b Refurbishment & Rehabilitation of LSEN schools	Rehabilitation of a Special School	Stage 5 Works	-26,649121	27,92801841	SEDIBENG	Southern	Buildings and Other fixed Structures	6.3 LSEN	34	2016/06/14	2021/12/01	Education Infrastructure Grant	Programme 6: Infrastructure Development	33 734	1 057	3 900
289	GDESE20S0004	LAERSKOOL HANDHAWER PS 700330373 SE 2.3.a OHS: Repair	construction joints need repair, audio visual room in serious	Stage 1.2 Initiation Report	-26,66869197	27,92539975	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	7	2020/02/14	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	6 716	1 000	336

		of structural defects	condition with floor having settled significantly. Consider demolish and rebuild room. School Hall has issue with leaks that require investigation															
295	DID/700320127/R&R/2018/20617	LAERSKOOL NOORDHOEK PS 700320127 SW 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	00. Cancelled	-26,68018709	27,83102651	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2019/03/05	2020/03/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-
297	GDESW20S0002	LAERSKOOL PARKSIG PS 700320143 SW 2.4.a OHS: Repair of structural defects through maintenance works.	School has several maintenance issues such as construction joints and blocked pipes which seem to be causing water to pool in the school.	Stage 1.2 Initiation Report	-26,64647076	27,75736896	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	1	2020/02/14	2022/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	650	350	50
304	DID/700320168/R&R/2018/10731	LAERSKOOL VAALRIVIER PS 700320168	Rehabilitation of a Primary School. Replace	Stage 7 Close-Out	-26,719295	27,753147	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	5	2016/04/04	2019/10/03	Education Infrastructure Grant	Programme 6: Infrastructure	5 294	891	159

		SW 2.3.c Refurbishment & Rehabilitation of existing facilities	2x classrooms.												Development			
313	DID/700400151/R&R/2018/10736	LAKESIDE ESTATE PS 700400151 SE 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	Stage 8 Completed	-26,51638152	27,89124936	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	8	2019/03/05	2020/02/17	Education Infrastructure Grant	Programme 6: Infrastructure Development	7 835	250	-
338	GDESE20S0006	MEYERTON PS 700330498 SE 2.3.a OHS: Repair of structural defects	maintenance of construction joints required. Second floor slab has settled excessively and will require further investigation. Consider propping up the cantilever for safety.	Stage 1.2 Initiation Report	-26,55327724	28,02039976	SEDIBENG.	Southern	Buildings and Other fixed Structures	6.2 POS	6	2020/02/14	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	6 000	1 000	300
342	GDE/700321042/R&R/2018/1	MOJALA-THUTO PS 700321042 SW 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	Pre-plan Step 2: Needs Confirmation	-26,5456528	27,84177928	SEDIBENG.	Southern	Buildings and Other fixed Structures	6.2 POS	5	2020/03/05	2021/01/19	Education Infrastructure Grant	Programme 6: Infrastructure Development	5 000	1 000	-
344	GDE/700321117/R&R/2018/1	MOSIOA PS 700321117 SW 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	Pre-plan Step 2: Needs Confirmation	-26,54837417	27,85085145	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	5	2020/03/05	2021/01/19	Education Infrastructure Grant	Programme 6: Infrastructure Development	5 000	1 000	-

358	GDEEN20S0006	HOERSKOOL BIRCHLEIGH SS	OHS Repair of structural Defects	00. Cancelled	Various	Various	Various	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	N/A	N/A	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-
362	GDE/700331124/R&R/2018/1	PANFONTEIN INTERMEDIATE PS 700331124 SE 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	00. Cancelled	-26,71881551	28,01691629	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2020/03/05	2021/01/19	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-
372	DID/700321273/R&R/2018/20619	PITSENG PS 700321273 SW 2.3.c Refurbishment & Rehabilitation of existing facilities	Rehabilitation of a Primary School	Stage 5 Works	-26,58411114	27,85168378	SEDIBENG.	Southern	Buildings and Other fixed Structures	6.2 POS	11	2019/07/19	2022/08/25	Education Infrastructure Grant	Programme 6: Infrastructure Development	11 311	1 000	1 500
384	GDESE20S0007	ROSHNEE SS 700330043 SE 2.4.a OHS: Repair of structural defects through maintenance works.	several classroom roofs are sagging due to classrooms being expanded by removing central support beam. School has other maintenance issues such as roof and ceiling damage	Stage 1.2 Initiation Report	-26,56613307	27,94247702	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	10	2020/02/14	2022/12/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	10 270	500	103
411	GDESW20F0002	TOKELO SS 700321604 SW 2.3.i Malicious	Fire damage 2020-01-02	Pre-plan Step 2: Needs	-26,54644812	27,84741816	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	7	2019/12/08	2020/12/07	Education Infrastru	Programme 6: Infrastructure	6 500	500	-

		damage to property: fire / arson		Confirmation										cture Grant	Development			
419	GDESW20S0004	TSHIRELA PS 700321653 SW 2.3.a OHS: Repair of structural defects	school is in need of major rehab. Classrooms have structural cracks and floors have potholes in them. There is a sinkhole on site as well which needs to be demarcated. Roofs in some classrooms are just sheet metal with no ceilings and there is no official kitchen. school requires additional Grade R facilties as well and upgrade of toilets.	Stage 1.2 Initiation Report	-26,666807 3	27,846846 63	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	29	2020/02/14	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	29 221	500	292
423	DID/700330209/R&R/2018/65208	VEREENIGING GIMNASIUM SS 700330209 SE 2.3.c Refurbishment & Rehabilitatio	Rehabilitation of a Secondary School	Stage 3.1 Design Development	-26,664670 39	27,923839 56	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	78	2017/08/03	2023/06/12	Education Infrastructure Grant	Programme 6: Infrastructure Development	78 150	500	6 500

		n of existing facilities															
4. Maintenance																	
430	GDESE20S0001	ARCON PARK PS 700330076 SE 2.4.a OHS: Repair of structural defects through maintenance works.	Repairs required at construction joints and areas of plaster delaminati on.	00. Cancelled	-26,63043644	27,94230623	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2020/03/05	2021/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	300	-
433	GDEVAM0003ECE duplicate	Facilities: Costed maintenance plans for all public schools	Costed maintenance plans for all public schools	00. Cancelled	Various	Various	Various	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	N/A	N/A	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	100	-
434	GDE/Facil-Asses//2018/	Facilities: Maintenance Demonstration Project [FMDP] [30 Schools]	Facilities Maintenance Demonstration Project [FMDP] [30 Schools]	Stage 1.1 Initiation Brief	Various	Various	Across Districts	Across Corridors	Goods and Services	6.2 POS	177	2020/03/05	2023/03/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	176 737	17 020	250
435	GDEVAM0003	Facilities: Maintenance: Costed Maintenance plans for all public schools	Costed maintenance plans for all public schools	Pre-plan Step 5: Business Case	Various	Various	Across Districts	Across Corridors	Goods and Services	6.2 POS	490	2020/03/05	2023/03/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	489 830	13 389	-
437	GDESE20S0003	HOËRSKOOL OVERVAAL SS 700330183 SE 2.4.a OHS: Repair of structural defects through maintenance works.	school has carried out repairs of major structural issues already. Minor maintenance issues remain.	00. Cancelled	-26,60417378	27,91236534	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2020/03/05	2021/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	100	-
438	GDEAD19I0001ECEduplicate	ICT	Maintenance ICT	00. Cancelled	Various	Various	Various	Across Corridors	Buildings and Other	6.2 POS	0	N/A	N/A	Education Infrastru	Programme 6: Infrastr	-	75 000	-

									fixed Structures					cture Grant	ucture Develo pment			
439	GDEAD19I0002EC Eduplicate	ICT	Maintenan ce	00. Cancell ed	Various	Various	Various	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	N/A	N/A	Educatio n Infrastru cture Grant	Progra mme 6: Infrastr ucture Develo pment	-	61 304	-
441	GDE/UnplanMaintL SEN/Maint/2018/10 901	Maintenance LSEN	Day to day maintenan ce of special schools	00. Ongoin g	Various	Various	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.3 LSEN	0	2019/0 3/05	2023/0 3/03	Educatio n Infrastru cture Grant	Progra mme 6: Infrastr ucture Develo pment	-	15 000	15 000
442	GDE/W&E Mobiles/Maint/2018/	Mobiles: Maintenance mobile units (incl. water and electrical connections)	Installation of Water and Electricity for Mobile Classroom s, Toilets and Kitchens	00. Cancell ed- Absorbe d in Mainten ance Line item	Various	Various	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	2019/0 3/05	2023/0 3/03	Educatio n Infrastru cture Grant	Progra mme 6: Infrastr ucture Develo pment	-	10 000	-
443	GDEVA20M0001	Maintenance POS: EIG	Maintenan ce of schools: EIG	00. Ongoin g	Various	Various	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	2019/0 3/05	2022/0 3/04	Educatio n Infrastru cture Grant	Progra mme 6: Infrastr ucture Develo pment	-	391 299	316 900
444	GDE/UnplanMaintR ost/Maint/2018/1086 9	Maintenance POS: ES	Maintenan ce of schools: ES	00. Ongoin g	Various	Various	Across Districts	Across Corridors	Goods and Services	6.2 POS	0	2015/0 3/24	2018/0 3/23	Equitabl e Share	Progra mme 6: Infrastr ucture Develo pment	-	30 000	30 000
445	GDE/OffMaint/Maint /2018/10250	Maintenance : Office Accommodat ion	Maintenan ce of GDE offices	00. Ongoin g	Various	Various	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.1 ADMIN	0	2019/0 3/05	2023/0 3/03	Educatio n Infrastru cture Grant	Progra mme 6: Infrastr ucture Develo pment	159 881	5 610	10 000
446	GDEVA20P0002	Maintenance : vacant land, water supply and sanitation.	General maintenan ce of vacant land.	00. Cancell ed- Absorbe d in Mainten ance Line item	Various	Various	Across Districts	Across Corridors	Goods and Services	Non-Infrastruct ure	0	2020/0 3/05	2023/0 3/05	Educatio n Infrastru cture Grant	Progra mme 6: Infrastr ucture Develo pment	-	1 000	-

448	GDESW20S0003	OLIVER LODGE PS 700320184 SW 2.4.a OHS: Repair of structural defects through maintenance works.	School has minor maintenance issues such as water damage on ceilings	00. Cancelled	-26,6941625	27,82765968	SEDIBENG	Southern	Buildings and Other fixed Structures	6.2 POS	0	2020/03/05	2021/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	500	-
451	GDESE20S0008	SIBONILE LSEN (Blind) 700331322 SE 3.4.a OHS: Repair of structural defects	Cracks have developed on the veranda beams. Brick piers should be built to support the beams and cracks should be repaired once the beams are supported.	00. Cancelled	-26,421891	28,107913	SEDIBENG.	Southern	Buildings and Other fixed Structures	6.3 LSEN	0	2020/03/05	2021/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	500	-
452	GDEVA20P0003	Various properties 2.4.f Basic services connections to properties	Basic services connections to properties	00. Cancelled-Absorbed in Maintenance Line item	Not available	Not available	Across Districts	Across Corridors	Goods and Services	Non-Infrastructure	0	2020/03/05	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-
453	GDEVA20S0001	Various schools: Storm Damage Programme	Repair of schools damaged during severe storms experienced in the Province	00. Ongoing	Various	Various	Various	Across Corridors	Buildings and Other fixed Structures	6.2 POS	31	Varies	Varies	Education Infrastructure Grant	Programme 6: Infrastructure Development	30 562	7 500	50 000
454	GDEVA20S0002	Various schools: Structural Damage Programme	Repair of schools that have experienced structural	00. Ongoing	Various	Various	Various	Across Corridors	Buildings and Other fixed Structures	6.2 POS	354	Varies	Varies	Education Infrastructure Grant	Programme 6: Infrastructure Development	354 106	3 750	60 212

			damages as a result of multiple factors															
Total Maintenance																	**633 372**	**482 362**
5. Non-Infrastructure																		
455	GDEVA21T0001	Basic Services: Chemical Toilets	Basic Service Delivery	00. Ongoing	Various	Various	Various	Across Corridors	Goods and Services	Non-Infrastructure	0	N/A	N/A	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	-	10 000
456	GDEVA21S0001	Basic Services: Septic Tanks	Basic Service Delivery	00. Ongoing	Various	Various	Various	Across Corridors	Goods and Services	Non-Infrastructure	0	N/A	N/A	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	-	5 000
457	GDEVA21W0001	Basic Services: Water Delivery	Basic Service Delivery	00. Ongoing	Various	Various	Various	Across Corridors	Goods and Services	Non-Infrastructure	0	N/A	N/A	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	-	5 000
458	GDE/Or Support/NonInf/2018/10249	NON-INFRASTRUCTURE HR (EMIS N/A) 1.5.e Organisational Support: Sourcing of Infrastructure Reporting Systems	Sourcing of Infrastructure Reporting Systems	00. Cancelled	Various	Various	Across Districts	Across Corridors	Goods and Services	Non-Infrastructure	0	2019/03/05	2023/01/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	2 525	-
459	GDE/Capacity/NonInf/2018/22140	NON-INFRASTRUCTURE HR (EMIS N/A) 1.6.a CoE: Internal Capacitation - Programme & Project Management (DoRA)	Recruitment and appointment of Built Environment personnel	00. Ongoing	Various	Various	Across Districts	Across Corridors	COE	Non-Infrastructure	0	2018/03/05	2019/03/03	Education Infrastructure Grant	Programme 6: Infrastructure Development	991 687	48 364	51 749
460	GDE/Capacity(F&M)/NonInf/2019/	NON-INFRASTRUCTURE HR	Internal Capacitation -	00. Ongoing	Various	Various	Across Districts	Across Corridors	COE	Non-Infrastructure	0	2019/03/05	2022/02/02	Education Infrastru	Programme 6: Infrastr	-	6 830	600

		(EMIS N/A) 1.6.b CoE: Internal Capacitation - Programme & Project Management (non-DoRA)	Programme & Project Management											cture Grant	ucture Development			
461	GDEAD19N0001	Planning & Prop Man: Assessment of facilities (compliance, structural and other OHS challenges)	Assessment of facilities (compliance, structural and other OHS challenges)	00. Ongoing	Various	Various	Across Districts	Across Corridors	Goods and Services	Non-Infrastructure	0	2020/03/05	2022/03/04	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	5 000	1 000
462	GDE/SiteFeasability/NonInf/2018/10248	Properties: Valuation, deed searches & specialist studies	Properties: Valuation, deed searches & specialist studies	00. Ongoing	Various	Various	Across Districts	Across Corridors	Goods and Services	Non-Infrastructure	0	2019/04/03	2023/03/13	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 600	1 600
463	GDEVA20P0001	Various Property Payments: Acquisition of immovable assets (land and buildings)	Acquisition of immovable assets (properties, land and buildings)	00. Ongoing	Various	Various	Across Districts	Across Corridors	Land	6.2 POS	0	2020/03/05	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	36 000	16 000
464	GDE/UnplanMaintEPWP/Maint/2018/10870	Various schools: EPWP	Maintenance through the EPWP grant	00. Ongoing	Various	Various	Across Districts	Across Corridors	Buildings and Other fixed Structures	6.2 POS	0	2019/03/05	2023/03/03	EPWP	Programme 6: Infrastructure Development	-	2 547	2 547
465	GDEVA20P0004	Various schools: Professional Service Providers for various Planning & Property related matters	Professional Service Providers for various Planning & Property related matters	00. Cancelled	Various	Various	Across Districts	Across Corridors	Goods and Services	Non-Infrastructure	0	2020/03/05	2023/03/05	Education Infrastructure Grant	Programme 6: Infrastructure Development	-	1 000	-

Total Non-Infrastructure	**103 866**	**93 496**
Total Educatio+A91n	**#REF!**	**#REF!**

GAUTENG DEPARTMENT OF HOUSING

Adjusted Estimates of Capital Expenditure - 2021/22

Project Number	Unique Project Number	Project Name	Project Description	Project Status	GIS Co-ordinates		Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, machinery & Equipment's, COE)	Type of Infrastructure	Project Start Date	Project End Date	Funding Source	Budget Programme	Sub-Programme	Total Project Cost	2021/22 Financial Year	
																	Main Appropriation	Adjusted Appropriation
					Latitude	Longitude											R'000	R'000
1. New or Replacement Assets																		
1	G17010013/2	Kwazenzele BNG Mega	Construction of Houses	Construction	-26,28860278	28,56783333	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2017/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	175 184	19 206	73 283
2	G19120013/1	3 R West Side Park (sebokeng Ext.21)-phase 2 - Phase 1	Rapid Land	Planning	-26,64339	27,78425	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2004/10/27	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	130 680	1 040	1 040
3	G03030124/2	New Village (Project 56) (Not part of the Mega)	Temporarily locked	Planning	-26,64339	27,78425	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2012/12/31	2022/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	39 160	250	586
4	G03030124/2	New Village (Project 56) (Not part of the Mega)	Temporarily locked	Construction	-26,64339	27,78425	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2012/12/31	2022/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	39 160	324	-
5	G03100028/2	Obed Mthombeni Nkosi Phase I (Mose) (Ratanda Prencit Mega) MV	Title Deeds	Planning	-26,53433056	28,33620833	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2018/04/01	2022/03/31	Human Settlements Development Grant	Housing Development	Financial Intervention	276 000	324	324

6	G0310002 8/3	3 D Obed "Mthombeni" Nkosi Phase 1 (Previous Name Mose) - phase 2	Construction of Top Structures	Construction	-26,53433056	28,33620833	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	276 000	141 599	168 387
7	G1207000 1/1	Savannah City (Vaal Triangle Mega)MV	Construction of Top Structures	Construction	-26,5837	28,06544	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2212/07/12	2023/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	2 469 870	34 203	41 766
8	G1303000 2/1	Ratanda Ext. 1,3,5,6,7&8 (Ratanda Precint Mega)	Temporarily locked	Construction	-26,55346	28,31989	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2023/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	44 845	5 362	-
9	G0810001 3/1	3 D Impumelelo Ext 3 - Phase	Planning of Houses	Design	-26,34675278	28,76132778	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2018/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	135 440	191 640
10	G2007000 4/1	3 D Impumelelo Extension 4 - Phase 1	Planning of Houses	Design	-26,34675278	28,76132778	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2019/01/04	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	-	41 453
11	G2007000 4/2	3 D Impumelelo Extension 4 - Phase 1	Planning of Houses	Design	-26,34675278	28,76132778	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2019/01/04	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	-	51 491
12	G2010000 2/1	3 D Langkuil Portion 77- Phase 1	Planning of Houses	Planning	Not available	Not available	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2019/01/04	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	-	5 000
13	G0511001 1/1	3 MEC Sicelo Shiceka (MEC PRIORITY PROJECTS) - Phase 1	Temporarily locked	Planning	-26,542768	28,006047	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	35 280	1 233	1 233
14	G1710000 3/1	3 D Sicelo Shiceka Erf 72 - Phase 1	Temporarily locked	Planning	-26,542768	28,006047	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	35 280	822	822
15	G9812044 5/1	3 D Sicelo Shiceka Phase 1 - Phase 1	Title Deeds	Planning	-26,542768	28,006047	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2022/03/31	Human Settlements	Housing Development	Financial Intervention	35 280	576	576

													Development Grant					
16	G17100004/1	3 D Sicelo Shiceka Erf 56 - Phase 1	Temporarily locked	Planning	-26,542768	28,006047	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	35 280	-	1 233
17	G03090018/1	3 D Mamello/Boschkop - Phase 1	Planning and Installation of Services	Planning	-26,872182	28,253745	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2014/04/01	2022/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	116 000	920	710
18	G03090018/1	3 D Mamello/Boschkop - Phase 1	Construction of Top Structures	Construction	-26,872182	28,253745	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2014/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	21 000	4 000
19	G03030130/1	3 D Evaton North - Phase 1	Temporarily locked	Planning	-26,511528	27,855245	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2003/04/01	2022/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	184	394
20	G08090018/1	Johandeo Phase 2	Planning and Installation of Services	Planning	-26,59373056	27,803986111	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2018/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	16 072	910	910
21	G17030003/2	3 D Lethabong-Set Square - phase 2	Temporarily locked	Construction	-26,59373056	27,803986111	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2016/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	16 072	27 823	51 993
22	G17030003/1	3 D Lethabong-Set Square - Phase 1	Planning and Installation of Services	Planning	-26,59373056	27,803986111	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2016/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	-	13 796
23	G08080027/1	3 D Sebokeng Ext 3,6,7 & 13	Planning and Installation of Services	Planning	-26,532819 44	27,84287	Sedibeng	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2007/04/01	2022/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	2 000	103	20
24	G08080027/1	3 D Sebokeng Ext 3,6,7 & 13	Construction of Houses	Construction	-26,532819 44	27,857086 11	Sedibeng	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2007/04/01	2022/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	1 585	-

25	G0808002 8/2	3 D Sebokeng Ext 24 - phase 2 NEW PRT CV CHABANE	Planning and Installatio n of Services	Planning	- 26,5328194 4	27,8570861 1	Sedibeng	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2007/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	-	2 867
26	G1510000 2/1	3 D Sebokeng Ext 28 - Stand alone- phase 1	Construti on of 543 Houses	Construct ion	-26,576775	27,8404888 9	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2014/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	74 970	16 622	20 746
27	G1510000 2/3	3 D Sebokeng Ext 28 - Military Veterans	Construti on of 543 Houses	Construct ion	-26,576775	27,8404888 9	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2014/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	-	3 700
28	G1608001 1/1	3 D Sebokeng Ext, 30	Construct ion of Houses	Construct ion	- 26,7156222 2	27,8646416 7	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2016/01/ 04	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	29 526	20 914	15 726
29	G1608001 1/2	3 D Sebokeng Ext. 30 - Phase 2 Walk up	Construct ion of Houses	Construct ion	- 26,7156222 2	27,8646416 7	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2016/01/ 04	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	-	12 813
30	G0303029 0/1	3 D Bophelong Chris Hani Ext,1	Planning and Installatio n of Services	Planning	-26,690631	27,779782	Sedibeng	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2006/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	880	1 920
31	G1307001 1/1	3 D Golden Gardens	Planning and Installatio n of Services	Construct ion	- 26,6140833 3	27,8133166 7	Sedibeng	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2014/04/ 01	2022/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	350	-
32	G1307001 1/1	3 D Golden Gardens	Construct ion of Houses	Construct ion	- 26,6140833 3	27,8133166 7	Sedibeng	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2014/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	2 500	7 508
33	G1310000 3/1	5 AA Sicelo Shiceka Ext 5- erf 78 - Phase 1	Planning and Installatio n of Services	Planning	- 26,5406194 4	28,0068333 3	Midvaal	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2015/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	1 111	3 178
34	G9702001 3/1	RUST TER VAAL NEWO	Planning and Installatio n of Services	Planning	-26,574918	27,947974	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Servi ced Stands	2013/04/ 01	2024/03/ 31	Human Settlemen ts Developm ent Grant	Housing Developme nt	Increment al Housing Program mes	Not Yet Availa ble	808	808

261	G0303020 7/1	Purchase of Land	Land Purchase	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2020/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	760 770	494 160
262	G0512006 4/1	1 M Planning Spatial Frame Work - Phase 1	Planning	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2005/01/04	2024/04/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	-	16 000
263	RPL01	Rapid Land Release	Rapid Land	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/04/01	2024/03/31	Equitable Share	Housing Assets And Property Management	Sale and Transfer	Not Yet Available	68 120	68 120
264	RPL02HSDG	Rapid Land Release	Rapid Land	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/04/01	2022/03/31	Human Settlements Development Grant	Housing Development	Provincial Specific Programmes		-	60 278
265	URP01	Urban Renewal Project	URP	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/04/01	2024/03/31	Equitable Share	Housing Development	Provincial Specific Programmes	Not Yet Available	52 400	52 400
275	G1311000 3/1	Evaton Urban Renewal Project	Progress Payment Housing Project	Planning	-26,64339	27,78425	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2013/07/01	2024/03/31	Human Settlements Development Grant	Housing Development	Provincial Specific Programmes	40 000	32 000	20 000
276	G1308000 4/1	Avianto FLISP OPEN MARKET	Financed Linked	Other Packaged Ongoing Projects	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2017/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	12 180	18 350	6 400
Total New or Replacement Assets																	1 367 729	1 437 281
2. Upgrades and Additions																		
280	G0809000 5/1	Kwama-Siza Hostel (672) (Golden Highway Mega)	Hostel Upgrade	Planning	-26,59959722	27,828116667	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	154 560	8 850	8 000
311	G1911002 5/1	Bophelong (Chris Hani) (on PHDA)	Informal Settlement Upgrading Programme	Planning	26°41'21.16"S	27°46'39.62"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	31 318	-	4 506

312	G1911002 7/1	Tshepiso North Ext 3	Informal Settlement Upgrading Programme	Planning	26°39'35.0" S	27°52'35.1" E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	26 611	-	3 829
313	G1911002 8/1	Sharpeville (Lybia)	Informal Settlement Upgrading Programme	Planning	26°41'32.1" S	27°51'59.2" E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	31 091	-	15 440
314	G1911002 9/1	Polomiet (Tshepiso Phase 3)	Informal Settlement Upgrading Programme	Planning	25°40'09.9" S	28°51'51.8" E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	46 571	-	17 701
315	G1911003 0/1	Soul City	Informal Settlement Upgrading Programme	Planning	26°40'17.7" S	27°52'53.2" E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	16 269	-	8 079
316	G1911003 1/1	France Informal Settlement	Informal Settlement Upgrading Programme	Planning	26°40'00.4" S	27°50'23.9" E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	5 982	-	3 131
317	G1911003 2/1	Sebokeng Unit 17+C7	Informal Settlement Upgrading Programme	Planning	26°35'46.3" S	27°49'39.2" E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	22 710	-	11 010
318	G1911003 3/1	Bophelong (Stallin)	Informal Settlement Upgrading Programme	Planning	26°41'26.96 "S	27°48'11.45 "E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	7 459	-	3 786

333	G19010039	Boitumelo	Informal Settlement Upgrading Programme	Planning	26°27'46.01"S	28°5'34.78"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	11 075	-	2 529
334	G03030106	Kromdraai	Informal Settlement Upgrading Programme	Planning	26°20'49.762"S	28°02'34.069"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	7 610	-	3 616
335	G20100010	Kwa Brown	Informal Settlement Upgrading Programme	Planning	26°22'17.19"S	28°03'41.43"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	14 975	-	6 770
336	G03090022	Mamello	Informal Settlement Upgrading Programme	Planning	26°52'20.43"S	28°15'12.19"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	40 035	-	8 488
337	G20100006	Piel's Farm	Informal Settlement Upgrading Programme	Planning	26°26'33.20"S	28°04'01.19"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	23 270	-	5 057
338	G03090018	Put Put (Khayelitsha)	Informal Settlement Upgrading Programme	Planning	26°25'34.93"S	28°05'34.51"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	24 802	-	5 186
339	G20100013	Skansdam (Foundry)	Informal Settlement Upgrading Programme	Planning	26°28'21.8"S	28°04'13.7"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	5 260	-	2 486

340	G20100014	Sicelo Shiceka Ext. 5 – 6 service providers	Informal Settlement Upgrading Programme	Planning	26°32'27"S	28°00'23.24"E	MIDVAAL	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	125 400	-	48 225
341	G17100001	New Village	Informal Settlement Upgrading Programme	Planning	26°33'25.98"S	27°50'48.78"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	10 700	-	4 503
342	G03090017	PML Westside park	Informal Settlement Upgrading Programme	Planning	-33.1709	18.1492	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	1 489	-	342
355	G20100026	Sebokeng Unit 20	Informal Settlement Upgrading Programme	Planning	26°35'55.4"S	27°49'10.9"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	5 045	-	3 092
356	G20100027	Cape Gate	Informal Settlement Upgrading Programme	Planning	26°39'40.8"S	27°51'56.8"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	18 991	-	10 052
357	G20100023	Sonderwater	Informal Settlement Upgrading Programme	Planning	26°32'41.28"S	27°48'58.00"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	19 950	-	4 146
358	G20100022	HlalaKwabafileyo	Informal Settlement Upgrading Programme	Planning	26°40'55.46"S	27°51'59.39"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	14 670	-	6 994

359	G19110026	Small Farm	Informal Settlement Upgrading Programme	Planning	26°33'32.0"S	27°50'14.0"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	15 265	-	7 291
360	G20100021	Boiketlong (Quaggasfontein)	Informal Settlement Upgrading Programme	Planning	26°35'38.91"S	27°51'9.04"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	232 395	-	71 161
361	G20100004	Sonderwater under pylons	Informal Settlement Upgrading Programme	Planning	26°32'57.9"S	27°49'06.9"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	38 745	-	11 237
362	G97120075	Kanana K11 Informal Settlement	Informal Settlement Upgrading Programme	Planning	26°33'20.2"S	27°50'21.2"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	33 575	-	14 750
363	G20100020	N1 Off Ramp	Informal Settlement Upgrading Programme	Planning	26°31'46.97"S	27°48'45.87"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	18 123	-	8 659
364	G17060002	Sebokeng zone 7	Informal Settlement Upgrading Programme	Planning	26°32'45.28"S	27°52'22.01"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	24 320	-	14 668
365	G20100019	Boitumelo Informal Settlement	Informal Settlement Upgrading Programme	Planning	26°34'5.22"S	27°49'15.17"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	12 210	-	40 356

366	G03100008	Rust-ter-vaal	Informal Settlement Upgrading Programme	Planning	26°69'23.09"S	27°22'18.19"E	EMFULENI	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	118 620	-	24 682
377	G08070019/1	Informal Settlements Development Partnership Grant	Informal Settlement Upgrading Programme	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/01/04	2024/03/31	Informal Settlements Development Partnership Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	1 109 179	-
378	G98120314/1	5 AA Renewal of Sebokeng Hostel phase 1-5 - Phase 1	Hostel Upgrade	Planning	-26.57685	27.84287	Emfuleni	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	1998/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	-	5 000
379	G02120011/1	5 AA Ratanda 1187	Upgrading of hostel	Planning	-26,54964722	28,33353889	Lesedi	Southern	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Incremental Housing Programmes	5 520	3 000	3 000
Total Upgrades and Additions																	1 121 029	387 772
3. Rehabilitation, Renovations and Refurbishments																		
386	G20060001/1	Tittle Deeds Restoration	Temporarily locked	Other Packaged Ongoing Projects	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2020/06/30	2024/03/31	Equitable Share	Housing Assets and Property Management	Financial Intervention	Not Yet Available	68 120	68 120
387	G20060001/1	EEDBS Tittle Deeds Restoration	Temporarily locked	Other Packaged Ongoing Projects	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2020/06/30	2024/03/31	Human Settlements Development Grant	Housing Assets And Property Management	Financial Intervention	Not Yet Available	68 013	45 269
388	G18050002/1	Title Deeds Restoration	beneficiary's tittle deeds	Other packaged ongoing project	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2017/04/01	2022/03/31	Human Settlements Development Grant	Housing Assets And Property Management	Financial Intervention	Not Yet Available	-	1 426
Total Rehabilitation, renovations and refurbishments																	136 133	114 815
4. Maintenance and repairs																		
Total Maintenance and repairs																	99 948	99 948
5. non-Infrastructure																		

390	G06040004/1	3 A Emergency Fund	Emergency Funding	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2019/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Financial Intervention	Not Yet Available	20 000	5 000
391	G07050002/1	Operational Capital	OPSCAP	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Financial Intervention	902 036	64 543	73 496
392	G056008/1	Expanded Public Works	EPWP	Other Packaged Ongoing Projects	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2015/07/01	2022/03/31	EPWP Integrated Grant	Housing Development	Incremental Housing Programmes	Not Yet Available	8 507	8 507
393	G96080011/1	NHBRC Home Enrolment	Managing Assets, Liabilities, Rights & Obligations	Planning	Various	Various	Various	Various	Buildings and Other Fixed Structures	Housing Units/Serviced Stands	2021/04/01	2024/03/31	Human Settlements Development Grant	Housing Development	Financial Intervention	40 340	30 000	30 000
Total Non-Infrastructure																	123 050	117 003
Total Human Settlements																	2 847 889	2 156 819

GAUTENG DEPARTMENT OF SOCIAL DEVELOPMENT

Adjusted Estimates of Capital Expenditure - 2021/22

Project Number	Project Unique Number/Name	Project / Programme Name	Project Description	Project Status	Latitude	Longitude	Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, Machinery & Equipment, COE)	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date	Source of Funding	Budget Programme Name	Total Project Cost	2021 /22 Financial Year	
																	Main Appropriation	Adjusted Approriation
																R'000	**R'000**	**R'000**
1. New and Replacement Assets																		
1	DID 11/05/2018	Bantubonke Early Childhood Centre	Construction of Early Childhood Centre	Construction	-26,71983	28,01665	Midvaal	Southern	Buildings and Other fixed Structures	Day Care Centre	Not Available	31 August 2017	28 February 2022	Equitable Share	Children and Families	27 265	13 827	18 000

3	11/2015/56	Boipatong Social Integrated facility	Construction of Early Childhood, Community Facility for Older Persons, and Regional Offices	Business Case	-26,661604	27,849325	Emfuleni	Southern	Buildings and Other fixed Structures	Multi Purpose Centre	Not Available	20 October 2015	Not yet available	Equitable Share	Children and Families	34 018	2 000	1 000
4	DID 07/06/2017	Devon Early Childhood Centre	Construction of Early Childhood Centre	Completed	-26,350158	28,773318	Lesedi	Southern	Buildings and Other fixed Structures	Day Care Centre	Not Available	30 April 2018	24 March 2021	Equitable Share	Children and Families	19 425	4 000	2 400
7	GDSD/RATASHEL/NEW	Ratanda Shelter	Construction of Shelter of Vulnerable	Design	-26,547267	28,348399	Lesedi	Southern	Buildings and Other fixed Structures	Shelter for the Vulnerable	Not Available	31 July 2017	Not yet available	Equitable Share	Restorative Services	Not Yet Available	3 000	250
8	GDSD/SEBOREH/NEW	Sebokeng Inpatient Rehab centre	Construction of Inpatient Rehabilitation Centre	Design	Not Yet Available	Not Yet Available	Emfuleni	Southern	Buildings and Other fixed Structures	Drug Rehabilitation Centre	Not Available	31 July 2017	Not yet available	Equitable Share	Restorative Services	Not Yet Available	500	250
9	GDSD/SHARPVI/NEW	Sharpeville ECD and Aged Day Care	Construction of Early Childhood and Community Facility for Older Persons	Business Case	-26,675693	27,890741	Emfuleni	Southern	Buildings and Other fixed Structures	Multi Purpose Centre	Not Available	01 October 2019	Not yet available	Equitable Share	Children and Families	Not Yet Available	2 000	1 000
26	GDSD/SEDIR/UPGR	Sedibeng Region OHSA	Upgrading of Office accommodation	Other Packaged ongoing Projects	-26,611	27,848	Sedibeng	Southern	Buildings and Other fixed Structures	Reginal Office	Not Available	31 July 2017	31 March 2023	Equitable Share	Children and Families	Not Yet Available	250	250
32	GDSD/EMMAS/UPGR	Emmasdal CYCC	Upgrading of Institution to a safe environment	Other Packaged ongoing Projects	-26,547267	28,348399	Sedibeng	Southern	Buildings and Other fixed Structures	Child and Youth Care Centre	Not Available	31 July 2017	31 March 2023	Equitable Share	Children and Families	Not Yet Available	250	350
33	GSDS/J WLO/UPGR	J.W. Luckhoff CYCC	Upgrading of Institution to a safe environment	Other Packaged ongoing Projects	-26,550171	28,377326	Sedibeng	Southern	Buildings and Other fixed Structures	Child and Youth Care Centre	Not Available	31 July 2017	31 March 2023	Equitable Share	Children and Families	Not Yet Available	250	280
41	GDSD/EMMAS/RR	Emmasdal	Rehabilitation of Institution to a safe environment	Other Packaged ongoing Projects	-26,547267	28,348399	Sedibeng	Southern	Buildings and Other fixed Structures	Child and Youth Care Centre	Not Available	31 July 2017	31 March 2023	Equitable Share	Children and Families	Not Yet Available	800	4 900
51	GDSD/SEDI R/RR	Sedibeng Region	Rehabilitation of Office	Other Packaged	-26,611	27,848	Sedibeng	Southern	Buildings and Other	Regional Office	Not Available	31 July 2017	31 March 2023	Equitable Share	Children and Families	Not Yet	800	400

			accommodation	ongoing Projects					fixed Structures							Available		
Total Rehabilitation, Renovations and Refurbishments																	**1 600**	**5 300**
4. Maintenance and Repairs																		
58	SERVICE POINTS SED/MAINT	Sedibeng Regional Office Service Points	Maintenance of Institution in cases of emergencies	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Sedibeng	Southern	Infrastructure Maintenance and Repairs Buildings	Multi-Purpose Centre	Not Available	01 April 2020	31 March 2023	Equitable Share	Administration	Not Yet Available	1 000	1 000
61	GDSD/BOPHESIF/MAINT	Bophelong Social Integrated facility	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	-26,698446	27,795446	Sedibeng	Southern	Infrastructure Maintenance and Repairs Buildings	Multi-Purpose Centre	Not Available	01 April 2020	31 March 2023	Equitable share	Children and Families	Not Yet Available	500	600
72	EMERGE MAINT/MAINT	Emergency Maintenance - Sedibeng Region	Maintenance of Institution in cases of emergencies	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Sedibeng	Southern	Infrastructure Maintenance and Repairs Buildings	Multi-Purpose Centre	Not Available	01 April 2020	31 March 2023	Equitable Share	Administration	Not Yet Available	553	700
74	GDSD/EMMAS/MAINT	Emmerdale CYCC	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	-26,547267	28,348399	Sedibeng	Southern	Infrastructure Maintenance and Repairs Buildings	Child and Youth Care Centre	Not Available	01 April 2020	31 March 2023	Equitable share	Children and Families	Not Yet Available	500	700
88	ECD MAINT/MAINT	Maintenance of Early Childhood Development Centres	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Various	Across Various corridors	Infrastructure Maintenance and Repairs Buildings	Maintenance of Early Childhood Development Centre	Not Available	01 April 2020	31 March 2023	ECD Maintenance Grant	Children and Families	Not Yet Available	5 246	5 246
89	AIRCORN/MAINT	Assessment, Servicing and Report of Air-conditioning Equipment in Regional Offices; Institution and Satellite Offices	Assessment, Servicing and Report of Airconditioning Equipment in Regional Offices; Institution and Satellite Offices	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Various	Across Various corridors	Infrastructure Maintenance and Repairs Buildings	Maintenance of Airconditioning Equipment	Not Available	01 April 2021	31 March 2023	Equitable share	Administration	Not Yet Available	2 500	2 500
97	GDSD/RATANDA/MAINT	Ratanda Tswelopele	Maintenance of Institution	Other Packaged	-26,553515	28,326484	Lesedi	Southern	Infrastructure Maintenan	Multi Purpose Centre	Not Available	01 April 2020	31 March 2023	Equitable share	Children and Families	Not Yet	500	500

		Integrated Facility	to a safe environment	ongoing Projects					ce and Repairs Buildings							Available		
100	GDSD/ECD RE/MAINT	Renovation of ECDs	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Various	Across Various corridors	Infrastructure Maintenance and Repairs Buildings	Early Childhood Centre	Not Available	01 April 2020	31 March 2023	Equitable share	Children and Families	Not Yet Available	14 770	14 770
102	GDSD/SEDIR/MAINT	Sedibeng Region	Maintenance of Office accommodation	Other Packaged ongoing Projects	-26,611	27,848	Sedibeng	Southern	Infrastructure Maintenance and Repairs Buildings	Reginal Office	Not Available	01 April 2020	31 March 2023	Equitable share	Children and Families	Not Yet Available	500	1 000
103	GDSD/SHARPVI/MAINT	Sharpeville ECD and Aged Day Care	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	-26,675693	27,890741	Emfuleni	Southern	Infrastructure Maintenance and Repairs Buildings	Multi-Purpose Centre	Not Available	01 April 2020	31 March 2023	Equitable share	Children and Families	Not Yet Available	500	500
113	GDSD/RESIDE/MAINT	Renovation of Residential Facilities	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Various	Across Various corridors	Infrastructure Maintenance and Repairs Buildings	Maintenance of Residential Facilities	Not Available	01 April 2020	Not Yet Available	NPI Funding/Equitable Share	Social Welfare Services	Not Yet Available	-	250
114	GDSD/SHELTERS/MAINT	Renovation of Shelters	Maintenance of Institution to a safe environment	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Various	Across Various corridors	Infrastructure Maintenance and Repairs Buildings	Maintenance of Shelters	Not Available	01 April 2020	Not Yet Available	NPI Funding/Equitable Share	Social Welfare Services	Not Yet Available	-	200
118	11/2015/57	Evaton ECD and Office Accommodation	Multi Purpose Centre (Construction of Early Childhood Development Centre and Office Accommodation)	Construction	26.515839	27.814039	Emfuleni	Southern	Buildings and Other fixed Structures	Multi-Purpose Centre (Construction of Early Childhood Development Centre and Office Accommodation)	Not Available	01 April 2020	31 March 2023	Equitable Share	Children and Families	Not Yet Available	-	100
119	DID 07/06/2017	Devon Early Childhood Centre	Day Care Centre (Construction of Early Childhood Centre)	Tender	26.350158	28.773318	Lesedi	Southern	Buildings and Other fixed Structures	Day Care Centre (Construction of Early Childhood Centre)	Not Available	01 April 2020	31 March 2023	Equitable Share	Children and Families	Not Yet Available	-	100

Total Maintenance and Repairs																	**26 569**	**28 166**
5. non-Infrastructure																		
120	GDSD/COMPL	Architectural service (compliance and registration)	As built drawings for institutions in order to comply with Children Act	Other Packaged ongoing Projects	Not Applicable	Not Applicable	Various	Across Various corridors	Infrastructure Maintenance and Repairs Buildings	Departmental Facilities	Not Applicable	01 April 2020	31 March 2023	Equitable Share	Children and Families	Not Yet Available	3 000	10 500
121	GDSD/ IDMS/CAPA	Internal capacity	Capacity Building of the Infrastructure Unit	Other Compensation of Employees	Not Applicable	Not Applicable	Various	Across Various corridors	Compensation of Employees	Capacity Building	Not Applicable	01 April 2020	31 March 2023	Equitable Share	Administration	Not Yet Available	15 810	15 810
Total Non-Infrastructure																	**18 810**	**26 310**
Total Social Development Infrastructure																	**#REF!**	**#REF!**

GAUTENG DEPARTMENT OF SPORTS, ARTS ,CULTURE AND RECREATION																		
Project Number	Project / Programme Name	Project Description	Project status	Latitude	Longitude	Municipality	Development Corridor	Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, Machinery & Equipment, COE)	Type of Infrastructure	No. of Jobs Created	Total Job Creation Target	Project Start Date	Project End Date	Source of Funding	Budget Programme Name	Total Project Costs	2021/22 Financial Year	
																	Main Appropriation	Adjusted Appropriation
																R'000	R'000	R'000
1. New or Replacement Assets																		
#REF!	Boipatong Community Library	Construction of a new community library	Handover	-26,672346	27,8474830	Emfuleni	Southern	Non-residential buildings	Library & Archives Centres	Not Available	Not Available	05 May 2016	Not Yet Available	Equitable Share	Library and Archives Services	18 294	1 000	1 280
3a	Boipatong Community Library	Construction of a new community library	Handover	-26,672346	27,8474830	Emfuleni	Southern	Non-residential buildings	Library & Archives Centres	Not Available	Not Available	05 May 2016	Not Yet Available	Conditional Grant	Library and Archives Services	18 294	-	194
#REF!	Boitumelo Community Library (Bophelong -	Construction of a new community library	Construction	Not Available	Not Available	Emfuleni	Southern	Non-residential buildings	Library & Archives Centres	Not Available	Not Available	04 January 2017	Not Yet Available	Equitable Share	Library and Archives Services	8 161	250	50

	Name Change)																	
5	Impumelelo Community Library 01	Construction of a new community library	Construction	-26,349282	28,768961	Lesedi	Southern	Non-residential buildings	Library & Archives Centres	10	Not Available	25 January 2016	31 June2021	Equitable Share	Library and Archives Services	10 813	2 000	1 870
5a	Impumelelo Community Library phase 2	Construction of a new community library	Initiation	-26,349282	28,768961	Lesedi	Southern	Non-residential buildings	Library & Archives Centres	20	Not Available	25 January 2016	31 June2021	Equitable Share	Library and Archives Services	Not Yet Available	-	50
#REF!	Mullerstuine Community Library	Construction of a new community library	Design	-26,702876	27,7581480	Emfuleni	Southern	Non-residential buildings	Library & Archives Centres	Not Available	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Library and Archives Services	Not Yet Available	50	50
#REF!	Multi-purpose Sports Facility - Ratanda Bertha Gxowa Primary School	Construction of new multi-purpose Sports facility	Business Case	Not Available	Not Available	Lesedi	Southern	Non-residential buildings	Sports Facility	Not Available	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Sports and Recreation	Not Yet Available	350	428
#REF!	Ratanda Community Library	Construction of a new community library	Construction	Not Available	Not Available	Lesedi	Southern	Non-residential buildings	Library & Archives Centres	Not Available	Not Available	Not Yet Available	Not Yet Available	Equitable Share	Library and Archives Services	Not Yet Available	500	50
2. Upgrades and Additions																		
23	Rust-ter - Vaal Community Library	Upgrading and refurbishment of an existing library	Handover	-26,573824	27,948265 00	Emfuleni	Southern	Non-residential buildings	Building/Structures	Not Available	Not Available	25 January 2016	31 June 2021	Equitable Share	Library and Archives Services	17 737	900	100
25	Rust-ter - Vaal Community Library phase 2	Upgrading and refurbishment of an existing library	Initiation	-26,573824	27,948265 00	Emfuleni	Southern	Non-residential buildings	Building/Structures	10	Not Available	25 January 2016	31 June 2021	Equitable Share	Library and Archives Services	2 000	-	50
Total Upgrades and Additions																	900	150
3. Rehabilitation, Renovations and Refurbishment																		
Total Rehabilitation, Renovations and Refurbishment																	#REF!	#REF!
4. Maintenance and Repairs																		
27	Maintenance to all facilities	Planned, statutory, preventive	Construction	Not Applicable	Not Applicable	Various	Various Corridors	Non-residential buildings	All facilities	Not Available	Not Available	04 January 2019	31 March 2023	Equitable Share	All	Not Yet Available	2 500	1 250

		and reactive maintenance																
Total Maintenance and Repairs																	2 500	1 250
5. non-Infrastructure																		
28	Internal Capacity Building Programme	Infrastructure capacity building	Not Applicable	Not Applicable	Not Applicable	Various	Various Corridors	Non-infrastructure	Infrastructure Capacitation	Not Available	Not Available	04 January 2020	31 March 2023	Equitable Share	All	Not Applicable	2 745	1 920
29	Expanded Public Works Programme (EPWP)	Expanded Public Works Programme (EPWP)	Not Applicable	Not Applicable	Not Applicable	Various	Various Corridors	Non-residential buildings	All facilities	Not Available	Not Available	04 January 2020	31 March 2023	EPWP	All	Not Applicable	1 960	1 960
Total Non-Infrastructure																	4 705	3 880
Total Sport, Arts, Culture and Recreation																	#REF!	#REF!

GAUTENG DEPARTMENT AGRICULTURE & RURAL DEVELOPMENT																		
Project Number	Project Unique Number	Project / Programme Name	Project Description	Project Status	Latitude	Longitude	Municipality	Development Corridor	Economic Classification (Buildings & Other fixed Structures, Goods & Services, Plant, Machinery & Equipment, COE)	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date	Source of Funding	Budget Programme Name	Total Project Cost	2021/22 Financial Year	
																	Main Appropriation	Adjusted Appropriation
																R'000	R'000	R'000
1. Upgrades and Additions																		
2	FSD201801A	Diepkloof Farm in Suikerbosrand Nature Reserve	Supply and Installation of Fence	Construction	-26,482	28,2139	Sedibeng	Southern	Buildings and Other Fixed Structures	Fence	8	15 October 2019	30 November 2022	Equitable Share	Programme 3	2 248	3 161	2 248
5	SNR201702	Suikerbosrand Nature Reserve	Upgrading of Bulk Infrastructure	Project Initiation	-26,4826	28,2118	Sedibeng	Southern	Buildings and Other Fixed Structures	Nature Reserve Bulk Infrastructure	10	23 November 2017	09 December 2024	Equitable Share	Programme 3	Not Yet Available	100	100

6	18B	Suikerbosrand Nature Reserve	Northern Water Line	Design Development	-26,4826	28,2118	Sedibeng	Southern	Buildings and Other Fixed Structures	Natture Reserve Bulk Infrastructure		01 July 2018	Not Yet Available	Equitable Share	Programme 3	Not Yet Available	5	5
7	90	Suikerbosrand Nature Reserve	Southern Water Line	Practical Completion	-26,4830	28,2120	Sedibeng	Southern	Buildings and Other Fixed Structures	Nature Reserve Bulk Infrastructure	Not Applicable	17 July 2015	31 July 2021	Equitable Share	Programme 3	21 189	1 206	5
9	AEM201701	Vereeniging Fresh Produce Market	Upgrading of the Market	Tender	-26,6645	27,8984	Sedibeng	Southern	Buildings and Other Fixed Structures	Fresh Produce Market	8	28 November 2017	22 February 2024	Equitable Share	Programme 2	Not Yet Available	100	100
Total Upgrades and Additions																	4 672	2 558
2. Maintenance and Repairs																		
Total Maintenance and Repairs																	#REF!	#REF!
3. non-infrastructure																		
13	Non-Infra 1	Internal Capacitation IDMS - Compensation of professionals within Infrastructure Unit	Internal Capacitation : IDMS - Compensation of professionals within Infrastructure Unit	Not Applicable	Not Applicable	Not Applicable	Various	Various Corridors	Compensation of Employees	Non-Infrastructure	Not Applicable	01 April 2017	31 March 2024	Equitable Share	Programme 1	Not Applicable	14 952	13 892
14	Not Applicable	Expanded Public Works Programme (EPWP) Incentive Grant	Expanded Public Works Programme (EPWP) Incentive Grant	Not Applicable	Not Applicable	Not Applicable	Various	Various Corridors	Goods and Services	Maintenance and Repair	277	01 April 2021	31 March 2022	EPWP	Programme 3	2 271	2 943	2 943
Total Non- Infrastructure																	17 895	16 835
Total Agriculture and Rural Development Infrastructure																	#REF!	#REF!

DC42 Sedibeng - Table A1 Budget Summary

Description	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousands	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Financial Performance										
Property rates	–	–	–	–	–	–	–	–	–	–
Service charges	–	–	–	–	–	–	–	–	–	–
Investment revenue	2,944	3,307	1,718	1,035	2,003	2,003	1,441	2,015	1,141	2,190
Transfers recognised - operational	277,892	284,349	293,453	306,054	307,576	307,576	297,474	314,247	319,322	329,927
Other own revenue	90,702	73,802	78,405	82,080	79,463	79,463	54,511	79,021	90,318	85,880
Total Revenue (excluding capital transfers and contributions)	371,538	361,458	373,575	389,169	389,041	389,041	353,425	395,284	410,781	417,998
Employee costs	264,064	277,981	287,554	276,282	282,216	282,216	234,216	295,644	304,601	308,651
Remuneration of councillors	13,432	13,379	12,803	14,143	12,457	12,457	10,271	14,035	15,592	14,709
Depreciation & asset impairment	15,715	17,647	12,653	11,272	11,272	11,272	8,605	11,272	11,272	12,250
Finance charges	–	–	–	–	–	–	–	–	–	–
Inventory consumed and bulk purchases	3,598	2,626	2,488	1,938	5,849	5,849	4,912	5,513	6,495	5,992
Transfers and grants	9,560	8,366	6,301	12,171	12,477	12,477	8,262	13,310	11,148	13,071
Other expenditure	109,178	89,871	77,297	78,161	74,534	74,534	54,749	72,689	78,411	78,693
Total Expenditure	415,546	409,871	399,096	393,967	398,806	398,806	321,014	412,463	427,519	433,367
Surplus/(Deficit)	(44,008)	(48,413)	(25,520)	(4,798)	(9,764)	(9,764)	32,410	(17,179)	(16,738)	(15,369)
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)	–	39	2,173	–	321	321	302	–	–	–
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions) & Transfers and subsidies - capital (in-kind - all)	–	–	471	–	–	–	–	–	–	–
Surplus/(Deficit) after capital transfers & contributions	(44,008)	(48,374)		(4,798)	(9,443)	(9,443)	32,713	(17,179)	(16,738)	(15,369)
Share of surplus/ (deficit) of associate	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) for the year	(44,008)	(48,374)	–	(4,798)	(9,443)	(9,443)	32,713	(17,179)	(16,738)	(15,369)
Capital expenditure & funds sources										
Capital expenditure	**3,530**	660	5,693	2,370	2,143	2,143	1,643	2,445	1,320	1,282
Transfers recognised - capital	**–**	39	2,723	90	601	601	582	–	90	–
Borrowing	**–**	–	–	–	–	–	–	–	–	–
Internally generated funds	**3,530**	621	2,971	2,280	1,542	1,542	1,061	2,445	1,230	1,282
Total sources of capital funds	**3,530**	660	5,693	2,370	2,143	2,143	1,643	2,445	1,320	1,282
Financial position										
Total current assets	**49,119**	20,748	11,848	9,459	8,122	8,122	41,203	8,569	3,619	1,278
Total non current assets	**112,827**	107,681	104,176	88,577	88,350	88,350	97,214	75,787	87,527	74,623
Total current liabilities	**252,786**	195,741	204,526	188,079	186,206	186,206	196,207	182,404	215,139	179,955
Total non current liabilities	**23,732**	28,254	32,633	28,872	28,872	28,872	30,631	28,872	28,872	28,872
Community wealth/Equity	**(109,947)**	(91,231)	(116,798)	(113,847)	(118,603)	(118,603)	(88,422)	(126,920)	(152,865)	(132,925)
Cash flows										
Net cash from (used) operating	**–**	–	121,999	(4,934)	(4,256)	(4,256)	29,808	3,753	(4,490)	(7,593)
Net cash from (used) investing	**–**	–	(5,586)	(2,370)	(2,143)	(2,143)	(1,643)	(2,445)	(1,320)	(1,282)
Net cash from (used) financing	**(252)**	(125)	185	75	–	–	(24)	–	–	–
Cash/cash equivalents at the year end	**16,576**	21,379	132,728	4,215	3,172	3,172	28,141	6,961	1,151	(7,724)
Cash backing/surplus reconciliation										
Cash and investments available	**21,504**	16,131	9,572	6,991	5,654	5,654	39,485	6,961	1,151	(7,724)
Application of cash and investments	**225,418**	186,644	191,627	179,578	177,471	177,471	185,967	177,159	214,198	146,852
Balance - surplus (shortfall)	**(203,913)**	(170,514)	(182,055)	(172,587)	(171,817)	(171,817)	(146,483)	(170,198)	(213,046)	(154,575)
Asset management										
Asset register summary (WDV)	**112,827**	107,681	104,176	88,577	88,350	88,350	88,350	75,787	87,527	74,623
Depreciation	**15,715**	17,647	12,653	11,272	11,272	11,272	11,272	11,272	11,272	12,250
Renewal and Upgrading of Existing Assets	**3,530**	582	2,756	870	1,920	1,920	1,920	1,179	870	1,282
Repairs and Maintenance	**12,195**	8,517	7,905	7,366	5,628	5,628	5,628	5,312	7,366	5,774
Free services										
Cost of Free Basic Services provided	**–**	–	–	–	–	–	–	–	–	–
Revenue cost of free services provided	**–**	–	–	–	–	–	–	–	–	–
Households below minimum service level										
Water:	–	–	–	–	–	–	–	–	–	–
Sanitation/sewerage:	–	–	–	–	–	–	–	–	–	–
Energy:	–	–	–	–	–	–	–	–	–	–
Refuse:	–	–	–	–	–	–	–	–	–	–

DC42 Sedibeng - Table A2 Budgeted Financial Performance (revenue and expenditure by functional classification)

Functional Classification Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22			2022/23 Medium Term Revenue & Expenditure Framework		
R thousand	1	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Revenue - Functional										
Governance and administration		**285,859**	**294,541**	**303,002**	**301,105**	**302,229**	**302,229**	**311,789**	**314,457**	**327,377**
Executive and council		–	–	–	–	–	–	–	–	–
Finance and administration		285,859	294,541	303,002	301,105	302,229	302,229	311,789	314,457	327,377
Internal audit		–	–	–	–	–	–	–	–	–
Community and public safety		**4,626**	**5,608**	**4,725**	**6,689**	**6,486**	**6,486**	**4,897**	**6,737**	**5,322**
Community and social services		4,501	4,163	2,374	5,114	4,911	4,911	3,322	5,162	3,610
Sport and recreation		–	–	–	–	–	–	–	–	–
Public safety		–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–
Health		125	1,445	2,351	1,575	1,575	1,575	1,575	1,575	1,712
Economic and environmental services		**70,744**	**53,797**	**62,542**	**74,169**	**74,169**	**74,169**	**73,586**	**81,642**	**79,852**
Planning and development		4,588	1,832	427	2,489	2,489	2,489	2,606	2,615	2,711
Road transport		66,156	51,966	62,115	71,680	71,680	71,680	70,980	79,027	77,141
Environmental protection		–	–	–	–	–	–	–	–	–
Trading services		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Energy sources		–	–	–	–	–	–	–	–	–
Water management		–	–	–	–	–	–	–	–	–
Waste water management		–	–	–	–	–	–	–	–	–
Waste management		–	–	–	–	–	–	–	–	–
Other	4	**10,309**	**7,550**	**5,950**	**7,206**	**6,479**	**6,479**	**5,012**	**7,945**	**5,448**
Total Revenue - Functional	2	**371,538**	**361,497**	**376,219**	**389,169**	**389,363**	**389,363**	**395,284**	**410,781**	**417,998**
Expenditure - Functional										
Governance and administration		**237,207**	**231,473**	**216,240**	**212,119**	**210,440**	**210,440**	**218,985**	**225,348**	**230,075**
Executive and council		50,535	46,877	46,547	49,247	47,768	47,768	52,709	54,070	55,635
Finance and administration		181,768	179,286	164,219	157,476	156,589	156,589	159,634	165,675	167,349
Internal audit		4,905	5,310	5,475	5,396	6,084	6,084	6,642	5,603	7,091
Community and public safety		**67,801**	**68,426**	**68,677**	**66,866**	**68,755**	**68,755**	**69,498**	**71,320**	**73,480**
Community and social services		29,107	32,965	35,174	34,445	34,262	34,262	34,749	37,654	36,328
Sport and recreation		2,551	2,728	2,942	2,934	3,066	3,066	3,208	3,234	3,345
Public safety		10,501	7,839	5,464	4,528	5,001	5,001	5,146	4,964	5,394
Housing		1,447	1,525	1,623	1,627	1,974	1,974	1,755	1,793	1,832
Health		24,196	23,369	23,473	23,332	24,452	24,452	24,640	23,675	26,581
Economic and environmental services		**93,391**	**93,585**	**97,427**	**99,488**	**97,753**	**97,753**	**101,859**	**108,738**	**106,533**
Planning and development		28,101	24,853	24,402	26,055	23,600	23,600	26,455	28,490	27,740
Road transport		61,828	64,324	67,789	68,071	69,069	69,069	70,801	74,360	73,982
Environmental protection		3,463	4,407	5,236	5,362	5,084	5,084	4,602	5,889	4,811
Trading services		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Energy sources		–	–	–	–	–	–	–	–	–
Water management		–	–	–	–	–	–	–	–	–
Waste water management		–	–	–	–	–	–	–	–	–
Waste management		–	–	–	–	–	–	–	–	–
Other	4	**21,772**	**20,723**	**21,088**	**20,452**	**21,860**	**21,860**	**22,122**	**22,114**	**23,279**
Total Expenditure - Functional	3	**420,172**	**414,207**	**403,432**	**398,924**	**398,809**	**398,809**	**412,463**	**427,519**	**433,367**
Surplus/(Deficit) for the year		**(48,634)**	**(52,710)**	**(27,214)**	**(9,755)**	**(9,446)**	**(9,446)**	**(17,179)**	**(16,738)**	**(15,369)**

References

1. Government Finance Statistics Functions and Sub-functions are standardised to assist the compilation of national and international accounts for comparison purposes

2. Total Revenue by functional classification must reconcile to Total Operating Revenue shown in Budgeted Financial Performance (revenue and expenditure)

3. Total Expenditure by Functional Classification must reconcile to Total Operating Expenditure shown in Budgeted Financial Performance (revenue and expenditure)

4. All amounts must be classified under a functional classification . The GFS function 'Other' is only for Abbatoirs, Air Transport, Forestry, Licensing and Regulation, Markets and Tourism - and if used must be supported by footnotes. Nothing else may be placed under 'Other'. Assign associate share to relevant classification.

DC42 Sedibeng - Table A3 Budgeted Financial Performance (revenue and expenditure by municipal vote)

Vote Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22			2022/23 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Revenue by Vote	1									
Vote 01 - Executive & Council		–	–	–	–	–	–	–	–	–
Vote 02 - Budget & Treasury Office		266,796	275,142	286,029	289,379	290,271	290,271	299,237	302,672	313,736
Vote 03 - Corporate Services		17,477	16,156	11,635	4,409	4,206	4,206	4,416	4,861	4,800
Vote 04 - Roads And Transport		68,661	55,242	64,893	75,744	75,744	75,744	75,161	83,217	81,564
Vote 05 - Planning & Development		2,209	–	–	–	–	–	–	–	–
Vote 06 - Community & Social Services		16,396	14,956	13,662	19,637	19,143	19,143	16,469	20,031	17,899
Vote 07 -		–	–	–	–	–	–	–	–	–
Vote 08 -		–	–	–	–	–	–	–	–	–
Vote 09 -		–	–	–	–	–	–	–	–	–
Vote 10 -		–	–	–	–	–	–	–	–	–
Vote 11 -		–	–	–	–	–	–	–	–	–
Vote 12 -		–	–	–	–	–	–	–	–	–
Vote 13 -		–	–	–	–	–	–	–	–	–
Vote 14 -		–	–	–	–	–	–	–	–	–
Vote 15 - Other		–	–	–	–	–	–	–	–	–
Total Revenue by Vote	2	**371,538**	**361,497**	**376,219**	**389,169**	**389,363**	**389,363**	**395,284**	**410,781**	**417,998**
Expenditure by Vote ***to be appropriated***	1									
Vote 01 - Executive & Council		45,733	45,907	46,470	48,867	47,485	47,485	52,426	53,690	55,327
Vote 02 - Budget & Treasury Office		31,926	26,332	24,019	20,919	19,754	19,754	20,855	21,252	20,655
Vote 03 - Corporate Services		144,778	152,832	141,158	132,673	131,653	131,653	132,887	141,147	140,056
Vote 04 - Roads And Transport		94,670	96,229	99,952	103,035	104,217	104,217	107,326	110,673	113,028
Vote 05 - Planning & Development		19,892	17,762	19,069	18,103	16,926	16,926	17,902	19,938	18,740
Vote 06 - Community & Social Services		66,447	61,933	60,682	63,286	65,323	65,323	66,975	67,938	70,690
Vote 07 -		–	–	–	–	–	–	–	–	–
Vote 08 -		–	–	–	–	–	–	–	–	–
Vote 09 -		–	–	–	–	–	–	–	–	–
Vote 10 -		–	–	–	–	–	–	–	–	–
Vote 11 -		–	–	–	–	–	–	–	–	–
Vote 12 -		–	–	–	–	–	–	–	–	–
Vote 13 -		–	–	–	–	–	–	–	–	–
Vote 14 -		–	–	–	–	–	–	–	–	–
Vote 15 - Other		16,725	13,211	12,082	12,041	13,450	13,450	14,091	12,881	14,870
Total Expenditure by Vote	2	**420,172**	**414,207**	**403,432**	**398,924**	**398,809**	**398,809**	**412,463**	**427,519**	**433,367**
Surplus/(Deficit) for the year	2	**(48,634)**	**(52,710)**	**(27,214)**	**(9,755)**	**(9,446)**	**(9,446)**	**(17,179)**	**(16,738)**	**(15,369)**

References

1. Insert 'Vote'; e.g. department, if different to functional classification structure

2. Must reconcile to Budgeted Financial Performance (revenue and expenditure)

3. Assign share in 'associate' to relevant Vote

DC42 Sedibeng - Table A4 Budgeted Financial Performance (revenue and expenditure)

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousand	1	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Revenue By Source											
Property rates	2	–	–	–	–	–	–	–	–	–	–
Service charges - electricity revenue	2	–	–	–	–	–	–	–	–	–	–
Service charges - water revenue	2	–	–	–	–	–	–	–	–	–	–
Service charges - sanitation revenue	2	–	–	–	–	–	–	–	–	–	–
Service charges - refuse revenue	2	–	–	–	–	–	–	–	–	–	–
Rental of facilities and equipment		514	223	3	340	56	56	64	166	375	180
Interest earned - external investments		2,944	3,307	1,718	1,035	2,003	2,003	1,441	2,015	1,141	2,190
Interest earned - outstanding debtors		–	–	–	–	–	–	–	–	–	–
Dividends received											
Fines, penalties and forfeits											
Licences and permits		125	1,445	2,351	1,575	1,575	1,575	174	1,575	1,575	1,712
Agency services		66,156	51,966	62,115	71,680	71,680	71,680	51,489	70,980	79,027	77,141
Transfers and subsidies		277,892	284,349	293,453	306,054	307,576	307,576	297,474	314,247	319,322	329,927
Other revenue	2	23,839	20,120	13,879	8,345	6,112	6,112	2,758	6,261	9,201	6,804
Gains		67	48	58	140	40	40	26	40	140	43
Total Revenue (excluding capital transfers and contributions)		**371,538**	**361,458**	**373,575**	**389,169**	**389,041**	**389,041**	**353,425**	**395,284**	**410,781**	**417,998**
Expenditure By Type											
Employee related costs	2	264,064	277,981	287,554	276,282	282,216	282,216	234,216	295,644	304,601	308,651
Remuneration of councillors		13,432	13,379	12,803	14,143	12,457	12,457	10,271	14,035	15,592	14,709
Debt impairment	3	8,777	–	5	–	–	–	–	–	–	–
Depreciation & asset impairment	2	15,715	17,647	12,653	11,272	11,272	11,272	8,605	11,272	11,272	12,250
Finance charges											
Bulk purchases - electricity	2	–	–	–	–	–	–	–	–	–	–
Inventory consumed	8	3,598	2,626	2,488	1,938	5,849	5,849	4,912	5,513	6,495	5,992
Contracted services		56,736	47,486	37,307	41,208	38,698	38,698	25,944	39,032	41,208	42,355
Transfers and subsidies		9,560	8,366	6,301	12,171	12,477	12,477	8,262	13,310	11,148	13,071
Other expenditure	4, 5	43,499	41,200	39,950	36,913	35,796	35,796	28,804	33,617	37,163	36,294
Losses		166	1,185	35	40	40	40	–	40	40	43
Total Expenditure		**415,546**	**409,871**	**399,096**	**393,967**	**398,806**	**398,806**	**321,014**	**412,463**	**427,519**	**433,367**
Surplus/(Deficit)		**(44,008)**	**(48,413)**	**(25,520)**	**(4,798)**	**(9,764)**	**(9,764)**	**32,410**	**(17,179)**	**(16,738)**	**(15,369)**
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)		–	39	2,173	–	321	321	302	–	–	–
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)	6										
Transfers and subsidies - capital (in-kind - all)		–	–	471	–	–	–	–	–	–	–
Surplus/(Deficit) after capital transfers & contributions		**(44,008)**	**(48,374)**	**(22,877)**	**(4,798)**	**(9,443)**	**(9,443)**	**32,713**	**(17,179)**	**(16,738)**	**(15,369)**
Taxation											
Surplus/(Deficit) after taxation		**(44,008)**	**(48,374)**	**(22,877)**	**(4,798)**	**(9,443)**	**(9,443)**	**32,713**	**(17,179)**	**(16,738)**	**(15,369)**
Attributable to minorities											
Surplus/(Deficit) attributable to municipality		**(44,008)**	**(48,374)**	**(22,877)**	**(4,798)**	**(9,443)**	**(9,443)**	**32,713**	**(17,179)**	**(16,738)**	**(15,369)**
Share of surplus/ (deficit) of associate	7										
Surplus/(Deficit) for the year		**(44,008)**	**(48,374)**	**(22,877)**	**(4,798)**	**(9,443)**	**(9,443)**	**32,713**	**(17,179)**	**(16,738)**	**(15,369)**

References

1. Classifications are revenue sources and expenditure type

2. Detail to be provided in Table SA1

3. Previously described as 'bad or doubtful debts' - amounts shown should reflect the change in the provision for debt impairmen

4. Expenditure type components previously shown under repairs and maintenance should be allocated back to the originating expenditure group/item; e.g. employee costs

5. Repairs & maintenance detailed in Table A9 and Table SA34c

6. Contributions are funds provided by external organisations to assist with infrastructure development; e.g. developer contributions (detail to be provided in Table SA1)

7. Equity method (Includes Joint Ventures)

Vote Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousand	1	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Capital expenditure - Vote											
Multi-year expenditure ***to be appropriated***	2										
Vote 01 - Executive & Council		–	–	–	–	–	–	–	–	–	–
Vote 02 - Budget & Treasury Office		2,000	–	–	–	–	–	–	–	–	–
Vote 03 - Corporate Services		–	–	–	–	–	–	–	–	–	–
Vote 04 - Roads And Transport		–	–	–	–	–	–	–	–	–	–
Vote 05 - Planning & Development		–	–	–	–	–	–	–	–	–	–
Vote 06 - Community & Social Services		–	–	–	–	–	–	–	–	–	–
Vote 07 -		–	–	–	–	–	–	–	–	–	–
Vote 08 -		–	–	–	–	–	–	–	–	–	–
Vote 09 -		–	–	–	–	–	–	–	–	–	–
Vote 10 -		–	–	–	–	–	–	–	–	–	–
Vote 11 -		–	–	–	–	–	–	–	–	–	–
Vote 12 -		–	–	–	–	–	–	–	–	–	–
Vote 13 -		–	–	–	–	–	–	–	–	–	–
Vote 14 -		–	–	–	–	–	–	–	–	–	–
Vote 15 - Other		–	–	–	–	–	–	–	–	–	–
Capital multi-year expenditure sub-total	7	**2,000**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Single-year expenditure ***to be appropriated***	2										
Vote 01 - Executive & Council		–	–	–	–	–	–	–	–	–	–
Vote 02 - Budget & Treasury Office		–	–	79	90	280	280	280	–	90	–
Vote 03 - Corporate Services		1,530	621	3,441	2,280	1,542	1,542	1,061	2,445	1,230	1,282
Vote 04 - Roads And Transport		–	–	67	–	321	321	302	–	–	–
Vote 05 - Planning & Development		–	–	–	–	–	–	–	–	–	–
Vote 06 - Community & Social Services		–	39	2,107	–	–	–	–	–	–	–
Vote 07 -		–	–	–	–	–	–	–	–	–	–
Vote 08 -		–	–	–	–	–	–	–	–	–	–
Vote 09 -		–	–	–	–	–	–	–	–	–	–
Vote 10 -		–	–	–	–	–	–	–	–	–	–
Vote 11 -		–	–	–	–	–	–	–	–	–	–
Vote 12 -		–	–	–	–	–	–	–	–	–	–
Vote 13 -		–	–	–	–	–	–	–	–	–	–
Vote 14 -		–	–	–	–	–	–	–	–	–	–
Vote 15 - Other		–	–	–	–	–	–	–	–	–	–
Capital single-year expenditure sub-total		**1,530**	**660**	**5,693**	**2,370**	**2,143**	**2,143**	**1,643**	**2,445**	**1,320**	**1,282**
Total Capital Expenditure - Vote		**3,530**	**660**	**5,693**	**2,370**	**2,143**	**2,143**	**1,643**	**2,445**	**1,320**	**1,282**
Capital Expenditure - Functional											
Governance and administration		**3,530**	**621**	**5,627**	**2,370**	**1,822**	**1,822**	**1,340**	**2,445**	**1,320**	**1,282**
Executive and council		–	–	–	–	–	–	–	–	–	–
Finance and administration		3,530	621	5,627	2,370	1,822	1,822	1,340	2,445	1,320	1,282
Internal audit											
Community and public safety		**–**	**39**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Community and social services		–	39	–	–	–	–	–	–	–	–
Sport and recreation											
Public safety											
Housing											
Health											
Economic and environmental services		**–**	**–**	**67**	**–**	**321**	**321**	**302**	**–**	**–**	**–**
Planning and development		–	–	67	–	321	321	302	–	–	–
Road transport											
Environmental protection											
Trading services		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Energy sources											
Water management											
Waste water management											
Waste management											
Other											
Total Capital Expenditure - Functional	3	**3,530**	**660**	**5,693**	**2,370**	**2,143**	**2,143**	**1,643**	**2,445**	**1,320**	**1,282**
Funded by:											
National Government		–	39	146	90	601	601	582	–	90	–
Provincial Government		–	–	2,107	–	–	–	–	–	–	–
District Municipality											
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)		–	–	471	–	–	–	–	–	–	–
Transfers recognised - capital	4	**–**	**39**	**2,723**	**90**	**601**	**601**	**582**	**–**	**90**	**–**
Borrowing	6										
Internally generated funds		3,530	621	2,971	2,280	1,542	1,542	1,061	2,445	1,230	1,282
Total Capital Funding	7	**3,530**	**660**	**5,693**	**2,370**	**2,143**	**2,143**	**1,643**	**2,445**	**1,320**	**1,282**

References

1. Municipalities may choose to appropriate for capital expenditure for three years or for one year (if one year appropriation projected expenditure required for yr2 and yr3).

2. Include capital component of PPP unitary payment. Note that capital transfers are only appropriated to municipalities for the budget year

3. Capital expenditure by functional classification must reconcile to the appropriations by vote

4. Must reconcile to supporting table SA20 and to Budgeted Financial Performance (revenue and expenditure)

6. Include finance leases and PPP capital funding component of unitary payment - total borrowing/repayments to reconcile to changes in Table SA17

7. Total Capital Funding must balance with Total Capital Expenditure

8. Include any capitalised interest (MFMA section 46) as part of relevant capital budget

DC42 Sedibeng - Table A6 Budgeted Financial Position

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
ASSETS											
Current assets											
Cash		21,504	16,131	9,572	6,991	5,654	5,654	39,485	6,961	1,151	(7,724)
Call investment deposits	1	–	–	–	–	–	–	–	–	–	–
Consumer debtors	1	7,048	1,618	–	–	–	–	–	–	–	–
Other debtors		20,062	2,525	1,914	2,106	2,106	2,106	1,658	1,245	2,106	8,640
Current portion of long-term receivables											
Inventory	2	504	473	363	362	362	362	60	362	362	362
Total current assets		**49,119**	**20,748**	**11,848**	**9,459**	**8,122**	**8,122**	**41,203**	**8,569**	**3,619**	**1,278**
Non current assets											
Long-term receivables											
Investments											
Investment property											
Investment in Associate											
Property, plant and equipment	3	104,198	100,649	97,406	82,040	81,813	81,813	91,081	70,186	80,990	69,022
Biological											
Intangible		3,734	2,137	1,875	1,642	1,642	1,642	1,238	687	1,642	687
Other non-current assets		4,895	4,895	4,895	4,895	4,895	4,895	4,895	4,914	4,895	4,914
Total non current assets		**112,827**	**107,681**	**104,176**	**88,577**	**88,350**	**88,350**	**97,214**	**75,787**	**87,527**	**74,623**
TOTAL ASSETS		**161,945**	**128,429**	**116,024**	**98,036**	**96,472**	**96,472**	**138,417**	**84,356**	**91,145**	**75,901**
LIABILITIES											
Current liabilities											
Bank overdraft	1										
Borrowing	4	–	–	–	–	–	–	–	–	–	–
Consumer deposits		252	377	192	117	117	117	217	117	117	117
Trade and other payables	4	252,534	195,364	204,334	187,962	186,089	186,089	195,991	182,287	215,022	179,838
Provisions		–	–	–	–	–	–	–	–	–	–
Total current liabilities		**252,786**	**195,741**	**204,526**	**188,079**	**186,206**	**186,206**	**196,207**	**182,404**	**215,139**	**179,955**
Non current liabilities											
Borrowing		–	–	–	–	–	–	–	–	–	–
Provisions		23,732	28,254	32,633	28,872	28,872	28,872	30,631	28,872	28,872	28,872
Total non current liabilities		**23,732**	**28,254**	**32,633**	**28,872**	**28,872**	**28,872**	**30,631**	**28,872**	**28,872**	**28,872**
TOTAL LIABILITIES		**276,518**	**223,995**	**237,159**	**216,951**	**215,078**	**215,078**	**226,839**	**211,275**	**244,010**	**208,826**
NET ASSETS	5	**(114,573)**	**(95,567)**	**(121,135)**	**(118,914)**	**(118,606)**	**(118,606)**	**(88,422)**	**(126,920)**	**(152,865)**	**(132,925)**
COMMUNITY WEALTH/EQUITY											
Accumulated Surplus/(Deficit)		(109,947)	(91,231)	(116,798)	(113,847)	(118,603)	(118,603)	(88,422)	(126,920)	(152,865)	(132,925)
Reserves	4	–	–	–	–	–	–	–	–	–	–
TOTAL COMMUNITY WEALTH/EQUITY	5	**(109,947)**	**(91,231)**	**(116,798)**	**(113,847)**	**(118,603)**	**(118,603)**	**(88,422)**	**(126,920)**	**(152,865)**	**(132,925)**

References

1. Detail to be provided in Table SA3

2. Include completed low cost housing to be transferred to beneficiaries within 12 months

3. Include 'Construction-work-in-progress' (disclosed separately in annual financial statements)

4. Detail to be provided in Table SA3. Includes reserves to be funded by statute.

5. Net assets must balance with Total Community Wealth/Equity

DC42 Sedibeng - Table A7 Budgeted Cash Flows

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
CASH FLOW FROM OPERATING ACTIVITIES											
Receipts											
Property rates									–	–	–
Service charges									–	–	–
Other revenue		–	–	520,251	322,981	321,901	321,901	323,087	320,022	31,708	326,877
Transfers and Subsidies - Operational	1	–	–	86,913	306,054	306,360	306,360	226,427	314,247	618,832	329,927
Transfers and Subsidies - Capital	1								–	–	–
Interest		–	–	1,490	1,035	2,003	2,003	1,441	2,015	1,141	2,190
Dividends									–	–	–
Payments											
Suppliers and employees		–	–	(486,655)	(635,004)	(634,520)	(634,520)	(521,146)	(632,532)	(656,172)	(666,588)
Finance charges									–	–	–
Transfers and Grants	1								–	–	–
NET CASH FROM/(USED) OPERATING ACTIVITIES		**–**	**–**	**121,999**	**(4,934)**	**(4,256)**	**(4,256)**	**29,808**	**3,753**	**(4,490)**	**(7,593)**
CASH FLOWS FROM INVESTING ACTIVITIES											
Receipts											
Proceeds on disposal of PPE									–	–	–
Decrease (increase) in non-current receivables									–	–	–
Decrease (increase) in non-current investments									–	–	–
Payments											
Capital assets		–	–	(5,586)	(2,370)	(2,143)	(2,143)	(1,643)	(2,445)	(1,320)	(1,282)
NET CASH FROM/(USED) INVESTING ACTIVITIES		**–**	**–**	**(5,586)**	**(2,370)**	**(2,143)**	**(2,143)**	**(1,643)**	**(2,445)**	**(1,320)**	**(1,282)**
CASH FLOWS FROM FINANCING ACTIVITIES											
Receipts											
Short term loans									–	–	–
Borrowing long term/refinancing									–	–	–
Increase (decrease) in consumer deposits		(252)	(125)	185	75	–	–	(24)	–	–	–
Payments											
Repayment of borrowing									–	–	–
NET CASH FROM/(USED) FINANCING ACTIVITIES		**(252)**	**(125)**	**185**	**75**	**–**	**–**	**(24)**	**–**	**–**	**–**
NET INCREASE/ (DECREASE) IN CASH HELD		**(252)**	**(125)**	**116,598**	**(7,229)**	**(6,400)**	**(6,400)**	**28,141**	**1,307**	**(5,810)**	**(8,875)**
Cash/cash equivalents at the year begin:	2	**16,828**	**21,504**	**16,131**	**11,444**	**9,572**	**9,572**	**–**	**5,654**	**6,961**	**1,151**
Cash/cash equivalents at the year end:	2	**16,576**	**21,379**	**132,728**	**4,215**	**3,172**	**3,172**	**28,141**	**6,961**	**1,151**	**(7,724)**

References

1. Local/District municipalities to include transfers from/to District/Local Municipalities

2. Cash equivalents includes investments with maturities of 3 months or less

3. The MTREF is populated directly from SA30.

Total receipts	–	–	608,654	630,070	630,263	630,263	550,955	636,284	651,682	658,995
Total payments	–	–	(492,242)	(637,374)	(636,663)	(636,663)	(522,789)	(634,977)	(657,492)	(667,870)
	–	–	116,412	(7,304)	(6,400)	(6,400)	28,166	1,307	(5,810)	(8,875)
Borrowings & investments & c.deposits	(252)	(125)	185	75	–	–	(24)	–	–	–
Repayment of borrowing	–	–	–	–	–	–	–	–	–	–
	(252)	(125)	116,598	(7,229)	(6,400)	(6,400)	28,141	1,307	(5,810)	(8,875)
	–	–	–	–	–	–	–	–	–	–

DC42 Sedibeng - Table A8 Cash backed reserves/accumulated surplus reconciliation

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22				2022/23 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Cash and investments available											
Cash/cash equivalents at the year end	1	16,576	21,379	132,728	4,215	3,172	3,172	28,141	6,961	1,151	(7,724)
Other current investments > 90 days		4,928	(5,248)	(123,157)	2,776	2,482	2,482	11,344	–	–	–
Non current assets - Investments	1	–	–	–	–	–	–	–	–	–	–
Cash and investments available:		**21,504**	**16,131**	**9,572**	**6,991**	**5,654**	**5,654**	**39,485**	**6,961**	**1,151**	**(7,724)**
Application of cash and investments											
Unspent conditional transfers		12,526	13,713	20,579	13,713	13,713	13,713	21,165	12,470	13,713	12,470
Unspent borrowing		–	–	–	–	–	–		–	–	–
Statutory requirements	2										
Other working capital requirements	3	212,891	172,931	171,048	165,865	163,757	163,757	164,802	164,690	200,485	134,382
Other provisions											
Long term investments committed	4	–	–	–	–	–	–	–	–	–	–
Reserves to be backed by cash/investments	5	–	–	–	–	–	–	–	–	–	–
Total Application of cash and investments:		**225,418**	**186,644**	**191,627**	**179,578**	**177,471**	**177,471**	**185,967**	**177,159**	**214,198**	**146,852**
Surplus(shortfall)		**(203,913)**	**(170,514)**	**(182,055)**	**(172,587)**	**(171,817)**	**(171,817)**	**(146,483)**	**(170,198)**	**(213,046)**	**(154,575)**

References

1. Must reconcile with Budgeted Cash Flows

2. For example: VAT, taxation

3. Council approval for policy required - include sufficient working capital (e.g. allowing for a % of current debtors > 90 days as uncollectable)

4. For example: sinking fund requirements for borrowing

5. Council approval required for each reserve created and basis of cash backing of reserves

Other working capital requirements										
Debtors	–	–	12,707	8,300	8,535	8,535	9,830	5,044	740	32,902
Creditors due	212,891	172,931	183,755	174,165	172,292	172,292	174,632	169,734	201,225	167,284
Total	(212,891)	(172,931)	(171,048)	(165,865)	(163,757)	(163,757)	(164,802)	(164,690)	(200,485)	(134,382)
Debtors collection assumptions										
Balance outstanding - debtors	27,110	4,144	1,914	2,106	2,106	2,106	1,658	1,245	2,106	8,640
Estimate of debtors collection rate	0.0%	0.0%	664.0%	394.2%	405.3%	405.3%	593.0%	405.2%	35.2%	380.8%
Long term investments committed										
Balance (*Insert description; eg sinking fund)*										
	–	–	–	–	–	–	–	–	–	–
Reserves to be backed by cash/investments										
Housing Development Fund	–	–	–	–	–	–	–	–	–	–
Capital replacement	–	–	–	–	–	–	–	–	–	–
Self-insurance	–	–	–	–	–	–	–	–	–	–
Other reserves	–	–	–	–	–	–	–	–	–	–
Revaluation	–	–	–	–	–	–	–	–	–	–
	–	–	–	–	–	–	–	–	–	–

DC42 Sedibeng - Table A9 Asset Management

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22			2022/23 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
CAPITAL EXPENDITURE										
Total New Assets	1	–	78	2,938	1,500	223	223	1,266	450	–
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–
Infrastructure		–	–	–	–	–	–	–	–	–
Community Facilities		–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		–	–	–	–	–	–	–	–	–
Community Assets		–	–	–	–	–	–	–	–	–
Heritage Assets		–	–	–	–	–	–	–	–	–
Revenue Generating		–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–
Investment properties		–	–	–	–	–	–	–	–	–
Operational Buildings		–	–	275	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–
Other Assets		–	–	*275*	–	–	–	–	–	–
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–
Servitudes		–	–	–	–	–	–	–	–	–
Licences and Rights		–	30	157	–	–	–	–	–	–
Intangible Assets		–	*30*	*157*	–	–	–	–	–	–
Computer Equipment		–	–	–	–	–	–	–	–	–
Furniture and Office Equipment		–	–	–	–	–	–	–	–	–
Machinery and Equipment		–	48	269	–	–	–	–	–	–
Transport Assets		–	–	2,237	1,500	223	223	1,266	450	–
Land		–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–
Total Renewal of Existing Assets	2	3,006	558	2,611	670	1,820	1,820	1,079	670	1,173
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		–	–	–	–	–	–	–	–	–
Infrastructure		–	–	–	–	–	–	–	–	–
Community Facilities		–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		–	–	–	–	–	–	–	–	–
Community Assets		–	–	–	–	–	–	–	–	–
Heritage Assets		–	–	–	–	–	–	–	–	–
Revenue Generating		–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–
Investment properties		–	–	–	–	–	–	–	–	–
Operational Buildings		–	–	196	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–
Other Assets		–	–	*196*	–	–	–	–	–	–
Biological or Cultivated Assets		–	–	–	–	–	–	–	–	–
Servitudes		–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–
Intangible Assets		–	–	–	–	–	–	–	–	–
Computer Equipment		2,648	340	2,274	490	1,541	1,541	800	490	869
Furniture and Office Equipment		357	218	142	180	279	279	279	180	303
Machinery and Equipment		–	–	–	–	–	–	–	–	–
Transport Assets		–	–	–	–	–	–	–	–	–
Land		–	–	–	–	–	–	–	–	–
Zoo's, Marine and Non-biological Animals		–	–	–	–	–	–	–	–	–

Total Upgrading of Existing Assets	6	**524**	**24**	**144**	**200**	**100**	**100**	**100**	**200**	**109**
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		524	24	144	200	100	100	100	200	109
Infrastructure		***524***	***24***	***144***	***200***	***100***	***100***	***100***	***200***	***109***
Community Facilities		–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		–	–	–	–	–	–	–	–	–
Community Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–
Other Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Total Capital Expenditure	4	**3,530**	**660**	**5,693**	**2,370**	**2,143**	**2,143**	**2,445**	**1,320**	**1,282**
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		524	24	144	200	100	100	100	200	109
Infrastructure		***524***	***24***	***144***	***200***	***100***	***100***	***100***	***200***	***109***
Community Facilities		–	–	–	–	–	–	–	–	–
Sport and Recreation Facilities		–	–	–	–	–	–	–	–	–
Community Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		–	–	471	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–
Other Assets		**–**	**–**	***471***	**–**	**–**	**–**	**–**	**–**	**–**
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–
Licences and Rights		–	30	157	–	–	–	–	–	–
Intangible Assets		**–**	***30***	***157***	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**2,648**	**340**	**2,274**	**490**	**1,541**	**1,541**	**800**	**490**	**869**
Furniture and Office Equipment		**357**	**218**	**142**	**180**	**279**	**279**	**279**	**180**	**303**
Machinery and Equipment		**–**	**48**	**269**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**2,237**	**1,500**	**223**	**223**	**1,266**	**450**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL CAPITAL EXPENDITURE - Asset class		**3,530**	**660**	**5,693**	**2,370**	**2,143**	**2,143**	**2,445**	**1,320**	**1,282**

ASSET REGISTER SUMMARY - PPE (WDV)	5	112,827	107,681	104,176	88,577	88,350	88,350	75,787	87,527	74,623
Roads Infrastructure		4,616	4,115	3,628	2,778	2,778	2,778	2,305	2,778	2,305
Storm water Infrastructure										
Electrical Infrastructure		50	45	40	32	32	32	27	32	27
Water Supply Infrastructure										
Sanitation Infrastructure										
Solid Waste Infrastructure										
Rail Infrastructure										
Coastal Infrastructure										
Information and Communication Infrastructure		5,389	2,659	2,051	2,478	2,379	2,379	1,627	2,478	1,636
Infrastructure		***10,055***	***6,818***	***5,719***	***5,288***	***5,189***	***5,189***	***3,958***	***5,288***	***3,967***
Community Assets		49,973	48,169	46,446	40,673	40,673	40,673	38,951	40,673	38,951
Heritage Assets		**4,895**	**4,895**	**4,895**	**4,895**	**4,895**	**4,895**	**4,914**	**4,895**	**4,914**
Investment properties										
Other Assets		(926)	(2,348)	(2,911)	(2,348)	(2,348)	(2,348)	(3,174)	(2,348)	(3,174)
Biological or Cultivated Assets										
Intangible Assets		3,734	2,137	1,875	1,642	1,642	1,642	687	1,642	687
Computer Equipment		**10,418**	**10,849**	**10,162**	**2,681**	**3,731**	**3,731**	**(2,597)**	**2,681**	**(2,527)**
Furniture and Office Equipment		**2,323**	**4,349**	**3,736**	**3,358**	**3,458**	**3,458**	**2,178**	**3,358**	**2,202**
Machinery and Equipment		**1,778**	**2,604**	**2,093**	**798**	**798**	**798**	**(134)**	**798**	**(134)**
Transport Assets		**1,557**	**1,188**	**3,141**	**2,569**	**1,292**	**1,292**	**1,985**	**1,519**	**718**
Land		**29,020**	**29,020**	**29,020**	**29,020**	**29,020**	**29,020**	**29,020**	**29,020**	**29,020**
Zoo's, Marine and Non-biological Animals										
TOTAL ASSET REGISTER SUMMARY - PPE (WDV)	5	**112,827**	**107,681**	**104,176**	**88,577**	**88,350**	**88,350**	**75,787**	**87,527**	**74,623**
EXPENDITURE OTHER ITEMS		**27,910**	**26,164**	**20,558**	**18,637**	**16,900**	**16,900**	**16,584**	**18,637**	**18,024**
Depreciation	7	15,715	17,647	12,653	11,272	11,272	11,272	11,272	11,272	12,250
Repairs and Maintenance by Asset Class	3	**12,195**	**8,517**	**7,905**	**7,366**	**5,628**	**5,628**	**5,312**	**7,366**	**5,774**
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		5,053	4,026	3,117	3,618	2,103	2,103	2,103	3,618	2,285
Infrastructure		***5,053***	***4,026***	***3,117***	***3,618***	***2,103***	***2,103***	***2,103***	***3,618***	***2,285***
Community Facilities		120	80	45	120	30	30	30	120	33
Sport and Recreation Facilities		–	–	–	–	–	–	–	–	–
Community Assets		***120***	***80***	***45***	***120***	***30***	***30***	***30***	***120***	***33***
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		1,986	1,016	1,562	900	1,181	1,181	900	900	978
Housing		–	–	–	–	–	–	–	–	–
Other Assets		***1,986***	***1,016***	***1,562***	***900***	***1,181***	***1,181***	***900***	***900***	***978***
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**648**	**126**	**105**	**200**	**172**	**172**	**172**	**200**	**186**
Machinery and Equipment		**372**	**241**	**210**	**300**	**200**	**200**	**200**	**300**	**217**
Transport Assets		**4,017**	**3,028**	**2,866**	**2,228**	**1,943**	**1,943**	**1,908**	**2,228**	**2,074**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL EXPENDITURE OTHER ITEMS		**27,910**	**26,164**	**20,558**	**18,637**	**16,900**	**16,900**	**16,584**	**18,637**	**18,024**
Renewal and upgrading of Existing Assets as % of total capex		*100.0%*	*88.2%*	*48.4%*	*36.7%*	*89.6%*	*89.6%*	*48.2%*	*65.9%*	*100.0%*
Renewal and upgrading of Existing Assets as % of deprecn		*22.5%*	*3.3%*	*21.8%*	*7.7%*	*17.0%*	*17.0%*	*10.5%*	*7.7%*	*10.5%*
R&M as a % of PPE		*11.7%*	*8.5%*	*8.1%*	*9.0%*	*6.9%*	*6.9%*	*7.6%*	*9.1%*	*8.4%*
Renewal and upgrading and R&M as a % of PPE		*14.0%*	*8.0%*	*10.0%*	*9.0%*	*9.0%*	*9.0%*	*9.0%*	*9.0%*	*9.0%*

References

1. Detail of new assets provided in Table SA34a

2. Detail of renewal of existing assets provided in Table SA34b

3. Detail of Repairs and Maintenance by Asset Class provided in Table SA34c

4. Must reconcile to total capital expenditure on Budgeted Capital Expenditure

5. Must reconcile to 'Budgeted Financial Position' (written down value)

6. Detail of upgrading of existing assets provided in Table SA34e

7. Detail of depreciation provided in Table SA34d

DC42 Sedibeng - Table A10 Basic service delivery measurement

Description	Ref	2018/19	2019/20	2020/21	Current Year 2021/22			2022/23 Medium Term Revenue & Expenditure Framework		
		Outcome	Outcome	Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2022/23	Budget Year +1 2023/24	Budget Year +2 2024/25
Household service targets	1									
Water:										
Piped water inside dwelling		–	–	–	–	–	–	–	–	–
Piped water inside yard (but not in dwelling)		–	–	–	–	–	–	–	–	–
Using public tap (at least min.service level)	2	–	–	–	–	–	–	–	–	–
Other water supply (at least min.service level)	4	–	–	–	–	–	–	–	–	–
Minimum Service Level and Above sub-total		–	–	–	–	–	–	–	–	–
Using public tap (< min.service level)	3	–	–	–	–	–	–	–	–	–
Other water supply (< min.service level)	4	–	–	–	–	–	–	–	–	–
No water supply		–	–	–	–	–	–	–	–	–
Below Minimum Service Level sub-total		–	–	–	–	–	–	–	–	–
Total number of households	5	–	–	–	–	–	–	–	–	–
Sanitation/sewerage:										
Flush toilet (connected to sewerage)		–	–	–	–	–	–	–	–	–
Flush toilet (with septic tank)		–	–	–	–	–	–	–	–	–
Chemical toilet		–	–	–	–	–	–	–	–	–
Pit toilet (ventilated)		–	–	–	–	–	–	–	–	–
Other toilet provisions (> min.service level)		–	–	–	–	–	–	–	–	–
Minimum Service Level and Above sub-total		–	–	–	–	–	–	–	–	–
Bucket toilet		–	–	–	–	–	–	–	–	–
Other toilet provisions (< min.service level)		–	–	–	–	–	–	–	–	–
No toilet provisions		–	–	–	–	–	–	–	–	–
Below Minimum Service Level sub-total		–	–	–	–	–	–	–	–	–
Total number of households	5	–	–	–	–	–	–	–	–	–
Energy:										
Electricity (at least min.service level)		–	–	–	–	–	–	–	–	–
Electricity - prepaid (min.service level)		–	–	–	–	–	–	–	–	–
Minimum Service Level and Above sub-total		–	–	–	–	–	–	–	–	–
Electricity (< min.service level)		–	–	–	–	–	–	–	–	–
Electricity - prepaid (< min. service level)		–	–	–	–	–	–	–	–	–
Other energy sources		–	–	–	–	–	–	–	–	–
Below Minimum Service Level sub-total		–	–	–	–	–	–	–	–	–
Total number of households	5	–	–	–	–	–	–	–	–	–
Refuse:										
Removed at least once a week		–	–	–	–	–	–	–	–	–
Minimum Service Level and Above sub-total		–	–	–	–	–	–	–	–	–
Removed less frequently than once a week		–	–	–	–	–	–	–	–	–
Using communal refuse dump		–	–	–	–	–	–	–	–	–
Using own refuse dump		–	–	–	–	–	–	–	–	–
Other rubbish disposal		–	–	–	–	–	–	–	–	–
No rubbish disposal		–	–	–	–	–	–	–	–	–
Below Minimum Service Level sub-total		–	–	–	–	–	–	–	–	–
Total number of households	5	–	–	–	–	–	–	–	–	–
Households receiving Free Basic Service	7									
Water (6 kilolitres per household per month)		–	–	–	–	–	–	–	–	–
Sanitation (free minimum level service)		–	–	–	–	–	–	–	–	–
Electricity/other energy (50kwh per household per month)		–	–	–	–	–	–	–	–	–
Refuse (removed at least once a week)		–	–	–	–	–	–	–	–	–
Cost of Free Basic Services provided - Formal Settlements (R'000)	8									
Water (6 kilolitres per **indigent** household per month)		–	–	–	–	–	–	–	–	–
Sanitation (free sanitation service to **indigent households**)		–	–	–	–	–	–	–	–	–
Electricity/other energy (50kwh per **indigent** household per month)		–	–	–	–	–	–	–	–	–
Refuse (removed once a week **for indigent households**)		–	–	–	–	–	–	–	–	–
Cost of Free Basic Services provided - Informal Formal Settlements (R'000)		–	–	–	–	–	–	–	–	–
Total cost of FBS provided		–	–	–	–	–	–	–	–	–
Highest level of free service provided per household										
Property rates (R value threshold)		–	–	–	–	–	–	–	–	–
Water (kilolitres per household per month)										
Sanitation (kilolitres per household per month)										
Sanitation (Rand per household per month)										
Electricity (kwh per household per month)										
Refuse (average litres per week)		–	–	–	–	–	–	–	–	–
Revenue cost of subsidised services provided (R'000)	9									
Property rates **(tariff adjustment)** (**impermissable values per section 17 of MPRA**)		–	–	–	–	–	–	–	–	–
Property rates exemptions, reductions and rebates **and impermissable values in excess of section 17 of MPRA)**		–	–	–	–	–	–	–	–	–
Water **(in excess of 6 kilolitres per indigent household per month)**		–	–	–	–	–	–	–	–	–
Sanitation **(in excess of free sanitation service to indigent households)**		–	–	–	–	–	–	–	–	–
Electricity/other energy **(in excess of 50 kwh per indigent household per month)**		–	–	–	–	–	–	–	–	–
Refuse **(in excess of one removal a week for indigent households)**		–	–	–	–	–	–	–	–	–
Municipal Housing - rental rebates										
Housing - top structure subsidies	6									
Other										
Total revenue cost of subsidised services provided		–	–	–	–	–	–	–	–	–

References

1. Include services provided by another entity; e.g. Eskom

2. Stand distance <= 200m from dwelling

3. Stand distance > 200m from dwelling

4. Borehole, spring, rain-water tank etc.

5. Must agree to total number of households in municipal area (informal settlements receiving services must be included)

6. Include value of subsidy provided by municipality above provincial subsidy level

7. Show number of households receiving at least these levels of services completely free (informal settlements must be included)

8. Must reflect the cost to the municipality of providing the Free Basic Service

9. Reflect the cost to the municipality in terms of 'revenue foregone' of providing free services (note this will not equal 'Revenue Foregone' on SA1)

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