EXTRACT OF THE MINUTES OF THE 143th ORDINARY COUNCIL MEETING HELD ON 31 MAY 2023

"A2339 SEDIBENG DISTRICT FINAL IDP REVIEW AND BUDGET FOR 2023/24 FINANCIAL YEAR

(15/1/8/1/1)

Cluster: Office of the Municipal Manager
Portfolio: Integrated Development Planning (IDP)

RESOLVED

THAT the Final IDP Review & Budget 2023/24 be hereby considered by Council for approval."

*****

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

Council held on: 31 May 2023
Signed by: R. Mhlwatika
Designation Director
Legal And Support Services

Sedibeng District Municipality
Corner Leslie and Beaconsfield Avenue, Vereeniging
PO Box 471, Vereeniging, 1930
Gauteng, Republic of South Africa
Tel: +27 016 450 3165
E-mail: maisakam@sedibeng.gov.za
Website: www.sedibeng.gov.za

Office of the Municipal Manager

Sedibeng District Municipality

Ref:15/1/8/1/1
30 May 2023

Hon: MEC Mzi Khumalo
COGTA
37 Sauer Street, Bank of Lisbon
9th Floor
Johannesburg
2001

Dear Mr. Khumalo

Sedibeng District Municipality Final IDP & Budget 2023/24

The purpose of this letter is to notify the office of the MEC about formal submission of the recently adopted Final IDP & Budget 2023/24 document of the Sedibeng District Municipality, in line with Section 47 of the Intergovernmental Relations (IGR) Framework Act (Act No 13 of 2005)

And

In terms of Chapter 05 of Municipal Systems Act of (2000) stipulating that:
A municipality must undertake developmentally oriented planning so as to ensure it:

(a) *strives 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.*
(c) *must ensure that National & Provincial government support and strengthen the capacity of municipalities to manage their own affairs, to exercise their powers and to perform their functions as required by section 154 of the Constitution*

This is also 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 read 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 attached Final IDP & Budget 2023/24 of the Sedibeng District Municipality served before Municipal Council on Wednesday 31st May 2023 and was subsequently approved and adopted by council.

- 1X Sedibeng District Final IDP & Budget 2023/24 Document.
- Council Resolutions.
- 1x DDM/IDP Framework 2022/27 IDP & Budget Process Plan 2023/24

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

Yours faithfully

.....

Mr. Motsumi Mathe
Municipal Manager
Sedibeng District Municipality



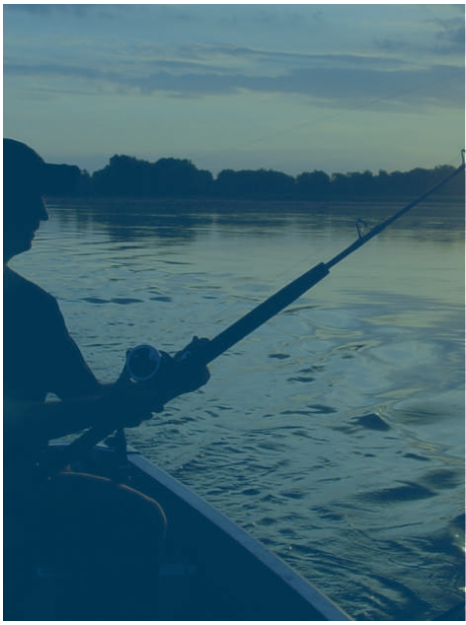






INTEGRATED DEVELOPMENT PLAN

2023 / 2024













Sedibeng
District Municipality

Vaal 21
A RIVER CITY

EMFULENI
LOCAL MUNICIPALITY

LESEDI
Local Municipality

MIDVAAL
LOCAL MUNICIPALITY

Political Management Team



Executive Mayor
Cllr. Lerato Maloka



Speaker of Council
Cllr. Moipone Modikeng



Whip of Council
Cllr. Mamohale Moloi

Municipal Manager



Municipal Manager
Motsumi Mathe

Members of the Mayoral Committee



MMC: Development Planning & Human Settlements
Cllr. Madisebo Khomoeasera



MMC: Transport & Infrastructure
Cllr. Nkosinathi Ndwandwe



MMC: Sports, Recreation, Arts & Culture
Cllr. Busang Tsotetsi



MMC: Health & Social Development
Cllr. Nkubi Mokoena



MMC: Administration
Cllr. Bheki Mkhize



MMC: Local Economic Development
Cllr. Lulama Gamede



MMC: Finance
Cllr. Tumi Mochawe



MMC: Environment & Clean Air
Cllr. Mamokete Radebe

PART A: Table of Contents

PART B: Executive Mayor's Foreword.....

PART C: 2023/24 IDP Overview (Municipal Manager).....

PART D: Vision, Mission, Strategic Objectives and Values .....

CHAPTER 01: Introduction to Sedibeng IDP 2023/24 1

CHAPTER 02: Regional Analysis 16

CHAPTER 03: Progress on Implementation of IDP 2017/21 (Strategic Report) 49

CHAPTER 04: Development Strategies and Projects 59

CHAPTER 05: District Development Model 80

CHAPTER 06: Regional Spatial Development Framework 95

CHAPTER 07: Financial Plan.....104

CHAPTER 08: Performance Indicators and Mainstreaming 109

CHAPTER 09: Integrated Plans 127

CHAPTER 10: Process Towards Shared Services.....128

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 Intergovernmental Relations Framework Act, 2005 (*Act 13 of 2005 - "the IGR Act") to establish a framework for the national government, provincial governments and local governments to promote and facilitate intergovernmental relations and Section 35(2) of the IGR Act specifies that an implementation protocol must be considered when:*

(a) the implementation of the policy, the exercise of the statutory power, the performance of the statutory function or the provision of the service has been identified as a national priority;

(b) an implementation protocol will materially assist the national government or a provincial government in complying with its constitutional obligations to support the local sphere of government or to build capacity in that sphere;

Constitution: LG center of governance & promotes Integrated Development Planning

SECTION 152: -

Provide democratic & accountable government for local communities.

SECTION 153.

Developmental duties of municipalities.

SECTION 154: -

The national government and provincial governments responsibilities outline.

Sedibeng District Municipality will embark upon a process of consultation with stakeholders with a view to present the Draft DDM & IDP and Budget 2023/24 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 challenges of poverty, unemployment, and inequality persists in our communities.

SEDIBENG DISTRICT ONE PLAN

One Plan Formulae: -

1. The formulation of the One Plan has to happen through a series of collaborative and deep Intergovernmental planning sessions reflecting on research, evidence, solution and innovation-oriented dialogues based on each district/metro's own dynamics, challenges and opportunities.

2. It is not about ticking boxes and being driven by compliance but rather re-imagining a preferred future and identifying the strategies and interventions that will enable change and impact.

3. The development of the One Plans should follow all the stages outlined in the One Plan process and content guidelines as this is critical is ensuring credibility of the final One Plan.

Draft IDP 2023 - 24

GGT 2030 -DDM (ONE PLAN) AND IDPS-THE STRATEGIC LINKAGES:

- The DDM Roadmap demonstrates the linkage of IDPs to the DDM, therefore ensuring that all IDPs reflect the DDM - as a concept, its objectives, principles and the Gauteng approach of ward-based planning:
  - Circular No. 1 of 2021, issued by DeCOG provides for the establishment of technical and political structures for the purpose of implementing the DDM including formulation, implementation and monitoring of the One Plan;
  - The DDM`s One Plan as part of a long-term planning tool, and its implementation, monitoring is under review;
  - Despite the tight time frames, the development of the 2nd Generation "One Plans" will allow to influence on the 5-year strategic IDP 2022/27 and IDP/Budget Review 2023/24 financial year.
  - 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 is also with a heavy heart, that post Covid-19 pandemic has handicapped public participation processes in the past two years as the situation on Eskom electricity loadshedding and floods have impacted negatively on livelihoods and thus impact negatively in economic growth in the district, and this affected communities across the country and Gauteng.

The classification of a National Disaster in terms of Section 23 of the Disaster Management Act (act no. 57 of 2002): and declaring a state of disaster on 13 Feb 2023 by State President was to ensure government can accelerate its response to widespread floods and free up funds for assisting with reconstruction.

It was the second time such pronouncement made in less than a week as President Cyril Ramaphosa again on Thursday declared a national state of disaster over an energy crisis that's crippling the nation's economy.

These floods have damaged homes, businesses, basic infrastructure, roads, and bridges and affected crops and livestock, and as Gauteng Southern Corridor in Sedibeng Region we were not exempted from this catastrophe.

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

We have also reflected on highlights of Presidential imbizo which was held on 12 August 2022 in Sedibeng District Municipality and action plan developed and response followed by initiated post imbizo workshop which was held on the 4th October 2022.

The Post Presidential imbizo status and interventions did follow with certain interventions and progress on issues raised below: -

Actions	Commitments made
Resolve the scholar transport contract challenges	GDE in the Process to Resolve the challenges and ensure that the scholar transport programme responds to the township Economic Act (Scholar transport is an on-going program.

Draft IDP 2023 - 24

Accommodation for learners in TVET colleges	Government to partner with the private sector in the provision of accommodation for learners in TVET Colleges
Address challenges in the Obed Nkosi projects where it was indicated that the development is in a waterlogged area. The Minister will return to the areas in waterlogged stands.	DHS is in a process of carrying out inspections to establish the problem and issue recommendations for remedial work. The confirmation whether it is waterlogged stands will b determined following the results of the inspections. SDM established an emergency committee established to the deal with amongst others, human settlements located in waterlogged stands across the district. SDM also developing a database of all waterlogged areas.
Lack of access to land to conduct agricultural activities	• GDARD is working with DID and other relevant stakeholders to explore the possibility of making provincial land available for land release. • GDARD to consult DARLLD to quickly advertise available land for farmers to apply.
Lack of access to market by Farmers	GDARD to facilitate trainings and awareness workshops to educate and equip Farmers about myriad ways of getting possible entry into the market.
Stock Theft	• GDARD do the branding of live-stock which makes the identification of stock easy when individual farmers report cases of theft to SAPS. • GDARD to provide hotspot areas to department of Community Safety and SAPS as this will assist in showing exactly where the issue of stock theft is happening
Develop a strategy for dealing with poor infrastructure conditions in hostels.	• Gauteng Hostels Redevelopment Strategy was approved in 2021. the strategy outlines the roles and responsibilities by different spheres of government in refurbishing hostels.
Government to address the illegal occupation of land in Ward 21 – Siqobile. Government to establish a team to deal with evictions	• Emergency committee established to deal with amongst others the land invasion • Application of the legal route
Fast-track the provision of electricity in Sebokeng Zone 17 Clinic and ensure that the facility is operationalized	• Minisub connected and commissioned on the 19 Aug 2022. • DOH required to set aside budget for the cable installations.
Resolve the Eskom and Rand Water debt	• There have been Engagement between Sedibeng, Emfuleni, COGTA, Eskom and Rand Water on the debt challenges. • Electrical cabling of the schools
Minister to launch the artisan programme in SDM	• Structure to implement program. • Provide for Skills Audit in the Region to respond to the Skills Development required. • Framework to address artisan skills in terms of DDM • Public private partnership • Develop database • Launch of the artisan program by the end of the month. • Timeframe to respond to the commitment. • Track commitment progress,

REFLECTION ON DISTRICT WIDE LEKGOTLA 2022 RESOLUTIONS AND TRACKING PROGRESS:

We remain positive by making sure that Multi Party coalition and governance do function effectively focused on prioritizing key projects that will unlock service delivery challenges in the district wherein our communities stand

Draft IDP 2023-24

to benefit from the conducive climate for the creation of jobs and economic opportunities and thus reducing level of unemployment in the district.

I must also indicate this breakthrough for Sedibeng District Municipality, Emfuleni, Lesedi and Midvaal Local Municipalities and after having commitment shown to work together in unison and to make sure lives of our people and conducive climate for investment opportunities in the region becomes a reality, was signed off at District Wide Lekgotla held on 9th and 10th May 2022 in Riverside Hotel, Vanderbijlpark and is reflecting hereunder: -

PROGRESS MADE ON DISTRICT WIDE LEKGOTLA RESOLUTIONS 2022 DECLARATION AND EFFORTS ARE AS FOLLOWS: -

Declaration	Progress
We will jointly adopt and implement the District Development Model One Plan.	The Work-Streams have been resuscitated in municipalities as District Command Council will be convened on weekly basis to look at service delivery challenges and 2nd Generation One Plan development will serve in Councils in March-June 2023.
We will establish an Economic Development Agency for the District	As SDM a technical team has been formed and working on the modalities pertaining to the establishment of the agency
We will leverage on our assets i.e., Prime development land, in order to lure and attract investment in the region.	Sedibeng District has already obtained Council resolution to engage on opportunities available to avail its land to generate revenue, and attract mega Investments. Locals have identified land for infrastructural development.
We will strengthen partnerships and collaboration with the private sector, Institutions of Higher Learning and the Community.	High level engagements are on between the SDM, local universities, colleges and stakeholders.
We will in this 6th Administration develop an Integrated Infrastructure Master Plan.	IIMP processes are on-going at an inter-departmental level. MISA will provide resource in human & capital to finalise the project.
We will improve AG Audit opinion and maintain clean governance	SDM Management plans to respond to Audit Action Plan, timeously, monitor on monthly basis, and progress reports to MPAC quarterly. This process will resolve the outstanding findings raised by AG during the previous financial years to avoid reoccurrences.
We will enhance the Shared Services model and alignment between the three municipalities and the district.	All three municipalities are sharing a standing position on shared services, considering areas for further engagement/ partnership.
. We will consolidate our safety and security plans across all the municipalities	Each municipality has separate safety and security plans, and there's a need for integration only. Item for Joint MM's meeting.

Draft 2023 - 24

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 depreciation of the steel industry has created an economic vacuum in the region. Vaal Special Economic Zone establishment has brought hope to ease the burden of declining economy with a commitment of R45 billion dollars investment to the Sedibeng Region.

The establishment of 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.

GAUTENG TOWNSHIP ECONOMIC DEVELOPMENT ACT (TEDA) WAS: -

Enacted by Gauteng Provincial Legislature and signed off by Gauteng Premier on the 29th April 2022 to broaden the scope of economic inclusivity.

1. The act compliments other existing policies such as GGT 2030, National Development Plan on how to ensure that communities do benefit and contribute towards economic emancipation and activities especially in townships and rural areas across Gauteng Province.

2. The act also outlines designation, provision, development and operation of township enterprise zones and to provide for the establishment of Township Enterprise Zone Coordination and management centres and: -

3. The establishment of Township Enterprise Fund and matters connected therewith.

4. The Act seeks to provide for: -

    1) The promotion and development of township economy and create a conducive for the attainment of that purpose: -

    2) Licences of enterprises in deprived areas.

    3) Management of fund through Gauteng Township Economic Development Fund and

    4) Principles to be adopted by municipalities in drafting by- laws and to provide for matters connected therewith or incidental thereto.

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

I Thank You,

_____

CLLR. LERATO MALOKA
EXECUTIVE MAYOR:
SEDIBENG DISTRICT MUNICIPALITY

Draft IDP 2023 - 24

OVERVIEW BY THE MUNICIPAL MANAGER: (MR MOTSUMI MATHE)



The Sedibeng District Municipality's five-year IDP 2022 - 27, which is 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) and the five-year Local Government Strategic Agenda, was delivered in the previous year 2022.

Our IDP 2023 – 24 developments:

This document, the 2023 – 24 IDP is the first review of the five-year IDP 2022 – 27 and will be responding to the developments and progress made against our five-year IDP. The 2022/27 IDP highlights strategies and actions for seven pillars with clear deliverables and determines budget priorities.

The review will update information of the previous IDP where new information has been sourced and where performance parameters have changed taking into account the following aspects;

- Incorporating and adjusting to the new or amended priorities from National and Provincial government.
- Identifies changed and new circumstances and resulting gaps and looking at the required changes to planning priorities; there is an updated draft budget for the 2023 – 24 financial years based on the amended priorities.

The review will thus address the following:

- MEC for Local Government's comment on Sedibeng's Municipal IDP 2022 – 27.
- Commitments by National and Provincial sector departments to our IDP 20223 – 24.
- Five years IDP 2027 Strategic report which seeks to provide progress thus far in terms of the implementation of the IDP.
- Implementation of the District Development Model.
- A process towards shared services in Sedibeng.

Draft IDP 2023 - 24

Internally, the institution has had staff realignment process with a clear organisational structure and functions for staff members, serving more than one million residents in region. The district is currently in a process to recruit section 57 employees and this will become part of Senior Management Team who will assist in terms of strategic direction the institution intends to take as well as ensuring implementation of various key programmes.

Our Move Towards Shared Services:

With reduction on our equitable shares, a move towards shared services remains important for the municipality. The district continues to interact with other spheres of government in order to address the issue of low revenue base and the reduced equitable share allocation against the 7% (ICS) for employees. On shared services model, we will pursue the following approach of analysing service bundles business objective and constraints.

- Select appropriate shared service model along scale and scope dimensions
- Assessment against business drivers
- Finalize shared service organizational structure
- Develop Business Case and Implementation Plan
- Establishment of Shared Service Governance Structure.
- Roll out Shared Services organizations that will Manage Organizational Change.

Implementation of Sedibeng District One Plan:

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

The DDM is an integrated district-based approach to addressing service delivery challenges through localised procurement and job creation that promotes local businesses and involves local communities. The 2019 State of the Nation Address (SoNA) identified that different spheres of government were operating in silos. This led to a lack of coherence in implementing state policies and made monitoring and oversight functions of different programmes difficult.

In 2022-23 financial year, the district One Plan approach was developed and which outline set of the objectives, outputs, roles, responsibilities and commitments in which all sector departments as well as partners have to act and ensure all of us are held accountable for prioritizing resources and delivering results.

The Minister (and department) responsible for cooperative governance has provided "a framework for coordinating and aligning, as well as defining the powers and functions in defining district functions for the successful implementation of the one plan.

Action plan required to manage strategic objectives of the municipality:

As Sedibeng District Municipality we intend to develop a three-year rolling Internal Audit Plan;

- To ensure adequacy and effectiveness of managing the strategic objectives of the municipality.

- Develop a risk management strategy: -
    - To Ensure adequacy and effectiveness of managing risk and controls of the municipality.

- Review the Anti-fraud and Corruption Plan
    - Ensure adequacy and effectiveness of managing anti-fraud and corruption of the municipality.

- 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.

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

Draft IDP 2023 - 24

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

CHAPTER 01:

Introduction to Sedibeng IDP 2023 - 24

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 and reviewed annually. 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.

IDP 2023 - 24

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 2023 - 24 IDP Development:

In 2021 – 22 financial year, Sedibeng District Municipality together with three local municipalities Emfuleni, Midvaal and Lesedi) developed their five years IDP's covering the period 2022 - 27, also referred to as their comprehensive IDP's for the said five years political term of office. This document, the 2023 - 24 IDP will thus not be a new document but the first review of the five years IDP.

. This review IDP 2023 -24 strategic document will therefore;

- Incorporates information from pieces of legislation guiding IDP development, alignment with government priorities, MEC Comments on Sedibeng IDP 2022/27 and Public/Stakeholder's participation process in 2022 - 23 financial year.
- Information from various sources and update information of the previous IDP where new information has been sourced and where performance have changed;
- Identifies changed and new circumstances and resulting gaps and looks at the required changes to planning and deliverables;
- Include budget for the 2023 - 24 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 04 of the IDP.
- Includes an updated section on District Development Model (DDM) and;
- Includes an updated section on Process towards Single Authority

Process Methodology:

In developing the 2023 - 24 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 2023/24". 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

IDP 2023 - 24

Some of the key milestones towards the development of 2023 – 24 IDP are recorded below;

July:

- Compilation of the IDP and Budget Process Plan - District and Local Municipalities

October - February:

Revised Analysis on the basis of;

- New information from key sources such as Statistics SA, IHS Markit and other relevant sources to Review the Municipal Demographics and Socio - Economic Profile of the region
- Analysis of SDF (unpacking and reformulating the spatial challenges)

October:

- IDP and Budget IGR Forum with National and Provincial depts/ (Broad Inter-sectoral Engagement)
- IDP and District Development Model Workshop (Councillors, Ward Committees and Stakeholders)

November:

- IDP and Budget, Review Stakeholders/ Public Participation Process

February:

- IDP District Wide Lekgotla

March:

- IDP Steering Committee Meeting
- Submission of IDP 2023 - 24 to Mayoral Committee for recommendation
- Submission of IDP 2023 - 24 Council for approval

April:

IDP/Budget Stakeholders/ Public Participation Process 2023 – 24

- Comments and inputs from communities, provincial and other relevant stakeholders

- Submission of Draft IDP and Budget to external Stakeholders for commenting as per legislative requirements;
  - MEC for COGTA
  - National Treasury

May:

- Tabling of Final IDP and Budget 2023 - 24 to Mayoral Committee and Council for Approval.
- Final IDP and Budget Stakeholders/ Public Participation Process 2023/24
  - Feedback on Inputs and Comments received
  - Submission of Final IDP and Budget to external Stakeholders as per legislative requirements;
    - MEC for COGTA
    - National Treasury
- Publication of Final IDP and Budget 2023 – 24

May/June:

- State of the District Address (SODA)
- Drafting of SDBIP's and Performance Agreements (14 days after the approval of the IDP and Budget)
- Submission of the Final SDBIP to the Executive Mayor for approval.
- Approval of SDBIP within 28 days after approval of the budget

IDP2023 - 24

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 (NDP 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.



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 (SGDS):

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.

IDP 2023 - 24

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.

Comments made by MEC for CoGTA on Final IDP 2022/27

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	Progress/Interventions
<u>Spatial Planning and Environment Development</u> 1. The District Municipality is acknowledged for including a full Spatial Development Framework (SDF) as part of its IDP submission. However, the SDF summary does not contain national and provincial spatial planning policies. 2. Additionally, specific housing programmes have not been spatially identified and located, particularly the location of national and provincial housing programmes. 3. The District Municipality is urged to close these gaps in the SDF. 4. The following Spatial Planning and Land Use Management Act requirements were not reflected in the SDF: 5. Identification of current and future significant structuring and restructuring elements of the SDF: - 6. Estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments 7. Identification, quantification, and location requirements of engineering infrastructure and services provision for existing and future development needs 8. Identification of designated areas where a national or provincial inclusionary housing policy may be applicable, and 9. Identification and or designation of areas in the District Municipality where incremental upgrading approaches to development and regulations will be applicable. 10. Environmental issues should further be drawn through the District SDF, with strategies being put in place to address the environmental challenges.	• The relevant provincial and national spatial planning policies will be included in the reviewed IDP. • Housing programmes will be spatial identified in the reviewed SDF. • The SDF is reviewed annually and information relevant for the financial year programmes will be spatially depicted in the SDF Chapter of the IDP. • The current and future significant structuring and restructuring elements were indicated in the composite map of the SDF. • The Housing demand information is covered in the comprehensive document which was/is submitted as an Annexure to the IDP. • Engineering needs and requirements were detailed in the comprehensive document which was/is submitted as an Annexure to the IDP. • PHDAs are spatially indicated in the SDF. • The incremental upgrading plan will be indicated in the reviewed SDF. • Environmental issues have been covered in the comprehensive document which was/is submitted as an Annexure to the IDP.
<u>LOCAL ECONOMIC DEVELOPMENT</u> 1. The Department notes the collaborative initiative to establish the Special Economic Zone (SEZ) to ensure growth revenue generation, job creation and attraction of foreign direct investment. 2. The district supports Small, Medium and Micro Enterprise (SMME) in the region`s economy through facilitating skills training, Township Economy through Local Business support and job creation though	1. The district lacks financial resources to develop a Tourism Strategy. Support is required from both National and Provincial Tourism departments to assist the district in developing a well informed and comprehensive strategy. 2. In the 2021 – 2022 financial year, the Gauteng Department of Economic Development appointed service providers on behalf of the district to assist with the development of an LED Strategy for the region. However, the district municipality was unhappy with the quality of the draft strategy and subsequently requested that it be re-done. This impasse has resulted with the district not having an LED Strategy and support is thus required to complete the LED strategy project.

IDP 2023 - 24

MEC Comments	Progress/Interventions
learnership programmes and the Expanded Public Works Programme (EPWP) initiatives. 3. Industrial Hubs Revitalisation programmes and roll-out of fibre and broadband in townships will bolster the region's economic potential. The District Municipality sees the value of promoting the tourism sector and hence, the development of a Tourism Strategy. 4. The SDF should spatially identify and locate specific housing programmes – particularly national and provincial housing programmes. 5. In giving effect to the recently adopted Growth and development Strategy, the District Municipality is urged to develop a Local Economic Development (LED) Strategy.	3. Sedibeng District Municipality lack human capacity and also in a need of financial support to develop a Regional LED Framework
4. Township Economic Development Act (TEDA): 5. The Gauteng Legislature has recently approved the Township Economic Development Act aiming at supporting and revitalising township economy. Its custodian, the Gauteng Department of Economic Development, will facilitate workshops on the above-said Act to municipalities over the course of the current financial year. 6. It is envisaged that all municipalities in Gauteng will participate in the fore-said workshops including regulatory discussions geared towards the successful implementation of the TEDA in Gauteng. When implemented collaboratively, TEDA has the potential to link the previously marginalised groups with the mainstream economy. 7. Expenditure management as well as implementation of alternative revenue streams would assist in improving the municipal financial situation. 8. The District Municipality needs to adopt a funded budget. However, it has adopted the budget funding plan to support the unfunded budget.	The district supports TEDA and relies on provincial support to facilitate the implementation of the Act.
<u>CLIMATE CHANGE: -</u> 1. Regarding Climate Change Response Implementation Plan, human resource capacity is needed to enable implementation. The Gauteng Department of Agriculture and Rural Development (GDARD) may provide technical support on the following: 2. Climate vulnerability assessment identifying commercial/industries at risk to climate impacts: It is recommended that the District Municipality use the Climate Change Vulnerability Assessment Map developed by the GDARD.	The municipality is currently amending the organogram to capacitate the environment department. This will help the municipality to have dedicated officials to deal with climate change response Implementation plan and waste management strategy. The municipality will seek resources from national and provincial departments to review the climate change response strategy and waste management strategy.

IDP 2023 - 24

MEC Comments	Progress/Interventions
3. Waste Minimisation Strategy: It is recommended that the District Municipality continuously engage the Department of Forestry, Fisheries, and the Environment (DFFE) on funding which has been provided.	
SERVICE DELIVERY AND INFRASTRUCTURE DEVELOPMENT: - 1 Upon assessing this component of the Sedibeng District Municipality's IDP, it remained unclear whether energy efficiency programmes or campaigns are implemented for municipal operations and other sectors. It is therefore recommended that the District Municipality considers initiating programmes such as implementing more energy efficient lighting in municipal buildings while promoting the use of sustainable and renewable energy. 2. The IDP does not contain information on sustainable energy and the promotion of renewable energy options. The District Municipality is encouraged to initiate and introduce solar energy projects such as solar geysers or PV panels for low-income housing. Furthermore, the District is encouraged to reduce dependence on fossil fuel generated electricity in public buildings.	1. Our plan is to budget for renewable energy systems and Ultimately migrate to energy efficiency equipment (LED lights) to save energy. 2. Ongoing external and internal awareness campaign on energy saving practices (switching off lights and appliances) when they are not in use.
MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT: • The District Municipality is urged to develop an expenditure management plan while exploring the implementation of alternative revenue streams that would ultimately assist in improving its financial state. This is critical as the budgeted cash coverage ratio of the District Municipality is below the norm of 3 months recommended by National Treasury for the Medium-Term Revenue and Expenditure Framework (MTREF). The District Municipality may experience challenges in its operations. • The District Municipality has been advised to implement the identified alternative sources of funding. i.e., operationalising the airport and food market as well as other revenue options available at its disposal. More work still needs to be done on the municipal financial planning perspective. • It is pleasing to note that the District Municipality has not incurred any bank overdrafts. • The 2022/23 budget was assessed as unfunded and financially unsustainable. The excessive employee costs are putting severe pressure on the financial position of the District Municipality.	• There is a cost containment strategy in place that is monitored and reported to Council on a quarterly basis. With regards to alternative revenue streams, the ACFO is working closely with Senior Management to identify and implement measures to improve revenue such as the negotiations held with GPDRT on the licensing agency fees that are currently unaffordable and further increasing the operating deficit. • Municipal Health Systems function was also expanded with additional staff so as to be able to monitor industrial Air Quality levels. However, Covid-19 did hamper revenue streams from rental and hiring of municipal facilities and the municipality is still struggling to cover the cost of operating and maintaining these facilities with the current income. • The sale of fuel at the Aerodrome was also stopped due to CAA license suspension, which cannot be addressed without adequate investment into bringing the facility up to code. The Fresh Produce Market has been implementing the recommendations of the turnaround strategy, and over the medium to long term, hopes to realise return on investment, however, there are no current short-term revenue relief. Reduction in staffing costs and moratorium on filling of vacancies was identified as an immediate avenue to drastically cut back on operating costs which we hope to realise savings from in the 22/23 adjustment budget. • As a district category C without water function, there are no infrastructure grant funding for non-basic service infrastructure such as the Fresh Produce Market, Airport, Fibre optic network, municipal halls, museums and buildings. The only way the municipality can provide for capital investment is through the own municipal internally generated funds. Repairs & Maintenance likewise, is also budgeted for through internally generated funds, which has seen a drastic decline in the last 15 years.

IDP 2023 - 24

MEC Comments	Progress/Interventions
• The District Municipality has no infrastructure programmes, and its borrowing is only permitted for capital projects. • This District does not have any capital budget or project finance through grants, and it solely relies on internally generated revenue. • The District Municipality is advised to budget adequately for repairs and maintenance going forward. • The District Municipality has in place a long-term financial policy which is reviewed annually. • Expenditure management as well as implementation of alternative revenue streams would assist in improving the municipal financial situation. • The District Municipality needs to adopt a funded budget. However, it has adopted the budget funding plan to support the unfunded budget.	If the fundamental issue of district powers & functions are not addressed by COGTA, district municipalities will continue to report operating deficits annually, as there are no direct revenue streams to be realised from unfunded mandates, and agency functions are grossly underfunded by their respective organs of State. This has resulted in the district adopting unfunded budgets as the staff component of these unfunded mandates are eroding the limited resources that could be allocated towards maintenance and service-delivery orientated operations.
GOOD GOVERNANCE AND INSTITUTIONAL DEVELOPMENT: 1. It is noted that the District Municipality has appointed a Municipal Manager. Senior Management vacancies have the potential to negatively impact municipal institutional stability, functionality, and compromise service delivery. In Sedibeng District Municipality, two strategic positions are currently vacant – Chief Financial Officer and Director Technical Services. It is critical that the process of filling these positions is expedited. 2. Moreover, the staff structure of the District Municipality is 'bloated', which is straining the financial profile of the institution. 3. The District Municipality is urged to develop strategies around the reduction of employee related costs 4. Observing the previous financial years, the District Municipality has consistently received unqualified audit opinions with findings particularly relating to performance reporting. It is recommended that the performance reporting be aligned across the strategic documents of the District Municipality. 5. The Sedibeng District 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 District Municipality is encouraged to indicate this in the next IDP cycle.	1. Senior Management vacancies have been advertised and short listing has been processed and the report will be tabled before Council on Wednesday 24th Feb 2023 for approval and the appointment of these senior managers will then be affected as of 1st April 2023 as some Executive Directors will be serving one (1) month notices. Head of Department for Transport, Infrastructure and Environment had to be readvertised as suitable candidate for the post could not be found after the shortlisting was conducted. The municipality in consultation with Council is in a process of readvertising the post as the specifications in the advert has been reviewed to be in line with the mandate of the district, and appointment of HOD for Transport, Infrastructure and Environment will only be done at later stage after all processes have been exhausted and probable commencement as of 1st June 2023.02. 2. On the 16th Feb 2023, we will be conducting PMS workshop on alignment of strategies in the entire municipality to address the concerns that were made by MEC. 3. The status of the IDP Rep Forum had ceased to function due to COVID -19 pandemic and restriction at present the Office of the Executive Mayor, Speaker and IDP Unit are in a process of revitalizing the structure so that the forum should be able to provide, contribute towards future plans district-wide.

IDP 2023 - 24

MEC Comments	Progress/Interventions
IDP MONITORING AND SUPPORT 1. In 2017/18 and 2019/20 CoGTA conducted a Human Resource (HR) Audit in that provided diagnostic reports which assisted the department in identifying gaps and areas of excellence in the HR space in all Gauteng municipalities. The following were the 13 HR Standards measured: Strategic HRM, Talent Management, HR Risk Management, Workforce Planning, Learning and Development, Performance Management, Reward & Recognition, Employee Wellness, Employment Relations Management, Organisation Development, HR Service Delivery, HR Technology and HR Measurement. Most municipalities are struggling in most of the HR standards with: • Skills Development not conducted within a period of five years. • Over the 2022/23 and subsequent financial years, Gauteng COGTA will be providing hands on support to municipalities towards addressing the above gaps. This includes conducting workshops to implement the Promulgated Municipal Staff Regulations i.e., recruitment, selection and appointment, Performance Management Development System as well as Skills Audit. • The Department will further roll out Capacity Building Interventions aimed at developing the financial oversight of (MPAC, s79 committees) both councillors and officials. Including an intervention focussed on ethics and accountability. 2. COGTA convenes a Quarterly IDP Managers' Forum where new developments on IDPs, guidelines, sharing of ideas and specific areas of support are discussed and resolved on. The Municipality actively participates in these, and such should be maintained into the next IDP reviews. 3. Vacant senior managers' positions not filled within 6 months of being vacant. 4. Funded critical vacant positions not filled within 6 months of being vacant. 5. Unethical conduct from both Councillors and Officials 6. Performance Management and development System not cascaded	1. After the 2020/20 Human Resources Audit conducted by the service provider, South African Board of Peoples Practices, (SABPP) Sedibeng District Municipality Human Resources department developed a secondary SDBIP to deal specifically with the recommendations of the SABPP. 2. In order to address financial challenges faced by the municipality, some positions which become vacant and are no longer deemed necessary to fulfil organisational mandate, are not filled. Those that are still important to achieve the strategic objective of the organisation are filled within two months after receiving an approved request from the user department Skill development conducted from 2017 t0 2022 is as follows: • 2017/18- 8 0fficials were trained; • 2018/19- 24 0fficials were trained; • 2019/20- 7 0fficials and 3 members of the community were trained; • 2020/21- 27 0fficials and 229 members of the community were trained: • 2021/22 – 14 0fficials were trained; and • 2022/23 - 26 0fficials and 100 members of the community were trained; 3. The intended support by Gauteng Department of CoGTA will be highly appreciated by the municipality. 4. Our municipalities in the district do participate in Quarterly IDP Managers Forum convened and coordinated by COGTA(MIDPC)Directorate to adherence of sharing ideas, provision of support across the province. 5. The municipality has advertised Section 56 Managers positions through different media outlets on the / /2023 6. Applications were received, shortlisting and interviews were conducted by a Council approved panel and appointments will be made by the end of March 2023. 7. Code of conduct is used as a tool to mitigate against ill-discipline, such matters are referred to rules and ethics committee for hearing and processing of Councillors. 8. Officials are subjected to code of conduct and basic conditions of employment act. 9. The municipality is in a process of cascading PMS to lower levels of employment.
DISTRICT DEVELOPMENT MODEL (DDM): 1. The identification and continuation of a DDM or IGR Champion dedicated to this process will be welcome.	1. All municipalities have been reminded of identifying and submit new names on both DDM or IGR champion (Technical & Political Process) that are recommended and approved by Council to represent them in those forums. 2. The list of priority needs has been submitted to COGTA/IDPC Unit for consideration and inclusion into Provincial MTEC Process as required.

IDP 2023-24

MEC Comments	Progress/Interventions
2. Medium-Term Expenditure Framework/ Committee (MTEF/ MTEC) Process: The Municipality is requested to provide a list of priority needs collected during IDP Public participation processes to Gauteng COGTA-IDPC Unit for inclusion into Provincial MTEC Process by end of September 2022. 3. Mid-Term IDP Analysis: The Municipality is also requested to provide progress on projects earmarked for implementation in the previous financial year as part of Mid-term draft IDP Analysis process before the end of March 2023. This will assist in to track implementation and impact of the identified projects in the previous IDP. 4. Organisational Development: It is noted that most municipal organisational structures are not informed by the IDP, Service Delivery Models and business processes. The lack of clear functional structures misinforms the process of Job Description development. Subsequently, the migration and placement processes become unnecessarily long and tedious. To this effect, all municipalities are urged to pay close attention to the following: 5. Prioritise the creation and funding of Organisational Development (OD) positions in the Organisational structure reviews. 6. Plan, implement and monitor OD interventions and projects in responding to Volatile municipal environment. 7. Advocate for the implementation of OD principles, norms, and standards.	3. The municipality will continuously provide progress on projects earmarked for implementation in the previous financial year as part of draft IDP Analysis process. 4. In 2021/2 CoGTA appointed Africa International Advisors to assist the municipality in ensuring the review of its structure is in informed by the ADP, Service Delivery Model and Business Processes. The project has since been finalised and the recommendation made available to management for decision making. 5. The Municipality has filled a vacant Organisational Development position in 2022 from the approved structure of Council. 6. The secondary SDBIP that was developed by the Human Resources department to respond to recommendation of the Auditor after the Human Resources Audit is being used to implement and monitor OD interventions and projects which seek to respond to volatile municipal environment. 7. The Organisational Development Framework and the new Staff Regulations have come handy in advocating for the implementation of OD principles, norms, and standards.
Gender, Youth, and people living with Disabilities (GEYODI): 1. Access to resource and opportunities by special groups of people is often hampered by a lack of policies and programmes at the macro-levels of the society that promotes the interests of the fore-said groups. An absence of willingness by societal institutions denies the fore-said group the right to participate and sense of self-determination. With aim of redressing the above-mentioned social exclusion, the government through various policies championed the inclusion and re-integration of fore-said marginalised groups into the mainstream economy, amongst others, through the development GEYODI Framework and Guidelines. 2. The above-mentioned policy guidelines are meant to guide municipalities to mainstream GEYODI issues across their line departments to facilitate gender parity, youth development and women empowerment. 3. The following are the specific indicators and targets that municipalities should apply when developing and implementing the GEYODI policy or programmes within their respective spaces, namely:	1. SDM has GEYODI Policies in place and Gender mainstreaming implementation strategy is guided by legislative framework and other Internationally and Nationally. 2. Implementation strategy: guided by Policy, Guides mainstreaming throughout the district including Local Municipalities, Address the internal as well as external environments. Ensure integration of GEYODI indicators into program and projects (Executive versus Administration synergy) 3. Utilise multi-sectoral approach, women and men incl. Youth and people with disabilities at urban and rural. 4. Reflects on the current realities, Address gender imbalances and Gender Transformation. A Need to establish Internal GEYODI Mainstreaming Committee to ensure compliance and implementation in accordance with Gender Policy and Implementation Strategy (Cluster/ Depts. Reps). 5. Gender Policy: Ensure equality of all opportunities between women, men, girls and boys and people with disabilities so that development efforts have an equal impact an all gender. Eliminates gender discrimination and all forms of harassment. 6. Accounting Officer and Snr. Management should incorporate GEYODI Mainstreaming in their performance function. Gender focal Person should be appointed and participate in the decision-making structure. 1) Employment equity (i.e., targets 50% Representation of Women in SMS. and 4% Employees with Disability); 2) B-BBEE - Supply Chain Management (40% Women owned businesses, 5% Disability owned businesses, and 30% Youth owned businesses); 3) Job Creation and LED (i.e., Women Small, Medium and Micro Enterprises (SMME) - Financial & Non-Financial Support, Persons with Disability SMMEs - Financial & Non-Financial 4) Support, Youth SMMEs - Financial & Non-Financial Support, and EPWP); and

IDP 2023 - 24

MEC Comments	Progress/Interventions
1) Employment equity (i.e., targets 50% Representation of Women in SMS. and 4% Employees with Disability); 2) B-BBEE - Supply Chain Management (40% Women owned businesses, 5% Disability owned businesses, and 30% Youth owned businesses); 3) Job Creation and LED (i.e., Women Small, Medium and Micro Enterprises (SMME) - Financial & Non-Financial Support, Persons with Disability SMMEs - Financial & Non-Financial 4) Support, Youth SMMEs - Financial & Non-Financial Support, and EPWP); and 5) Gender Based Violence and Femicide Programme (GBVF). 6) An assessment of the IDP highlighted that alignment remains a persistent challenge that should be tackled collectively with all role players involved in the Integrated Planning Process, since an IDP is a plan of all government or everybody's business. The inclusion of GEYODI indicators and its subsequent mainstreaming across the municipal functional areas is of critical importance if gender parity was to be achieved.	5) Gender Based Violence and Femicide Programme (GBVF).
Gender, Youth, and people living with Disabilities (GEYODI: - 1) The IDP participatory process could be revitalised and strengthened through the introduction of the Asset-Based Community Development (ABCD) approach across municipalities, especially in the context of limited resources. 2) The potential of bulk-infrastructure to hamper the pace of service delivery at municipal space appeared to be a recurring issue that needs collaborative and urgent attention. Also issues around cash reserves, collection, and budget for infrastructure repairs and maintenance calls for speedy resolution from all of government and the private sector. 3) Alignment with provincial and national programmes and plans remains a challenge that requires collective intergovernmental relations in the IDP processes, as well as in the DDM approach to ensure that all role players involved play their part towards service delivery in the municipal space.	1) As a district we are constantly convening an organised and established stakeholders during the IDP Engagements three times a year and attendance is satisfactory, and even though we intend to revive IDP Representative Forums Engagements in moving forward as it was difficult to convene those meetings due to COVID 19 restrictions for the past two financial years. 2) We urge the MEC to engage his counterparts who are both Ministers of CoGTA and Water & Sanitation to look at a coherent strategy and implementation plan in attaining the single-tier system of governance in the district. 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 Sedibeng district, as it will make sense for the district to assume full powers as the Water Authority, with the existing locals becoming the water service providers formally. 1. 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 as these efforts will ease financial burden of the district. 3) Sedibeng District Municipality in collaboration with Local Municipalities are in a process reviving work streams such as DDM technical and political forums that will oversee the process of unlocking service delivery challenges in the Region; 4) There are sustainable and functional IGR structures (Community Safety Forum, District Health Council, Disaster Advisor Management Forum, Initiation Schools Monitoring Team, etc) which are operating within the of a DDM to ensure seamless implementation thereof

IDP 2023 - 24

MEC Comments	Progress/Interventions
4) It is important, that in the next review of the IDP, an 'all of government' approach is evident to illustrate the socio-economic impact of the IDPs on the targeted communities.	

IDP 2023 - 24

CHAPTER 02:

Revised Regional Analysis

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.

IDP 2023 - 24

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.

Table: Summary of the comments received during Stakeholders/Public participation process 2022/23 financial year.

Community/Stakeholders Inputs	Municipal Response
What municipality actual plans to facilitate empowerment of black business ownership and provision of economic opportunities in the red tape cannabis trade? There is land in Midvaal which is in 2056 hectares not utilized and that can be made available to empower black communities while there are 2 farm schools located on a private land and not accessible to communities and thus depriving them to education .at this time of democracy. 1) What efforts are made by the district to intervene? 2) Why is it so difficult to capacitate all local and small SMMEs and what is the role of GPG, district or SEZ in that regard? 3) Green Hydrogen Institute initiative must bring changes in Sedibeng and what is their plan in the district thus far?	• The District Municipality Council has resolved to avail portions 3 and 4 of Doornkuil land to any prospective investor for purposes of Agri related businesses in line with the adopted Doornkuil Precinct Development Plan. • The Sedibeng District Municipality in partnership with Gauteng Provincial Government have conducted training for SMMEs in the tourism, agriculture and business sectors. The training is on a continuous subject to availability of funding. SEZ programme has committed to a minimum of 30% allocation of contracts to SMMEs in the region. Mitochondria Hydrogen Valley is currently engaging with local SMMEs on opportunities that will be availed when the project breaks ground. • Green Hydrogen is a pivotal area of focus and the District Municipality together with Gauteng Provincial Government are supporting SASOL and the Vaal SEZ team to implement hydro energy related projects.
• A request for Rural Farmers in plots to be provided with basic services such as tar roads, Water and sanitation in order to have an access to Vereeniging Fresh Produce Market and to sell their products that will feed communities in Vaal. • Municipality must make an effort to Monitor and Evaluate projects progress and sustainable activities and programs such as Agri Park which is stagnant. • Mechanization: -Must be sustainable in order to address emerging farming in back yards and schools' vegetable production and be assisted in a process of leasing the land for farming.	• The District Municipality will be hosting Market Days whereby small-scale farmers will be given access to the market and the Agri Summit is an event organized by the municipality to open avenues for small scale farmers through interaction with key stakeholders. • Agri Park is a project led by Department of Agriculture, Land Reform and Rural Development, however the District Municipality continuous to monitor progress. • Mechanization programme is on-going and the District Municipality has entered into Memorandum of Understanding with the Local Municipalities for purposes of maintenance.
• How far are the municipalities in terms of cleaning of Vaal River as it affects community lives, future development and potential investment district wide? • Have the District being considerate on how Investment initiatives will be affected by not addressing bread and butter issues such as sewer spillages, water leakages and potholes in areas of residence and business areas. • Municipality must upgrade the website so as to improve the image of the municipality and information sharing of the district.	• There are designs in progress to upgrade Leeuwkuil Wastewater Treatment Works for the15Ml/d Activated Sludge Process to take the existing 36 Ml/d to 51 Ml/d Sludge Handling facility. • Currently there are two contractors appointed by the Department of Water Services, for the refurbishment of Pumpstation 2,8,9 and 10 and the upgrade of gravity line from stilling box of Pumpstation 10 to Pumpstation 2, to feed into Leeuw Kuil WWTW. .
• As affected stakeholders our proposal on Eskom attachment in Emfuleni Local Municipality, and the assets attached due to debts owed by municipality must not be	• The Office of the Municipal Manager will ensure that the presentations are attached to stakeholders' invitations prior to the actual engagement.

IDP 2023 - 24

Community/Stakeholders Inputs	Municipal Response
contested in court instead a mediation must be initiated by MEC for CoGTA in order to address the problem urgently. • All IDP Presentations must be submitted to stakeholders in advance before the actual IDP meeting could commence and proceed so that those who managed to attend can constructively engage on the content.	
• As Taxi industry, we will like to acknowledge and appreciate the efforts made by all spheres of government on building Vereeniging Taxi Inter Modal in phases 1 and 2 with timelines for completion thereof, although our primary concern is randomly issuing of taxi permits and licences which eventually will bloat the taxi industry structural arrangements and ultimately leading to violence and loss of life because of non-regulatory processes and control. • We therefore request both Sedibeng District Municipality and Gauteng Department of Transport (GDOT) to look into overly demand & supply of vehicles by regulating and controlling the process to avert escalation of taxi violence and loss of lives.	• The Provincial department of Roads and Transport in Gauteng, Sedibeng District Municipality Department of Transport and Infrastructure and Taxi Industry have established tripartite Alliance informed by abovementioned structures. • The purpose of this alliance is to deal with issuing of licences wrongfully and address the backlog of licences in taxi industry and further managing the implementation of ITP.
• The municipalities must release land pockets in the district as there is abundance of land that can be provided or leased to be utilized by SEZ to build the hydrogen plant that can produce a gas and liquid from many different industries and to supply electricity grid in order to reduce and overcome loadshedding in the Region.	• The process of land identification for various uses has been initiated with local municipalities and private sector. Projects that are earmarked such as the SEZ, industrial development and Land for agriculture will be prioritized through supply chain processes and the locals will be urged to avail them for speedy response to developers. • A request has been sent to the local municipalities to provide land ownership and land use database in order to address critical issues related to land.
• The Agri park funding from National Department of Agriculture has been released and progress report has not been coming forth due to unassigned official to oversee and provide progress to stakeholders and pollical principals in order to provide leadership. • As a concerned stakeholder in Agri park processes, we request an urgent meeting with relevant department and political principals for briefing and provide progress report.	• The has not been funding released for Agri park to Sedibeng District but it might be that funds are still at the GDARD. • However, stakeholders' engagements have been initiated with National and Provincial Agriculture Departments to spearhead the process developing the Sedibeng Agri Park to assist local and emerging farmers. An official at the district level has been assigned to take the process forward.
• Service delivery challenges such as water and sewer spillages and potholes Infront of Nedbank is affecting business. • A suggestion was made to Sedibeng District Municipality on improving working relationship with Vereeniging branch of Nedbank.	• The Local Municipalities will be contacted as it is their responsibilities to maintain our basic services. It is important that our relationship with our corporate clients is maintained.
• A concern over the realistic timeline on expansion of Vereeniging Rail Road which had a negative impact on regional economy and is not clearly defined.	• This challenge will be responded to once Sedibeng receive a proper response from our provincial stakeholders who are discharged with roads infrastructure on the expansion of the Vereeniging Rail Road as it negatively impacts on the regional economy.
• The legitimacy of Portal for tender opportunities in the Transnet especially on RFQ, fair opportunities and	Sedibeng is engaging Transnet on how to fix the challenges which comes with their portal as it continues to frustrate

IDP 2023-24

Community/Stakeholders Inputs	Municipal Response
resources to what methods are in place to curb corruption. • The decline of economy opportunities informed by infrastructure vandalism, level and shortage of suppliers through theft what is the intention of Transnet to curb these actions	business communities when a request for quotations is being made. • It is understood that infrastructure vandalism remains a challenge but continuous outreach programmes are being rolled out to educate our communities on how to protect and preserve our infrastructure.
• What is the posture of local government on by-laws on illegal trading in front of Nedbank Vereeniging which can put lives of people in danger as there is a gas box that can ignite explosion in which people could lose their lives.	• Emfuleni is in a process of responding to these challenges using their bi-law units and matters such as these will be reported to Emfuleni Local Municipality through IGR meetings.
• How far is the municipality in terms of establishing Vaal United Business Forum and ultimately a process towards formation of Vaal Development Agency.	• Re-Launch took place on the 25 May 2023, it was attended by MMCs of LED from local municipalities; delegates from the VUBF and ordinary public
• As this will curb mushrooming of forums who have no interest of people at heart but looking extortion of money from contractors demanding 30 percent for with a pretext of local social responsibility.	• The policy must be revised on the 30%, ensuring that the 30% is provided subject to meaningful participation where work is allocated to the 30%, unlike giving it to the locals without any work done.
• Stakeholders should not be limited to the meetings coordinated but there must be constant engagement with all spheres of the government due the process planning and until the end of processes or project end.	• As a District, our coordination work is bridging the gap between stakeholders and spheres of government within the IGR Framework
• Local Government must ensure projects of significance by nature, must be constantly maintained and	• As a District, every project is of significance are supported from inception to implementation. The DMM plays an important role in the implementation of the Local Government projects
• Victims of Apartheid must be considered by government as some of them are living below poverty line.	• A drive to identify and capture victims into a database should be done and process to assist them through LED initiatives such as the provision of work (e.g., EPWP) can be initiated.
• The Agri Hub is not clearly explained on whether there are committed funds from National Department of Agriculture so to ensure that we have functional Agri-Hubs across the District in all municipalities that will change the lives of the people in providing work opportunities and food security.	• Since the declaration of the Agri Hubs in 2010, there has not been any funds allocated to the Sedibeng District Municipality (SDM), the SDM has continuously coordinated Agri sectors stakeholders with the sole purpose to grow the agriculture sector and optimizing opportunities for food security.

IDP 2023 - 24

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.

IDP 2023-24

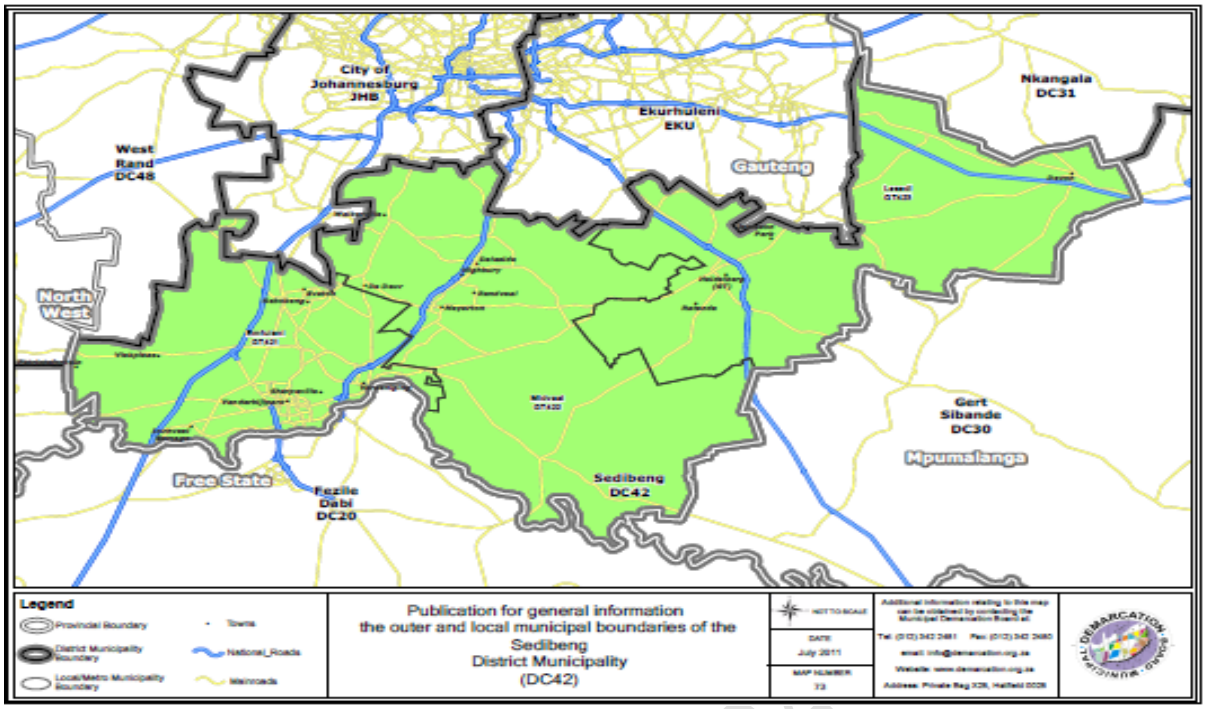
2.4 Basic Demographic Information:

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: The outer and local municipal boundaries of the Sedibeng



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:

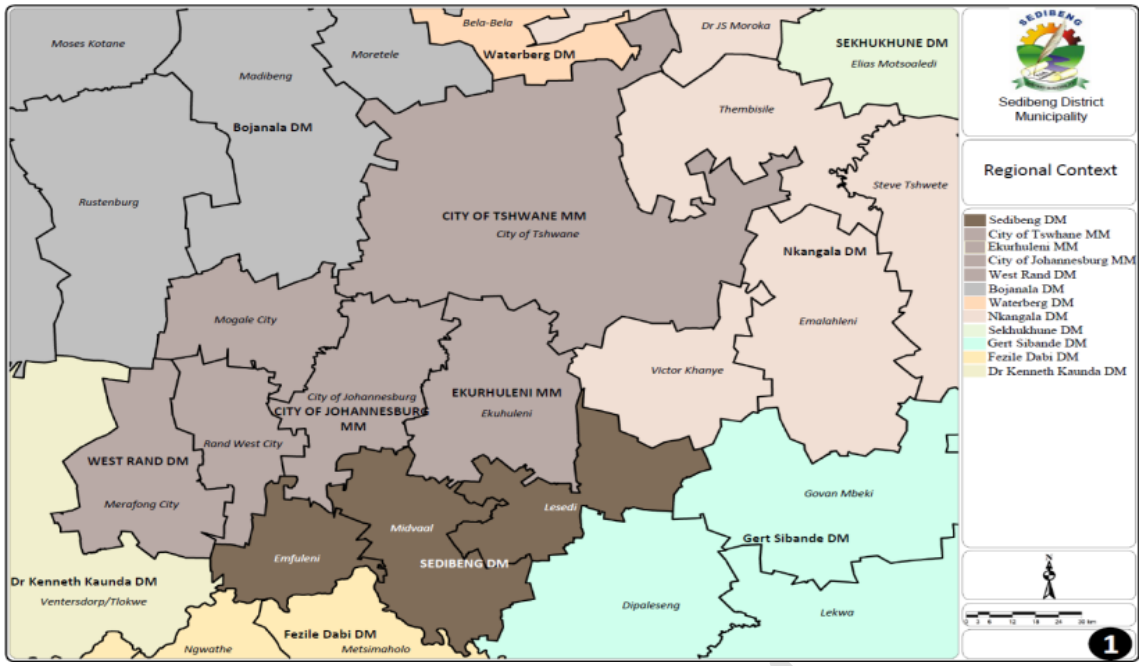
- City of Johannesburg (Johannesburg) to the North;
- Ekurhuleni (East Rand) to the North-East;
- Nkangala (Mpumalanga) to the North-East;
- Gert Sibande (Mpumalanga) to the East;
- Northern Free State (Free State) to the South;
- Southern District (North-West) to the West; and
- West Rand to the North-West.

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.

IDP 2023 - 24

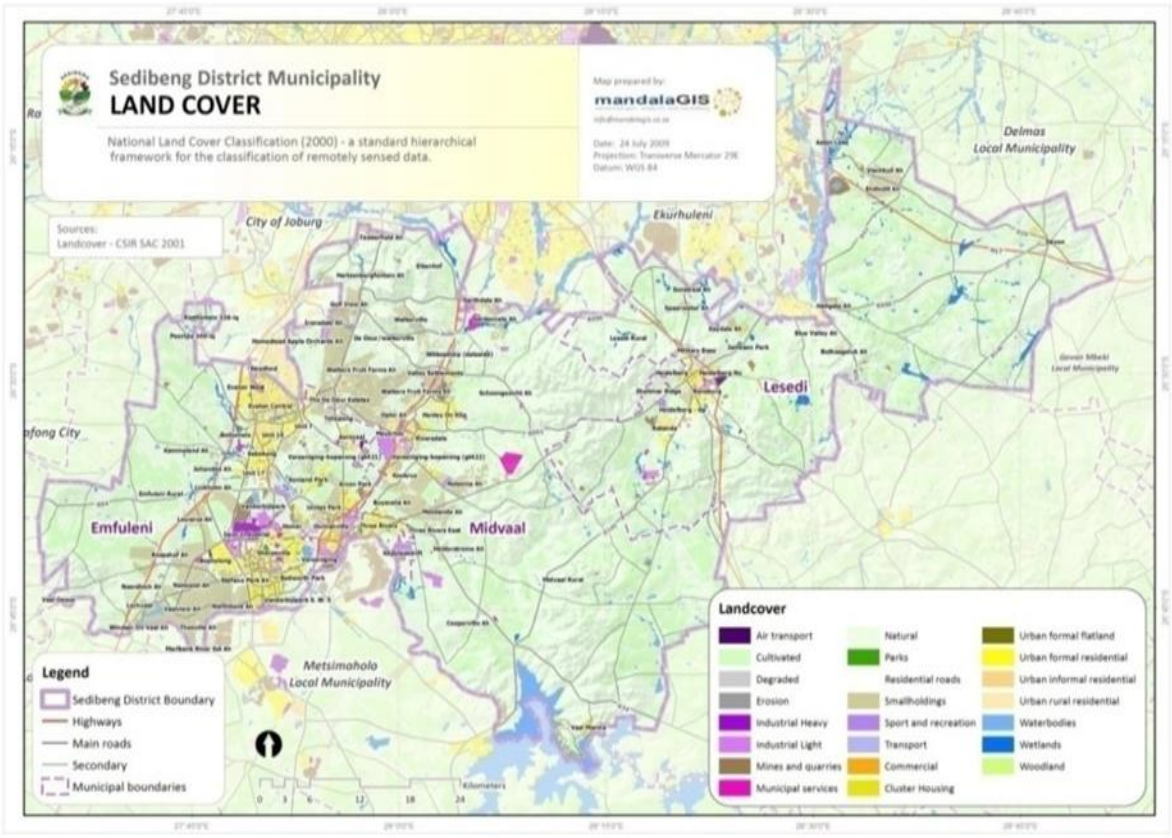
Map: SDM Regional Nodes



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:

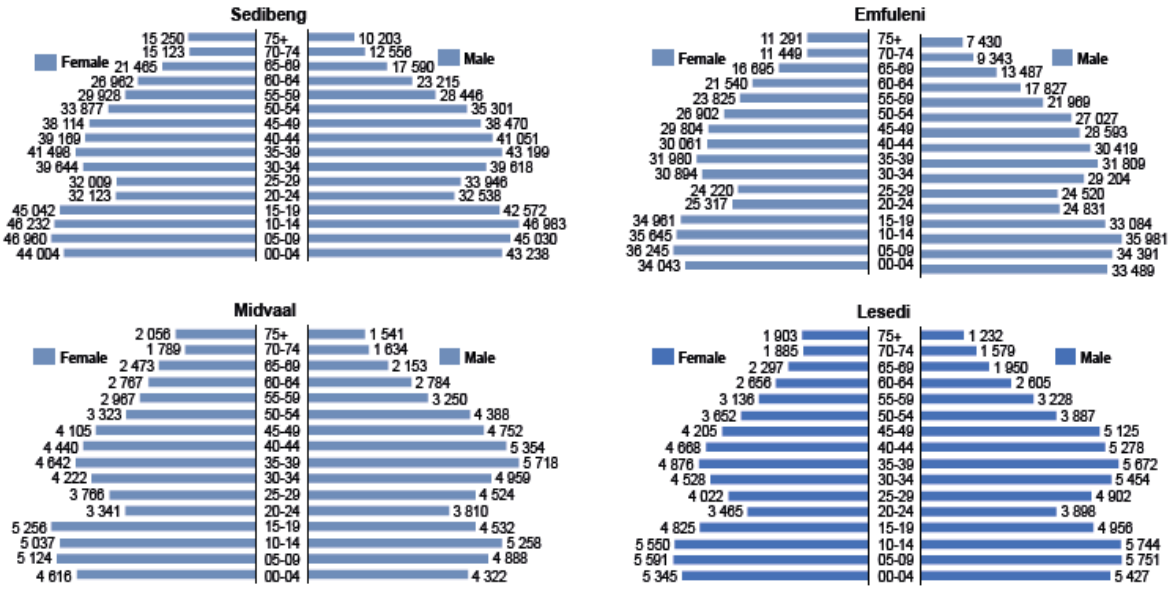
Since the COVID-19 outbreak, mortality rates have risen across regions, life expectancy and migration patterns have also been affected. Due to these rises, it is inevitable that the population structure will shift.[6] The changes in the demographic profile of the country, such as age and gender, due 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.

Table: Population Dynamics:

Municipality	2016	2019	2021	2022	2023
			Population size		
Sedibeng	982 424	1 032 833	1 063 790	1 081 355	1 099 827
Emfuleni	758 757	793 083	815 150	828 275	842 351
Midvaal	109 931	117 609	121 777	123 791	125 753
Lesedi	113 736	122 142	126 863	129 290	131 723
Municipality			Average growth		
	2004-2008	2009-2013	2014-2018	2019-2021	2022-2024
Sedibeng	1,5%	1,7%	1,6%	1,6%	1,7%
Emfuleni	1,0%	1,2%	1,3%	1,4%	1,7%
Midvaal	3,8%	3,6%	2,6%	1,9%	1,6%
Lesedi	3,5%	3,8%	2,6%	2,0%	1,9%

Table above show population size and average growth for the Sedibeng district and its local regions. In 2022, the total district population was just over 1 million. Of this, Emfuleni accounted for the largest share at 76.6 per cent followed by Lesedi at 12 per cent and Midvaal at 11.4 per cent. Between 2019 and 2021, Lesedi and Midvaal had the highest average growth in population, at 2 and 1.9 per cent respectively.

Figure: Population Pyramids by the region for 2022.

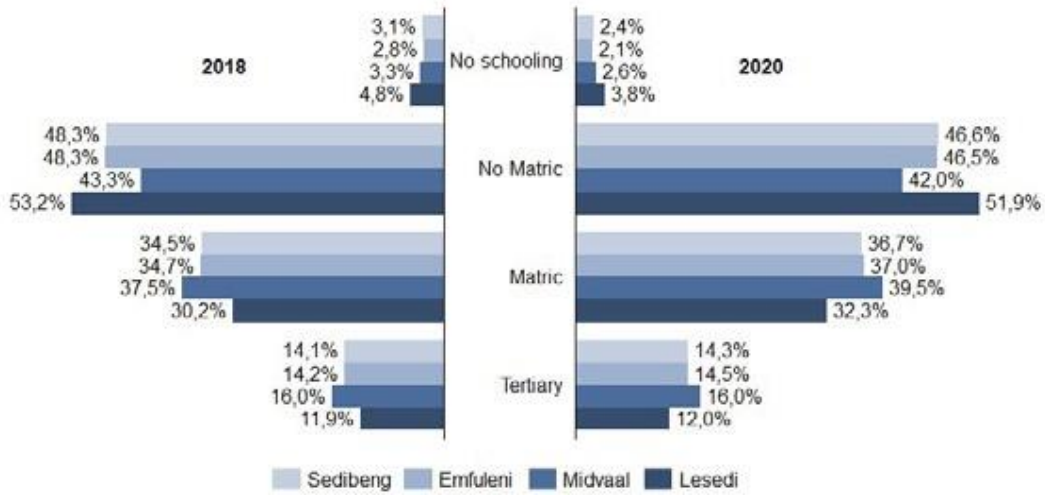


Source: HIS Markit 2023

The Sedibeng population structure shows that the largest cohort was made up of people aged 35 to 64 followed by the 15-34 years cohort. The 0-14 age cohort also had relatively high share of the population across all the regions. The region's dependence on a limited number of economic sectors does not bode well for its ability to absorb the youth bulge as it means fewer economic opportunities for most of the population

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 2000 -2021

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.

IDP 2023-24

Figure: Human Development Index

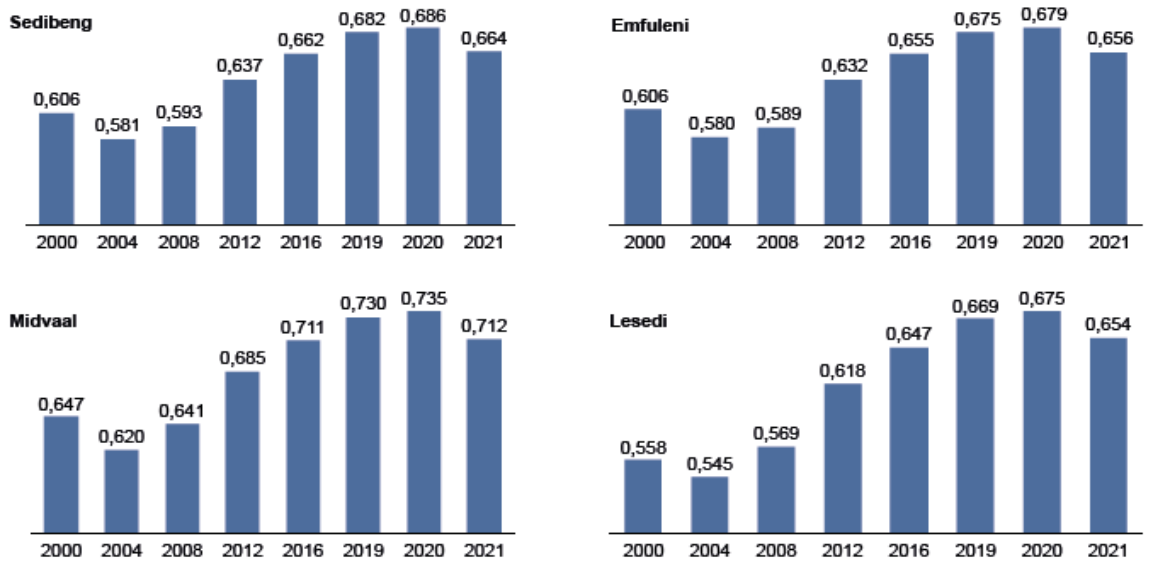


Figure above shows the HDI for Sedibeng district and its local regions. The HDI for the district and the locals has been on an increasing trend from 2004 to 2020. This was due to improvements over the period in the HDI's indicators such as educational attainment and life expectancy as people gained access to health care. In 2020, Emfuleni had an HDI of 0.679; this declined to 0.656 in 2021. Midvaal had an HDI of 0.735 in 2020, declining to 0.712 in 2021.

Poverty and Inequality:

Table 4.3: Poverty Measures

Food Poverty Line (R663)								
	2014	2015	2016	2017	2018	2019	2020	2021
Sedibeng	19,3%	19,6%	22,3%	23,9%	24,5%	25,4%	27,9%	27,6%
Emfuleni	20,3%	20,6%	23,4%	25,0%	25,5%	26,3%	28,8%	28,5%
Midvaal	13,1%	13,4%	15,5%	17,0%	17,8%	18,8%	21,2%	21,1%
Lesedi	18,2%	18,8%	21,7%	23,5%	24,4%	25,6%	28,4%	28,4%
Lower Poverty Line (R945)								
	2014	2015	2016	2017	2018	2019	2020	2021
Sedibeng	32,5%	33,2%	35,4%	37,0%	38,0%	39,3%	41,8%	41,2%
Emfuleni	34,0%	34,7%	36,9%	38,5%	39,4%	40,6%	43,2%	42,4%
Midvaal	22,9%	23,5%	25,4%	27,1%	28,3%	29,7%	32,2%	31,8%
Lesedi	31,4%	32,3%	34,8%	36,8%	38,1%	39,8%	42,6%	42,3%
Upper Bound Poverty Line (R1 417)								
	2014	2015	2016	2017	2018	2019	2020	2021
Sedibeng	48,5%	48,9%	50,5%	51,9%	53,0%	54,5%	56,9%	56,4%
Emfuleni	50,4%	50,9%	52,4%	53,8%	54,9%	56,3%	58,7%	58,1%
Midvaal	35,3%	35,9%	37,3%	38,8%	40,1%	41,8%	44,3%	44,1%
Lesedi	47,6%	48,3%	50,1%	51,8%	53,2%	55,1%	57,8%	57,6%

Source: IHS Markit 2023

Table above shows different measures of poverty in Sedibeng and its local regions. Between 2014 and 2021, the proportion of people living below the various poverty lines increased in all regions. In 2020, about 27.9 per cent of

people in Sedibeng were living below the FPL compared with 19.3 per cent in 2014. According to the findings of the GCRO multidimensional poverty study, service delivery is the key factor in poverty reduction in the region.

SOCIAL PROFILE:

Health:

Health related indicators remain vital for the 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 within the district are provided by both public and private sectors. There are three (3) public hospitals in Sedibeng District; 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 centers, while the rural areas are served through the mobile units. Emfuleni sub-District has twenty (20) clinics, four (4) Community Health Centers (CHCs) and 1 mobile point. In Midvaal there are 4 clinics with 18 mobile points attached to the health facilities. In Lesedi there are 8 clinics and 2 mobile points attached to Heidelberg clinic and Rensburg clinic.

The table below illustrates the number of health facilities in the district per sub-District and the type of service rendered: financial year 2022/23.

District	Fixed Clinics		CHCs		CDCs		District Hospital	Regional Hospital
	Local	Province	Local	Province	Local	Province		
Emfuleni	17	3	2	2	1	1	1	1
Lesedi	5	2	0	0	1	0	1	0
Midvaal	2	1	0	0	0	0	0	0
Total	24	6	2	2	3	1	2	1
Grand Total	30		4		4		3	
Total PHC Facilities	38							

Source: DHIS

There are four (04) Maternity Obstetric Units (MOU) and all these are located within Emfuleni Sub-District. All four (4) MOU's and the three Community Health Centre's operates 24hrs. 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.

HIV&AIDS, STIs and Tuberculosis (TB)

South Africa still remains heavily burdened by HIV&AIDS, STIs and Tuberculosis. The country is one of the World Health Organization's 30 high-burden countries for TB, TB/HIV and multidrug-resistant TB. In 2021, the country accounted for 3.3% of the global TB burden and TB was the leading cause of death.19 TB treatment coverage decreased from 68% in 2017 to 58% in 2019, and about 40% of TB cases are missing (see Figure 3). WHO's 2021 Global TB report indicated a 50% decrease in the number of drug-resistant TB patients enrolled on treatment compared to 2019. The country's HIV/TB co-infection rate was 59% in 2019, the highest in the world.

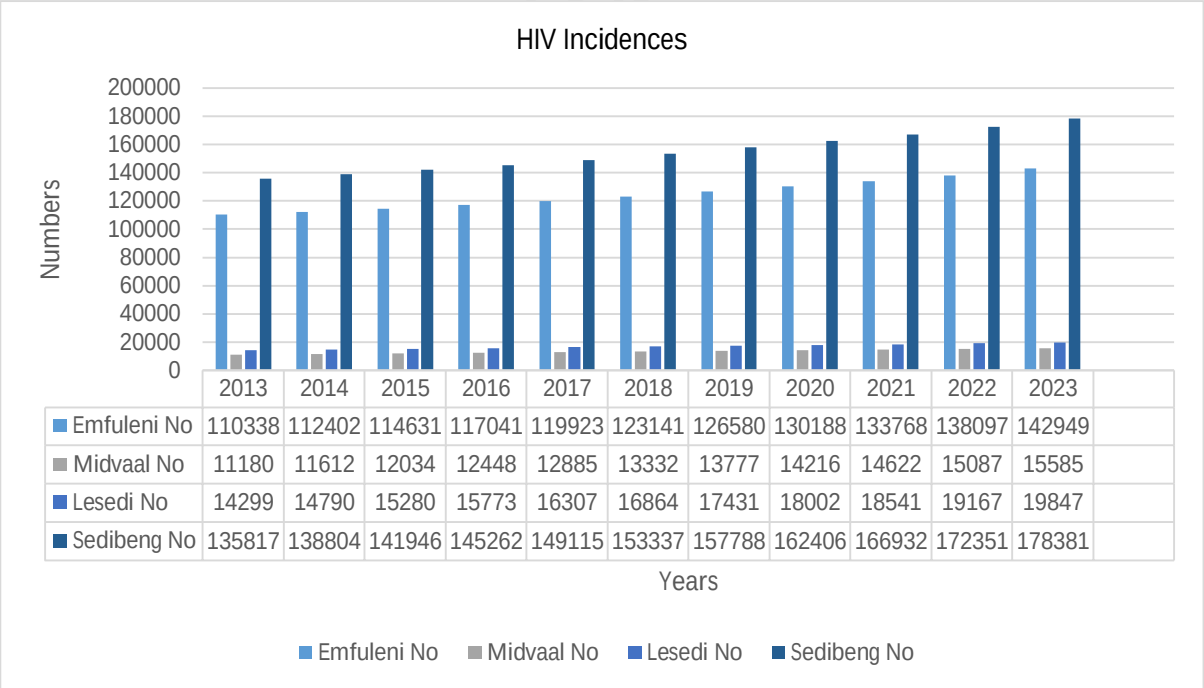
HIV Incidence (Sedibeng)

Year	Emfuleni		Midvaal		Lesedi		Sedibeng	
	No	Growth	No	Growth	No	Growth	No	Growth
2013	110338	1.9%	11180	4.2%	14299	3.7%	135817	2.2%
2014	112402	1.9%	11612	3.9%	14790	3.4%	138804	2.2%
2015	114631	2.0%	12034	3.6%	15280	3.3%	141946	2.3%
2016	117041	2.1%	12448	3.4%	15773	3.2%	145262	2.3%
2017	119923	2.5%	12885	3.5%	16307	3.4%	149115	2.7%
2018	123141	2.7%	13332	3.5%	16864	3.4%	153337	2.8%
2019	126580	2.8%	13777	3.3%	17431	3.4%	157788	2.9%
2020	130188	2.9%	14216	3.2%	18002	3.3%	162406	2.9%
2021	133768	2.8%	14622	2.9%	18541	3.0%	166932	2.8%
2022	138097	3.2%	15087	3.2%	19167	3.4%	172351	3.2%
2023	142949	3.5%	15585	3.3%	19847	4.5%	178381	3.5%
Average % growth		2.8%		3.8%		3.8%		3.5%

Source: -Regional Explorer (2023)

Observing only the past 10 years; HIV infections continue to cause havoc in the lives of the Sedibeng District communities, albeit at steady rates. All local municipalities show relative increases in their new infections (Emfuleni at an average of 2.8%), (Midvaal at an average of 3.8%) and (Lesedi at an average of 3.8%). All things been equal, these new infections are worrisome, considering the strategies the government has employed to reduce and ultimately eradicate this scourge. The incidence rates may also be attributed to inequality, poverty and unemployment, for which the alleviation may see many people, especially women and children been less vulnerable to abuses, which may predispose to HIV infections.

Graph: HIV Incidences (Sedibeng)



Source: -Regional Explorer (2023

The graph above illustrates the growth of new infections by local municipality. It is noted that while Emfuleni has more population, its incidence numbers over the 10-year period remains relatively low; while Lesedi numbers continues to grow, especially in the last two years.

In the previous 2017-22 district multisectoral plan, the region used the 90-90-90 strategy in an attempt to get the HIV epidemic under control among others adopting a 'test and treat' approach. This plan was affected by the COVID- 19 pandemic period which made some targets lower than expected. Based on the availed data, in the past five-year period, there's an increase of 3, 5 percent in the new infections. The current estimates indicate a slight increase in new cases.

The HIV and TB co-infection poses a serious challenge that requires the newly 2023-28 approved National strategy to be implemented. Based on limited resources available, the district relies highly on the Department of Health, interdepartmental and internationally funded partners to affect the multisectoral plan. In an endeavor to resuscitate the AIDS Councils which are overseeing the implementation of the programs, South African AIDS Council's support has been sought out throughout the Gauteng Province. Resourcing of the local AIDS Councils through provincially supported grant will be used in the current plans. Preventive programs in the form of ward based daily door to door HIV&AIDS, Tuberculosis and Sexually Transmitted Infections education will be conducted through local municipalities' support.

DISASTER MANAGEMENT

Sedibeng Disaster Management draws its legislative mandate from the Disaster Management Act (Act 57 of 2002, as amended), which provides for an integrated and coordinated disaster management policy that focuses on preventing or reducing the risk of disasters, mitigating the severity of disasters, emergency preparedness, rapid and effective response to disasters and post-disaster recovery and rehabilitation. The COVID 19 period has highlighted to all of us the importance of being disaster resilient as well as being disaster response ready at all times. The directorate is central in building a resilient Sedibeng region which will be able to resist, adapt and effectively recover from any kind if disasters that may emanate.

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 most prevalent risks for the region are: flooding; formal and informal structural fires; severe weather events, Human Diseases, Hazmat incidents, road accidents, etc. The latest risk assessment for the region reflects the top 5 priority risks, Floods being the top one.

IDP 2023 - 24

Priority Risks	Seasonal Hazard Calendar											
	Winter				Autumn - Spring		Summer					
	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Floods												
Storms (severe weather events)												
Structural Fires												
Veld fires												
Epidemics, Pandemics												

In February 2023 the region was affected by severe floodings, whereby communities were displaced. On the 15th of February 2023, the Sedibeng region experienced heavy rains as predicted by the South African Weather Services in the following areas: Palm Springs, Sebokeng, Lochvaal and Evaton. Reports reflected that communities are experiencing floodings on roads, yards water-logged, houses flooded due to heavy rains. The South African Weather Service (SAWS) first issued a level 2 (Yellow) warning on the 14th of February. This warning was later

upped to a level 5 (Orange) with special focus to the southern part of the province. The same warning of level 5 was then forecasted for the 17th -18th of February. The warnings included the following possible impacts:

- Flooding of roads, settlements and low-lying areas resulting in closure of some bridges and roads, Disruptions to traffic flow, Danger to life

The situation got exacerbated by the heavy rains of the 17/18 February 2023 and the opening of 10 sluice gates by Vaal Dam, which led to other areas within Emfuleni being affected too.

As local government is at the coalface of service delivery, the Directorate is committed to vigorous programs, which are aimed at making our communities resilient. Some of the programs and initiatives that are put in place by the directorate through working diligently with stakeholders; private sector and civil society are as follows:

Disaster Risk Reduction Efforts:

The Disaster Management directorate facilitates and continues to accelerate disaster awareness and education campaigns within communities in the region. Such programs are aimed at educating community members on the prevalence of most of the top identified risks and also to create disaster resilient communities. Moreover, the programs are focused on addressing local disaster risk dynamics and even response to disaster incidents. Through the programs, there is also fostering of partnerships with relevant stakeholders to enhance Disaster Management education and training programmes.

In terms of the implementation of the 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. Hence, the efforts are multi-disciplinary in focus and continuous in nature. Section 44 (1) (h) of the Disaster Management Act, 2002 (Act No. 57 of 2002) calls for the MDMCs to "promote disaster management capacity building, training and education. Advocacy and public awareness, as defined in Enabler 2 of the Disaster Management Policy Framework, mandates us to promote the culture of risk avoidance through integrated education, training and public awareness.

IDP 2023 - 24

In an effort to combat disaster risks and increase awareness to our communities, some of the programmes that were implemented includes the following:

- International day for disaster risk (IDDR) commemoration
- Disaster management community training on bucket brigade
- Winter awareness programme

Stakeholder Participation arrangements:

The Sedibeng Disaster Management directorate facilitates and coordinate the involvement and participation of various sectors and disciplines within entities so as to ensure active focal points and give effect to the principles of corporative governance. Such arrangements for stakeholder participation promote engagement of technical advice in Disaster Risk Management planning and practice in the municipality. The arrangements for stakeholder participation and engagement include:

- The Sedibeng Disaster Management Advisory Forum:

The Municipality has established such structure for effective planning, coordination and implementation of Disaster Management initiatives within the region. The purpose of the forum is to provide a consultation and coordination mechanism for disaster management role players. The forum was established in August 2022 and is envisaged to sit Quarterly from the new financial year: 2023-2024.

Disaster Management Plan:

Sections 52 and 53 of the Disaster Management Act (Act 57 of 2002) compel each municipality to develop a disaster management plan. This plan establishes the arrangements for disaster risk management within the Sedibeng District Municipality and has been prepared in accordance with the requirements of the Disaster Management Act, (Act 57 of 2002). The plan provides guidelines and a plan of action for the management of incidents that can be classified as a Disaster or may progress into a Disaster, if not managed (as determined by the Disaster Management Act, Act 57 of 2002). It establishes procedures for disaster risk reduction planning as well as the procedures to be implemented in the event of a disaster occurring or threatening to occur in council's area.

In ensuring that the above-mentioned legislative provisions are in place, The Disaster Management Plan for the region have been reviewed and adopted by Council. *See attached Annexure as included in the IDP as part of the Annexures.*

Response and Relief Efforts:

During the financial year in Question, the region did not have any declared disasters. The overall number of incidents responded to during the second quarter of the current financial year are as follows:

Total relief provided from October 2022 – December 2022.

Overall Affected People
451

Type of Incidents	*Total of Incidents*
Informal House Fires	9
Formal House Fires	9
Roof Blown off	36
Water Log	1
House Flooded	42
Block of Flat Fire	27
Tree on informal House	0
Other	0
Total of Incidents	**124**

Type of Relief Material	*Total of Relief*
Blankets	190
Food Parcel	0
Tents	7
Mattress	171
Tarpaulins	39
Total Relief Provided	**407**

	Total
Fatalities	0
Injured	0

Fire Services:

The directorate is responsible for Coordination of Fire Services within the region. Firefighting services in terms of Schedule 04, Part B of the South African Constitution is the responsibility of local government with national and provincial oversight. The Fire Brigade Services Act (FBSA), 1987 (Act No. 99 of 1987) is the primary piece of legislation regulating fire services and provides for the establishment, maintenance, employment, co-ordination and standardization of fire brigade services. In terms of the FBSA, local authorities are allowed to establish and maintain a fire brigade service for the following purpose:

- Preventing the outbreak or spread of a fire;
- Fighting or extinguishing a fire;
- The protection of life or property against a fire or other threatening danger;
- The rescue of life or property from a fire or other danger;

In terms of Section 85 of the Municipal Structures Act No. 117 of 1998, the MEC has the power to adjust certain powers and functions between category B and C municipalities, which includes firefighting services. The MEC for Local Government in Gauteng opted to make adjustment/divisions for the function and accordingly, Sedibeng District Municipality is only responsible for Section 84 (1) (j) of the Municipal Structures Act 117 of 1998, which includes:

- Planning, co-ordination and regulation of fire services;
- Specialized firefighting services such as mountain, veld and chemical fire services;
- Co-ordination of the standardization of infrastructure, vehicles, equipment and procedures; and
- Training of fire officers.

COMMUNITY SAFETY:

Section 152 (1) (d) of the Constitution of the Republic of South Africa Act, 108 of 1996, requires Local Governments to *provide safe and healthy environments* for the residents. As a result; implementation of this key object is facilitated through the Sedibeng Community Safety Strategy 2018 – 2022 which is coordinated by the Sedibeng Community Safety Forum (CSF). The CSF is an *Intergovernmental Relations Structure* comprising of various stakeholders from Crime Prevention, Security and Justice Cluster, including community-based organizations.

To ensure that this region becomes a region of choice, it is therefore imperative to mobilize and attract investors to this region, and increase the level of tourism in the region. For this to be successfully achieved, safety and security of this region should therefore be guaranteed. The Community Safety Strategy is therefore; as a guiding a document aligned with the Gauteng Safety Strategy is in pursuance of successfully achieving the following key pillars:

- Promote *institutional arrangements* that will produce effective and sound crime and violence prevention networks.
- Encourage active *community participation* and guardianship to challenge unacceptable behavior and maximize reporting of crime and violence incidents.
- *Improve crime prevention* through increased levels of social responsibility and tolerance through education, awareness, intervention and information.
- Promote *road safety awareness and education* through active stakeholders' participation.
- *Monitor and evaluate* the impact of adopted interventions on crime and violence prevention.

IDP 2023 - 24

Institutional Arrangement

Promotion of institutional arrangements is pursuit through coordination of joint planning for community safety programmes across Sedibeng region. The process is facilitated through the Community Safety Forum which meets monthly to deliberate on development and implementation of these safety programmes. The main rationale for this particular approach is to eliminate silo operations and rather consolidate resources to ensure effective and efficient implementation of programmes.

There are monthly CSF meetings that are taking consistently taking place to engage on issues related to crime and violence prevention across the district. Emanating from these engagements, reports are prepared to update Council on the status of the implementation of the community safety programmes as per the annual programme of action.

Community Participation

Community participation forms an integral pillar of the Community Safety Strategy 2018 – 2022. It is derived from Section 152 (1) (e) of the Constitution which seeks to mobilize and encourage community participation in government programmes. As part of the implementation of the District Development Model – One Plan, through a ward-based approach, the CSF undertook a process of establishing Ward Based Sub-Crime Forums, which started in Sebokeng and Evaton.

This is a multi-faceted and impact-orientated approach which advocates for higher performance and accountability for coherent service delivery through active participation of the Ward Councillors. To date, 33 ward based sub-crime forums have been established in Sebokeng and 62 ward based sub-crime forums in Evaton.

Interventions related to community police relations include the launch of the Green Door at the Kliprivier Police Station on the 10 August 2022. The Green Doors serves trauma and counselling centres for victims of crime, especially gender-based violence, located at the police stations before referral to other facilities for further treatment. Revival of the Community Policing Forum structures is also ongoing, and in October 2022 there was a launch of the Youth Safety Desk at Sebokeng police station, and the District Youth Safety Desk to oversee establish establishment of these structures across the district.

Policing is not solely the responsibility of the law enforcement agencies. Hence; community and business sector participation is critical in this regard towards ensuring that Sedibeng becomes a region of choice. It is on this basis, that on the 26 October 2022, business people from the Vereeniging CBD were mobilized with the aim of establishing a Business Against Crime Forum to assist with crime and violence prevention around the Vereeniging CBD.

Social Crime Prevention

This is the approach that recognizes the complexity of social, economic and cultural conditions often found within the society. Key focus is on reducing the risk factors related to alcohol and drug abuse, recidivism, gender-based violence, bullying, teenage pregnancy, etc. 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.

There is an ongoing schools' safety promotion programme that is being conducted across various schools in the region. This programme includes search and seizure operations which are conducted to detect illicit substances and equipment in possession by the school learners. Furthermore; anti-gangsterism campaign was conducted in October 2022 targeting schools in Sebokeng, where learners were engaged to create awareness and educate them on the dangers of participating in criminal activities.

Gender Based Violence and Femicide, has reached a level where is can be deemed to be a nationwide pandemic. As a result; Gender Based Violence and Femicide, and Human Trafficking Awareness Campaign was conducted at the Vereeniging Taxi Rank on the 27 July 2022, and on the 24 August 2022, a Women Month Dialogue was held at Kopanong Hospital, then followed-up by a GVBF Awareness Campaign held at Saul Tsotetsi Sport Centre in Sebokeng.

As much as there is a national campaign between the 25 November and the 10 December of each year, the CSF has adopted 365 days of activism on no violence against women and children. As a result; the Sedibeng Rapid Response Task Team (RRTT) was established in 2022 under the auspices of the Sedibeng Community Safety Forum. Its main responsibility is to coordinate, plan and respond to GBVF interventions in order to ensure that needs of the victims and survivors of GBVF are promptly and efficiently responded to. Furthermore; during the 16 days of activism on no violence against women and children campaign, the CSF focused on the Barrage Informal Settlement (Emfuleni Local Municipality), and Mamello Informal Settlements (Midvaal Local Municipality) areas, respectively.

Monitoring and Evaluation

The success of crime reduction and violence prevention initiatives depends on the nature and impact it makes within the society. Broad participation of various key role-players is crucial to ensure that implementation of safety programmes becomes a success. This can only be tested and witnessed through the reduction of crime and increased investment of business in the region.

The SAPS Crime Analysis Report showed that murder remains a major concern under the category of violent and contact crimes across the region. This category includes crimes such as murder, attempted murder, assault GBH, robbery aggravating and common assault. From these crimes, murder alone, has recorded an alarming increase across the district, which is also a major concern at national level. This crime category is often attributed to behavioural conduct of people.

Often it emanates aggressive and verbal disagreements between people, especially young men, as a result; of excessive alcohol consumption and intoxication, or during the perpetration of another crime, such as robbery. This type of crimes is further amplified by men living in communities where there are generally high levels of interpersonal violence; and where firearms are easily obtainable, such as participating in gangsters' activities.

Robbery with aggravating circumstances include TRIO Crimes (High jackings, House Robberies and Business Robberies). The crime analysis report shows a huge increase of this type of crimes around Sebokeng, Evaton, De Deur, and De Barrage areas. The most prevalent of these crimes, house robbery appears to be significantly high especially in Sebokeng and De Barrage recording high business robbery. High jackings are more prevalent around De Deur, Evaton, Sebokeng, Vanderbijlpark, Kliprivier and Ratanda,

Property related crimes, include crimes such as house burglaries, business burglaries, theft of motor vehicles, theft out of motor vehicles and stock theft. Positives can be derived from this category as there has been a minimal overall decrease in this regard. However; Ratanda and Kliprivier recorded high levels of theft of motor vehicles, including theft out of motor vehicles incidents. Sebokeng and Vereeniging policing precincts have also recorded high number of stock theft related crimes, and Sharpeville recording increased crime in business burglary.

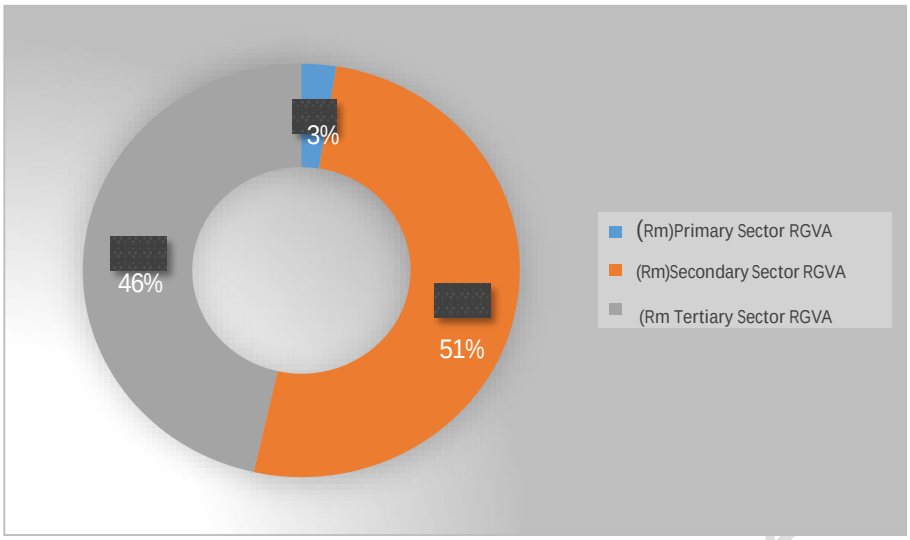
Sexual Offences include among others rape and sexual assault, and it also remains a major concern not only across the district, but nationwide. There has been a consistent increase of Gender Based Violence incidents across the country with rape being at the top of other sexual offences incidents. There is an overall increase of rape incidents across the district, with a high number of these incidents being recorded in De Deur area. The next illustration is a consolidated crime analysis report for Sedibeng district.

IDP 2023 - 24

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.

Figure: Sedibeng Economy by Sector.

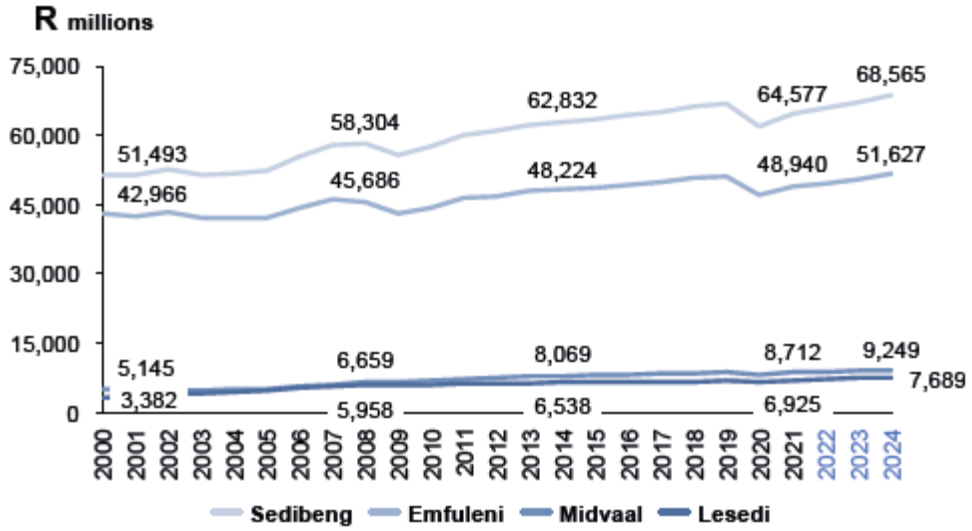


Source: Quantec: RSA Standardised Regional Data, accessed: 18 August 2021

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 behaviours 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.

Sedibeng Economic Performance and Outlook:

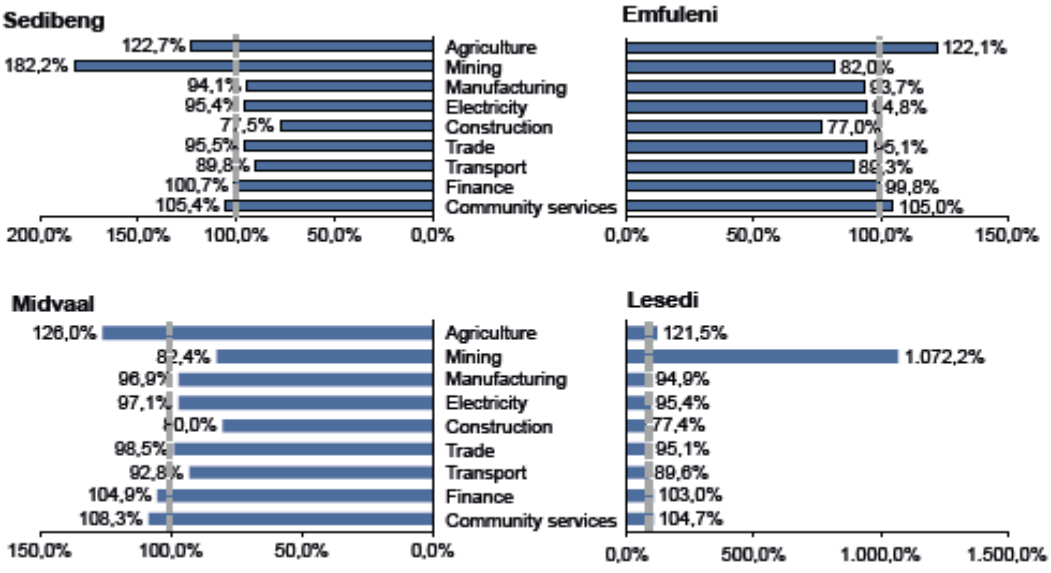


Source: IHS Markit 2023

Figure above shows economic output for Sedibeng and its local regions. Output has changed marginally in the district over the past 20 years and more so in the local regions. Total output in 2022 was R65.8 billion compared to R66.8 billion in 2019. The local regions followed a similar trend, with output lower than 2019 levels. In Emfuleni, output was at R49.6 billion in 2022 compared to the R51.1 billion recorded in 2019. The region with the lowest output was Lesedi at R7.3 billion in 2022 compared to the R6.9 billion in 2019.

In 2022, economic activity in the district and its regions was volatile, with growth in the first quarter followed by a decline in the second and growth in the third quarter. Output growth in the district was at 2.3 per cent in the first quarter, decreasing by 1 per cent in the second quarter and rising by 1.3 per cent in the third quarter.

Sector Share of Pre-Covid Levels in 2022.

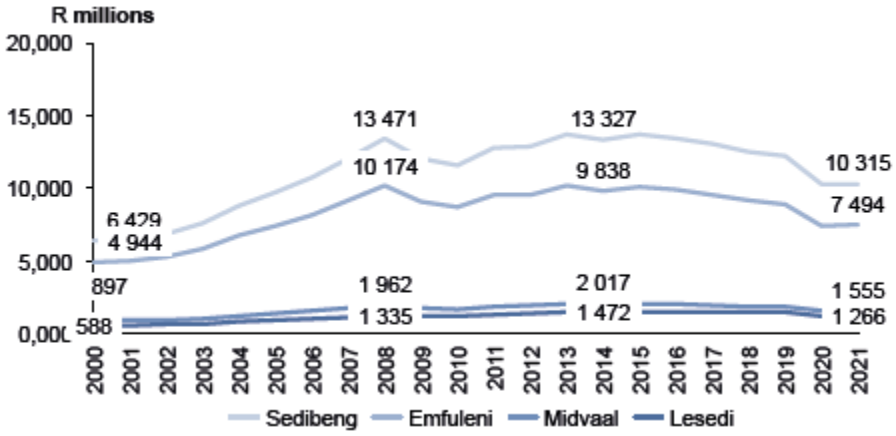


Source: IHS Markit, 2023

Figure above shows the proportions of 2022 sector output for Sedibeng district and its local regions compared with those of 2019. In the Sedibeng district, only four sectors performed at pre-pandemic levels, with the mining sector at 182.2 per cent, the agriculture sector at 122.7 per cent and the finance and community services sectors at 100.7 and 105.4 per cent respectively of their pre-COVID levels. The lowest performing sectors were

construction at 77.5 per cent and the transport sector at 89.8 per cent. In Emfuleni and Midvaal, the agriculture sector was at over 122 per cent for both local regions. There was notable sector activity in the Lesedi region which saw the mining sector's proportion reach 1.077 per cent in 2022. This is attributed to new mining activity in the region. Source: Gauteng SERO 2023

Figure: Real Investment by Region



Source: Quantec Research 2023.03.

The figure shows levels of investment in the Sedibeng district and its local regions. These decreased from 2006 and, particularly for the district as a whole and Emfuleni, declined further in 2020. In Midvaal and Lesedi, investment has remained relatively static over the years. Of total GFCF in the district in 2021, approximately 42.4 per cent was in machinery & equipment, an increase from 41.2 per cent in 2019. Despite a slowdown over the years, the manufacturing sector dominated economic activity in the district. In 2021, about 29.9 per cent of GFCF activity was in building & construction, a decrease from 34.3 per cent in 2019. In Emfuleni, the machinery equipment category increased by 42.4 per cent in 2021, while building & construction was at 30.6 in 2021 and 34.9 per cent in 2019. Midvaal and Lesedi showed a similar trend, with machinery & equipment and building & construction leading investment activity.

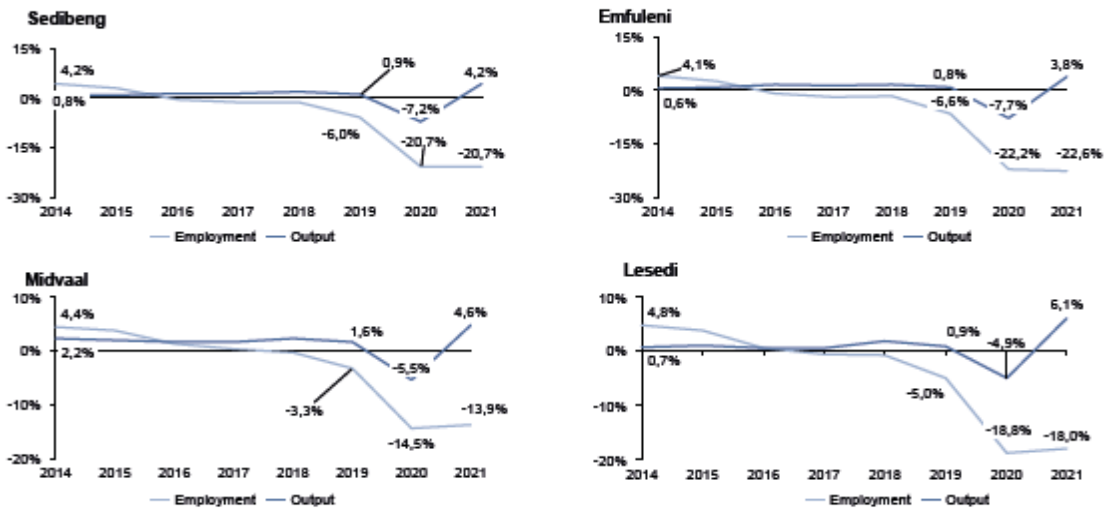
LABOUR MARKET REVIEW:

The aftermath of lockdown and COVID-19 has taken its toll on the labour market. Many businesses closed, the number of discouraged work-seekers increased and, with movement restricted, the labour participation rate was at its lowest levels. Despite economic growth returning to positive territory in 2021, employment levels remained weak across several sectors of the economy. The slight decline in the unemployment rate in the second and third quarters of 2022 and an increase in the number people employed have not significantly influenced the unemployment rate, which remains relatively high. Power outages in the last quarter of the year is expected to have reversed all the gains and businesses find it difficult to remain viable. Selected labour market indicators in district are analysed below.

IDP 2023-24

Employment and Unemployment:

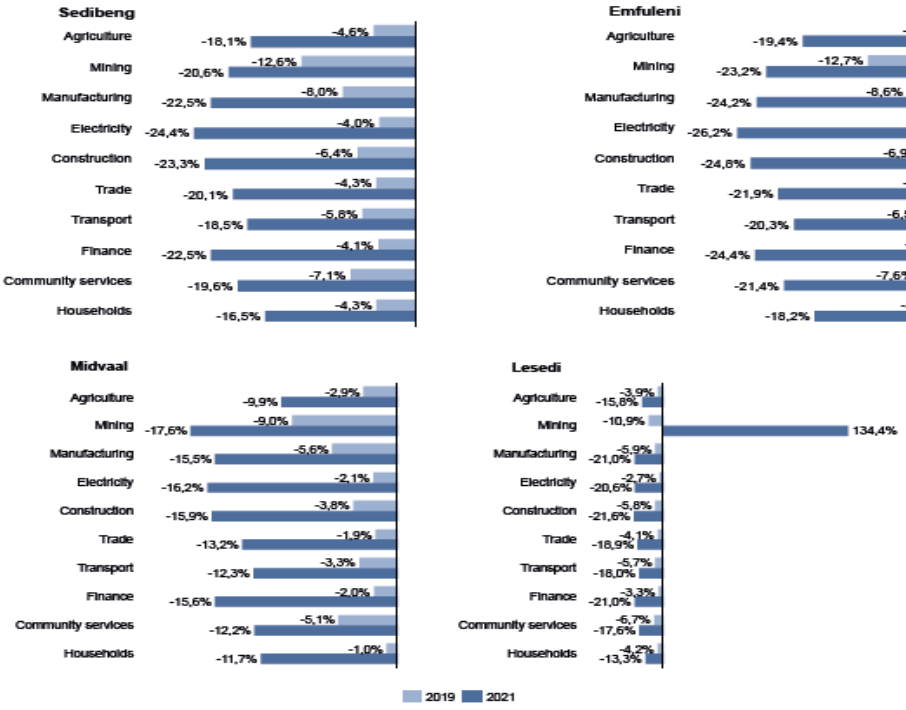
Figure: Employment & Output Growth in the region.



Source: IHS Markit 2023.

The figure shows employment and output growth in the Sedibeng district and its local regions. The long-term challenge of low employment growth in the country, has been associated with low growth for the past few years. Even in periods of higher growth, economic activity has been on tertiary sector which has low labour absorption rates. Moreover, employment growth has lagged growth in economic activity as shown in the above figure. In 2021, economic activity in the district rose by 4.5 per cent while employment growth declined by 3.6 per cent. Amongst the local regions, Lesedi recorded the highest economic growth at 5.5 per cent in 2021 but its employment growth decreased by 3.2 per cent. Source: Gauteng SERO 2023

Employment Growth by Sector:

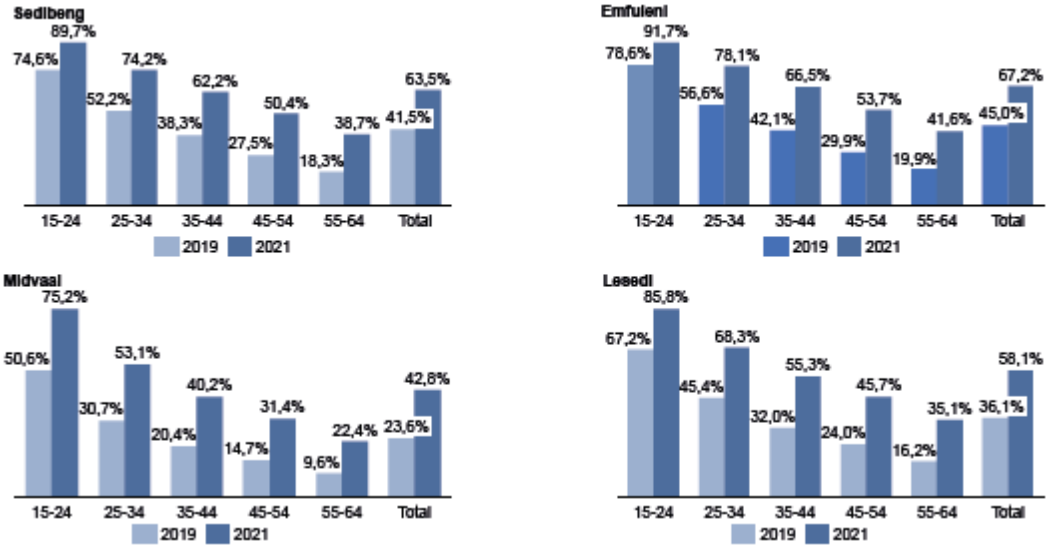


Source: IHS Markit 2023

The above figure shows employment growth by sector for Sedibeng and its local regions. Except for the mining sector in Lesedi. Employment growth in all sectors in the district and its local regions decreased in 2021. New mining activity in the region saw employment in the sector grow by over 134 per cent in 2021. The largest job losses were in the electricity and manufacturing sectors, with employment growth declining in 2021 by 24.4 and 22.5 per cent respectively.

Unemployment Rate:

Figure: Unemployment Rate



Source: IHS Markit 2023

Figure shows the unemployment rate by age group in Sedibeng district and its local regions. At 67.2 per cent, Emfuleni had the highest unemployment rate in 2021, significantly up from the 45 per cent of 2019. Almost 92 per cent of those unemployed in Emfuleni were in the 15-24 age cohort in 2021, up from 78.6 per cent in 2019. The total unemployment rate in the district was 63.5 per cent in 2021, up from 41.5 per cent in 2019. Of the total of unemployed people in the district, 89.7 per cent were in the 15-24 age cohort in 2021 and 74.6 per cent in 2019. In Lesedi, the unemployment rate was 58.1 per cent in 2021 with trade, the sector providing the largest number of jobs in the district, performing below the pre-pandemic levels. While economic activity in the manufacturing sector, the most dominant in the region, has also not recovered to 2019 levels. This does not reflect well for employment creation in the district.

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.

IDP 2023 -24

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 and Lesedi Local Municipality declared High Veld Priority Area which is the second priority area in the country. All local Municipalities within the Sedibeng Region are in a priority area in terms of air quality act. Mpumalanga, Ekurhuleni and Lesedi a 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 was 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. As a matter of urgency Sedibeng District must have Environmental Compliance and Enforcement Officials to address noncompliance within Air Quality management as a function. 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.

IDP 2023-24

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:

IDP 2023 - 24

- 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.

IDP 2023 - 24

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 Service:

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.

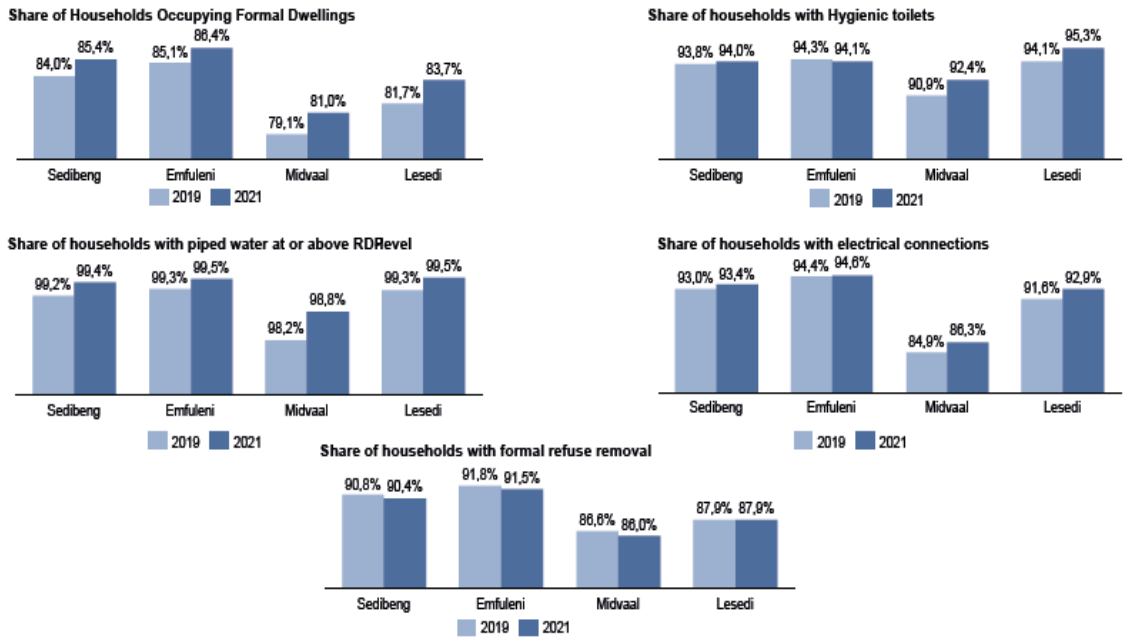
IDP 2022 - 24

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.

Despite improvements, access to formal housing is not 100 per cent across the regions. About 85.4 per cent of Sedibeng's households had access to formal housing in 2021, a percentage point higher than in 2019. There has been a slight decrease in provision of refuse removal across the district. This fell in Emfuleni from 91.8 per cent in 2019 to 91.5 per cent in 2021 and in Midvaal to 86 per cent in 2021 from 86.6 per cent in 2019. 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.

Figure: Access to basic services by region



ABOUT OUR INSTITUTION:

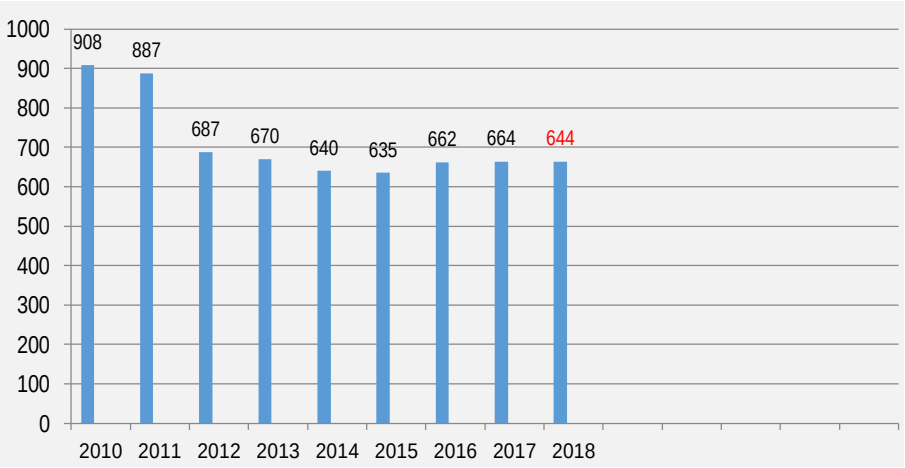
One of the key components of the IDP process is an internal organizational audit or analysis. Such an analysis allows the Sedibeng District Municipality to know and understand its own internal operations. On the basis of this understanding, the municipality will be in a better position to manage the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

IDP 2023-24

CHAPTER 03:

2022 – 27 IDP Strategic Report

INTRODUCTION:

This report will aim to reflect annual IDP review challenges and successes of the council approved five-year IDP 2022/27 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, the said framework of the seven pillars of GDS covered the progress made against the deliverables that were set out in the previous financial year made and have to be reported during the development of IDP 2023/24 and encapsulated as follows:

3.1.1 STRATEGIC PLANNING, ECONOMIC DEVELOPMENT AND HOUSING:

Delivery Agenda	Projects/Programme	2022 - 23 Financial Year	Progress/Challenges
Integrated and Inclusive regional economy	LED Framework	Integrated and Inclusive regional economy	• Lack of human capacity and financial support to develop a Regional LED Framework
	Coordinate the agricultural sector in the region	Monitor the coordination of agricultural activities	• Training is conducted quarterly and thus far 15 grain farmers have been capacitated. • One exhibition on market day was held in order to introduce the emerging farmers into economic mainstream. • Four implements (Machinery) have been purchased for grain farmers.
	Rural Development Plan.	Implement Rural Development Plan.	• Waiting for the finalization of the plan by appointed service provider.
	Vereeniging Fresh Produce market policy	Develop Vereeniging Fresh Produce market policy	• Draft Policy has been submitted to Legal Department.
Effective Marketing of the Region.	Tourism Demand	Create Tourism demand	• Tourism packages have been developed and disseminated to different marketing platforms. • Participated in various exhibition events. • Lack of financial resources to develop tourism website.
Quality Tourism Products and Skills	• Skills development. • Product development	Create Tourism Supply	• Facilitated training to support tourism stakeholders. • Youth programmes were coordinated on learnership opportunities in the tourism sector.
Effective Tourism Strategy	Sedibeng Tourism Development Strategy.	Promote tourism	• Lack of financial support to develop Tourism Strategy.
Sustainable Human Settlement in the region	Effective Human Settlements IGR forum	Coordinate and monitor the implementation of human settlements delivery	• Coordination and monitoring of projects is continuous and reported quarterly. • FLISP workshop was conducted with Local municipalities, as well as national and provincial sector departments. • This function is an unfunded mandate and managed by the province without any financial support to the district.
Develop and review the Spatial Development Framework	Spatial Development Framework	Review the Spatial Development Framework.	• SDF section was included in IDP in terms of Chapter 05 (Municipal System Act 32 of 2000).
	Efficient Spatial Planning and Land Use Management Forum	Establish the SPLUMA Forum.	• Lack of human capacity in the district.

IDP 2023

Delivery Agenda	Projects/Programme	2022 - 23 Financial Year	Progress/Challenges
Manage the Geographic Information System (GIS)	Geographic Information System	Develop a Geographic Information System (GIS) policy	• GIS vacancy filled in February 2023.
Monitor the implementation of key Catalytic Projects in the region	SCRIP	• Review the projects and leverage funding. • Monitor the implementation of key Catalytic Projects	• The process to review SCRIP is ongoing and to be concluded by the end of fourth quarter. • Monitoring of projects is continuous and reported on quarterly basis.
	• Cannabis. • Vaal Aerotropolis	Manage the projects life cycle	• Managing of projects is continuous and reported on quarterly basis
Sedibeng Development Agency	Establishment of Sedibeng Development Agency Project Steering Committee.	Monitor the Sedibeng Development Agency establishment so as to unlock potential infrastructure investment in the Region.	• A technical team has been formed and working on the modalities pertaining to the establishment of the agency.
3rd Generation SGDS.	Implementation Sedibeng Growth Development Strategy (GDS 03) approved by council.	Review and develop new long-term development strategy	• GDS Review process has incorporated in the IDP Process Plan for stakeholder engagements.
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 submission to Council for approval to pave a way for IDP 2022/27 development.	Monitor and implement IDP/Budget review.	• IDP 2022/27 was approved and adopted by council. • IDP and budget Process Plan was approved by council.

3.1.2 TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Effective and sustainable municipal health services in the district	Devolve Municipal Health Services in the district	Develop a devolution plan	The benchmarking with the West Rand District Municipality facilitated by SALGA Gauteng on the devolution plan process. The next phase is consultations with the locals regarding the process.
	Render Municipal Health Services	Monitor and evaluate the rendering MHS in line with norms and standards	Local Municipalities are rendering Municipal Health Services in terms of National Health Department's norms and standards. The challenge is the availability of resources especially vehicles in the municipalities. The other challenge is the delay in signing of the SLA by the municipalities
	Develop Municipal Health Services By- laws	Develop Municipal Health Services By- laws	'There is a draft MHS by law, Stakeholder engagement is still outstanding. Funding has to secured to implement this process.
Effective and sustainable environmental management in the district	Environmental empowerment services	Facilitate environmental awareness	Environmental awareness campaigns
	Greening and Cleaning Programme	Implement Green and Clean Programme	
	Biodiversity Protection	Development of wetland inventory	
	Regional Waste Management	Review Regional Waste Management Plan	
	Air Quality Management	Implementation of VTAPA Air Quality Management Plan	
	Air Quality By-Laws	Develop Air Quality By-Laws	

IDP 2023 - 24

Infrastructure:

Delivery Agenda	Projects/Programme	2022 - 23 Financial Year	Progress/Challenges
Sustainable and efficient Regional Infrastructure	Rural Roads Asset Management System (RRAMS)	Implement RRAMS Project Plan	The bridge, culvert and road visual assessments have been completed in Lesedi to date.
Regional Airports Masterplan	Regional Airports Masterplan	Regional Airports Masterplan	The is no progress on regional airports masterplan. Funding to develop the masterplan has not been secured.
Operations and Maintenance Plan	Operations and Maintenance Plan	Operations and Maintenance Plan	The Operations and Maintenance Plan is currently being developed. It will be submitted to Council for approval by June 2023.

Transport:

Delivery Agenda	Projects/Programme	2022 - 23 Financial Year	Progress/Challenges
Efficient transport System in the region	Integrated Transport System	Implement Integrated Transport plan.	The phase one of the Vereeniging inter modal public transport facility is being completed. This has improved economic activities within the Vereeniging CBD.
	Devolve Bus Services	Develop a Devolution Plans	There are continuous engagements with the Gauteng Department of Roads and Transport devolve the Bus Operations function to the District.
Effective and efficient licensing service	Improve awareness of licensing services in the district.	Develop awareness campaign	The promotion of on-line license services is continuing in all licensing services centres in the district.

3.1.3 COMMUNITY SERVICES:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Promote Disaster resilient communities	Integrated Institutional Capacity for Disaster Management	Revive Disaster Management Advisory Forum	Disaster Management Advisory forum have been re-established
	Arrangements for disaster management stakeholders' participation	Facilitate the review of the Sedibeng Disaster Management Policy Framework	The framework has been reviewed.
	Roll out the Disaster Risk Reduction plan	Implement Disaster Risk Reduction efforts	The program is an ongoing process.
	Disaster relief and response efforts	Establish Response Stakeholder Directory	Stakeholder Directory has been established.
Promote and build safer communities	Community Safety Strategy 2018 - 2022	Develop and Review the Community Safety Strategy 2018- 2022	Stakeholder Engagement has commenced and procedural outcomes is ongoing.
	Community Participation	Coordinate the revival of Community Police Relations Structures across the region	The process is an ongoing.
	Crime and Violence Prevention	Support implementation of Ward-Based Crime and Violence Prevention Initiatives	Ward based crime Sub-forums establishment is ongoing.
	Road Safety Promotion	Facilitate implementation of road safety initiatives across the region	Road safety programmes across the region is an ongoing.

IDP 2023 - 24

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
	Monitoring and Evaluation	Coordinate crime prevention stakeholder engagements and generate reports for Council.	Crime analysis reports are being generated and reported on quarterly basis.
Promote efficient delivery of Primary Health Care Services	District Health Council	Facilitate District Health Council programs	District Health Council programs is an ongoing process.
	Door to door Ward based HIV, STI and TB Programmes;	Implementation of Door-to-door Ward based HIV, STI and TB Programmes.	Door-to-door Ward based HIV, STI and TB Programmes is an ongoing process.
Promote social development of our communities	Gender Youth and Disability programme (GEYODI)	Coordinate implementation of youth Development programs through NYDA.	Youth development program coordinated by NYDA, and as municipality this arrangement is impacting negatively and discriminatory towards different sectors of society.
		Coordinate and support the implementation of PWD Programs	Revive and re-establish the PWD Forum which was affected by the Covid 19 pandemic.
		Coordinate the implementation of Gender Programs	Empower and capacitate women and men in the Region is an ongoing
Efficient Heritage, Arts and Culture services in the Region.	• Heritage programmes • Arts and Cultural programmes in the region	Develop Heritage, Arts and Culture Strategy	Draft Sedibeng Heritage Arts and Culture Strategy has been developed and subject for approval by Council.
	Regional Recreation Policy	Develop the Regional Recreation Policy	Draft Sedibeng Regional Recreation Policy has been developed and subject for approval by Council
Inclusive and integrated sporting activities in the Region	Develop a skills and training strategy	Implement skills and training strategy	Implementation skills and training strategy is an ongoing.

3.1.4 CORPORATE SERVICES:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Effective ICT connectivity and systems	Centralized printing project	• Develop the centralized printing policy	• The centralized printing policy is ongoing
	ICT risk reduction program	• Review and approve Risk Assessment Register • Review risk mitigation processes	• Risk Assessment Register is ready to serve in council.
Efficient, Accountable Cooperative, Governance	Contract Management	Develop an implementation plan on capacitating relevant personnel	• Capacity and personnel to execute the function. • Non-compliance with contractual terms which may lead to over expenditure and possible litigation. • Consequence management for not attending contract management meetings
	Litigation Register	Monitor Litigation Register	Capacity and personnel to execute the function and to arrest the management of litigation register.
	Legislative Compliance	Subscribe to relevant resources (Digital)	Subscription fees need to be budgeted for relevant resources (Digital)
	Archives & Records Management	Implement Records Management Applications & General Compliance	Non submission of key documents by clusters.
	Secretariat for Committee Section	To provide support to MAYCO/Council programs and activities	Challenge of late submission of reports in an incorrect format

IDP 2023 - 24

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
			Capacitating Committee officers in Council operations Two staff members recently appointed to execute secretarial functions.
Fleet management Policy	Effective use of municipality fleet	Implement Fleet Management Policy for effective use of municipality fleet	Non-compliance with policy guidelines Management to enforce compliance with the Fleet Management Policy
Effective maintenance and repairs plan for municipal facilities	Maintenance and repairs plan for municipal facilities	Review and Implement Maintenance and repairs plan for municipal facilities	Ongoing maintenance of buildings Budget and skilled personnel constraints
Access and egress control of municipality facilities and buildings	Safety and security of Employees, Councillors and users.	Monitor and implement Safety and security measures.	Budget allocation limit efficient deployment of security personnel and other resources and increase and capacitate security personnel
Effective health and safety environment in compliance with OHSA	Occupational Health and Safety plans	Implement and review occupational health and safety plans for users of municipality facilities and buildings	
Ensure equal opportunities, fair recruitment and employees' capacity and wellness in the workplace	Employment Equity Programme.	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	We are compliant to EE and Wellness demands.
	Capacity Building	Develop and Implement Workplace Skills Plan	Inadequate resources to undertake large scale Skills Development
	Employees Wellness Programmes	Implementation of Employees Wellness Programmes	Our wellness programmes are adequate and well implemented.
Develop Communications Strategy	Communications Strategy	Develop and Review of Communications strategy	Implement Communications Strategy

IDP 2023 - 24

3.1.5 FINANCE:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Maintain monthly internal processes that verify and support credible financial reporting in line with MFMA;	In-Year-Monitoring Reporting	Compliance with reporting requirements of MFMA sections 52 and 71 for financial year 2022/23	All section 71 and 52 reports are currently being submitted within the prescribed time periods.
Compile a realistic and funded 3-year budget in line with IDP priorities;	3-Year Medium Term Revenue & Expenditure Framework (MTREF)	Compile a realistic and funded 3-year budget in line with IDP priorities for financial year 2022/23	Currently the budgets are unfunded for the past financial years. A financial recovery plan was approved by Council in order to get back to a sustainable entity
Maintain comprehensive asset register;	Fixed Asset Register	Maintain comprehensive fixed asset register for financial year 2022/23	The asset register is maintained whereby all newly procured capital items will be capitalized and added to the existing asset register. The municipality do however have assets which have reach the end of its life cycle while

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
			replacement of these assets remains a challenge due to affordability
Maintain and implement effective internal controls in respond to internal and external audit reports, and recommendations and risk register;	Internal Control Environment	Maintain and implement effective internal controls in respond to internal and external audit reports and recommendations and risk register for financial year 2022/23	An audit action plan was drawn up in order to address the audit findings. Supply chain policy has been reviewed and approved by Council for implementation based on the PPPFA. Audit action plan to be monitored and reviewed on a monthly basis.
Improve cost reduction and containment strategy and regulations	Cost Containment Strategy	Improve cost reduction and containment strategy and regulations for financial year 2022/23	

3.1.6 OFFICE OF THE MUNICIPAL MANAGER:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Improve the state of internal control of a municipality.	Develop a three-year rolling Internal Audit Plan.	Implement the Internal Audit Plan	Internal Audit Plan was developed.
	Develop a risk management strategy	Implement the Enterprise Risk Management Strategy	Enterprise Risk Management Strategy was developed and is fully implemented.
	Review the Anti-fraud and Corruption Plan.	Implement an Anti-fraud and Corruption Plan.	Anti-fraud and Corruption Plan is in place and roadshows are to be rolled out.
Promote Corporate and Inclusive Governance with other spheres of Government	Develop an Intergovernmental Relations strategy	Develop an Intergovernmental Relations strategy	An Intergovernmental Relations strategy is under review.

IDP 2023 - 24

3.1.7 POLITICAL MANAGEMENT TEAM:

Office of the Executive Mayor:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Coordinate and conduct stakeholder relations	• Mayoral Joint Forum. • Stakeholder Engagement. • Establish a partnership programme	Coordinate and conduct stakeholder relations	• Joint Mayors session will be held on the third quarter. • State of the District Address will be held in the fourth quarter. • Integrated Development Plan Public/ Stakeholders Engagements will be held in the third quarter. • Nthirisano is being coordinated on regular basis. • District Wide Lekgotla will be held on the fourth quarter. • Strengthening of partnership programme is ongoing on quarterly basis.

Office of the Speaker:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Ensure good governance and sound political practices	District Speaker's Forum	Implementation and monitor the progress on District Speaker's Forum resolutions.	District Speaker's Forum resolutions will be implemented on third quarter.
Coordinate stakeholder relations	Section 79 committees.	Implement and monitor section 79 committees' performance management system	Section 79 committees were convened to conduct oversight over the executive and quarterly reports were submitted through performance management system.
	Petition management system	Implement and monitor Petition management system.	Petition management system has been fully implemented and monitored on quarterly basis.
	Council Sittings	Comply and execute constitutional mandate to provide services and promulgation of policies and legislative imperatives.	Council sittings are held on quarterly basis.

Office of the Chief Whip:

Delivery Agenda	Projects/Programme	2022/23 Financial Year	Progress/Challenges
Ensure good governance and sound political practices	District wide Lekgotla	Implementation and monitor the progress on lekgotla resolutions	One (1) Whip of Council Office Lekgotla held.
	Joint Whippery Lekgotla	Implement and monitor Whippery Lekgotla Resolutions	Joint Whippery Strategic Session was held in second quarter.
	Multi-Party Whippery Strategic Session.	Implement and monitor Multi Party Whippery Strategic Session resolutions	There is still a consultation process of Multi Party Whippery on Strategic Session outlook.
	Councillors research and development program,	Implement and monitor progress on the research and development program	Research and development program is continuously conducted on monthly basis.

IDP 2023 - 24

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, Sedibeng GDS 03.and were included Sedibeng DDM (One Plan).

Projects	Deliverables	Partnership & Funding Model	Locality	Progress/Challenges 2021/22
• Doornkuil	SCRIP: -Encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities. Feasibility study	PPP (Leasing of the land) SDM.	Doornkuil	Municipal Council has resolved to lease the land to prospective investors. Service Level Agreement between SDM & Midvaal have been developed.
• Vereeniging Fresh Produce Market Infrastructure development, market Operational plan and maintenance Management	• 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. • 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, GIFA, GDARD, (Leasing) SDM.	SDM (ELM, Vereeniging)	The Sedibeng District Municipality also received formal views and recommendations from National and Provincial Treasury supporting the project. • The procurement of a private party in underway. It consists of a two-stage procurement process. At present, a Request for Qualification (RFQ) has been released to the market and closes in May 2023. Thereafter, the shortlisted bidders will be provided with the formal Request for Proposals. • Short-term interventions internally • SDM is already covering the costs of fixing public toilets, roller doors, elevator and generator. • GDARD has mobilised R 20m. The scope of work will include the refurbishment of cold rooms, banana ripening rooms, control rooms, internal lighting and security. Work is expected to commence in quarter 3 of 2023. • Medium to long term interventions • A condition assessment and estimated costing of the refurbishment work was completed indicating an amount of R98m • Additional work to determine the cost of rebuilding a new market was also done resulting with an estimated amount of R490m • A decision to test the market for PPP concession arrangement route was taken collectively.
• 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 (SEZ project)	Heidelberg	SCRIP approved Project costs estimation being planned
• Sedibeng Regional Sewer Scheme (SRSS)	• SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	Rand Water, DWS, Emfuleni &SOEs	Sedibeng	Rand water has been appointed as the implementing agent in terms of Section 63 of the Water Service Act 108 of 1997

IDP 2023 - 24

Projects	Deliverables	Partnership & Funding Model	Locality	Progress/Challenges 2021/22
• Vaal Logistics Hub.	• SCRIP: - encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	PPP(SEZ)	Rietkuil	Project has reached an impasse due to apathy from the Private sector to invest.
• Vaal River City.	• SCRIP: - Encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities. o Precinct plan with local SDF o Multi sector zoned city with business and residential. o Hydropolis and Aerotropolis Precinct	PPP (SEZ & SCRIP)	Vereeniging	▪ The Vaal River City is a Smart City project aimed at transforming the banks of the Vaal River and extends between the Vaal River and Sharpeville ▪ The DTIC is evaluating an Equity Equivalent Investment Programme (EEIP) application for Citibank to the value of R1,4bn – a large portion of this amount is to be set aside for use across all these projects to advance BBBEE, localisation, and SME development
• Vaal Aerotropolis and Heidelberg Aerodrome combines an airport, a logistics hub, and an airport city	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 • 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	SEZ (Lesedi & Emfuleni)	Sedibeng District	• A tripartite partnership between private partner, Sedibeng, Emfuleni, Lesedi Local Municipality and Vaal SEZ has been established. • MTP Aerodrome are potential investors on Heidelberg Aerodrome and there are various stages of development which are expected to reach financial close within the next 12 -18 months.
• 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, SDM	Vereeniging	• The District Municipality has issued a Request for Proposals to prospective investors. • The project is at procurement stage.
• Intermodal Rank	Transport infrastructure • Feasibility studies • Topographical Plan Geotechnical Report and • Traffic Impact assessment • Facility	DDM/One Plan (SDM), Gauteng Department of Transport and PRASA.	Vereeniging	Vereeniging Intermodal Facility: Phase 1 construction is in progress. Substantial completion will be in April 2023 while all works will be completed in May 2023.
• R 59 Corridor	• SCRIP: - Encompassing the economy of the Sedibeng District Municipality and the creation of	SEZ, Midvaal &SDM	Meyerton	• New TORs have been drafted, replacing De Deur with Kookfontein-under review with SCM. • Approval of TORs, issue of RFP to the market.

IDP 2023 - 24

Projects	Deliverables	Partnership & Funding Model	Locality	Progress/Challenges 2021/22
	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 - Industrial - Mining and - Commercial.			
• Grace view Industrial Park.	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	Midvaal	Grace view	Development approved by Council Seeking Investors to break ground
• Langzeekoeigat Precinct	SCRIP: - encompassing the economy of the Sedibeng District Municipality and the creation of new industries, economic nodes and cities.	Lesedi	Devon	Pre-feasibility study conducted in the 2021-2022 financial year, currently in the process of stakeholder engagement.
• The Graceland.	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities.	Midvaal	Graceland.	Mixed Residential Development to target middle – high end market Seeking investors to break-ground
• Heidelberg CBD.	SCRIP: -encompassing the economy of the Sedibeng District Municipality and the creation of new industries, new economic nodes and new cities.	SCRIP & Lesedi	Heidelberg	• The CBD has been included in the revised Municipal Spatial Developed Framework (approved by Council in Jan 2023) as part of CBD Revitalisation. • Upgrading of Eckermann Street as the inner-city corridor/node to bring business back into the CBD
• 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	Midvaal, Sedibeng and Social Development.	Meyerton	• Council has adopted the Precinct • Waiting for the approval of the Designs for R59 Bridge • Seeking funding for the construction of the bridge as to connect as the access to Erf 44 (White House Monument) • Note: The area is inundated by underlying dolomitic rock but the use of alternative building technology may be considered
• 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	• SCRIP(Lesedi)	• Devon	• SCRIP approved • Project costs estimation being planned, • Engaged SALGA to assist with funding for feasibility studies (awaiting response) and to include it as part of the Small Towns Regeneration program

IDP 2023 - 24

CHAPTER 04:

Development Strategies and Projects

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, and deliverables are the 'HEART "of the IDP which stipulates on what the SDM will be doing in the next 5 years 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.

IDP 2023 - 24

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>Gauteng 2030 Strategy</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">• Enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation
• Promote township economic revitalisation with supporting infrastructure allocations.
• Promote sustainable development of industrial hubs, economic hubs and auto/digital hubs focusing on access for youth and vulnerable communities •
• Provide legal framing for commercial rapid land release initiative to release publicly owned land for best, most developmental use in township areas •
• Establishment of SEZ to ensure growth, revenue generation, job creation, attract Foreign Direct Investment (FDI) and foster</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>

IDP 2023-24

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

IDP 2023 - 24

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				
Gauteng 2030 Strategy	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 and IDP development.	• Development of Long-term SGDS • Implementation and review of the 5 years IDP.

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				
Gauteng 2030 Strategy	District One Plan	GDS Provisional Strategy	IDP Strategy	Delivery Agenda
Manage and protect the environment and eco-systems, including rehabilitating degraded areas.	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				
Gauteng 2030 Strategy	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
Affordable, reliable integrated public transport closer to	• Provide stable and sustainable infrastructure. • Conduct research in innovative and alternative infrastructure delivery mechanism, • 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	• Sustainable and efficient regional transport Infrastructure development
			Plan for effective, efficient and sustainable infrastructural projects,	• 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				
Gauteng 2030 Strategy	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
• ICT and digital services with a focus on the gig economy. • A Capable, Ethical and Developmental State	• Harness the use of technology and artificial intelligence. • Promote ethical, accountable governance with integrity	• Promotion of shared services • Institutional capacity development (good governance, accountability, effectiveness, sustainable, leadership, partnership, participation.	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
			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

NDP Vision: Building a capable and developmental state, Improving Education, Innovation and Training				
Gauteng 2030 Strategy	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
			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				
Gauteng 2030 Strategy	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
Broadening access to quality public healthcare.	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
			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				
Gauteng 2030 Strategy	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
	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

IDP 2023 - 24

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				
Gauteng 2030 Strategy	District One Plan	GDS Provisional Strategy	IDP Strategy	Deliverable/s
A Capable, Ethical and Developmental State	• Promote ethical, accountable governance with integrity • 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

IDP 2023 - 24

STRATEGIC PLANNING, ECONOMIC DEVELOPMENT AND HOUSING:

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

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2023/24 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.	Develop Regional LED 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 • Provide support, capacity and farming inputs for emerging and small-scale farmers	Monitor the coordination of agricultural activities	OPEX
	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.	Implementation of 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	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	OPEX
Quality Tourism Products and Skills	• Skills development • Product development	• Facilitate skills training • Facilitate Learnership programmes • Facilitate tourism awareness programmes	Create Tourism Supply	OPEX

IDP 2023 - 24

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2023/24 Financial Year	Funding Model
Effective Tourism Strategy	Sedibeng Tourism Development Strategy.	• To promote tourism • To guide tourism related programmes and plans	Develop Tourism Strategy	OPEX
1. Develop and review the Growth & Development Strategy 2. Develop and review 5 years Integrated Development Plan (IDP 2022-27)	1. Sedibeng Growth & Development Strategy 2. Integrated Development Plan	• Develop long term Sedibeng Growth & development strategy (SGDS) • Review the Integrated Development Plan. (IDP)	• Develop and implement long term Sedibeng Growth & development strategy (SGDS) • Monitor and implement Integrated Development Plan. (IDP) 2023/24 review.	OPEX

IDP 2023 - 24

Development Planning and Housing

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2023/24 Financial Year	Funding Model
Sustainable Human Settlements in the region	Delivery of sustainable Human Settlements	• 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 Resuscitate housing coordinating forum	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 and between areas.	Review the Spatial Development Framework.	OPEX

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2023/24 Financial Year	Funding Model
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 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.	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 projects, leverage funding and manage project development.	OPEX
	• Cannabis • Vaal Aerotropolis	• To support cannabis industry as a developing economic sector in the region. • To diversify the economy and support logistics by creating a cargo airport.	Manage and support Special projects in the region	OPEX
Promote sustainable development in the Region	• Establishment of Sedibeng Development Agency Project Steering Committee.	• To obtain a Legal Opinion on Sedibeng Development Agency establishment & stakeholder engagements	Monitor the Sedibeng Development Agency establishment so as to unlock potential infrastructure investment in the Region.	OPEX

IDP 2023-24

TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT

Environment

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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	Implement a devolution plan	OPEX
	Render Municipal Health Services	• Water quality monitoring • Food Control • Surveillance of Premises • Surveillance of communicable diseases	Monitor and evaluate the rendering MHS in line with norms and standards	Opex

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
		• Waste Management • Environmental Pollution Control • Disposal of the dead • Vector Control • Chemical Safety		
	Develop Municipal Health Services By- laws	• Generate Revenue • Regulate Operations • Ensure Enforcement and Compliance	Develop Municipal Health Services By- laws	OPEX
Effective and sustainable environmental management in the district	Environmental empowerment services	• To create awareness. • To capacitate communities	Facilitate environmental awareness	OPEX
	Greening and Cleaning Programme	• To promote greening and sustainable ecosystem • To mitigate against Climate Change	Implement Green and Clean Programme	OPEX
	Biodiversity Protection	• Ensure sustainability • To preserve critical biodiversity areas	Development of wetland inventory	OPEX
	Regional Waste Management	To ensure Integrated Waste Management System	Develop 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.	Develop Sedibeng Air Quality Management Plan	OPEX & CAPEX
	Air Quality By-Laws	• Regulate Air Quality activities as defined by the act,	Development of Sedibeng Air Quality By-Laws	OPEX

Infrastructure

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2023/24 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	OPEX
	Regional Airports Masterplan	• To manage activities of the airport. • To provide guidelines pertaining to the development of airports in the region.	Develop a Regional Master Plan	OPEX
	Operations and Maintenance Plan	• To comply with legislation. • To maintain current airport infrastructure.	Implementation of Operations and Maintenance Plan	OPEX & CAPEX

Delivery Agenda	Projects/Programme	Description of Project/ Programme	2023/24 Financial Year	Funding Model
		• To generate revenue.		

Transport

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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	OPEX
	Devolve Bus Services	• To improve Service Delivery. • To align with Legislative Imperatives. • To increase job opportunities. .	• Implement a Devolution Plans	OPEX
Ensure effective and efficient licensing service	Improve awareness	• Improve service delivery • To align with Legislative Imperatives • To generate revenue • Inculcate innovative methods	• Implement licensing services awareness campaign	OPEX

COMMUNITY SERVICES

a) Disaster Management

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
Promote Disaster resilient communities	Integrated Institutional Capacity for Disaster Management	• Effective arrangements for Disaster Management stakeholders' participation	Facilitate stakeholder engagements sittings	OPEX
	Arrangements for disaster management stakeholders' participation	• To establish systems and procedures to implement the Disaster Management Act.	Implement Sedibeng Disaster Management Policy Framework	OPEX

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
	Roll out the Disaster Risk Reduction plan	• To create awareness programs in the Region.	Implement Disaster Risk Reduction efforts	OPEX
	Disaster relief and response efforts	• To ensure appropriate and effective response and recovery during emergencies/disasters	Establish response NGOs Forum	OPEX

b) Community Safety

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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	Implement the Community Safety Strategy 2022 - 2027	OPEX
	Community Participation	• Encourage active community participation and guardianship in community safety 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	OPEX
	Road Safety Promotion	• Promote road safety awareness and education through active stakeholders' participation	Facilitate implementation of road safety initiatives across the region	OPEX
	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.	OPEX

IDP 2023 - 24

c) Health and Social development

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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	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	Grant from the Gauteng Department of Health

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
Promote social development of our communities	Gender Youth Disability (GEYODI)	To empower and capacitate youth in the Region.	• Coordinate implementation of youth Development programs.	OPEX
		To oversee and empower People with Disability needs.	• 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	Opex

d) Heritage, Arts and Culture

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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.	Implement Of Heritage, Arts and Culture Strategy	OPEX

e) Sports and Recreation

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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.	Implement 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	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	2023/24 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	• Appoint service provider • Roll-out policy implementation • Review and implement policy review resource pool	OPEX Own funds
	ICT risk reduction program	Mitigating risks identified in the ICT Risk Assessment Register	• 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	2023/24 Financial Year	
Efficient Accountable Cooperative Governance	Contract Management	Capacity Building and personnel	Implement the contract management plan	OPEX
	Litigation Register	Capacity Building and personnel Management of Litigation Register.	Update and monitor Litigation Register	OPEX
	Legislative Compliance	Training and subscription to relevant resources (Digital)	Regular reporting to Council on repealed, amended and new legislation	OPEX
	Archives & Records Management	To maintain high level of Records Management Applications & General Compliance	Implement Records Management Application Monitor general compliance	OPEX
	Secretariat for Committee Section	Compile the Mayoral & Council Agenda.	To provide support to MAYCO/Council programs and activities	OPEX
		Edit the Reports from different Portfolios in the Municipality.		
		Minutes recording for MAYCO/Council.		
		Provision of Extracts of minutes		

IDP 202 - 24

Facilities and Fleet Management

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
Fleet management policy	Effective use of municipality fleet	Proper control of all municipal fleet	Implement and monitor Fleet Management policy for effective use of municipality fleet	OPEX
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	Implement maintenance and repairs plan for municipal facilities	OPEX

Protection Services, Occupational Health and Safety

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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.	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	Monitor and implement occupational health and safety plans for users of municipality facilities and buildings	OPEX

IDP 2023 - 24

Human Resource

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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	Monitor and report compliance re: numerical targets	OPEX
	Capacity Building	Workplace Skills Plan [to enhance insight and knowledge of employee's respective jobs	Implement and Review Workplace Skills Plan	OPEX

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
	Employees Wellness Programme	Empower and support employees on various wellness programme.	Implementation of Employees Wellness programme	OPEX

External Communications

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
Develop Communications Strategy	Communications Strategy	Media Monitoring Services Marketing and Branding Strategy Social Media Policy District Communications Forum	Implement, monitor and review Communications strategy	OPEX

FINANCE

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
Maintain monthly internal processes that verify and support credible financial reporting in line with MFMA;	In-Year-Monitoring Reporting	Compliance with reporting requirements of MFMA sections 52 and 71	Compliance with reporting requirements of MFMA sections 52 and 71 for financial year 2023/24	OPEX (Equitable Share)
Compile a realistic and funded 3-year budget in line with IDP priorities;	3-Year Medium Term Revenue & Expenditure Framework (MTREF)	Compile a realistic and funded 3-year budget in line with IDP priorities	Compile a realistic and funded 3-year budget in line with IDP priorities for financial year 2023/24	OPEX (Equitable Share)
Maintain comprehensive asset register;	Fixed Asset Register	Maintain comprehensive fixed asset register	Maintain comprehensive fixed asset register for financial year 2023/24	OPEX (Equitable Share)
Maintain and implement effective internal controls in respond to internal and external audit reports, and	Internal Control Environment	Maintain and implement effective internal controls in respond to internal and external audit reports and recommendations and risk register	Maintain and implement effective internal controls in respond to internal and external audit reports and recommendations and risk register for financial year 2023/24	OPEX (Equitable Share)

IDP 2023 - 24

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
recommendations and risk register;				
Improve cost reduction and containment strategy and regulations	Cost Containment Strategy	Improve cost reduction and containment strategy and regulations	Improve cost reduction and containment strategy and regulations for financial year 2023/24	OPEX (Equitable Share)

OFFICE OF THE MUNICIPAL MANAGER

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 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	OPEX
	Develop a risk management strategy	Ensure adequacy and effectiveness of managing risk and controls of the municipality.	Implement the Enterprise Risk Management Strategy	
	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.	
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.	Implement Intergovernmental Relations strategy	

OFFICE OF THE POLITICAL MANAGEMENT TEAM

Office of the Executive Mayor

Delivery Agenda	Projects/ Programme	Description of Projects/Programme	2023/24 Financial Year	Funding Model
Coordinate and conduct stakeholder relations	Mayoral Joint Forum.	To facilitate Joint Mayors Forum.	Coordinate and conduct stakeholder relations	OPEX
	Stakeholder Engagement.	• SODA, IDP Engagements, Nthirisano, Aids Council, District Wide Lekgotla, Establishment of partnership 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	2023/24 Financial Year	Funding Model
Coordinate stakeholder relations	Petition management system	Conducting workshops on Petition management system To resolve disputes.	Monitor Petition management system,	OPEX
Ensure good governance and sound political practices	District Speaker's Forum	Coordinate retreats with Local Municipalities	Monitor the progress on District Speaker's Forum resolutions.	OPEX
	Section 79 committees.	Coordination of section 79 committees.	Monitor section 79 committees' performance.	
	Council Sittings	Convene Council on a quarterly basis	Monitor the implementation of promulgated policies and legislative imperatives on service delivery	

IDP 2023 - 24

Office of the Chief Whip

Delivery Agenda	Projects/ Programme	Description of projects/Programme	2023/24 Financial Year	Funding Model
Ensure good governance and sound political practices	Districtwide Lekgotla	Coordinate local municipalities	Monitor the progress on lekgotla resolutions	OPEX
	Joint Whippery Lekgotla	Coordinate Whippery Lekgotla with local municipalities	Monitor Whippery Lekgotla Resolutions	
	Multi-Party Whippery Strategic Session.	Coordinate Multi Party Whippery Strategic Session.	Monitor Multi Party Whippery Strategic Session resolutions	
	Councillor's research and development program,	Facilitate Councillors research and development program,	Monitor progress on the research and development program	

IDP 2023 - 24

CHAPTER 05:

District One Plan

INTRODUCTION TO THE DISTRICT DEVELOPMENT MODEL:

The District Development Model (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.

The DDM is an intergovernmental approach focusing on 52 district and metropolitan spaces as IGR impact zones for more effective joint planning, budgeting and implementation over multi-year planning and electoral cycles. Although each sphere, sector or entity has its distinct constitutional powers, functions and responsibilities, they cooperate and undertake collaborative planning, budgeting and implementation processes converging developmental efforts at the district/metropolitan level.

This joint work is expressed through the formulation and implementation of a “One Plan” which is a long-term strategic framework guiding investment, service delivery and development in relation to each of the district and metropolitan spaces.

The Institutional Arrangements for the DDM are aimed at sustaining a programmatic approach to cooperative governance and IGR centred on the One Plan and the related reprioritisation processes to be undertaken by all spheres, departments, entities and municipalities. This will culminate in both political and technical work streams that will need to be managed at the level of district/metro hubs for the co-creation of the joined up one plans by and for all three spheres of Government. The management is undertaken by two key committees. At the level of the district/metro hub, the two committees referenced below will be responsible for the management of the one plan process.

IDP 2023-24

The one plan political committee provides political leadership, oversight and support to the hubs whereas the district/metro coordination steering committee will oversee the technical work of the district/metro hubs. Each of these committees will interface with the rest of the institutional teams based on political and technical interfaces. In essence, these committees will drive the work of the district/metro hubs including intergovernmental collaboration required to develop the joined-up one plans. The DCF, PCF and PCC will be key structures interacting with the one plan political and district coordination steering committees for the interim sign-off of the one plan stage milestones. The council of advisors will assess the 52 district/metro plans and pay special attention to interim sign-offs of the one plan stage milestones prior to recommending approval to cabinet.

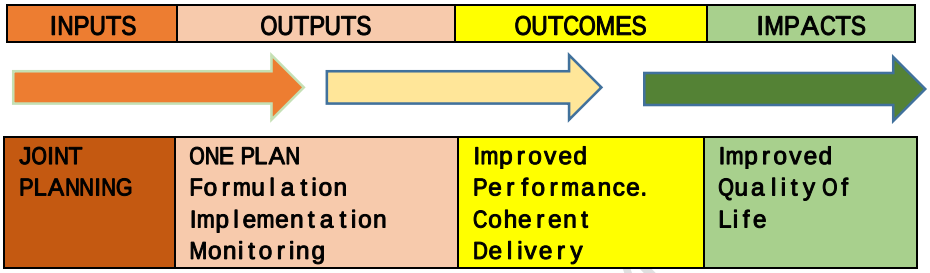
In conclusion, this One Plan Content Guide serves as a standard of uniformity for the formulation of the one plan in relation to the 44 district and 8 metro spaces. The aim is for all One Plans to have the same format. They all need to be directed in terms of content and substance towards realising the same DDM outcomes but will differ in relation to how these outcomes will be achieved and what the focus will be in the different district and metropolitan spaces.

BACKGROUND:

The District Development Model (DDM) is aimed at transforming the economy and improving the quality of life of people by enhancing cooperative governance and overall state coherence and performance. It is focused on bringing about fundamental change with the following strategic goals:

- To respond strategically to the socio-economic impact of Covid-19;
- To stimulate new thinking, new socio-economic paradigms, new and bold solutions and alternative
- To fundamentally change conditions on the ground:
  - People
  - Economy and;
  - Space
- To develop resilience and prosperity of the Country
- To facilitate Responsive Institutions and Change Management; and
- To embed a Programmatic Approach to Cooperative Governance

The DDM consists of the following elements: Inputs as Joint and Collaborative Processes, Outputs, Outcomes, and Impacts as shown in the figure 1 below.



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;

IDP 2023 - 24

- 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.

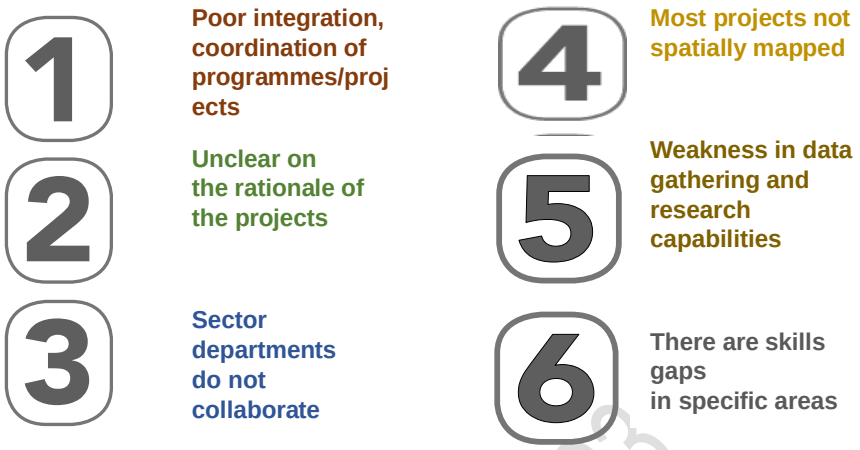
GUIDING LEGISLATIVE IMPERATIVES:

Sedibeng One Plan was approved by council as the centre 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 NEED FOR DISTRICT DEVELOPMENT MODEL (PROBLEM STATEMENT):



IDP 2023

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

FORMULATION AND IMPLEMENTATION OF ONE PLAN

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

Implementations 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.

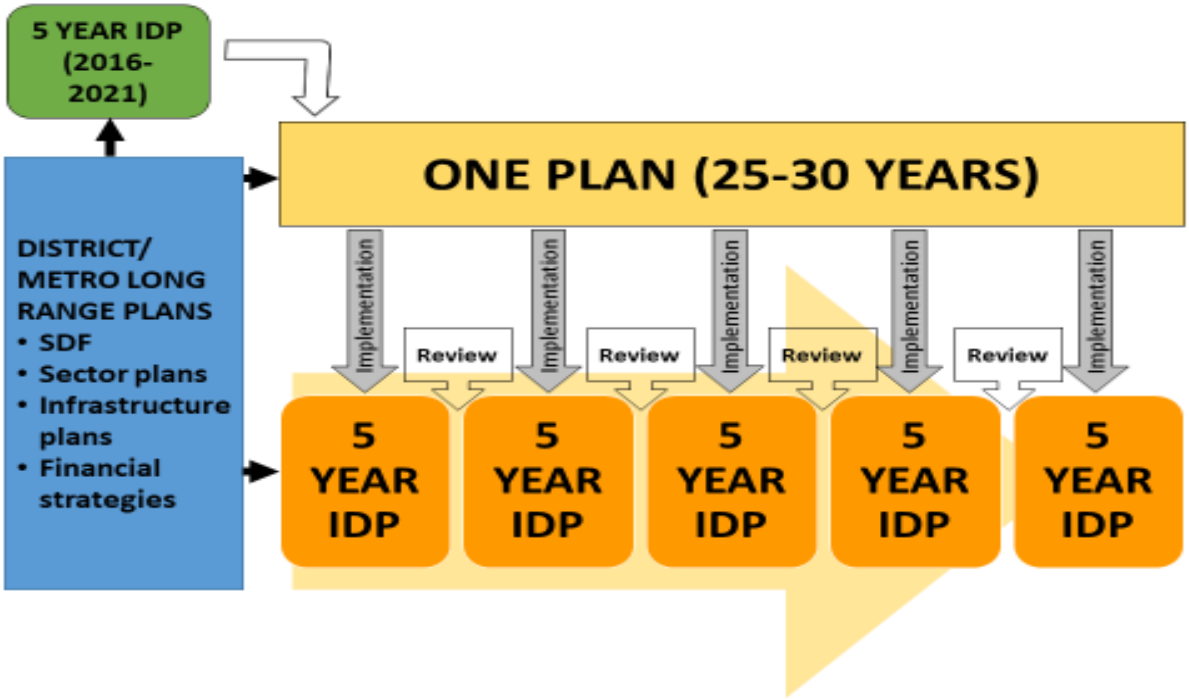
IDP 2023 - 24

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.

ALIGNMENT OF THE DDM TO THE IDP AND OTHER RELEVANT PRIORITIES

Circular No. 1 of 2021, issued by DeCOG provides for the establishment of technical and political structures for the purpose of implementing the DDM including formulation, implementation and monitoring of the One Plan;

- The DDM`s One Plan as part of a long-term planning tool, and its implementation, monitoring is under review towards development of Second-Generation Sedibeng DDM One Plan.
- DDM review process is also aligned with the IDP process plan and final document will probably be concluded and submitted to Council by September 2023, subject to availability of latest STATS SA datasets or information in June/July 2023 and National DeCOG approval.



One Plan to encompass all key catalytic projects from various sectors.

- Economic
- Social
- Environment
- Technology
- Institution

Equally important to note that not all projects will form part of the One Plan, a matrix will need to be developed for purposes of weighing impact of the projects, only projects with maximum impact into abovementioned sectors will be considered.

OUR MOVE TOWARDS IMPLEMENTATION OF ONE PLAN

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:

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:

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
VAAL RIVER SEWER, REGIONAL SCHEME AND SEWER REHABILITATION PROJECT	Repair the sewer networks to mitigate spillages into the Vaal River and Expand WWTW capacity to open up the river for Tourism attraction activities and for public use	DWS Rand Water GPG	R7.2 billion Rands	1. Remove Sewer - Unblocking services and rehabilitation of collapsed pipes on going via DWS 2. WWTW and Pump Station Repair - Mechanical and Electrical repairs ongoing at the 3 WWTW 3. Refurbish WWTW, Pump station & collapsed pipes Leeuwkuil Catchment: - Pump Station 2, 3, 9 & 10 mechanical & electrical repairs	Unblocking was stopped in October 2022 due to DWS financial constrain

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
				- Construction of gravity main to Pump station 2 - Vereeniging, Union Str Collapsed pipeline completed - Rothdene rising main 99% complete and Meyerton WWTW 80% complete 4. Upgrade WWTW, Pump station & collapsed pipe - Sebokeng Module 6 (50Ml/day) Completed and 75% operational (Snag list to be addressed) - Sebokeng Module 7(50Ml/day) – Designs Completed - Rietspruit WWTW (50ML/day) at procurement stage - Meyerton WWTW (15ML/day) at procurement stage - 5 x MIG 2021/22 Projects under construction 1. 5. Metsi-A- Lekoa Capacity - 25 x bakkies, 1 xTLB, 2 x Vacuum Tankers, 1 x Tractor, 1 x Roller Compactor	

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
REGIONAL BULK INFRASTRUCTURE TO CATALYZE THE SEZ	To fund all strategic bulk infrastructure requirements to comply with SEZ requirements and drive the economy of the Vaal.	GGDA Vaal SEZ SDM Rand Water	R12 Million	The District Municipality has requested support from the Municipal Infrastructure Support Agent and awaiting feedback. The requested support is to develop an Integrated Infrastructure Master Plan for the region	• Old Infrastructure requires maintenance • New Developments required additional infrastructure • Moratorium on development by Rand Water
HEIDELBERG AERODROME	To develop an airport to serve multiple purposes such as freight hub, airline training, emergency landing of commercial planes, private planes landing.	PPP VAAL SEZ Lesedi Municipality	No figures	Tripartite partnership between GIFA, LLM and MTP Aviation has been finalized	None thus far
K 174 INTERCHANGE	To construct an interchange at the convergence of R42 and R59 that will open up access to the Vaal River City	GDRT	R320 Million	K174 (Vaal River City Link Road) project has commenced and will create 150 jobs (84 labourers appointed to date). Anticipated complétion date Is 22 March 2024.	None Thus Far
STUDENT ACCOMMODATION	To develop decent student accommodation to address the shortfall of about 10 000 students near the University centers of NWU and VUT	Emfuleni Municipality, SDM Private Sector facilitated by the GGDA.	R120 million	Project relies on the success of the Sedibeng Regional Sewer Scheme project	• Bulk infrastructure especially sewer capacity • Embargo on development placed by Rand Water
VAAL RIVER CITY COMMERCIAL AND RESIDENTIAL DEVELOPMENT	To develop a Smart River City that will be characterized by mixed land uses, i.e., residential, commercial, light industrial etc.	Office of the Premier GDED Emfuleni Municipality	R 500 million for phase 1 bulk infrastructure: Electricity estimated at R95	ELM have approved lay out plans and infrastructure plans. Phase One of the project to commence upon the conclusion of K174 inter change.	No Challenges.

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
			million, roads R250 million, water 40 million. Sewer 100 million. Rand Water is the implementing agency for the sewer (Leeuwkuil wastewater works) increasing the capacity by 25 Mega litres.		
BROADBAND/FIBRE ROLLOUT IN TOWNS AND TOWNSHIPS	To roll out fiber in all key and major townships to create universal access to connectivity	Private sector GDED Local Municipalities	N/A	No progress	District has not been receiving any updates on this project. The Project lead is not known
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.	Midvaal Municipality and GGDA	R 1.3bn	• Investors are interested in putting a hotel or a resort in the area. Midvaal negotiating with Dept of Public Works to donate the land. • After donation of the land, the municipality plans to develop the area. • Area included in Vaal RSDF under preparation	1. Awaiting feedback from Department of Public Works. 2. Gauteng Tourism Authority has issued out a tender to prospective developers however they are not engaging Local Government.
INNER-CITY URBAN REGENERATION OF VANDERBIJLPARK AND VEREENIGING	To revitalize the urban town centers of Vanderbijlpark and Vereeniging with the aim of reversing urban decay, attract new investors and developments, create	Emfuleni Municipality	Not available	• The district municipality has engaged CoGTA to include both Vereeniging and Vanderbijlpark. Thus far only Midvaal has benefitted from the program.	CBDs are in a state of decay and buildings are left vacant as major companies move out of the CBD

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
	affordable inner-city residential market, create viable open spaces, rehabilitate sunk infrastructure. Aimed at maximizing Urban Development Zones incentives schemes.			• The collapsed sewer pipeline in Union Street, Vereeniging has been repaired. • Vereeniging Taxi rank Inter-modal has commenced.	
LAND IN TOWNSHIP FOR COMMERCIAL DEVELOPMENT.	To identify municipal/state owned land parcels	Emfuleni Municipality	N/A	Work is underway between DALRRD, GDARD, SDM. SDM to is required to identify a property of 500 hectares or more in order for DALRRD to start processes of land acquisition. Once the exact land of interest is identified, suitability assessment to determine whether the land has high agricultural potential value will be conducted.	None thus far
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	District and GGDA have been in constant discussions with investors that are seeking for investment opportunities in the region	None thus far, there seems to be increasing interest in the region from the private sector
INDUSTRIAL CANNABIS TO SUPPLY SECONDARY PHARMACEUTICAL COMPANIES	Support large scale cannabis projects	Office of the Premier SDM VSEZ	N/A	Engagements between the investor and government have taken place to issue dispensing license and business is underway. There have been engagements with the Vaal University of Technology on secondary supply and still to identify local suppliers in the region	Regulatory frameworks are halting growth of the industry.

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
VEREENIGING FRESH PRODUCE MARKET (VFPM	To re-establish the VFPM that will attract producers to take advantage of the large customer base (between Joburg and Bloemfontein), enable customers of fresh produce to purchase their goods within the market's catchment rather than travelling to remote markets.	SDM GIFA GDARD GDID	R1bn	The Sedibeng District Municipality also received formal views and recommendations from National and Provincial Treasury supporting the project. The procurement of a private party in underway. It consists of a two-stage procurement process. At present, a Request for Qualification (RFQ) has been released to the market and closes in May 2023. Thereafter, the shortlisted bidders will be provided with the formal Request for Proposals. Short-term interventions internally • SDM is already covering the costs of fixing public toilets, roller doors, elevator and generator. • GDARD has mobilised R 20 m. The scope of work will include the refurbishment of cold rooms, banana ripening rooms, control rooms, internal lighting and security. Work is expected to commence in quarter 3 of 2023.	None thus far

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
				Medium to long term interventions • A condition assessment and estimated costing of the refurbishment work was completed indicating an amount of R98m • Additional work to determine the cost of rebuilding a new market was also done resulting with an estimated amount of R490m • A decision to test the market for PPP concession arrangement route was taken collectively	

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
DOORNKUIL PRECINCT	Located adjacent to the Savannah City mega housing development. The proposed precinct will be comprised of a regional hospital, agricultural and medical training (educational) facilities, recreational facilities, business and commercial facilities and a transport node.	Midvaal Municipality	• Not available • PPP option to be considered	• Land belongs to Sedibeng. Midvaal is proposing that Sedibeng donate the land for development in line with the findings of the feasibility study being conducted. • Further to that the district have also received request for land transfer/donation from the Gauteng Provincial Government for purposes of agricultural and social uses. • The land is suitable for a regional cemetery, social- and research facilities, agricultural development, business and industrial activities. • The District Municipality has issued a Request for Proposals to prospective investors.	None thus Far
SEDIBENG GOVERNMENT PRECINCT	To create a one-stop service area, where most government services and civic facilities can be easily accessed by the community of the Sedibeng District. It will form the core of a rejuvenated, mixed-use CBD and propel the Vereeniging Inner City Regeneration programme.	SDM DPW GDID GIFA	R60m	• The District Municipality has issued a Request for Proposals to prospective investors. • The project at procurement stage.	Capital funding

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
R59 CORRIDOR DEVELOPMENT	The aim is to transform the functionality and develop into a major connecting freeway and economic gateway. The R59 connects metropolitan and local Gauteng municipalities with each other and Sasolburg in the Free State.	Midvaal Municipality	Not available	No progress	Will require grant funding for services when servitudes procured.
SICELO PRECINCT	To promote economic and social growth, and development. Develop industrial and business uses, with specific focus on the metal and ceramic manufacturing industry. Formalise informal settlement, which accommodates approximately 2500 families and expand residential capacity.	Midvaal Municipality	Not available	Precinct Plan concluded in 2021	The area is inundated by underlying dolomitic rock, making the development of high-density residential blocks unfeasible. Funding required for construction of the bridge – Gautrans to include in their budgets.
GAUTENG HIGHLANDS	To develop a city characterized by mixed uses such as mixed typology residential uses, an industrial park and commercial uses.	Private developers	Not available	No progress	The balance of the developments require bulk which will be costly for the owner to develop. Needs to link with municipal, provincial or national developments.
LANGZEEKOEIGAT PRECINCT (AGRI VILLAGE)	To develop an Agri-village to support the growth of local enterprises, self-sustainability and the development of Agri-based economic activities	Lesedi DRDLR	Not available	Pre-feasibility study commissioned Sept 2021	Limited infrastructure and access. Transfer of land from National Government and Sizanani Community Trust

IDP 2023 - 24

Project/ Programme	Objective	Implementing Agent	Required Budget	Progress	Challenges
HEIDELBERG CBD	Regenerate the Heidelberg CDB and provide business functions for itself and surrounding areas. Address access challenges and enhance amenities which will in turn create a more conducive environment for business development.	Lesedi	R14.9m to address access challenges and enhance amenities.	No Progress	No feedback received

IDP 2023 - 24

CHAPTER 06:

Regional Spatial Development Framework

INTRODUCTION:

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.

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.

Spatial Structuring/ Form giving 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.

Draft IDP 2023 24

- 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.

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".

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.

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.

IDP 2023-24

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

DRAFT 20230424

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.

IDP 2023 - 24

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

DRAFT 2023/24

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:

IDP 2023 - 24

- 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.

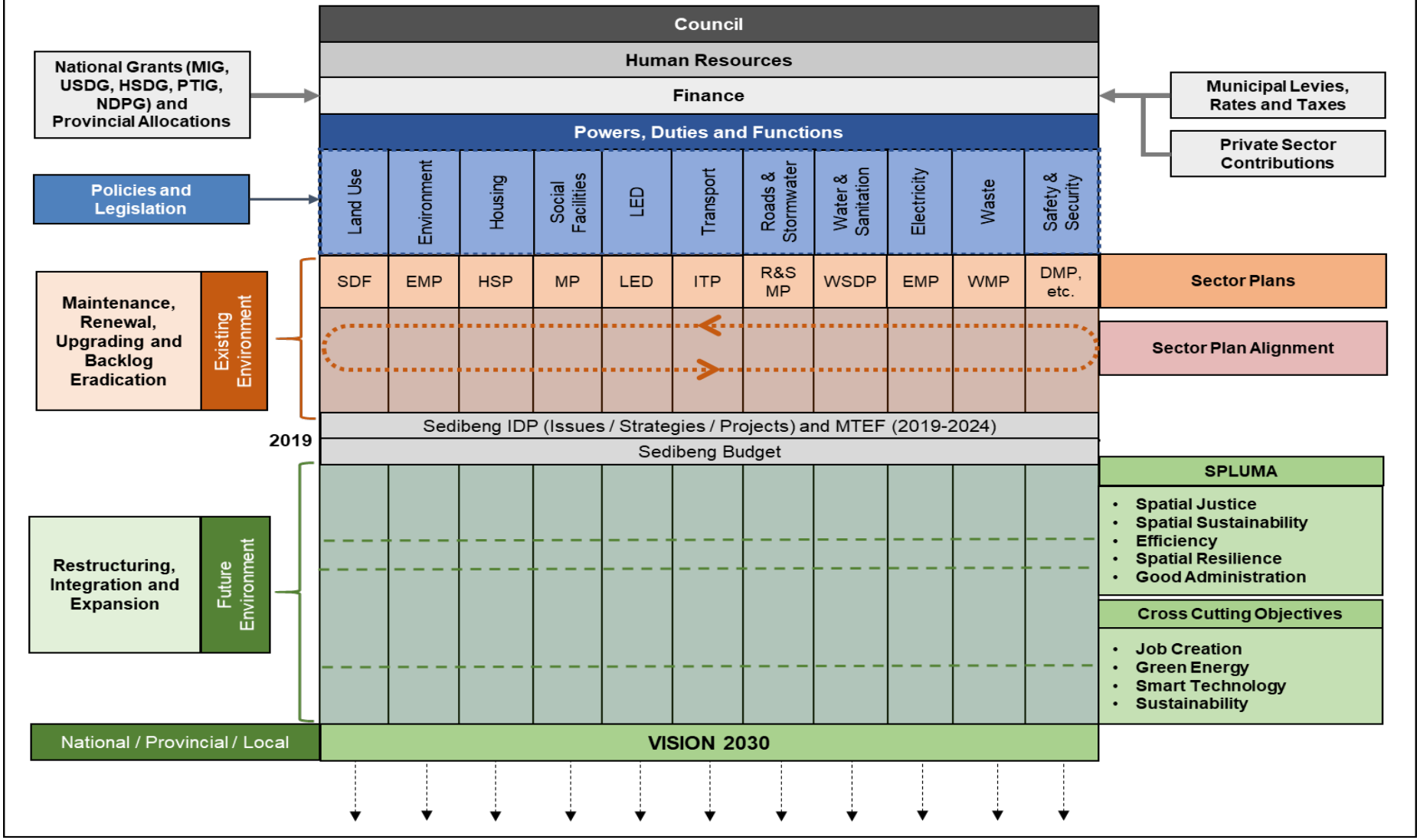
LGRP2026-27

6.1 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.

IDP 2023 - 24

CHAPTER 07:

Financial Plan

INTRODUCTION:

This section covers the final budget for 2023/2024 financial year with projections for the outer years 2024/2025 and 2025/2026

The 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, Modernise and Re-Industrialise (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;
- Modernisation of the economy;
- Modernisation of the public service and the state;
- Modernisation of human settlements and urban development;
- Modernisation of the public transport and other infrastructure;
- Re-industrialising Gauteng as the country's economic hub; and
- Taking the lead in Africa's new industrial revolution.

IDP 2023-24

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, 115 and 123 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 2023/2024 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 5.4% to be added on employee related cost based on the bargaining council agreement

The operational budget for the 2023/24 budget will apply a 5.4% 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, 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 in line with the GRAP (Generally Recognized Accounting Practices) principles of accounting where provision for depreciation has been taken into account.

The following should be noted:

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*	*2022/23*	*2023/24*	*2024/25*	*2025/26*
	Actual	*Estimate*	*Forecast*	*Forecast*	*Forecast*
CPI Inflation	4.9%	6.9%	5.3%	4.9%	4.7%

Source: MFMA Circular 123

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 2023/2024 below CPI. Effectively, there has only been a R 9,347,000 or 3.179% growth from 2022/2023 to 2023/2024. 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	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 Medium Term Revenue &		
R	1	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Pre-audit outcome	Budget Year 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Revenue											
Exchange Revenue											
Sale of Goods and Rendering of Services		14,261,259	9,531,236	1,760,077	1,718,617	221,249	221,249	160,152	234,524	247,681	262,542
Agency services		51,965,859	62,114,835	66,529,038	70,979,896	70,979,896	70,979,896	56,583,710	75,238,691	127,604,815	132,709,009
Interest earned from Current and Non Curren		3,307,133	1,717,724	1,847,215	2,015,468	2,015,468	2,015,468	2,629,995	2,324,500	2,463,970	2,611,808
Rental from Fixed Assets		222,852	2,590	366,727	165,500	452,671	452,671	328,400	479,831	508,621	539,139
Operational Revenue		5,859,006	4,347,572	31,297,526	4,542,225	4,499,991	4,499,991	2,599,343	4,765,046	5,050,948	5,354,006
Non-Exchange Revenue											
Licences or permits		1,445,000	2,351,000	174,000	1,575,000	1,575,000	1,575,000	172,000	1,680,000	1,875,000	2,000,000
Transfer and subsidies - Operational		284,348,636	293,452,733	302,064,838	314,247,000	315,449,553	315,449,553	304,437,092	323,574,000	336,994,000	353,115,000
Gains on disposal of Assets		47,933	35,649	-	40,000	40,000	40,000	11,946	40,000	42,400	44,944
Other Gains		-	21,906	-	-	-	-	-	-	-	-
Discontinued Operations											
Total Revenue (excluding capital transfers a		361,457,679	373,575,243	404,039,421	395,283,706	395,233,828	395,233,828	366,922,637	408,336,592	474,787,435	496,636,448
Expenditure											
Employee related costs	2	277,980,906	287,554,334	282,313,016	295,644,116	292,011,798	292,011,798	240,254,813	306,391,418	327,746,333	347,411,116
Remuneration of councillors		13,379,240	12,802,950	12,271,406	14,034,991	14,805,450	14,805,450	12,217,943	14,737,996	15,844,052	16,794,694
Inventory consumed	8	2,626,483	2,487,682	5,546,034	5,513,484	4,057,024	4,057,024	2,729,157	4,054,024	4,297,266	4,555,097
Depreciation and amortisation		17,646,767	12,652,799	11,611,257	11,271,875	11,489,150	11,489,150	6,942,856	9,025,714	9,128,281	9,220,188
Contracted services		47,485,997	37,306,509	34,933,362	39,032,003	42,325,998	42,325,998	24,296,387	42,789,603	51,243,911	53,674,998
Transfers and subsidies		8,366,123	6,301,169	8,509,586	13,310,000	13,310,000	13,310,000	7,862,445	12,390,200	12,568,000	12,568,000
Irrecoverable debts written off		-	5,476	-	-	-	-	-	-	-	-
Operational costs		41,200,406	39,949,696	36,585,613	33,616,509	33,332,118	33,332,118	25,413,668	33,643,034	35,592,108	37,781,640
Losses on disposal of Assets		901,343	20,062	-	40,000	40,000	40,000	-	40,000	42,400	44,944
Other Losses		283,588	14,875	15,728	-	-	-	-	-	-	-
Total Expenditure		409,870,853	399,095,552	391,786,003	412,462,978	411,371,538	411,371,538	319,717,270	423,071,989	456,462,351	482,050,677
Surplus/(Deficit)		(48,413,174)	(25,520,309)	12,253,418	(17,179,272)	(16,137,710)	(16,137,710)	47,205,367	(14,735,397)	18,325,084	14,585,771
Transfers and subsidies - capital (monetary allocations)	6	38,950	2,173,038	302,483	-	187,882	187,882	-	367,000	-	-
Transfers and subsidies - capital (in-kind)	6	-	470,522	-	-	-	-	-	-	-	-
Surplus/(Deficit) after capital transfers & contributions		(48,374,224)	(22,876,749)	12,555,901	(17,179,272)	(15,949,828)	(15,949,828)	47,205,367	(14,368,397)	18,325,084	14,585,771
Surplus/(Deficit) for the year	1	(48,374,224)	(22,876,749)	12,555,901	(17,179,272)	(15,949,828)	(15,949,828)	47,205,367	(14,368,397)	18,325,084	14,585,771

Percentage allocation of revenue towards expenses

Description	Percentage
Employee related costs	75.03%
Remuneration of Councillors	3.61%
Depreciation and Asset Impairment	2.21%
Inventory consumed	0.99%
Contracted services	10.48%
Transfers and subsidies	3.03%
Other expenditure	8.24%

Key Legal Provisions to be Strictly Enforced

All municipalities must prepare budgets, adjustments budgets and in-year reports for the 2023/24 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 6.7) 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
- the Budget Locking Certificate as signed by the accounting officer.

IDP 2023-24

All municipalities must do a funding compliance assessment of their 2023/24 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 2023 as per Section (16)2 of the MFMA. See circular 123 for details as per annexure "C"

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 section of budget is aligned to the Reviewed IDP 2023 - 24, 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, 115 and 123 of National Treasury.

COUNCIL BUDGET RELATED POLICIES:

The MTREF for 2023/2024 has been drawn up in alignment with the following financial & budget related policies (as reviewed and adopted by Council):

- 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
- Unauthorised, Irregular, Fruitless & Wasteful Expenditure Policy
- Accounts Payable Policy
- Payroll Management Policy
- Subsistence & Travel Policy
- Funding & Reserves Policy
- Journal Entry Policy
- Vaal Technorama Policy
- Acting Allowance Policy
- Donation Policy
- Cost containment Policy

IDP 2023 -24

During the budget process, these policies were reviewed and found to still be applicable whereby enhancements were made on the virement policy as well as the Cash management and investment policy in order for the policies to be in line with legislation.

CONCLUSION AND RECCOMENDATIONS:

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 2023/2024 be approved as per Annexure "A" to "D" 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 “D” be submitted to National Treasury, MEC for Finance, MEC for Co-Operative Governance, 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);

6. THAT Council approve the funding plan as per annexure “D” and 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 Strategic Planning and Economic Development now that the funding has been relocated to the local municipalities;

Annexures:

Annexure “A” A Schedule (Version 6.7)

Annexure “B” Tariff of Charges

Annexure “C” Budget related policies

Annexure “D” Financial recovery action plan

IDP 2023 -24

CHAPTER 08:

Performance Management and Mainstreaming

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)

IDP 2023-24

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 4 of this document. The set performance areas for the financial year 2023/24 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.

IDP 2023-24

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.

IDP 2023 -24

POLITICAL MANAGEMENT TEAM:

OFFICE OF THE EXECUTIVE MAYOR:

NATIONAL KEY PRIORITY AREA 01: GOOD GOVERNANCE AND PUBLIC PARTICIPATION

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes/No
Improve stakeholder relations through public participation	State of the District Address	Successful of State of the District Address (SODAs) convened	2022/23 State of the District Address	OPEX	Convene one (1) State of the District Address	Yes
Improve stakeholder relations through public participation	Nthirisano Outreach Program	Number of effective Outreach Programmes/ Nthirisano held (including Feedback)	(4) Outreach Programmes in the previous Financial Year	OPEX	Convene Four (4) Nthirisano Outreach Programmes	Yes
	IDP and Budget Stakeholders/Community Participation	IDP and Budget Stakeholders/Community Participation conducted.	Three (3) IDP/ Budget Stakeholders Engagements held in the 2022/23 financial year	OPEX	Convene Three (3) IDP Budget Stakeholders Engagements in the 2023/24 financial year	Yes
Strengthening oversight and Accountability	IDP Political Steering Committee	IDP Political Steering Committee held	(3) IDP Political Steering Committee held in 2022/23 financial year	OPEX	Convene (3) IDP Political Steering Committee meetings	No
	Mayoral Committee Meetings	Mayoral Committee Meetings held	Twelve (12) Mayoral Committee Meetings held in 2022/23 financial year	OPEX	Convene Twelve (12) Mayoral Committee Meetings	No
	Joint Mayor's Forum (Inter – Governmental Relations)	Joint Mayors Forums held	Four (4) Joint Mayors Forums held in 2022/23 financial year	OPEX	Convene Four (4) Joint Mayors Forums	No
Facilitate, coordinate and monitor internal and external HIV/AIDS, STI and TB Programmes	HIV/AIDS, STI and TB Programmes	Number of AIDS Council programmes and Multi-Sector Implementation Plan oversight implemented	Four (4) AIDS Council programme and Multi-Sector Implementation Plan oversight implemented in 2022/23 financial year	OPEX	Facilitate Four (4) AIDS Council programme and Oversee Multi-Sector Implementation Plan	Yes

OFFICE OF THE SPEAKER:

NATIONAL KEY PRIORITY AREA 01: GOOD GOVERNANCE AND PUBLIC PARTICIPATION

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes/No
Strengthening oversight and Accountability	Municipal Public Accounts (MPAC)	Number of MPAC meetings Co-ordinated	Four (4) MPAC Meetings in the previous financial year	OPEX	Coordinate 4 oversight reports on section 79 committee meetings including MPAC	No
Oversee the processes of petition management	Petition Management Committee	Number of Petitions processed and resolved	Seven (7) Petitions resolved in the previous financial year	OPEX	Co-ordinate committee to process and resolve petitions	No
Strengthening oversight and Accountability	Council Sittings	Number of Ordinary Council Meetings convened	Four (4) Sedibeng District Municipal Council Meetings in the previous financial year	OPEX	Co-ordinate Four (4) Ordinary Council Sittings	Yes
	District Speakers Forum	Number of District Speakers Forum held	4 District Speakers Forum held in 2022/23 financial year	OPEX	Facilitate (4) District Speakers Forum per annum.	No
Monitor implementation councilor's welfare and support programmes	Councilors Welfare and Support	Number of councilor's welfare and support programmes conducted	Three (3) Councilor's welfare programmes in the previous financial year	OPEX	Coordinate and Conduct Three (3) Welfare and Support Programmes.	No
Improve stakeholder relation through Public Participation	Stakeholder Relation	Number of stakeholder engagement meetings conducted	Three (3) stakeholder engagements in the previous financial year	OPEX	Conduct four (4) stakeholder engagement meetings.	Yes
Training and capacitation of councilors	Capacity building and development training	Number of Training and Development Programmes for Councilors conducted	Three (3) Training and development programmes in the previous financial year	OPEX	Identify Training and Development Programmes for Councilors	Yes
Commemorate women's moth as tribute to women who marched to Union buildings in August 1956 with Women's events	Women's Month Celebrations	Women's Month celebrations conducted	Three (3) Women's Month celebrations conducted in the previous financial year	OPEX	Conduct Four (4) Women's month programmes	Yes

OFFICE OF THE CHIEF WHIP:

NATIONAL KEY PRIORITY AREA 01: GOOD GOVERNANCE AND PUBLIC PARTICIPATION

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes/No
Peruse efficient, accountable and cooperative governance	Caucus	Number of caucus meetings convened	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	One (1) District –wide caucus in the previous financial year	OPEX	Convene one (1) District - wide Caucus Lekgotla	Yes
Co-ordinate political study group management	Study Group	Number of Study Group meetings Convened	Ten (12) Study group meetings convened in the previous financial year	OPEX	Co-ordinate and facilitate all 12 study group meetings.	No
Strengthening oversight and Accountability	Joint Whippery Strategic Session	Number of Annual Joint Whippery Lekgotla held	One (1) District Wide Whippery Strategic Session in the previous financial year	OPEX	Convene one (1) District Wide Whippery Strategic Session	Yes
Strengthening systems of governance, and the analysis of political activities, political thoughts and political behavior	Research and Political Outreaches	Number of Research and Political Outreaches Programmes	Three research and political outreaches in the previous financial year	OPEX	Conduct Three (3) Research and Political Outreach Programmes	No
Strengthening oversight and Accountability	Political Management Team (PMT) Meetings	Number of Political Management Team (PMT) Meetings convened	Four PMT Meeting Convened in the previous financial year	OPEX	Co-ordinate Four (4) PMT Meetings in the	No

OFFICE OF THE MUNICIPAL MANAGER:

NATIONAL KEY PRIORITY AREA 01: GOOD GOVERNANCE AND PUBLIC PARTICIPATION

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
To facilitate co-operative government through communication, consultation and joint decision making	Inter-governmental Relations (IGR)	Number of IGR Forums coordinated	Four (4) IGR Forums coordinated in the previous financial year	OPEX	Conduct Four (4) quarterly reports on District IGR Forums and 1 District-wide IDP/Budget Lekgotla	Yes
To Assess, Identify, control and monitor the implementation of mitigation measures	Risk Management	Number of Risk Management Plans developed	2022/23 Risk Management Plan	OPEX	Develop one (1) report on 2023/24 Risk Management Plan and submission to Risk Management Committee.	No
		Number of Risk Assessments Conducted	2022/23 Risk Registers	OPEX	Conduct one (1) report Annual Strategic Risk Assessment.	No
Develop, implement and monitor Risk-based Internal Audit Coverage Plan	Audit Plan	Number of Internal Audit Coverage Plans Developed	2022/23 Audit Plan	OPEX	One report on Improving the Internal Audit functional capability	No
Coordinate developmentally–oriented municipal planning	IDP	Number of Integrated Development Plans developed	2022/23 IDP	OPEX	Develop one (1) report on the approval of IDP	No
Ensure measurable performance and transparent monitoring of the municipal performance.	Service Delivery and Budget Implementation Plan (SDBIP)	Number of Service Delivery and Budget Implementation Plans (SDBIP) approved	Development of SDBIP	OPEX	Develop one (1) report on 2023/24 SDBIP	No
Co-ordinate Performance Reporting, Monitoring and Evaluation	Performance Management System (PMS)	Number of Performance Management Reports produced	Performance monitoring and evaluation	OPEX	Produce Four (4) quarterly Reports on monitoring and evaluation of 2023/24 municipal performance	No
Ensure necessary actions are taken against all findings raised by the Auditor General	Quality Assurance	Percentage of Auditor General findings resolved	Number and Implementation of Audit Action Plan	OPEX	One report on monitoring the implementation of the Audit Action Plans	No
Co-ordinate Municipal Reporting		Number of Annual Reports submitted to Auditor General and Council	2021/22 Annual Report	OPEX	Develop and submit one report on 2023/24 Annual Report.	No

IDP 2023-24

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Oversee the implementation of contract management by clusters	Contract Management	Number of contract management oversight reports produced	Four Contract management oversight reports in 2022/23 financial year	OPEX	Oversee the implementation of contract management and report quarterly	No

STRATEGIC PLANNING AND ECONOMIC DEVELOPMENT AND HOUSING

NATIONAL KPA 2: LOCAL ECONOMIC DEVELOPMENT

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Consolidate, Review and monitor Growth and Development Strategy (GDS	GDS III	Number of Reports on Growth and Development Strategy	2022/23 Progress report on GDS III	OPEX	Produce one (1) report on Growth and Development Strategy 03	No
Review of sector development plan and strategies	Development of Spatial Development Framework	Number of Sector Development Plans reviewed	1 Spatial Development Framework adopted in previous financial year 2022/23.	DRDLR	One report on the review and development planning policies.	No
Promote Urban Renewal and modernize urban development	Housing and Urban Renewal programme	Number reports on Housing and urban renewal programmes coordinated	Housing and urban renewal programmes coordinated in the previous financial year	CAPEX	Produce four (4) quarterly reports on coordinating, monitoring the implementation of Evaton Urban Renewal Project Hostels Upgrading Programmes.	No
To assist the Region to address past spatial imbalances and land-use management	Regional Southern Corridor Projects reporting.	Number of progress reports on the implementation plans of Regional Southern Corridor Projects	Southern Corridor Regional Implementation Plan Projects.	CAPEX	Produce four (4) quarterly reports on coordinating the Implementation of the 14 Southern Corridor Regional Implementation Plan Projects.	No
Promote and Develop Tourism and Leisure sector	Tourism Demand	Number of marketing and Tourism Initiatives participated in and reported on	Participated in Four Tourism and Marketing Initiatives in the previous financial year 2022/23	OPEX	Produce four (4) quarterly reports on Identifying and participating in Marketing and Tourism initiatives.	No
	Tourism Supply	Number of development and tourism awareness programmes facilitated.	4) Skills development and tourism awareness programmes and reports	OPEX	Facilitate Four (4) quarterly reports on skills development	Yes

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
			submitted in 2021/22 financial year.		and tourism awareness programmes.	
Provide a central market distribution system for the region and maximize municipal revenue	Fresh Produce Market	Number of Fresh Produce Markets reports submitted to council	Four (4) Fresh Produce Market Strategy	CAPEX	Produce Four (4) quarterly reports on Fresh Produce Market,	No
Promote and develop agricultural sector	Agriculture	Number of reports on the Mega Agri park Project activities	Four (4) reports within the Mega Agri park Project in the previous 2022/23 financial year	CAPEX	Four (4) quarterly reports on Implement the Mega Agri park productions.	Yes
Ensure that adequate financial and non-financial assistance is provided to SMMEs and Cooperatives	SMMEs (Emerging Farmers) and Cooperatives Development	Number of SMMEs and Cooperatives capacitated	50 Cooperatives and SMME's (Emerging Farmers) trained in the previous financial year	CAPEX	Four (4) quarterly reports on capacitation and support 30 SMME's ((Emerging Farmers) and Cooperatives)	Yes

TRANSPORT, INFRASTRUCTURE AND ENVIRONMENT:

NATIONAL KPA 6: BASIC SERVICES AND INFRASTRUCTURE

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Plan and develop accessible, safe and affordable public transport systems and facilities.	Development of Integrated Transport Plan (ITP)	• Implementation of Rural Roads Assets Management Systems • Implementation of ITP.	Integrated Transport Plan (ITP)	Dept. of Transport	4 quarterly reports of RRMS and Integrated Transport plan '	No
Manage and monitor the operations of the airport	Airport	Number of reports in Airports Operations	Zero	OPEX	4 quarterly reports on airport operations.	No
Render effective, efficient and customer-oriented licensing services in the region	License Service Centres	Number of reports on implementation of Licensing Services.	Four (4) reports in 2022/23 Financial year	OPEX	4 quarterly reports on implementation of Licensing Services	No
Effective environmental management in the Sedibeng District	Air Quality	Number of reports on Ambient Air Quality monitoring station	No Air Quality Management Plan	OPEX	4 quarterly reports on Ambient Air Quality monitoring stations	No
	Environmental Awareness	Number of Environmental Awareness Campaigns	Four (4) Campaigns on 2022/23	OPEX	Conduct Four (4) Environmental Awareness Campaigns	No

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Ensure a safe and healthy environment for people to live and work in and reduce environmental health risk	Municipal Health Services	Number of Municipal Health Services reports	4 Municipal Health Services reports	OPEX	4 quarterly Municipal Health Services reports	No
Creating work opportunities in public social programmes	EPWP	Number Expanded Public Works Program (EPWP) beneficiaries employed	Hundred and twenty-two (67) EPWP beneficiaries employed in the previous financial year	CAPEX	Employment of 55 EPWP beneficiaries	Yes

FINANCE:

NATIONAL KPA 2: MUNICIPAL FINANCIAL VIABILITY AND MANAGEMENT

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Progressive Compliance with MSCOA regulations	Implementation of MSCOA reforms	Percentage of transacting on MSCOA posting accounts	New Target	OPEX	Implement 100% of MSCOA Regulations on account posting of transactions	No
Compile a realistic and funded budget	Municipal budget	Number of municipal budgets approved	One (1) annual municipal budget in the previous financial year	Capex	Compile one (01) annual budget and submit to Council for approval	No
Development of an annual Procurement Plan	Procurement Plan	Number of Procurement plans and submitted to National Treasury	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
Implement Cost Containment Strategy	Cost Containment	Percentage of cost saving realized	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
Review tariff structure and income generating tariffs	Municipal Tariffs	Number of municipal tariff reviews conducted	One (1) Review of tariff structures conducted in the previous financial year	Capex	Tariffs Review for the 2023/24 financial year and submit to Council for approval	No

IDP 2023 -24

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Monitor adherence to GEYODI	GEYODI Compliance	Number of jobs awarded to people with disability	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	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	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
Prioritize procurement of goods and services from local suppliers	Local Business Support	Percentage of jobs awarded to local SMMEs and Cooperatives to date	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

IDP 2023-24

COMMUNITY SERVICES:

NATIONAL KPA 6: BASIC SERVICES AND INFRASTRUCTURE

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Promote and build safer communities	Integrated Service Delivery	Number of Community Safety Forum revived	Coordinated Community safety programmes and Reports 2022/23	OPEX	02 x Community Safety Forums revived	No
	Victim Support Interventions	Number of victim support intervention programmes coordinated	Implementation of community safety Programmes	OPEX	02 x Victim Support Intervention Programmes	No
	Safety through early intervention towards crime violence prevention	Number of schools safety programmes coordinated	Implementation of community safety Programmes	OPEX	06 x Schools Safety Programmes	No
	Road Safety Promotion	Number of Road Safety initiatives coordinated	Implementation of community safety Programmes	OPEX	Four quarterly reports on Road Safety Promotion Programmes	No
	Monitoring and Evaluation	Number of crime analysis reports submitted	Implementation of community safety Programmes	OPEX	02 x Crime Analysis Reports	No
Promote disaster resilient communities	Roll out Disaster Risk Reduction awareness programs	Number of Disaster Risk Reduction awareness programmes conducted	Four (4) Awareness campaigns in 2022/23	OPEX	Four quarterly reports on Public Disaster Risk Reduction awareness programmes	Yes
	Disaster Relief and Response efforts	NGOs Forum (established)	Disaster Management Response Directory	OPEX	1 x Established response NGOs Forum	No
	Integrated Institutional Arrangements/Capacity for Disaster Management	Number of Disaster Management Advisory Forum sittings	2 sittings (2022/2023)	OPEX	02 x Disaster Management Advisory Forum sittings	NO

IDP 2023-24

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
		Reviewed Disaster Management Policy Framework	Adopted Policy framework	OPEX	01 x Reviewed Disaster Management Policy Framework	NO
Promote efficient delivery of Primary Health Care Services	District Health Council Activities	Number of District Health Council programmes coordinated	Three (3) District Health Council Meetings 0n 2022/23 financial year	OPEX	03 x District Health Council programmes	No
Promote women advocacy and gender equality within our society	Women and Gender Programmes	Number of Women and Gender Programmes coordinated	Three (3) Women and Gender Programmes in 2022/23Financial year	OPEX	03 x Women and Gender Programmes	Yes
Protect the customary practice of initiation schools in terms of Constitutional and other legislative prescripts	Initiation school programmes	Compliant Initiation Schools	-	OPEX	50 x Compliant Initiation Schools	Yes
Promote the development of sports and recreation in the region	Sports and Recreation Programmes	Number of sport and recreation programmes coordinated	Four (4) Programmes in the previous financial year	OPEX	04 x Sports Development Programmes	No
Support Arts and Culture Programmes	Talent Search Festivals	Number of talent search festivals coordinated	Four (4) Programmes in the previous financial year	OPEX	02 x Arts and Culture Programmes	Yes
	Crafters and Visual Artists	Number of up-and-coming Crafters and Visual Artists identified	-	OPEX	Four quarterly reports on Crafters and Visual Artists	Yes
Facilitate the Geographical Name Change process	Geographical Name Change (GNC) Process	Number of GNC Stakeholders meetings coordinated	GNC stakeholders' participation meetings	OPEX	02 x GNC Stakeholders meetings	No

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
			held in the previous financial year.			
Promote and preserve heritage and museums in the region	Public awareness through Oral History and hosting of upliftment workshops programmes	Number of Community Upliftment Workshop conducted	Nomination of Sharpeville Memorial Precinct as a World Heritage Site	OPEX	02 x Community Upliftment Workshop	No
Promotion of national and provincial commemorative days	Commemoration of Historical Events	Number of commemorative events coordinated	Four (04) Commemorative events held	OPEX	Four quarterly reports on Commemorative events	No

CORPORATE SERVICES:

NATIONAL KPA 5: MUNICIPAL TRANSFORMATION AND ORGANISATIONAL DEVELOPMENT

Information Technology:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
World Class ICT Infrastructure in support of Smart Sedibeng	ICT Governance	Number of ICT governance reports submitted	ICT Governance Framework for 2022/23	OPEX	Four quarterly reports on the Implementation of ICT Governance Framework	Yes
	ICT Strategy	One Council approved ICT Strategy	No ICT Strategy for 2022/23	OPEX	Produce one report on ICT strategy	Yes
	ICT Strategy	Number of reports on the implementation of ICT Strategy	No ICT Strategy for 2022/23	OPEX	Produce four quarterly reports four reports on the implementation of ICT Strategy	No
	ICT Security Controls	Number of reports on the implementation of the ICT Security controls	No baseline reports on ICT Security Controls in 2022/23	OPEX	Produce four quarterly reports on the implementation of ICT security Controls	No

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
	ICT Risks	Number of reports on the implementation of ICT Risks	Reports on the management of ICT risks for 2022/23	OPEX	Produce 12 monthly reports on the management of ICT risks	No
	ICT Steering Committee	Number of reports submitted on the progress on the implementation of the ICT resolutions	Resolutions tracked and implemented for 2022/23	OPEX	Produce four quarterly reports on the implementation of ICT Steering Committee Resolutions	No
	ICT Policies workshops	Number of ICT policies workshops conducted for employees	Reports on workshops for councilors 2022/23	OPEX	Produce four quarterly reports on ICT Policies workshops conducted for employee	No

Human Resource:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Ensure effective, competent and motivated staff	Human Management Resources Strategy	Approved reviewed Human Management Resources Strategy	Human Resources Management Strategy for 2018/23.	OPEX	One reviewed Human Resources Management Strategy 2023-2028	Yes
	Wellness Programme	Number of workplace wellness management programmes conducted for employees.	Workplace wellness management programmes for general workers conducted in 2022/23	OPEX	Conduct four workplace wellness management programmes for employees	Yes
	Occupational Health and Safety	Four quarterly reports on Occupational Health and Safety.	Occupational Health and Safety Plan for 2022/23	OPEX	Conduct four quarterly reports on Occupational Health and Safety.	Yes
	Workplace Policies	Number of workplace policies conducted for employees.	Workplace policies for 2022/23	OPEX	Conduct four quarterly workplace policies workshops for employees.	Yes
	Local Labour Forum	Number of LLF meetings resolutions finalized	LLF meetings resolutions finalized in 2022/23	OPEX	Implement four quarterly reports on Local Labour Forum Resolutions.	Yes

COUNCIL SECRETARIAT

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Effective Management of Council Business	Council meetings Secretariat Support services	Number of council meetings supported	Eight Council meetings for 2022/23	OPEX	Provide eight sets of minutes and Agenda of Council meetings	No

FLEET MANAGEMENT:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Ensure effective and efficient fleet management	Integrated Fleet Management Policy	One Integrated Fleet Management Policy approved by Council	Approved Integrated Fleet Management Policy for 2022/23	OPEX	Produce one report on Reviewed Integrated Fleet Management Policy.	No
	Integrated Fleet Management Strategy	One Integrated Fleet Management Strategy approved by Council	No Integrated Fleet Management Strategy in 2022/23	OPEX	Produce one report on Integrated Fleet Management Strategy.	No
	Integrated Fleet management plan	Council approved Integrated Fleet Management plan	Approved Integrated Fleet Management plan for 2022/23	OPEX	Produce one report on integrated fleet Management Plan	no
		Number of Council approved Integrated Fleet Management Plan reports produced	Approved Integrated Fleet Management reports for 2022/23	OPEX	Produce four quarterly reports reports on the implementation of the Integrated Fleet Management Plan	no

FACILITIES MANAGEMENT:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Improve Council image and access to Municipal	Maintenance and repairs plan for municipal facilities	One General Maintenance and Repairs plan for facilities and buildings approved	Approved General Repairs and Maintenance plan for facilities and buildings for 2022/23	Opex	Produce one report on General Repairs and Maintenance Plan for facilities and buildings.	No

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Buildings and Facilities		Number of General Repairs and Maintenance reports produced	Approved General Repairs and Maintenance Reports in 2022/23		Produce four quarterly reports on General Repairs and Maintenance for facilities and buildings	No

RECORDS MANAGEMENT:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Effective management of Council Business	Archives & Records Management	Number of reports submitted to Portfolio Committee on the implementation of the Records Management Strategy	Records Management Strategy for 2022/23	OPEX	Produce four quarterly reports on the implementation of the Records Management Strategy	No

INTERNAL COMMUNICATIONS:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Build high level stakeholder relations, effective Communication and Branding	Communications Strategy	One Council Approved Report on Communication Strategy	No reports on implementation of Communications Strategy in 2022/2023	OPEX	Produce one report on Communication Strategy	No
	Media Monitoring Services	One Council approved report on social media Policy	No social media Policy in 2022/2023	OPEX	Produce one report on social media Policy	No
	Marketing and Branding Strategy	Number of reports uploaded and updated on the website	Reports on municipality the website updates	OPEX	Upload eight compliance reports on the website	No
	Social Media Policy	Number of reports regarding municipality events upload on the website	Uploaded write-ups for the municipality events on the website for 2022/2023	OPEX	Uploaded four quarterly reports of municipality events on the website	No

IDP 2023 -24

	District Communications Forum Meetings	Number of online wellness awareness and educational materials for employees	No online wellness awareness and educational materials for employees for 2022/2023	OPEX	Upload four quarterly reports online wellness awareness and educational materials for employees	No

PROTECTION SERVICES:

IDP Strategy	Priority Area	Key Performance Indicator (KPI)	Baseline	Funding Source	Annual Target	Mainstreaming Yes / No
Ensure safety and security of Employees, Councillors and users of municipality facilities and buildings	Safety and security of councilors, employees and members of the public	Number of reports on the implementation of the protection services Strategy	Reports on the implementation of the Protection Services Strategy for 2022/2023	OPEX	Submit four quarterly reports on the implementation of the Protection Services Strategy	Yes

IDP 2023 -24

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

CHAPTER 09:

Integrated Plans

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 submission to council for approval.
2. After completion of the process, LED strategy will then be inculcated into the IDP review 2024/25 financial year.

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

- Annexure (A) Draft Budget
- Annexure (B) Sedibeng District Municipality Disaster Management Plan
- Annexure (C) Sedibeng District Municipality DITP (2019-2024 Final)
- Annexure (D) Community Safety Strategy 2018– 2022
- Annexure (E) District Aids Implementation Plan 2018-22
- Annexure (E) Human Resource Management Strategy
- Annexure (F) Sedibeng District Composite Map
- Annexure (G) Sedibeng SDF FINAL May 2019 (Incl: Figures)
- Annexure (H) GPG Catalytic Projects 2022/23

Draft IDP 2023 - 24

CHAPTER 10:

Process Towards Shared Services

OVERVIEW:

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).

IDP 2023 - 24

BRIEF BACKGROUND:

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. The powers and functions allocated to Gauteng municipalities required a review for the following reasons, among others:

The functions in the Municipal Structures Act, Section 84, are poorly defined and, in some cases, set up a split authority, with districts and local municipalities sharing what should be a single function (firefighting and solid waste management are examples).

There are some functions whose inclusion as district functions are inappropriate (municipal public works, the receipt, allocation and the distribution of grants made to the district municipality, etc.).

Some potentially significant functions, municipal roads and electricity specifically, have only been taken up by districts to a minimal degree and this questions the merit of them continuing to be legislated as district functions.

POWERS AND FUNCTIONS:

Possible adjustments:

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.

Municipal roads:
Currently, nationally, only six of the 43 districts incur significant municipal roads and transport expenditure, with Sedibeng being one of these. Funding arrangements for roads are generally problematic and possibly they should be removed as district functions as they are usually areas in which there is significant underfunding in particularly more rural areas.

Solid waste management:
The Municipal Structures Act sets up a split function with strategy, regulation and regional landfills defined as district activities. It makes more sense though for it to remain as a local function without being split, and local municipalities could develop shared services if they so wish.

Firefighting:
Given the density levels across Gauteng's urbanized areas, all options should be explored, including one where a single provincially-coordinated fire service is created, which could even involve municipalities that are part of the GCR. Economies of scale would suggest that such would allow for very specialized services necessary in industrial environments and these could also be integrated into the Disaster Management Centers.

Community and social services:
The Municipal Structures Act does not make this a district function, although resources such as well over R100 million and over 200 staff members execute this function in Gauteng's two districts. An analysis of what this function performs in these districts should be conducted to ensure there is no overlap between the districts and local municipalities.

IDP 2023-24

Environmental protection:
This is not defined as a district function, yet sector legislation identifies it as a district responsibility. Further, districts have actually undertaken these functions. A province-wide analysis of existing and future needs in disaster, emergency and fire services should be undertaken to identify how best the functions should be exercised in Gauteng.

Tourism promotion and economic development:
Tourism promotion is part of the broader function of promoting economic development. Ideally, this is more about the promotion of economic development broadly.

Planning:
Clearly, planning is a technically complex activity. Districts usually have too little capacity to do this well; however, with the rollout of the DDM, it is suggested that ways be found to strengthen district planning to address more adequately the requirements of the Systems Act and the 2001 Planning and Performance regulations. Integrated, synchronized, aligned, spatially-led, sound regional planning will remain important regardless of how districts are reconfigured.

Powers related to internal activities:
Powers relating to internal activities include: public works, receipt of grants, imposition of taxes and levies (Structures Act Cl 84 (n), (o) and (p)). These powers are uncontroversial and must exist for a municipality to function effectively. Therefore, existing legislation gives all municipalities these powers.

Fire Services:
It is recognized that Fire Services is a capital-intensive function and that funding models for Fire Services in Gauteng are linked to municipal viability with municipalities that are financially viable able to fund the function adequately and sustainably while those that are not viable struggle to finance fire service activities in a meaningful way. Challenges

brought by financial constrains have resulted in municipalities questioning the fire services powers and functions placed on them.

Noting the above reality, it became important that CoGTA investigates the matter through the development of Business case which aims to make a clear proposal regarding the possible need for adjustments as well as the appropriate placement of the fire services function in the province.

The Business case is still at a draft stage due to the funding chapter which is yet to be finalized. This is because of the reality that commitments must first be secured with both GPT and NT to ensure that the proposed fire services funding model is sustainable. Adjustments that are done without proper funding models merely transfer the problem; they don't resolve it.

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.

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.

Strategy around the four "Ministerial" authorization areas (also covered below): here, the province should work with the national Minister of CoGTA and the relevant sectoral Ministers in the development of a long-term strategy to address issues and the approach to be adopted in:

- Energy
- Water and Sanitation
- Health; and in addition,
- Human Settlements, Transport and Disaster Management/Fire Services:

These are included as there is a great need for intergovernmental cooperation to make these functions operate efficiently, effectively and economically.

IDP 2023 - 24

Table 1: Shared Services

Setting up of Transitional Processes with Shared Services

2022	2023	2024	2025	2026	2027	
SDM	Review of Powers & Functions	Water Services Authority				Single Authority
		Tourism promotion and economic development:				
		Planning				
LLM		Joint Audit				
		Solid waste management:				
		Municipal roads:				
		Centralized Planning				
		Environmental protection:				
		Community and social services:				
ELM		Entities				
		Fire Services:				
		Fleet Management				
		Firefighting:				

Municipality	2023	2024	2025	2026	2027	
SDM	Review of Powers and Functions	• Water Services Authority				Review of Powers & Functions
LLM		• Tourism Promotion and Economic Development				
MLM		• Planning				
ELM		• Joint Audit • Solid Waste Management				
		• Centralised Planning				
		• Environmental Protection				
		• Community and Social Services				

IDP 2023-24

ANNEXURES

DC42 Sedibeng - Table A1 Budget Summary

Description	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 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 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Financial Performance										
Property rates	–	–	–	–	–	–	–	–	–	–
Service charges	–	–	–	–	–	–	–	–	–	–
Investment revenue	3,307	1,718	1,847	2,015	2,015	2,015	2,046	2,325	2,464	2,612
Transfer and subsidies - Operational	284,349	293,453	302,065	314,247	315,450	315,450	220,266	324,273	337,326	353,447
Other own revenue	73,802	78,405	100,127	79,021	77,769	77,769	46,861	82,438	87,478	92,739
Total Revenue (excluding capital transfers and contributions)	361,458	373,575	404,039	395,284	395,234	395,234	269,172	409,036	427,268	448,798
Employee costs	277,981	287,554	282,313	295,644	292,012	292,012	192,964	309,195	327,746	347,411
Remuneration of councillors	13,379	12,803	12,271	14,035	14,805	14,805	9,140	14,947	15,844	16,795
Depreciation and amortisation	17,647	12,653	11,611	11,272	11,489	11,489	–	11,489	12,179	12,909
Finance charges	–	–	–	–	–	–	–	–	–	–
Inventory consumed and bulk purchases	2,626	2,488	5,546	5,513	4,057	4,057	2,162	4,054	4,297	4,555
Transfers and subsidies	8,366	6,301	8,510	13,310	13,310	13,310	6,219	13,979	12,900	12,900
Other expenditure	89,871	77,297	71,535	72,689	75,666	75,666	31,112	76,187	80,498	85,121
Total Expenditure	409,871	399,096	391,786	412,463	411,340	411,340	241,596	429,851	453,464	479,691
Surplus/(Deficit)	(48,413)	(25,520)	12,253	(17,179)	(16,106)	(16,106)	27,576	(20,816)	(26,197)	(30,894)
Transfers and subsidies - capital (monetary allocations)	39	2,173	302	–	188	188	–	–	–	–
Transfers and subsidies - capital (in-kind)	–	471	–	–	–	–	–	–	–	–
Surplus/(Deficit) after capital transfers & contributions	(48,374)	(22,877)	12,556	(17,179)	(15,918)	(15,918)	27,576	(20,816)	(26,197)	(30,894)
Share of Surplus/Deficit attributable to Associate	–	–	–	–	–	–	–	–	–	–
Surplus/(Deficit) for the year	(48,374)	(22,877)	12,556	(17,179)	(15,918)	(15,918)	27,576	(20,816)	(26,197)	(30,894)
Capital expenditure & funds sources										
Capital expenditure	660	5,693	1,806	2,445	2,633	2,633	585	1,800	1,908	2,022
Transfers recognised - capital	39	2,723	582	–	188	188	–	–	–	–
Borrowing	–	–	–	–	–	–	–	–	–	–
Internally generated funds	621	2,971	1,223	2,445	2,445	2,445	585	1,800	1,908	2,022
Total sources of capital funds	660	5,693	1,806	2,445	2,633	2,633	585	1,800	1,908	2,022
Financial position										
Total current assets	20,713	624,797	681,919	8,206	22,342	22,342	30,979	11,718	33,792	13,778
Total non current assets	107,681	104,176	94,600	75,787	85,744	85,744	95,185	73,809	61,739	48,944
Total current liabilities	195,741	312,760	199,265	182,404	202,241	202,241	176,789	230,826	164,615	55,371
Total non current liabilities	–	–	–	–	–	–	–	–	–	–
Community wealth/Equity	(91,231)	(116,798)	(108,349)	(126,920)	(124,486)	(124,486)	(80,059)	(145,299)	(69,084)	7,350
Cash flows										
Net cash from (used) operating	–	122,115	56,924	–	2,065	2,065	3,405	(9,047)	22,074	–
Net cash from (used) investing	–	(5,586)	(1,806)	–	(188)	(188)	(585)	(1,800)	(1,908)	–
Net cash from (used) financing	–	–	–	–	–	–	–	–	–	–
Cash/cash equivalents at the year end	21,504	132,660	65,299	5,654	20,306	20,306	2,820	(9,094)	11,072	11,072
Cash backing/surplus reconciliation										
Cash and investments available	119,643	721,617	764,124	78,392	103,010	103,010	113,921	81,015	91,891	60,007
Application of cash and investments	172,931	289,786	182,075	169,734	187,576	187,576	157,624	183,220	122,376	13,132
Balance - surplus (shortfall)	(53,288)	431,831	582,049	(91,341)	(84,566)	(84,566)	(43,702)	(102,205)	(30,485)	46,874
Asset management										
Asset register summary (WDV)	107,681	104,176	94,600	75,787	85,744	85,744	73,809	61,739	48,944	–
Depreciation	17,647	12,653	11,611	11,272	11,489	11,489	11,489	12,179	12,909	–
Renewal and Upgrading of Existing Assets	582	2,756	1,365	1,179	1,179	1,179	1,300	1,378	1,461	–
Repairs and Maintenance	8,517	7,905	4,977	5,312	2,686	2,686	2,906	3,081	3,265	–
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	2019/20	2020/21	2021/22	Current Year 2022/23			2023/24 Medium Term Revenue & Expenditure Framework		
R thousand	1	Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Revenue - Functional										
Governance and administration		**294,541**	**303,002**	**327,584**	**311,789**	**312,153**	**312,153**	**322,292**	**335,441**	**351,668**
Executive and council		–	–	–	–	–	–	–	–	–
Finance and administration		294,541	303,002	327,584	311,789	312,153	312,153	322,292	335,441	351,668
Internal audit		–	–	–	–	–	–	–	–	–
Community and public safety		**5,608**	**4,725**	**2,527**	**4,897**	**4,897**	**4,897**	**5,025**	**5,244**	**5,395**
Community and social services		4,163	2,374	2,353	3,322	3,322	3,322	3,345	3,369	3,395
Sport and recreation		–	–	–	–	–	–	–	–	–
Public safety		–	–	–	–	–	–	–	–	–
Housing		–	–	–	–	–	–	–	–	–
Health		1,445	2,351	174	1,575	1,575	1,575	1,680	1,875	2,000
Economic and environmental services		**53,797**	**62,542**	**69,018**	**73,586**	**73,586**	**73,586**	**77,855**	**82,486**	**87,393**
Planning and development		1,832	427	2,489	2,606	2,606	2,606	2,616	2,733	2,855
Road transport		51,966	62,115	66,529	70,980	70,980	70,980	75,239	79,753	84,538
Environmental protection		–	–	–	–	–	–	–	–	–
Trading services		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Energy sources		–	–	–	–	–	–	–	–	–
Water management		–	–	–	–	–	–	–	–	–
Waste water management		–	–	–	–	–	–	–	–	–
Waste management		–	–	–	–	–	–	–	–	–
Other	4	**7,550**	**5,950**	**5,213**	**5,012**	**4,786**	**4,786**	**3,864**	**4,096**	**4,342**
Total Revenue - Functional	2	**361,497**	**376,219**	**404,342**	**395,284**	**395,422**	**395,422**	**409,036**	**427,268**	**448,798**
Expenditure - Functional										
Governance and administration		**231,473**	**216,240**	**205,584**	**218,985**	**221,433**	**221,433**	**230,123**	**241,929**	**255,724**
Executive and council		46,877	46,547	46,340	52,709	55,625	55,625	56,869	60,281	63,898
Finance and administration		179,286	164,219	153,212	159,634	159,126	159,126	166,330	174,308	184,047
Internal audit		5,310	5,475	6,032	6,642	6,682	6,682	6,924	7,339	7,779
Community and public safety		**68,426**	**68,677**	**67,082**	**69,498**	**69,088**	**69,088**	**74,971**	**79,293**	**83,874**
Community and social services		32,965	35,174	33,235	34,749	33,624	33,624	36,920	38,959	41,120
Sport and recreation		2,728	2,942	3,066	3,208	3,404	3,404	3,829	4,059	4,303
Public safety		7,839	5,464	5,241	5,146	5,610	5,610	5,931	6,287	6,664
Housing		1,525	1,623	1,930	1,755	1,759	1,759	1,868	1,980	2,099
Health		23,369	23,473	23,611	24,640	24,691	24,691	26,422	28,008	29,688
Economic and environmental services		**93,585**	**97,427**	**98,893**	**101,859**	**99,820**	**99,820**	**104,923**	**111,218**	**117,807**
Planning and development		24,853	24,402	24,729	26,455	24,491	24,491	26,564	28,158	29,763
Road transport		64,324	67,789	69,106	70,801	71,433	71,433	74,063	78,507	83,218
Environmental protection		4,407	5,236	5,058	4,602	3,897	3,897	4,295	4,553	4,826
Trading services		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Energy sources		–	–	–	–	–	–	–	–	–
Water management		–	–	–	–	–	–	–	–	–
Waste water management		–	–	–	–	–	–	–	–	–
Waste management		–	–	–	–	–	–	–	–	–
Other	4	**20,723**	**21,088**	**20,446**	**22,122**	**20,996**	**20,996**	**19,835**	**21,025**	**22,286**
Total Expenditure - Functional	3	**414,207**	**403,432**	**392,005**	**412,463**	**411,337**	**411,337**	**429,851**	**453,464**	**479,691**
Surplus/(Deficit) for the year		**(52,710)**	**(27,214)**	**12,337**	**(17,179)**	**(15,915)**	**(15,915)**	**(20,816)**	**(26,197)**	**(30,894)**

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	2019/20	2020/21	2021/22	Current Year 2022/23			2023/24 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Revenue by Vote	1									
Vote 01 - Executive & Council		–	–	–	–	–	–	–	–	–
Vote 02 - Budget & Treasury Office		275,142	286,029	317,037	299,237	299,320	299,320	308,802	321,918	338,106
Vote 03 - Corporate Services		16,156	11,635	4,453	4,416	4,786	4,786	4,808	5,097	5,402
Vote 04 - Roads And Transport		55,242	64,893	69,192	75,161	75,161	75,161	79,535	84,361	89,393
Vote 05 - Planning & Development		–	–	–	–	–	–	–	–	–
Vote 06 - Community & Social Services		14,956	13,662	13,660	16,469	16,155	16,155	15,890	15,893	15,896
Vote 07 -		–	–	–	–	–	–	–	–	–
Vote 08 -		–	–	–	–	–	–	–	–	–
Vote 09 -		–	–	–	–	–	–	–	–	–
Vote 10 -		–	–	–	–	–	–	–	–	–
Vote 11 -		–	–	–	–	–	–	–	–	–
Vote 12 -		–	–	–	–	–	–	–	–	–
Vote 13 -		–	–	–	–	–	–	–	–	–
Vote 14 -		–	–	–	–	–	–	–	–	–
Vote 15 - Other		–	–	–	–	–	–	–	–	–
Total Revenue by Vote	2	**361,497**	**376,219**	**404,342**	**395,284**	**395,422**	**395,422**	**409,036**	**427,268**	**448,798**
Expenditure by Vote ***to be appropriated***	1									
Vote 01 - Executive & Council		45,907	46,470	46,101	52,426	55,535	55,535	56,779	60,186	63,797
Vote 02 - Budget & Treasury Office		26,332	24,019	19,029	20,855	22,876	22,876	24,387	24,623	26,154
Vote 03 - Corporate Services		152,832	141,158	131,879	132,887	130,709	130,709	136,062	144,226	152,879
Vote 04 - Roads And Transport		96,229	99,952	103,232	107,326	106,125	106,125	111,657	118,356	125,373
Vote 05 - Planning & Development		17,762	19,069	17,963	17,902	17,174	17,174	18,375	19,478	20,646
Vote 06 - Community & Social Services		61,933	60,682	60,524	66,975	65,123	65,123	68,389	71,542	74,884
Vote 07 -		–	–	–	–	–	–	–	–	–
Vote 08 -		–	–	–	–	–	–	–	–	–
Vote 09 -		–	–	–	–	–	–	–	–	–
Vote 10 -		–	–	–	–	–	–	–	–	–
Vote 11 -		–	–	–	–	–	–	–	–	–
Vote 12 -		–	–	–	–	–	–	–	–	–
Vote 13 -		–	–	–	–	–	–	–	–	–
Vote 14 -		–	–	–	–	–	–	–	–	–
Vote 15 - Other		13,211	12,082	13,277	14,091	13,794	13,794	14,202	15,055	15,958
Total Expenditure by Vote	2	**414,207**	**403,432**	**392,005**	**412,463**	**411,337**	**411,337**	**429,851**	**453,464**	**479,691**
Surplus/(Deficit) for the year	2	**(52,710)**	**(27,214)**	**12,337**	**(17,179)**	**(15,915)**	**(15,915)**	**(20,816)**	**(26,197)**	**(30,894)**

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	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 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 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Revenue											
Exchange Revenue											
Service charges - Electricity	2	-	-	-	-	-	-	-	-	-	-
Service charges - Water	2	-	-	-	-	-	-	-	-	-	-
Service charges - Waste Water Management	2	-	-	-	-	-	-	-	-	-	-
Service charges - Waste Management	2	-	-	-	-	-	-	-	-	-	-
Sale of Goods and Rendering of Services		14,261	9,531	1,760	1,719	221	221	128	235	248	263
Agency services		51,966	62,115	66,529	70,980	70,980	70,980	43,827	75,239	79,753	84,538
Interest											
Interest earned from Receivables		-	-	-	-	-	-	-	-	-	-
Interest earned from Current and Non Current Assets		3,307	1,718	1,847	2,015	2,015	2,015	2,046	2,325	2,464	2,612
Dividends											
Rent on Land											
Rental from Fixed Assets		223	3	367	166	453	453	342	480	509	539
Licence and permits		-	-	-	-	-	-	-	-	-	-
Operational Revenue		5,859	4,348	31,298	4,542	4,500	4,500	2,418	4,765	5,051	5,354
Non-Exchange Revenue											
Property rates	2	-	-	-	-	-	-	-	-	-	-
Surcharges and Taxes											
Fines, penalties and forfeits											
Licences or permits		1,445	2,351	174	1,575	1,575	1,575	135	1,680	1,875	2,000
Transfer and subsidies - Operational		284,349	293,453	302,065	314,247	315,450	315,450	220,266	324,273	337,326	353,447
Interest											
Fuel Levy											
Operational Revenue											
Gains on disposal of Assets		48	36	-	40	40	40	12	40	42	45
Other Gains		-	22	-	-	-	-	-	-	-	-
Discontinued Operations											
Total Revenue (excluding capital transfers and contrib		**361,458**	**373,575**	**404,039**	**395,284**	**395,234**	**395,234**	**269,172**	**409,036**	**427,268**	**448,798**
Expenditure											
Employee related costs	2	277,981	287,554	282,313	295,644	292,012	292,012	192,964	309,195	327,746	347,411
Remuneration of councillors		13,379	12,803	12,271	14,035	14,805	14,805	9,140	14,947	15,844	16,795
Bulk purchases - electricity	2	-	-	-	-	-	-	-	-	-	-
Inventory consumed	8	2,626	2,488	5,546	5,513	4,057	4,057	2,162	4,054	4,297	4,555
Debt impairment	3	-	-	-	-	-	-	-	-	-	-
Depreciation and amortisation		17,647	12,653	11,611	11,272	11,489	11,489	-	11,489	12,179	12,909
Interest											
Contracted services		47,486	37,307	34,933	39,032	42,348	42,348	10,682	42,491	44,864	47,295
Transfers and subsidies		8,366	6,301	8,510	13,310	13,310	13,310	6,219	13,979	12,900	12,900
Irrecoverable debts written off		-	5	-	-	-	-	-	-	-	-
Operational costs		41,200	39,950	36,586	33,617	33,278	33,278	20,429	33,657	35,592	37,782
Losses on disposal of Assets		901	20	-	40	40	40	-	40	42	45
Other Losses		284	15	16	-	-	-	-	-	-	-
Total Expenditure		**409,871**	**399,096**	**391,786**	**412,463**	**411,340**	**411,340**	**241,596**	**429,851**	**453,464**	**479,691**
Surplus/(Deficit)		**(48,413)**	**(25,520)**	**12,253**	**(17,179)**	**(16,106)**	**(16,106)**	**27,576**	**(20,816)**	**(26,197)**	**(30,894)**
Transfers and subsidies - capital (monetary	6	39	2,173	302	–	188	188	–	–	–	–
Transfers and subsidies - capital (in-kind)	6	–	471	–	–	–	–	–	–	–	–
Surplus/(Deficit) after capital transfers & contributions		**(48,374)**	**(22,877)**	**12,556**	**(17,179)**	**(15,918)**	**(15,918)**	**27,576**	**(20,816)**	**(26,197)**	**(30,894)**
Income Tax											
Surplus/(Deficit) after income tax		**(48,374)**	**(22,877)**	**12,556**	**(17,179)**	**(15,918)**	**(15,918)**	**27,576**	**(20,816)**	**(26,197)**	**(30,894)**
Share of Surplus/Deficit attributable to Joint Venture											
Share of Surplus/Deficit attributable to Minorities											
Surplus/(Deficit) attributable to municipality		**(48,374)**	**(22,877)**	**12,556**	**(17,179)**	**(15,918)**	**(15,918)**	**27,576**	**(20,816)**	**(26,197)**	**(30,894)**
Share of Surplus/Deficit attributable to Associate	7										
Intercompany/Parent subsidiary transactions											
Surplus/(Deficit) for the year	1	**(48,374)**	**(22,877)**	**12,556**	**(17,179)**	**(15,918)**	**(15,918)**	**27,576**	**(20,816)**	**(26,197)**	**(30,894)**

Vote Description	Ref	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 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 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Capital expenditure - Vote											
Multi-year expenditure ***to be appropriated***	2										
Vote 01 - Executive & Council		–	–	–	–	–	–	–	–	–	–
Vote 02 - Budget & Treasury Office		–	–	–	–	–	–	–	–	–	–
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	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Single-year expenditure ***to be appropriated***	2										
Vote 01 - Executive & Council		–	–	–	–	–	–	–	–	–	–
Vote 02 - Budget & Treasury Office		–	79	280	–	–	–	–	–	–	–
Vote 03 - Corporate Services		621	3,441	1,223	2,445	2,633	2,633	585	1,800	1,908	2,022
Vote 04 - Roads And Transport		–	67	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		**660**	**5,693**	**1,806**	**2,445**	**2,633**	**2,633**	**585**	**1,800**	**1,908**	**2,022**
Total Capital Expenditure - Vote		**660**	**5,693**	**1,806**	**2,445**	**2,633**	**2,633**	**585**	**1,800**	**1,908**	**2,022**
Capital Expenditure - Functional											
Governance and administration		**621**	**5,627**	**1,503**	**2,445**	**2,633**	**2,633**	**585**	**1,800**	**1,908**	**2,022**
Executive and council											
Finance and administration		621	5,627	1,503	2,445	2,633	2,633	585	1,800	1,908	2,022
Internal audit											
Community and public safety		**39**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Community and social services		39	–	–	–	–	–	–	–	–	–
Sport and recreation											
Public safety											
Housing											
Health											
Economic and environmental services		**–**	**67**	**302**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Planning and development		–	67	302	–	–	–	–	–	–	–
Road transport											
Environmental protection											
Trading services		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Energy sources											
Water management											
Waste water management											
Waste management											
Other											
Total Capital Expenditure - Functional	3	**660**	**5,693**	**1,806**	**2,445**	**2,633**	**2,633**	**585**	**1,800**	**1,908**	**2,022**
Funded by:											
National Government		39	146	582	–	–	–	–	–	–	–
Provincial Government		–	2,107	–	–	188	188	–	–	–	–
District Municipality											
Transfers and subsidies - capital (in-kind)		–	471	–	–	–	–	–	–	–	–
Transfers recognised - capital	4	**39**	**2,723**	**582**	**–**	**188**	**188**	**–**	**–**	**–**	**–**
Borrowing	6										
Internally generated funds		621	2,971	1,223	2,445	2,445	2,445	585	1,800	1,908	2,022
Total Capital Funding	7	**660**	**5,693**	**1,806**	**2,445**	**2,633**	**2,633**	**585**	**1,800**	**1,908**	**2,022**

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	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 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 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
ASSETS											
Current assets											
Cash and cash equivalents		16,131	622,529	673,923	6,961	21,030	21,030	21,642	10,183	32,257	12,243
Trade and other receivables from exchange transactions	1	2,863	1,682	1,718	1,245	1,718	1,718	3,211	1,493	1,493	1,493
Receivables from non-exchange transactions	1	(26)	–	–	–	–	–	–	–	–	–
Current portion of non-current receivables											
Inventory	2	473	363	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
VAT		1,205	160	39	–	(406)	(406)	0	42	42	42
Other current assets		67	64	6,239	–	–	–	6,126	–	–	–
Total current assets		**20,713**	**624,797**	**681,919**	**8,206**	**22,342**	**22,342**	**30,979**	**11,718**	**33,792**	**13,778**
Non current assets											
Investments											
Investment property											
Property, plant and equipment	3	100,649	97,406	88,483	70,186	80,262	80,262	89,068	69,339	58,141	46,271
Biological assets											
Living and non-living resources											
Heritage assets		4,895	4,895	4,895	4,914	4,895	4,895	4,895	4,895	4,895	4,895
Intangible assets		2,137	1,875	1,222	687	587	587	1,222	(424)	(1,297)	(2,222)
Trade and other receivables from exchange transactions											
Non-current receivables from non-exchange transactions											
Other non-current assets											
Total non current assets		**107,681**	**104,176**	**94,600**	**75,787**	**85,744**	**85,744**	**95,185**	**73,809**	**61,739**	**48,944**
TOTAL ASSETS		**128,394**	**728,973**	**776,519**	**83,993**	**108,086**	**108,086**	**126,164**	**85,527**	**95,531**	**62,722**
LIABILITIES											
Current liabilities											
Bank overdraft											
Financial liabilities		–	–	–	–	–	–	–	–	–	–
Consumer deposits		377	192	135	117	135	135	158	135	–	–
Trade and other payables from exchange transactions	4	172,931	291,989	182,075	169,734	187,576	187,576	157,624	183,220	122,376	13,132
Trade and other payables from non-exchange transactions	5	13,713	20,579	16,574	12,470	14,049	14,049	18,324	17,702	12,470	12,470
Provision		–	–	–	–	–	–	–	29,430	29,430	29,430
VAT		8,719	(0)	480	84	480	480	683	339	339	339
Other current liabilities											
Total current liabilities		**195,741**	**312,760**	**199,265**	**182,404**	**202,241**	**202,241**	**176,789**	**230,826**	**164,615**	**55,371**
Non current liabilities											
Financial liabilities	6	–	–	–	–	–	–	–	–	–	–
Provision	7	–	–	–	–	–	–	–	–	–	–
Long term portion of trade payables											
Other non-current liabilities											
Total non current liabilities		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
TOTAL LIABILITIES		**195,741**	**312,760**	**199,265**	**182,404**	**202,241**	**202,241**	**176,789**	**230,826**	**164,615**	**55,371**
NET ASSETS		**(67,347)**	**416,214**	**577,254**	**(98,411)**	**(94,155)**	**(94,155)**	**(50,626)**	**(145,299)**	**(69,084)**	**7,350**
COMMUNITY WEALTH/EQUITY											
Accumulated surplus/(deficit)	8	(91,231)	(116,798)	(108,349)	(126,920)	(124,486)	(124,486)	(80,059)	(145,299)	(69,084)	7,350
Reserves and funds	9	–	–	–	–	–	–	–	–	–	–
Other											
TOTAL COMMUNITY WEALTH/EQUITY	10	**(91,231)**	**(116,798)**	**(108,349)**	**(126,920)**	**(124,486)**	**(124,486)**	**(80,059)**	**(145,299)**	**(69,084)**	**7,350**

References

1. Detail breakdown in Table SA3 for Trade receivables from Exchange and Non-exchange transactions

2. Include completed low cost housing to be transferred to beneficiaries within 12 months detail provided in Table SA3

3. Include 'Construction-work-in-progress' (disclosed separately in annual financial statements) detail in SA3

4. Detail breakdown in Table SA3.

5. Detail breakdown in Table SA3.

DC42 Sedibeng - Table A7 Budgeted Cash Flows

Description	Ref	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 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 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
CASH FLOW FROM OPERATING ACTIVITIES											
Receipts											
Property rates									–	–	–
Service charges									–	–	–
Other revenue		–	520,251	366,769	–	(362)	(362)	439,007	641,239	675,622	–
Transfers and Subsidies - Operational	1	–	86,913	301,711	–	250	250	10,168	20,935	19,973	–
Transfers and Subsidies - Capital	1								–	–	–
Interest		–	1,490	1,847	–	–	–	2,046	2,325	2,464	–
Dividends									–	–	–
Payments											
Suppliers and employees		–	(486,539)	(613,403)	–	2,177	2,177	(447,815)	(673,545)	(675,985)	–
Finance charges									–	–	–
Transfers and Subsidies	1								–	–	–
NET CASH FROM/(USED) OPERATING ACTIVITIES		**–**	**122,115**	**56,924**	**–**	**2,065**	**2,065**	**3,405**	**(9,047)**	**22,074**	**–**
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)	(1,806)	–	(188)	(188)	(585)	(1,800)	(1,908)	–
NET CASH FROM/(USED) INVESTING ACTIVITIES		**–**	**(5,586)**	**(1,806)**	**–**	**(188)**	**(188)**	**(585)**	**(1,800)**	**(1,908)**	**–**
CASH FLOWS FROM FINANCING ACTIVITIES											
Receipts											
Short term loans									–	–	–
Borrowing long term/refinancing									–	–	–
Increase (decrease) in consumer deposits									–	–	–
Payments											
Repayment of borrowing									–	–	–
NET CASH FROM/(USED) FINANCING ACTIVITIES		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
NET INCREASE/ (DECREASE) IN CASH HELD		**–**	**116,529**	**55,118**	**–**	**1,877**	**1,877**	**2,820**	**(10,847)**	**20,166**	**–**
Cash/cash equivalents at the year begin:	2	**21,504**	**16,131**	**10,181**	**5,654**	**18,429**	**18,429**	**–**	**1,752**	**(9,094)**	**11,072**
Cash/cash equivalents at the year end:	2	**21,504**	**132,660**	**65,299**	**5,654**	**20,306**	**20,306**	**2,820**	**(9,094)**	**11,072**	**11,072**

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	670,327	–	(112)	(112)	451,220	664,499	698,059	–
Total payments	–	(492,125)	(615,208)	–	1,989	1,989	(448,400)	(675,345)	(677,893)	–
	–	116,529	55,118	–	1,877	1,877	2,820	(10,847)	20,166	–
Borrowings & investments & c.deposits	–	–	–	–	–	–	–	–	–	–
Repayment of borrowing	–	–	–	–	–	–	–	–	–	–
	–	116,529	55,118	–	1,877	1,877	2,820	(10,847)	20,166	–
	–	–	–	–	–	–	(0)	–	–	–

DC42 Sedibeng - Table A8 Cash backed reserves/accumulated surplus reconciliation

Description	Ref	2019/20	2020/21	2021/22	Current Year 2022/23				2023/24 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 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
Cash and investments available											
Cash/cash equivalents at the year end	1	21,504	132,660	65,299	5,654	20,306	20,306	2,820	(9,094)	11,072	11,072
Other current investments > 90 days		(2,510)	491,551	610,342	2,552	2,442	2,442	22,033	20,770	22,678	2,664
Investments - Property, plant and equipment	1	100,649	97,406	88,483	70,186	80,262	80,262	89,068	69,339	58,141	46,271
Cash and investments available:		**119,643**	**721,617**	**764,124**	**78,392**	**103,010**	**103,010**	**113,921**	**81,015**	**91,891**	**60,007**
Application of cash and investments											
Trade payables from Non-exchange transactions: Other		–	–	–	–	–	–	–	–	–	–
Unspent borrowing		–	–	–	–	–	–		–	–	–
Statutory requirements	2										
Other working capital requirements	3	172,931	289,786	182,075	169,734	187,576	187,576	157,624	183,220	122,376	13,132
Other provisions											
Long term investments committed	4	–	–	–	–	–	–	–	–	–	–
Reserves to be backed by cash/investments	5										
Total Application of cash and investments:		**172,931**	**289,786**	**182,075**	**169,734**	**187,576**	**187,576**	**157,624**	**183,220**	**122,376**	**13,132**
Surplus(shortfall)		**(53,288)**	**431,831**	**582,049**	**(91,341)**	**(84,566)**	**(84,566)**	**(43,702)**	**(102,205)**	**(30,485)**	**46,874**

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 - Total Reserves to be backed by cash/investments excl Valuation reserve

Other working capital requirements										
Debtors	–	2,203	–	–	–	–	–	–	–	–
Creditors due	172,931	291,989	182,075	169,734	187,576	187,576	157,624	183,220	122,376	13,132
Total	(172,931)	(289,786)	(182,075)	(169,734)	(187,576)	(187,576)	(157,624)	(183,220)	(122,376)	(13,132)
Debtors collection assumptions										
Balance outstanding - debtors	447	363	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Estimate of debtors collection rate	0.0%	606.6%	512.7%	0.0%	-0.4%	-0.4%	937.8%	725.1%	716.4%	0.0%
Long term investments committed										
Balance (*Insert description; eg sinking fund)*										
	–	–	–	–	–	–	–	–	–	–
Reserves to be backed by cash/investments										
Housing Development Fund	–	–	–	–	–	–	–	–	–	–
Capital replacement	–	–	–	–	–	–	–	–	–	–
Self-insurance	–	–	–	–	–	–	–	–	–	–
Compensation for Occupational Injuries and Diseases										
Employee Benefit										
Non-current Provisions										
Valuation										
Investment in associate account										
Capitalisation										
	–	–	–	–	–	–	–	–	–	–

DC42 Sedibeng - Table A9 Asset Management

Description	Ref	2019/20	2020/21	2021/22	Current Year 2022/23			2023/24 Medium Term Revenue & Expenditure Framework		
R thousand		Audited Outcome	Audited Outcome	Audited Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
CAPITAL EXPENDITURE										
Total New Assets	1	**78**	**2,938**	**440**	**1,266**	**1,454**	**1,454**	**500**	**530**	**562**
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	170	–	188	188	–	–	–
Intangible Assets		***30***	***157***	***170***	**–**	***188***	***188***	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Machinery and Equipment		**48**	**269**	**66**	**–**	**701**	**701**	**500**	**530**	**562**
Transport Assets		**–**	**2,237**	**204**	**1,266**	**565**	**565**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Mature		–	-	-	-	-	-	-	-	-
Immature		–	-	-	-	-	-	-	-	-
Living Resources		-	-	-	-	-	-	-	-	-
Total Renewal of Existing Assets	2	**558**	**2,611**	**1,357**	**1,079**	**1,079**	**1,079**	**1,200**	**1,272**	**1,348**
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		**340**	**2,274**	**1,196**	**800**	**800**	**800**	**800**	**848**	**899**
Furniture and Office Equipment		**218**	**142**	**161**	**279**	**279**	**279**	**400**	**424**	**449**
Machinery and Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Transport Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Mature		–	-	-	-	-	-	-	-	-
Immature		–	-	-	-	-	-	-	-	-
Living Resources		-	-	-	-	-	-	-	-	-

Total Upgrading of Existing Assets	6	**24**	**144**	**9**	**100**	**100**	**100**	**100**	**106**	**112**
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		24	144	9	100	100	100	100	106	112
Infrastructure		***24***	***144***	***9***	***100***	***100***	***100***	***100***	***106***	***112***
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		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Mature		–	-	-	-	-	-	-	-	-
Immature		–	-	-	-	-	-	-	-	-
Living Resources		-	-	-	-	-	-	-	-	-
Total Capital Expenditure	4	**660**	**5,693**	**1,806**	**2,445**	**2,633**	**2,633**	**1,800**	**1,908**	**2,022**
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		24	144	9	100	100	100	100	106	112
Infrastructure		***24***	***144***	***9***	***100***	***100***	***100***	***100***	***106***	***112***
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	170	–	188	188	–	–	–
Intangible Assets		***30***	***157***	***170***	**–**	***188***	***188***	**–**	**–**	**–**
Computer Equipment		**340**	**2,274**	**1,196**	**800**	**800**	**800**	**800**	**848**	**899**
Furniture and Office Equipment		**218**	**142**	**161**	**279**	**279**	**279**	**400**	**424**	**449**
Machinery and Equipment		**48**	**269**	**66**	**–**	**701**	**701**	**500**	**530**	**562**
Transport Assets		**–**	**2,237**	**204**	**1,266**	**565**	**565**	**–**	**–**	**–**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Mature		–	-	-	-	-	-	-	-	-
Immature		–	-	-	-	-	-	-	-	-
Living Resources		-	-	-	-	-	-	-	-	-
TOTAL CAPITAL EXPENDITURE - Asset class		**660**	**5,693**	**1,806**	**2,445**	**2,633**	**2,633**	**1,800**	**1,908**	**2,022**

ASSET REGISTER SUMMARY - PPE (WDV)	5	107,681	104,176	94,600	75,787	85,744	85,744	73,809	61,739	48,944
Roads Infrastructure		4,115	3,628	3,155	2,305	2,682	2,682	2,209	1,708	1,177
Storm water Infrastructure										
Electrical Infrastructure		45	40	35	27	35	35	35	35	35
Water Supply Infrastructure										
Sanitation Infrastructure										
Solid Waste Infrastructure										
Rail Infrastructure										
Coastal Infrastructure										
Information and Communication Infrastructure		2,659	2,051	1,510	1,627	1,060	1,060	509	(68)	(680)
Infrastructure		***6,818***	***5,719***	***4,700***	***3,958***	***3,777***	***3,777***	***2,754***	***1,675***	***532***
Community Assets		48,169	46,446	44,728	38,951	43,038	43,038	41,347	39,555	37,655
Heritage Assets		**4,895**	**4,895**	**4,895**	**4,914**	**4,895**	**4,895**	**4,895**	**4,895**	**4,895**
Investment properties										
Other Assets		(2,348)	(2,911)	(3,721)	(3,174)	(4,563)	(4,563)	(5,405)	(6,298)	(7,245)
Biological or Cultivated Assets										
Intangible Assets		2,137	1,875	1,222	687	587	587	(424)	(1,297)	(2,222)
Computer Equipment		**10,849**	**10,162**	**6,598**	**(2,597)**	**2,569**	**2,569**	**(2,259)**	**(7,329)**	**(12,704)**
Furniture and Office Equipment		**4,349**	**3,736**	**2,738**	**2,178**	**1,880**	**1,880**	**1,251**	**69**	**(1,183)**
Machinery and Equipment		**2,604**	**2,093**	**1,204**	**(134)**	**1,119**	**1,119**	**132**	**(671)**	**(1,522)**
Transport Assets		**1,188**	**3,141**	**3,217**	**1,985**	**3,423**	**3,423**	**2,500**	**2,120**	**1,717**
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										
Living Resources										
TOTAL ASSET REGISTER SUMMARY - PPE (WDV)	5	**107,681**	**104,176**	**94,600**	**75,787**	**85,744**	**85,744**	**73,809**	**61,739**	**48,944**
EXPENDITURE OTHER ITEMS		**26,164**	**20,558**	**16,588**	**16,584**	**14,175**	**14,175**	**14,395**	**15,259**	**16,175**
Depreciation	7	17,647	12,653	11,611	11,272	11,489	11,489	11,489	12,179	12,909
Repairs and Maintenance by Asset Class	3	**8,517**	**7,905**	**4,977**	**5,312**	**2,686**	**2,686**	**2,906**	**3,081**	**3,265**
Roads Infrastructure		–	–	–	–	–	–	–	–	–
Storm water Infrastructure		–	–	–	–	–	–	–	–	–
Electrical Infrastructure		–	–	–	–	–	–	–	–	–
Water Supply Infrastructure		–	–	–	–	–	–	–	–	–
Sanitation Infrastructure		–	–	–	–	–	–	–	–	–
Solid Waste Infrastructure		–	–	–	–	–	–	–	–	–
Rail Infrastructure		–	–	–	–	–	–	–	–	–
Coastal Infrastructure		–	–	–	–	–	–	–	–	–
Information and Communication Infrastructure		4,026	3,117	1,767	2,103	934	934	1,154	1,223	1,297
Infrastructure		***4,026***	***3,117***	***1,767***	***2,103***	***934***	***934***	***1,154***	***1,223***	***1,297***
Community Facilities		80	45	24	30	59	59	59	62	66
Sport and Recreation Facilities		–	–	–	–	–	–	–	–	–
Community Assets		***80***	***45***	***24***	***30***	***59***	***59***	***59***	***62***	***66***
Heritage Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Revenue Generating		–	–	–	–	–	–	–	–	–
Non-revenue Generating		–	–	–	–	–	–	–	–	–
Investment properties		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Operational Buildings		1,016	1,562	1,200	900	900	900	900	954	1,011
Housing		–	–	–	–	–	–	–	–	–
Other Assets		***1,016***	***1,562***	***1,200***	***900***	***900***	***900***	***900***	***954***	***1,011***
Biological or Cultivated Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Servitudes		–	–	–	–	–	–	–	–	–
Licences and Rights		–	–	–	–	–	–	–	–	–
Intangible Assets		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Computer Equipment		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Furniture and Office Equipment		**126**	**105**	**187**	**172**	**172**	**172**	**172**	**182**	**193**
Machinery and Equipment		**241**	**210**	**146**	**200**	**200**	**200**	**200**	**212**	**225**
Transport Assets		**3,028**	**2,866**	**1,652**	**1,908**	**422**	**422**	**422**	**447**	**474**
Land		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Zoo's, Marine and Non-biological Animals		**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**	**–**
Mature		–	-	-	-	-	-	-	-	-
Immature		–	-	-	-	-	-	-	-	-
Living Resources		-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURE OTHER ITEMS		**26,164**	**20,558**	**16,588**	**16,584**	**14,175**	**14,175**	**14,395**	**15,259**	**16,175**
Renewal and upgrading of Existing Assets as % of total capex		*88.2%*	*48.4%*	*75.6%*	*48.2%*	*44.8%*	*44.8%*	*72.2%*	*72.2%*	*72.2%*
Renewal and upgrading of Existing Assets as % of deprecn		*3.3%*	*21.8%*	*11.8%*	*10.5%*	*10.3%*	*10.3%*	*11.3%*	*11.3%*	*11.3%*
R&M as a % of PPE		*8.5%*	*8.1%*	*5.6%*	*7.6%*	*3.3%*	*3.3%*	*3.3%*	*4.4%*	*5.6%*
Renewal and upgrading and R&M as a % of PPE		*8.0%*	*10.0%*	*7.0%*	*9.0%*	*5.0%*	*5.0%*	*6.0%*	*7.0%*	*10.0%*

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	2019/20	2020/21	2021/22	Current Year 2022/23			2023/24 Medium Term Revenue & Expenditure Framework		
		Outcome	Outcome	Outcome	Original Budget	Adjusted Budget	Full Year Forecast	Budget Year 2023/24	Budget Year +1 2024/25	Budget Year +2 2025/26
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)		–	–	–	–	–	–	–	–	–
Informal Settlements		–	–	–	–	–	–	–	–	–
Cost of Free Basic Services provided - Formal Settlements (R'000)										
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	8	–	–	–	–	–	–	–	–	–
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 of free or subsidised services in excess to the National policy that are not funded from the Free Basic Services component of the Equitable Share

SEDIBENG DISTRICT MUNICIPALITY

DISASTER MANAGEMENT PLAN



LESEDI
Local Municipality/ Plaaslike Munisipaliteit

MIDVAAL

EMFULENI
LOCAL MUNICIPALITY

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.

Contents

Preface: 6
Definitions 6
Acronyms 9
Distribution List 10
1. Introduction and Background 11
1.1 Purpose 11
1.2 Background 13
1.2.1 Population: 14
1.3 Socio-economic profile 14
1.4 Incident History 14
1.5 Stakeholder Consultation 15
2. Constitutional, legislative and policy mandates 16
2.1 Legislative Mandate 16
2.2 Policy Mandates 16
3. Integrated Institution Capacity: 18
3.1 Sedibeng District Disaster Management Organogram 18
3.2 Disaster Management Centre 18
3.3 Sedibeng Disaster Management Advisory Forum 19
3.4 Roles and Responsibilities of Role-players 20
3.4.1 The Head of Disaster Management Centre: 20
3.4.2 Fire Chief: 20
3.4.3 Director: Finance 21
3.4.4 Director: Corporate Services / Legal Services: 21
3.4.5 Director: Development Planning 22
3.4.6 Volunteers 22
3.5 Procedure During A Disaster 23
4. Risk Assessment 24
4.1. Objective 24
4.2. Process for Risk Identification 25
4.3. Identified Risks 25
5. Disaster Risk Reduction 27

5.1 Objective 27
5.2 Core Disaster Risk Reduction Principles 27
5.3 Disaster Prevention 27
5.4 Disaster Mitigation....27
5.5 Risk Reduction Strategies 27
6. Preparedness Planning....29
7. Response and Recovery 32
7.1 Assessment of Incident....32
7.2 Establishment of a Joint Operation Centre (JOC) 32
7.3 Establishment of the Forward Command Post 33
7.4 Chain of Command 33
7.4.1 Administrative Structure 34
7.4.2 Political Structure 34
7.5 Activation Procedure 35
7.6 Standard Operating Protocols for the Joint Operation Centre (JOC): 36
7.7 Evacuation and Treatment of the injured....37
7.8 Declaration of a Disaster 37
7.9 Classification of a State of Disaster 38
8. Recovery 40
8.1 Financial Arrangements....40
8.2 National Municipal Disaster Grant 41
8.3 Funding of Post Disaster Recovery and Rehabilitation....43
8.4 Budgeting 43
8.5 Recovery Plans....43
9. Monitoring and Evaluation Plan....46
9.1 Exercise/testing of SOP's....46
9.2 Emergency Information and Communication Strategy 46
9.3 Media 47
10. Contact Details:....48
10.1 Municipal Management Team (District and Locals) 48
10.2 District Advisory Forum Stakeholder List 49
11. References 50

Table 1: List of Major Hazards 26
Table 2: Preparedness Plans & Programs 29
Table 3: Recovery Measures 44

Figure 1: Risk Assessment Process 24
Figure 2: Sedibeng Risk Profile Monitoring Committee 28
Figure 3: Communication and Management of Early Warnings 47

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

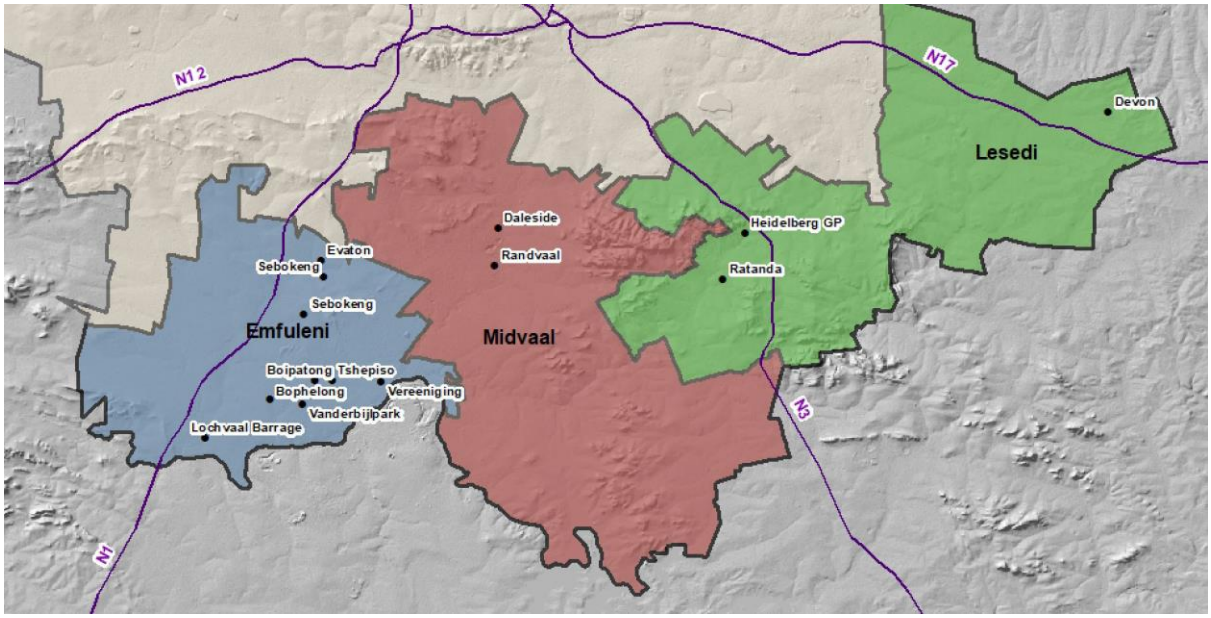
The National Disaster Management Centre (NDMC) provided a set of guidelines; developed in terms of Section 19(a) of the DMA and section 3.6 of the National Disaster Management Framework, 2005 (NDMF) provides a uniform structure and checklist to organs of state to prepare a level 3 DMP.

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;

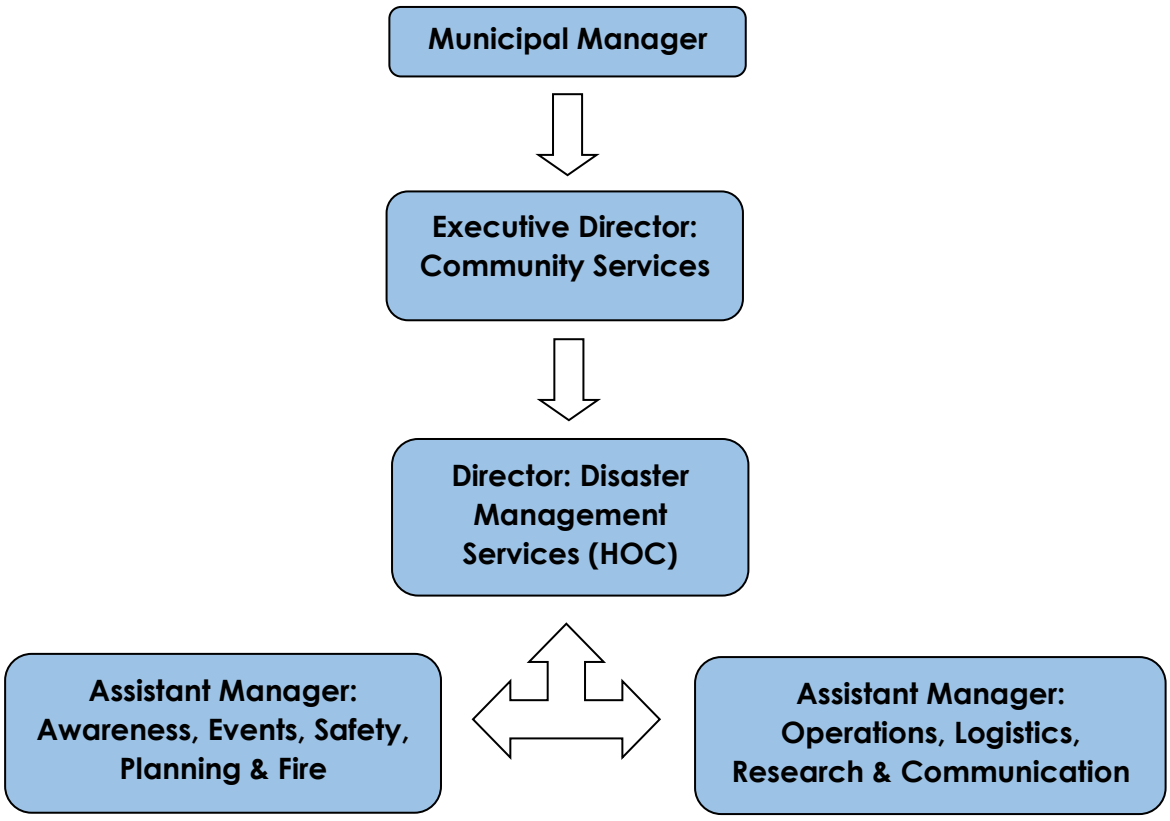
Disaster Management planning is a collaborative process that involves all spheres of government on the political and administrative levels including all sectors of society, NGO's and CBO's, hence the slogan "Disaster Management is everyone's business". The full Disaster Management Plan will be an annexure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

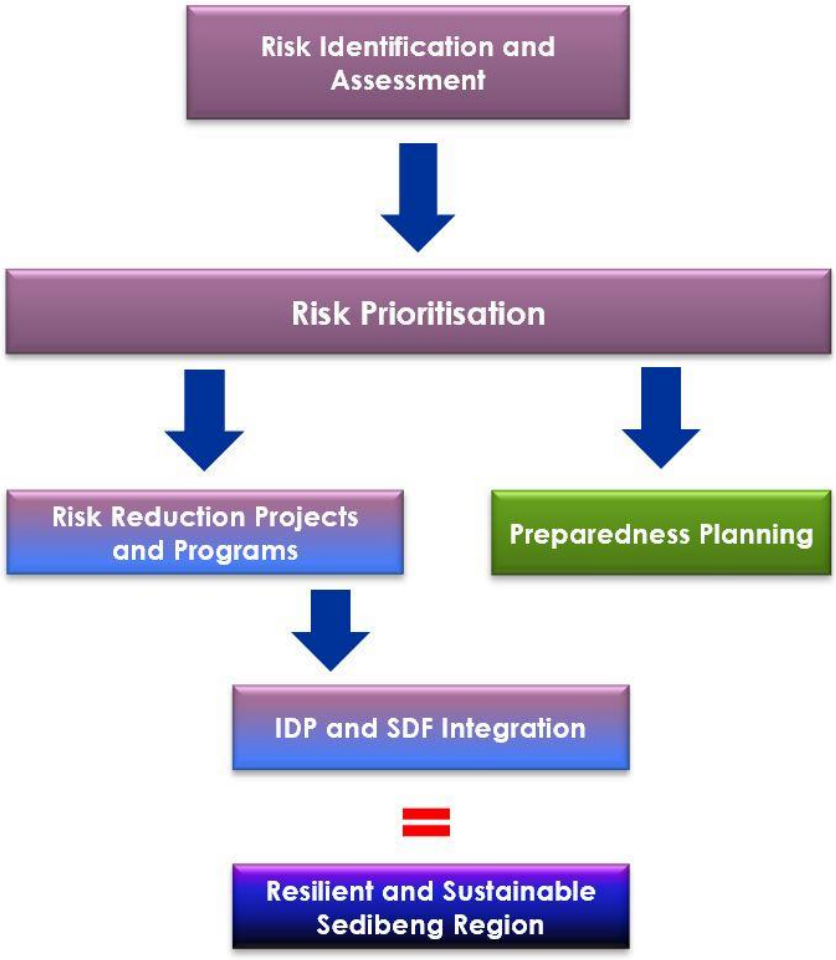


Figure 1: Risk Assessment Process

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.

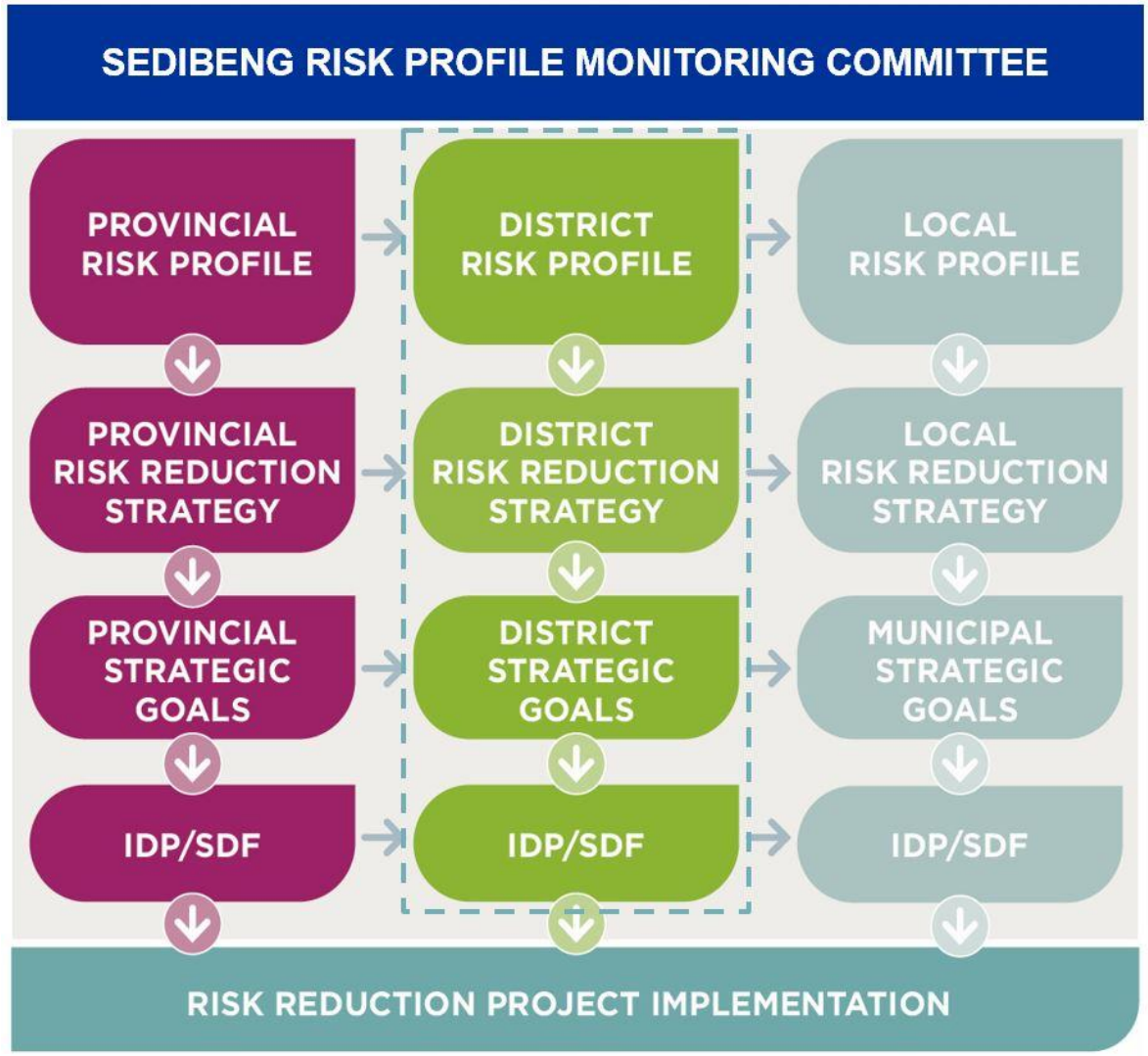


Figure 2: Sedibeng Risk Profile Monitoring Committee

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:

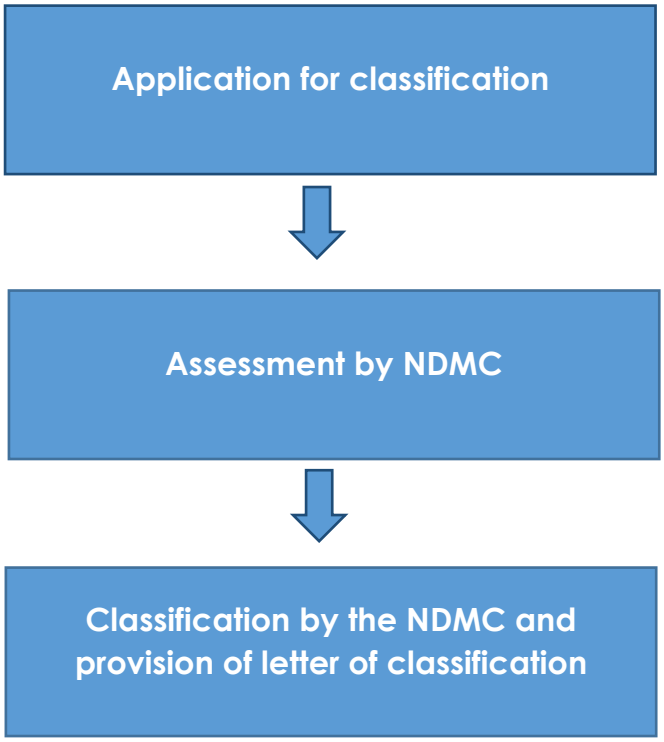


Figure 3: Procedure for Classification of a Disaster

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.

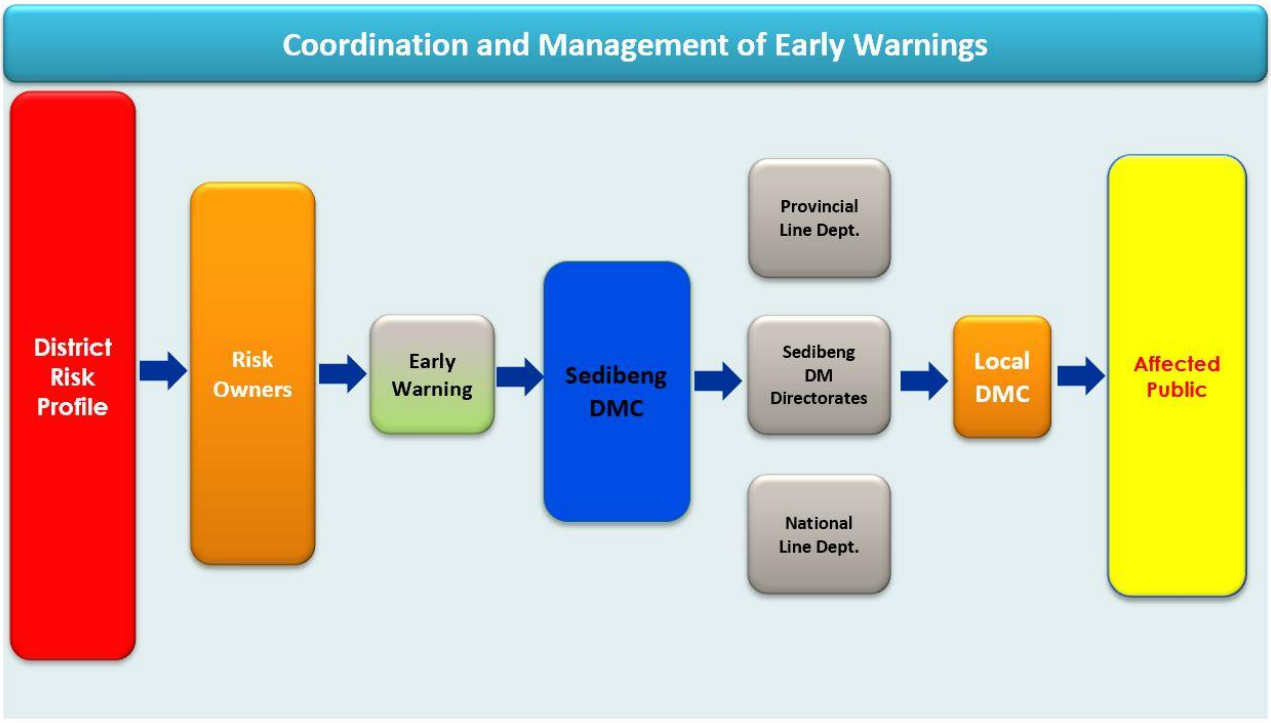


Figure 3: Communication and Management of Early Warnings

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

11. REFERENCES

Gaute. (2018). *Gauteng Province Socio-Economic Review and Outlook.* Gauteng: Provincial Treasury.

NDMC. (2020). *Disaster Atlas App.* Gauteng: NDMC.

StatsSA. (2011). *Census.* Sedibeng: StatsSA.

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"

TABLE OF CONTENTS

Executive Summary

1. INTRODUCTION

2. BACKGROUND

2.1. Sedibeng HIV&AIDS, TB and STIs profile.

3. SEDIBENG BACKGROUND

3.1. Geographical location, historical and economic
3.2 Demographics

4. POLICY AND LEGISLATION AND HIV&AIDS, STIs & TB IN MUNICIPALITIES

4.1 The Constitution

4.2 Integrated Development Plan

5. EPIDEMIOLOGY OF HIV&AIDS IN SEDIBENG

6. SEDIBENG MDIP: HIV&AIDS/STIs and TB:- 2017-2022 STRATEGY GOALS

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.

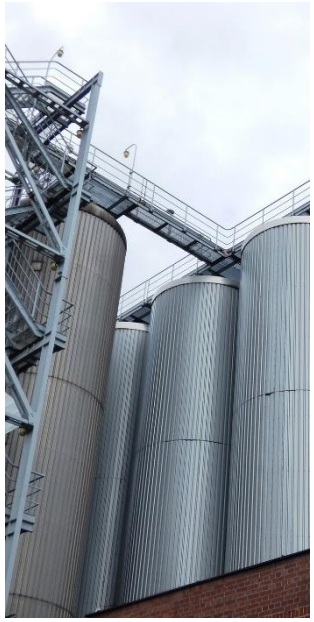
SEDIBENG DISTRICT MUNICIPALITY SDF – COMPOSITE

- 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

Contents

1 INTRODUCTION....1

1.1 BACKGROUND....1

1.2 STUDY OBJECTIVES....1

1.3 METHODOLOGY....2

2. LEGISLATIVE AND POLICY CONTEXT....2

2.1 NATIONAL CONTEXT....3

2.1.1 National Legislation....3

2.1.1.1 Constitution of the Republic of South Africa 108 of 1996....3

2.1.1.2 Municipal Systems Act 32 of 2000....3

2.1.1.3 Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA)....3

2.1.1.4 Synthesis....5

2.1.2 National Policies....5

2.1.2.1 National Development Plan 2030....5

2.1.2.2 Medium Term Strategic Framework 2014-2019....8

2.1.2.3 Integrated Urban Development Framework and Implementation Plan 2016-2019....9

2.1.2.4 National Biodiversity Strategy and Action Plan 2005, Biodiversity Assessment 2011....11

2.1.2.5 Agricultural Policy Action Plan 2015....11

2.1.2.6 National Comprehensive Rural Development Programme 200912

2.1.2.7 Industrial Policy Action Plan 2014-2015....14

2.1.2.8 National Infrastructure Development Plan 2012....14

2.1.2.9 National Transport Master Plan 2005-2050....15

2.1.2.10 Integrated Resource Plan for Electricity 2010-2030....16

2.1.2.11 Development of Sustainable Human Settlements (Breaking New Ground) 2004....17

2.1.2.12 Neighbourhood Development Partnership Grant 2006....17

2.2 PROVINCIAL CONTEXT....17

2.2.1 Provincial Policy....17

2.2.1.1 Gauteng Global City Region and Vision 2055....17

2.2.2.2 Gauteng Employment, Growth and Development Strategy 2009 - 2014....21

2.2.2.3 Gauteng Transformation, Modernisation and Re-industrialisation Strategy (TMR) 2014....23

2.2.2.4 Gauteng Growth Management Perspective 2014....25

2.2.2.5 Gauteng Provincial Spatial Development Framework 2016....26

2.2.2.6 Gauteng Provincial Environmental Management Framework 201428

2.2.2.7 Gauteng Climate Change Response Strategy 2011....29

2.2.2.8 Gauteng 25-Year Integrated Transport Strategy 2013....29

2.2.2.9 Gauteng Rural Development Plan 2015....31

2.2.2.10 Provincial Mega Human Settlements....32

2.2.2.11 Gauteng City-Region Integrated Infrastructure Master Plan 203033

2.2.2.12 Synthesis....34
2.3 DISTRICT CONTEXT....38
2.3.1 West Rand District SDF....38
2.3.2 City of Joburg Metropolitan Spatial Development Framework 2040 38
2.3.3 Ekurhuleni City....38
2.3.4 Nkangala District Municipality....39
2.3.5 Gert Sibande District Municipality....39
2.3.6 Fezile Dabi District Municipality....39
2.3.7 Dr Kenneth Kaunda District Municipality....39
3. SEDIBENG DISTRICT ISSUES AND VISION....39
3.1 IDP RELATED PRIORITY ISSUES....39
4. SPATIAL ANALYSIS AND SYNTHESIS....44
4.1 INSTITUTIONAL FEATURES....44
4.1.1 Population....44
4.1.2 Age and Gender Profile....45
4.1.3 Education Profile....45
4.1.4 Human Development Index....45
4.1.5 Food Poverty Line....46
4.1.6 Household Income and Gini Coefficient....46
4.2 REGIONAL ECONOMIC PROFILE....46
4.2.1 Annual Growth in GDP-R....46
4.2.2 Sectoral Contribution to GVA-R in 2016....47
4.2.3 Labour Market....47
4.2.4 Sectoral Trend (GDP)....48
4.3 NATURAL ENVIRONMENT....50
4.3.1 Topography and Hydrology....50
4.3.2 Nature Reserves, Conservation Areas and Biodiversity....50
4.3.3 Soil Types and Dolomitic Areas....50
4.4 LAND USE, SPATIAL STRUCTURE AND MOVEMENT NETWORK . 51
4.4.1 Regional Context....51
4.4.2 Local Context....51
4.4.2.1 Movement Network....51
4.4.2.2 Human Settlements....52
4.4.2.3 Business....54
4.4.2.4 Industrial....55
4.4.2.5 Mining....55
4.4.2.6 Tourism....55
4.4.2.7 Agriculture....57
4.5 COMMUNITY FACILITIES....59
4.6 ENGINEERING SERVICES....59
4.6.1 Level of Service Summary....59
4.6.2 Water....60
4.6.3 Sanitation....60
4.6.4 Energy....62
4.7 SYNTHESIS: SPATIAL STRUCTURING/ FORMGIVING ELEMENTS 63

5. SEDIBENG SPATIAL DEVELOPMENT FRAMEWORK 65

5.1 POINTS OF DEPARTURE, SPATIAL VISION AND LAND USE BUDGET 65

5.1.1 Points of Departure 65

5.1.2 Spatial Vision 66

5.1.3 Population and Job Opportunity Projections and Land Use Budget 68

5.1.3.1 Population and Job Opportunity Projections 68

5.1.4 Development Principles 77

5.2 DEVELOPMENT FRAMEWORK 78

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. 78

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). 83

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. 85

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). 88

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. 92

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. 95

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. 97

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. 99

5.2.9 Principle 9: Promote the commercial farming activities throughout the District; and the establishment of the Agri Park. 99

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. 103

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 activity nodes in the district, priority housing development areas earmarked for residential development, and communities with excessive service backlogs. 104

5.2.12 Principle 12: Implement a district-wide Growth Management Strategy to ensure spatial manifestation of the SDF Development Principles. 108

ii) Strategic Objectives 109
iii) Critical Success Factors 110
iv) Growth Management Instruments/Tools 110
6. IMPLEMENTATION FRAMEWORK 115
6.1 Sectoral Alignment 115
6.2 Capital Investment/Implementation Programme 116

List of Tables

Table 1: National Development Plan Objectives and Actions 6
Table 2: MTSF Outcomes relevant to the Sedibeng DM: 9
Table 3: Strategic Infrastructure Projects: 15
Table 4: Global City Region Strategic Pathways and Projects 18
Table 5: Transformation, Modernisation and Re-industrialisation Interventions and Projects 24
Table 6: Gauteng Mega Housing Projects 32
Table 7: Proposals for Sedibeng DM SDF originating from National, Provincial and District Policies and Legislation 35
Table 8: Comprehensive List of Projects Identified as part of the Southern Corridor Initiative 41
Table 9: Labour Market 48
Table 10: Sedibeng: Summary of Housing Demand (2011) 53
Table 11: Sedibeng Informal Settlements per LM and Housing Demand 54
Table 12.1: Gauteng Population Projections per Metropolitan/ District Municipality, 2011-2037 69
Table 13.1: Sedibeng DM: Population Projections per LM, 2011-2037 70
Table 14: Sedibeng DM: Estimated number of workers 70
Table 15: Sedibeng DM: Incremental Land Use Budget, 2016-2025 (including Backlog) 72
Table 16: Sedibeng DM: Incremental Land Use Budget, 2025-2037 74
Table 17: Sedibeng DM: Incremental Land Use Budget, 2016-2037 (including Backlog) 75
Table 18: Sedibeng DM: Incremental Land Use Budget, 2016-2037 (including Backlog) 76
Table 19: Sedibeng Biodiversity Plan Guidelines 80
Table 20: Sedibeng District Priority Nodal Hierarchy 84
Table 21: Sedibeng DM: Priority Housing Development Areas 91
Table 22: Priority Initiatives/Projects following from the Sedibeng SDF 117

List of Figures

Figure 1: Study Area – Regional Context
Figure 2: Spatial Integration of NATMAP with existing policies, SIP Projects
Figure 3: Major Transmission Development Scheme Projects
Figure 4: Footprint of the Gauteng Global City Region
Figure 5: Gauteng Spatial Development Framework, 2030
Figure 6: Gauteng Spatial Development Framework
Figure 7: SDF and Provincial Area of Focus
Figure 8: Gauteng Environmental Management Framework
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
Figure 10: Gauteng Rural Development Framework
Figure 11: Mega Human Settlements and other large developments
Figure 12: West Rand DM SDF
Figure 13: CoJ Metropolitan Spatial Development Framework
Figure 14: Metropolitan SDF 2015
Figure 15: Nkangala DM SDF
Figure 16: Gert Sibande DM SDF
Figure 17: Fezile Dabi DM Rural Development Plan
Figure 18: Dr Kenneth Kaunda DM Rural Development Plan
Figure 19: Sedibeng District MSDF - Institutional
Figure 20: Sedibeng District MSDF – Cadastral Structure
Figure 21: Topography and Hydrology
Figure 22: Sedibeng District MSDF – Critical Biodiversity Areas
Figure 23: Sedibeng District MSDF – Soil Type and Dolomitic Area
Figure 24: Sedibeng District MSDF - Land Use and Movement Network
Figure 25: Regional Economic Context
Figure 26: Sedibeng District Tourism Routes
Figure 27: Sedibeng District MSDF - Agriculture
Figure 28.1: Sedibeng District MSDF - Education
Figure 28.2: Sedibeng District MSDF – Tertiary Education
Figure 28.3: Sedibeng District MSDF – Health Services
Figure 28.4: Sedibeng District MSDF – Safety and Security
Figure 28.5: Sedibeng District MSDF – Other Community Facilities
Figure 29: Sedibeng District MSDF – Engineering Services
Figure 30.1: Sedibeng District MSDF - Concept
Figure 30.2: Sedibeng District MSDF – Land Use Budget
Figure 31.1: Sedibeng District MSDF – Principle 1: Regional Open Space system
Figure 31.2: Sedibeng District MSDF – Principle 2: Nodal Hierarchy
Figure 31.3: Sedibeng District MSDF – Principle 3: Transport Network

Figure 31.4: Sedibeng District MSDF – Priority Strategic Road Network
Figure 31.5a: Sedibeng District MSDF – Rail Network (East)
Figure 31.5b: Sedibeng District MSDF – Rail Network (West)
Figure 31.6: Sedibeng District MSDF – Principle 3: Priority Public Transport Network
Figure 31.7: Sedibeng District MSDF – Priority Housing Development Areas
Figure 31.8: Sedibeng District MSDF – Business
Figure 31.9: Sedibeng District MSDF – Industrial
Figure 31.10: Sedibeng District MSDF – Mining
Figure 31.11: Sedibeng District MSDF – Agriculture
Figure 31.12: Sedibeng District MSDF – Tourism
Figure 31.13: Sedibeng District MSDF – Engineering Services Functional Areas
Figure 32: Sedibeng District MSDF - Composite

List of Diagrams

Diagram 1: Methodology
Diagram 2: Core elements of the IUDF
Diagram 3: Comprehensive Rural Development Plan Concept
Diagram 4: Gauteng Vision 2055 Concept
Diagram 5: Schematic representation of the Gauteng Employment, Growth and Development Strategy
Diagram 6 - 9: Demographic Profile
Diagram 10: Level of Service Summary
Diagram 11. Thusong Centre in Olievenhoutbosch
Diagram 12: Development of Broader Precinct
Diagram 13: Development Approach to Informal Trade
Diagram 14: Emerging Farmer Ladder to Mainstream Economy
Diagram 15: Sustainable Rural Development Components
Diagram 16: Smart City Concept
Diagram 16: Development Approach to Informal Trade
Diagram 17: Sedibeng SDF Sectoral Alignment and IDP/Budget Integration
Diagram 18: Sedibeng DM SDF Implementation Strategy

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.

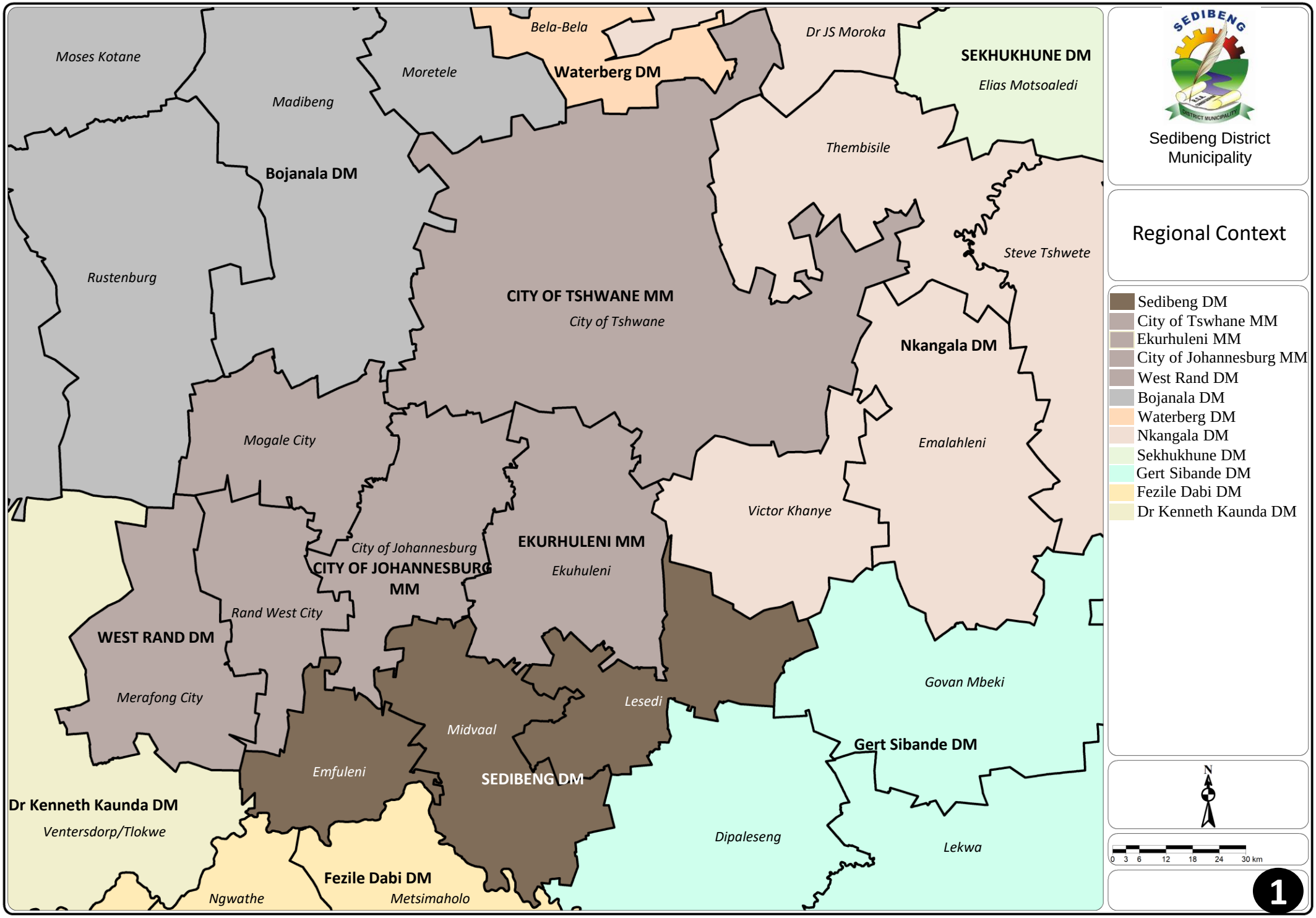
1.2 STUDY OBJECTIVES

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

1

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.

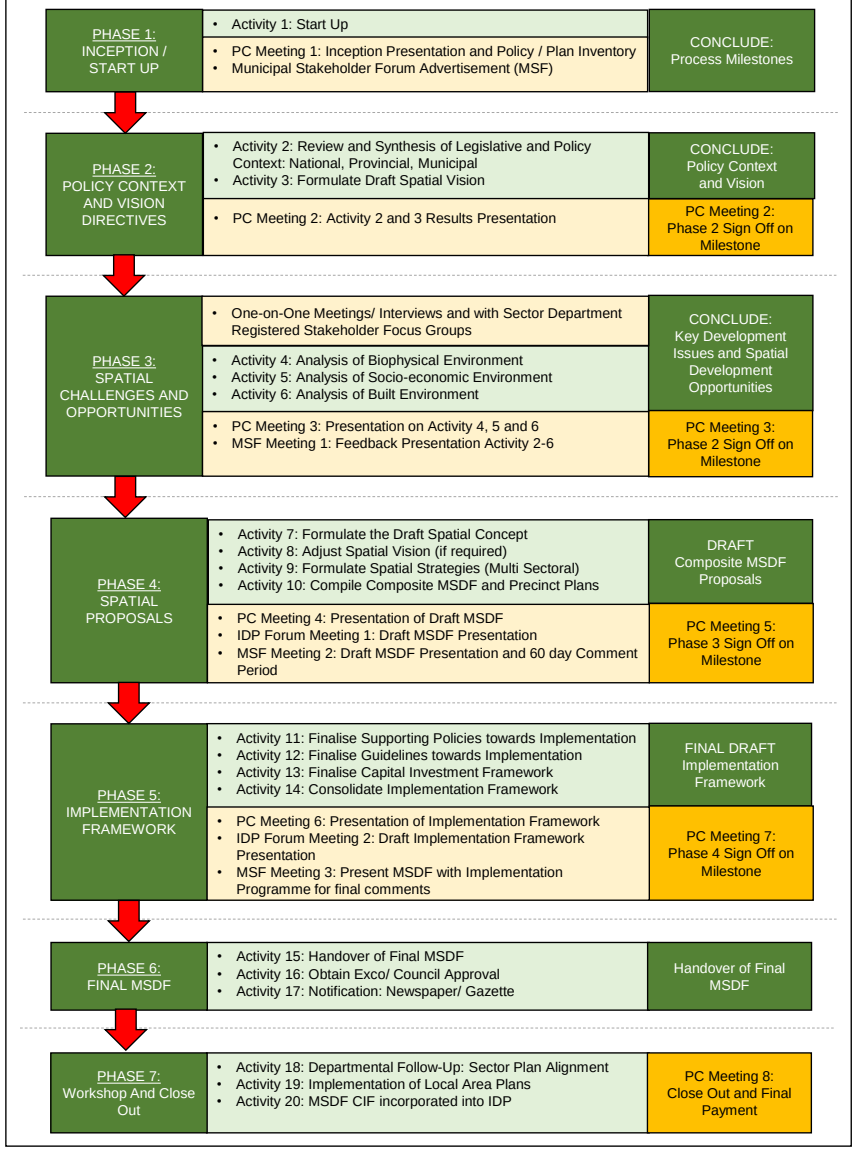
1.3 METHODOLOGY

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'.

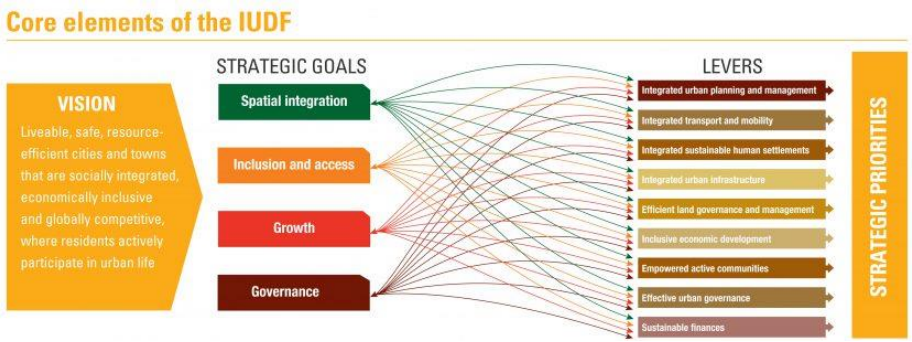
The IUDF's overall outcome is to steer urban growth towards a sustainable **growth model of *compact*, *connected* and *coordinated* cities and towns**.

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.

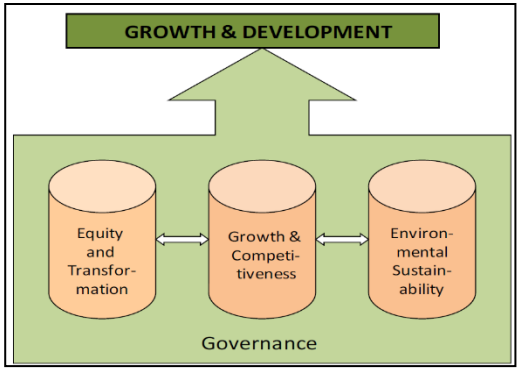
2.1.2.5 Agricultural Policy Action Plan 2015

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

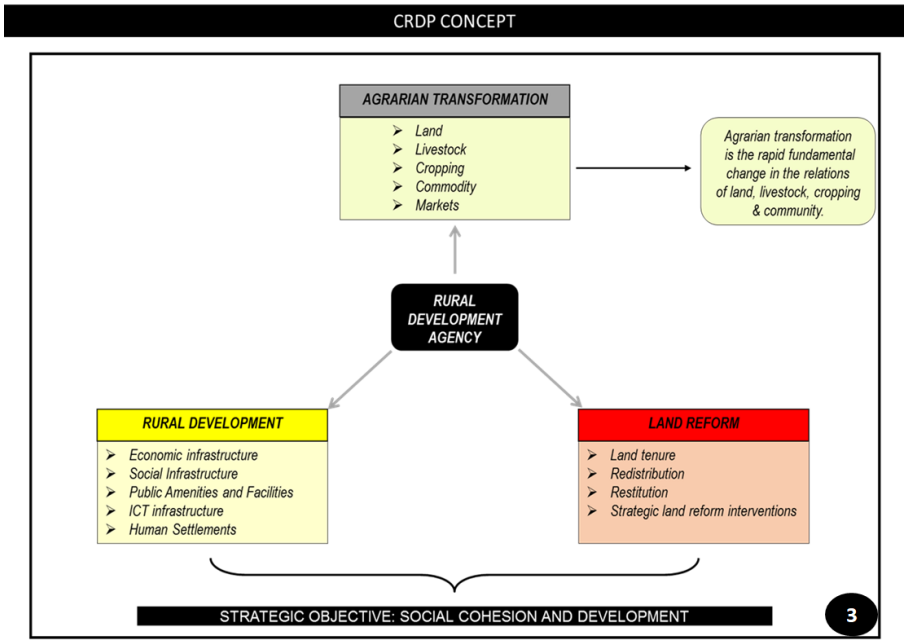
The National Comprehensive Rural Development Programme (CRDP) aims to mobilise and empower rural communities to take initiatives aimed at controlling their own destiny - with the support of government. The goal of the CRDP is to achieve social cohesion and development by ensuring improved access to basic 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:

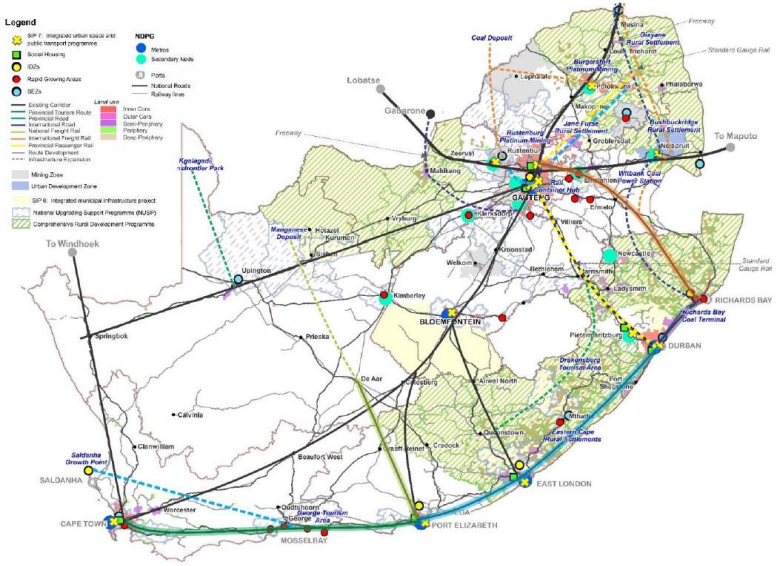
- Place greater emphasis on developing rail as a transportation medium,
- Ensure greater integration between land use development and transportation planning; and
- Put more emphasis on enhancing development of a number of priority national transport corridors.

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

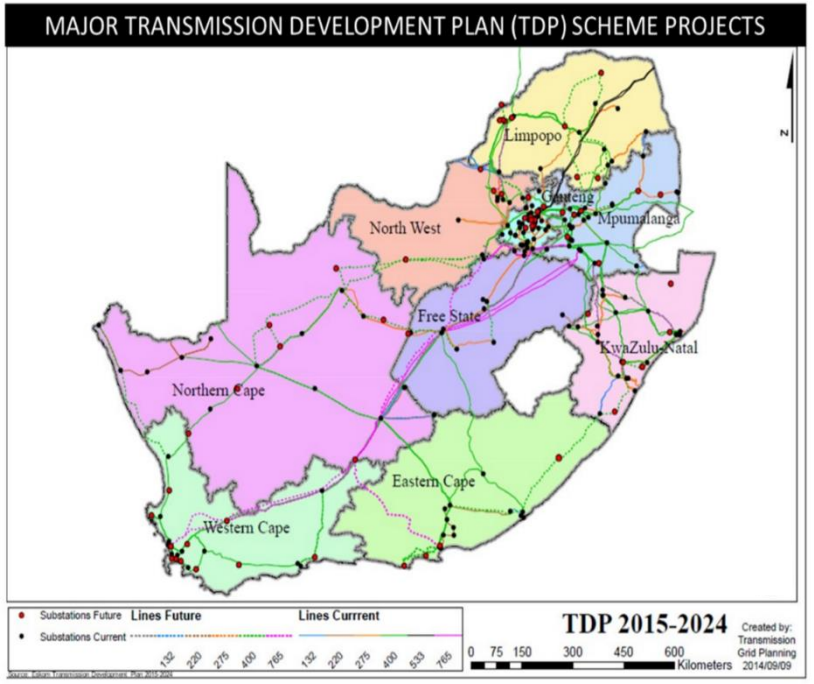


2.1.2.10 Integrated Resource Plan for Electricity 2010-2030

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

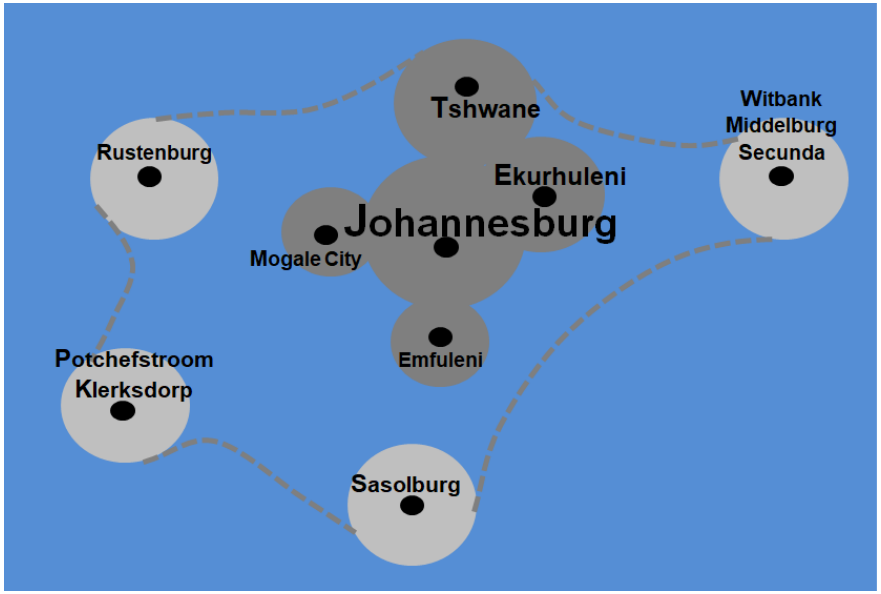
2.2.1.1 Gauteng Global City Region and Vision 2055

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

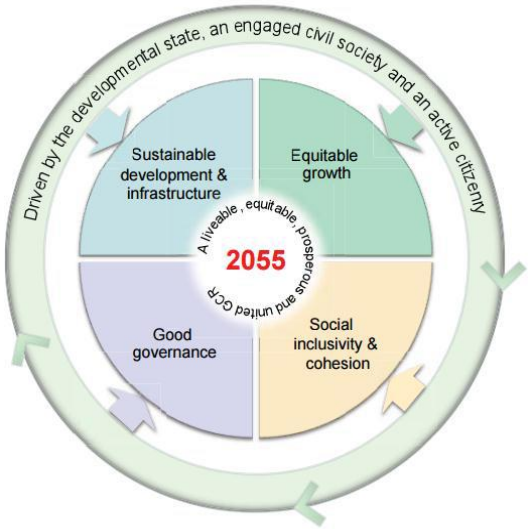
STRATEGIC PATHWAYS	PROJECTS IN SUPPORT OF PATHWAYS
• Aimed at promoting the integration, harmonisation, coordination and alignment of a range of economic strategies across provincial and municipal levels of government, with the objective of achieving higher growth rates and shared growth.	• Strengthen 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

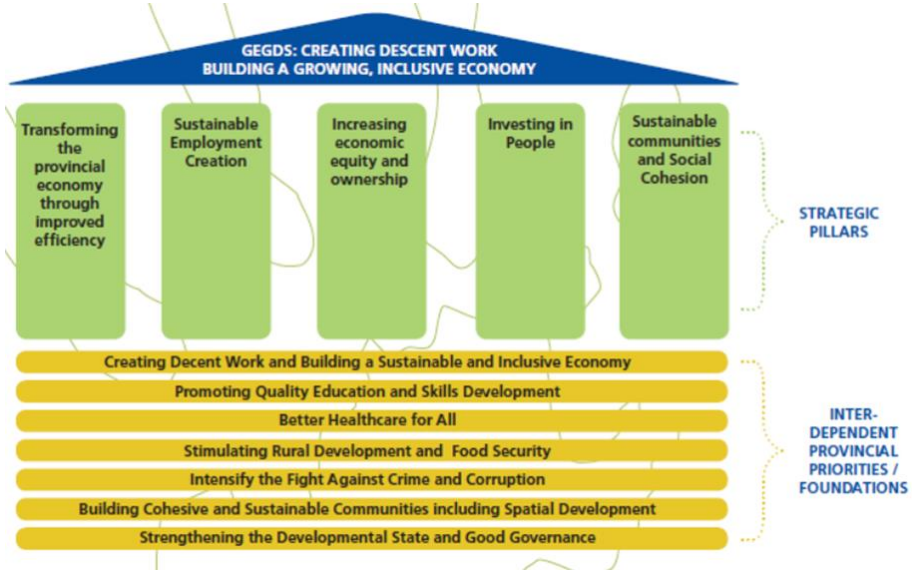
- An active citizenry.

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

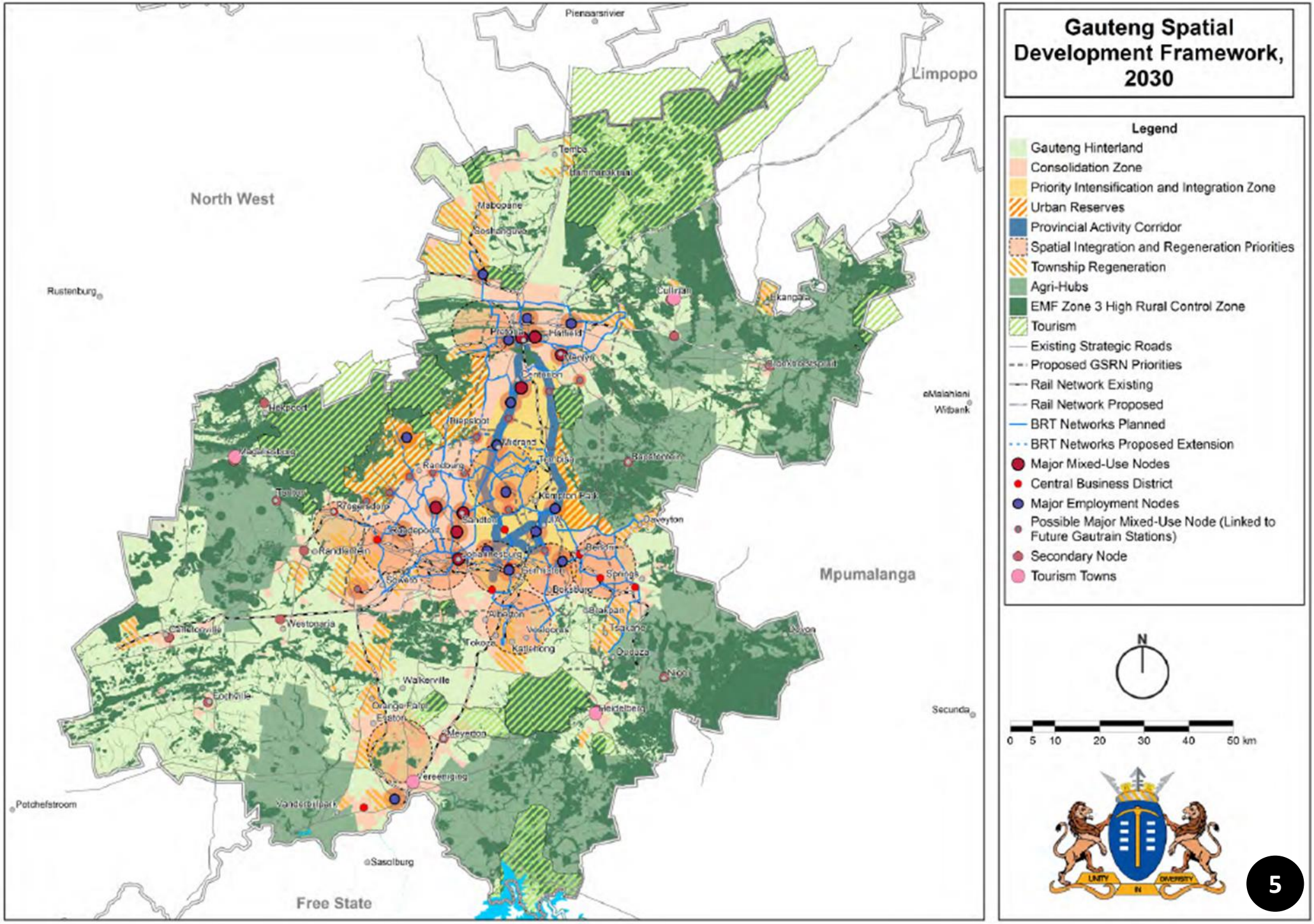
The Gauteng Spatial Development Framework (SDF) envisages Gauteng in 2030 is an integrated, connected space that provides for the needs of all who are born in or drawn to the province.

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
Pienaarsrivier
Rustenburg
Potchefstroom
Sasolburg
Secunda
Mabopane
Soshanguve
Hammanskraal
Cullinan
Bronkhorstspruit
eMalahleni
Witbank
Hekpoort
Magaliesburg
Randburg
Tarlton
Krugersdorp
Randfontein
Westonaria
Carletonville
Ekhuleni
Walkerville
Vereeniging
Vanderbijlpark
Meyerton
Heidelberg
Nigel
Springs
Benoni
Boksburg
Katlehong
Tokoza
Tsakane
Daveyton
Kempton Park
Sandton
Midrand
Pretoria
Hatfield
Centurion
Mamelodi
Hammanskraal
Temba

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

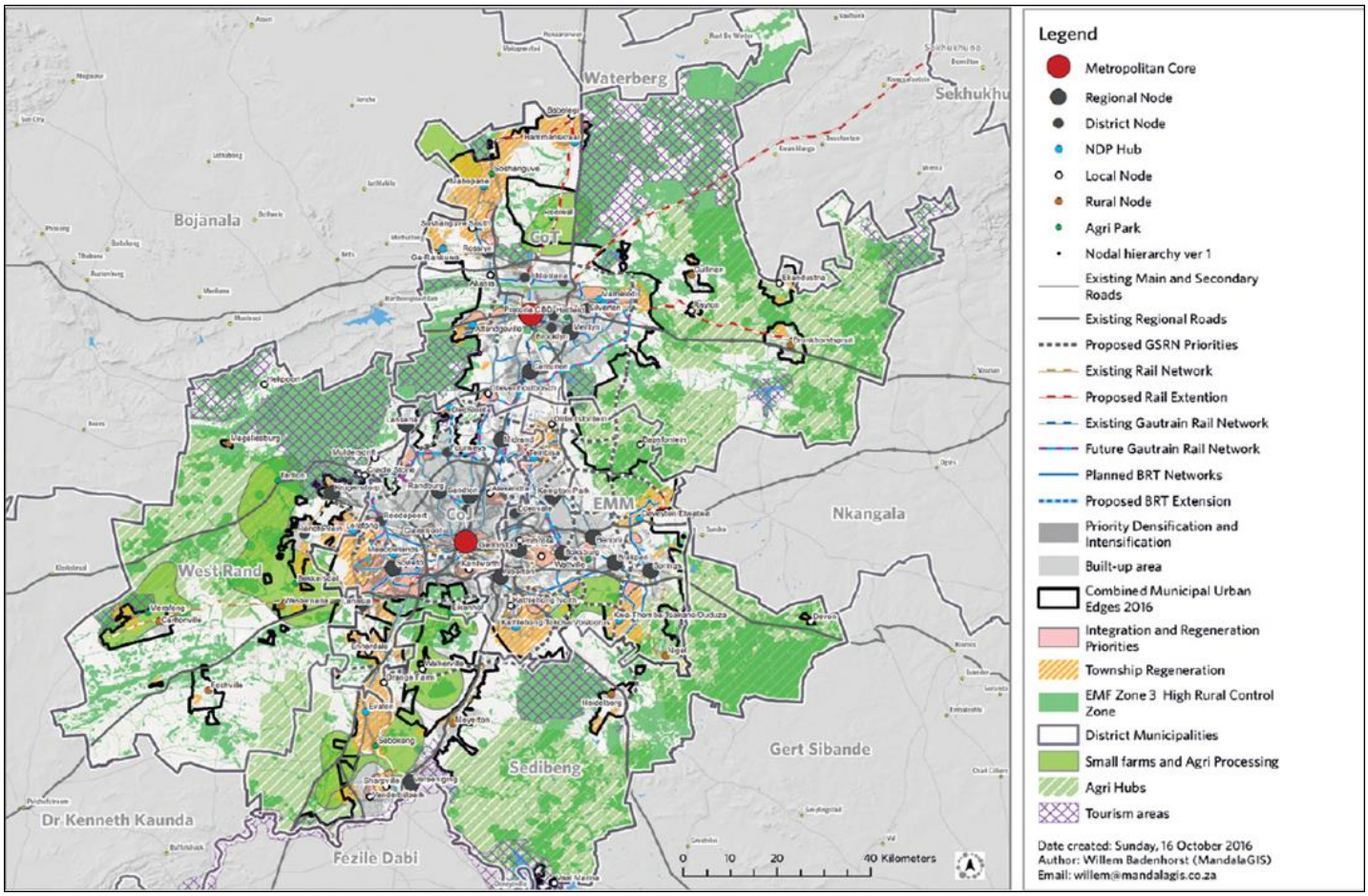
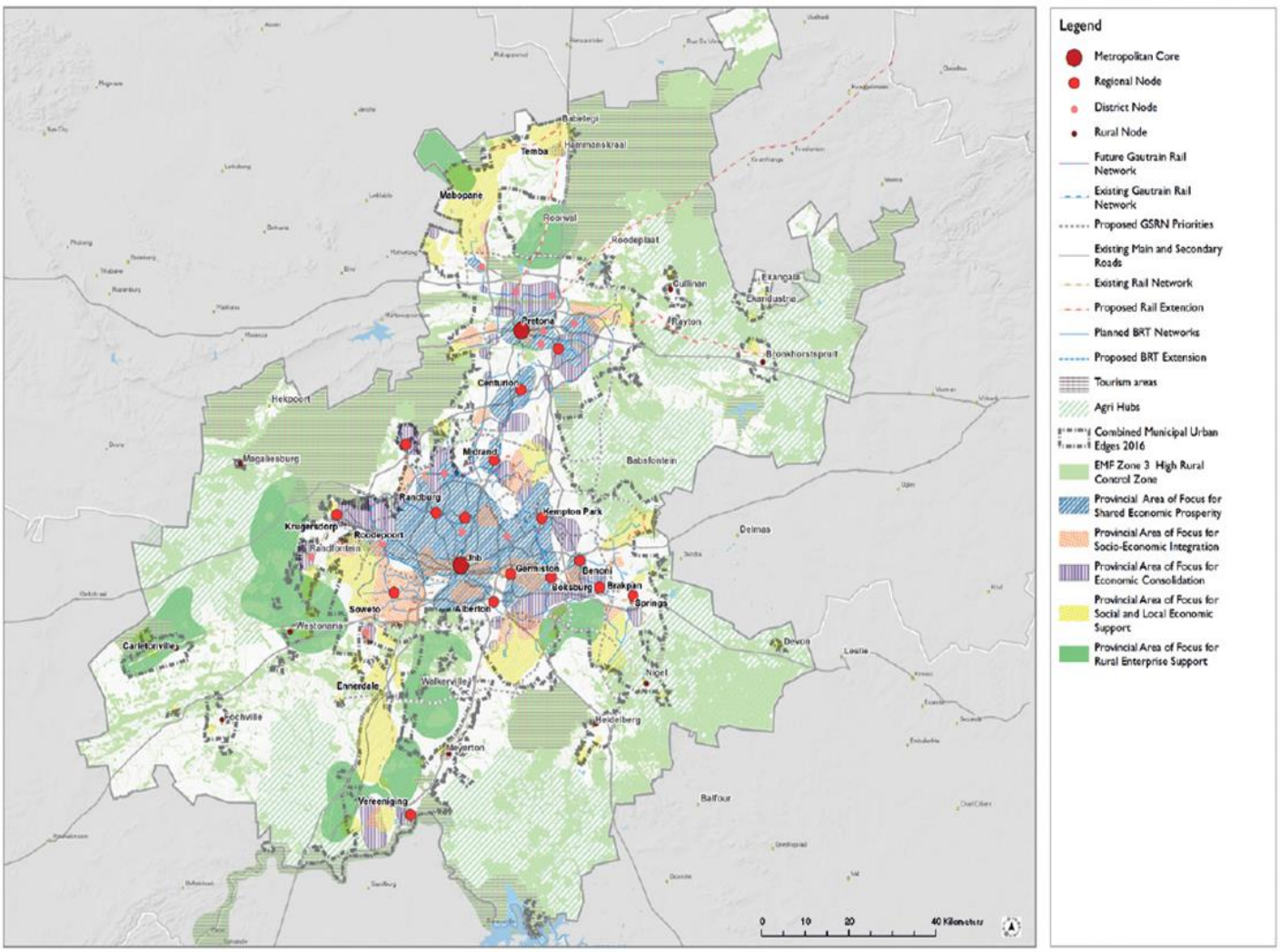


Figure 7: SDF and Provincial Area of Focus



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

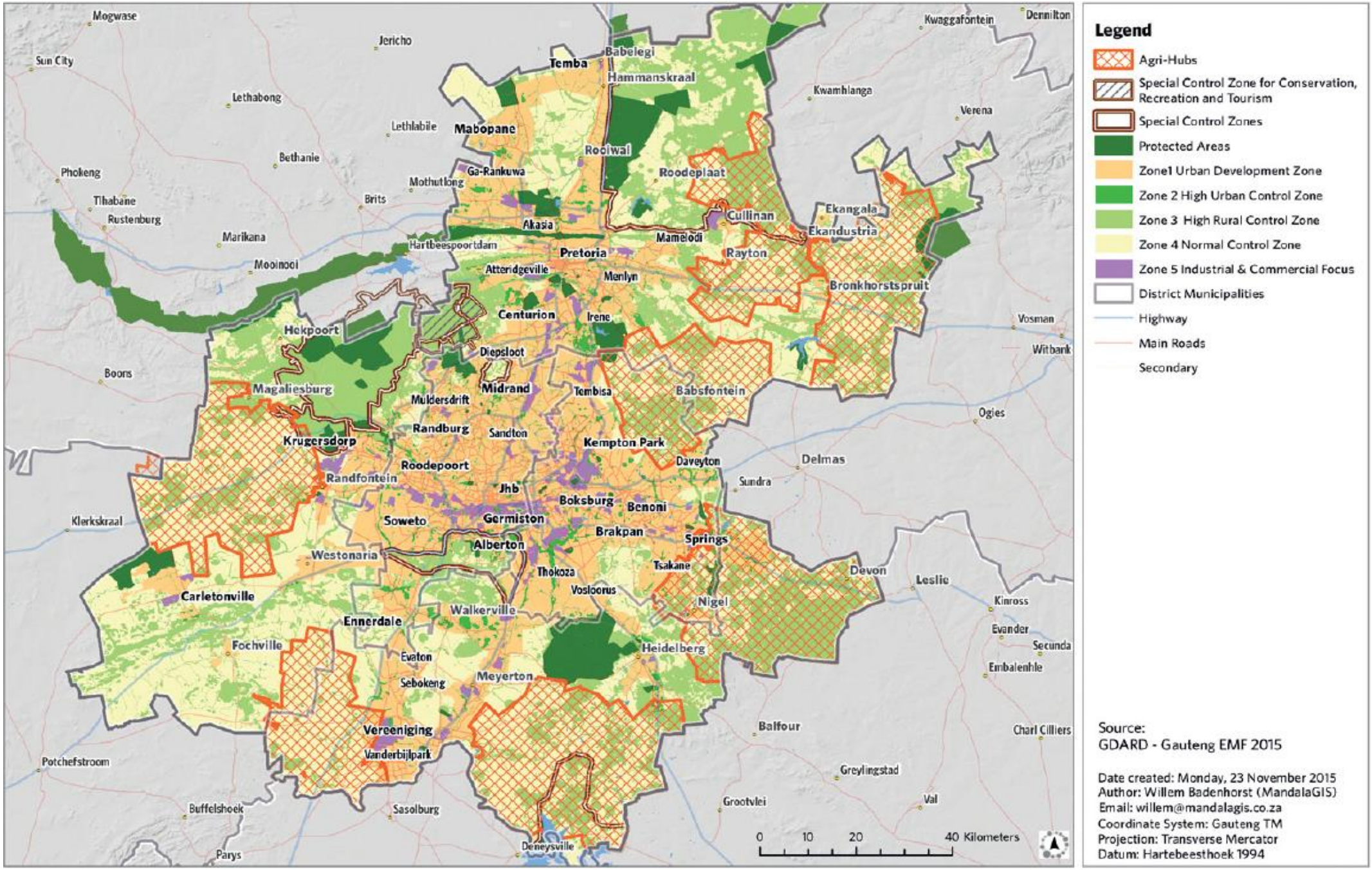
The Gauteng Provincial Environmental Management Framework (EMF) is a legal instrument in terms of the Environmental Management Framework Regulations, 2010. The purpose of the regulations is to assist environmental impact management including Environmental Impact Assessment (EIA) processes, spatial planning 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

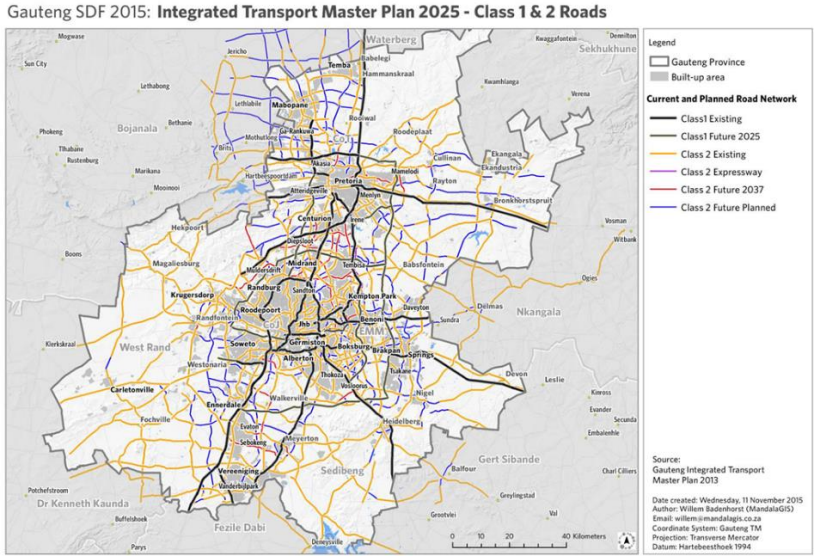
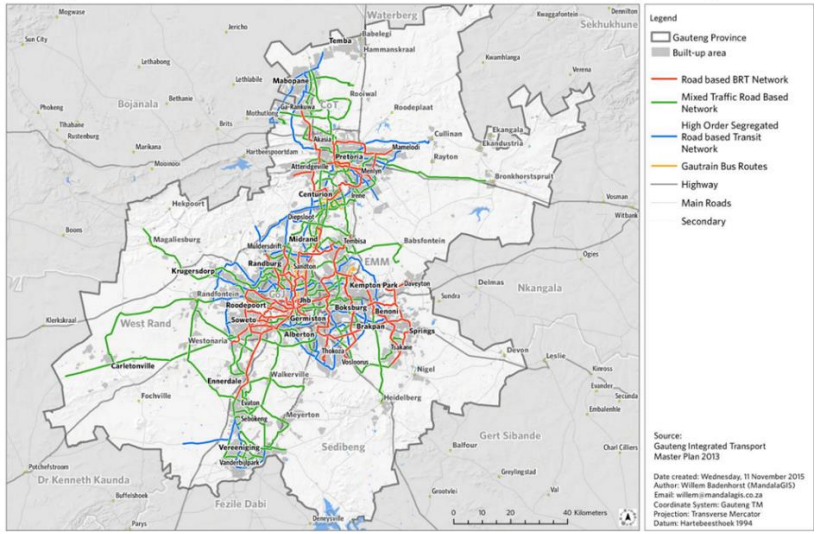


Figure 9.2: Integrated Transport Master Plan 2025 – Proposed Bus Passenger Transport



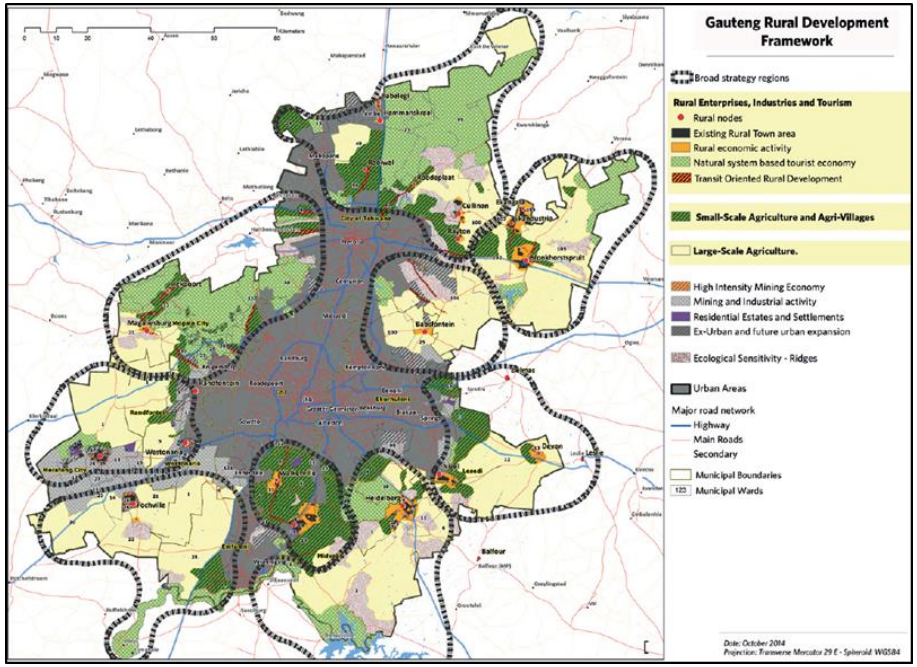
2.2.2.9 Gauteng Rural Development Plan 2015

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**.

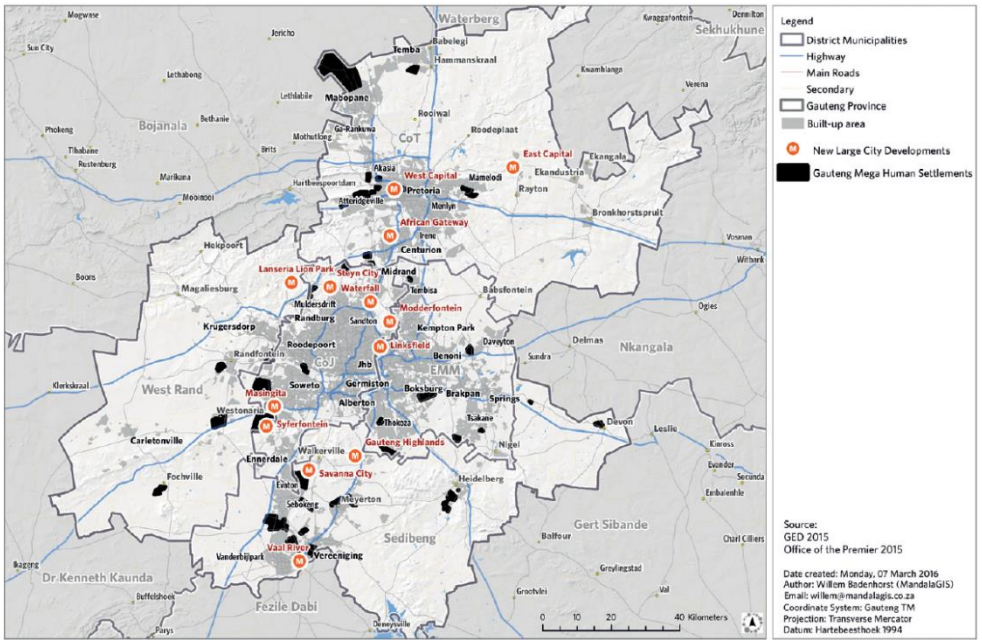
Table 6: Gauteng Mega Housing Projects

	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

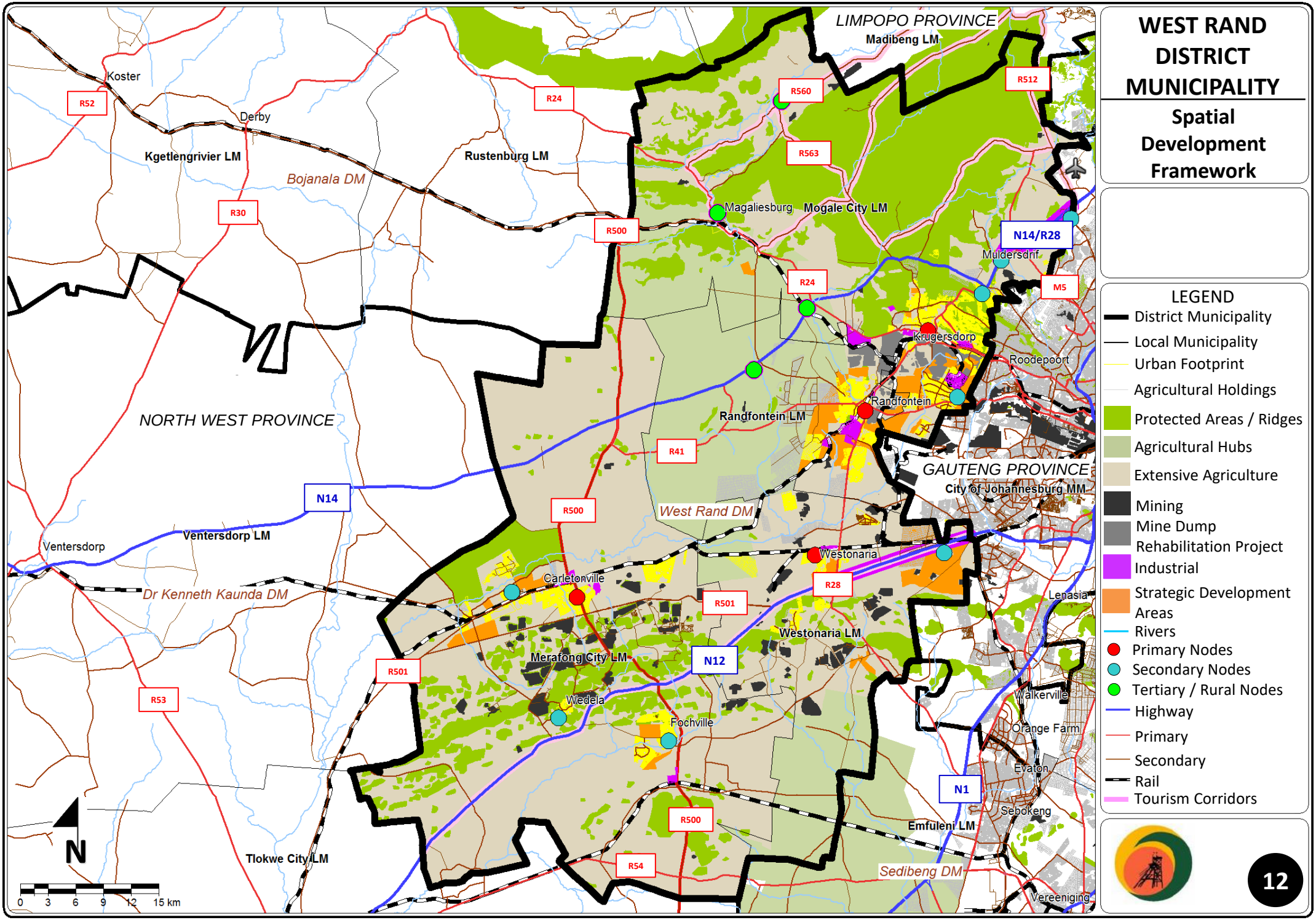
The SDF for Johannesburg 2040 is a city wide spatial policy document premised on spatial transformation, defined through the principles of equity, justice, resilience, sustainability and urban efficiency which it seeks to translate into a development policy.

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.

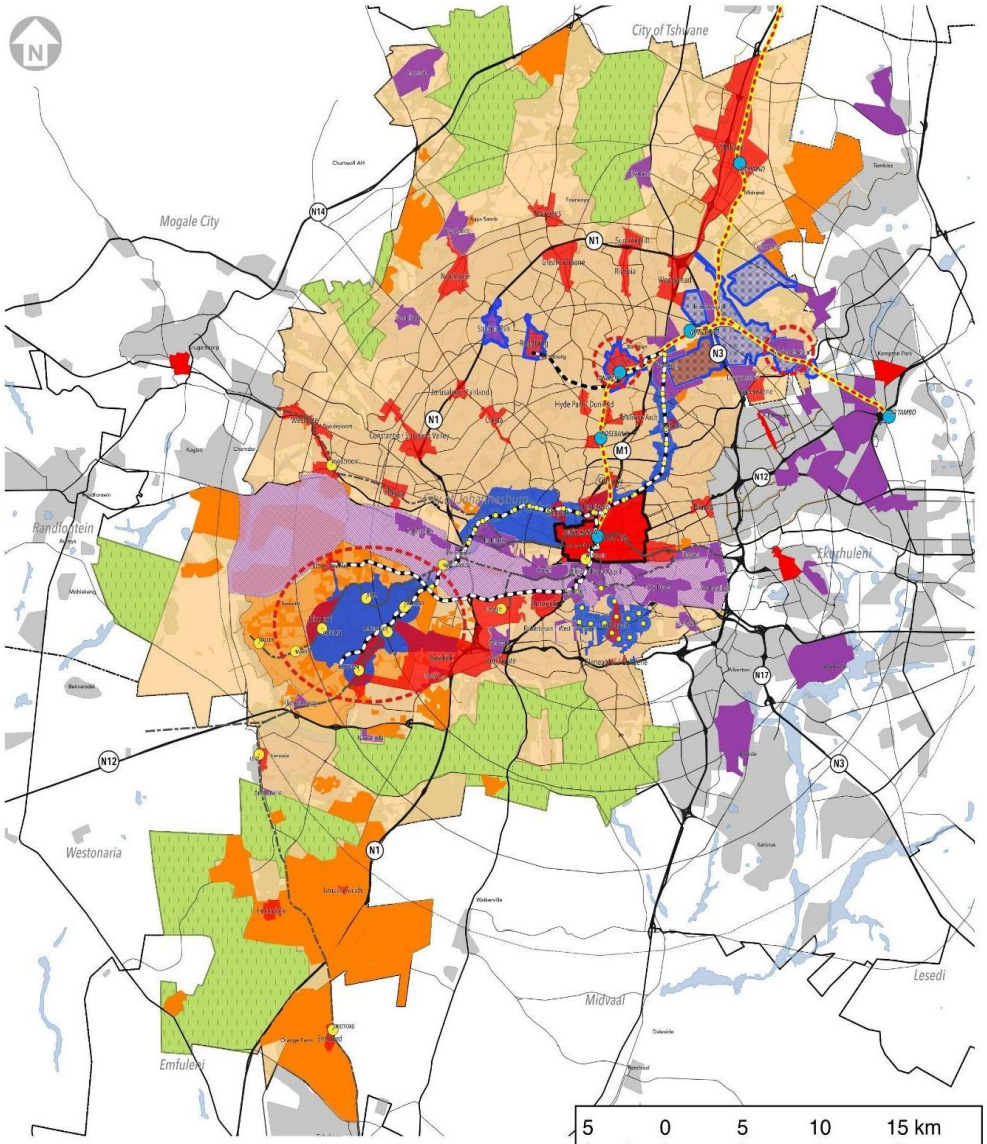


WEST RAND DISTRICT MUNICIPALITY

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

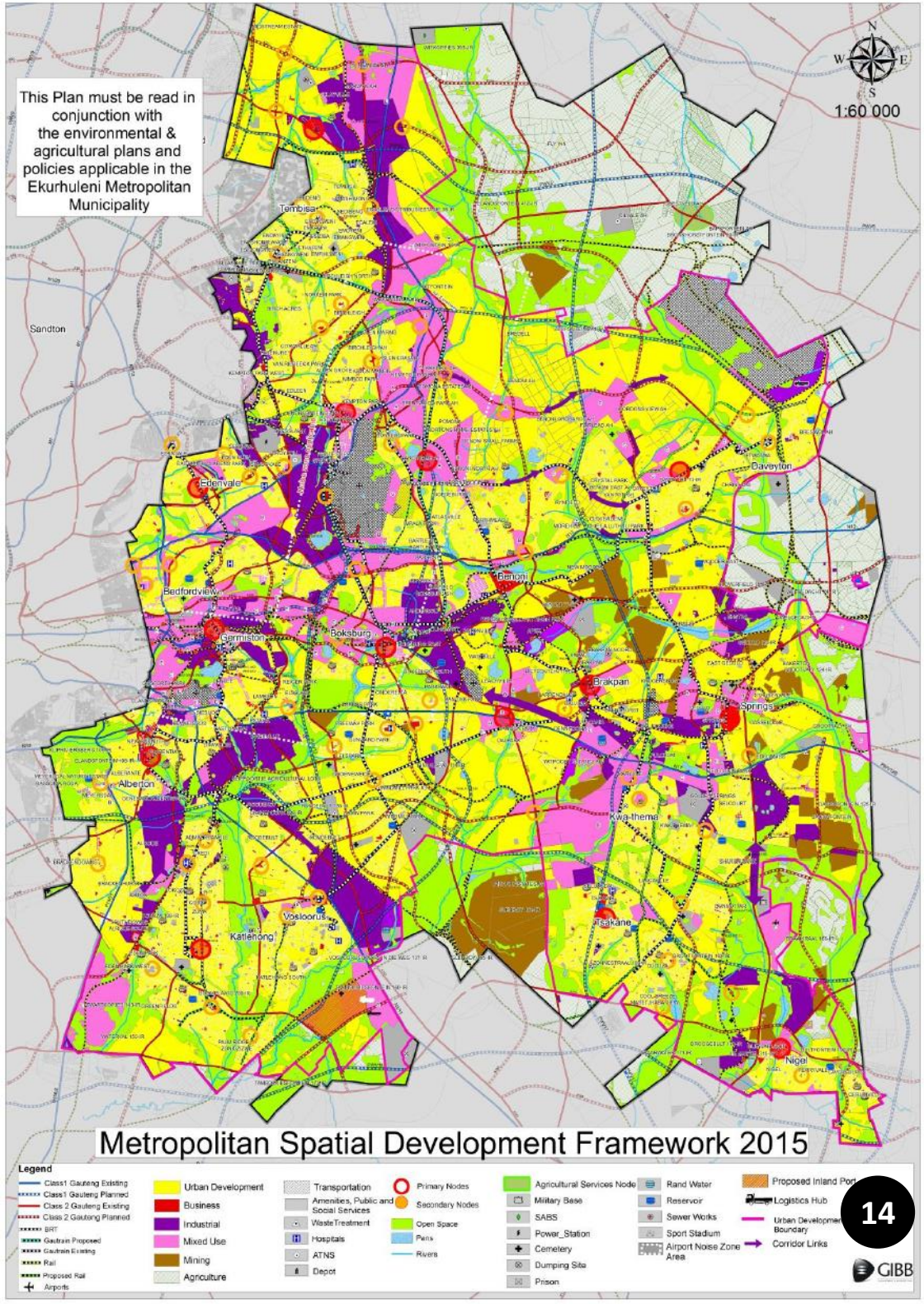
CONSOLIDATION ZONE

- Consolidation Zone
- Soweto
- Deprivation Areas

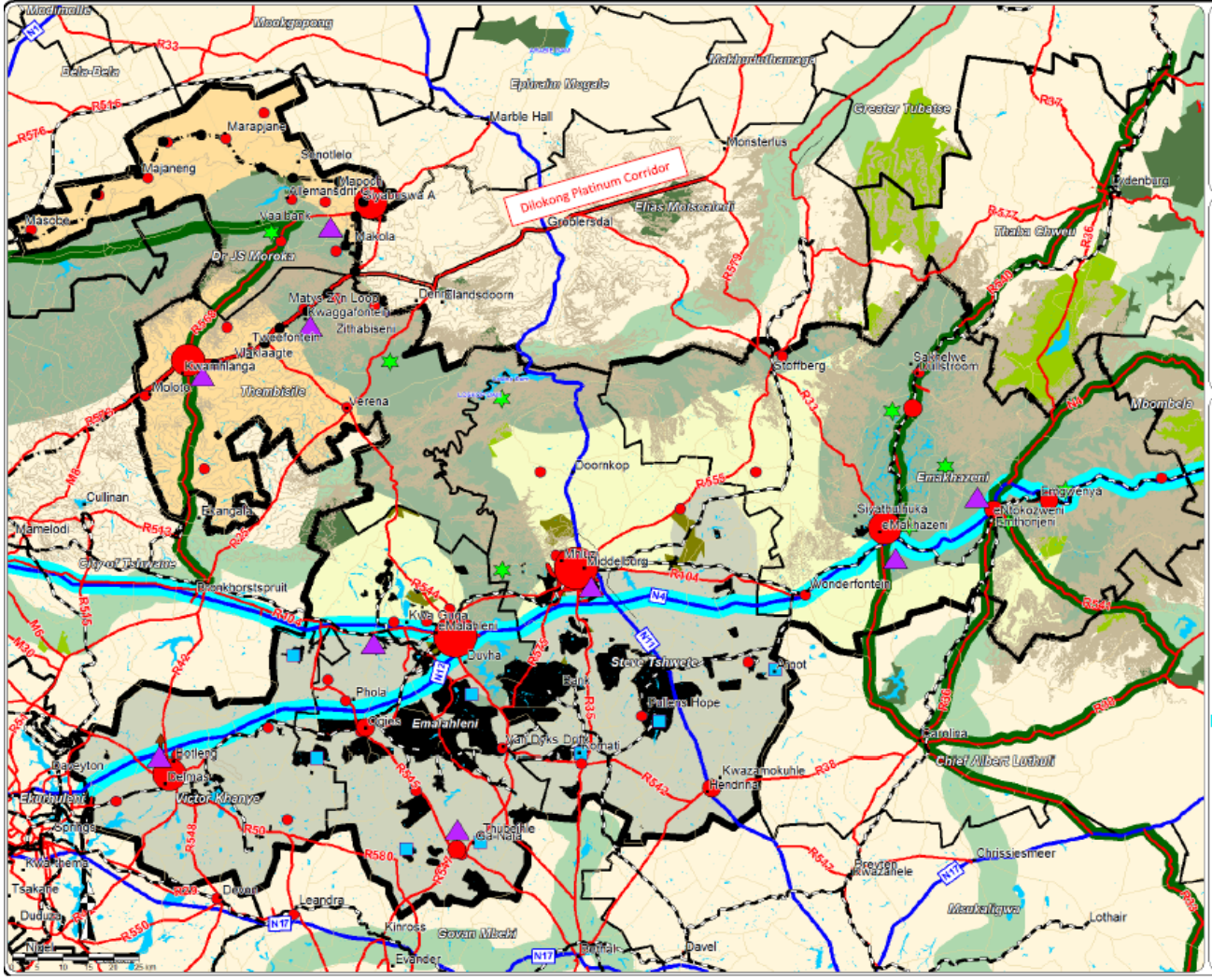
NATURAL STRUCTURE

- Wetlands and Waterbodies
- C-Plan Area Coverage
- Area beyond UDB
- Gauteng Built-up Areas
- COJ Boundary

13



14

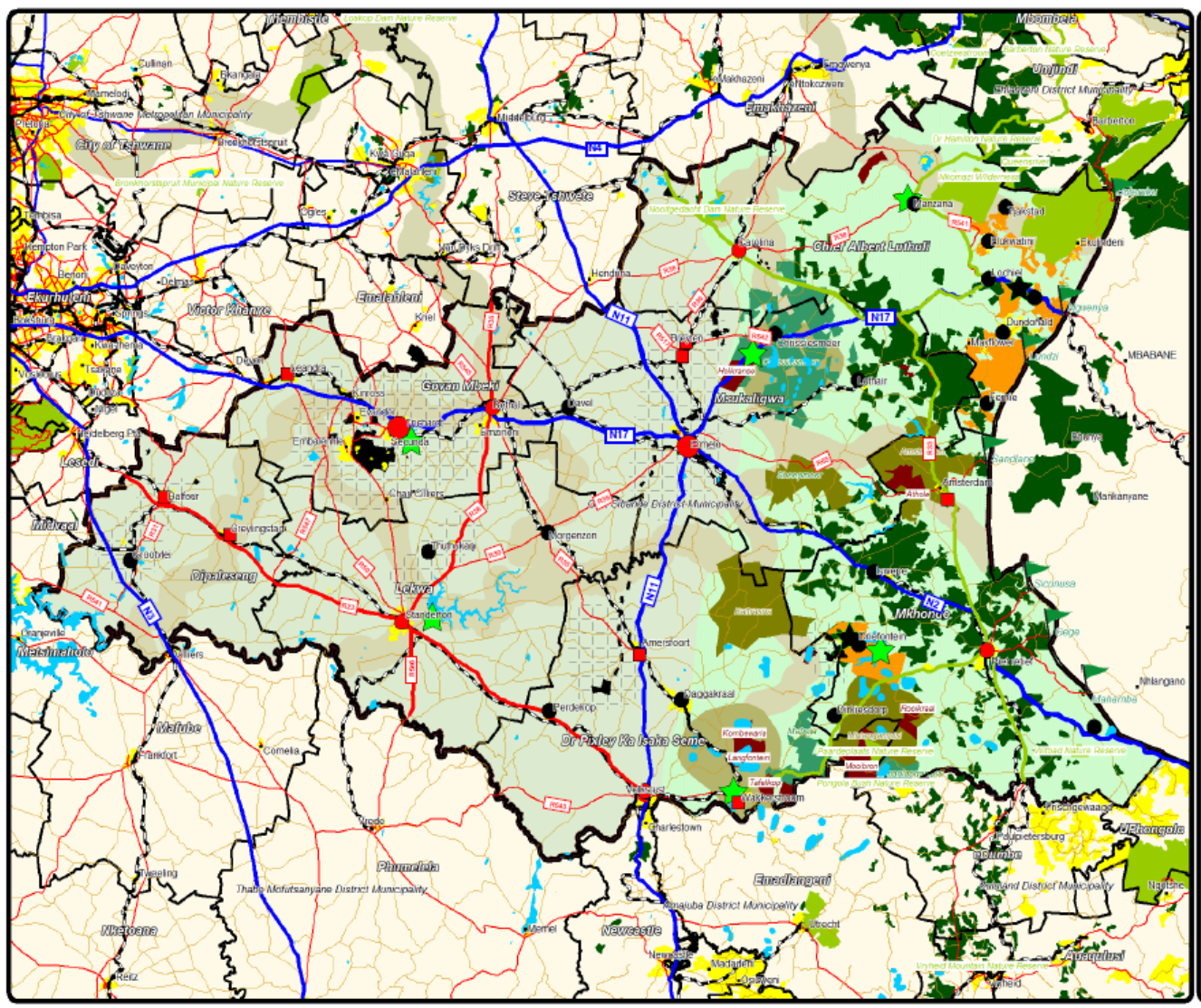


NKANGALA DISTRICT MUNICIPALITY

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

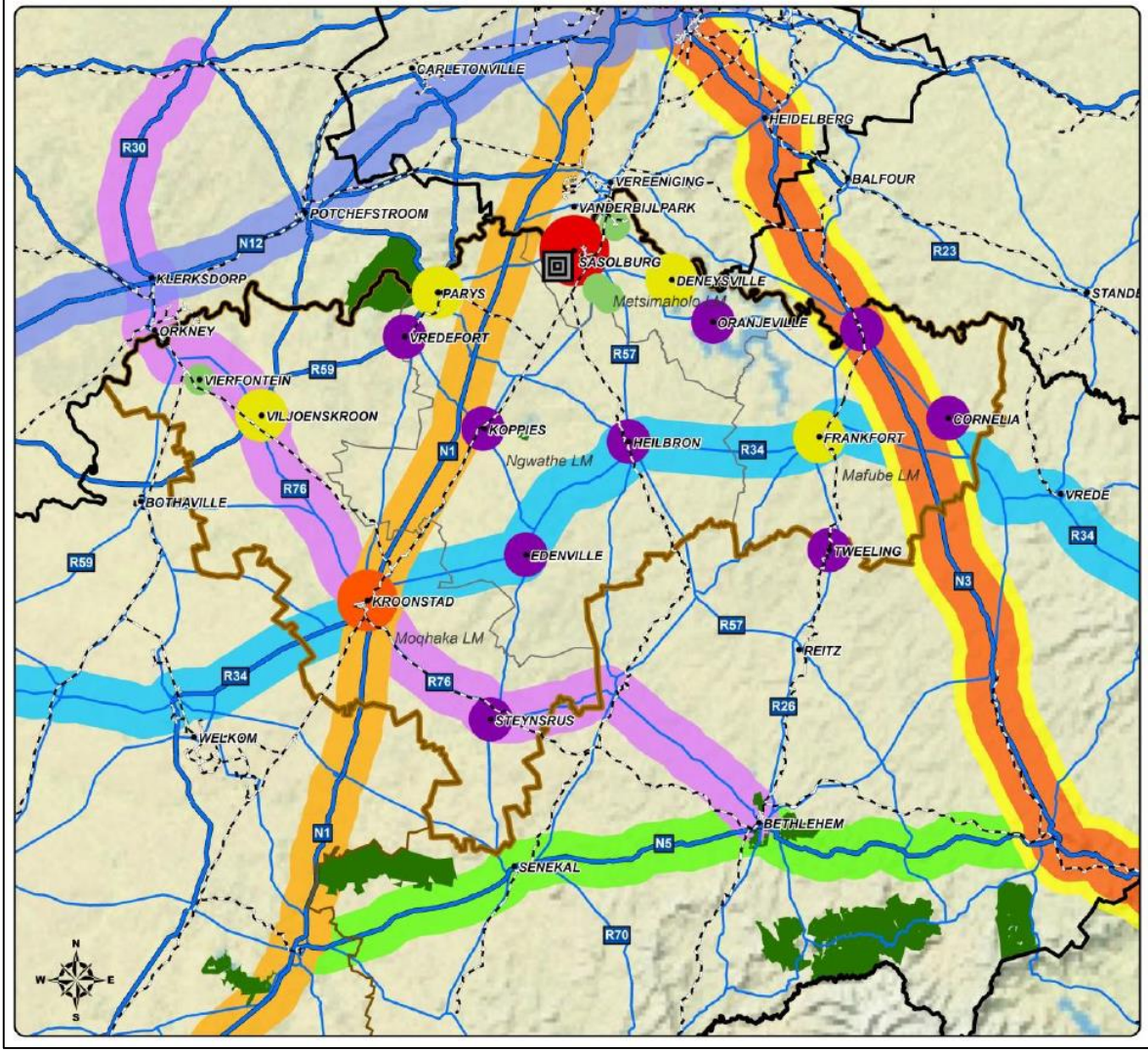


Gert Sibande District Municipality

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
Department: Rural Development and Land Reform, REPUBLIC OF SOUTH AFRICA

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

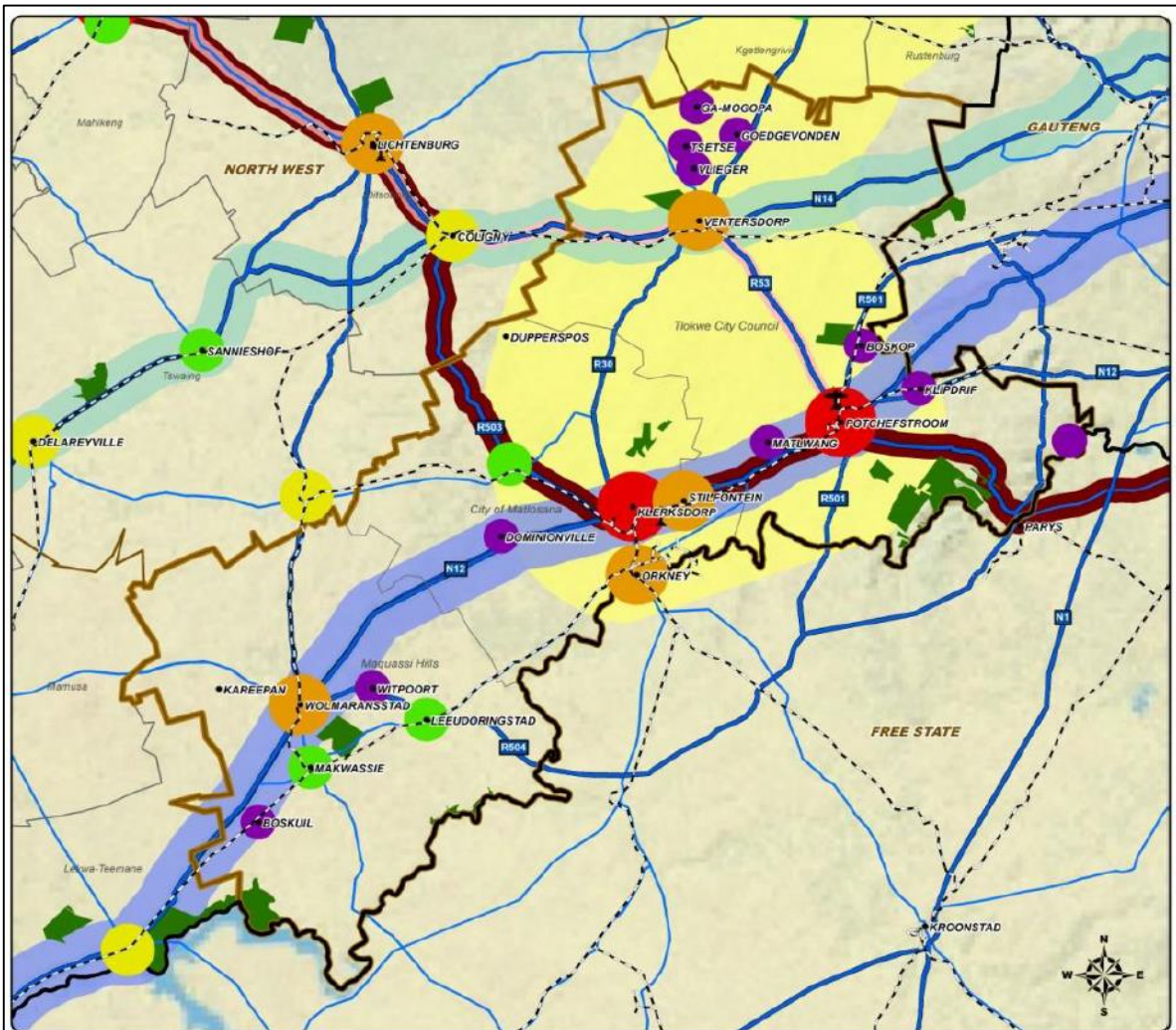
NODAL HIERARCHY

- 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
Department: Rural Development and Land Reform, REPUBLIC OF SOUTH AFRICA

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).

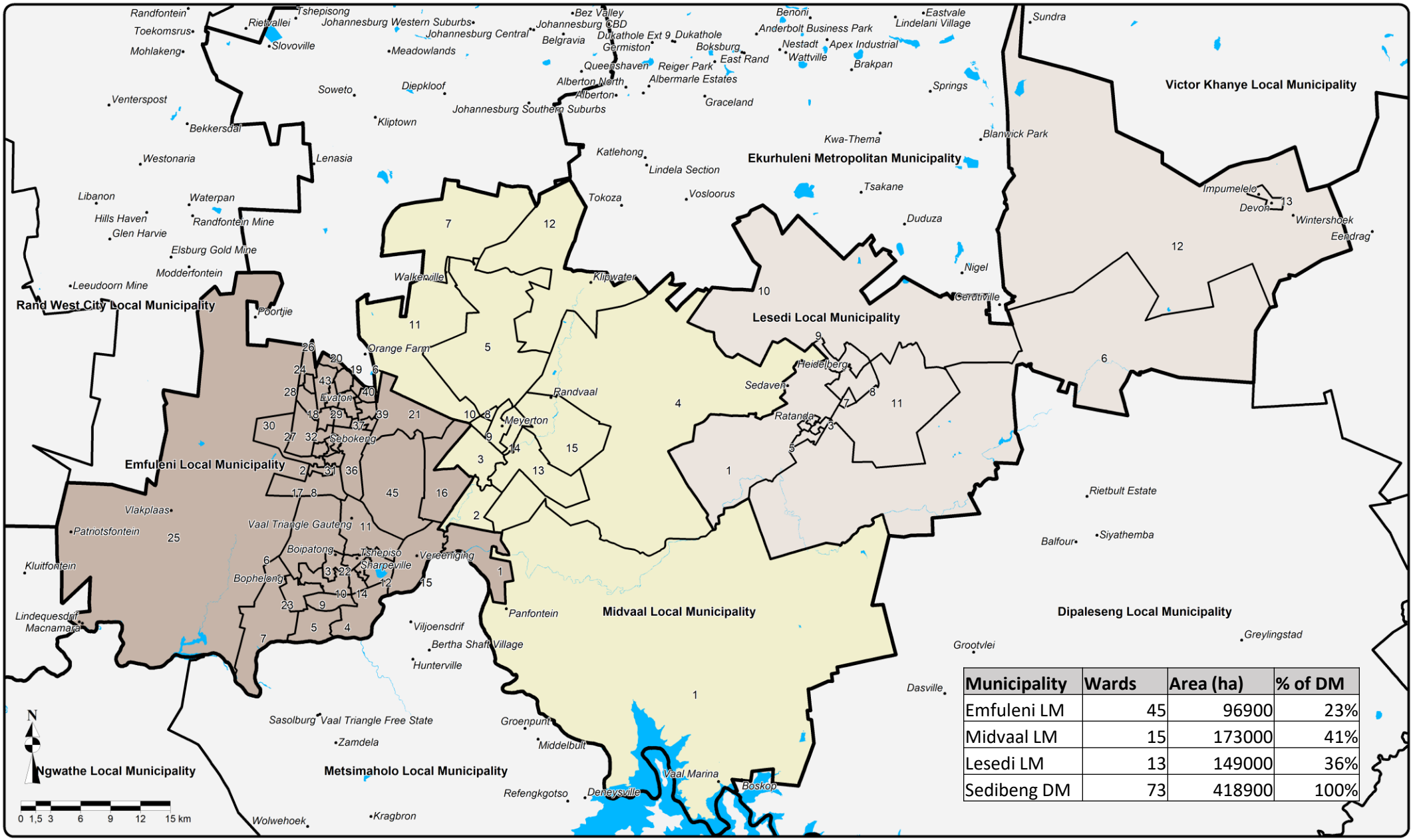
Formal townships comprise around 215 306 individual erven which collectively cover an area of about 25 552 ha of land representing 6% of the total land area of the SDM.

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.

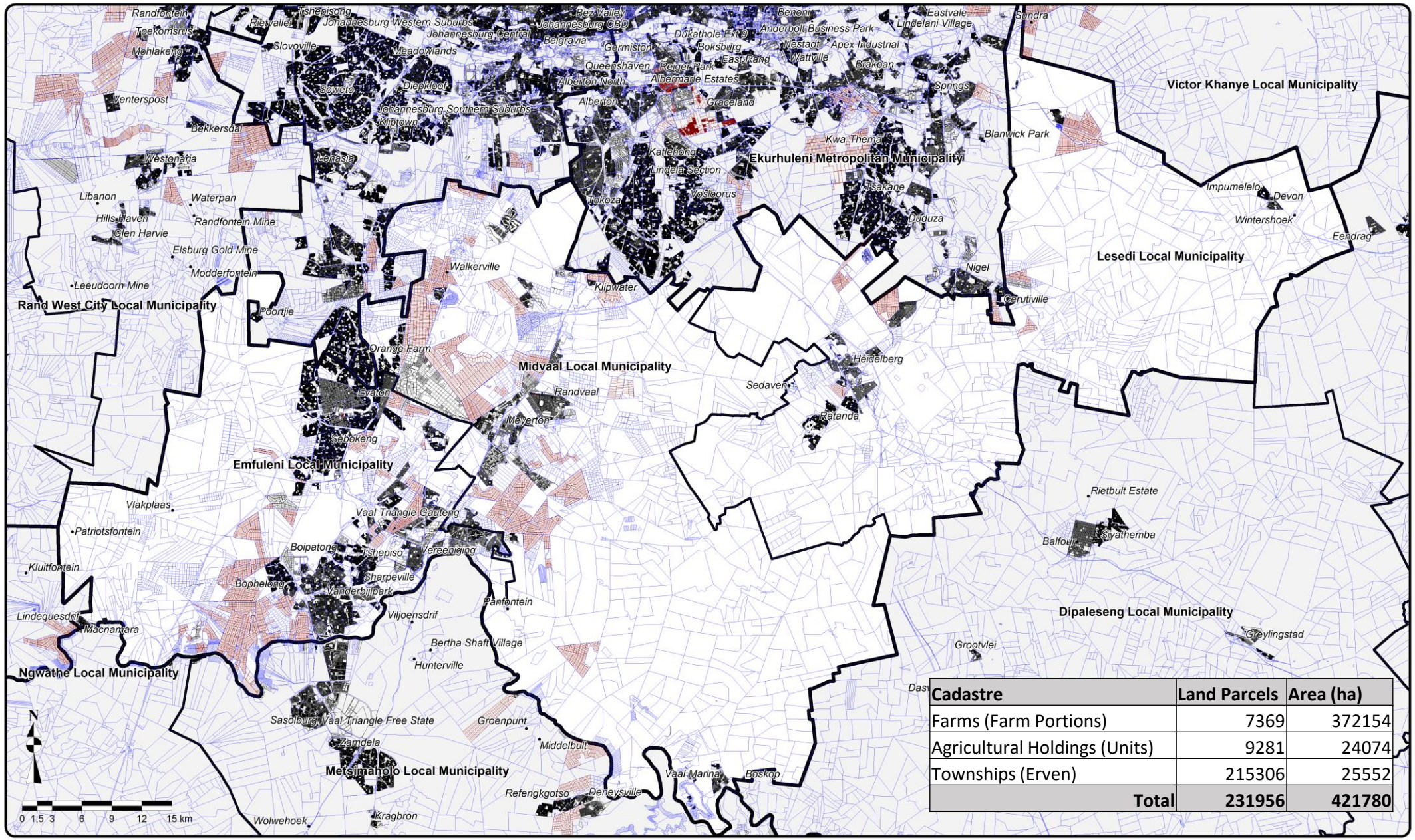


Municipality	Wards	Area (ha)	% of DM
Emfuleni LM	45	96900	23%
Midvaal LM	15	173000	41%
Lesedi LM	13	149000	36%
Sedibeng DM	73	418900	100%

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

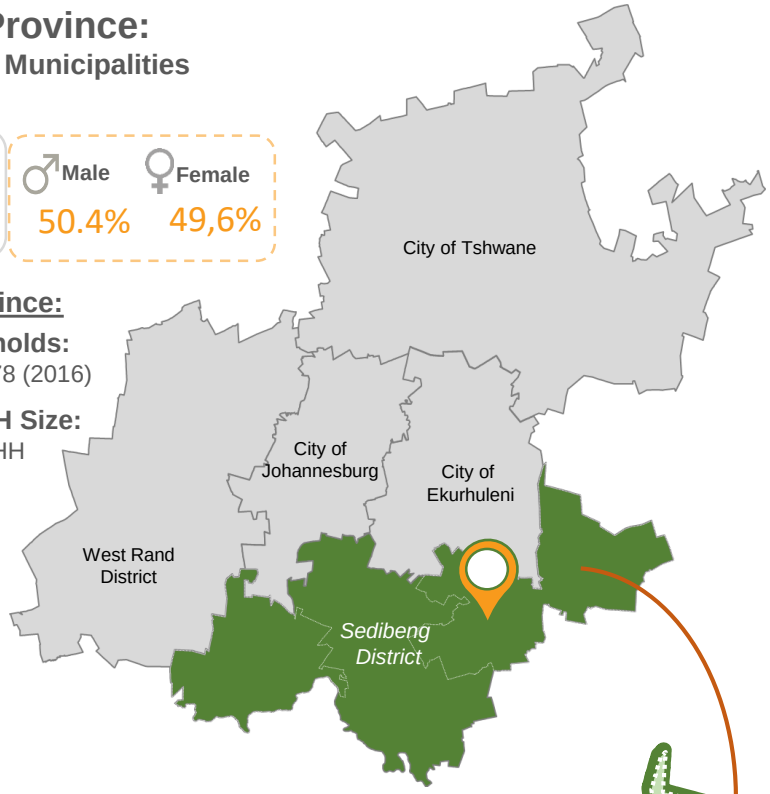
GP Province 2016

♂ Male 50.4% ♀ Female 49,6%

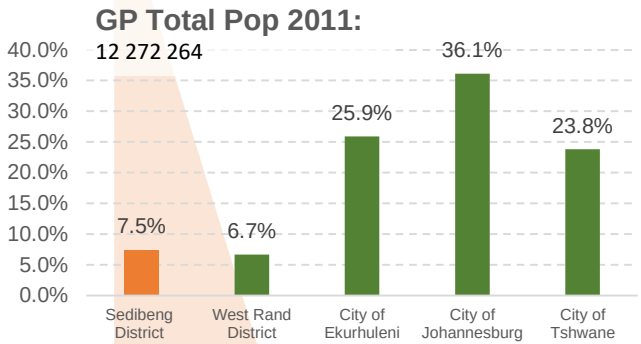
Gauteng Province:

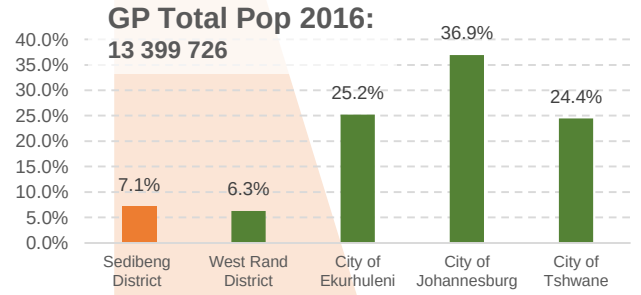
Households: 4 564 578 (2016)

Avg. HH Size: 2,9 per/HH



Total Population Gauteng Province





GP Population Growth:
2011-2016

2011: 12 272 264



2016: 13 399 726

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

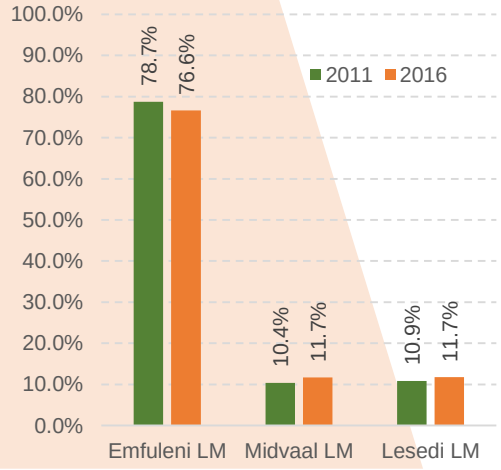


Sedibeng DM 2016

♂ Male 50% ♀ Female 50%

Sedibeng Growth Rate 2011-2016: 0.9%

Sedibeng Total Pop 2011-2016:



Sedibeng Population Growth:
2011-2016

2011: 916 484



2016: 957 529

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

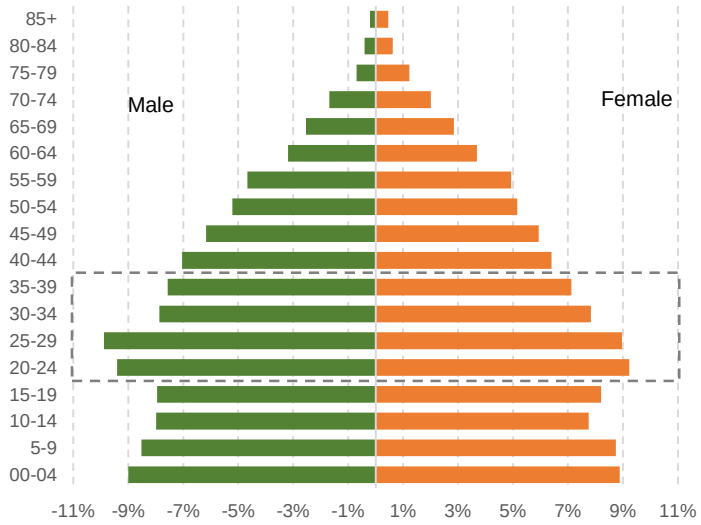
The Human Development Index (HDI) is a composite, relative index that attempts to quantify the extent of human development of a community. It is based on measures of life expectancy, literacy and income. It is thus seen as a measure of people's ability to live a long and healthy life, to communicate, 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

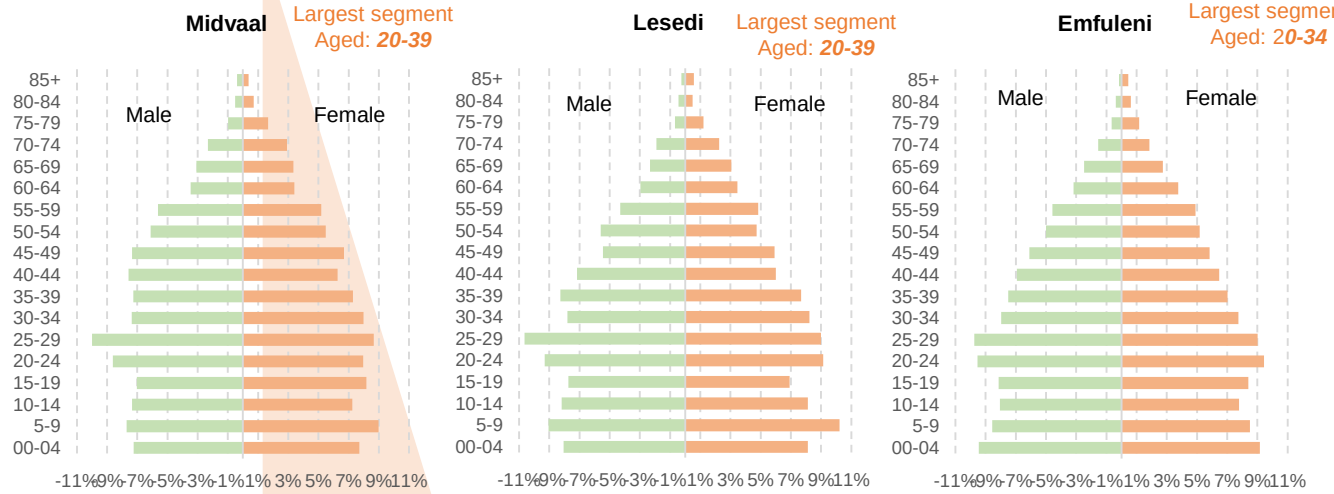
Source: Stats SA Census 2011
Stats SA Community Survey 2016

Diagram 7

Sedibeng DM Age & Gender Profile 2016



LM's Age Profile 2016

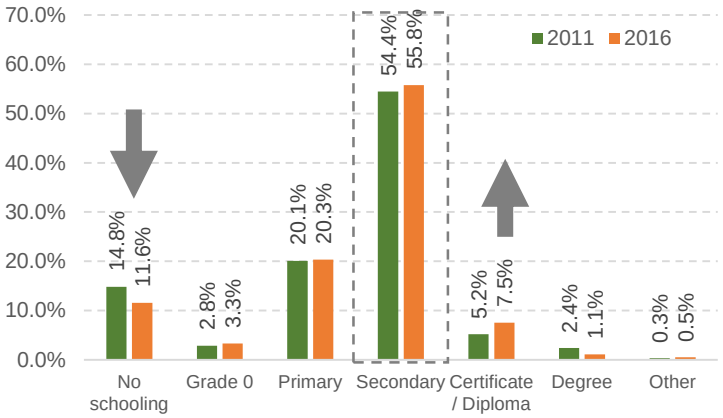


Largest segment of the Sedibeng DM population is Aged: ***20-39*** *(42%)*

Male	Female
50%	50%

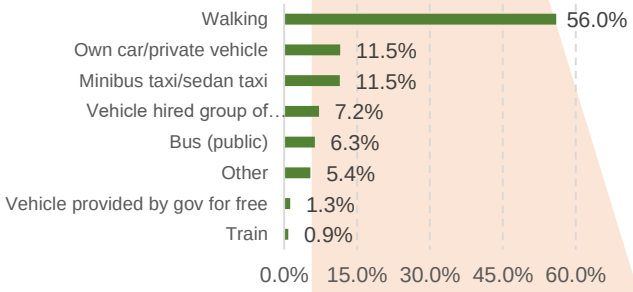
Sedibeng DM Education Profile 2011-2016

Highest Tertiary Education 2011-2016:

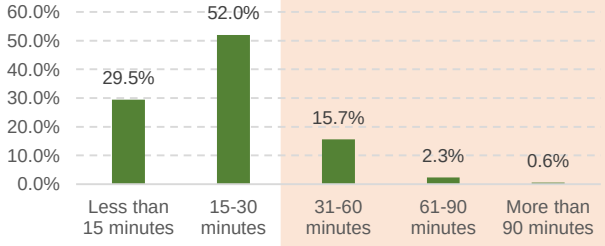


No Schooling	Certificate / Diploma
Decreased: 3.3%	Increased: 2.3%

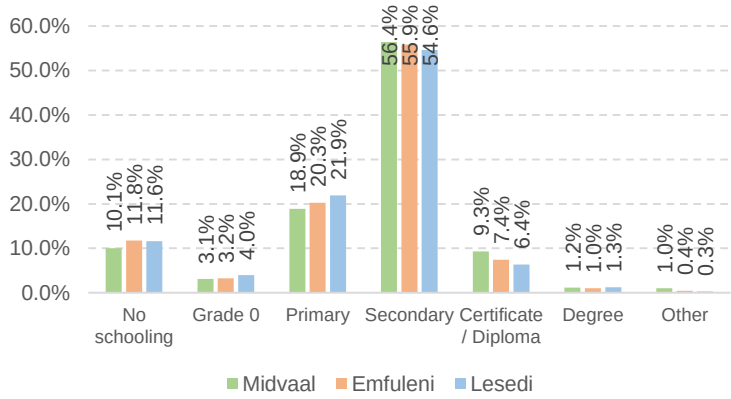
SDM Mode of transport to school / education facility (2016):



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%

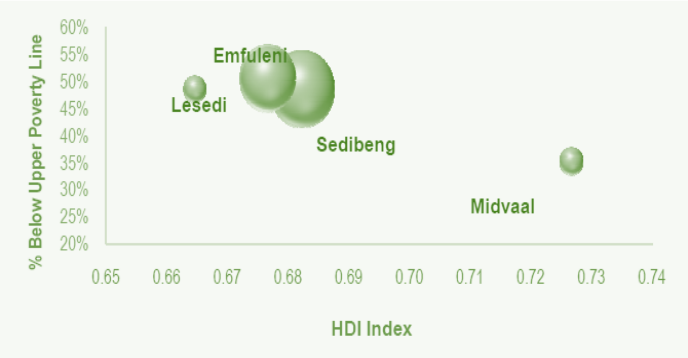
Income Profile 2011-2016: Sedibeng DM

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



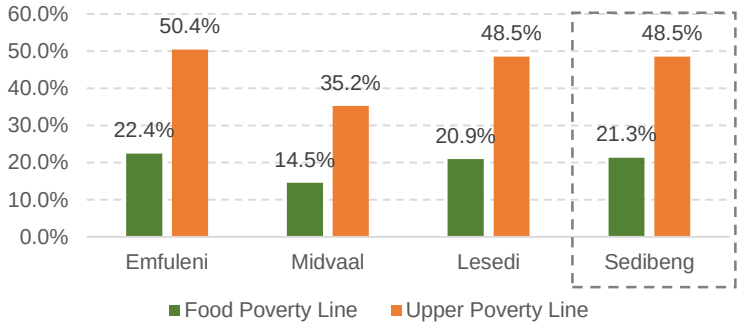
Midvaal LM has the highest HDI

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.

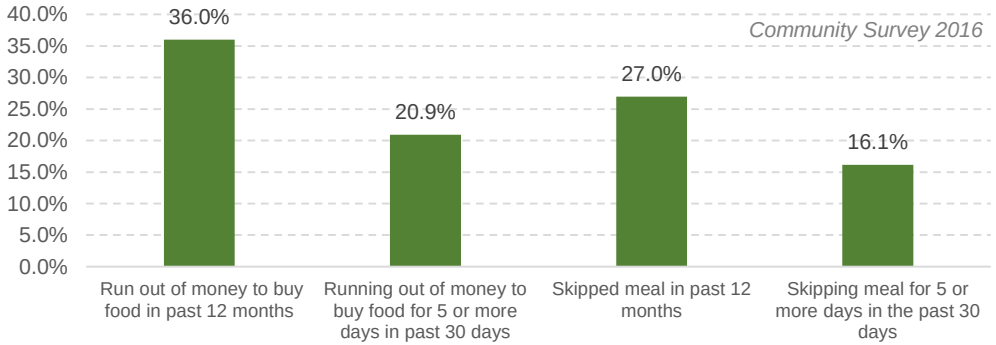
< R758 per month

Sedibeng DM Below FPL

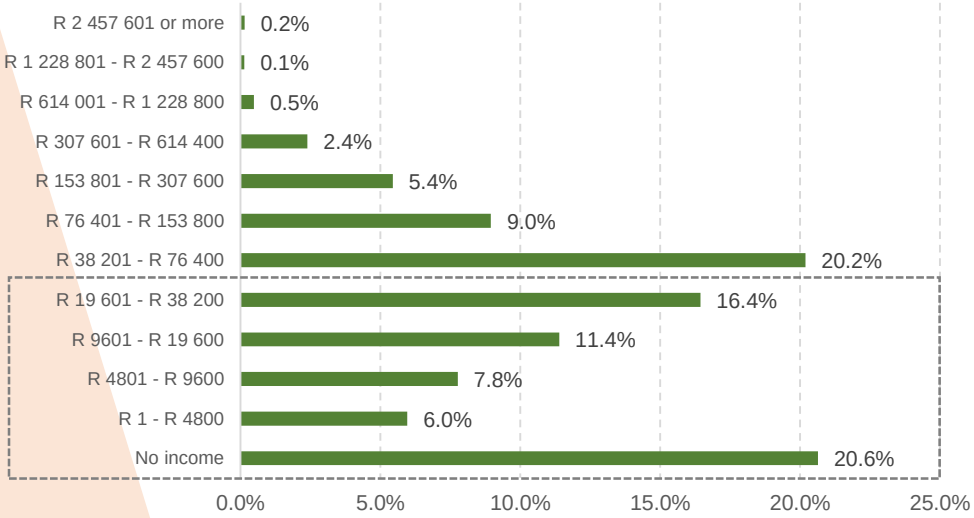
21,3%

IHS Markit, 2017

Sedibeng Community Survey 2016: Food Security



Sedibeng DM Annual Household Income: 2011 (%)

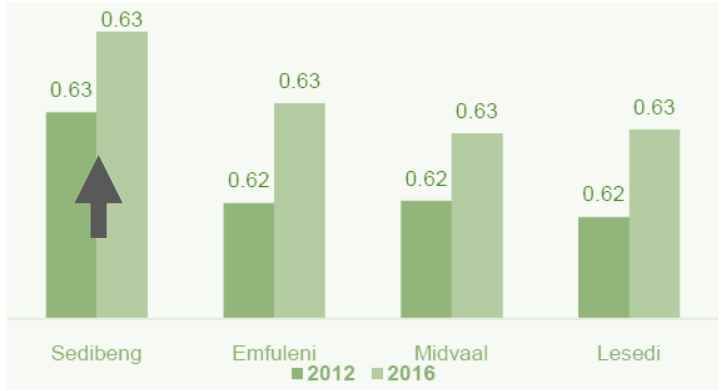


Stats SA Census 2011

< 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

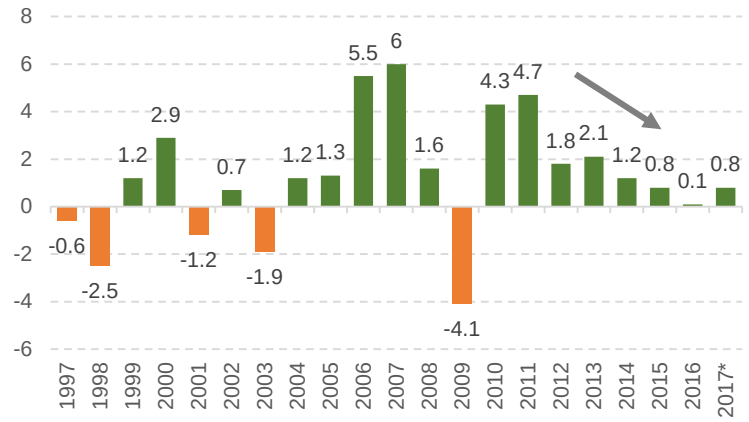
The Annual Growth in GDP-R for Sedibeng, as indicated in Diagram 9 shows the growth rate of GDP-R from 1997 to 2016, with an estimate for

ECONOMIC Profile: Sedibeng DM

Source: Sedibeng DM IDP 18/19, IHS Markit, 2017

Diagram 9

Annual Growth in GDP-R for Sedibeng

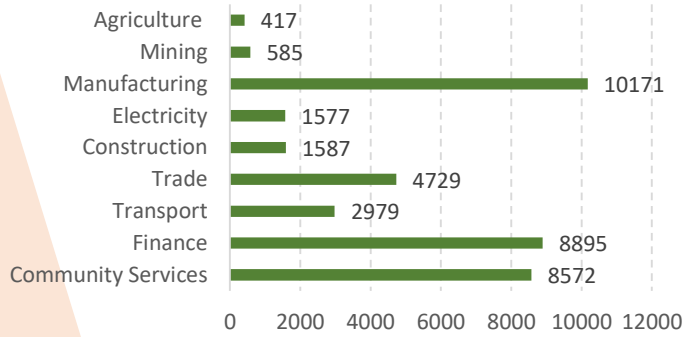


** Estimation 2017*

Sedibeng DM Annual Growth

Gradual Decline from 2011, with an estimated increase in 2017

Broad Economic Sectors contribution to GVA-R in 2016



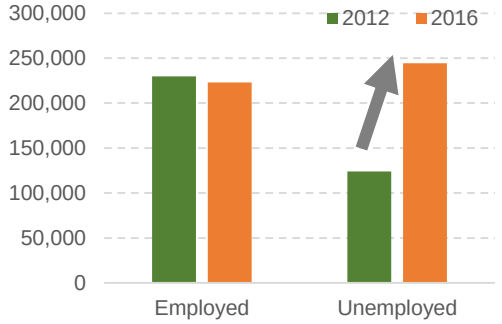
Sedibeng DM main Economic GVA-R sectors:

- Manufacturing
- Finance
- Community Services

Labour Market 2012-2016

Employment Decreased:

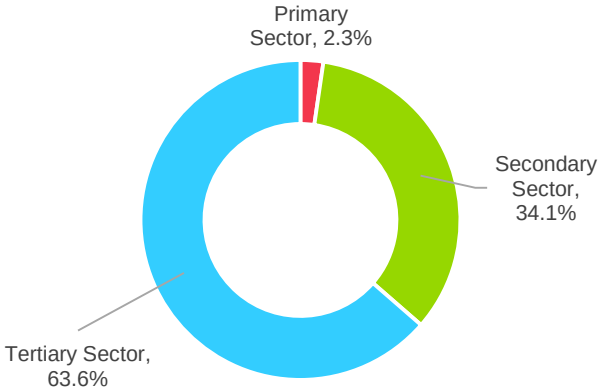
6 826 job opportunities



Unemployment Increased:

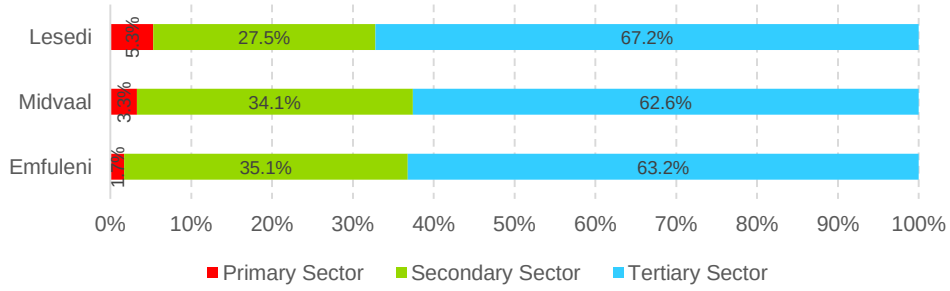
120 218
SDM: 50,7%
ELM: 54,5%
MLM: 43,6%
LLM: 32,2%

Sectoral Contribution to GVA-R in 2016

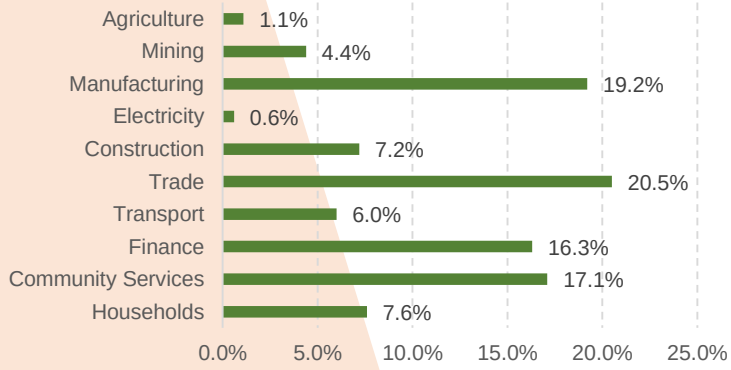


Sedibeng DM tertiary sector:

- 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.

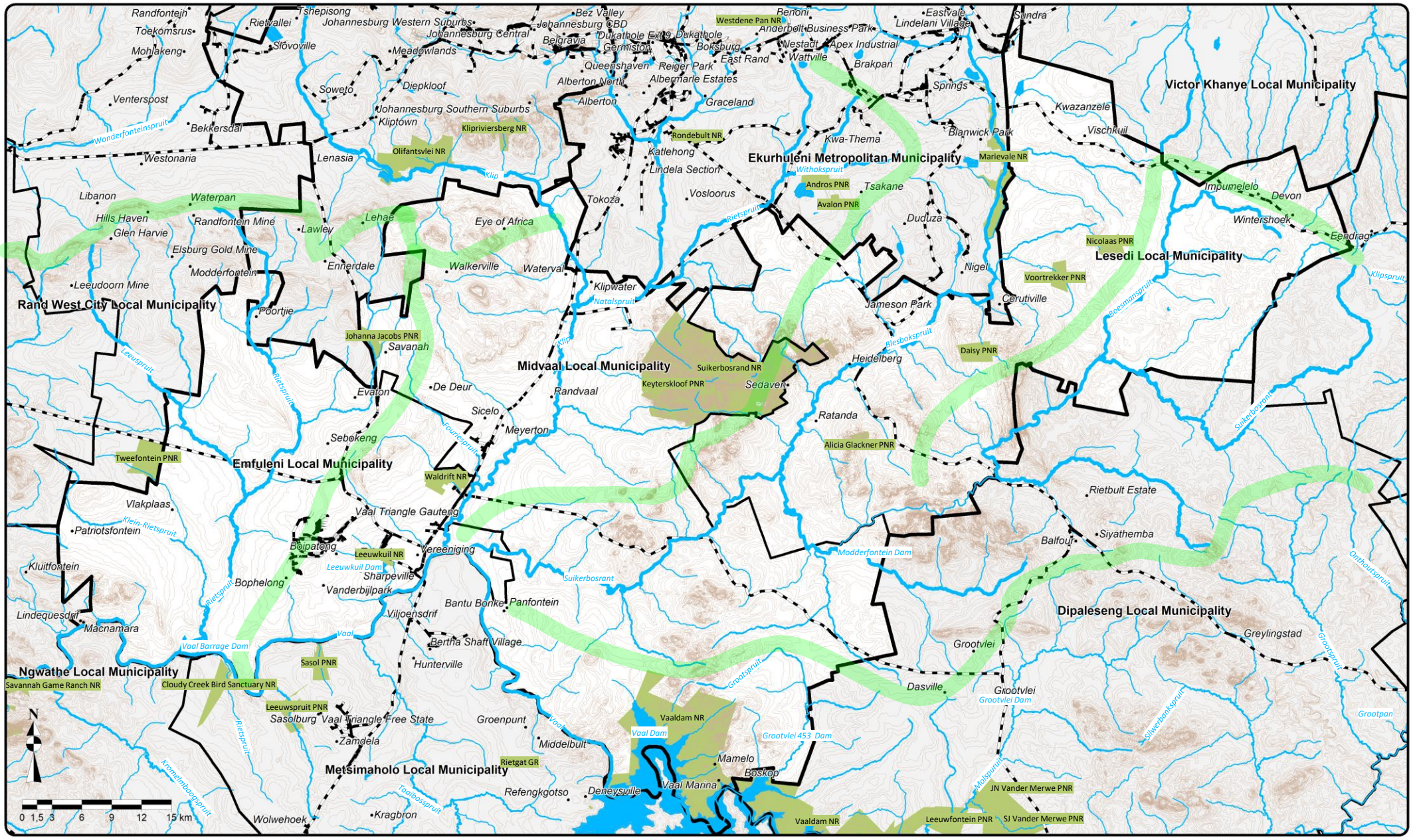
4.2.4 Sectoral Trend (GDP)

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

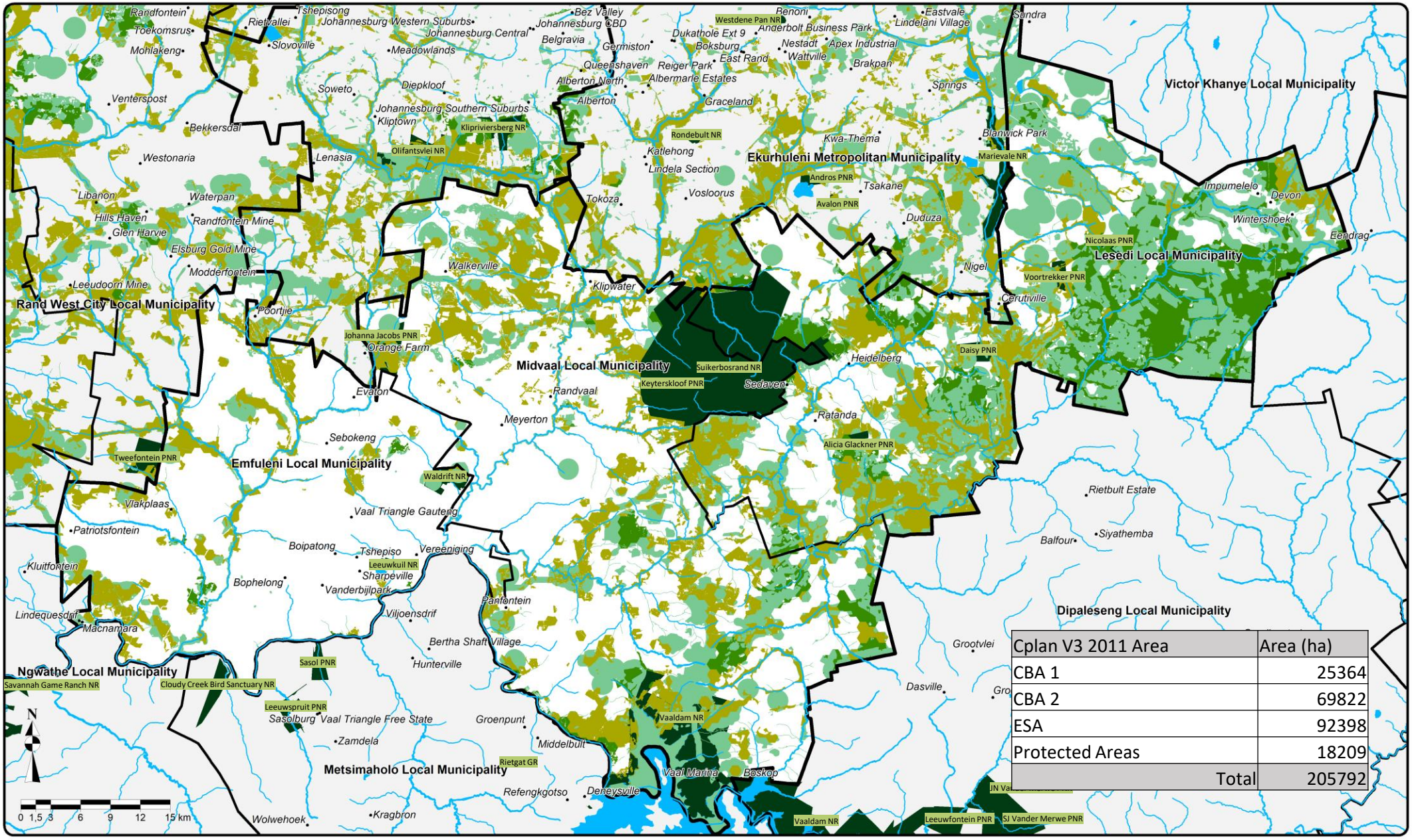
The Sedibeng economy finds resonance with all 5 of those priorities since its economy will **remain dominated in the medium to long term by the steel and manufacturing sector** taking into consideration the efforts and drive through DTI tariffs programme to protect our industry. So this makes **manufacturing 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

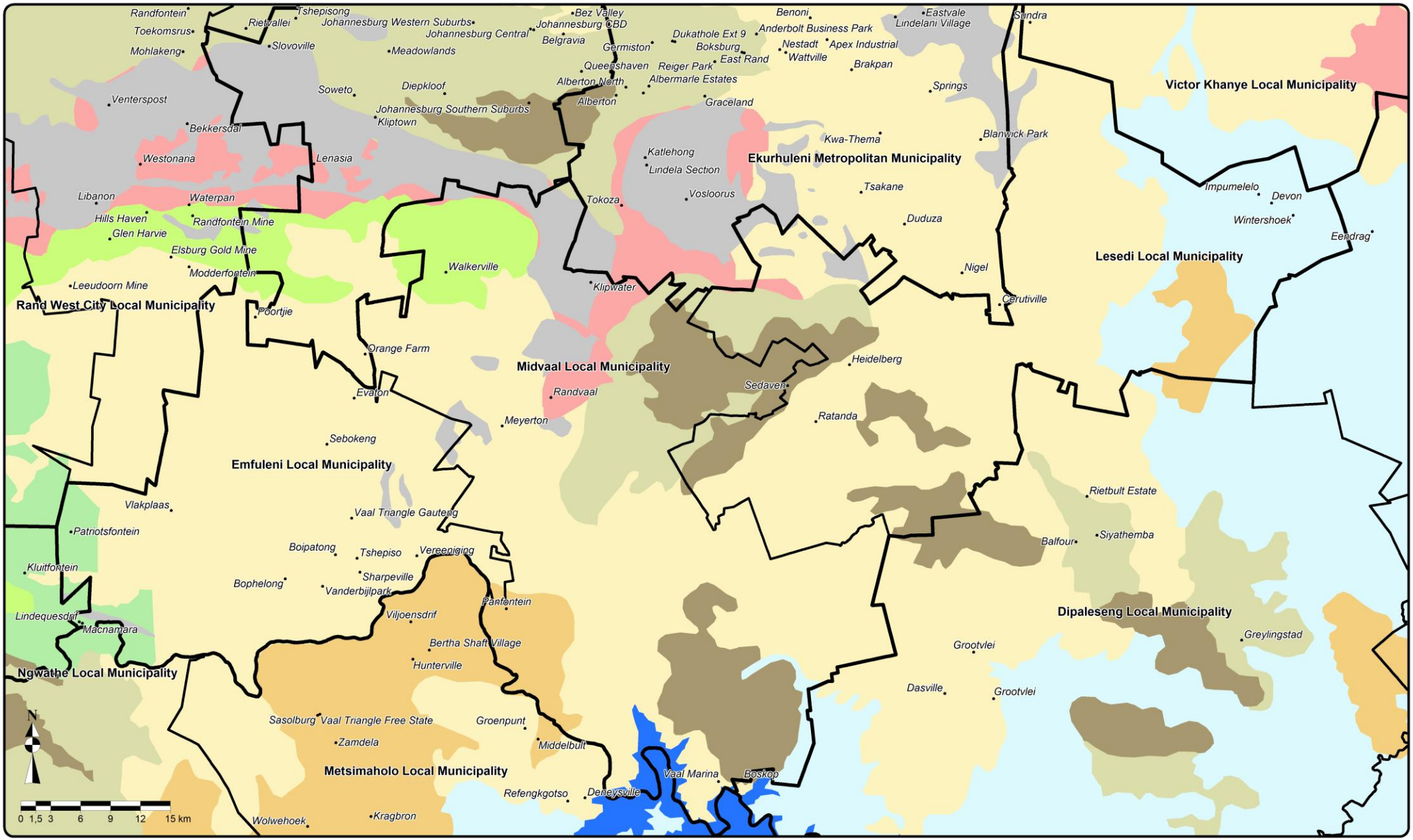
- Protected Areas
- Dams and Rivers
- Watershed
- Contours



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.

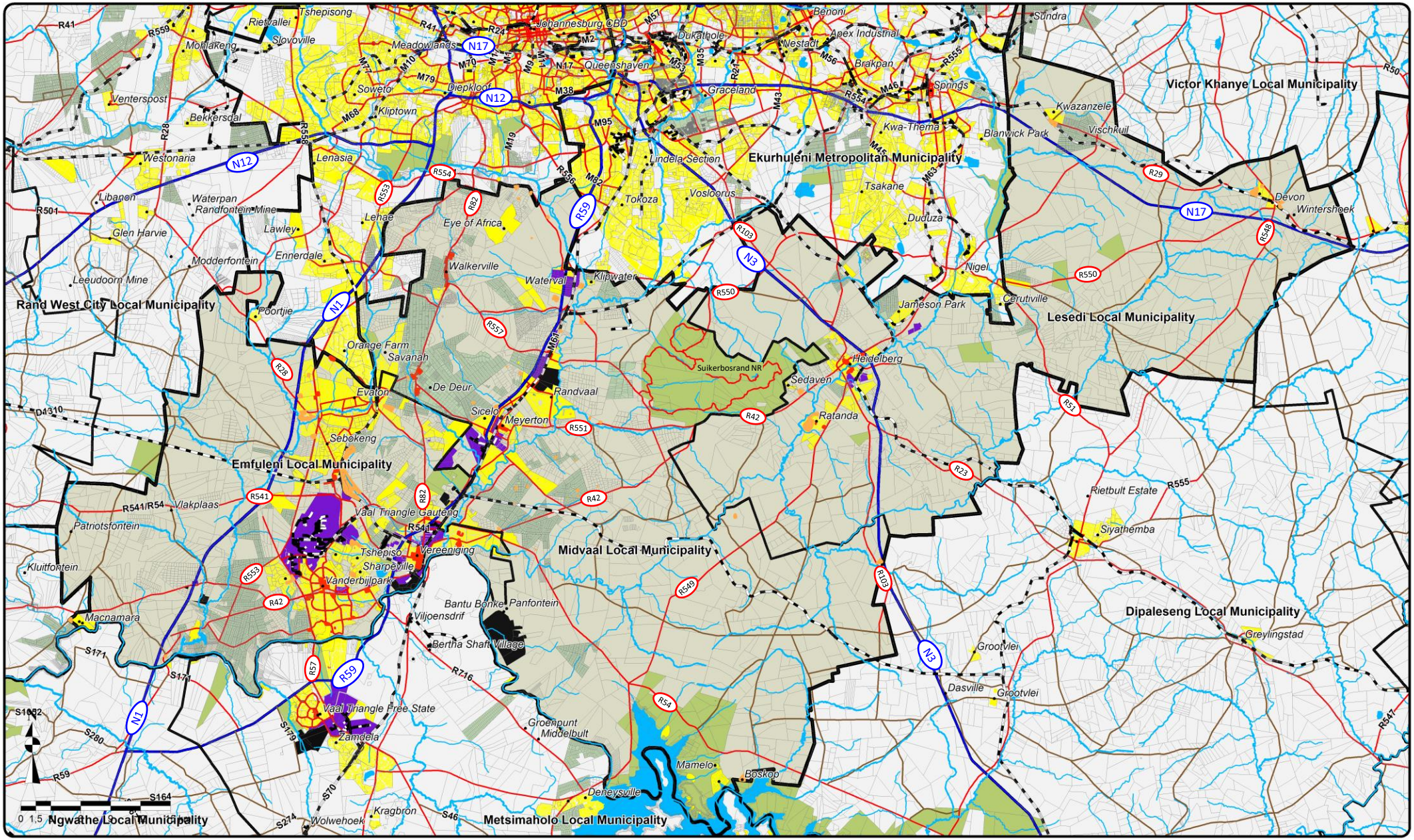
4.4.2 Local Context

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

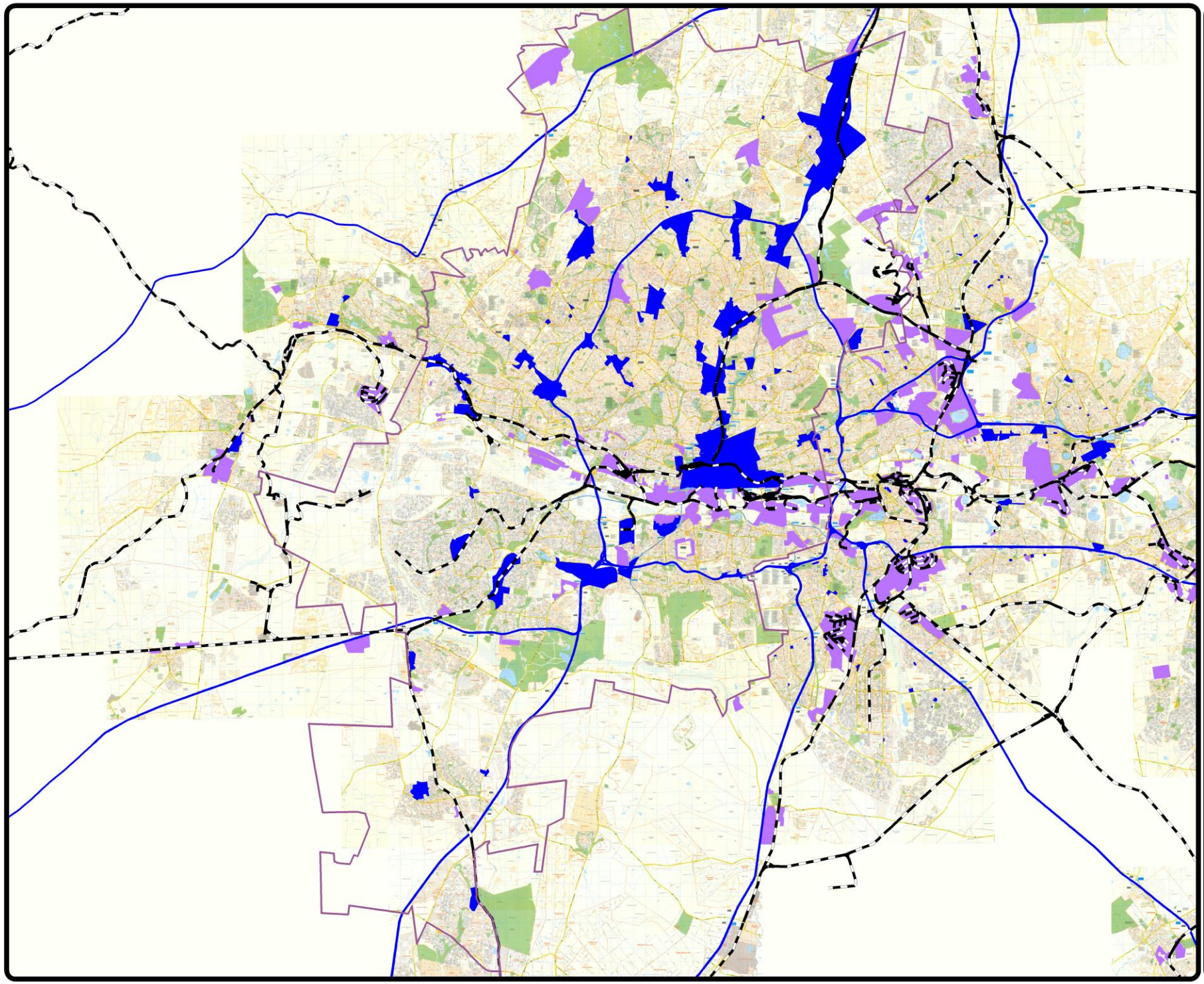
Major national and provincial roads traversing the municipal area include:

- 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



SEDIBENG
DISTRICT MUNICIPALITY

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 Vaaloewer, 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. www.emeraldresort.co.za

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 cruises. www.liquidlounge.co.za

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. www.facebook.com/groups/kasivisit

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.rovresortco.za / www.rovcountryclub.co.za

Maccauvlei Golf Club is the original "gentleman" of the Vaal. Established in 1926, and steeped in tradition and grandeur, Maccauvlei 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.maccauvleigolfclub.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

KwaDlomo Dam has long been a revered icon for the Sharpeville community and a significant site recognised during the Sharpeville Massacre. Today, KwaDlomo 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 "Ikhaya 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 DJ's 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 located within the Alice Glöckner 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 1 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, kiddies play area and spaces for exceptional events have been exclusively created at the Art Farm. www.the-artfarm.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.intheforest.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. derustgastehuis@gmail.com

For stargazing and sunsets, sunrise coffees and braais - camping and caravanning is good for the soul. Malonjeni Guest Farm offers all the necessary facilities (and leisure activities) for your camping or caravanning break. For non-campers, other accommodation is available. www.malonjeni.co.za

Malonjeni 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. Tapimanzi 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.teambuildadventures.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.

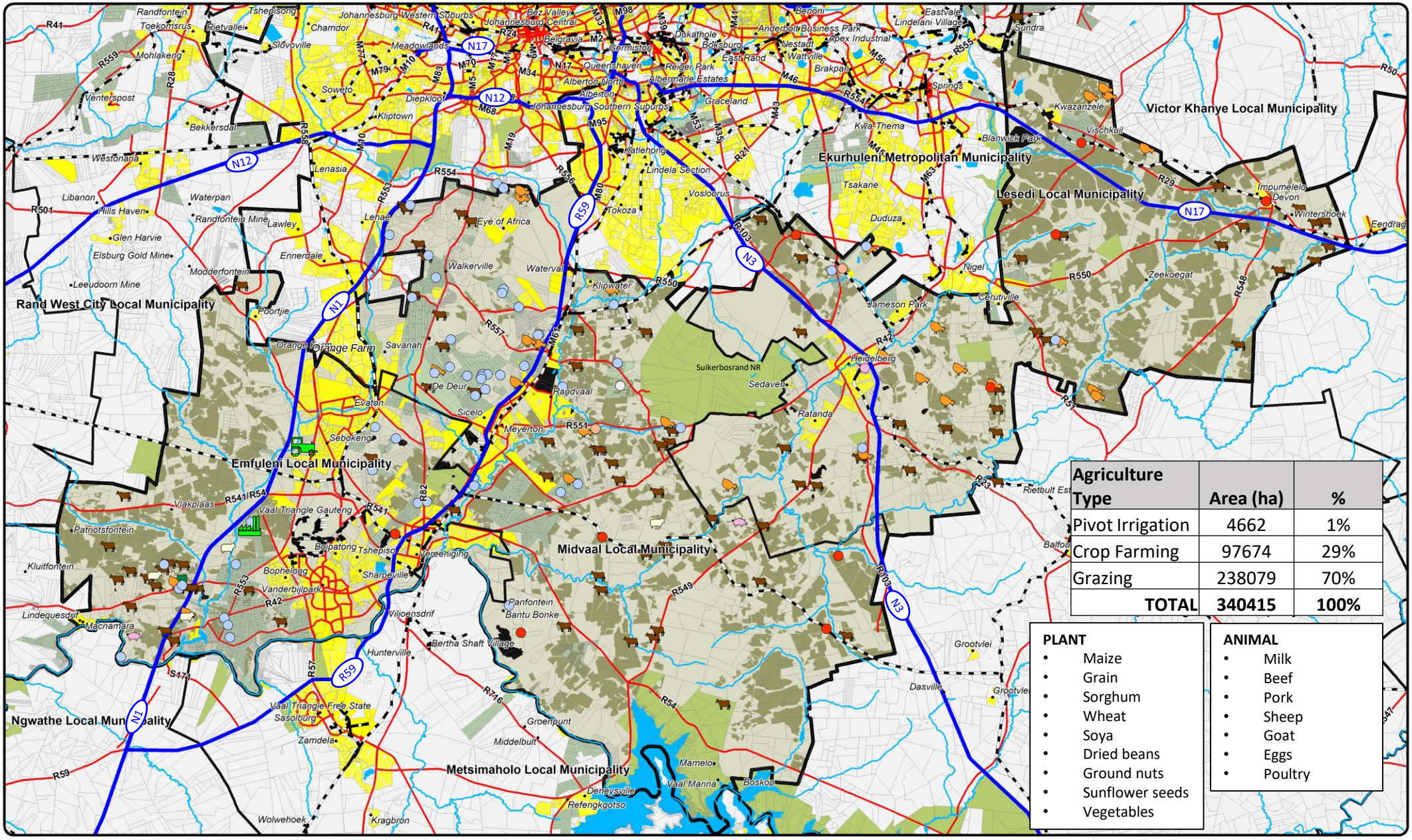
Heidelberg developed as a typical rural Victorian town. Many buildings dating back to the period between 1890-1910 have been well preserved as heritage sites and architectural gems. The rolling hills of the Suikerbosrand, mealie lands and protea bushes create an amazing landscape for dreamy weddings and picture perfect brides. Heidelberg and its surrounds offer a number of romantic wedding venues.
The annual JoBerg2C mountain bike challenge (April/May), starts in Heidelberg and meanders through private farmlands in the area; before riders continue for 3 more days to reach Scottburgh in KwaZulu Natal www.joberg2c.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 KwaDlomo 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.

Johannesburg
Boksburg
Springs
Alberton
Devon
Walkerville
Nigel
LESEDI
Suikerbosrand Nature Reserve
Heidelberg
Ratanda
Evaton
Sebokeng
Boipatong
EMFULENI
Meyerton
Sharpeville
Vanderbijlpark
Vereeniging
Bophelong
MIDVAAL
Vaal Marina
Denneysville
Vaal Dam
Oranjeville
Parys



Agriculture Type	Area (ha)	%
Pivot Irrigation	4662	1%
Crop Farming	97674	29%
Grazing	238079	70%
TOTAL	**340415**	**100%**

PLANT
- Maize
- Grain
- Sorghum
- Wheat
- Soya
- Dried beans
- Ground nuts
- Sunflower seeds
- Vegetables

ANIMAL
- Milk
- Beef
- Pork
- Sheep
- Goat
- Eggs
- Poultry

SEDIBENG DISTRICT MUNICIPALITY SDF – AGRICULTURE

- Farm Cadastral
- Towns and Settlements
- Agricultural Holdings
- Extensive Agriculture
- Crop Farming
- Pivot Irrigation
- Chickens
- Cattle
- Pigs
- Mushroom Farming
- Pig Abattoir
- Silos
- Shadenet / Tunnels
- National Roads
- Main Roads
- Other Roads
- Railways
- Dams and Rivers
- Protected Areas
- Rietkuil Agri Hub
- Sebokeng Agri Park (15 Farmer Production Support Units FPSUs)

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).

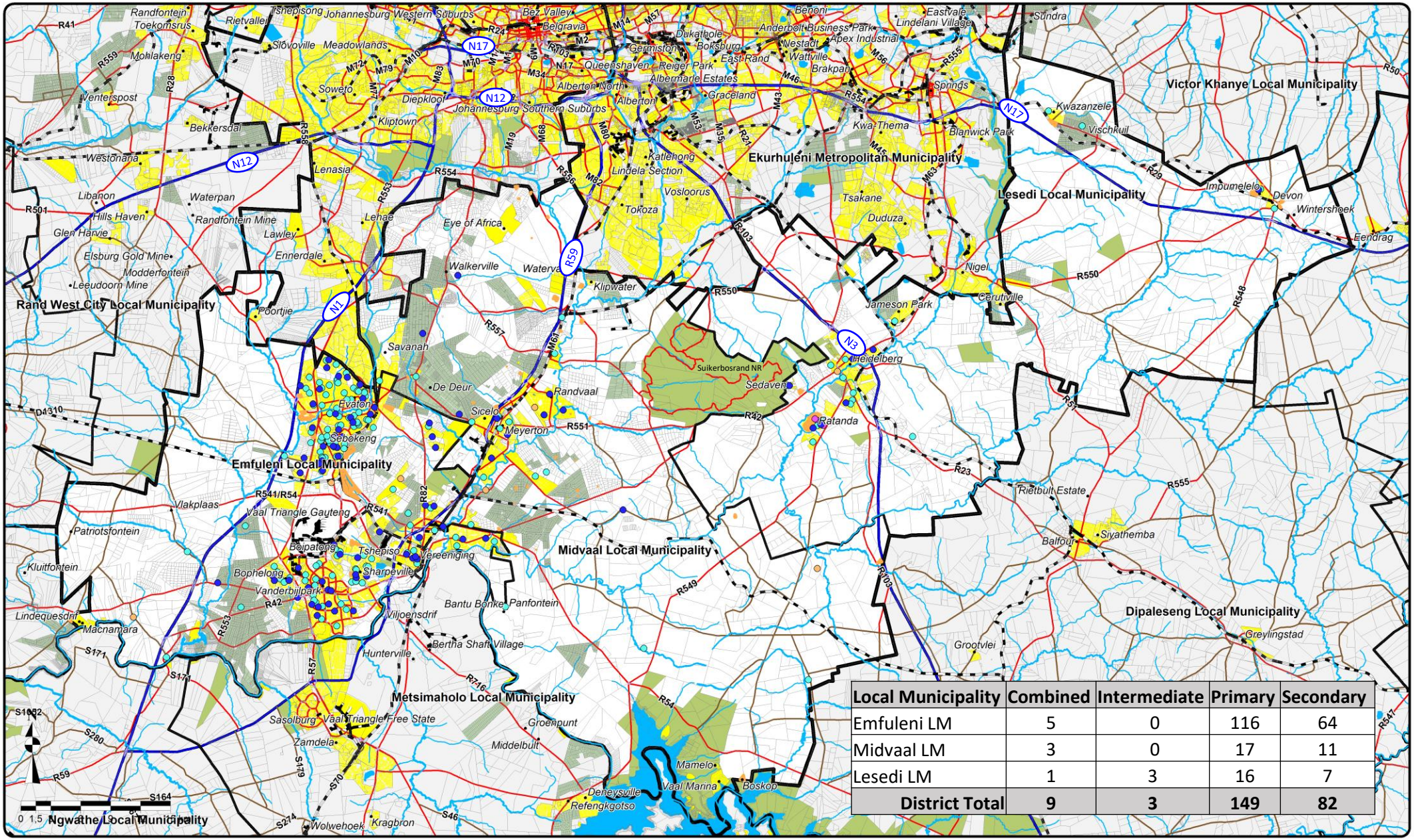
Figure 28.5 shows an extensive range of other community facilities including 45 postal outlets, 10 community halls, 13 libraries, 10 golf courses and 6 sports stadiums/ complexes.

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:

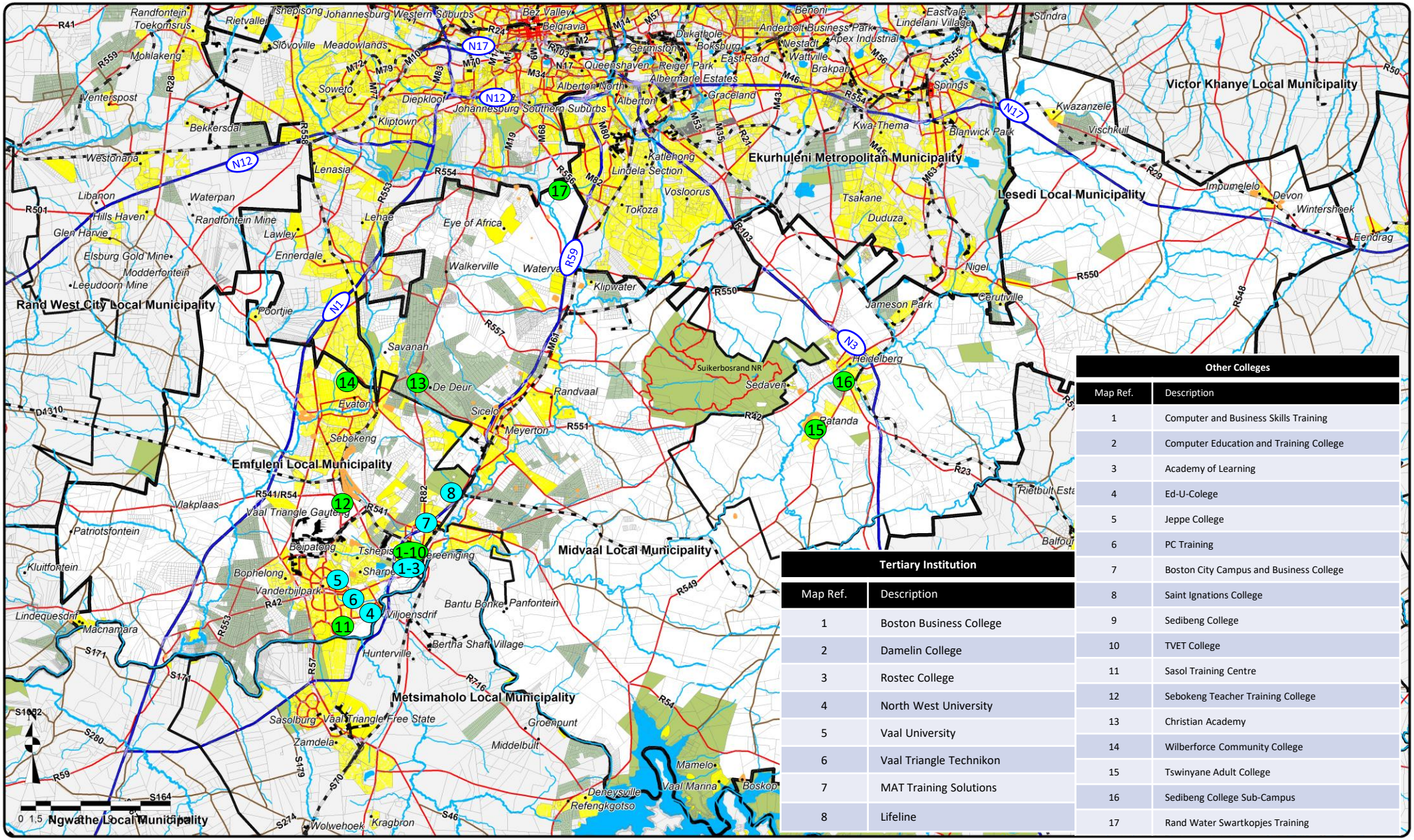
- About 93.7% of households within the Sedibeng DM receive piped water on the stand (2016).



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

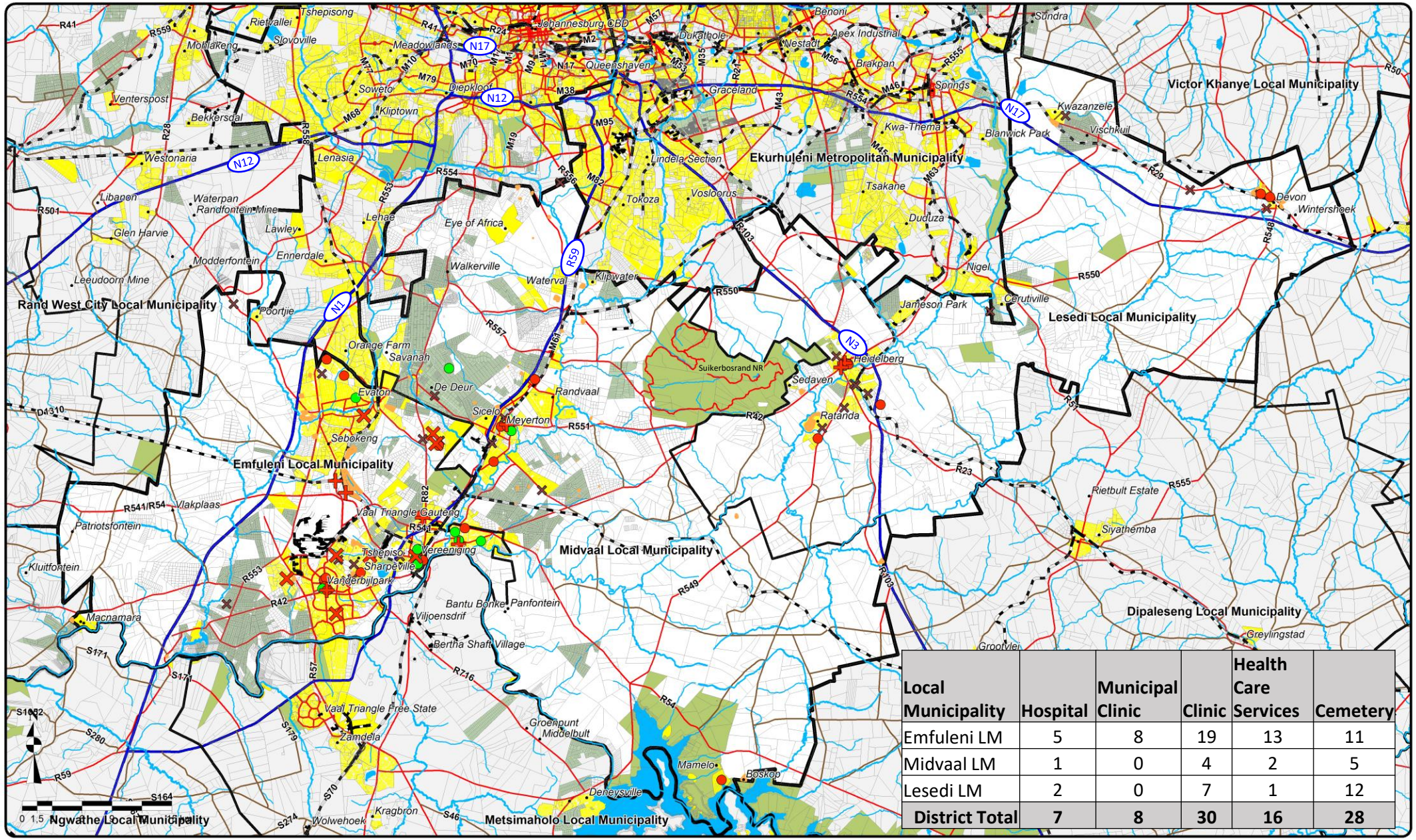


Tertiary Institution	
Map Ref.	Description
1	Boston Business College
2	Damelin College
3	Rostec College
4	North West University
5	Vaal University
6	Vaal Triangle Technikon
7	MAT Training Solutions
8	Lifeline

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

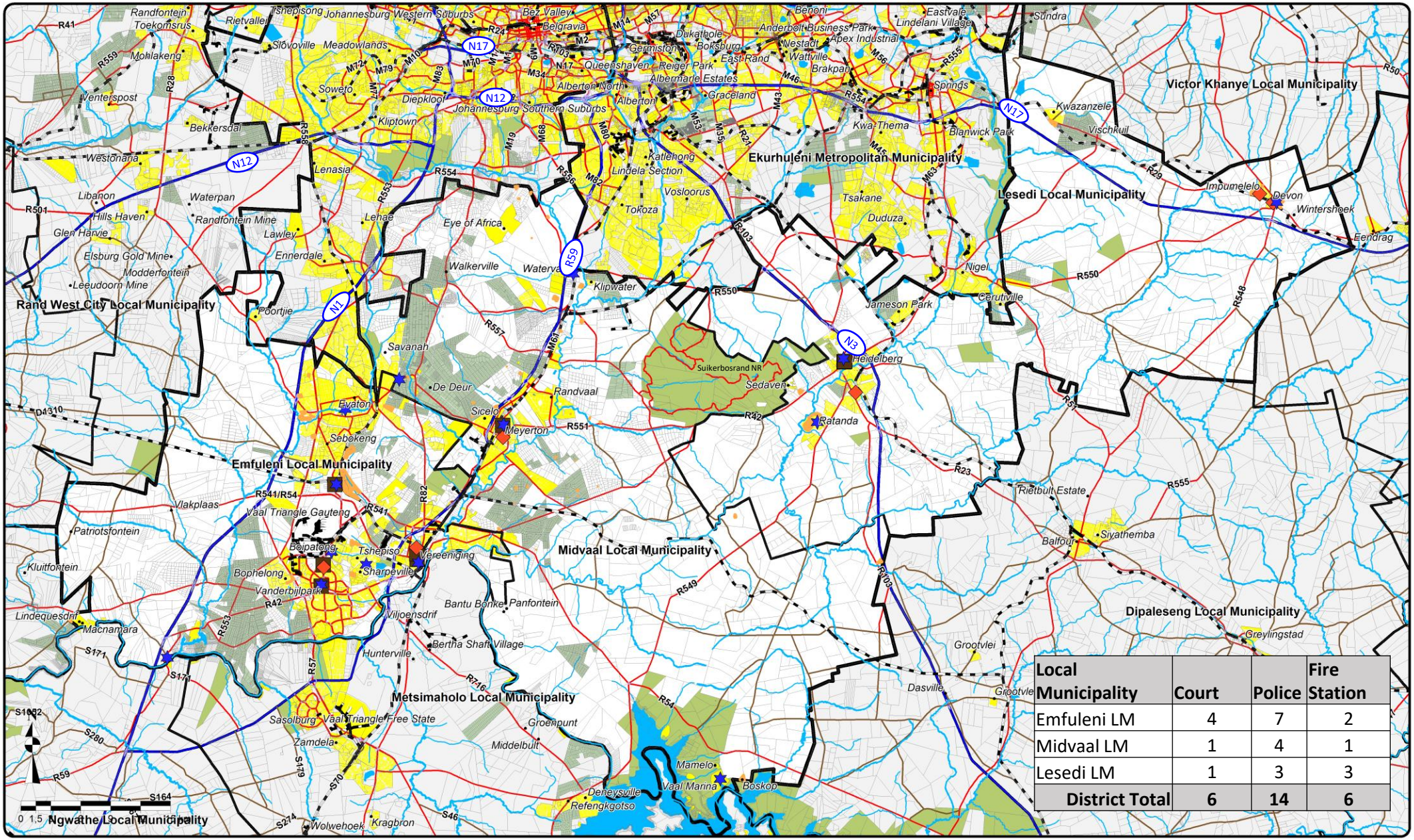
- Towns and Settlements
- Informal Settlements
- Protected Areas
- Dams and Rivers
- Tertiary Institution
- Other Colleges
- National Roads
- Main Roads
- Other Roads
- Railways



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

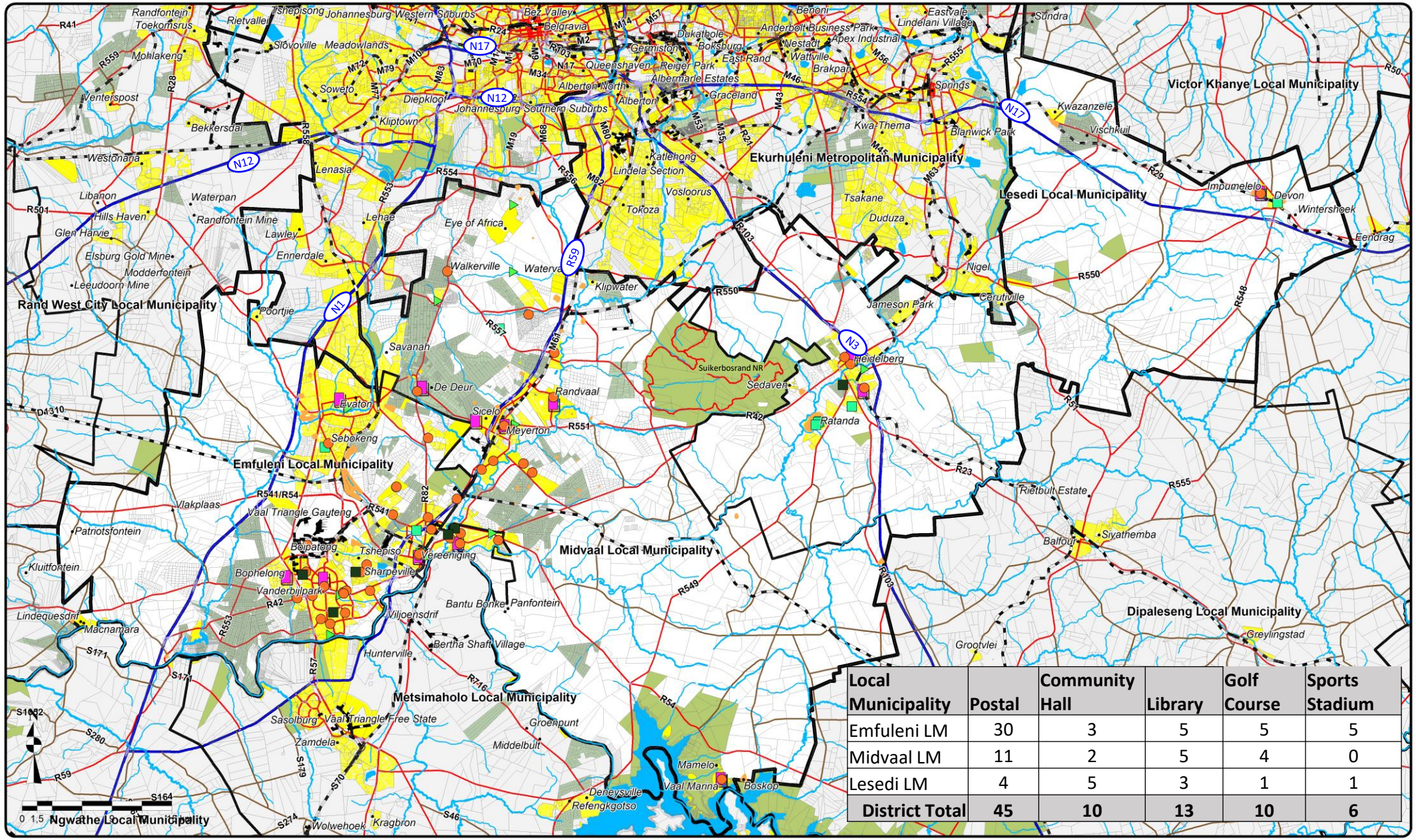
- Towns and Settlements
- Informal Settlements
- Protected Areas
- Dams and Rivers
- Hospital
- Municipal Clinic
- Clinic
- Health Care Services
- Cemetery
- National Roads
- Main Roads
- Other Roads
- Railways



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

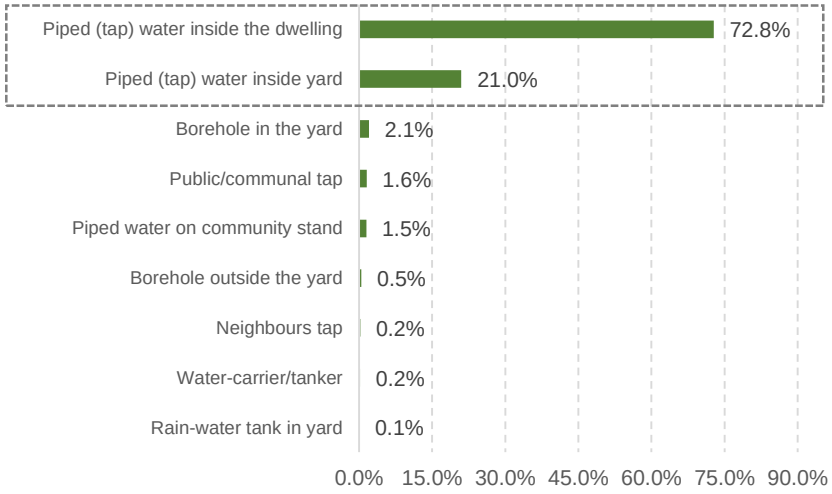
Source: Stats SA Community Survey 2016

Diagram 10

Source of Water 2016

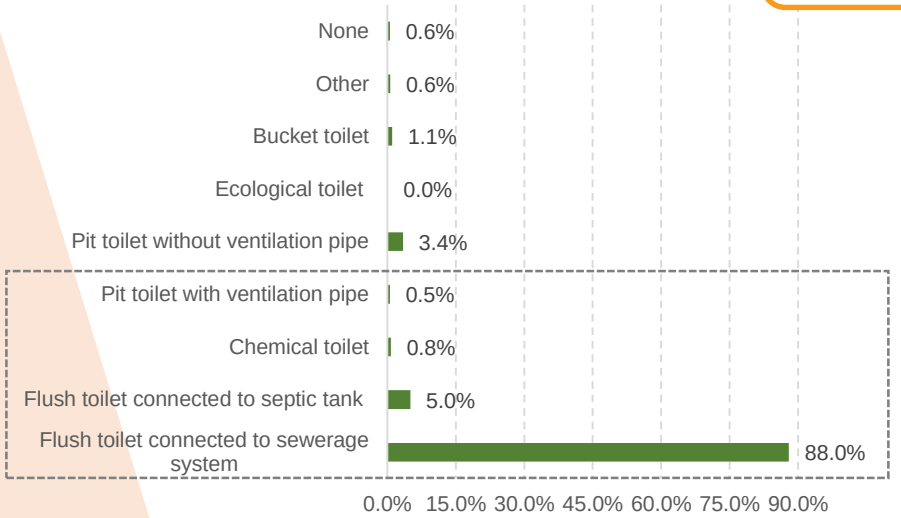
93,7% Piped Water on Stand

Main source of water for drinking 2016



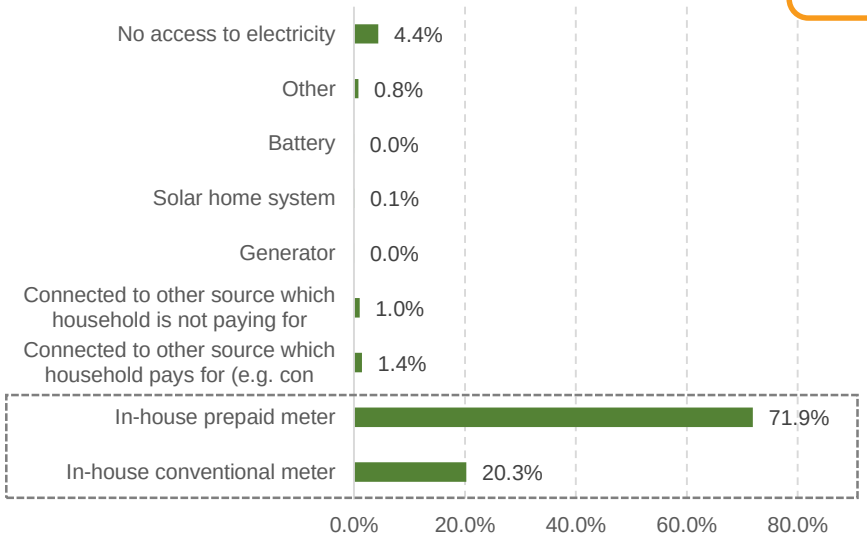
Sanitation 2016

94,3% RDP acceptable Level of Sanitation



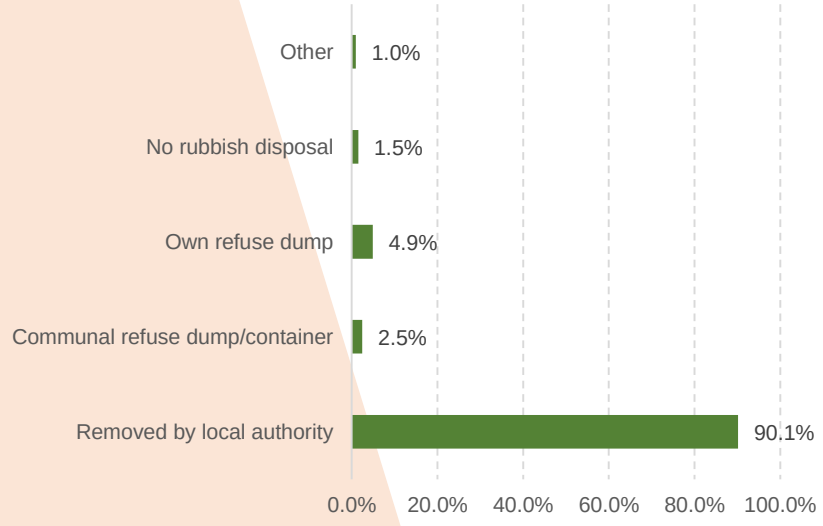
Source for Lighting 2016

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

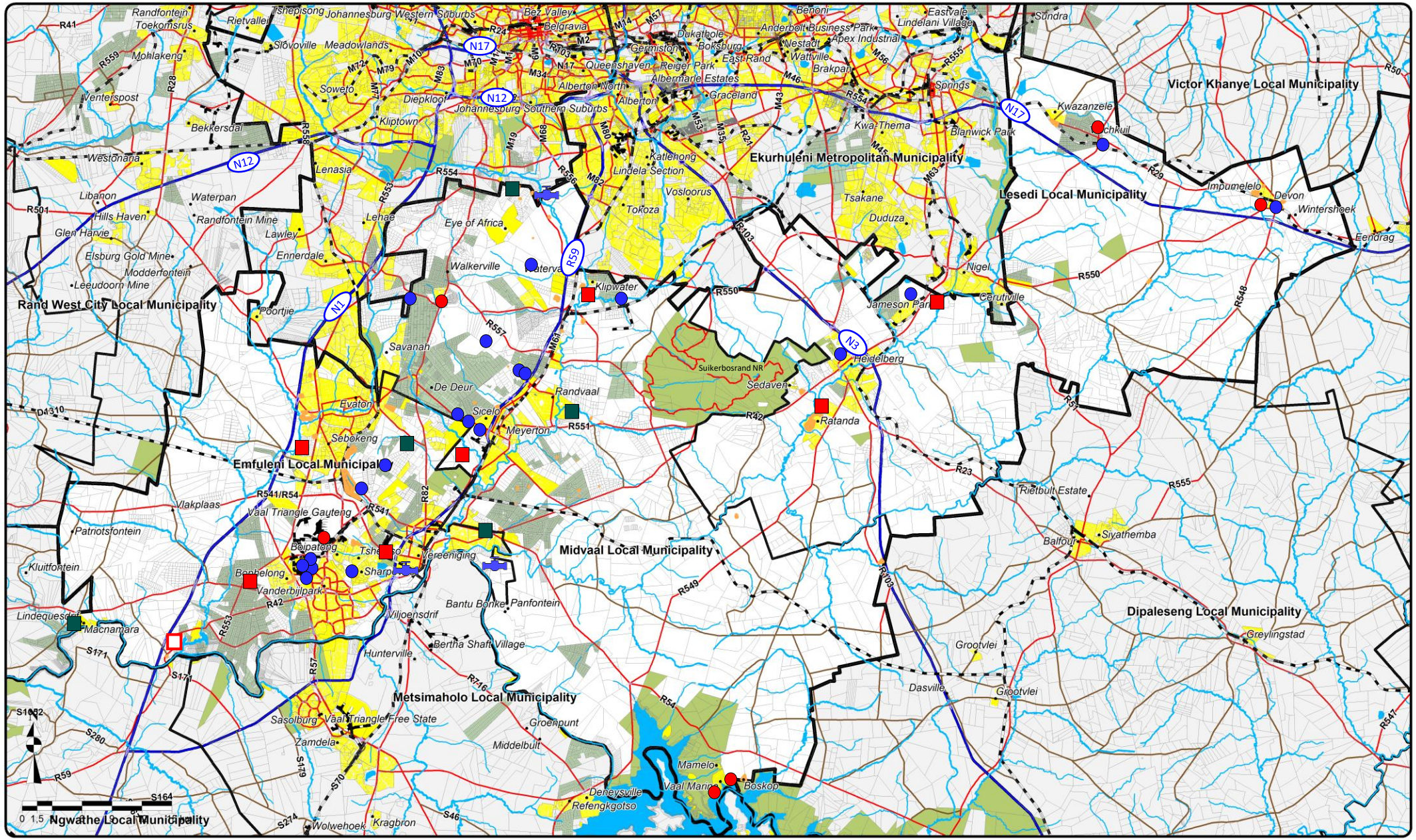
The main sewer system in Lesedi, namely the Ratanda Water Care Works (RWCW) is located at the south western end of the municipal area. The drainage area consists of several sub-basins, Bergsig, Overkruin, Heidelberg, Rensburg, Shalimar Ridge and Ratanda. Devon/Impumelelo also has waterborne sewerage 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

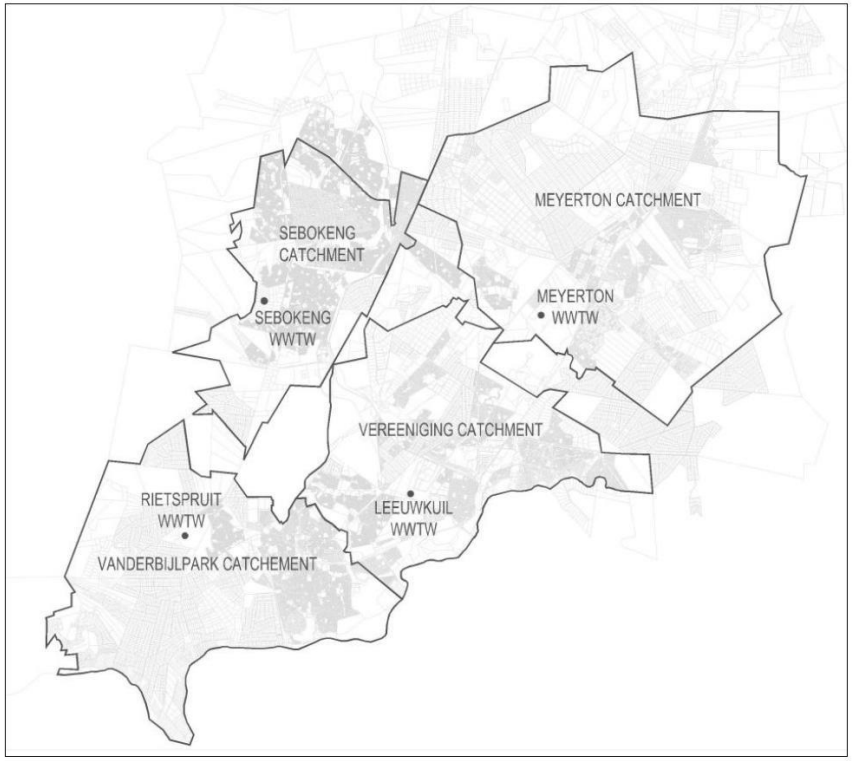
Wastewater Treatment Works is the largest in the area and has a capacity of 119Ml/day. The other two need to be upgraded and rehabilitated.

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.*

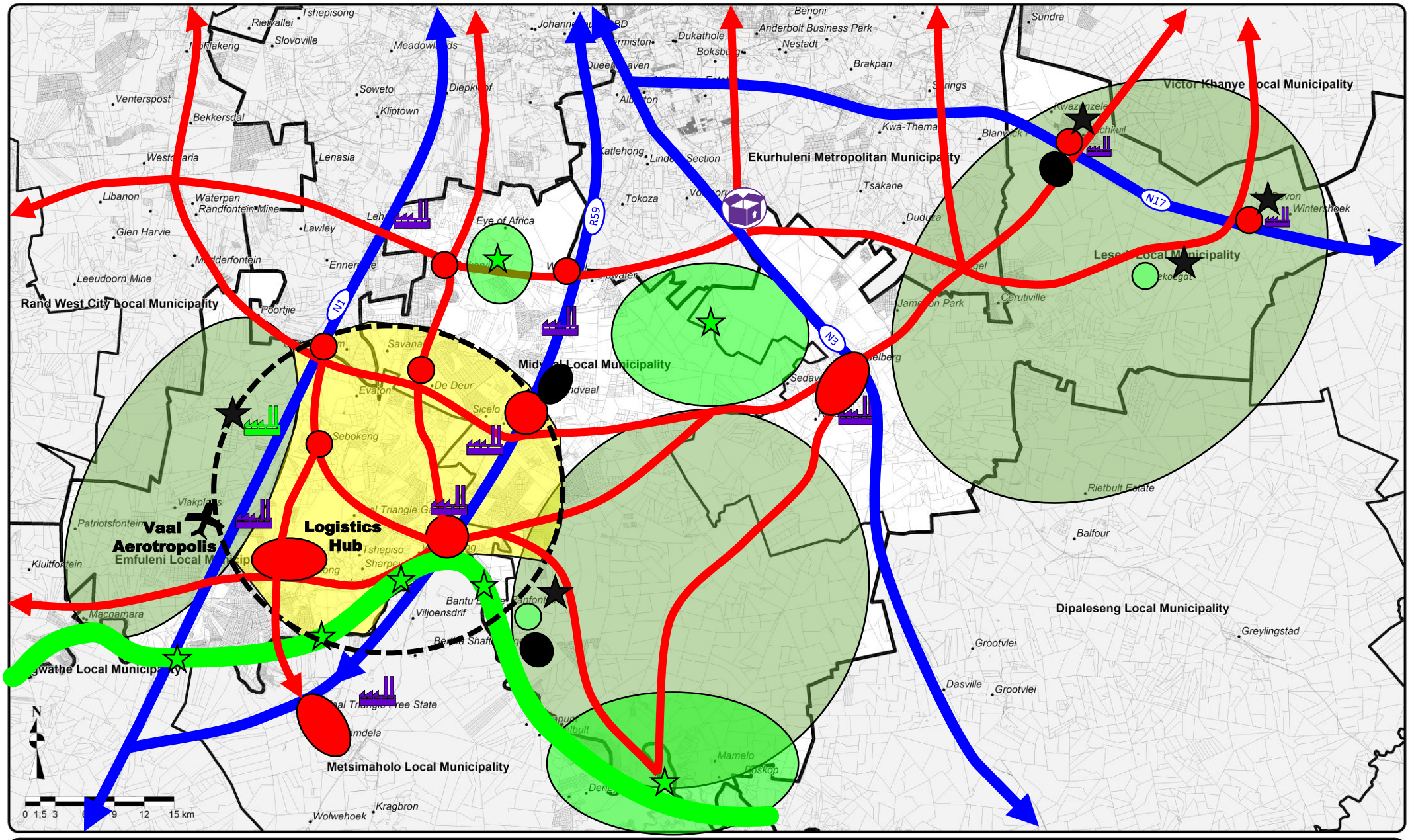
Secondly, a slogan or brand statement. The brand statement "Vaal 21: A River City" was chosen because it reflects what we would like to see in 2021.

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.

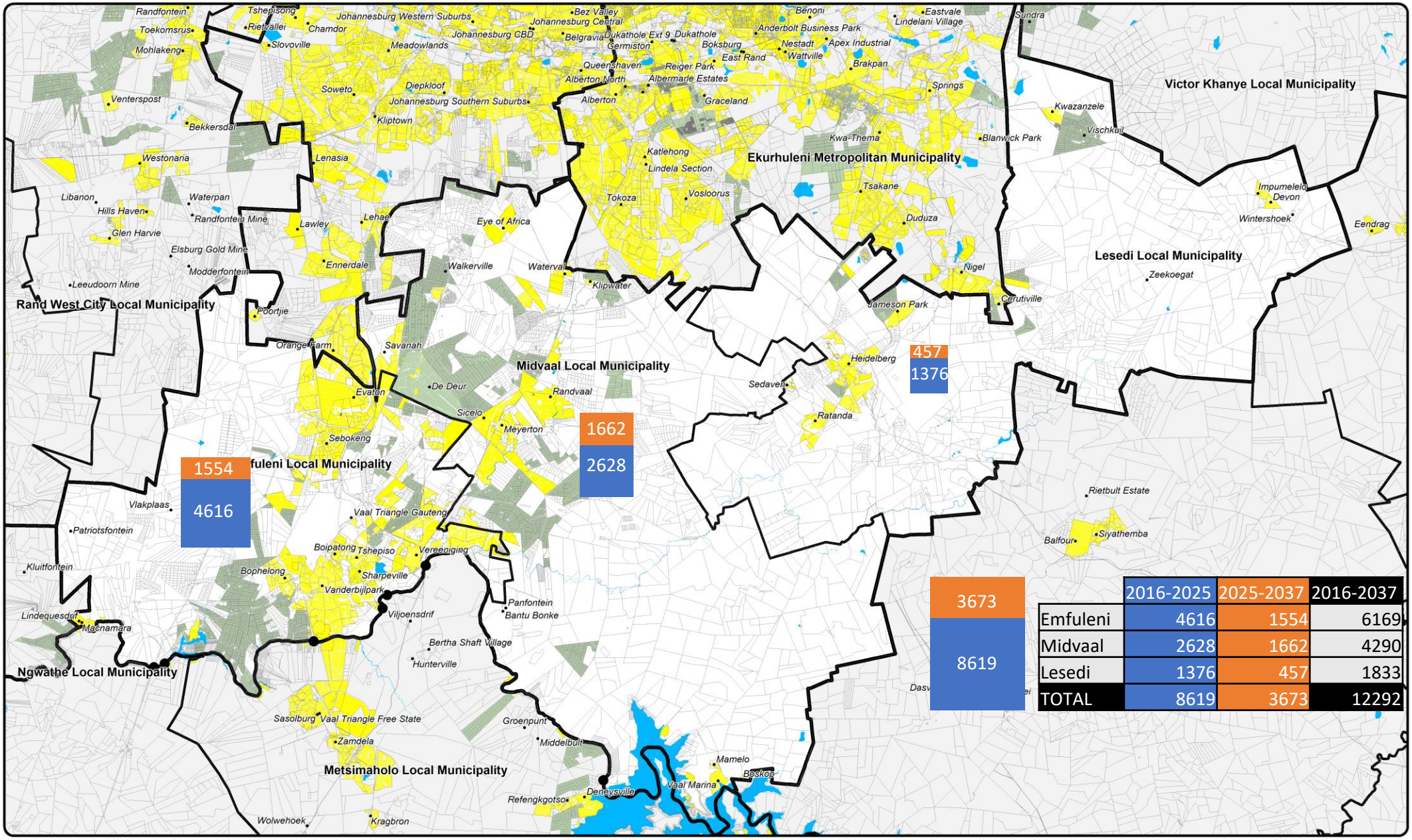
Table 16 depicts the same information for the period 2025 up to 2037. What is evident from this is that for this period an additional 3673 ha of land would be required for urbanisation purposes with about 1554 ha being located in the Emfuleni Municipality, 1662 ha in Midvaal and 457 ha in the Lesedi 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

30.2

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	
Communty 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

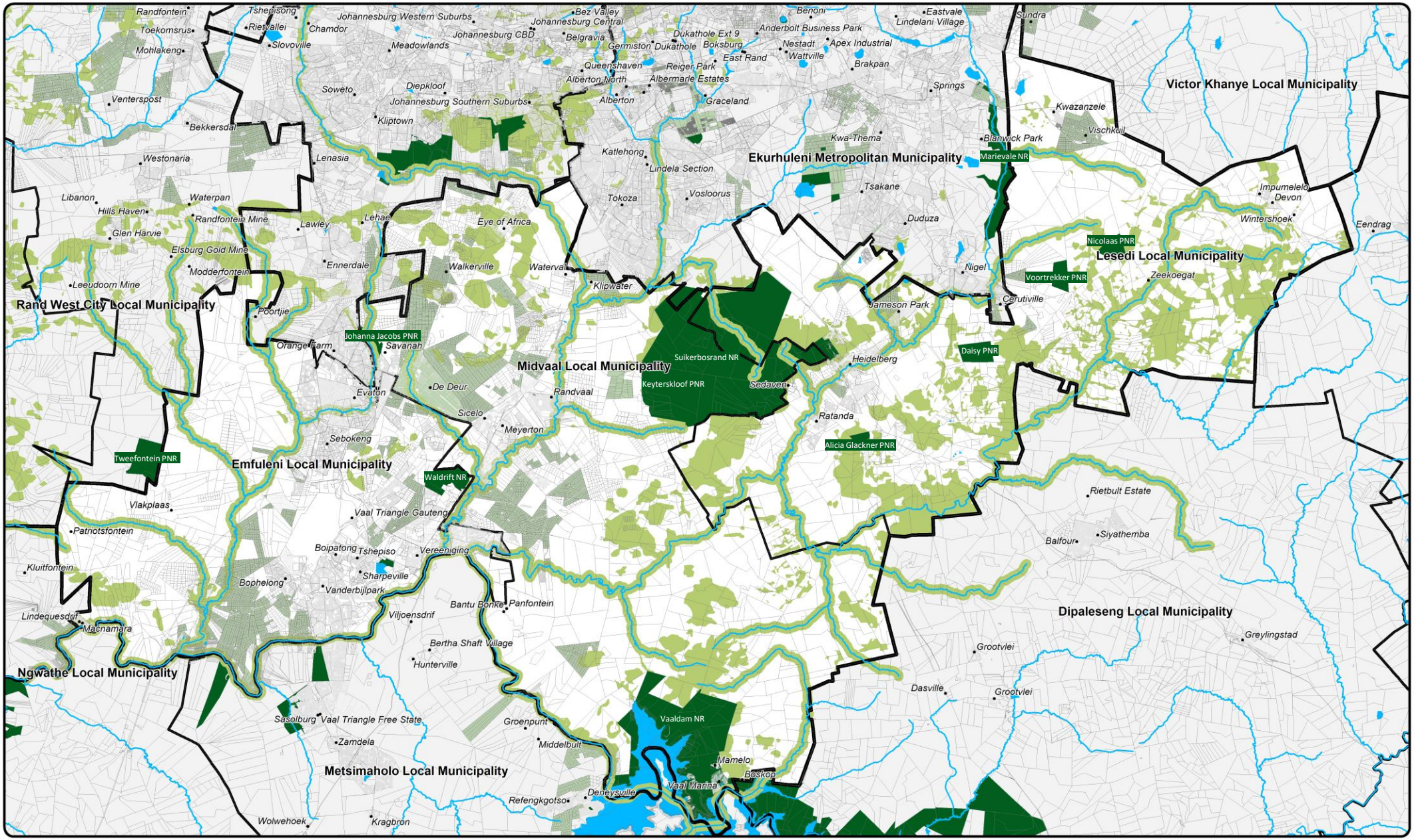
The management and maintenance of the natural environment is a key element towards the future sustainable development of the Sedibeng District Municipality. The urban and rural communities are dependent on environmental resources located within the District for income generation and their own existence. 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.

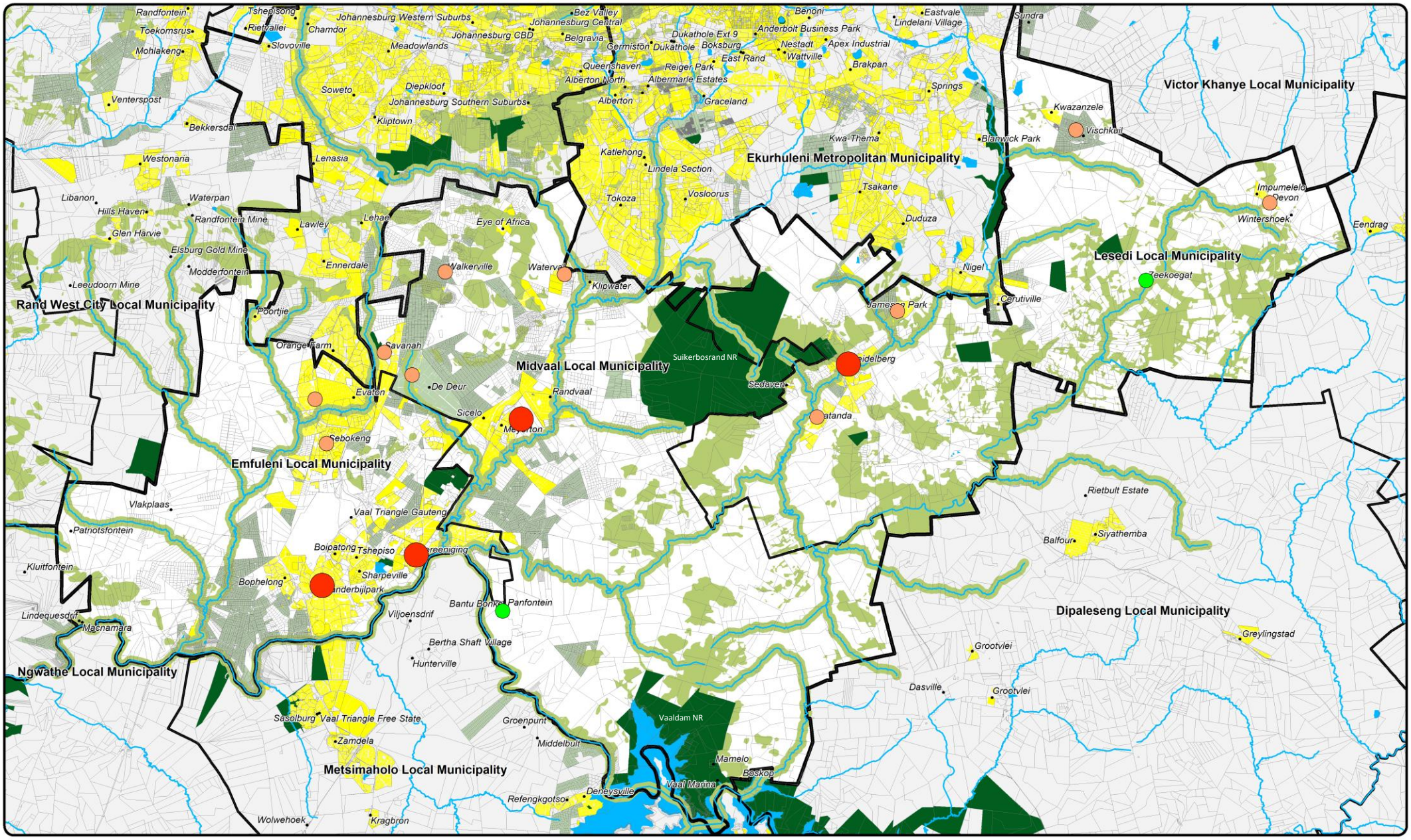
These nodal points should comprise a diverse range of urban land uses including housing, community facilities, economic activities (job opportunities), basic engineering services like water, sanitation and electricity, a comprehensive movement network and local open space system.

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

SEDIBENG DISTRICT MUNICIPALITY

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.

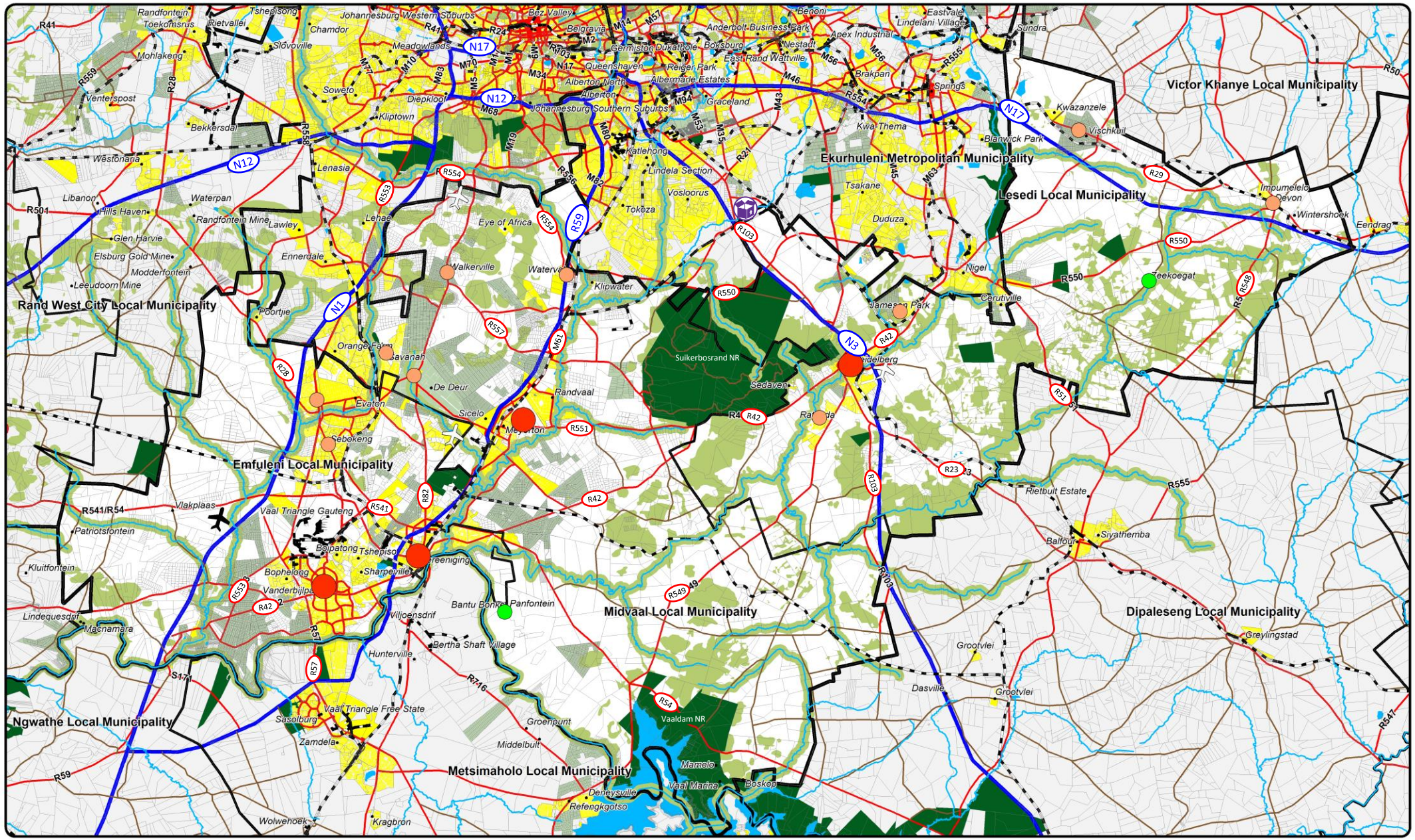
The four corridors (N1, R59, N3 and N17) represent the most significant structuring element in the Sedibeng District, hence the emphasis on creating activity nodes and supporting transport infrastructure along/ around each of these.

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:

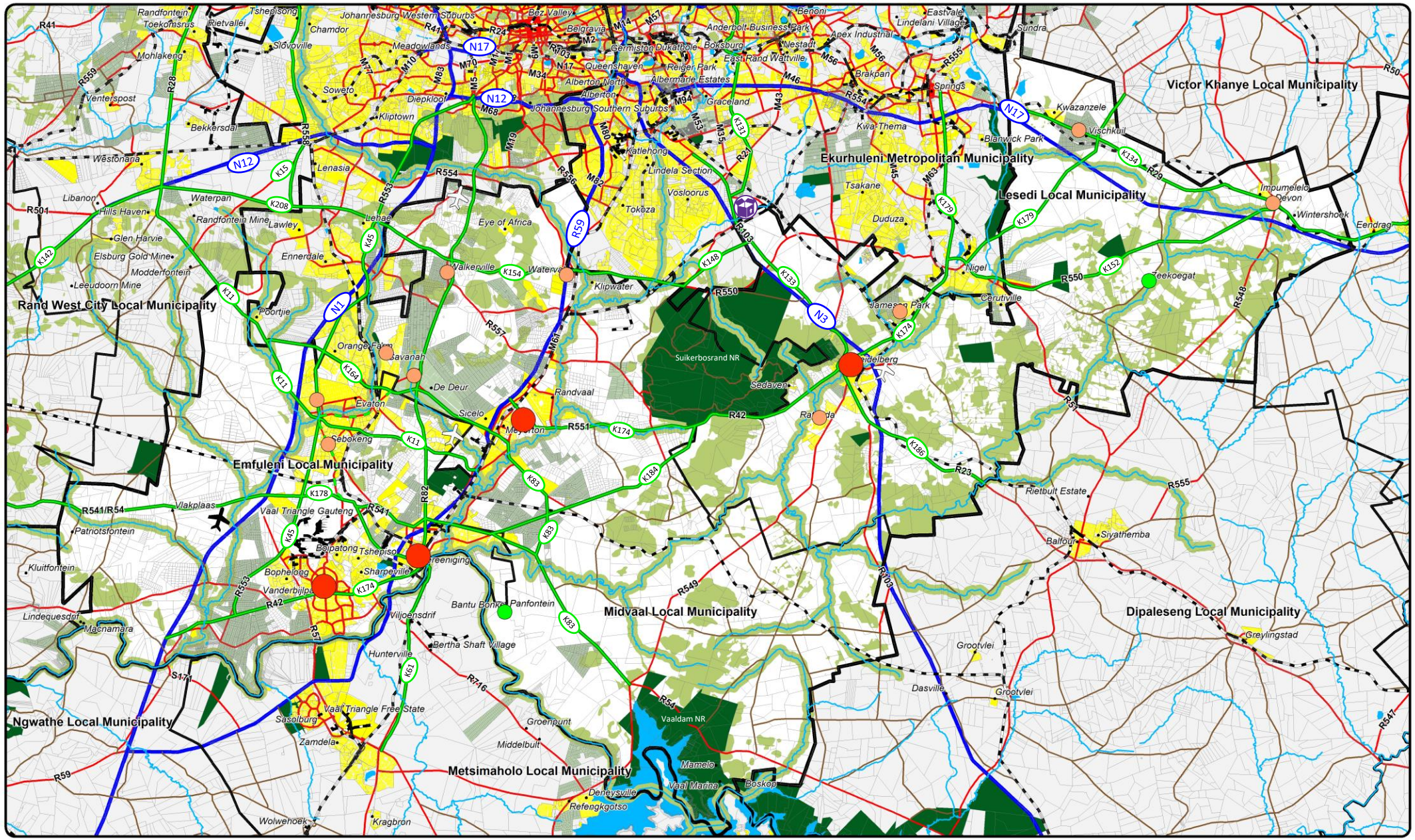
- The N1 Corridor, N3 Corridor, N17 Corridor and the R59 Corridor hold significant opportunities, in terms of local and regional economic spin-offs for the Sedibeng District area. Development of economic activities should be deliberately directed towards these corridors.
- Route R553, together with the 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.

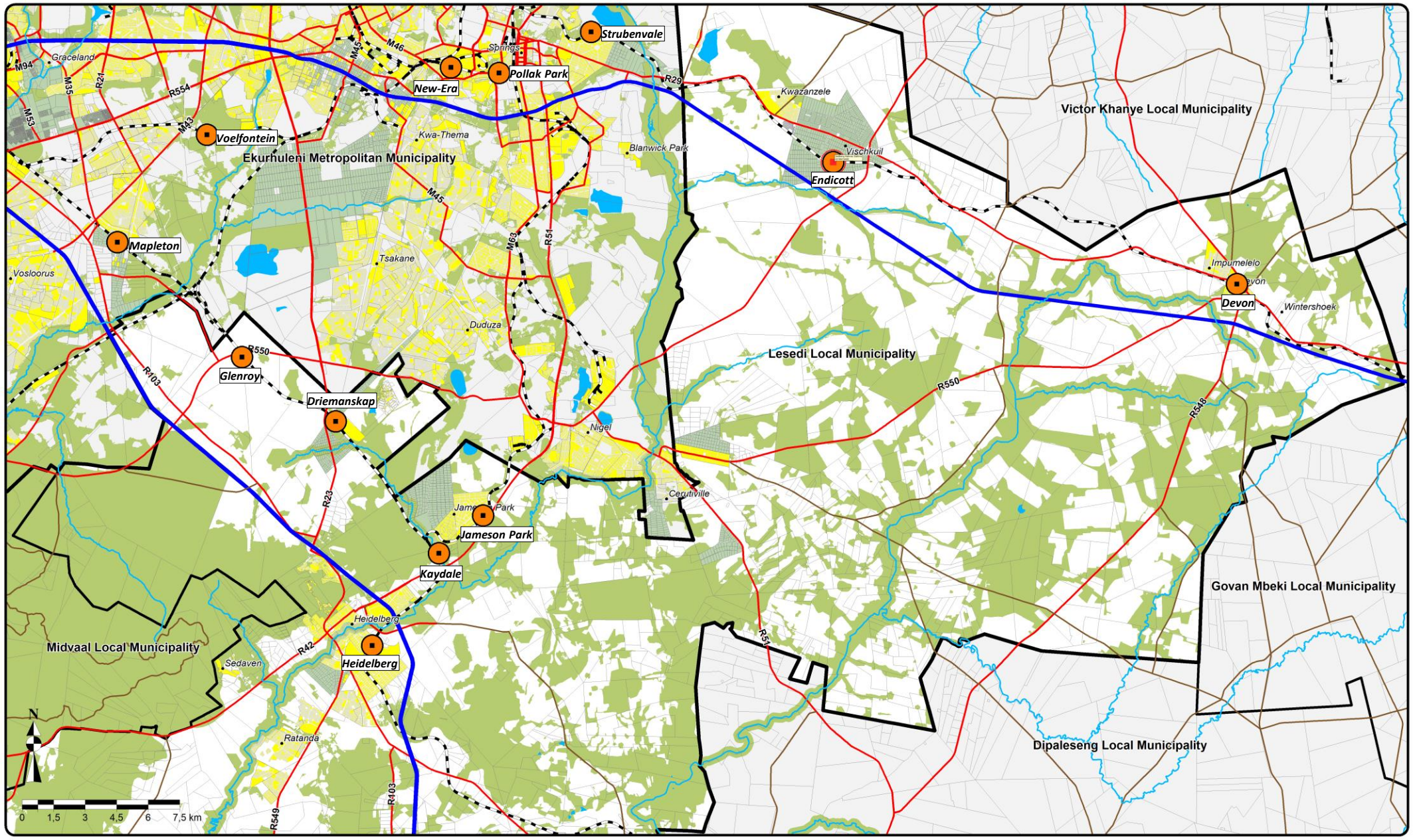
The Vereeniging-Joburg Rail Corridor as depicted on **Figure 31.5b** comprise about eight railway stations between Vereeniging and Stretford which serves several future Priority Housing Development Areas. The



SEDIBENG DISTRICT MUNICIPALITY SDF – PRIORITY STRATEGIC ROAD NETWORK

SEDIBENG DISTRICT MUNICIPALITY

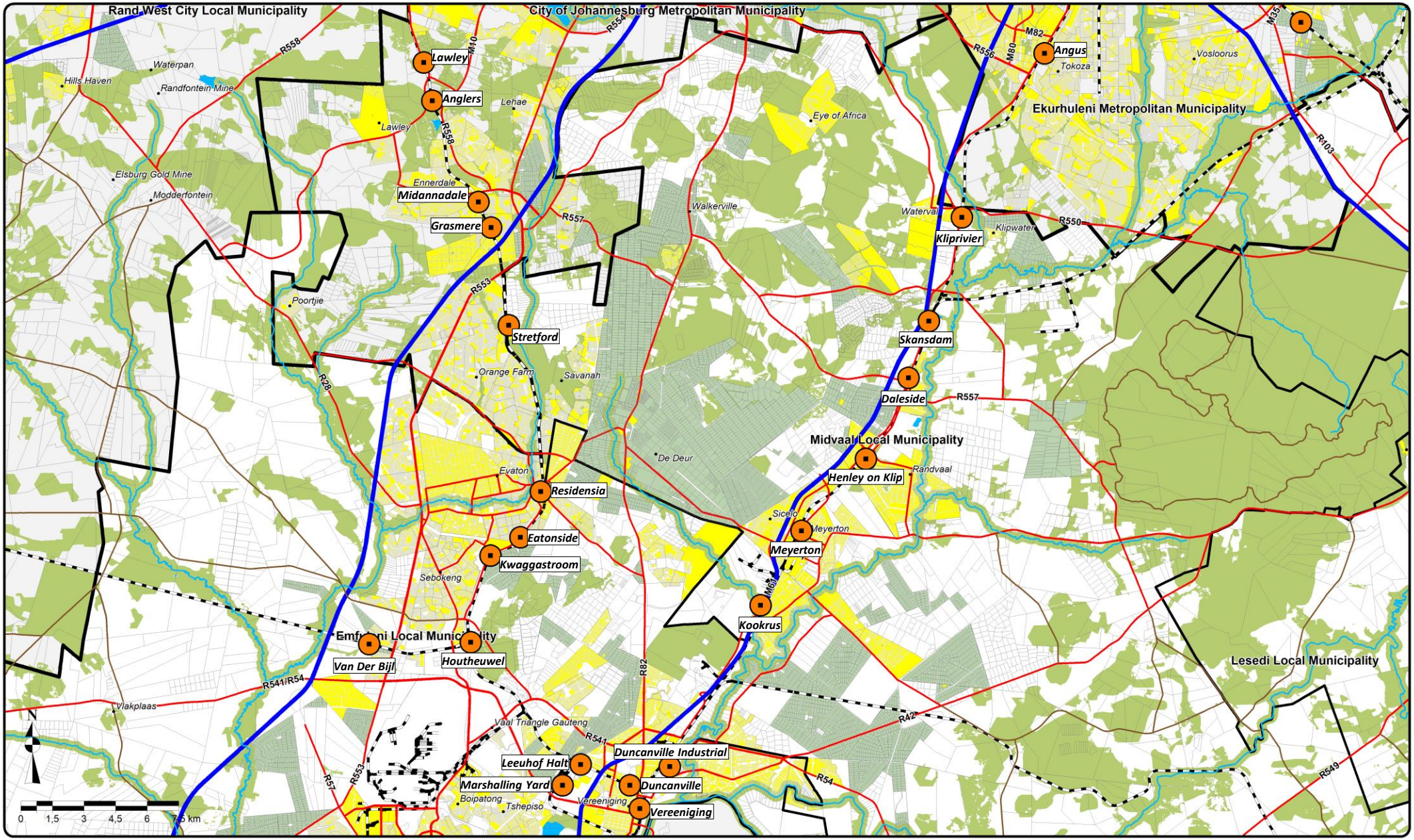
31.4



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

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).

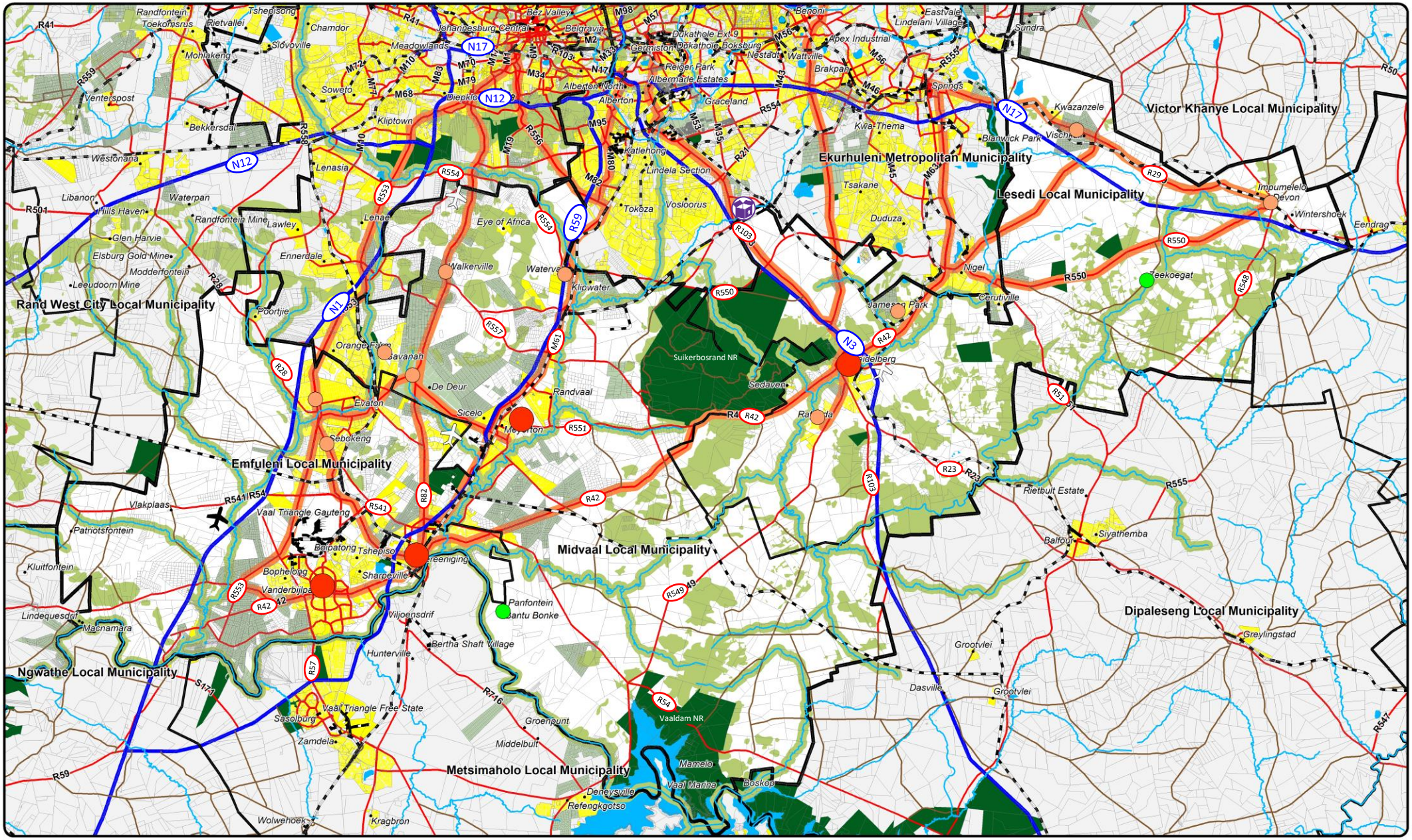
If successfully implemented, this concept could dramatically change the face of human settlements in the Sedibeng District, and enhance the long term social and economic sustainability of these areas significantly as it will lead to the following:

- 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.


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
Dipaleseng Local Municipality
Johannesburg Central
Soweto
Meadowlands
Germiston
Boksburg
Benoni
Springs
Brakpan
Alberton
Katlehong
Vosloorus
Tokoza
Duduza
Nigel
Heidelberg
Suikerbosrand NR
Vaaldam NR
Vaal Triangle Gauteng
Vaal Triangle Free State
Sharpeville
Bophelong
Sasolburg
Vanderbijlpark
Meyerton
Walkerville
Randvaal
Sicelo
Evaton
Sebokeng
Lenasia
Kliptown
Westonaria
Randfontein
Krugersdorp
Carletonville
Greylingstad
Balfour
Grootvlei
Dasville
Deneysville
Mamello
Boskop
Hunterville
Bertha Shaft Village
Viljoensdrif
Panfontein
Zamdela
Middelbult
Groenpunt
Wolwehoek
Kragbron
Refengkgotso
Lindequesdrif
Macnamara
Kluitfontein
Patriotsfontein
Vlakplaas
Rietbult Estate
Siyathemba
Impumelelo
Devon
Wintershoek
Eendrag
Zeekoegat
Cerutiville
Jameson Park
Kwazanzele
Kwa-Thema
Blanwick Park
Springs
Apex Industrial
Eastvale
Lindelani Village
Sundra
Nestadt
Wattville
Dukathole Ext 9
Dukathole
Reiger Park
Albermarle Estates
Graceland
Alberton North
Bez Valley
Belgravia
Chamdor
Slovoville
Mohlakeng
Rietvallei
Randfontein
Toekomsrus
Venterspost
Bekkersdal
Westonaria
Libanon
Hills Haven
Waterpan
Randfontein Mine
Lawley
Glen Harvie
Elsburg Gold Mine
Modderfontein
Leeudoorn Mine
Ennerdale
Poortjie
Orange Farm
Savanah
De Deur
Eye of Africa
Lehae
Waterval
Klipwater
Tsakane
Lindela Section
Sedaven
Ratanda
Panfontein
Bantu Bonke
Tsepiso
Belpatong
Greeniging
Vaal Marina
Deneysville
Grootvlei
Greylingstad
Siyathemba
Rietbult Estate
Balfour
Cerutiville
Jameson Park
Nigel
Duduza
Tsakane
Kwa-Thema
Kwazanzele
Blanwick Park
Springs
Brakpan
Apex Industrial
Eastvale
Lindelani Village
Sundra
Nestadt
Wattville
Dukathole Ext 9
Dukathole
Germiston
Benoni
Bez Valley
Belgravia
Johannesburg Central
Meadowlands
Soweto
Chamdor
Slovoville
Mohlakeng
Rietvallei
Randfontein
Toekomsrus
Venterspost
Bekkersdal
Westonaria
Libanon
Hills Haven
Waterpan
Randfontein Mine
Lawley
Glen Harvie
Elsburg Gold Mine
Modderfontein
Leeudoorn Mine
Ennerdale
Poortjie
Orange Farm
Savanah
De Deur
Eye of Africa
Lehae
Waterval
Klipwater
Tsakane
Lindela Section
Sedaven
Ratanda
Panfontein
Bantu Bonke
Tsepiso
Belpatong
Greeniging
Vaal Marina
Deneysville
Grootvlei
Greylingstad
Siyathemba
Rietbult Estate
Balfour
Cerutiville
Jameson Park
Nigel
Duduza
Tsakane
Kwa-Thema
Kwazanzele
Blanwick Park
Springs

- 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

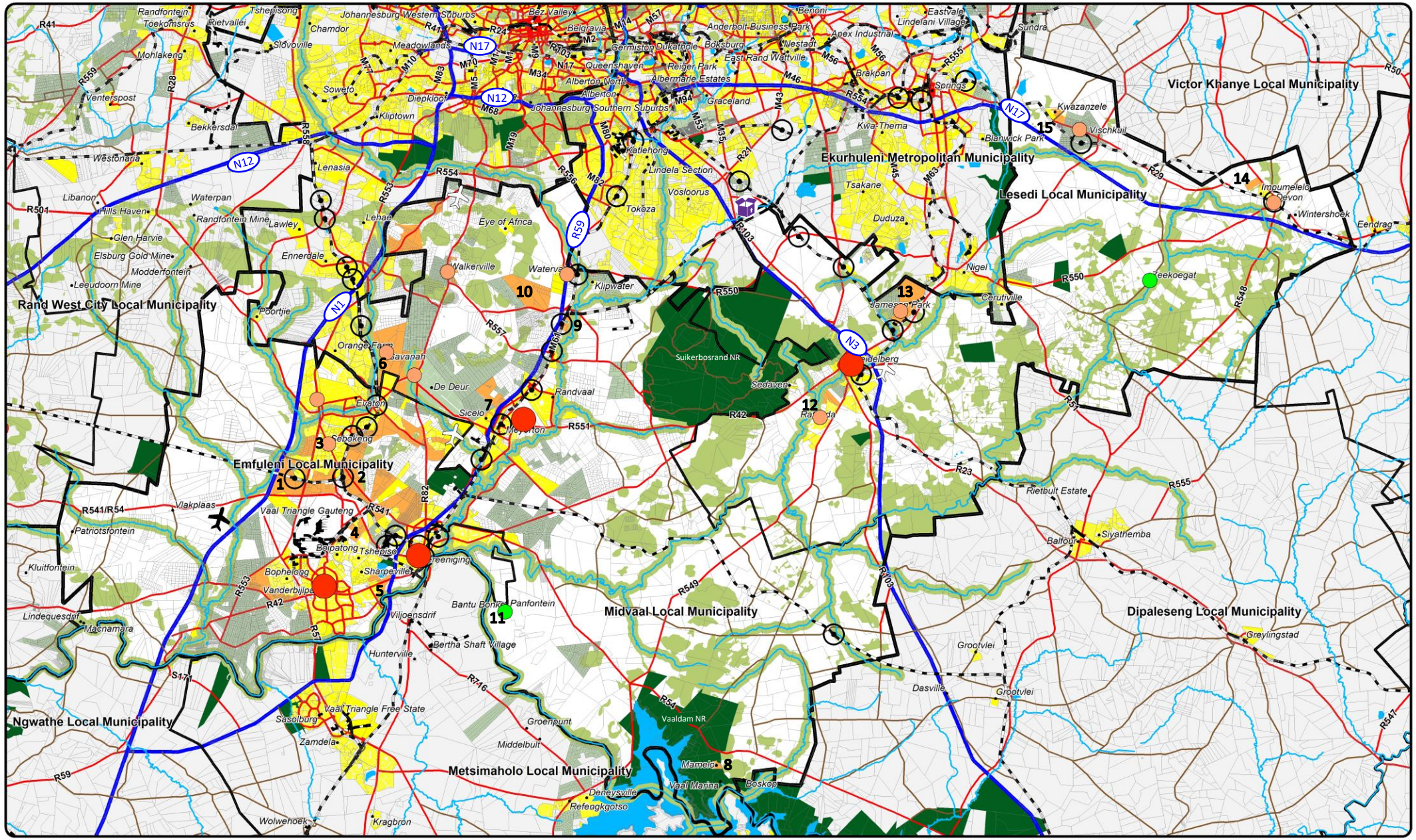
Furthermore, and in line with the guidelines provided in the Sedibeng Sustainable Human Settlement Plan, the following housing programmes should be favoured in the Priority Housing Development Areas located in the urban and rural parts of the District respectively:

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

SEDIBENG DISTRICT MUNICIPALITY

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.

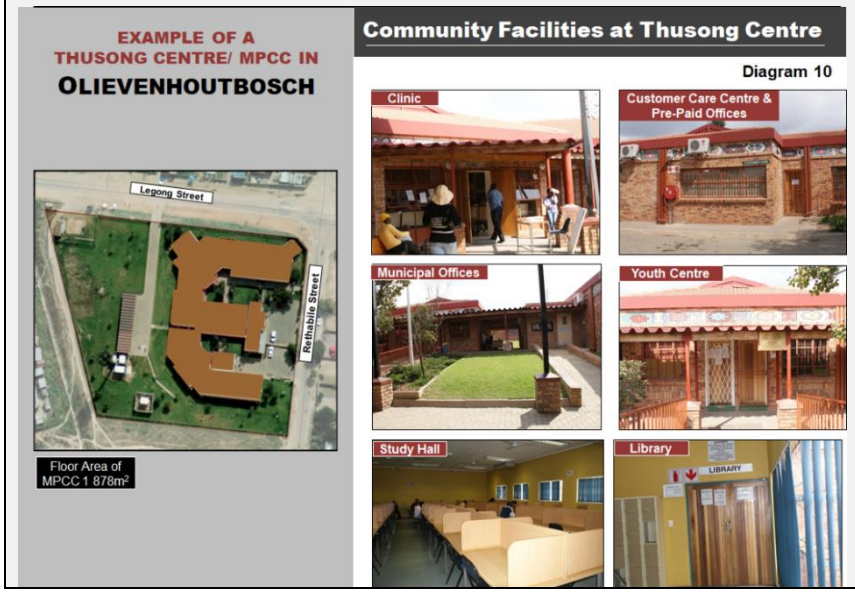
The establishment of such one-stop service centres in the SDM area holds the following advantages:

- 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

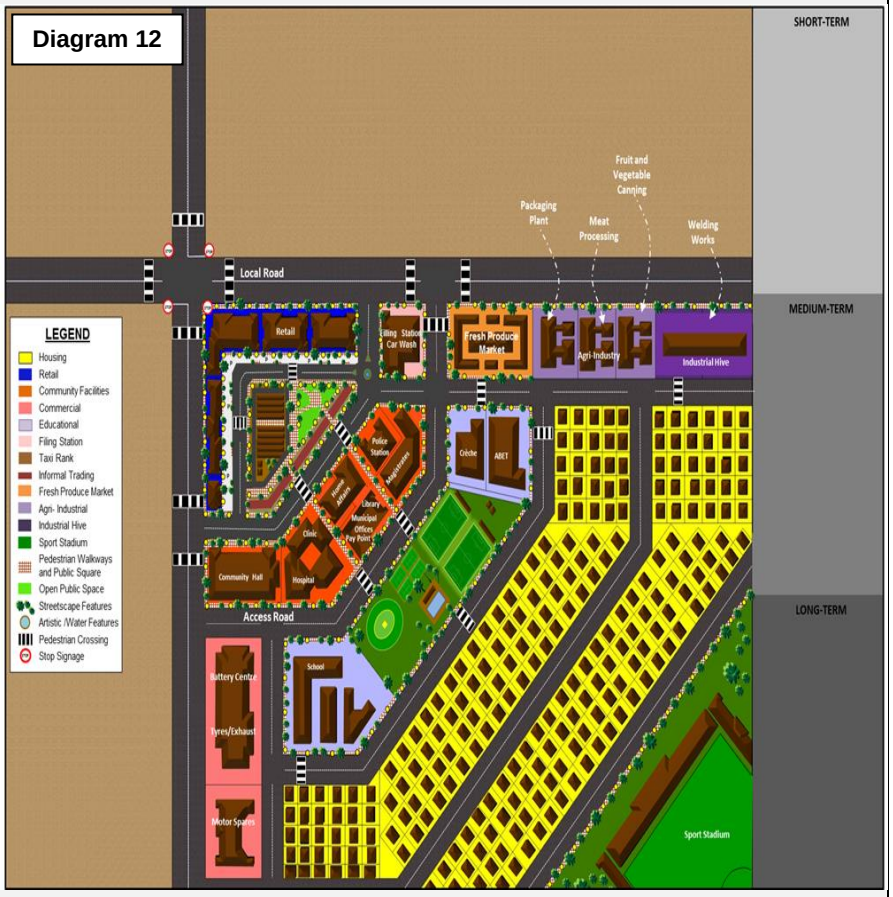


The development of a Thusong Centre takes place over time and is based on an incremental growth process guided and stimulated by a number of strategic investments by various spheres of government (i.e. public investment). This process is, however, not limited to a single building as noted in the example 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



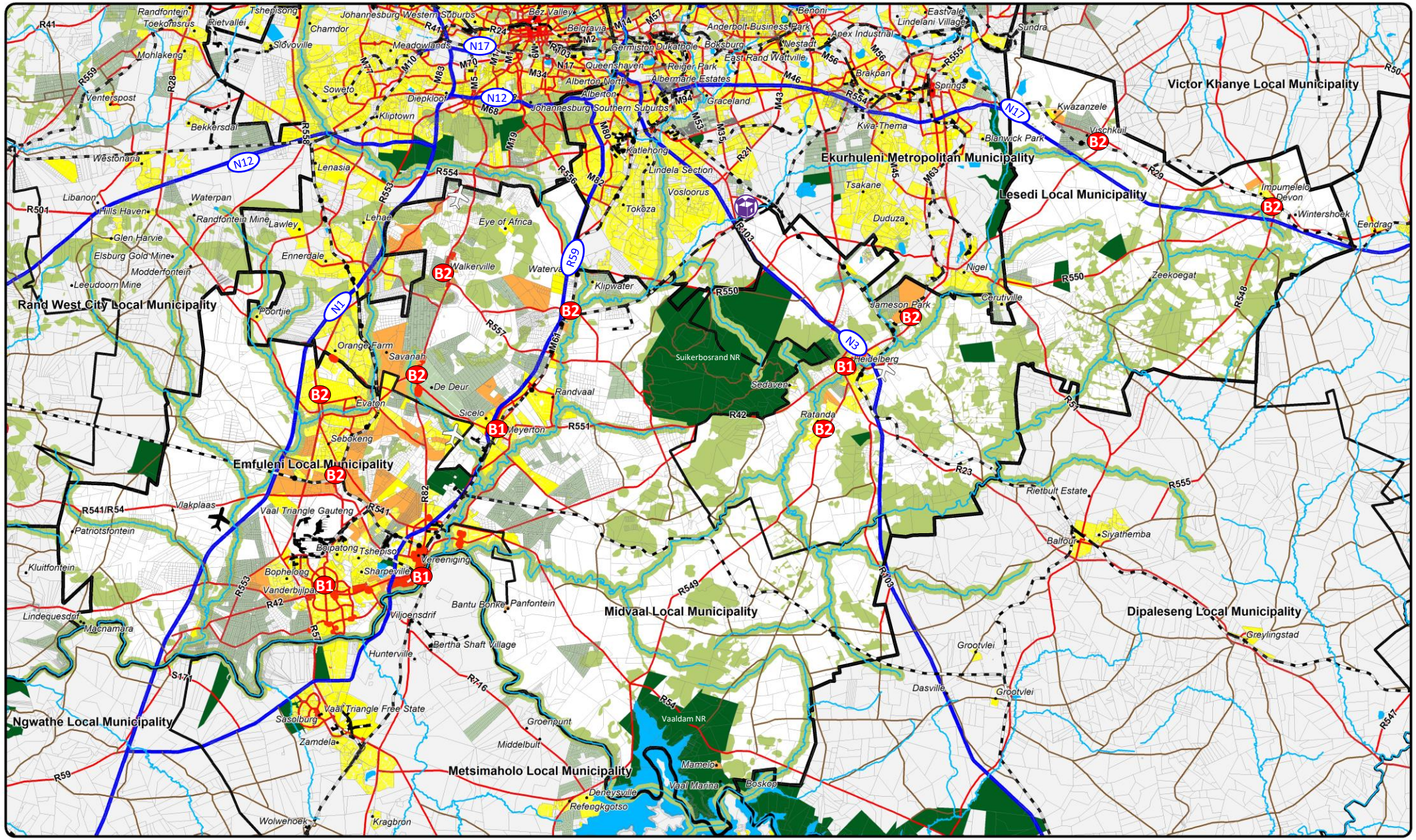
With the increased intensity of activity and visitors at the precinct, the initial informal trade at the public transport facility can transform into some formal retail activities. Low and medium density residential development should be developed in close proximity around the node which not only enhances 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


Rand West City Local Municipality
Emfuleni Local Municipality
Midvaal Local Municipality
Metsimaholo Local Municipality
Ngwathe Local Municipality
Ekurhuleni Metropolitan Municipality
Victor Khanye Local Municipality
Lesedi Local Municipality
Dipaleseng Local Municipality
Suikerbosrand NR
Vaaldam NR
Vaal Triangle Gauteng
Vaal Triangle Free State
Johannesburg Southern Suburbs
Johannesburg Western Suburbs
Soweto
Kliptown
Diepkloof
Meadowlands
Germiston
Alberton
Boksburg
Benoni
Springs
Brakpan
Nigel
Heidelberg
Meyerton
Vereeniging
Sharpeville
Vanderbijlpark
Sasolburg
Deneysville
Boskop
Walkerville
Klipwater
Jameson Park
Ratanda
Sicelo
Evaton
Sebokeng
Orange Farm
Lenasia
Eye of Africa
Tokoza
Katlehong
Kwa-Thema
Tsakane
Duduza
Nestadt
Rietbult Estate
Balfour
Siyathemba
Greylingstad
Grootvlei
Dasville
Bantu Bonke
Panfontein
Viljoensdrif
Bertha Shaft Village
Hunterville
Groenpunt
Middelbult
Mamelo
Vaal Marina
Refengkgotso
Zamdela
Wolwehoek
Kragbron
Randvaal
Sedaven
Suikerbosrand NR
Ennerdale
Lawley
Waterpan
Westonaria
Randfontein
Tshepisong
Chamdor
Slovoville
Mohlakeng
Venterspost
Bekkersdal
Libanon
Hills Haven
Glen Harvie
Elsburg Gold Mine
Modderfontein
Leeudoorn Mine
Poortjie
Randfontein Mine
Kluitfontein
Patriotsfontein
Vlakplaas
Lindequesdrif
Macnamara
Belpatong
Tshepiso
Bophelong
Vanderbijlpark
Sharpeville
Vereeniging
Savanah
De Deur
Evaton
Sicelo
Meyerton
Sebokeng
Orange Farm
Lenasia
Eye of Africa
Tokoza
Katlehong
Vosloorus
Lindela Section
Alberton
Alberton North
Queenshaven
Reiger Park
Albemarle Estates
Graceland
Germiston
Dukathole
Anderbolt Business Park
Apex Industrial
Nestadt
East Rand Wattville
Benoni
Bez Valley
Belgravia
Eastvale
Lindelani Village
Sundra
Kwazanzele
Vischkuil
Blanwick Park
Impumelelo
Devon
Wintershoek
Eendrag
Zeekoegat
Cerutiville
Nigel
Rietbult Estate
Siyathemba
Balfour
Greylingstad
Grootvlei
Dasville
Grootvlei
Ratanda
Heidelberg
Suikerbosrand NR
Sedaven
Randvaal
Klipwater
Walkerville
Waterval

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).

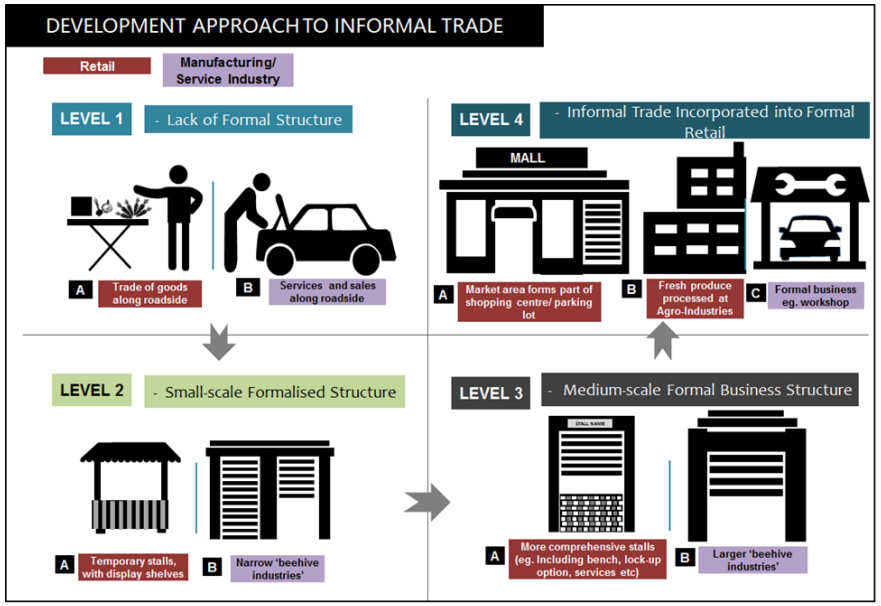
It is important that, at design phase, sufficient land be earmarked for business/retail purposes in each of the proposed Regional Nodes, and particularly the land parcels which enjoy the most exposure to regional traffic and passing 'feet'.

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.

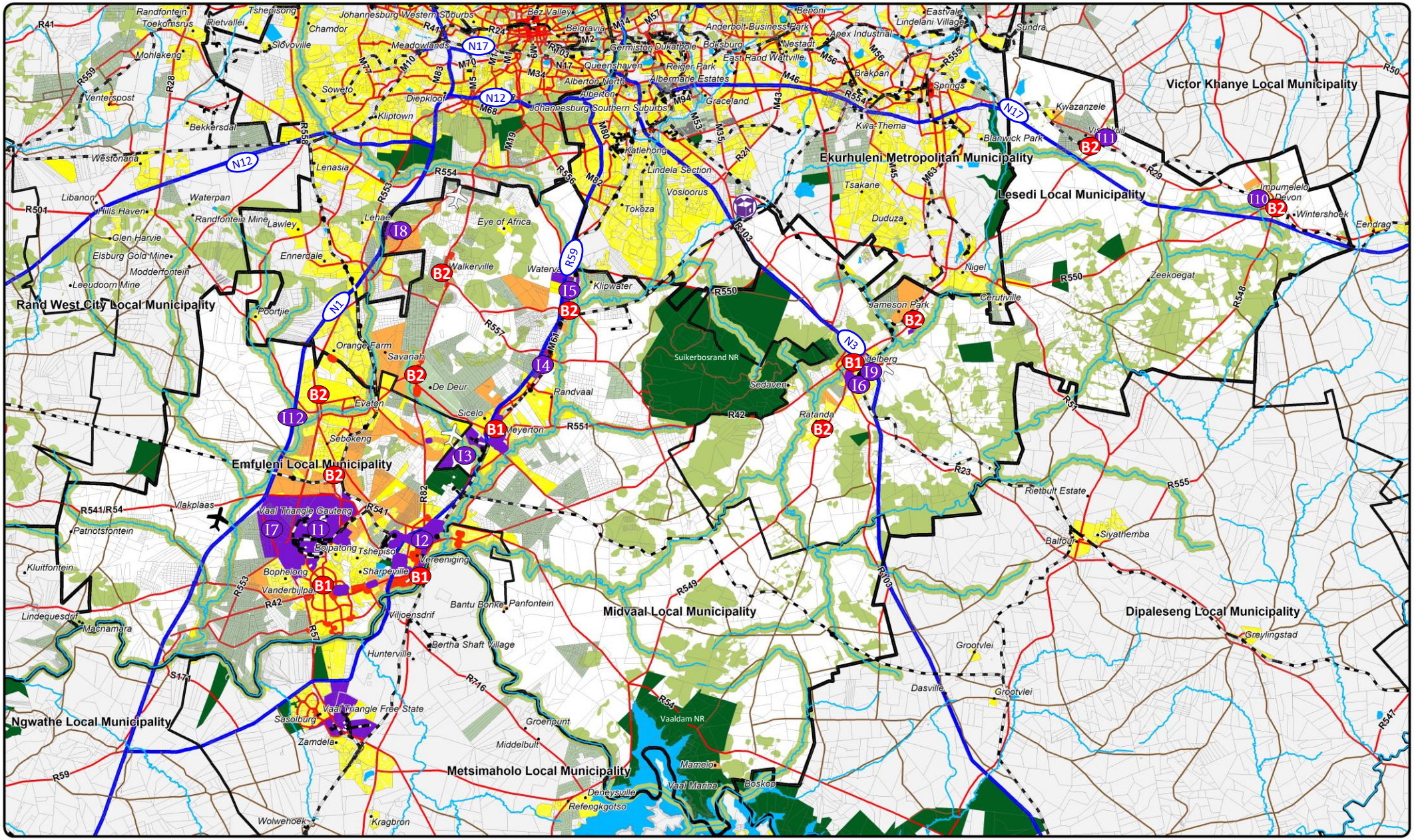
- **Level 4**
  Level 4 provides that informal traders be incorporated into the formal economy (as illustrated on **Diagram 15**) by way of providing permanent and formalised informal trading structures as part of a shopping centre or business incubation centre.

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**).

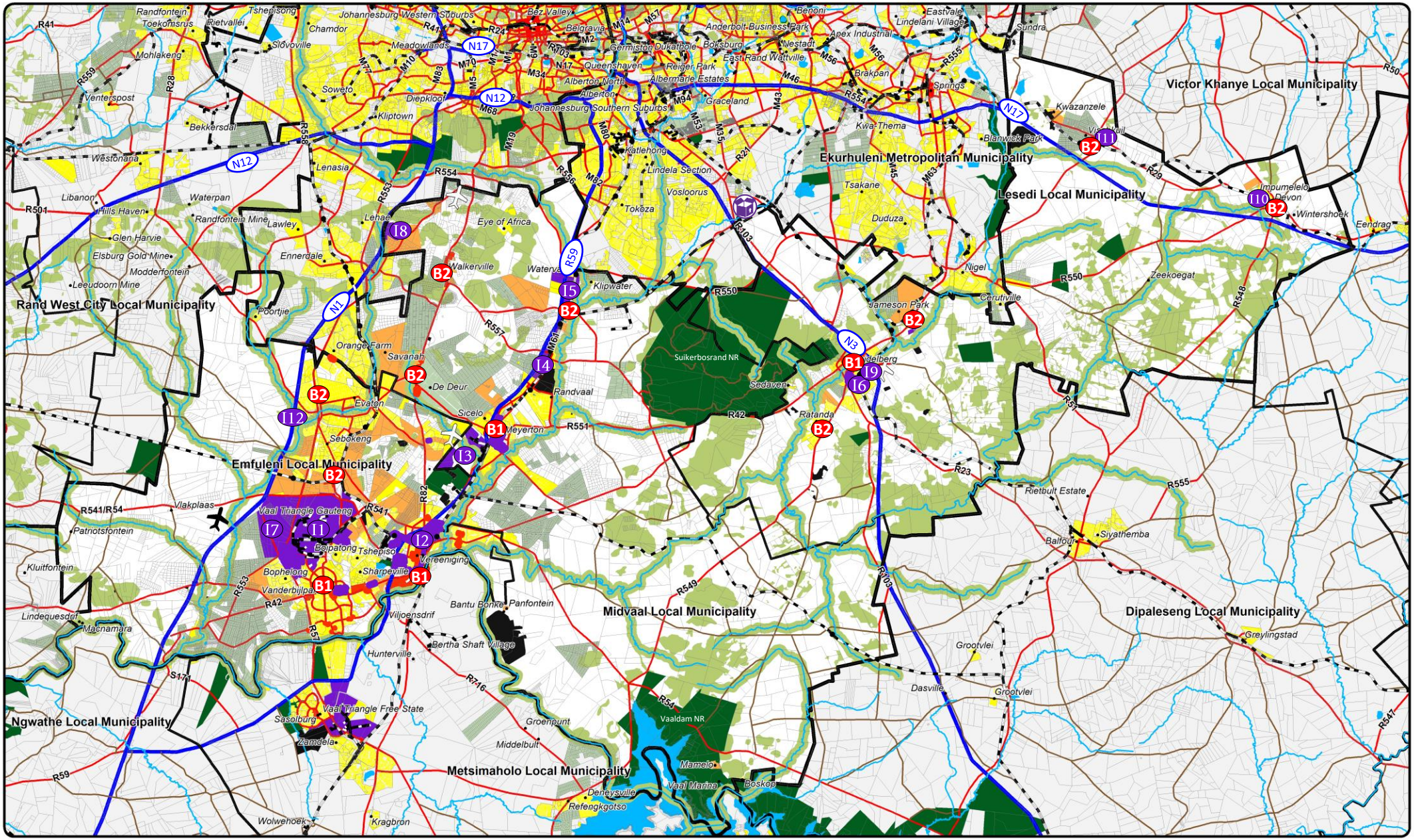
Note that although mining is not managed at municipal level, the District must aim to ensure that mining activities do not compromise the long term sustainability of the natural environment (and therefore the local tourism industry). Particular attention has to be given to proper management to ensure 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 DISTRICT MUNICIPALITY

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:

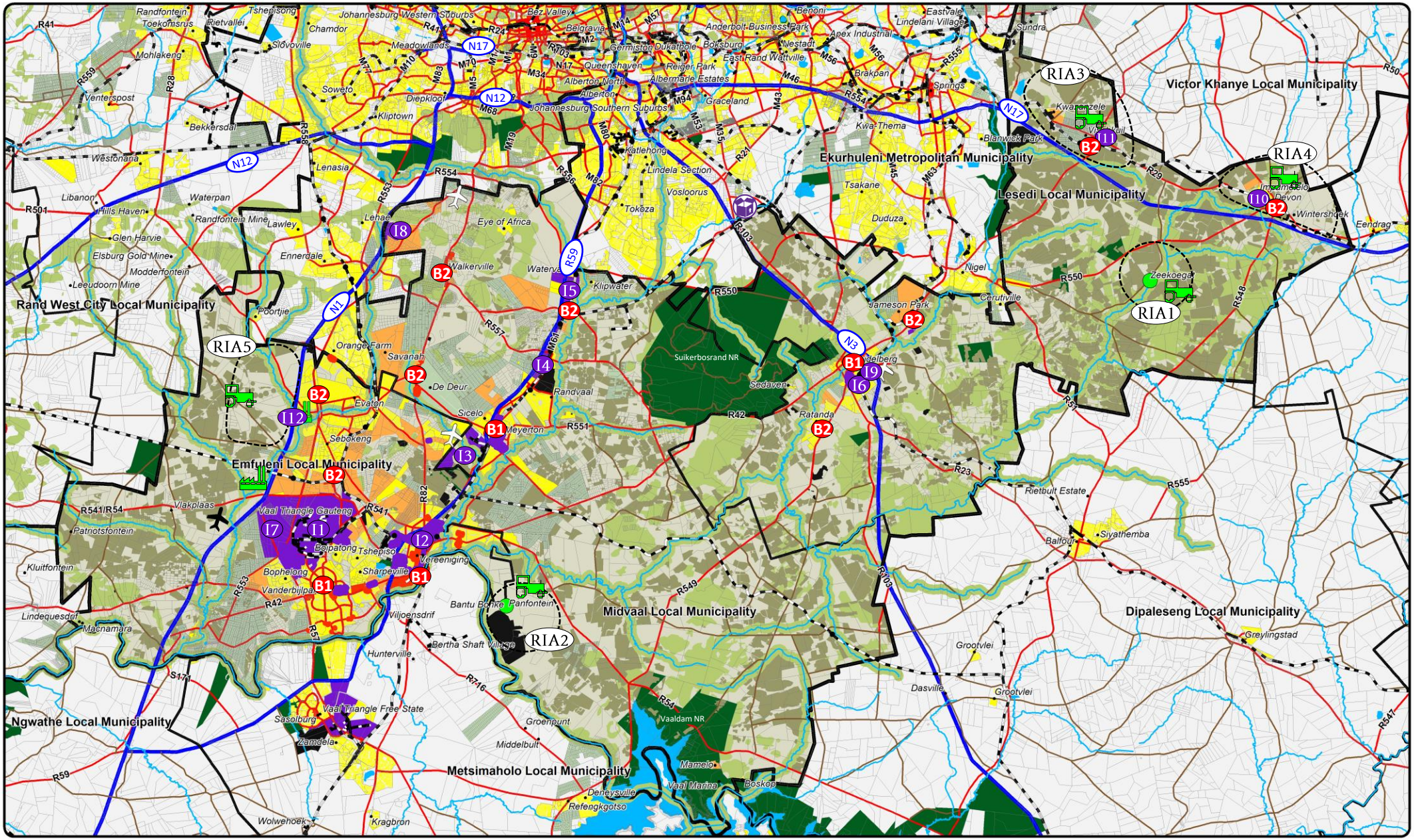
- Soya, Dried Beans and Ground Nuts
- Sunflower Seeds
- Vegetables
- Eggs/ Broilers
- Beef and Milk
- Pork
- Sheep
- Goat
- Maize, Sorghum, Grain and Wheat.

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:



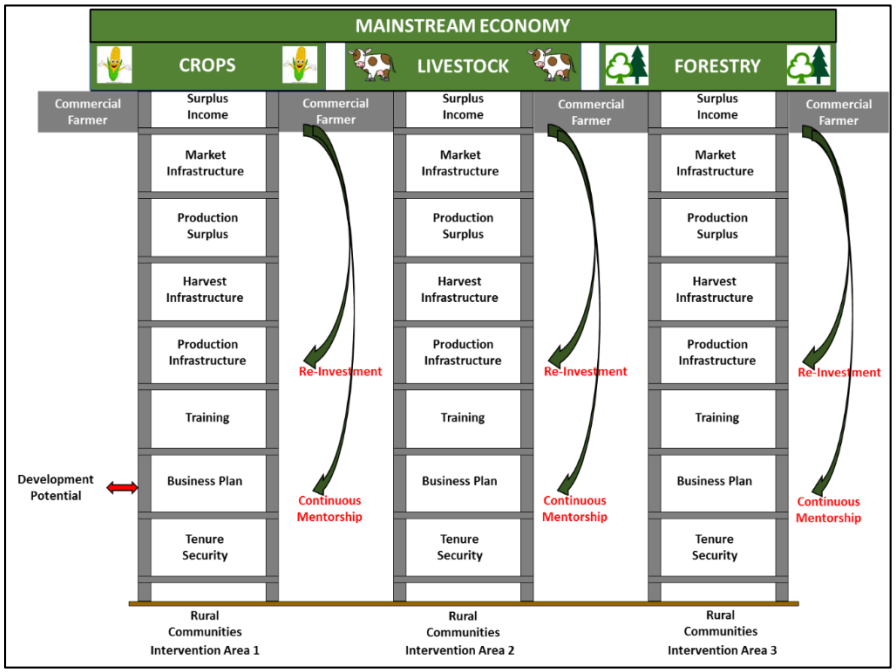
SEDIBENG DISTRICT MUNICIPALITY SDF – AGRICULTURE

- 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**.

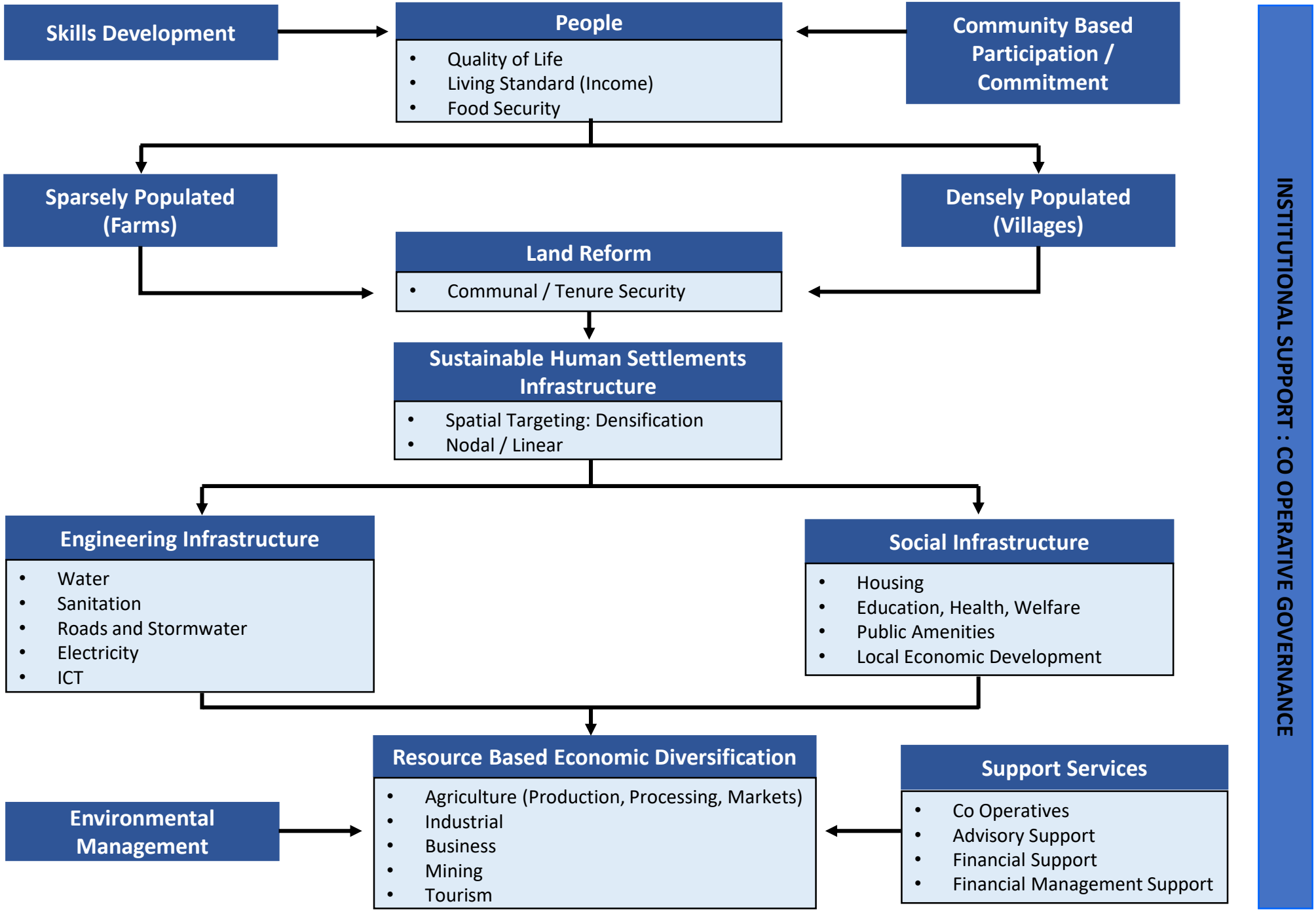
In cases where Land Reform initiatives are underway in such area, special attention also needs to be paid to the way in which beneficiaries are to be accommodated/ incorporated into the area. Beneficiaries may be individuals e.g. emerging commercial farmers having been allocated land to farm on, or it 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.

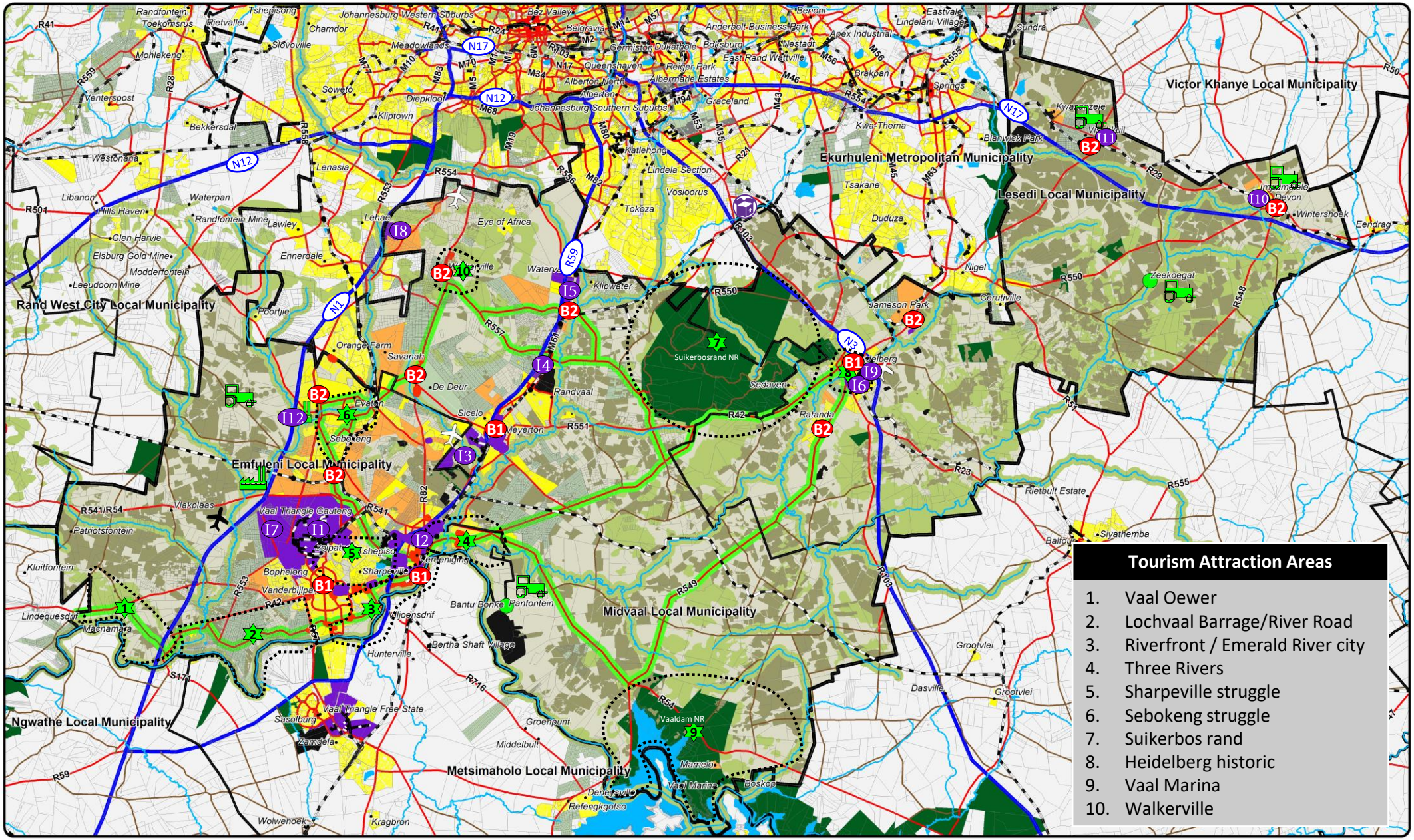
Through successful implementation of the above approach a sustainable livelihood is ensured to all communities in Rural Intervention Areas and they become part of the mainstream rural and urban economy of the region.

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

SEDIBENG DISTRICT MUNICIPALITY

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).

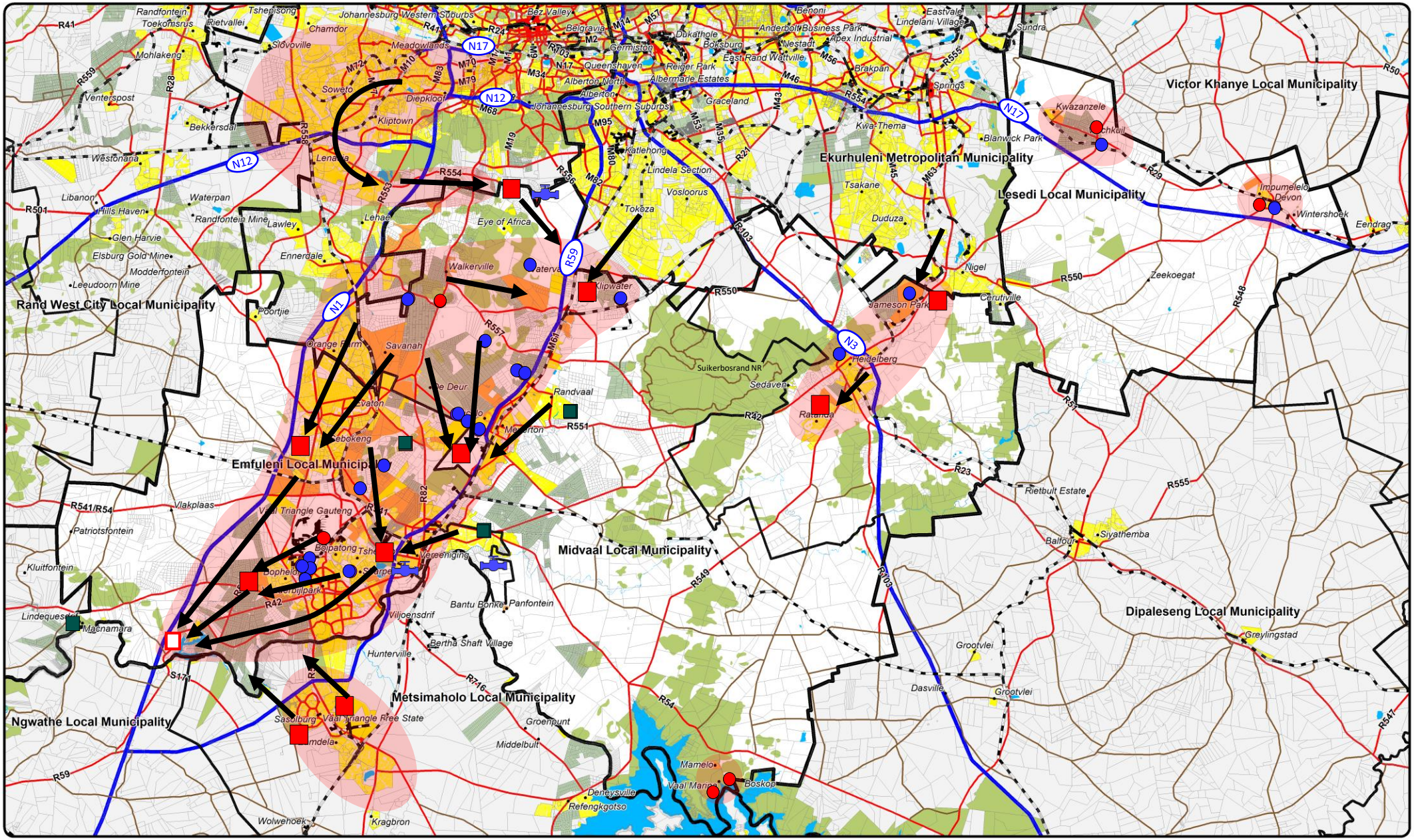
All Infrastructure Master Plans in Sedibeng District should be based on supporting the nodal development concept/ system proposed for the District, and specifically also the long term vision of a functional urban conurbation between the N1 and R59 development corridors as depicted on **Figure 31.13**. 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

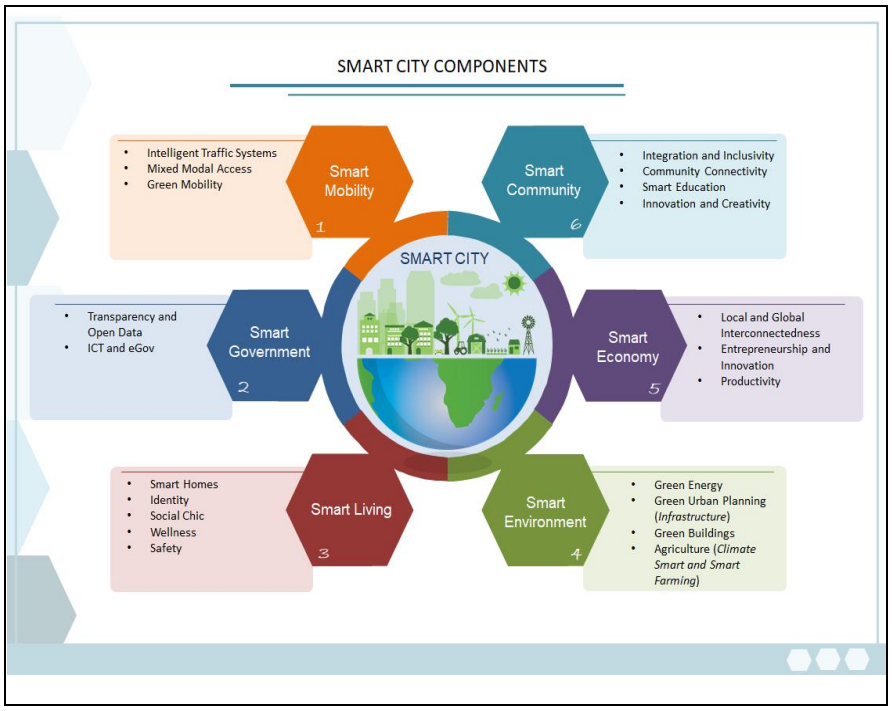
31.13

- 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.

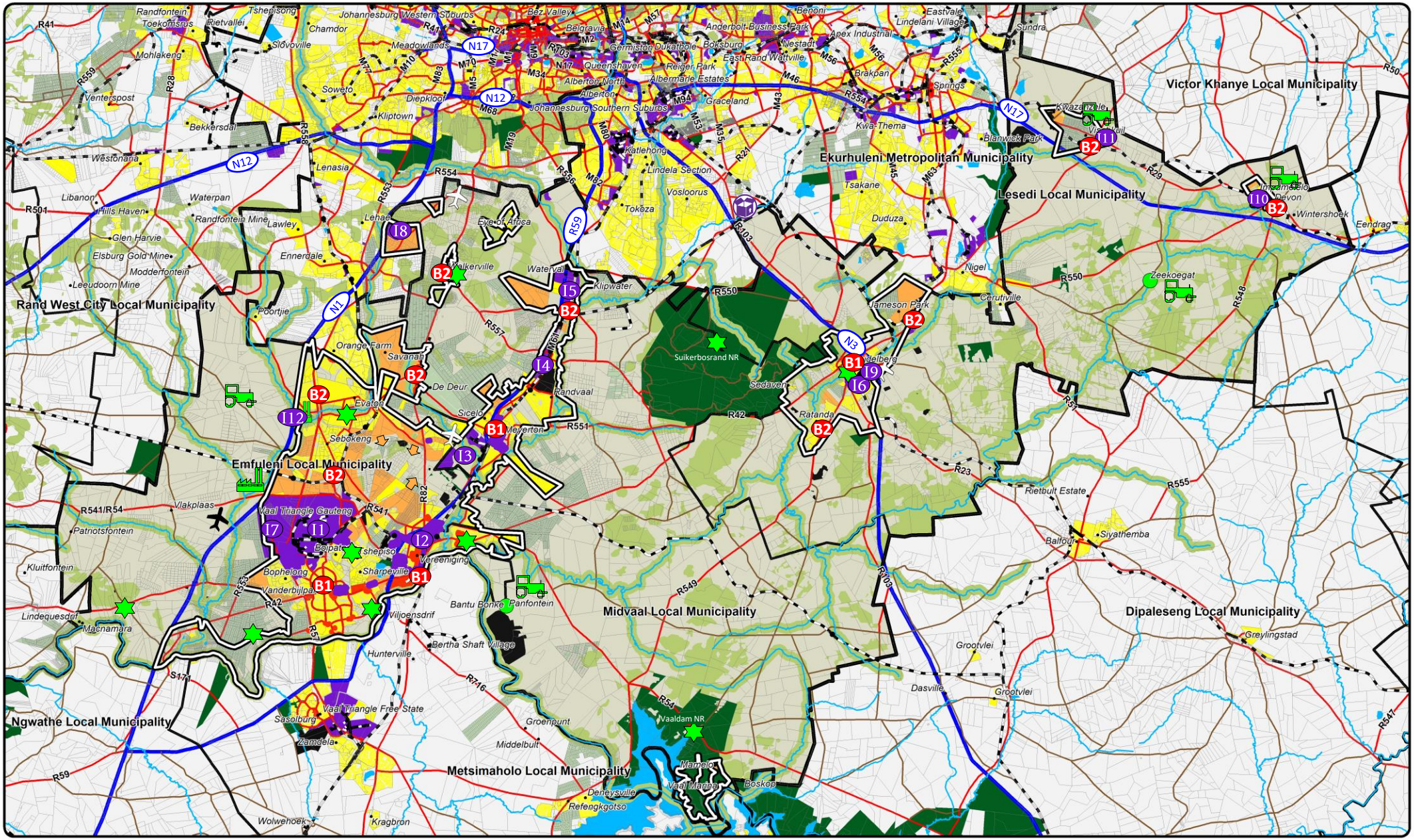
Figure 32 represents the Composite Sedibeng District SDF based on the eleven principles highlighted in sections 5.2.1 to 5.2.11 above. The last principle (Principle 12) deals with the implementation of the SDF which calls for active Growth Management.

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

- 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.

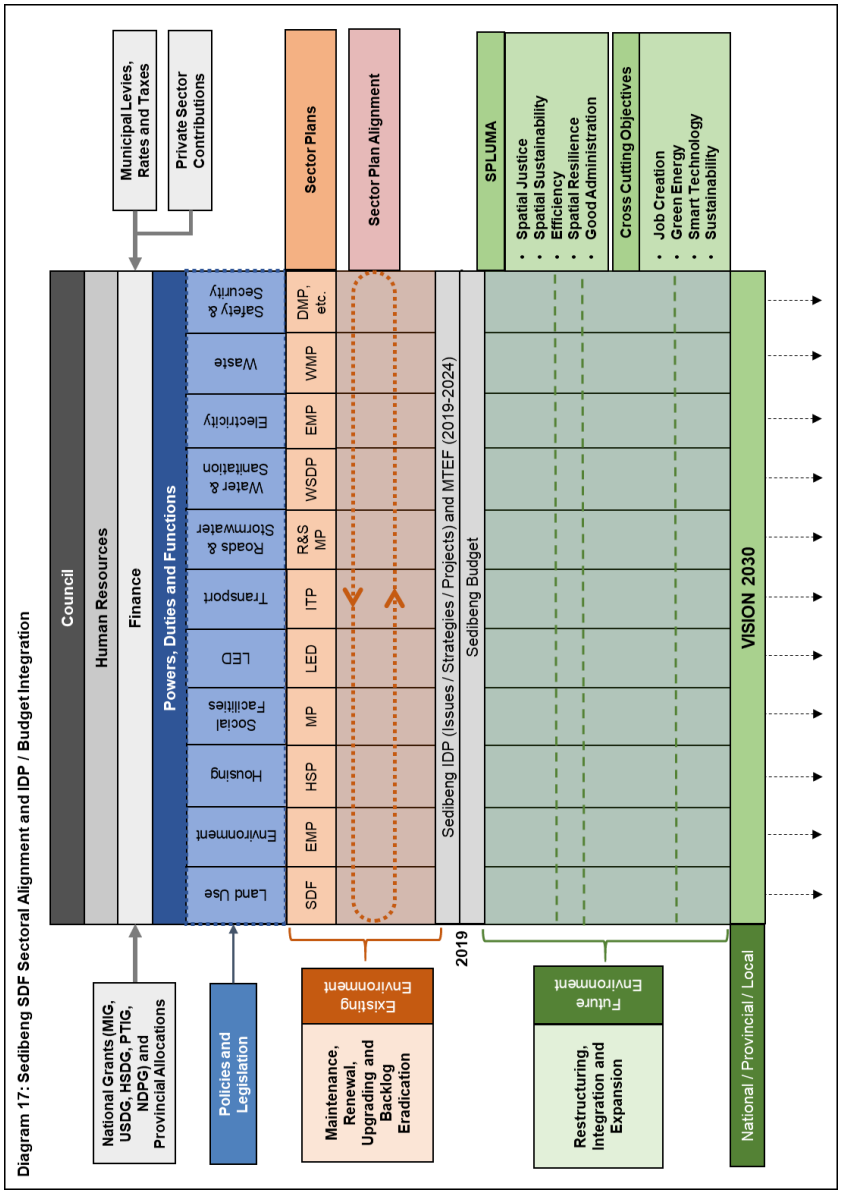
6. IMPLEMENTATION FRAMEWORK

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	✓	✓	✓

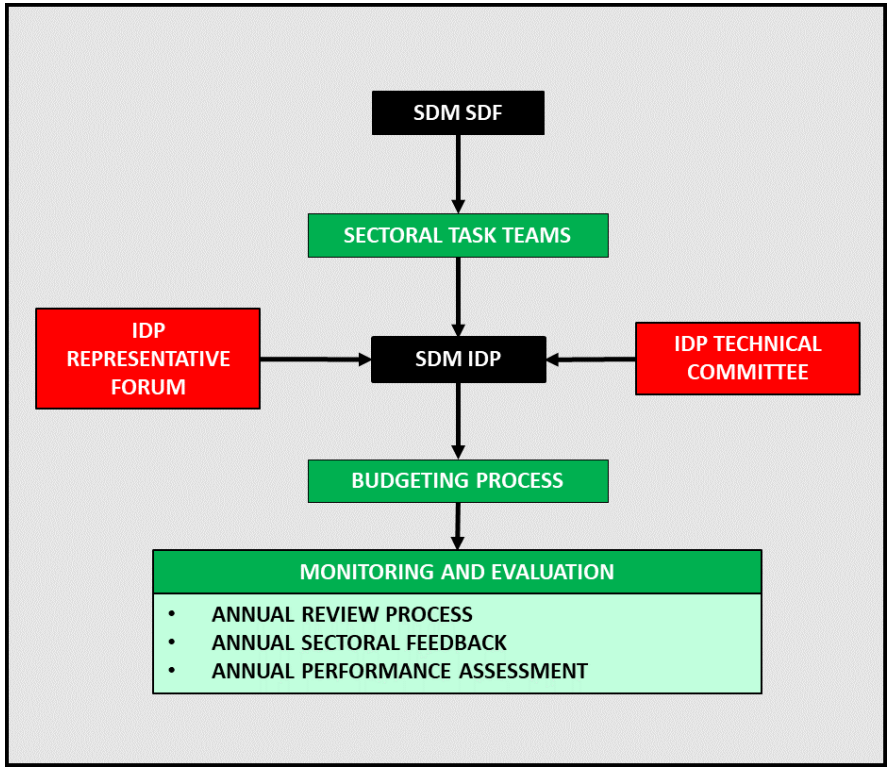
As noted in Section 6.1 above the next step would be for these projects/actions to be incorporated into the Objectives, Strategies and Projects of the various Sector Departments as contained in the Sedibeng IDP. (Refer to **Diagram 18**) For example, the proposed environmental projects/ actions emanating 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 HEALTH

Project / Programme Name	Project Description	Project Status	IDMS Gates	Latitude	Longitude	Municipality	Township	Development Corridor	Economic Classification	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date
New or Replacement Assets													
Boitumelo Clinic-Construction of new Clinic-ID	Construction of New Clinic	Design	Stage4: Design Documentation	-26,559461	27,819509	Sedibeng	Sebokeng	Southern	Building and other fixed structures	PHC - Clinic		25 March 2013	15 April 2023
Sebokeng Zone 17 Clinic	Construction of New Clinic	Construction 26% - 50%	Stage 5: Works	-26,59574	27,83191	Sedibeng	Sebokeng	Southern	Building and other fixed structures	PHC - Clinic		25 March 2014	31 March 2023
Total New or Replacement Assets													
Upgrades and Additions													
Upgrade and Additions	Kopanong hospital- Upgrading and renovation of the ward to accommodate correctional service patients and 72-hour mental health care patients	Upgrading of facility	Identified	Stage 1: Initiation/Pre-Feasibility	-26,63793	27,93328	Sedibeng		Southern	Building and other fixed structures	Hospital - District		Not Yet Available
Upgrade and Additions	Kopanong Hospital Refurbishment of Ward 1 and 2 for mental health and paediatric ward	Upgrading of facility	construction 1 - 25%	Stage 5: Works	-26,63793	27,93328	Sedibeng		Southern	Building and other fixed structures	Hospital - District		Not Yet Available
Upgrade and Additions	Sebokeng hospital- Renovation and upgrade of ward to accommodate psychiatric patients (Ward 12)	Upgrading of facility	Identified	Stage 1: Initiation/Pre-Feasibility	-26,60611	27,84622	Sedibeng	Sebokeng	Southern	Building and other fixed structures	Hospital - Regional		Not Yet Available
Upgrade and Additions	Kopanong Hospital - Electro	Electro-Mechanical	Construction 1% - 25%	Stage 5: Works	-26,63793	27,93328	Sedibeng		Southern	Building and other fixed structures	Hospital - District		1 April 2019
Upgrade and Additions	Heidelberg Hospital - Electro	Electro-Mechanical	Construction 1% - 25%	Stage 5: Works	-28,35131	26,50364	Sedibeng		Southern	Building and other fixed structures	Hospital - District		1 April 2019
Upgrade and Additions	Sedibeng clinics- electro	Electro-Mechanical	Construction 1% - 25%	Stage 5: Works	Not Applicable	Not Applicable	Sedibeng		Southern	Building and other fixed structures	PHC - Clinic		1 April 2019
Total Upgrades and Additions													
Rehabilitation, Renovations and Refurbishments													
Rehabilitations, Renovations and Refurbishments	Kopanong Hospital OHS Compliance Services	Refurbishment and OHS at the Hospital	Tender	Stage 4: Design documentation	-26,63793	27,93328	Sedibeng		Southern	Building and other fixed structures	Hospital - District		Not Yet Available
Rehabilitations, Renovations and	Sebokeng Hospital OHS Compliance Services	Refurbishment and OHS	Tender	Stage 4: Design documentation	-27,84622	26,60611	Sedibeng	Sebokeng	Southern	Building and other fixed structures	Hospital - Regional		Not Yet Available

Refurbishments		at the Hospital											
Total Rehabilitation, Renovations and Refurbishments													
Maintenance and Repairs	Heidelberg Forensic Mortuary	Planned, statutory and preventative maintenance	Construction 1% - 25%	Stage 5: Works	28,359483	-26,50845	Sedibeng		Southern	Property Payments	FPS	75	1 April 2021
Maintenance and Repairs	Heidelberg Hospital	Planned, statutory and preventative maintenance	Construction 1% - 25%	Stage 5: Works	28,35131	-26,50364	Sedibeng		Southern	Property Payments	Hospital - District	350	1 April 2021
Maintenance and Repairs	Kopanong Hospital	Planned, statutory and preventative maintenance	Construction 51% - 75%	Stage 5: Works	27,93328	-26,63793	Sedibeng		Southern	Property Payments	Hospital - District	450	1 April 2021
Maintenance and Repairs	Sedibeng EMS	Planned, statutory and preventative maintenance	Construction 1% - 25%	Stage 5: Works	27,84622	-26,60611	Sedibeng		Southern	Property Payments	Ambulance/ EMS Station	75	1 April 2021
Maintenance and Repairs	Sebokeng Forensic Mortuary	Planned, statutory and preventative maintenance	Construction 1% - 25%	Stage 5: Works	27,8434	-26,5816	Sedibeng	Sebokeng	Southern	Property Payments	FPS	25	1 April 2021
Maintenance and Repairs	Sebokeng Hospital	Planned, statutory and preventative maintenance	Construction 76% - 99%	Stage 5: Works	27,84622	-26,60611	Sedibeng	Sebokeng	Southern	Property Payments	Hospital - Regional	450	1 April 2021
Maintenance and Repairs	Sedibeng District CHCs	Planned, statutory and preventative maintenance	Construction 51% - 75%	Stage 5: Works	-	-	Sedibeng		Southern	Property Payments	PHC - Community Health Centre	250	1 April 2021
Maintenance and Repairs	Sedibeng District Clinics	Planned, statutory and preventative maintenance	Construction 1% - 25%	Stage 5: Works	-	-	Sedibeng		Southern	Property Payments	PHC - Clinic	350	1 April 2021
Total Maintenance and repairs													
non-Infrastructure													
Non-Infrastructure	Sebokeng Zone 17 Clinic - HT	Health Technology	HT Procurement	Stage 2: Concept / Feasibility			Sedibeng	Sebokeng	Southern	Machinery & Equipment	Hospital - Regional		
GAUTENG DEPARTMENT OF SOCIAL DEVELOPMENT													
Project Unique Number	Project / Programme Name	Project Description	IDMS Gate	Latitude	Longitude	District Municipality	Municipality	Township	Development Corridor	Type of Infrastructure	Delivery mechanism	Project Start Date	Project End Date

DID 11/05/2018	Bantubonke Early Childhood Centre	Construction of Early Childhood Centre	Stage 5: Works	-26,7197	28,0194	Sedibeng	Midvaal		Southern	Day Care Centre	Individual Project	2015/04/01	28 Apr 2023
GDSD/RATASHEL/NEW	Ratanda Shelter	Construction of Shelter of Vulnerable	Stage 4: Design Documentation	-26,5516	28,3464	Sedibeng	Lesedi	Ratanda	Southern	Shelter for the Vulnerable	Individual Project	31 Jul 2015	31 Mar 2025
GDSD/SEBO REH/NEW	Sebokeng Inpatient Rehab centre	Construction of Inpatient Rehabilitation Centre	Stage 3: Design Development	-26,5769	27,8429	Sedibeng	Emfuleni	Sebokeng	Southern	Drug Rehabilitation Centre	Individual Project	2015/04/01	31 Mar 2024
GDSD/SHARPVI/NEW	Sharpeville ECD and Aged Day Care	Construction of Early Childhood and Community Facility for Older Persons	Stage 5: Works	-26,6757	27,8907	Sedibeng	Emfuleni	Sharpeville	Southern	Multi-Purpose Centre	Individual Project	2010/05/03	31 Mar 2026
DID 07/06/2017	Devon Early Childhood Centre	Construction of Early Childhood Centre	Stage 5: Works	-26,3507	28,7727	Sedibeng	Lesedi		Southern	Day Care Centre	Individual Project	2015/04/01	31 Mar 2024
GDSD/SEDI/OFF	Sedibeng Regional Office	Construction of a New Office Accommodation	Stage 1: Initiation/ Pre-feasibility	-26,5816	27,8434	Sedibeng	Emfuleni	Sebokeng	Southern	Regional Office	Individual Project	2023/04/01	31 Mar 2024
Total New and Replacement assets													
Upgrades and Additions													
GDSD/EMMAS/UPGR	Emmasdal CYCC Upgrade	Upgrading of Institution to a safe environment	Stage 5: Works	-26,548	28,3489	Sedibeng	Lesedi		Southern	Child and Youth Care Centre	Individual Project	01 Apr 2020	31 Mar 2026
GSDS/JWLO/UPGR	JW Luckhoff CYCC Upgrade	Upgrading of Institution to a safe environment	Stage 5: Works	-26,5502	28,3773	Sedibeng	Lesedi		Southern	Child and Youth Care Centre	Individual Project	02 Apr 2020	31 Mar 2026
Total Upgrades and Additions													
Rehabilitation, Renovations and Refurbishments													
GDSD/STC/RR	Old Sedibeng CYCC (Treatment Centre)	State Run Facility Overhauling rehabilitation of state-run institution	Stage 5: Works	-26,684	27,8805	Sedibeng	Emfuleni	Sharpeville	Southern	Child and Youth Care Centre	Individual Project	01 Apr 2023	31 Mar 2026
GDSD/EMMAS/RR	Emmasdal Refurb	State Run Facility Overhauling rehabilitation	Stage 5: Works	-26,5489	28,3494	Sedibeng	Lesedi		Southern	Child and Youth Care Centre	Individual Project	02 Dec 2013	31 Mar 2026

		of state-run institution											
GSDS/J W LO/RR	J.W. Luckhoff Refurb	State Run Facility Overhauling rehabilitation of state-run institution	Stage 5: Works	-26,5502	28,3773	Sedibeng	Lesedi		Southern	Child and Youth Care Centre	Individual Project	01 Apr 2014	31 Mar 2026
GDSD/SEDI R/RR	Sedibeng Region Refurb	Rehabilitatio n of Office accommodat ion	Stage 5: Works	-26,6066	27,8483	Sedibeng	Emfuleni	Sebokeng	Southern	Regional Office	Individual Project	12 Aug 2016	31 Mar 2026
Total Rehabilitation, Renovations and Refurbishments													
Maintenance and Repairs													
SRSP	Sedibeng Regional Office Service Points	Maintenance of Institution in cases of emergencies	Stage 5: Works	-26,6106	27,8475	Sedibeng	Emfuleni	Sebokeng	Southern	Multi-Purpose Centre	Individual Project	01 Apr 2019	31 Mar 2026
GDSD/BOP HE SIF/MAINT	Bophelong Social Integrated facility Maint	Maintenance of Institution to a safe environment	Stage 5: Works	-26,6983	27,7952	Sedibeng	Emfuleni	Bophelong	Southern	Multi-Purpose Centre	Individual Project	07 Mar 2014	31 Mar 2026
EMERGE MAINT/MAIN T	Emergency Maintenance - Sedibeng Region	Maintenance of Institution in cases of emergencies	Stage 5: Works	-26,611	27,8482	Sedibeng	Emfuleni	Sebokeng	Southern	Multi Purpose Centre	Individual Project	01 Apr 2020	31 Mar 2026
GDSD/EMM AS/MAINT	Emmasdal CYCC Maint	Maintenance of Institution to a safe environment	Stage 5: Works	-26,5489	28,3494	Sedibeng	Lesedi		Southern	Child and Youth Care Centre	Individual Project	03 Mar 2014	31 Mar 2026
Sedibeng Region Maint	Maintenance of Office accommodation	Stage 5: Works	-26,5453	27,8335	Sedibeng	Emfuleni	Sebokeng	Southern	Reginal Office	Individual Project	06 Dec 2013	31 Mar 2026	Sedibeng Region Maint
Sharpeville ECD and Aged Day Care Main	Maintenance of Institution to a safe environment	Stage 5: Works	-26,6761	27,8903	Sedibeng	Emfuleni	Sharpeville	Southern	Multi-Purpose Centre	Individual Project	01 Apr 2014	31 Mar 2026	Sharpeville ECD and Aged Day Care Main

GAUTENG DEPARTMENT OF HUMAN SETTLEMENT

Unique Project Number	Project Name	Project Description	IDMS Gate	GIS Co-ordinates		District Municipality	Municipality	Development Corridor	Township	Type of Infrastructure	Delivery mechanism	Project Start Date	Project End Date
				Lat	Long								
New or Replacement Assets													
G03100028/ 4	Obed`Mthombeni"Nkosii phase1(previous name mose)	Top Structure Construction	Stage 5: Works	-26,5352	28,3463	Sedibeng	Lesedi	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026

G17010013/2	3 D Kwa-Zenzele Ext.1 -BNG Mega Project - Top Structure Construction	Top Structure Construction	Stage 5: Works	-26,2877	28,5716	Sedibeng	Lesedi	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G17100003/1	3 D Sicelo Shiceka Erf 72 - Phase 1	Top Structure Construction	Stage 5: Works	-26,553	27,9865	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G19120013/1	3 R West Side Park (Sebokeng Ext.21)-phase 2 - Phase 1	Planning and Installation of Services	Stage 5: Works	-26,6757	27,9282	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2021	31 Mar 2026
G03090017/1	Sicelo Shiceka Ext.5 - Phase 1	Top Structure Construction	Stage 1: Initiation/ Pre-feasibility	-26,553	27,9865	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G16080011/2	3 D Sebokeng Ext 30-Phase 2 Walk up	Top Structure Construction	Stage 5: Works	-26,5634	27,8339	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G20070004/1	3 D Impumelelo Extension 4-Phase 1	Top Structure Construction	Stage 5: Works	-26,6802	27,9312	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G21090004/1	Phshda Sedibeng Vereeniging Vanderbijlpark-phase 1	Top Structure Construction	Stage 2: Concept/ Feasibility	-26,6802	27,9312	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Mar 2022	31 Mar 2026
G171000042/2	3 D Sicelo Shiceka Erf78 Meyerton Farm/ Erf56 Phase 2 Glad Africa Task Order	Top Structure Construction	Stage 5: Works	-26,553	27,9865	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G03030012/1	3 D Tshepiso North Ext.3 - Phase 1	Top Structure Construction	Stage 2: Concept/ Feasibility	-26,6643	27,8576	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G19030002/1	5 N Shalimar Flats - Phase 1	Top Structure Construction	Stage 5: Works	-26,6757	27,9282	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G03030118/1	3 D Sonderwater - Phase 1	Planning and Installation of Services	Stage 2: Concept/ Feasibility	-26,5477	27,8196	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2006	01 Jun 2026
G08100013/5	3 D Impumelelo Extension 5	Top Structure Construction	Stage 2: Concept/ Feasibility	-26,3492	28,7694	Sedibeng	Lesedi	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2015	31 Mar 2026
G16110009/2	3 D Tshepong Proper Phase 3- Patricia Gumbi - Phase 2 Military Veterans	Top Structure Construction	Stage 2: Concept/ Feasibility	-26,5555	27,9117	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	15 Nov 2018	31 Mar 2026
G17010008/1	3 D Sebokeng Ext 32- Mega Project - Phase 1	Top Structure Construction	Stage 2: Concept/ Feasibility	-26,5634	27,8339	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2023	31 Mar 2026
G13070011/4	3 D Golden Gardens Top structures/Backyard-phase 4	Top Structure Construction	Stage 5: Works	-26,6141	27,8133	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2014	31 Mar 2026
G08090018/1	Johandeo Phase II (Golden Highway Mega)	Planning and Installation of Services	Stage 5: Works	-26,5989	27,8092	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2019	31 Mar 2026
G03030124/1	New Village (Project 56)	Planning and Installation of Services	Stage 2: Concept/ Feasibility	-26,6434	27,7843	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2015	31 Mar 2026

G97020013/1	Rust ter Vaal (3500)	Planning and Installation of Services	Stage 5: Works	-26,5742	27,9486	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Mar 2019	31 Mar 2026
G1510002/5	Sebokeng Ext. 28 -walk up-phase 3	Top Structure Construction	Stage 5: Works	-26,5769	27,8429	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2020	31 Mar 2026
G13100003/1	5 AA Sicelo Shiceka Ext. 5 (Erf 78) Phase 1	Top Structure Construction	Stage 5: Works	-26,5837	28,0654	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2019	31 Mar 2024
G08080027/1	3 D Sebokeng Ext. 3,6,7 & 13	Top Structure Construction	Stage 5: Works	-26,5315	27,8657	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2016	31 Mar 2026
Total New or Replacement Assets													
Upgrades and Additions													
G19110032/1	Sebokeng Unit 17+C7	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5879	27,8355	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110033/1	Bophelong (Stalin)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6934	27,7784	Sedibeng	Emfuleni	Southern	Bophelong	Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19010039	Boitumelo	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5629	27,8282	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G03030106	Kromdraai	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6802	27,9312	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100010	Kwa Brown	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6918	27,8337	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G03090022	Mamello	Informal Settlement Upgrading Programme	Stage 5: Works	-26,8721	28,2534	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100006	Piels Farm	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6802	27,9312	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G03090018	Put Put (Khayelitsha)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6125	28,0603	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100013	Skansdam (Foundry)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,4597	28,0734	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026

G17100001	New Village	Informal Settlement Upgrading Programme	Stage 5: Works	-26,709	27,824	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G03090017	PML Westside park	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6125	28,0603	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100026	Sebokeng Unit 20	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5634	27,8339	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100027	Cape Gate	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6629	27,8541	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100022	HlalaKwabafileyo	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6639	27,9694	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110026	Small farm	Informal Settlement Upgrading Programme	Stage 5: Works	-26,557	28,0163	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100021	Boiketlong (Quaggasfontein)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,599	27,8595	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100004	Sonderwater under	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5477	27,8196	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110031/1	France Informal Settlement	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6946	27,8349	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100021	Boiketlong (Quaggasfontein)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,599	27,8595	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100004	Sonderwater under	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5477	27,8196	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G97120075	Kanana K11 Informal Settlement	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6639	27,9694	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100020	N1 Off Ramp	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6639	27,9694	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026

G17060002	Sebokeng zone 7	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5634	27,8339	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100019	Boitumelo Informal Settlement	Informal Settlement Upgrading Programme	Stage 5: Works	-26,4636	28,0931	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G03100008	Rust-ter-Val	Informal Settlement Upgrading Programme	Stage 5: Works	-26,5722	27,9439	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G20100014	Sicelo Shiceka Ext. 5? 6	Informal Settlement Upgrading Programme	Stage 2: Concept/ Feasibility	-26,553	27,9865	Sedibeng	Midvaal	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2021	31 Mar 2026
G08090005/1	5 AA Kwa-masiza Hostel	Upgrading of Hostels	Stage 5: Works	-26,6434	27,7843	Sedibeng	Emfuleni	Southern	Sebokeng	Housing Units/Serviced Stands	Individual Project	01 Apr 2021	31 Mar 2026
G20100023	Sonderwater (935)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6434	27,7843	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110027/1	Tshepiso North Ext. 3	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6714	27,8692	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110025/1	Bophelong (Chris Hani) (on PHDA)	Informal Settlement Upgrading Programme	Stage 1: Initiation/ Pre-feasibility	-26,6934	27,7784	Sedibeng	Emfuleni	Southern	Bophelong	Housing Units/Serviced Stands	Individual Project	26 Jan 2022	31 Mar 2026
G19110028/1	Sharpeville (Libya)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6864	27,8751	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110029/1	Polomiet (Tshepiso Phase 3)	Informal Settlement Upgrading Programme	Stage 5: Works	-26,666	27,8645	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
G19110030/1	Soul City	Informal Settlement Upgrading Programme	Stage 5: Works	-26,6802	27,9312	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2022	31 Mar 2026
Total Upgrades and Additions													
Rehabilitation, Renovations and Refurbishments													
G08090019/1	Tshepong Proper	Enhanced Extended Discount	Stage 5: Works	-26,5555	27,9117	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2015	31 Mar 2026

		Benefit Scheme											
G05110009/1	3 MEC Evaton North	Enhanced Extended Discount Benefit Scheme	Stage 5: Works	-26,5115	27,8575	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Jun 2020	31 Mar 2026
G97120086/2	3 MEC Johandeo - MEC (Ph1) 500 Units	Enhanced Extended Discount Benefit Scheme	Stage 2: Concept/ Feasibility	-26,5989	27,8092	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2008	31 Mar 2026
G97100053/1	3 D Bophelong Ext 6	Enhanced Extended Discount Benefit Scheme	Stage 2: Concept/ Feasibility	-26,6934	27,7784	Sedibeng	Emfuleni	Southern	Bophelong	Housing Units/Serviced Stands	Individual Project	01 Jan 2023	31 Mar 2026
G12060001/1	3 D Golden Gardens (Rietkuil) phase 2) - phase 1	Enhanced Extended Discount Benefit Scheme	Stage 2: Concept/ Feasibility	-26,516	27,826	Sedibeng	Emfuleni	Southern		Housing Units/Serviced Stands	Individual Project	01 Apr 2014	31 Mar 2026
GAUTENG DEPARTMENT OF AGRICULTURE													
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
2	FSD201801A	Diep Kloof Farm in Suikerbosrand Nature Reserve	Supply and Installation of Fence	Practical Completion	-26,482	28,2139	Sedibeng District Municipality	Southern	Buildings and Other Fixed Structures	Fence	8	15 October 2019	01 May 2023
5	SNR201702	Suikerbosrand Nature Reserve	Upgrading of Bulk Infrastructure	Design Development	-26,4826	28,2118	Sedibeng District Municipality	Southern	Buildings and Other Fixed Structures	Nature Reserve Bulk Infrastructure	10	01 March 2018	31 March 2027
7	AEM201701	Vereenigin g Fresh Produce Market	Upgrading of the Market	Design Development	-26,6645	27,8984	Sedibeng District Municipality	Southern	Buildings and Other Fixed Structures	Fresh Produce Market	8	29 November 2017	31 March 2027
Total Upgrades and Additions													
Maintenance and Repairs													

9	AGN202301	Alice Glockner Nature Reserve	Maintenance at the Alice Glockner Nature Reserve	Initiation	-26,5666	28,3772	Lesedi Local Municipality	Southern	Buildings and Other Fixed Structures	Maintenance and Repair	7	01 April 2023	31 March 2026
14	SNR202301	Suikerbosrand Nature Reserve	Maintenance at the Suikerbosrand Nature Reserve	Initiation	-26,4826	28,2118	Sedibeng District Municipality	Southern	Goods and Services	Maintenance and Repair	18	01 April 2023	31 March 2026

GAUTENG DEPARTMENT OF TRANSPORT

Project / Programme Name	Project Description	Project Status	IDMS Stage	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
				Lat	Long	Lat	Long							
Sebokeng Driver License Testing Centre (DLTC)	Construction of a New DLTC at Sebokeng	Design	Initiation	-26,56122	27,86037	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Buildings	New or replacement assets	40	Not Yet Available	Sebokeng Driver License Testing Centre (DLTC)
Vaal River City: Construction of new interchange and access roads on the R42 (Barrage Road) in Vereeniging	Special Projects - Infrastructure - Vaal River Interchange	Construction	Works	-26,692636	28,11135	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Other Fixed Structures	New or replacement assets	Not Yet Available	17 August 2022	Vaal River City: Construction of new interchange and access roads on the R42 (Barrage Road) in Vereeniging
Vaal River City: Construction of new interchange and access roads on the R42 (Barrage Road) in Vereeniging	Special Projects - Infrastructure - Vaal River Interchange	Construction	Works	-26,692636	28,11135	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Other Fixed Structures	New or replacement assets	Not Yet Available	17 August 2022	Vaal River City: Construction of new interchange and access roads on the R42 (Barrage Road) in Vereeniging
Vereeniging Intermodal Public	Construction of Intermodal Public	Construction	Works	-26,679	27,933	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Other Fixed Structures	New or replacement assets	Not Yet Available	Not Yet Available	Vereeniging Intermodal Public

Transport Facility	Transport Facility													Transport Facility
Upgrading of P103-2 (K29/R512) between K31 (D2339) Lenasia to North West Border. Doubling of road.	Upgrading of P103-2 (K29/R512) between K31 (D2339) Lenasia to North West Border. Doubling of road.	Design	Design Documentation	-25,93822	27,907083	-25,86216	27,88258	Sedibeng District Municipality	Southern	Other Fixed Structures	Upgrades and additions	Not Yet Available	Not Yet Available	Not Yet Available
Total New or Replacement Assets														
Upgrades and Additions														
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	Design Development	-26,4693	27,8693	-26,4422	27,8729	Sedibeng District Municipality	Southern	Other Fixed Structures	Upgrades and additions	Not Applicable	Not Yet Available	Not Yet Available
R59 Pedestrian Bridge (Nthirisano Project)	R59 Pedestrian Bridge (Nthirisano Project)	Design	Design Development	-26,555837	28,003506	26,555837	28,003506	Sedibeng District Municipality	Southern	Other Fixed Structures	Upgrades and additions	Not Applicable	05 February 2021	04 July 2022
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)	Construction	Works	-26,429	27,962	-26 524	27 927	Sedibeng District Municipality	Southern	Other Fixed Structures	Upgrades and additions	300	01 July 2022	30 July 2025
P156/3: Rehabilitation of Road P156/3 from P155/1 to D2568	P156/3: Rehabilitation of Road P156/3 from P155/1 to D2568	Retention	Practical Completion	-26,722	27,759	-26,709	27,816	Sedibeng District Municipality	Southern	Other Fixed Structures	Refurbishment and rehabilitation	90	17 June 2020	30 March 2022
Total Rehabilitation, Renovations and Refurbishment														
Maintenance and Repairs														
BMS 3 - Designs for repairs and maintenance of bridges	BMS 3 - Designs for repairs and maintenance of bridges	Design	Works	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Contractors	Maintenance and repair	Not Applicable	19 November 2019	18 November 2022

(Vereeniging & Benoni Regions) (Design)	(Vereeniging Region)													
BMS 3 - Designs for repairs and maintenance of bridges (Vereeniging & Benoni Regions) (Constructio n)	BMS 3 - Designs for repairs and maintenance of bridges (Vereeniging Region)	Tender	Design Documentati on	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Contractors	Maintenance and repair	Not Applicable	19 November 2019	18 November 2022
Maintenance of Roads in Emfuleni Municipality (Design)	Maintenance of Roads in Emfuleni Municipality	Tender	Initiation	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Other Fixed Structures	Refurbishment and rehabilitation	Not Available	Not Yet Available	Not Yet Available
Maintenance of Roads in Emfuleni Municipality (Constructio n)	Maintenance of Roads in Emfuleni Municipality	Tender	Initiation	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Other Fixed Structures	Refurbishment and rehabilitation	Not Available	Not Yet Available	Not Yet Available
Vereeniging Region Regravelling of Gravel Roads	Road-Gravel	Tender	Design Documentati on	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Sedibeng District Municipality	Southern	Contractors	Maintenance and repair	45	Not Yet Available	Not Yet Available

GAUTENG DEPARTMENT OF EDUCATION

Project Number	Project / Programme Name	Project Description	Project Status	Latitude	Longitude	Municipalit y	Development Corridor	Township	Type of Infrastructure	Total Job Creation Target	Project Start Date	Project End Date	Project Number	Project / Programme Name
SETLABOTJ HA PS 700321463 SW	Replacement of mobile school with brick & mortar.	Stage 7 Close-Out	-26,558268	27,884655	SEDIBEN G DISTRICT MUNI.	Southern	Sebokeng	6.2 POS	95	2017-03-05	2023-12-08	SETLABOTJH A PS 700321463 SW	Replacement of mobile school with brick & mortar.	Stage 7 Close-Out
RUST-TER-VAAL SS 700400673 SE	Construction of a Brick-and-Mortar Replacement Secondary School on a new site	Stage 5 Works	-26,576249	27,947166	SEDIBEN G DISTRICT MUNI.	Southern	N/A	6.2 POS	104	2016-03-17	2024-12-12	RUST-TER-VAAL SS 700400673 SE	Construction of a Brick-and-Mortar Replacement Secondary School on a new site	Stage 5 Works
ECD Centre of Excellence Southern Corridor SE [Ratanda]	New stand-alone ECD centre (Gr. R & RR)	Pre-plan Step 3: Site Suitability Study	-26,576249	27,947166	SEDIBEN G DISTRICT MUNI.	Southern	N/A	6.4 ECD	73	2020-03-05	2023-03-05	Education Infrastructure Grant	Programme 6: Infrastructure Development	ECD Centre of Excellence Southern Corridor SE [Ratanda]

Evaton West SS (No EMIS yet) SW	Construction of a new Brick and Mortar Secondary School	Pre-plan Step 5: Business Case	-26,324962	28,005033	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	70	2020-03-05	2022-12-08	Evaton West SS (No EMIS yet) SW	Construction of a new Brick and Mortar Secondary School	Pre-plan Step 5: Business Case
Savanna City PS (No EMIS yet) SE	Construction of a new Brick and Mortar Primary School	Stage 3.1 Design Development	-26,31968816	27,64118981	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	130	2019-11-19	2025-03-04	Savanna City PS (No EMIS yet) SE	Construction of a new Brick and Mortar Primary School	Stage 3.1 Design Development
Tshepiso PS (No EMIS yet) SE	Construction of a new Primary School through ACT	Stage 7 Close-Out	-26,69969372	27,82695546	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	64	2016-03-05	2023-12-08	Education Infrastructure Grant	Tshepiso PS (No EMIS yet) SE	Construction of a new Primary School through ACT
Evaton West SS (No EMIS yet) SW	Construction of a new Brick and Mortar Secondary School	Pre-plan Step 3: Site Suitability Study	-26,21735811	27,97426671	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	84	2023-02-05	2026-04-05	Evaton West SS (No EMIS yet) SW	Construction of a new Brick and Mortar Secondary School	Pre-plan Step 3: Site Suitability Study
Total New & Replacement														
Upgrades and Additions														
LAERSKOOL FRIKKIE MEYER PS 700320093 SW	Refurbishment and fencing of a Primary School	Stage 5 Works	-26,69969372	27,82695546	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	42	2019-07-19	2023-04-03	LAERSKOOL FRIKKIE MEYER PS 700320093 SW	Refurbishment and fencing of a Primary School	Stage 5 Works
LAERSKOOL NOORDHOEK PS 700320127 SW	Demolition of: 9 Classrooms, 2 Grade R (mobile), Hall & store rooms: replace classrooms, nutrition centre, science lab, library & rehabilitation of the school structure.	Stage 2 Concept	-26,68018709	27,83102651	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	145	2020-02-14	2025-03-05	LAERSKOOL NOORDHOEK PS 700320127 SW	Demolition of: 9 Classrooms, 2 Grade R (mobile), Hall & store rooms: replace classrooms, nutrition centre, science lab, library & rehabilitation of the school structure.	Stage 2 Concept
RAMOSUKULA SS 700321372 SW	Conversion of an ordinary Primary School into a Full ICT School	Stage 2 Concept	-26,72813526	27,64540807	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	56	2018-07-13	2025-03-05	RAMOSUKULA SS 700321372 SW	Conversion of an ordinary Primary School into a Full ICT School	Stage 2 Concept
RATANDA SS 700341149 SE	100% Schools	Pre-plan Step 3: Site Suitability Study	-26,555806	28,331672	SEDIBENG DISTRICT MUNI.	Southern	Ratanda	6.2 POS	1	2019-09-18	2026-12-07	RATANDA SS 700341149 SE	100% Schools	Pre-plan Step 3: Site Suitability Study
RUST-TER-VAAL PS 700330019 SE	Major additions to an existing Primary School.	Stage 4 Design Documentation	-26,57585711	27,94744842	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	111	2014-09-23	2025-12-03	RUST-TER-VAAL PS 700330019 SE	Major additions to an existing Primary School.	Stage 4 Design Documentation

GENERAL SMUTS HIGH SS 700330126 SE	"The new scope according to scope change request is detailed as below:											GENERAL SMUTS HIGH SS 700330126 SE	"The new scope according to scope change request is detailed as below:	
Park Ridge Satellite PS (no EMIS yet) SW (prev. PRESTIGIOUS AURETE SS 700400119 SW)	Major additions to an existing Secondary School / Refurbishment of facilities to accommodate Grade R and Grade 1 for Park Ridge PS.	Pre-plan Step 3: Site Suitability Study	-26,50403383	27,46112552	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	50	2021-03-05	2023-03-04	Park Ridge Satellite PS (no EMIS yet) SW (prev. PRESTIGIOUS AURETE SS 700400119 SW)	Major additions to an existing Secondary School / Refurbishment of facilities to accommodate Grade R and Grade 1 for Park Ridge PS.	Pre-plan Step 3: Site Suitability Study
Total Upgrades & Additions															
Refurbishment & Rehabilitations															
HOËRSKOOL VANDERBIJLPARK SS 700320044 SW	1. All classrooms, school hall and other buildings will require new roof sheets. Repair the damaged trusses. 2. Replace the ceilings, gutters, and downpipes and new electrical wiring. 3. Clean, repair and install joint sealant in expansion joints. 4. Replace the timber walkway canopy with structural steel canopy. 5. Repair the damaged classroom floors. 6. Repair all wall cracks. 7. Consider converting one	Stage 1.2 Initiation Report	-26,70180026	27,8202975	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	22	2022-03-15	2026-12-07	HOËRSKOOL VANDERBIJLPARK SS 700320044 SW	1. All classrooms, school hall and other buildings will require new roof sheets. Repair the damaged trusses. 2. Replace the ceilings, gutters, and downpipes and new electrical wiring. 3. Clean, repair and install joint sealant in expansion joints. 4. Replace the timber walkway canopy with structural steel canopy. 5. Repair the damaged classroom floors. 6. Repair all wall cracks. 7. Consider converting one	Stage 1.2 Initiation Report

	of the classrooms at ground level to become a book storage room and use the current storage room as a classroom.												of the classrooms at ground level to become a book storage room and use the current storage room as a classroom.	
LAERSKOOL PARKSIG PS 700320143 SW	Scope change effected on th 13-12-2021 includes the following: 1. Generation of the existing sewer and water layout for the school. 2. Repairs to sewer, water pipes & septic tank. 3. Repairing expansion joints, interface cracks, new joint sealant. remedial works to cracked walls. 4. Removal of trees on top of sewer system. School has several maintenance issues such as construction joints and blocked pipes which seem to be causing water to pool in the school.	Stage 2 Concept	-26,64647076	27,757369	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	5	2020-02-14	2025-03-05	LAERSKOOL PARKSIG PS 700320143 SW	Scope change effected on th 13-12-2021 includes the following: 1. Generation of the existing sewer and water layout for the school. 2. Repairs to sewer, water pipes & septic tank. 3. Repairing expansion joints, interface cracks, new joint sealant. remedial works to cracked walls. 4. Removal of trees on top of sewer system. School has several maintenance issues such as construction joints and blocked pipes which seem to be causing water to pool in the school.	Stage 2 Concept
OLIVER LODGE PS 700320184 SW	School has minor maintenance issues such as	Stage 1.2 Initiation Report	-26,6941625	27,8276597	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	0	2022-02-03	2021-03-05	OLIVER LODGE PS 700320184 SW	School has minor maintenance issues such as	Stage 1.2 Initiation Report

	water damage on ceilings												water damage on ceilings	
HOËRSKOOL VANDERBIJLPARK SS 700320044 SW	1. All classrooms, school hall and other buildings will require new roof sheets. Repair the damaged trusses. 2. Replace the ceilings, gutters, and downpipes and new electrical wiring. 3. Clean, repair and install joint sealant in expansion joints. 4. Replace the timber walkway canopy with structural steel canopy. 5. Repair the damaged classroom floors. 6. Repair all wall cracks. 7. Consider converting one of the classrooms at ground level to become a book storage room and use the current storage room as a classroom.	Stage 1.2 Initiation Report	-26,70180026	27,8202975	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	22	2022-03-15	2026-12-07	HOËRSKOOL VANDERBIJLPARK SS 700320044 SW	1. All classrooms, school hall and other buildings will require new roof sheets. Repair the damaged trusses. 2. Replace the ceilings, gutters, and downpipes and new electrical wiring. 3. Clean, repair and install joint sealant in expansion joints. 4. Replace the timber walkway canopy with structural steel canopy. 5. Repair the damaged classroom floors. 6. Repair all wall cracks. 7. Consider converting one of the classrooms at ground level to become a book storage room and use the current storage room as a classroom.	Stage 1.2 Initiation Report
JORDAN SS 700320671 SW	The revised scope effected on 29-09-2021 is as follows: 1. Conversion of 34 classrooms into	Stage 1.2 Initiation Report	-26,53732705	27,872895	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	8	2018-02-05	2025-02-17	JORDAN SS 700320671 SW	The revised scope effected on 29-09-2021 is as follows: 1. Conversion of 34 classrooms into	Stage 1.2 Initiation Report

	smartrooms, installation of burglars on windows, 2. Replacement of damaged floors. 3. Repairs to ceilings, sealing of roofs, replace damaged doors, repairs to staircase, provide security mesh inside the ceilings. 4. Replace damaged doors. 5. Repairs to damaged staircase. 6. Repairs to floors. Make 31x classrooms ICT compliant. 1.												smart rooms, installation of burglars on windows, 2. Replacement of damaged floors. 3. Repairs to ceilings, sealing of roofs, replace damaged doors, repairs to staircase, provide security mesh inside the ceilings. 4. Replace damaged doors. 5. Repairs to damaged staircase. 6. Repairs to floors. Make 31x classrooms ICT compliant. 1.	
KHUTLO-THARO SS 700320713 SW	Replacement of admin block damaged during arson fire of 2021-01-15 and refurbishments of various existing facilities.	Pre-plan Step 3: Site Suitability Study	-26,53231957	27,8747591	SEDIBENG DISTRICT MUNI.	Southern	Sebokeng	6.2 POS	5	2019-12-08	2026-12-07	KHUTLO-THARO SS 700320713 SW	Replacement of admin block damaged during arson fire of 2021-01-15 and refurbishments of various existing facilities.	Pre-plan Step 3: Site Suitability Study
MOJALA-THUTO PS 700321042 SW	Rehabilitation of a Primary School	Pre-plan Step 3: Site Suitability Study	-26,5456528	27,8417793	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	5	2020-03-05	2026-12-07	MOJALA-THUTO PS 700321042 SW	Rehabilitation of a Primary School	Pre-plan Step 3: Site Suitability Study
PITSENG PS 700321273 SW	Rehabilitation of a Primary School	Stage 7 Close-Out	-26,58411114	27,8516838	SEDIBENG DISTRICT MUNI.	Southern	Sebokeng	6.2 POS	11	2015-03-24	2023-12-25	PITSENG PS 700321273 SW	Rehabilitation of a Primary School	Stage 7 Close-Out
TOKELO SS 700321604 SW	Fire damage 2020-01-02	Pre-plan Step 3: Site	-26,54644812	27,8474182	SEDIBENG	Southern	N/A	6.2 POS	7	2022-07-25	2026-12-07	TOKELO SS 700321604 SW	Fire damage 2020-01-02	Pre-plan Step 3: Site

		Suitability Study			DISTRICT MUNI.									Suitability Study
TSHIRELA PS 700321653 SW	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 2 Concept	-26,6668073	27,8468466	SEDIBENG DISTRICT MUNI.	Southern	Boipatong	6.2 POS	29	2020-02-14	2025-03-05	TSHIRELA PS 700321653 SW	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 2 Concept
ROSHNEE SS 700330043 SE	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 2 Concept	-26,56613307	27,942477	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	10	2020-02-14	2024-12-05	ROSHNEE SS 700330043 SE	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 2 Concept
VEREENIGING GIMNASIUM SS 700330209 SE	Rehabilitation of a Secondary School	Stage 3.2 Procurement Documentation	-26,66467039	27,92383956	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	78	2017-08-03	2025-06-12	VEREENIGING GIMNASIUM SS 700330209 SE	Rehabilitation of a Secondary School	Stage 3.2 Procurement Documentation

KRUGERLAANSKOOL LSEN 700330316 SE	Rehabilitation of a Special School	Stage 5 Works	-26,649121	27,92801841	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.3 LSEN	35	2015-03-24	2023-12-08	KRUGERLAANSKOOL LSEN 700330316 SE	Rehabilitation of a Special School	Stage 5 Works
LAERSKOOL HANDHAWER PS 700330373 SE	construction joints need repair, audio visual room in serious condition with floor having settled significantly. Consider demolish and rebuild room. School Hall has issue with leaks that require investigation	Stage 2 Concept	-26,66869197	27,92539975	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	7	2020-02-14	2025-03-05	LAERSKOOL HANDHAWER PS 700330373 SE	construction joints need repair, audio visual room in serious condition with floor having settled significantly. Consider demolish and rebuild room. School Hall has issue with leaks that require investigation	Stage 2 Concept
MEYERTON PS 700330498 SE	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 DISTRICT MUNI.	Southern	N/A	6.2 POS	6	2020-02-14	2025-03-05	MEYERTON PS 700330498 SE	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
ISIZWE-SETJHABA SS 700330860 SE	100% Schools	Pre-plan Step 3: Site Suitability Study	-26,6518864	27,89136522	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	1	2019-09-18	2022-02-02	ISIZWE-SETJHABA SS 700330860 SE	100% Schools	Pre-plan Step 3: Site Suitability Study
SEDIBENG WEST DISTRICT OFFICES	Refurbishment & Rehabilitation	Pre-plan Step 2: Needs Confirmation	-26.607926,	27,840189	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.1 ADMIN	20	2020-04-01	2023-03-31	SEDIBENG WEST DISTRICT OFFICES	Refurbishment & Rehabilitation	Pre-plan Step 2: Needs Confirmation
Total Refurbishment & Rehabilitation														
Maintenance														
ARCON PARK PS 700330076 SE	Repairs required at construction joints and	Stage 1.2 Initiation Report	-26,63043644	27,94230623	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.2 POS	1	2022-02-03	2025-03-05	ARCON PARK PS 700330076 SE	Repairs required at construction joints and	Stage 1.2 Initiation Report

	areas of plaster delamination.												areas of plaster delamination.	
Bantubonke ECD	Maintenance of Institution to a safe environment	00. Ongoing	-26,71983	28,01665	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.4 ECD	-	2017-08-31	2021-08-30	Bantubonke ECD	Maintenance of Institution to a safe environment	00. Ongoing
Devon ECD	Maintenance of Institution to a safe environment	00. Ongoing	26.350158	28.773318	SEDIBENG DISTRICT MUNI.	Southern	N/A	6.4 ECD	-	2020-04-01	2023-03-31	Devon ECD	Maintenance of Institution to a safe environment	00. Ongoing

GAUTENG DEPARTMENT OF SPORTS

Project / Programme Name	Type of Infrastructure	District Municipality	Local Municipality	Development Corridor	Townships	Source of Funding	Budget Programme Name	Coordinates: Latitude	Coordinates: Longitude	IDMS Gate	Nature of investment	Delivery mechanism	Project Start Date	Project End Date
Impumelelo Community Library Upgrade	Construction of a new community library	Sedibeng	Lesedi	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,3493	28,7692	Stage 6: Handover	New or Replaced Infrastructure	Individual Project	02 Mar 2015	31 Mar 2024
Savanna City Community Library	Building/Structures	Sedibeng	Midvaal	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,5837	28,0654	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	02 Nov 2024	31 Mar 2026
Sokhulumi Community Library	Building/Structures	City of Tshwane	City of Tshwane			Equitable Share	Programme 3 - Library and Archives Services	-25,6975	28,1591	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	03 Jul 2023	31 Mar 2026
Kocksoord Community Library	Building/Structures	West Rand	Rand West City	Western		Community Library Service Grant	Programme 2 - Cultural Affairs	-26,2206	27,6465	Stage 2: Concept/ Feasibility	New or Replaced Infrastructure	Individual Project	01 Apr 2017	31 Mar 2026
Ratanda community library	Library & Archives Centres	Sedibeng	Lesedi	Southern	Ratanda	Equitable Share	Programme 3 - Library and Archives Services	-26,5535	28,3199	Stage 5: Works	New or Replaced Infrastructure	Individual Project	01 Oct 2017	31 Mar 2024
Boitumelo Community Library	Library & Archives Centres	Sedibeng	Emfuleni	Southern	Bophelong	Equitable Share	Programme 3 - Library and Archives Services	-26,6934	27,7784	Stage 5: Works	New or Replaced Infrastructure	Individual Project	01 Apr 2018	31 Mar 2025
Mullerstuine Community Library	Library & Archives Centres	Sedibeng	Emfuleni	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,7026	27,7578	Stage 2: Concept/ Feasibility	New or Replaced Infrastructure	Individual Project	01 Apr 2018	31 Mar 2026
Boipatong Community Library	Construction of a new community library	Sedibeng	Emfuleni	Southern	Boipatong	Community Library Service Grant	Programme 3 - Library and Archives Services	-26,6725	27,8474	Stage 5: Works	New or Replaced Infrastructure	Individual Project	02 Mar 2015	31 Mar 2024
Multi-Purpose Sport Facility-	Construction of a new community library	Sedibeng	Lesedi	Southern	Ratanda	Equitable Share	Programme 4 - Sports and Recreation	-26,5535	28,3199	Stage 2: Concept/ Feasibility	New or Replaced Infrastructure	Individual Project	31 Dec 2019	31 Mar 2024

Ratanda Berth Gxowa Primary School														
Mullerstuine Community Library	Library & Archives Centres	Sedibeng	Emfuleni	Southern		Community Library Service Grant	Programme 3 - Library and Archives Services	-26,7026	27,7578	Stage 2: Concept/ Feasibility	New or Replaced Infrastructure	Individual Project	02 Nov 2020	31 Mar 2026
Kwazenzele/ Vischkuil Community Multi-Purpose Sports Facility	Sports Facilities	Sedibeng	Lesedi	Southern		Equitable Share	Programme 4 - Sports and Recreation	-26,2877	28,5716	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	30 Jun 2023	31 Mar 2026
Impumelelo Community Library Phase 2	Construction of a new community library	Sedibeng	Lesedi	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,3492	28,7693	Stage 5: Works	New or Replaced Infrastructure	Individual Project	31 Oct 2021	31 Mar 2024
Obed Nkosi Community	Library & Archives Centres	Sedibeng	Lesedi	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,5033	28,4397	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	30 Jun 2023	31 Mar 2026
Qhaqholla Technical Occupation School Multi-Purpose Sports Facility	Sports Facilities	Sedibeng	Lesedi	Southern	Ratanda	Equitable Share	Programme 4 - Sports and Recreation	-26,5507	28,3257	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	01 Apr 2023	31 Mar 2026
Tsoaranang Primary School Multi-Purpose Sports Facility	Construction of new multi-purpose Sports facility	Sedibeng	Emfuleni	Southern		Equitable Share	Programme 4 - Sports and Recreation	-26,6727	27,8754	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	30 Jun 2023	31 Mar 2026
Thuto Lore Comprehensive School Multi-Purpose Sports Facility	Construction of new multi-purpose Sports facility	Sedibeng	Emfuleni	Southern	Sharpeville	Equitable Share	Programme 4 - Sports and Recreation	-26,6902	27,8674	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	01 Apr 2024	31 Mar 2026
Kitso Primary School Multi-Purpose Sports Facility	Construction of new multi-purpose Sports facility	Sedibeng	Emfuleni	Southern	Sebokeng	Equitable Share	Programme 4 - Sports and Recreation	-26,5258	27,8704	Stage 1: Initiation/ Pre-feasibility	New or Replaced Infrastructure	Individual Project	01 Jun 2023	31 Mar 2026
Total Rehabilitation, Renovations & Refurbishment														
Upgrading and Additions														

Rust Ter Vaal Community Library Phase 2	Upgrading of an existing community library	Sedibeng	Emfuleni	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,5741	27,9485	Stage 4: Design Documentation	Upgrading and Additions	Individual Project	01 Apr 2022	31 Mar 2026
Rust-ter-Vaal Community Library	Upgrading of an existing community library	Sedibeng	Emfuleni	Southern		Equitable Share	Programme 3 - Library and Archives Services	-26,5741	27,9485	Stage 5: Works	Upgrading and Additions	Individual Project	02 Mar 2017	31 Jul 2024
GAUTENG DEPARTMENT OF INFRASTRUCTURE DEVELOPMENT														
Total Rehabilitation, Renovations and Refurbishment														
2. Maintenance and Repairs														
Sedibeng Regional Office	General Building maintenance	On-going	-26.700062	27.831161	Sedibeng Municipality	Southern	N/A	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable
Vaal Dam	General Building maintenance	On-going	-26.89472	28.14555	Sedibeng Municipality	Southern	N/A	Not Available yet	Office Buildings	01 April 2021	31 March 2024	Equitable Share	Public Works Infrastructure	Not Applicable