

Chapter 2

REVISED ANALYSIS 2010/11

2.1 OUR AREA

2.1.1 Demographics

The Sedibeng District Municipality is a Category C municipality found in the Gauteng Province. It is the only area of the Gauteng Province that is situated on the banks of Vaal River and Vaal Dam in the Southern-most part of the Province, covering the area formerly known as the Vaal Triangle inclusive of Nigel and Heidelberg. It includes the towns of Vereeniging, Vanderbijlpark, Meyerton and Heidelberg as well as the historic townships of Evaton, Sebokeng, Boipatong, Bophelong, Sharpeville, and Ratanda, which have a rich political history and heritage. With the N1, N3, and R59-highways intersecting the District, it is seen as one of the most *accessible regions in the country and Southern Africa*. With the massive improvements to the road network, this accessibility has improved even more, making the district an ideal site for investors to focus on export via (1) the N3 and Durban Port and (2) the N1 and the R59 and OR Tambo International Airport. The R59-corridor and the northern parts of the Midvaal Local Municipality seem to be the primary areas of over-Flow From Central Gauteng and further afield into the district.

Total size of geographical area(km 2)

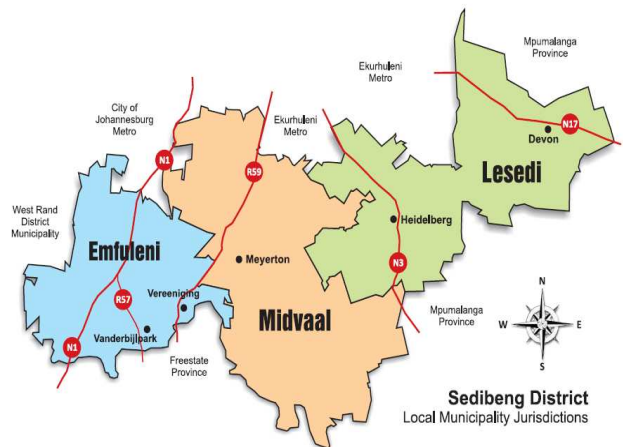
Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
4,185	968	1,728	1,489

(Source: Global Insight, 2009)

The SDM covers the entire southern area of Gauteng Province, extending along 120 km axis from East to West. The total geographical area of the municipality is 4,185 square kilometres (km). 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.



Map 1: Sedibeng Municipal Boundary

Source: Municipal Board (Demarcation 2007)

2.1.2 Development Nodes and Corridors

The higher order development nodes within SDM are experiencing urban decay for instance the CBD's with decentralized centre's which is poorly structured and defined. There is a lack of properly designed higher order development nodes within historically disadvantaged areas. Urban areas such as Sharpeville/Bophelong are located in areas with medium potential access to economic activity. The Vereeniging/Vanderbijlpark node does not have a significant link with the central economic core area (Johannesburg).

2.1.3 Major Provincial and Arterial Roads (Development Corridors)

The district has an extensive road network at both the national and regional level, including the N1 toll-road, the R59 in the West and the N3 in the Eastern section of the district, which traverse the district and connect with the Ekurhuleni and City of Johannesburg Metropolitan. All major routes are predominantly on a North-South axis and tend to converge on the City of Johannesburg. Regional main roads operating on a district tend to radiate out from or converge on the commercial centres of Vereeniging and Heidelberg. The R42 provides the main East-West linkage across the district. The highest concentration of roads is situated in the West, in Emfuleni in accordance with the high population density, extensive residential areas, proximity to large services centre (for example, Vereeniging and Vanderbijlpark). It also provides connectivity to Johannesburg and the Free State Province (SDM, 2003a). The following identified roads provide important linkages and should be optimized to link historically disadvantaged communities to areas of major employment. These include:

- **Provincial Route R29** – main East-West linkage running parallel to the N17 in the North-Eastern part of the study area, linking Devon/Impumelelo with Vischkuil/Endicott and further West with Springs in Ekurhuleni.
- **Provincial Route R42** – this is the main East-West linkage through the region, stretching from the N1 at Loch Vaal in the South-West through Vanderbijlpark, Vereeniging, Heidelberg, and Nigel to Vischkuil/Endicott in the North-Eastern part of the study area and onwards towards Delmas in Mpumalanga.
- **Provincial Route R59** – the main North-South linkage through the study area, linking Vereeniging/Vanderbijlpark with

Meyerton and northwards towards Alberton in Ekurhuleni.

- **Provincial Route R82** – a secondary North-South link, linking Vereeniging with De Deur and Walkerville and Johannesburg towards the North.
- **Provincial Route R54** – the main link between Sebokeng, Vereeniging and Vaal Marina in the South.
- **Provincial Route R553** – [Golden Highway] – an important North-South link between Vanderbijlpark through Sebokeng/Evaton towards Johannesburg in the North.
- **R57 from the N1 Southwards** – towards Metsimaholo Local Municipality.
- **R28** linking North-West Province from the West with Vereeniging.



Map 2: Major Provincial and Arterial Roads

Source: Municipal Board (Demarcation 2007)

2.1.4 Spatial Composition and Land Use

The main land use within the Sedibeng District is briefly discussed hereunder.

2.1.4.1 Urban Residential Areas

Residential land uses include both formal and informal residential suburbs. The defined residential areas within Emfuleni include the areas of Evaton,

Sebokeng, Bophelong, Boipatong, Tshepiso, and Sharpeville, which are all previously disadvantaged township areas, as well as the previous white suburbs of Vanderbijlpark and Vereeniging. A number of informal settlements occur in and around the previously disadvantaged township areas.

The residential areas in Midvaal include Risiville, Meyerton and extensions and Henley-on-Klip, which are all situated along the eastern side of the R59 freeway. Some informal settlements occur along the western side of the R59 freeway in Midvaal. Residential development in Lesedi is confined to Heidelberg/Ratanda and Impumelelo/Devon.

Formal housing development in the previously disadvantaged township areas has in the past consisted almost entirely of mass housing projects driven by government with public funding, and it is not foreseen that this trend will change in the foreseeable future. Due to the depressed local economy, private sector housing development has been slow during the last decade, consisting mostly of small housing schemes within or abutting the existing medium and high-income residential areas.

In view of the above it is submitted that the majority of new housing development in the study area over the short to medium term will be subsidy-linked housing schemes initiated with state funding – private sector housing development will play an insignificant role in respect of generating additional infrastructural and community services demands.

The total area of residential development since 2004 has risen from ± 13 392 ha to ± 16 921 ha (from 2,9% to 4,6%) due to the large areas of residential developments in the entire district, especially in the Emfuleni locality. This growth shows a sign of positive growth and provides investment opportunities.

2.1.4.2 Industrial/Commercial Development

Industry in Sedibeng takes up a relatively large amount of land, which demonstrates the significance of industrial activities, especially in Emfuleni. These industrial activities are mainly around Vanderbijlpark and Vereeniging and relate to the steel and petrochemical industries.

There is also a line of industrial activity along the R59 from Kliprivier (Heineken Development) to the Meydustralia area. The most important industry in this area is Samancor. Most of the industries in the Meyerton/Vereeniging/Vanderbijlpark area are heavy/noxious industries and thus potentially have a high environmental impact on the residential areas in the proximity.

The only other significant industrial activity in the district takes place in Heidelberg, consisting of the BAT cigarette manufacturing plant, the Eskort meat processing plant and some other lesser industrial concerns.

Commercial activity [which can be defined as warehousing, distribution and transport businesses] is found interspersed with industries in all the major industrial areas.

The total area taken up by industrial/commercial land uses in the district has also risen from ±3 920 ha to ± 4 014 ha [0,8% to 0,9%].

to ± 4 014 ha [0,8% to 9%].

2.1.4.3 The economy

Introduction to the Sedibeng Economy

The economy of Sedibeng District Municipality has for the largest part of its existence been dominated by heavy manufacturing and still is. There are two main sub-sector of manufacturing, namely (1) fabricated metal and (2) chemicals. In the metal sector, the ArcelorMittal (formerly ISCOR) steel plant, the Cape Gate Davsteel wire and steel plant and the ferromanganese plant of Samancor, are the three

main large baseline plants in the region, while DCD-Dorbyl Heavy Engineering is the biggest manufacturer of massive engineered products in Southern Africa. SASOL, of which the primary plant in the region is based in the Metsimaholo Local Municipality in the Free State, is the major player in the chemical industry sector in the district.

It is envisaged that the manufacturing sector will remain the dominant economic sector in the district for the foreseeable future. It is therefore in this sector in which efforts to revitalize the economy need to be focused. Given the backward and forward linkages in the manufacturing sector, mainly within the same sector and with agriculture and mining, it is also a significant economic multiplier. Other important sectors in the district economy include services, trade, transport, electricity, construction and agriculture.

Some observed that the recession was bottom out for those in the services sector, but that there was still a long road to go to recovery. Others saw a very good couple of years ahead, with a number of new shopping centres in the pipeline and massive new residential developments (10,000-20,000 even) being planned by the private sector.

2.1.4.4 Commercial Activity

Commercial activity which can be defined as warehousing, distribution and transport businesses is found interspersed with industries in all the major industrial areas. A new industrial/commercial industry is Heineken Brewery along the R59 corridor, which is strategically located to boost job creation and employment opportunities in the Midvaal Local Municipality region.

The total area taken up by industrial/commercial land uses in the district is $\pm 3\,920$ ha. [0, 8% of the total area]. (Source: Sedibeng SDF 2009)

2.1.4.5 Retail/ Business

Retail/business is mostly concentrated in and around the existing CBD's of Vanderbijlpark, Vereeniging, Meyerton and Heidelberg, as well as some suburban shopping centres. This land use makes out only $\pm 1\%$ of the total area of district.

The CBD's of Vereeniging and Vanderbijlpark show significant signs of urban decay and are in need of urban renewal initiatives. (Source: Sedibeng SDF 2009)

2.1.4.6 Rural Residential [Small Holdings]

The rural settlement pattern in the district is characterized by a large number of small holdings/small farms settlements ranging from 1 – 5 ha properties located around the fringes of the urban areas, especially in the western part of the district, in Midvaal and Emfuleni. Agricultural holding areas in Lesedi are limited to the Vischkuil/Endicott area in the northern part abutting the N17 national road, and some settlements on the edges of Nigel northeast of Heidelberg/Ratanda.

Diverse land uses are found on the agricultural holdings, ranging from rural residential, through small scale farming to extensive, informal industrial and commercial activities. A relatively large proportion of the agricultural holdings are vacant.

Rural residential areas has dropped from $\pm 3,0\%$ to 2,8 due to the number of sub-division and the rezoning of properties since 2004 in the entire district [$\pm 18\,582$ ha to $\pm 18\,124$].

2.1.4.7 Commercial Agriculture

Commercial agriculture has also dropped from $\pm 33\%$ to 32,6% due to draught that was experienced in 2007. During 2007/8 there were veld fires that reduced the productivity of the agricultural activity in the district in general. Agricultural activity is dominated by large-scale commercial farming operations [crop production including maize, grain, sorghum, wheat, soya and dry beans, ground nuts,

sunflower seeds and vegetables, and animal production including milk, beef, mutton and lamb, eggs and poultry]. Sedibeng is a very important resource to Gauteng in terms of food production, and this fact should be taken into consideration in the spatial planning of the area

The performance of the agricultural sector is very dependent on climatic conditions and may fluctuate from year to year. The agricultural sector does however present opportunities for downstream economic activities and job creation in terms of further processing of agricultural produce [e.g. Karan Beef, Eskort, all of which are going concerns within Lesedi].

2.1.4.8 Vacant Land

The provincial eLand decision support system indicates that there is ±98000ha of developable vacant land situated in Sedibeng District. ±4900ha of this developable vacant land is situated within the urban edge as currently demarcated by Gauteng Province.

A more detailed vacant land audit was undertaken within the urban edge as part of the SDF exercise, based on 2007 aerial photography augmented by physical site visits. In terms of this more detailed land audit, developable vacant land within the current provincially – demarcated urban edge has risen from ±6220 ha, of which 4544 ha [73%] to ±6629 ha, of which 4686 ha [76%] is situated in Emfuleni, 1085 ha [17,9%] is situated in Midvaal and 591 ha [10,1%] is situated in Lesedi. Abovementioned figures indicate that there is enough vacant land within the current urban edge to accommodate substantial future urban development within the district

2.1.4.9 Environment

Sedibeng has an estimated total river length of 2 863 km, a total dam coverage of 4 570ha and a total

wetland coverage of 4486ha. Of the total dam coverage, 72% (3290ha) 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:

- Suikerbosrand River and Blesbokspruit on the Eastern part;
- Klip River and Suikerbosrandspruit on the Middle part of Sedibeng; and
- Leeuspruit and Rietspruit on the Western part of Sedibeng:

All these above-mentioned rivers drain into the Vaal River. Therefore the management and quality of the rivers are important to the region.

2.1.4.10 Nature Reserves and Conservancies

There are two proclaimed nature reserves in Sedibeng district, namely the Suikerbosrand Nature Reserve in Midvaal and the Alice Glockner Nature Reserve in Lesedi as well as several conservancies in the region.

The SDF review of 2009 has outlined that Sedibeng District Municipality is home to several areas of high biodiversity. Although environmentally sensitive areas are found throughout the District due to the grassland nature of the municipal landscape, areas of “irreplaceable” and “highly significant” biodiversity are primarily concentrated along the north – south alignment followed by the Escarpment.

Furthermore, the District incorporates some of South Africa’s most precious grasslands and wetlands. As mentioned, the grasslands and wetlands not only play a crucial role in maintaining the ecological integrity of an area, but acts as landscape amenities that help with hydrologic management, flood attenuation, water quality management, etc. Consequently, grassland and wetland areas have a high conservation value.

Hence, to ensure the optimal protection and sustainable utilisation of the District's natural environmental resources and areas of high biodiversity value, the SDF proposes that the eastern extents of the District constitute a Biodiversity Management Zone; the establishment and protection of the regionally significant ecological corridors and environmental heritage areas identified by the Gauteng Biodiversity Conservation Management Plan (2006); and the consolidation and extension of existing nature reserves and conservancies.

Importantly though, to ensure that one land use does not dominate other uses to the detriment of the local and regional economy, forestry and tourism related activities should be allowed to take place within the proposed Biodiversity Management Zone, amidst all necessary environmental procedures have been complied with. Hence, where areas of high economic potential and development need overlap with areas displaying high environmental sensitivity, special planning and environmental management should be done.

The Suikerbosrand Nature Reserve

The Suikerbosrand Nature Reserve is situated on the northeastern edge of Midvaal Local Municipality, in the Suikerbosrand hills. These hills contribute substantially to the natural beauty in and around the Sedibeng area. The nature reserve is well managed and the eco-system is fully protected in this area. The reserve has huge eco-tourism potential and is promoted as such. Economic activities within the reserve span a wide range of eco-tourism related activities, including game viewing, hiking, mountain biking, hunting, and other types of outdoor activities. Capital development in the reserve amounts to ±R12 000 000 and job opportunities for at least 100 people are provided. ±30 Labourers are employed in the reserve. The local communities harvest thatching grass, which provides them with an income. It is important to note

that substantial extensions to the reserve, towards the north of it, are being implemented currently.

The Suikerbosrand Reserve is under threat from urban sprawl. Low cost informal housing on the outskirts of the Katorus area has almost reached the northern boundary of the reserve and the situation is not well controlled. Communities residing in this area do not have infrastructural and other services and are impacting negatively on the local environment.

The Alice Glockner Nature Reserve

The Alice Glockner Nature Reserve to the south of Heidelberg/Ratanda, in Lesedi Local Municipality, has been upgraded during the last year. The reserve is primarily known for the Heidelberg Copper Butterfly, which is a red data species. A number of other interesting flora and fauna and geological features can be found in the reserve, while red data plants are currently being investigated. The Alice Glockner Nature Reserve forms part of a larger area for conservation envisaged by GDACE, including linkages with the Suikerbosrand Nature Reserve and the military land to the northeast of Heidelberg. An alien vegetation eradication programme is already underway in the Alice Glockner Nature Reserve. Landowners adjacent to the reserve have been contacted to form an effective buffer area. Capital development is underway and amounts to ±R3 000 000. Staff and visitor facilities are being built.

Essentially, within the proposed **Biodiversity Management Zone, Ecological Corridors, and Biodiversity & Cultural Heritage Conservation Nodes**, environmental heritage and conservation areas, biodiversity hotspots and ecologically sensitive areas should be actively protected, managed and enhanced, so as to ensure that they are not degraded by mining, forestry, agricultural and human settlement activities.

2.1.4.10.1 Conservancies

Existing Provincial Nature Reserves and Conservancies which should be consolidated and actively managed include:

- Henley-on-Klip Conservancy
- Thorntree Conservancy
- Apple Orchards Conservancy
- Klipriviersuikerschrans Nature Reserve
- Tswelopele Conservancy
- Welverdiend Conservancy
- Klipkraal Conservancy

2.1.5 Existing LSDFs (Local Municipal Spatial Development Frameworks)

Existing Provincial Nature Reserves and Conservancies which should be consolidated and actively managed include:

- Henley-on-Klip Conservancy
- Thorntree Conservancy
- Apple Orchards Conservancy
- Klipriviersuikerschrans Nature Reserve
- Tswelopele Conservancy
- Welverdiend Conservancy
- Klipkraal Conservancy

Revised Local Municipal Spatial Development Frameworks

All three local municipalities in the district have prepared spatial development frameworks as part of their IDP's are briefly discussed hereunder:

2.1.5.1 Emfuleni

The Emfuleni SDF of 2009 is a rather detailed plan, indicating a variety of future proposed land uses, as well as development corridors, activity nodes and rural service centers. The biggest problem in this plan is that major urban development is foreseen outside the urban edge as currently demarcated by province. No indication as to development phasing and priorities is given in the plan.

2.1.5.2 Midvaal

The Midvaal SDF of 2009 indicates certain strategic development areas. The plan emphasizes future development along the R59 corridor. Minor

delineation process to adjust the Gauteng urban edge, to include Doornkuil, Marina/Mamello, De Deur and Walkerville are proposed. It is foreseen that the majority of the Midvaal area will retain its rural character.

2.1.5.3 Lesedi

The Lesedi SDF of 2008 makes broad proposals relating to strategic development areas. It is proposed that future urban development will be concentrated mainly in Heidelberg/Ratanda and in Devon/Impumelelo, while the rest of the area will retain its rural character. The area next to the N17 has been identified as a "Zone of Opportunity", pertaining to future local economic development of a rural nature. Certain adjustments to the current urban edge as demarcated by province are proposed, to include Jameson Park/Kaydale, Devon/Impumelelo, and a small area abutting Jordaan Park on the west and the R42 on the north.

Emanating from the situational analysis, the identified main development issues in Sedibeng District can be summarized as follows:

2.1.6 Main Development Issues

▪ Locality on Provincial Periphery

Sedibeng is situated on the southern periphery of Gauteng Province, away from the hub of economic activity, which is situated in the Johannesburg/Pretoria area. Based on its location, the district will find it difficult to compete with more centrally situated areas for new investment, which will hamper the economic growth rate.

The SDF of 2009 has primarily concentrated on maintaining and strengthening the existing linkages between the district and the economic hub to the north.

▪ Rural Nature of the area

Sedibeng District can be categorized as a largely rural area, with low population densities, which has

serious implications in terms of cost effective service delivery. The towns in the district are far apart and lack a common identity.

Due to the long distance and low population densities, infrastructural and social service provision to the rural communities is very expensive, and innovative ways to provide basic services to these communities must be sought. The bulk of municipal service provision will be concentrated in the urban areas.

- **Good urban services Infrastructure**

The existing services infrastructure in the urban areas of the district is reasonably good, and has spare capacity to accommodate further urban development. Services backlogs are experienced in certain areas, while services upgrading is also required in certain areas, notably the previous disadvantaged township areas.

Future urban development should be concentrated in those infill/densification areas where spare bulk services capacity is already available.

- **Economic Stagnation**

Economic growth in the district during the last few decades has failed to keep pace with population growth, and this has resulted in a general decrease in the standard of living. The spatial manifestation of the growing poverty in the area will include general urban decay, growth in informal settlements, decreasing service levels, increased informal economic activity, etc.

The local economy is overly dependent on the heavy industrial sector [Sasol, ArcelorMittal, Samancor, etc.] and economic diversification is urgently required. Economic sectors that show potential for future growth include tourism and agriculture, and investment into these sectors should be actively promoted.

The economic growth rate of the three municipal areas has a high degree of correlation while that of

Midvaal and Emfuleni show similar growth rates. Economic growth for Lesedi has been the highest of all the municipal areas in the district and showed high growth between 2003/2004 to 2006/2007.

Economic growth in Midvaal in 2007 was approximately 6.4%, while Emfuleni was 4.2% and Lesedi 4.7%.

Economic growth in Emfuleni is vulnerable to fluctuations in the Manufacturing sector due to the high dominance of this sector in the local economy. Since 2002/2003 the local economy gradually started to show signs of improvement while positive growth was evident in 2005/2006.

- **Socio-Economic Disparities**

There are huge socio-economic disparities between the different communities in the district, with high levels of poverty prevailing in the previously disadvantaged township areas. These disparities should be addressed as part of a holistic development strategy to be followed by the district and local municipalities.

Public investment initiatives should favour those projects that will result in upliftment of the previously disadvantaged communities and narrowing the gap between these communities and their more affluent neighbours.

- **Environmental Constraints and Opportunities**

There are a number of major environmental constraints and opportunities in the district, which should be taken into account in the planning for future development in the area. Environmental constraints include the high levels of pollution, especially in the western parts of the study area, the visual unattractiveness of certain parts of the study area, adverse environmental conditions in the township areas, etc.

Environmental opportunities in the district include the existing nature reserves, the conservancies as well as the various watercourses through the Vaalriver and Vaaldam, the Suikerbosrand ridges, and the agricultural potential of the study area.

2.1.7 Environmental Health Management

Environmental quality has been an ongoing concern in the Sedibeng Region for a number of years. The Growth and Development Strategy through the pillar of “Reviving Our Environment” finally gives the region the means to comprehensively address this issue and ensure that its citizens live in an environment that supports a positive quality of life for them, their children and future generations. The EPoA identified three priority areas for intervention to address major environmental challenges namely: only 3 are mentioned i.e. water, waste and air quality.

- Water pollution;
- Waste; and
- Air quality.

2.1.7.1 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. (Source: Strategic Environmental Focus 2008).

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 industrialised and urban areas in Emfuleni, including 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.

2.1.7.2 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. Identification of landfill sites has generally taken the form of unplanned site location with little or no thought of design to reduce potential impacts to the environment, neighbouring communities, etc. With the development of the minimum requirements by the Department of Water Affairs and Forestry (DWAF) for waste disposal by landfill the identification of landfill sites now take a much more pro-active approach in reducing further negative consequences related to an activity such as planning and design.

Local authorities in Sedibeng have indicated that they have neither sufficient funding nor adequate trained staff, to effectively plan and execute their waste management functions in a sustainable manner.

Communities have also not been involved in the identification of the landfills, which has resulted in community resistance and/or limited support. The level of services varied by area and in particular the

previously disadvantaged areas have been left without proper waste management services.

2.1.7.3 Air Quality

Sedibeng District Municipality is generally characterized by poor air quality, particularly within the Emfuleni and Midvaal Municipalities. A series of studies undertaken over the years have clearly indicated the negative impact of pollution on the health of people living and working in the area. As a result the Vaal area (including Emfuleni and Midvaal) was declared a Priority Area in terms of the National Environmental Management: Air Quality Act in 2006.

The proposed Highveld Priority Area will include Lesedi along with areas of Mpumalanga, effectively making the whole Sedibeng region a priority area in terms of known ambient air quality problems. Recent data from Department of Environmental Affairs and Tourism's (DEAT) air quality monitoring stations in the Vaal shows particulate matter as being the key problem, with levels well over international standards. (Source: EPoA Version 0.2, 2nd October 2007).

The table below illustrates the land cover categories by percentages of Sedibeng and the locals.

Land cover category

	Sedibeng Municipality	District	Emfuleni Municipality	Local	Midvaal Municipality	Local	Lesedi Municipality	Local
Forest and Woodland	0.0%		0.2%		0.0%		0.0%	
Thicket & bushland (etc)	2.9%		1.6%		4.4%		1.9%	
Unimproved grassland	51.9%		29.7%		62.7%		54.0%	
Improved grassland	0.1%		0.3%		0.1%		0.1%	
Forest plantations	0.8%		0.2%		1.0%		1.0%	
Waterbodies	1.0%		0.4%		1.9%		0.3%	
Wetlands	0.2%		0.0%		0.1%		0.5%	
Cultivated: temporary - commercial irrigated	0.5%		1.0%		0.4%		0.4%	
Cultivated: temporary - commercial dry land	31.6%		39.7%		20.4%		39.2%	
Urban / built-up land: residential	3.1%		11.0%		0.7%		0.8%	
Urban / built-up land: residential (small holdings: grassland)	6.2%		11.3%		7.5%		1.4%	
Urban / built-up land: commercial	0.4%		1.3%		0.2%		0.0%	
Urban / built-up land: industrial / transport	0.8%		2.9%		0.1%		0.1%	
Mines & quarries	0.5%		0.4%		0.5%		0.5%	
Total	100.0%		100.0%		100.0%		100.0%	

(Source: Global Insight, 2009)

2.1.8 Sedibeng Economic Review

2.1.8.1 Dual nature of the economy

Sedibeng District Municipality is characterized by dual economy, which is formal and informal. According to Wikipedia (2010) formal economy is defined as the economic activity that is regulated and monitored by the government, contributing to the Gross National Product (GNP) of the country, whereas the informal economy is an activity that is neither taxed nor monitored by a government, and is excluded from the government's Gross National Product (GNP).

2.1.8.1.1 Informal sector

Informal sector covers a vast range of labour market activities, composing of two groups of different nature (Worldbank, 2010). Firstly, it is results from coping behaviour of individuals and families in economic climate where earning opportunities are limited. Secondly, informal sector is a product of rational behaviour of entrepreneurs that desire to escape state regulations.

Two Types of Informal Sectors	
Coping Strategies (Survivalist)	Illegal business activities
Casual jobs, temporary jobs, unpaid jobs, subsistence agriculture and multiple job holding	Tax evasion, avoidance of labour regulation and no company registration

Source: The World Bank Group, 2010

No record of support and intervention for the informal sector was mentioned throughout Sedibeng District Municipality however, an Informal Trader Strategy has been adopted to develop key programmes and support.

2.1.8.1.2 Formal Sector

As defined above, formal sector economy is a well-structured, organized, accounted and regulated sector of the economy. Below, a detailed analysis of formal sector in Sedibeng District Municipality is given.

Sectoral Analysis

The percentage contribution of economic sectors to the total GVA is used to measure how much each sector has contributed to the economy's GVA. The lowest contributing sector to the district's GVA was the mining sector, indicating that mining is not active in the district municipality. The table below illustrates the contribution of the three (3) sectors to the total district economy.

Sedibeng District Sectoral Economic Analysis

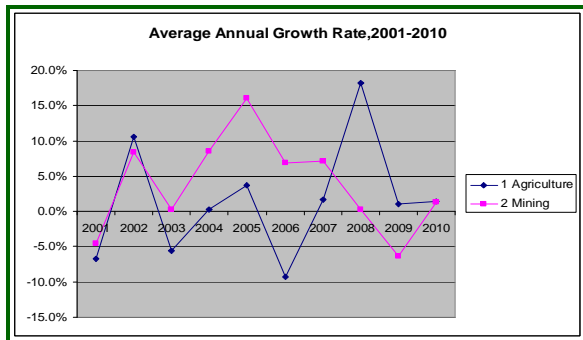
	2001	2002	2003	2004	2005	2006	2007	2008	2009
1 Agriculture	1.6%	2.3%	1.9%	1.6%	1.3%	1.4%	1.5%	1.6%	1.8%
2 Mining	0.3%	0.3%	0.2%	0.3%	0.3%	0.4%	0.3%	0.4%	0.3%
Primary Sector	1.8%	2.6%	2.2%	1.9%	1.7%	1.8%	1.9%	2.0%	2.1%
3 Manufacturing	43.2%	46.0%	44.5%	44.0%	43.7%	43.7%	45.5%	46.0%	40.8%
4 Electricity	3.8%	3.8%	3.8%	3.6%	3.7%	3.6%	3.3%	3.2%	3.3%
5 Construction	2.2%	2.1%	2.3%	2.4%	2.5%	2.8%	2.9%	3.1%	3.5%
Secondary Sector	49.2%	51.9%	50.6%	50.0%	49.8%	50.0%	51.7%	52.3%	47.7%
6 Trade	8.7%	8.0%	8.1%	8.2%	8.1%	8.0%	7.5%	7.1%	7.4%
7 Transport	5.2%	4.9%	4.9%	5.1%	5.1%	4.7%	4.4%	4.2%	4.4%
8 Finance	12.3%	11.9%	12.2%	12.9%	13.3%	14.5%	14.9%	15.0%	16.0%
9 Community services	22.7%	20.7%	22.0%	21.9%	22.0%	20.9%	19.6%	19.4%	22.3%
Tertiary Sector	48.9%	45.5%	47.2%	48.1%	48.5%	48.2%	46.4%	45.7%	50.2%
Total Industries	100	100	100	100	100	100	100	100	100

▪ Primary Sector

The primary sector of the economy consists of the agricultural as well as the mining sectors. Mining contributes 0.3% while agriculture contributes 1.8 % to the Sedibeng GVA and together contributing 2.1% which is an increase of 0.1% compared to the 2008 figures of 2.0%. There has been a steady increase in the activity in this sector since 2001 from 1.8% to 2.1 in 2009, with the growth rate of 0.3% in 8 years.

A slither of good news is that according to a report that appeared in the Farmers weekly, Gauteng saw an increase of 2,000 workers in the second quarter in 2009 in the agricultural sector, with this growth attributed to vegetable production.

GVA Growth Rates in the Primary Sector, 2001-2010



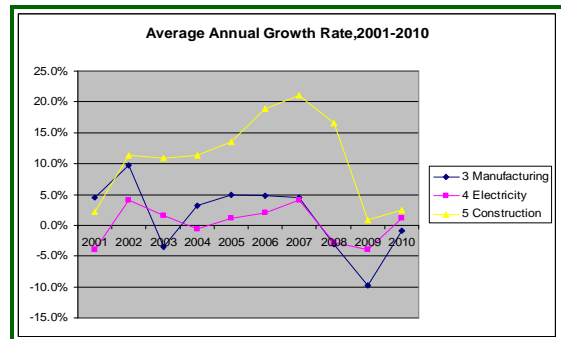
(Source: Global Insight, 2009)

▪ **Secondary Sector**

The secondary sector of the economy consists of manufacturing, electricity and construction. The manufacturing sector is the largest contributor to the economy of Sedibeng contributing 40.8%. Together they contribute 47.7% of a total Sedibeng economy representing a decrease of 4.6% compared to 2008 figures of 52.3%. Although the data for the district suggest that the manufacturing sector is undergoing a slow, but steady decline, and the service sector is growing, manufacturing is still the largest sector and twice the size of any other single sector. A breakdown of manufacturing reveals the dominance of metal production in the Sedibeng region's economy. Sedibeng is home to Arcelor-Mittal Steel, the primary steel producer in South Africa and the largest steel producer in the world. Furthermore, according to the Department of Trade and Industry, South Africa is the largest steel producer in Africa., with in 2008, 48% of Africa's total production being produced in the country, and the bulk of this production taking place in the Sedibeng DM. Despite the current favorable situations with regards to steel manufacturing, the envisaged huge rises in electricity costs over the next three years presents a huge threat to this

industry with its energy consumption. Commitments to reduce emissions also severely threaten the prospects of this industry.

GVA Growth Rates in the Secondary Sector, 2001-2010

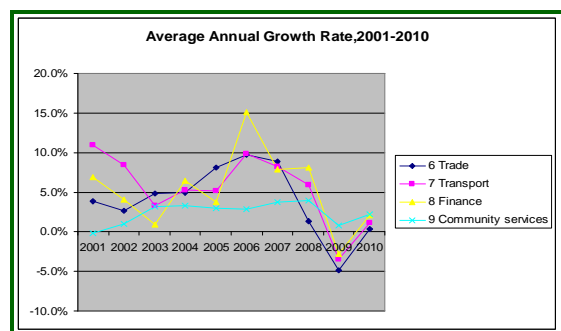


(Source: Global Insight, 2009)

▪ **Tertiary Sector**

The tertiary sector is basically the services sector as well as the government and contributes 50.2 % to the Sedibeng GVA. This sector has seen an increase of 4.5% compared to 2008 45.7%.

GVA Growth Rates in the Tertiary Sector, 2001 – 2010

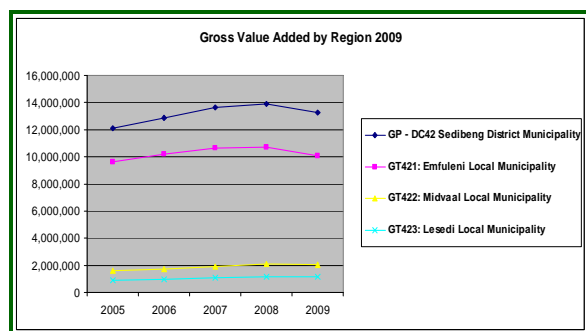


(Source: Global Insight, 2009)

The primary sector is the least contributor to the Sedibeng GVA at 2.1% followed by secondary sector at 74.7%. The main contributor is the tertiary sector at 50.2%. There seems to be a favourable shift towards the secondary and tertiary sector with both making a combined contribution of 97.9% of the total GVA.

2.1.8.3 Economic Performance

Gross Value Added by Region, 2009

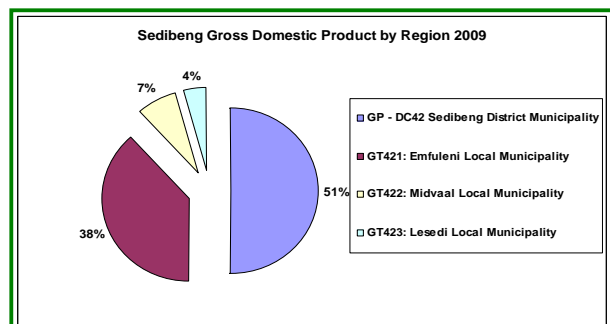


(Source: Global Insight, 2009)

The above figure gives us an analysis of Sedibeng's GVA and its locals.

The figure for Sedibeng and Emfuleni declined from 2008 to 2009 while Midvaal and Lesedi has been constant from 2008 to 2009.

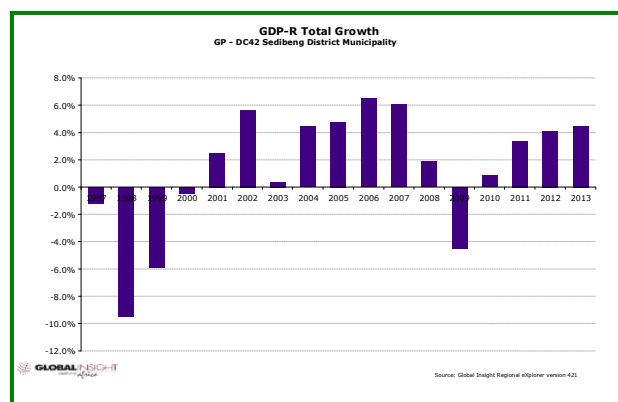
Composition of Sedibeng GDP by Municipality, 2009



(Source: Global Insight, 2009)

The figure above illustrates the comparison of the locals contributing to the GDP. Emfuleni local municipality is the biggest contributor to Sedibeng GDP and followed by Midvaal LM and Lesedi LM. The huge decline in the Sedibeng GDP shown in the figure below can be linked to the global meltdown crisis that was experienced for the past months

Total growth rate of Gross Domestic Product by Region, 2009



(Source: Global Insight, 2009)

The decline in the Sedibeng GDP shown in the graph 7 above in the period 2008 – 2009 can be linked to the global meltdown crisis that has affected both the local and international economies. However, the projections seem to point to an upwards swing in 2010 and beyond.

2.1.8.4 Location Quotients

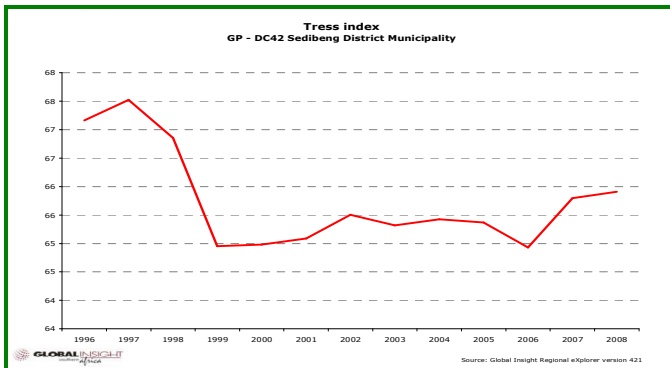
A specific regional economy has a comparative advantage over other regional economies if it can more efficiently produce the same good. The location quotient is one way of measuring this comparative advantage by taking into account production and employment. If the location quotient is larger than one for a specified sector and region, then that region has a comparative advantage in that sector. This is because the share of that sector of the specified regional economy is greater than the same sector in the national economy.

Sector	2001	2002	2003	2004	2005	2006	2007	2008
1 Agriculture	0.45	0.55	0.54	0.51	0.50	0.49	0.47	0.47
2 Mining	0.03	0.03	0.03	0.04	0.04	0.04	0.04	0.04
3 Manufacturing	2.27	2.33	2.29	2.32	2.36	2.39	2.48	2.45
4 Electricity	1.52	1.55	1.53	1.51	1.54	1.51	1.42	1.39
5 Construction	0.93	0.94	0.99	1.00	1.01	1.03	1.00	1.01
6 Trade	0.62	0.59	0.58	0.58	0.58	0.57	0.56	0.56
7 Transport	0.54	0.52	0.51	0.52	0.52	0.51	0.50	0.51
8 Finance	0.65	0.62	0.61	0.62	0.62	0.68	0.68	0.69
9 Community services	1.06	1.00	1.03	1.03	1.03	1.00	0.95	0.95
Total Industries	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

(Source: Global Insight, 2009)

2.1.8.5 Tress Index

The Tress index indicates the level of concentration (or diversification) in an economic region. A Tress index value of 0 means that all economic sectors in the region contribute equally to gross value added, whereas a Tress index of 1 means that one economic sector contributes to all Gross Value Added.



(Source: Global Insight 2009)

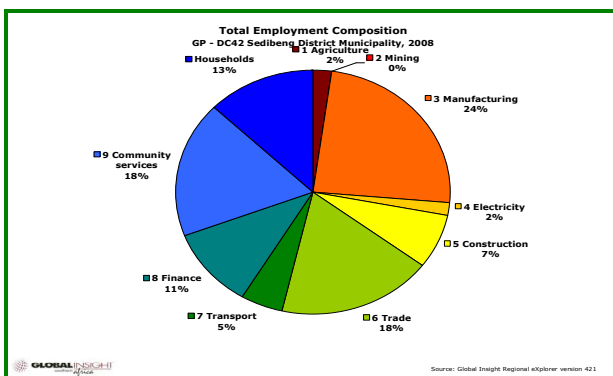
2.1.8.6 Labour Force Profile

Population of Employed People across all sectors.	Male		Female		Total	
	Count	Percentage	Count	Percentage	Count	Percentage
Black	153,212	82.4%	131,602	85.8%	284,814	83.9%
White	28,695	15.4%	19,057	12.4%	47,752	14.1%
Coloured	2,071	1.1%	1,822	1.2%	3,893	1.1%
Asian	1,939	1.0%	897	0.6%	2,836	0.8%
Total	185,917	100.0%	153,379	100.0%	339,296	100.0%

(Source: Global Insight, 2009)

A total of 339, 296 of the population are employed across all sectors of the economy in Sedibeng; this represents 42.1% of the population of the region. Blacks account for 83.9% of the economically active, followed by Whites at 14.1%, Coloureds at 1.1% and Asians at 0.8%. There was a decline in the total number of the economically active population from 375, 282 in 2007 to 339, 296 in 2008, this represents 35, 986 job losses. Blacks accounted for 94.7% of job losses, followed by Whites at 2.3%, Coloureds at 2.1% and Asians at 0.7%.The male population accounted for 54.8% while females comprised of 45.2% of the economically active population. The figures for males have increased by 1% while showing a decrease for females at 1.1%

2.1.8.7 Sectoral Employment



(Source: Global Insight, 2009)

The Sectoral Employment diagram provides us with the total employment composition across all sectors of the economy within Sedibeng, showing the manufacturing sector proves to be the largest contributing in terms of employment with 24% and followed by the Community Services sector with 18%.

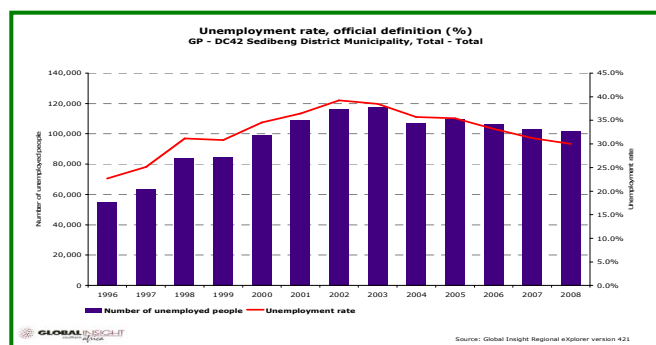
2.1.8.8 Population of Unemployed People.

	Male		Female		Total	
Black	42,347	94.04%	54,184	95.37%	96,531	94.78%
White	2,203	4.89%	2,145	3.78%	4,349	4.27%
Coloured	376	0.83%	407	0.72%	783	0.77%
Asian	105	0.23%	79	0.14%	184	0.18%
Total	45,032	100.00%	56,815	100.00%	101,846	100.00%

(Source: Global Insight, 2009)

The above table shows unemployment by race and by gender in the Sedibeng region.

The Black population accounts for 94.7% of the unemployed population with Black females recording the highest figures of unemployment in the region at 95.37%. The White population accounts for 4.27% of the unemployed Coloureds, Asians at 0.77% and 0.18% respectively.

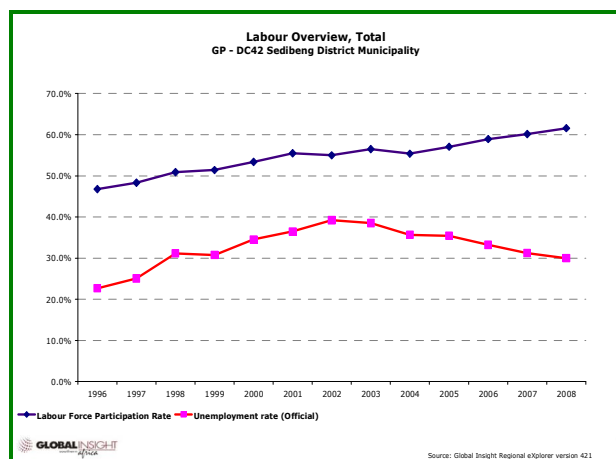


(Source: Global Insight, 2009)

The above diagram in the previous page shows labour force participation as well as unemployment rates in Sedibeng. There seem to be an increase in the labour force participation rate in the period 1996 to 2008.

A similar trend can be observed with the unemployment rate in the period 1996 to 2002. Since then, the unemployment has been on the decline. A drastic decline was experienced in the period 2002 to 2004 and in 2005 to 2008.

2.1.8.9 Labour force overview



(Source: Global Insight, 2009)

The numbering of “Labour Force” used by Statistics South Africa is “All persons of working age (15-65 years) who are employed or unemployed”. Labour Market” on the other hand is defined as, “All those of working age (5-65 years) the employed, the unemployed and the not economically active”. In 2007, 67.71% of the population in the district as between the ages of 15-65 (i.e. the labour market). However, only 44% of the population was located in the labour force, signalling a huge section of the workforce being located in the “not economically active-category”.

2.1.9 Tourism

The Sedibeng District Municipality has embarked on a major drive to promote and develop the Tourism Industry in the region as a direct result of the decline in economic activity in the Steel and related sectors of the region.

2.1.9.1 Tourism Potential

The Sedibeng region with its diverse tourism offerings, embedded in rich cultural and natural heritage products, has the potential to grow into a major tourism destination. Sedibeng district has been classified as an area with above average tourism potential.

The classification is based on the following:

Natural Resources, Cultural Heritage Resources, Scenic Attraction, Close proximity to Johannesburg and major travelling routes, Proximity to markets and airports, Strong infrastructure, Inland water resources, Tertiary Education Facilities and Quality medical facilities.

2.1.9.2 Tourism Promotion and Development

A Tourism Development Strategy for the area was developed and adopted in 2003 and principles, programmes and projects were encapsulated in the Sedibeng Growth and Development Strategy (2007) and the Sedibeng 2010 strategy (2007)

The Tourism Strategies have got the following goals namely:

- Develop a common understanding of the tourism industry, defining the roles and responsibilities of government in particular and the broader stakeholder groups, in growing the Tourism Industry in Sedibeng.
- Develop and formulate strategies to be implemented by each stakeholder group in relation to their respective roles taking the strengths and weaknesses of the Sedibeng Tourism Sector into consideration
- Build the capacity of the three major stakeholder groupings (Government, Private Sector and Community) to grow tourism and subsequently create economic and job opportunities.

In order to realize these objectives, the following programmes have been identified:

- **Tourism product development**

Quality assurance, Skills development, Routes development, Compilation of tourism packages, Business tourism

Tourism Infrastructure development,

Signage, Amenities, Precincts, Roads,

Tourism information and research,

Tourism marketing and promotion,

Website, Promotional material, Exhibitions,

Tourism institutional arrangements,

Reviving of Local Tourism Association, Establishment of a Local Regional Tourism Organisation and Capacity building and SMME support.

2.1.9.3 Tourism Products and Attractions

Accommodations:

- *Accommodation Audit:*

The Tourism Department has conducted an audit on the graded and non-graded accommodation facilities in the region and this is an on-going process

Graded Establishments

59 establishments have already been graded in the region and 115 establishments have been identified for grading. These establishments' details have been submitted for grading. Approximately 2900 beds have been identified for 2010 for visitors to the region.

2.1.9.4 Tourism Offerings and Packages

Packages have been designed by stakeholders to ensure that the quality of leisure activities is of a high-standard for international tourists, but will also ensure that local residents will also be able to take advantage of these offerings.

2.1.9.5 Marketing and Exhibitions

The Tourism Department is involved with many exhibition events on an annual basis. This platform is an excellent marketing tool to raise the tourism profile of the region.

A Generic Tourism Brochure, profiling the tourism offering in the region, have been printed and distributed.

2.1.9.6 Capacity Building and Skills Development

Sedibeng in partnership with Department of Tourism, Tourism Enterprise Partnership, Gauteng Enterprise Propeller, Gauteng Tourism Authority and tertiary institutions are conducting skills development and tourism awareness workshops on a regular basis to emerging and established tourism establishments.

2.1.9.7 Infrastructure, Signage and Routes Development

Eleven, (11) Tour routes throughout the region have been developed and are included in a survey to quantify, design and erect tourism signage in the region. Two more routes are in the process of being developed.

2.1.9.8 Institutional Arrangements

Roles and responsibilities of Tourism Stakeholders (Public Sector, Private Sector and Communities) were defined in a process implementing the Gauteng Tourism Institutional Framework, which will result in the establishment of a Regional Tourism Organization.

About two hundred and two (202) tourism related sites and products were identified in the Sedibeng District. In general the area contains a diverse range of tourism attractions and sites providing for adventure, heritage, art, nature, sports, business and educational tourism. The bulk of tourism related sites consist of accommodation (43%) with the next largest being heritage & art sites and leisure & entertainment sites making up 26 % and 22% respectively. The bulk of sites (50%) are located within the Vanderbijlpark/Vereeniging areas. The second concentration of sites is located in Heidelberg and the surrounding areas. Generally the area is well supplied with accommodation which appears to be well distributed and includes a range of quality and affordable levels, from luxury hotel and resort accommodation to self-catering, B&B, caravanning and camping accommodation.

There are 74 tourism sites (excluding accommodation and amenities) identified of which only 14% to 19% could be defined as full tourism products. The majority of those identified could not be defined as ready tourism products in terms of the definition of a tourism product as they lack support facilities. Access to the various sites was generally adequate; however, there is a need for better signage throughout the area.

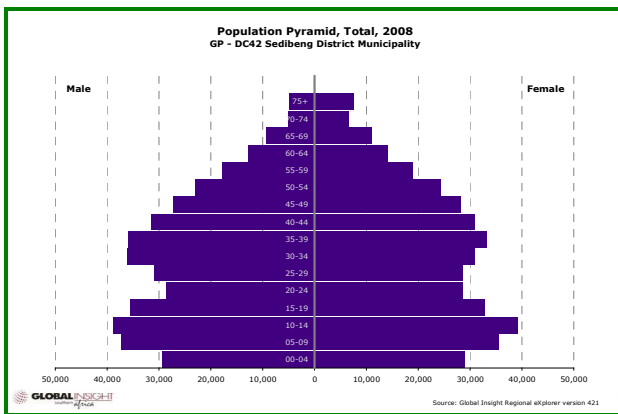
2.1.10 Summary of Demographic and Socio-Economic Characteristics

- The following provides a brief summary of the most pertinent demographic and socio-economic characteristics of the Sedibeng DM population:
 - ✓ Accurate, reliable and up-to-date information on (1) the demographic and socio-economic characteristics of the population (2) key trends in both regards is considered to be one of the major challenges in planning for the development of the district.
 - ✓ Sedibeng has the third smallest municipal population in Gauteng, consisting of just over 800,000 people in 2007, but the largest population of the three district municipalities and the greatest gross population density of the three districts.
 - ✓ The Sedibeng district has experienced a negative urbanization rate of .4% between 2000 and 2007.
 - ✓ The percentage share of the White population group in the total population has declined by 5% between 1998 and 2007 (from 21% to 16%).
 - ✓ In 2007, 6.71% of the Sedibeng population fell in the Labour Market category (age group 15-65), compared to 70.04% in Gauteng.
 - ✓ In 2007, 32.8% of people 20 years and older in Sedibeng had completed secondary schooling. Only 6.99% people older than 20 years in Sedibeng had completed some form of tertiary education compared to 12.95% in Gauteng.
- ✓ In 2007, 26.44% of people between 15 and 65 were unemployed, compared to 20.76% in Gauteng.
- ✓ More than 50% of people between 15 and 65 received no monthly income in 2007 and between 45% and 50% of the population, depending on the source, can be considered to be living in poverty.
- ✓ Information on the rate of HIV infections differs greatly between different studies (i.e. ranges between 12.9% and plus minus 30%).
- ✓ Unconfirmed reports suggest that xenophobia is on the rise, a phenomenon that is aggravated by the current economic recession.
- ✓ In 2007, more than 70% of dwellings in Sedibeng were house/brick structures on separate stands.
- ✓ In 2007%, 51.76% of households owned their dwellings (either paid-off or not yet paid-off). 20.46% of households rent housing.
- ✓ 18.5% of the population receive some form of social grant, which is 3.3% higher than the provincial average
- ✓ The district was below the provincial average in 200/8 with regards to all the listed types/categories of crime.

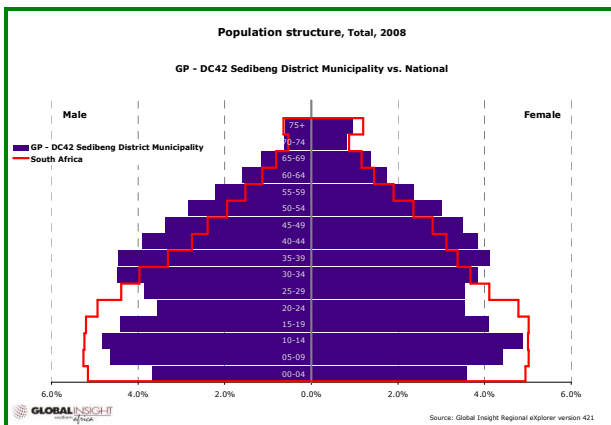
2.2 OUR PEOPLE

Our region of Sedibeng is moderately populated and the below mentioned statistics and comparative analysis of this district provide a base on which development within the municipality's area of jurisdiction can be made. According to Global Insight figures, the total population of Sedibeng 2009 is 805 436. According to Statistic SA Community Survey 2006, with its limitations, the total population of Sedibeng 800 819. The below figures provides us with and age breakdown of Sedibeng population, an age breakdown comparison with South Africa as well as the growth rate estimates.

Population pyramid for sedibeng 2009



(Source: Global Insight, 2009)

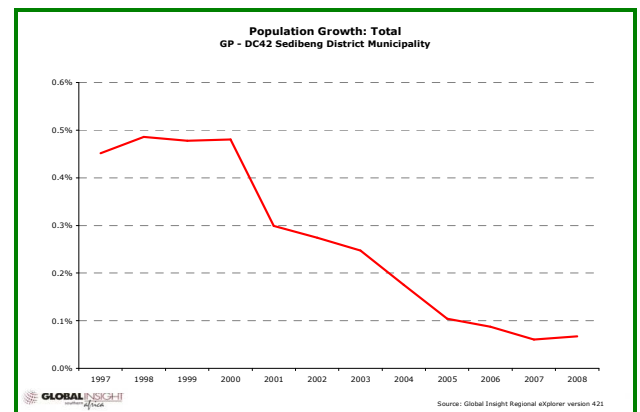


(Source: Global Insight, 2009)

The above graphs show us the age breakdown of the Sedibeng population as well as a comparison to South Africa.

Furthermore, it shows that there is a higher population between the ages 10 – 14 followed by 05 – 09. The smallest population is between the ages 70 – 74 followed by 75+. The population between ages 10 – 14 share a significant distribution of males and females. This may indicate that the population in the Sedibeng region may have an equal distribution of males and females in the future.

Population Growth for Sedibeng



(Source: Global Insight, 2009)

2.2.1 Distribution of Population per Municipality Sub Area

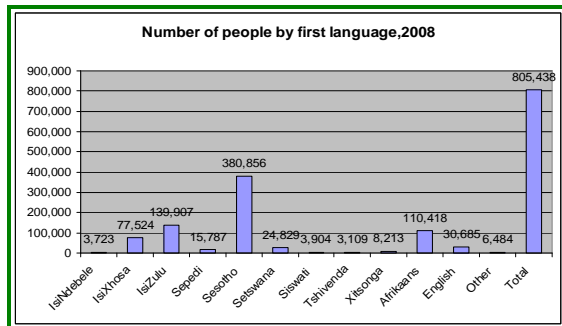
Emfuleni Local Municipality represents 81.2% of the entire Sedibeng District Municipality population, which effectively means that more people reside in the Emfuleni area. Approximately 27.6% land cover of the total district is made up of the townships where a majority of the population resides. Although Emfuleni represents the largest population of SDM, it is Lesedi that has the biggest land/geographic space followed by Midvaal. There is a great potential for these municipalities for investment that still require land. The table below illustrates the population distribution by gender and population groups in Sedibeng.

Distribution of Population per Municipality

		Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	Male	335,493	276,766	26,030	32,697
	Female	329,905	273,333	25,346	31,225
White	Male	60,905	43,785	11,906	5,213
	Female	61,593	44,944	11,346	5,303
Coloured	Male	4,923	3,669	630	623
	Female	5,096	3,883	652	561
Asian or Indian	Male	3,805	3,255	182	368
	Female	3,719	3,183	163	373
Total		805,436	652,818	76,255	76,363

(Source: Global Insight, 2009)

Sedibeng is largely dominated by Sesotho speaking people that are spread across the district in all locals, followed by IsiZulu and Afrikaans respectively as indicated in graph below.



(Source: Global Insight, 2009)

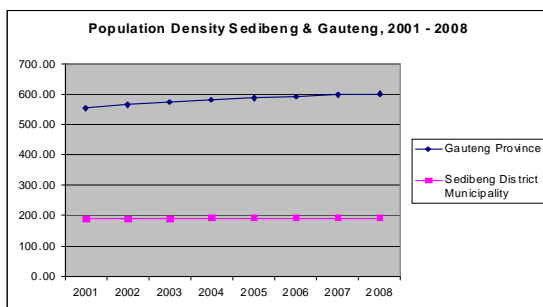
2.2.1.1 Population Density

Population Density is defined as the number of persons per square kilometers.

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	159.00	568.50	29.72	42.94
White	29.27	91.70	13.45	7.06
Coloured	2.39	7.80	0.74	0.80
Asian	1.80	6.65	0.20	0.50
Total	192.47	674.65	44.12	51.29

(Source: Global Insight, 2009)

Population Density Sedibeng & Gauteng, 2001 - 2008



(Source: Global Insight, 2009)

The population density graph shows that there has been a steady increase in population density from 2001 to 2008 for Gauteng, whilst the population density in Sedibeng has remained fairly constant over the same period. However the comparison in population density over the period 2007 to 2008 produced the same observation i.e. the population density has remained constant.

In Gauteng the density levels were approximately 554 km² in 2001, this increased to 602 km² in 2008. Although there has been an increase in the density levels in Gauteng over the years, density levels seem to be settling down to a constant of approximately 600km², particularly over the period 2007 and 2008.

In Sedibeng the density levels were approximately 190 km² in 2001 and this increased to approximately 192 km² in 2008. Population density levels in Sedibeng have settled to 91 km² between 2001 and 2008.

2.2.2 Urbanisation

Urbanisation measures the percentage of people in a region that are living in urban areas. Urban and Rural areas are defined as follows:

- An urban area is one that has been legally proclaimed as being urban. These include towns, cities and metropolitan areas.
- A semi-urban area is not part of a legally proclaimed urban area, but adjoins it. Informal settlements are examples of these types of areas. Semi-urban areas have been included with non-urban areas.
- All other areas are classified as non-urban, including commercial farms, small settlements, rural villages and other areas, which are further away from towns and cities than semi-urban areas.

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	89.6%	95.7%	40.5%	76.8%
White	84.7%	91.1%	66.3%	71.5%
Coloured	85.0%	95.9%	36.5%	67.6%
Asian	92.1%	96.0%		89.0%
Total	88.8%	95.1%	48.2%	76.0%

(Source: Global Insight, 2009)

The table above illustrates that Emfuleni has the highest number of people living in urban areas at 95.1% with Midvaal reflecting the lowest rate at 48.2%.

Sedibeng urbanization figures have been declining from 93.6% in 2000, to 92.2% in 2007 and 88.8% in 2008.

This decline in the rate of urbanization is largely attributed to increased emergence of informal dwelling and growth in urban sprawl which is characterized by lack of or poor infrastructure such as access to water, electricity, sanitation and other important social facilities.

Number of household by population Groups

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	201,047	160,992	22,565	17,489
White	43,378	32,077	7,933	3,368
Coloured	2,811	2,021	507	284
Asian	2,033	1,754	98	181
Total	249,269	196,844	31,102	21,323

(Source: Global Insight, 2009)

2.2.3 Migration

Growth in population is influenced through a triangulation of fertility (babies that are born), mortality (deaths) and migration (people moving in and out of the area). Migration plays an important role, especially in Gauteng, the largest recipient of in-migration in South Africa. Yet, unlike Gauteng as a whole Sedibeng is no longer a major recipient of new migrants and there are indications that young people are leaving the area to look for better work opportunities elsewhere in the Gauteng Province and the other Provinces.

Historical patterns of migration into Sedibeng region came from Free State in the main, as this area/region is the first stop into Gauteng. Major migration into the region comes primarily from farm dwellers and poor people from rural areas, who migrate because of all sorts of abuses in the farms, thus migrate to seek better opportunities, especially jobs, better wages, improved amenities and housing as well as security of tenure.

The current trends of migration at present show that the majority of people coming to this region are students who come to study at institutions of higher education. The main attraction of young people into this area is to further their studies at North West University Vaal Campus, Vaal University of Technology, and Sedibeng Colleges as well as other independent institutions.

This influx of students migration into SDM has had a positive impact in the regional and provincial economy, since even the national trends indicate that after successful completion or even drop out of their studies, students hardly returns to their respective homes but seek jobs in that area.

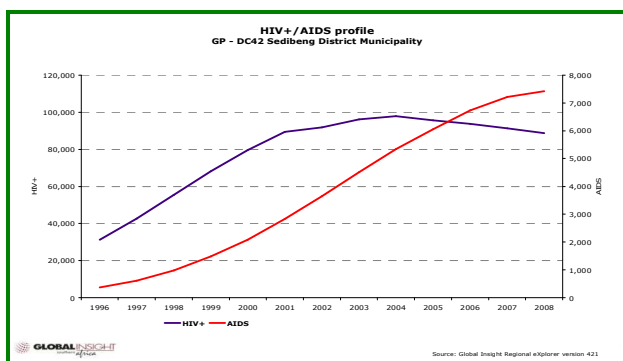
2.2.4 HIV and AIDS Prevalence

The rapid expansion of treatment access in resource limited setting is saving lives, improving the quality of life and contribute to the rejuvenation

of individuals, households, families, communities and the society. However, the low utilisation rates of the VCT services reduce the impact of treatment because individuals are diagnosed late in the course of HIV infection thus leading to poor prognosis.

The District has developed a strategy that is aligned to the National Strategic Plan and Provincial Strategic Plan. The programme of action was then adopted by the District AIDS Council and the Mayoral Committee. Subsequently interventions were employed, the focus being the ward-based approach, to assist in the mitigation of HIV-prevalence among the communities of the region.

Number of HIV Positive Individuals



(Source: Global Insight, 2009)

The graph above shows a steady decline in the number of people living with HIV, between 2004 and 2008 in Sedibeng District.

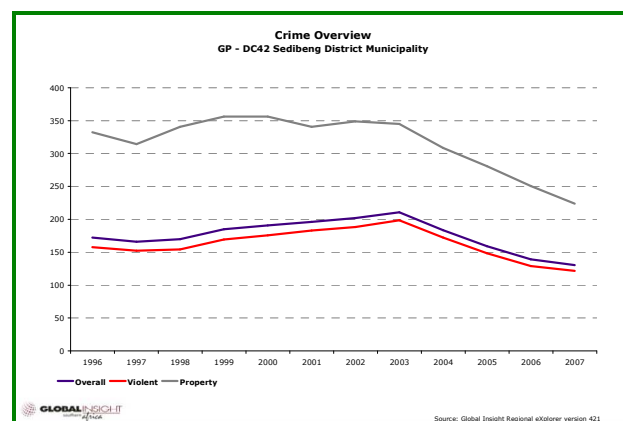
The new HIV- infections have decreased drastically from just below 100, 000 in 2003 to just above 80,000 in 2008. This is further attested by the National HIV and Syphilis Prevalence Survey Report for 2008, which shows the district's HIV-prevalence rates at 31.8% in 2008 from 35% in 2006. It is evident from the results that HIV-prevalence rates among 20-24 years old, which is also the MDG 6 target indicator 18, stands at 21.7% in 2008 compared to 22.1% in 2007. The results illustrate the positive impact of various HIV and AIDS programmes the District launched and are implementing in the past two to three years,

including the ward-based approach to the mitigation of the socio-economic impacts of HIV&AIDS in the region. Although the AIDS-related illnesses are on the increase, the increase seems steady and statistically insignificant. The district is convinced that with the continuing decline in the HIV-prevalence, over time the AIDS-related illnesses will also slow down, especially with the full-scale provision of the antiretroviral drugs.

2.2.5 Crime

The crime statistics in the region has shown a steady decline, particularly between 2003 and 2007. This can be largely attributed to our CCTV and the CPF community patrollers in our townships.

Crime rate in the region was higher between 1997 and 2000 as indicated by the graph. The analysis is specifically on the violent and business robberies.



(Source: Global Insight, 2009)

2.2.6 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.

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	0.52	0.53	0.45	0.47
White	0.87	0.87	0.88	0.87
Coloured	0.60	0.62	0.55	0.49
Asian	0.77	0.76		
Total	0.60	0.60	0.64	0.56

(Source: Global Insight, 2009)

Table 12 depicts the HDI composition by population group in the period 2008 -2009 for Sedibeng District and its Locals. HDI levels for Whites are the highest at 0.87 followed by Asians at 0.77, Coloureds at 0.6 and Blacks at 0.52. The overall development level of Sedibeng District has decreased from 0.62 in 2007 to 0.6 in 2008.

2.2.7 Gini coefficient

The Gini coefficient is a summary statistic of income inequality, which varies from 0 (in the case of perfect equality where all households earn equal income) to 1 (in the case where one household earns all the income and other households earn nothing). In practice the coefficient is likely to vary from approximately 0, 25 to 0, 70.

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	0.59	0.58	0.54	0.66
White	0.46	0.46	0.45	0.46
Coloured	0.66	0.66	0.66	
Asian	0.54	0.54		
Total	0.67	0.64	0.73	0.72

(Source: Global Insight, 2009)

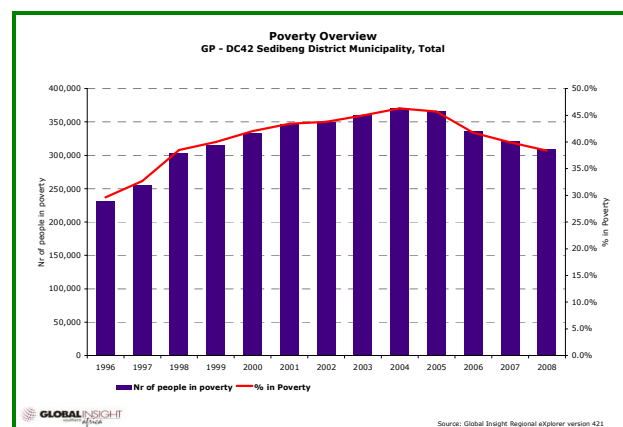
2.2.8 Poverty rate

The number of people in poverty is the number of people living in households that have an income less than the poverty income. The percentage of people in poverty is the percentage these people

relative to the total regional population. It should be noted that the poverty income is defined as the minimum monthly income needed to sustain a household and varies according to the size of that household. The larger the household, the larger the income required to keep its members out of poverty.

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	45.2%	47.6%	23.1%	41.8%
White	5.4%	4.6%	4.8%	12.8%
Coloured	16.9%	19.9%	8.1%	7.6%
Asian	5.7%	5.0%	2.2%	13.0%
Total	38.4%	41.0%	17.2%	37.0%

(Source: Global Insight, 2009)



(Source: Global Insight, 2009)

The graph above illustrates a significant decline in the percentage of people living in poverty, from 2005 to 2008 i.e. from 44.8% to 36.8% respectively. This represents a dramatic achievement in the fight against poverty in the Sedibeng region, represented by 8% decrease of people living in poverty from 2005 to 2008.

2.2.8.1 Poverty Gap

A shortcoming of the poverty rate as an indicator of poverty is that it does not give any indication of the *depth* of poverty i.e. how far the poor households are below the poverty income level. Here, the poverty gap proves useful in that it measures the difference between each poor household's income and the poverty line. It thus measures the depth of poverty of each poor household. In other words, how much extra all of the poor households would have to earn to raise themselves up to the minimum living level.

	Sedibeng District Municipality	Emfuleni Local Municipality	Midvaal Local Municipality	Lesedi Local Municipality
Black	530	460	25	46
White	17	11	3	4
Coloured	5	4	0	0
Asian	1	1	0	0
Total	553	475	28	50

(Source: Global Insight, 2009)

Emfuleni has the highest poverty gap followed by Lesedi and Midvaal respectively. Blacks have the highest poverty gap at 460, followed by Whites at 11, Coloureds and Asians at 4 and 1 respectively.

2.2.9 Income levels

The following section shows how many houses are in each of the predefined income categories, starting at the lowest income category R0 - R2 400 per annum up to R2 400 000 per annum and includes payments in kind from employers, old age pensions, income from informal sector activities, etc.

Income category	Black	White	Coloured	Asian	Total
0-2400	1,527	0	83	0	1,610
2400-6000	4,707	18	71	0	4,797
6000-12000	21,144	65	610	35	21,855
12000-18000	23,926	61	409	48	24,444
18000-30000	31,999	66	312	102	32,478
30000-42000	26,871	34	271	120	27,296
42000-54000	20,377	358	188	108	21,032
54000-72000	18,743	1,122	194	227	20,285
72000-96000	15,136	2,347	160	281	17,924
96000-132000	12,212	4,380	141	163	16,895
132000-192000	9,829	6,264	128	259	16,480
192000-360000	9,087	12,136	145	382	21,749
360000-600000	3,669	8,607	59	180	12,514
600000-1200000	1,407	5,641	41	106	7,195
1200000-2400000	358	1,838	0	21	2,217
2400000+	54	442	0	2	498
Total	201,047	43,378	2,811	2,033	249,269

(Source: Global Insight, 2009)

2.2.9.1 Expenditure

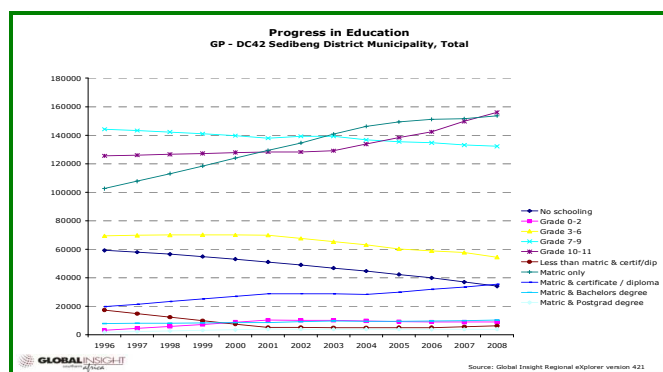
This is a measurement of the total expenditure within the region on the specified good or goods.

Annual expenditure by product type (R 1000)			
Accommodation	3,455,332	Transport	4,015,441
Holiday	176,621	Computer	149,762
Domestic workers	540,877	Communication	397,535
Food	6,970,025	Education self	681,742
Smoking	460,937	Education bursaries	78,262
Personal care	706,708	Reading	120,130
Other HH goods	331,272	Recreation	394,979
Household Services	24,407	Misc Goods	68,510
Household Fuel	142,673	Misc Fees	429,243
Clothing	1,353,547	Taxes	3,600,775
Household Equipments	1,175,945	Finance	1,521,014
Medical schemes	1,845,442	Other expenditure	273,665
Medical other	297,525	Total expenditure	29,212,368

(Source: Global Insight, 2009)

2.2.10 Level of Education in the District

The level of education is measured only for persons aged 15 and above. In other words, one needs to be older than 15 before they can be classified into one of the listed education categories.



(Source: Global Insight, 2009)

2.2.11 Literacy Rate

Functional literacy is defined as the proportion of persons aged 20 and above that has completed Grade 7. There is a 29% of non-attendance of school or other educational facilities in Sedibeng. Children are exposed to Early Childhood Development through the introduction of grade – R in most of the primary schools. Training is offered to the care-givers to address literacy – rate. The Department of Education is providing A.B.E.T in all its institutions.

	Illiterate	Literate	%
Black	109,237	314,946	74.2%
White	3,420	87,783	96.3%
Coloured	1,073	5,313	83.2%
Asian	350	4,916	93.4%
Total	114,079	412,957	78.4%

(Source: Global Insight, 2009)

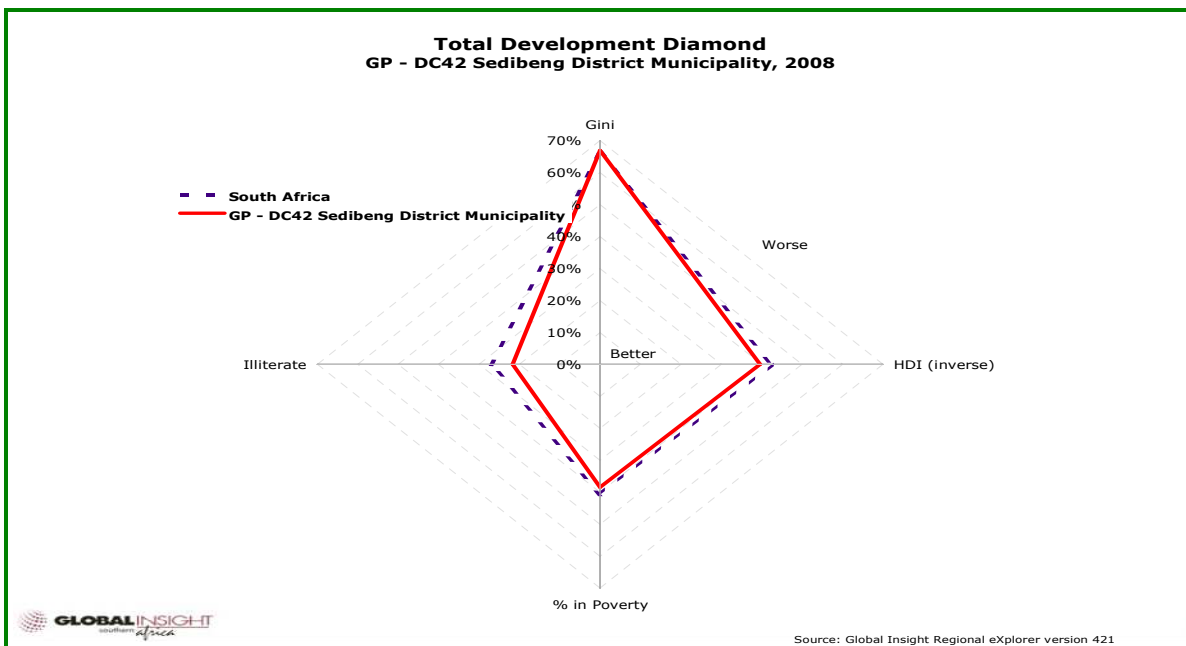
2.2.11 Skills Development

With regard to skills development for designated groups, no special emphasis was given; particularly between ages (14 -35) age cohort. In addition, no distinction levels of mental disability i.e. (low, mild, moderate, severe and profound) were provided.

2.2.12 Development Diamond

The development diamond gives an overview of development in the region compared to the national total. Four variables; the Gini coefficient, HDI, percentage of people in poverty and the literacy rate are used to depict the overall development in the region.

Human Development Diamond



The abovementioned diagram is an illustration of Development Diamond in the region using four variables; (a) Gini coefficient, (b) Human Development Index (HDI), (c) percentage of people living in poverty and (d) the literacy rate.

Gini coefficient is used to measure inequalities, and literacy rate is used to measure numeracy, reading, and writing abilities about people, whilst the poverty rate measurement use the definition of indigent policy. Human Development Index (HDI) measures access to education, provision of quality of education, including Early Child Development (ECD), and access to health etc.

The optimum Gini co-efficient is zero, representing about an absolute equality in society and the above illustration point to the fact that in Sedibeng District Municipality, our Gini- coefficient is about 68 %,

which is 0.68. The four quadrants represent our variables be greater, extent of illiteracy, poverty, underdevelopment inequality. The diagram indicates the SDM level of illiteracy, percentage of poverty, underdevelopment and inequalities are better than the national averages in all variables. Therefore, the larger Development diamond, the less developed the region. The smaller (close to the center) the more developed the region is considered to be.

2.3 OUR INSTITUTION

▪ Political overview

Recently there has been a sporadic and disproportionate eruption of service delivery unrests in South Africa. Sedibeng region has not been immune to these civil unrests (Ratanda, Sebokeng, Sharpeville, Midvaal, Rust-ter-vaal, and Evaton). These service delivery protests are occurring despite government's remarkable response to service delivery as part of its endeavors' to improve the lives of the people.

Service delivery protests are proliferation of underlying symptoms of service delivery dissatisfaction such as poor service delivery, high levels of unemployment and poverty. Not only are they service delivery in nature, but driven by these socio-economic factors that communities are experiencing. These protests are starting to take a sectoral approach, amongst the sectors that are most vociferous is labour, which despite the ongoing wage negotiations and tactics used to break wage negotiations deadlocks through strikes, find themselves involved in workplace grievances. So does the transportation sector involving taxi operators as well as drivers as a result of the bus rapid transport system and other related transport disputes. Youth discontent is on the simmer and manifesting them in defying government projects. The youth in their endeavors of seeking for employment and business opportunities are starting to mobilize themselves more strongly around employment and business opportunities. The construction sector is also mobilizing them in challenging the utilization of local contractors in infrastructure development projects. This comes as a result that there is a growing concern that local businesses do not benefit from infrastructure development projects initiated by government in the region. The manner in which government executes its capital

projects with the councilors at the epicenter of the project implementation in the wards, find councillors more than often at odds with the communities, political organizations as well as the civic movement. Public participation and stakeholder engagement can contribute immensely towards the service delivery dissatisfaction that is currently prevailing. The Public Participation Summit that was convened is a step in the right direction towards achieving democratic, developmental governance at a district level. The Public Participation Summit deliberated extensively on the following matters:

- Solidify social cohesion
- Developmental aspects of Public Participation
- Governance approach to Public Participation
- Two-tier system of Public Participation

Governance is one area that can be improved, currently governance show Signs of inadequate oversight, supervision, and support intervention mechanisms. Ward committees are functioning inconsistently and communities are not receiving timeous and adequate feedback. Generally lacks of follow up of service delivery complaints and weak oversight and accountability on service delivery related complaints are raised by communities. Not all the Section 79 Committees are functioning effectively, MPAC and Petition Management Committee has stepped up their oversight and accountability, though not yet at an optimal level. Adequate oversight over the administration is lacking. The caucus of the ruling party has increased its political oversight. According to the Turn-around strategy on local government, indications are that the following elements require vigorous attention (SA, 2009).

- Ensure that municipalities meet the basic service needs of communities,
- Build a clean, effective, efficient, responsive and accountable local government,
- Improved performance and professionalism in municipalities
- Improved national and provincial policy, oversight and support
- Strengthen partnerships between communities, civil society and local government

2.3.1 Institutional Development and Transformation

The Sedibeng District Municipality was born out of the new system of local government, which came into being between 1998 and 2000, when the Parliament of South Africa enacted a number of statutes which entirely transformed the systems, institutions and processes of local government. For the majority of the population this was a dawn of a new era in which local government included their voice and inputs in government activities for the first time.

Government put in place a vision of municipal structures that would be both democratic and developmental, and which would aim to fulfil government's constitutional mandates. The government transformed the entire systems, institutions and processes of local government. This was to enable this sphere of government, closest to the communities which were previously disadvantaged; to have easy access to services as a whole and to have people oriented administrative structures and political office bearers.

While addressing the vast service delivery challenges and backlogs created by the legacy of the past, the new municipal structures also had to face the challenges posed by rapid urbanization and in-migration unleashed by the collapse of the apartheid's vision of spatial segregation and the increasing expectations for a better life for all South Africans.

Government had to bring about new establishments, organizational structures and organizational designs which will have capacity to deliver municipal services and all delegated responsibilities as well as continuously build capacity to deliver.

On the basis of empirical studies on local government's achievements and challenges, institutional development and transformation are identified as strategic challenges that municipalities have to address now and in the future. Municipality's performance will be assessed on the basis of institutional development and transformation during this period until towards the 2011 local government elections. Performance Management Systems (PMS) for the institution and staff need to be aligned to the strategic objectives of the organization as this will also form part of the assessment of each municipality.

2.3.2 The Legislative Framework

A number of statutes were enacted by Parliament between 1998 and 2003 to transform local government, amongst these were the Municipal Structures Act (1998), the Municipal Demarcation Act (1998), the Municipal Systems Act (2000), the Local Government Elections Act (2000) and the Municipal Finance Management Act (2003) which also redefined the financial framework for municipal operations.

2.3.3 Capacity Issues

Local government structures had to expand their capacity to deliver a range of social services and decentralized functions from other spheres of government. This resulted in the need to recreate and develop structures, capacity and policy frameworks that will ensure achievement of objectives and mandates set out by the legislative frameworks and decentralization of functions.

The targets set by the national government are cascaded to municipalities with an expectation to meet these targets and deliver services to all citizens. However there are sometimes challenges faced by municipalities with regard to implementation due to gaps between the skills required to perform and the existing capacity of these municipalities.

The SDM has successfully achieved and managed to overcome a challenge of restructuring the organisation, then process was concluded in 2008 and the new organogram was adopted and approved by Council. The organizational structure was amended to ensure effective service delivery as well as accommodate new functions the municipality is expected to perform in line with the implementation of the Growth and Development Strategy (GDS) as well as flagship projects such as the Vaal 21 and Precincts development. The alignment of the IDP and the GDS is an important aspect to ensure growth of SDM's local economy and establishment of the region's competitive edge. More resources need to be invested in this endeavour.

2.3.4 Staffing

Sedibeng District Municipality comprises of 889 employees. Staffing is done in accordance with Council approved policy on recruitment and selection.

Staffing processes are geared towards recruiting skilled and competent employees in order to effectively and efficiently achieve strategic objectives, thereby providing excellent service delivery.

In the event where the dynamics of expansion of communities necessitate adaptation to meet the community requirements, the approved organogram may be amended and approved by the Municipal Manager as the Accounting Officer to accommodate additional needs.

2.3.4.1 Staff Retention

One of the staffing challenges facing the SDM is to retain skilled staff. Retaining employees is a top priority for the Council. In order to contain/arrest the loss of skill and administrative leadership, the following retention strategies will assist:

- Performance acknowledgement and recognition.
- South African Local Government Association (SALGA) is in the process of standardising the industry Conditions of Employment, Salary structures, regulatory policies and practices.
- Processes are unfolding to create a Single Public Service (integration of Local Government Provincial Structures and the Central Government).
- Municipality is intensifying its individual career development interventions as a strategy to retain staff.

The Municipality has established an Employee Assistance Programme that caters for the wellness of employees.

2.3.5 Institutional Arrangement

The table below depicts the staff compliment and breakdown of the Institution per Cluster / function within Municipality for the period under review (Financial Year 2009/2010)

Clusters	Staff compliment
Office of the Speaker	06
Office of the Executive Mayor	09
Office of the Chief Whip	05
Municipal Manager's Office	10
Corporate Services	250
Treasury	34

Clusters	Staff compliment
Community Services	326
Strategic Planning & Economic Development	44
Transport Infrastructure & Environment	163
Total	847

The total annual salary expenditure is R227m for the above staff including the elected officials.

2.3.6 Labour Relations

The Local Labour Forum (LLF), a creation of centralized Collective Bargaining functional and meetings are held at agreed intervals. The LLF consists of two Industry recognized unions which are South African Municipal Workers Union (SAMWU) and Independent Municipal and Allied Trade Union (IMATU)

During the period under review, IMATU does not participate in the LLF as it failed to sustain its workplace paid membership to the agreed threshold of 15%. Notwithstanding the absence of IMATU, the LLF has continued with its mandate flowing out of the Collective Agreement. Among its achievements, the Local Labour Forum has successfully initiated policies that were approved by Council.

2.3.7 Unfilled Posts

In 2005, the number of unfilled posts was approximately 30%. In 2007 this was addressed through the approval by Council and implementation of the new organisational structure. Although the Municipality faced challenges with regards to the evaluation of job descriptions and SALGA grading processes, the Municipality has managed to reduce the number of unfilled posts.

- The brain drain of staff impacted seriously on the service delivery within the health sector in particular at the Local Municipality level in District.
- Labour relations issues and resultant suspensions and dismissals of staff added to this high staff turn-over thus creating an impression that the issue of unfilled post is worse in SDM, whereas it is not.

In terms of functions performed year on year since 2002 to 2008, the functions performed by the SDM have decreased from 16 in 2002 to 8 in 2008 as the District decentralized the implementation authority to Locals as required by the powers and functions. See the Municipal Demarcation Board Report below on capacity assessment for the period 2008/209.

MDB Code	Municipality Name	2002	2003	2004	2005	2006	2007	2008
DC 42	Sedibeng DM	16	12	17	18	11	7	8
GT42 1	Ermfuleni LM	27	24	23	23	27	30	28
GT42 2	Midvaal LM	26	27	26	23	24	20	26
GT42 3	Lesedi LM	25	25	27	24	31	24	27

Number of Functions Performed by SDM – Year on Year

The functions of the District which now include planning, facilitation and coordination have decreased from 47.06% in 2002 to 21.05% in 2008. According to the DPLG, linked to the problem of unfilled post are the deficiencies in the professional and technical skills that Municipalities require to effectively execute their capacities. The analysis of skills shortages by occupation for all Municipalities indicates the greatest shortages in the technical and associated professional categories at 7.1% and 4% respectively.

The quality and effectiveness of the new institutional framework, organizational and political systems are the focus of the IDP and PMS in this political term. These should become useful tools for ongoing municipal management, service delivery and pro-active community development.

Another challenge is to attract technical proficient skills to local government to build a cadre of local government professionals who are highly skilled and capacitated. This could be achieved through capacity building programs linked to personal development plans of the performance management and development system.

For the period ending February 2010 the Council has the following vacant positions:

Levels	Designation	Number
Executive Directors	Strategic Planning & Economic Development	1
Other Levels	Job Level 2 - 13	29

Some of the positions mentioned above are currently being advertised (March 2010) and may be filled by 01 May 2010.

With the growth of the population and the communities within the SDM the demand for municipal services will reciprocally increase, necessitating the expansion of the staff establishment in order to meet the increased demand. The resultant vacancies will be catered for in the forthcoming financial years.

2.3.8 Employment Equity Plan

In terms of Section 20 of the Employment Equity Act, all designated employers, must prepare and implement the employment equity plan, which will achieve reasonable progress towards employment equity.

The Municipality, in an effort to comply has developed an equity policy and plan to demonstrate its commitment to achieve equity in the workplace by promoting equal opportunity and fair treatment in employment.

The establishment of the plan will assist the Municipality to set targets and implement corrective measures and eliminate all unfair practices and redress imbalances. So moving forward, the

Council will ensure that the means are devised to employ interventions aimed at empowerment for the designated groups including people with disabilities.

The following table depicts the current profile of SDM for the period ending February 2010.

Breakdown of occupational classes for the period ending, February 2010.

Occupational Levels	Male				Female						Total
	African	Coloured	Indian	White	African	Coloured	Indian	White	Male	Female	
Top management (0-3)	26	03	03	08	7	00	00	02	40	09	49
Senior management (4 – 5)	34	02	00	09	17	01	02	07	45	27	72
Professionally qualified and experienced specialists and mid-management (6-7)	58	02	02	18	36	01	03	13	80	53	133
Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents (8-11)	184	05	02	07	212	04	02	10	198	228	426
Semi-skilled and discretionary decision making (12)	06	00	00	00	00	00	00	01	06	01	07
Unskilled and defined decision making (13-17)	91	01	00	00	68	00	00	00	92	68	160
GRAND TOTAL	399	13	07	42	340	06	07	33	461	386	847

2.3.9 Workplace Skills Plan -WSP

2.3.9.1 Training and Development

Training and Development is one of the Municipality's strategy to have employees with appropriate knowledge, skills and behaviours to meet its business objectives in both the short and longer term. The Council in it's an endeavour to create a learning organization, set aside a budget on an annual to cater for skills needs. Furthermore, training and development is aligned with the Council's Performance Management and addresses statutory education and training including those that are related to compliance e.g. Occupational Health and Safety and Emergency Services Requirements. Moreover, our approach on training allows the Municipality to maximize its potential to utilize available national and other resources like Workplace Skills Levies to fund development initiatives. The table below illustrates organisational capacity building and skills development undergone by the employees for the period ending January 2010 as part of the Workplace Skills Plan.

Training & Development Programme	No of Employees	Occupational Group
1. Advanced Accounting Training	18	Licensing Clerks
2. Internship Programmes (Finance)	06	Financial Interns
3. Emergency Services	09	Basic Life Support Attendant
4. Advanced Management Programme	01	Quality Control Officer
5. Project Management	01	Admin Assistant
6. Management and Development	04	Personnel Officers

Training & Development Programme	No of Employees	Occupational Group
7. Examiner for Driving License	04	Clerk
8. Entrepreneurship Programme	01	Youth Adviser
9. Events Management	01	Events Officer
10. Creative conscious training	01	Telecommunicator
11. Pay Day Training/ Leave Administration	09	Managers/ Personnel Officers
Conversational Skills for Women	01	Assistant Manager
12. Project Khaedu Change Management Programme	04	Assistant Manager /Coordinators
13. Performance Auditing	01	Assistant Management
14. Computer Practice for Unemployed	80	Youth (Conducted @Youth Advisory Centers)
15. Executive Programme for Office Administration	40	Administrative Assistant /Office Managers
16. ISO : Occupational Health and Safety	1	Personnel Officer
17. Municipal		Managers/Directors
18. Supply Chain Management for end users	40	Office Managers/Admin Assistant
19. Master of Business Administration	1	Director
20. Certificate for Management and Development Programme	4	Directors/Managers
21. Advance Records Management	3	Records Clerk
22. Business Administration	1	Director
23. Meeting Disability targets in the workplace	1	Personnel Officer
24. Building Mentoring EAP in the workplace	1	Personnel Officer
25. Fire Fighting	15	Basic Life Support Attendant
26. Basic Life Support Refresher	45	Basic Life Support Attendant
27. Hazmat Awareness	23	Basic Life Support Attendant
Total	316	

2.3.10 Performance Management and Development System

According to the Municipal Systems Act 2000, Chapter 6 (38) the municipality is required to establish a performance management and development system (PMDS). Therefore the municipality must establish a performance management system that is:

- Commensurate with its resources;
- Best suited to its circumstances; and
- In line with the priorities, objectives, indicators and targets contained in its IDP.

Promote a culture of performance management among its political structures, political office bearers and councillors and in its administration. The Municipal Performance Management Regulations, of 2001 describes the nature of a performance management and development systems that the municipalities must develop and implement. Furthermore it is stipulated in the Municipal Financial Management Act no 32 of 2000 Chapter 6 that the Municipalities must

- Establish a performance management and development system; as well as
- Develop a performance management and development system;

The PDMS sought to achieve the following:

- To link the Sedibeng Growth and Development Strategy (GDS) 2025 and the IDP to departmental teams and individual performance;
- To fulfill all applicable national, provincial and local government legislative requirements on performance management;
- To improve the organizational performance by improving team and individual performance;
- To clarify expectations of what teams and individuals are required to achieve;

- To develop the skills, competencies and abilities of individuals within the organization;
- To develop a sound working relationship between managers and Employees through the development of agreed objectives, the provision of feedback, counseling and coaching;
- To identify and reward staff who render exceptional performance;
- To identify staff who render unsatisfactory performance and provide appropriate remedial action;
- To provide a mechanism for identifying and linking training needs to performance management;

In this regard the SDM has implemented a fully functioning performance management and development system. To ensure implementation of the system, performance management system training was conducted to all departments during the financial year of 2007/08

All Section 57 employees signed their performance management contracts and were assessed through the quarterly reviews process and annual assessment process as required by legislation and their performance scores were submitted to the Remuneration Committee to decide on performance bonuses. A total of 40 Non- section 57 Senior Managers signed their Performance Agreements and were also assessed for the financial year of 2007/2008.

Further training and consultation is taking place within the departments to assist with the signing of performance agreements as well as development of individual performance plans for the financial year of 2008/2009.

Some of the challenges experienced in the current financial year (2009/2010) include amongst others lack of linkage between individual key performance

areas and organizational strategic objectives; inadequate performance reviews as well as reluctance to sign performance agreement contracts.

In line with the above, the Council has put some measures to address the above:

- Procurement of service provider to fast-track the process of contracting and importing data on an electronic system.
- Provide continuous staff support and training;
- Ensure alignment of budget and IDP.

Monitoring and reviewing of performance management and development system is essential. Performance management is an on-going process where the Manager/Supervisor and Employee work together to plan, monitor, and review an employee's work objectives or goals and overall contribution to the organization.

To ensure successful implementation of the PMDS, all stakeholders including Labour Representatives were consulted to establish a common vision and understanding of the PMDS policy, system and procedures. PMDS workshops were conducted with all the departments within the Council to deepen their understanding and to ensure that Employees and Managers/ Supervisors know how to complete the five annexures in the PMDS template, namely;

- Performance Agreement;
- Individual Performance Plan;
- Personal Development Plan; and
- Quarterly Performance Reviews.

PMDS for Section 57 employees is guided by Local Government: Municipal Performance Regulations for Municipal Managers and Managers directly accountable to Municipal Managers. For Non section 57 employees the PMDS is guided by the

PMDS Policy adopted on 04 April 2007 and it includes Directors, Managers, Contractors, Project Managers, Consultants and General Staff.

SDM has made great progress in implementing the PMDS where about 90% of the Council employees have signed their performance contracts and have been through assessment process for 2007/2008 financial year. SDM will continue to instil a performance – oriented culture throughout the organization and annually

Review the PMDS Policy to accommodate identified shortcomings during the implementation phase.

2.3.11 Employment Assistance Programme (EAP)

The Council is committed to the provision of an environment that is conducive to promote the emotional and social well-being of all officials. In an effort to demonstrate its commitment to the welfare of employees, an Employee Assistance Programme was established.

Employee Assistance Programme (EAP) can be defined as a programme aimed at improving the quality of life of officials and their families by providing greater support and helping to face and address the impact of everyday work and personal problems.

Employee Assistance Programme interventions include the following:

- Counselling and referrals to professional providers to challenged officials with regards to their problems with the aim of achieving/maintaining high productivity.
- Provision of programmes promoting healthy lifestyles and coping skills.

- Training of frontline personnel (union representatives, supervisors and managers) to enable them to implement the programme successfully. The following interventions were conducted successfully:
- Voluntary Counselling and testing (VCT): 48 employees participated anonymously as well as 220 members of the public. Participating employees requested that their results remain confidential.
- 16 Days of Activism against Women and Children Abuse.
- A total of 84 employees consulted the EAP services for the current financial year.

2.3.12 Batho-Pele

The council is committed to people centred service delivery, embodying the eight (8) Batho - Pele Principles set out in the White Paper on transforming public services delivery. In 2004 cabinet adopted a detailed revitalisation program to take the implementation of the Batho-Pele "Putting People First" Principles to a higher more effective level. In order to institutionalise Batho-Pele a Batho-Pele unit will be established, including a Batho-Pele "Hotline".

2.4 SERVICE DELIVERY

The Municipal Systems Act, 32 of 2000 enjoins the Municipality to make provision for the receipt and consideration of petitions. The District has pursuant to the legal dictate adopted a policy on the management of petitions and has also constituted the Petitions Management Committee to inter alia consider all petitions lodged with the Municipality. The recent sporadic political unrest is as a result of lack of providing timeous response or feedback on the issues raised by different communities with regard to service delivery. Even though the committee has stepped in terms of intervening, the district has to properly coordinate its work and its locals which currently are experiencing challenges to get things to standard. In addition public participation on how to deal with the submission of petition requires more attention.

Sedibeng is amongst the leading areas of Gauteng in providing sustainable human settlement patterns in which a lot of capital investment has gone into building of housing for the poor on one hand, and the mixed as well as private sector driven housing development and higher end property development on the other hand. These developments have equally increased a number of community facilities such as schools, clinics, police stations and other public facilities and Sedibeng has adequate provision of water, sanitation, electricity consistent with our growth and plans are in place to meet rising demand of these provisions to be in line and to meet the targets of Millennium Development Goals. Sedibeng District Municipality has done well in terms of the establishment of human settlements, although the demand and supply factor appear to negate this. The Demand database launched in SDM proved that the demand to establish more settlements is a necessity. The barrier to new residential establishments is land acquisition and

land ownership which will have to be addresses by government and private landowners.

2.4.1 Health and Social Development

There are 3 public hospitals in the Sedibeng District Municipality, namely Kopanong Hospital in Vereeniging, Sebokeng Hospital in Sebokeng and the Heidelberg Hospital in Heidelberg. In addition to the public hospitals, there are five private hospitals in the district, of which four are located in Emfuleni and one which is located in Heidelberg.

As far as primary health care clinics are concerned, these are clustered in urban and service centers, while rural areas are served through mobile units. Emfuleni has a total number of 27 clinics, 99% of which are capable of providing comprehensive primary health care services. In Midvaal there are five clinics, two in Meyerton, one in Randvaal, one in De Deur, one in Eikenhof and a satellite clinic at Vaalmarina. In Lesedi there are seven (7) clinics clustered in the service centers of Heidelberg/Ratanda, Devon/Impumelelo and Vischkuil. The development of new residential areas, especially in Emfuleni in the area of Bophelong requires extension of new clinic facilities. There is also a need to increase clinic mobile points and establish health posts to make services accessible to rural and out laying areas. Old mobile units need to be replaced.

The tables below illustrate the number of health facilities in the district per municipality and the type of services that are rendered at the facilities:

Number of Facilities per Local Municipality

Sub-Districts	Satellite clinics	Mobile units	Clinics	CHCs	District /Regional Hospitals	District Total
Emfuleni	0	4	21	4	2	30
Lesedi	1	3	7	0	1	12
Midvaal	0	3	4	0	0	7
Total	1	10	32	4	3	49

(Source: Sedibeng District Health Plan 2009/10)

There are four Maternity Obstetric Units (MOU's); these are all located in the area of Emfuleni Local Municipality, and there is therefore a backlog of Public MOU's in the area of Lesedi and Midvaal. In light of this, the local Municipalities of Lesedi and Midvaal therefore lack fully fledged Community Health Centres. Expansion of services is taking place in all clinic facilities within the context of Provincialisation.

The table below shows TB cure rate since 2004/05 to- date

Indicator	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10
TB cure rate	57%	66%	68.1%	72%	74%	77%

There has been a steady improvement in TB cure rate from an average of 57% in 2004/05 to 77% in 2009/10. This indicates exerted efforts to manage and control communicable diseases across the district. Outbreak response teams have been established to keep surveillance of all communicable diseases. During 2009/10 financial year a total of 42 confirmed cases of H1N1 were reported across the district. Awareness and immunization campaigns are continuing to educate the community and contain the spread of preventable conditions such as Measles and Cholera. Immunisation for children two (2) years and below has reached coverage of 95%.

A range of environmental health services and social work services are rendered by all the local municipalities in the district.

Four Hundred (400) volunteers have been trained under EPWP through department of labour. A total of 177 creches are funded through social development department. There is however a need to capacitate informal creches. The construction of a centre for the Aged day care service, orphans and vulnerable children as well as Early childhood development (ECD) is completed and functioning in the area of Lesedi.

There has been a delay in Emfuleni to build a similar centre. Emfuleni need revisit the sites that were allocated professional fees. Meyerton old age home is not racially inclusive.

2.4.2 Education

Given the importance of education in the development of human capital for our developmental state, it is appropriate to consider some of the crucial ways on how to increase the general level of education as well as to change the distribution of skills in this region. According to Global Insight, the most equitable and the most cost-effective investment the state can make in education is the provision of general schooling, especially primary schooling.

There are 148 primary schools and 88 secondary schools in Sedibeng. Of the total 236 schools within Sedibeng, 90.3% are public schools and the remaining 9.7% are either private or semi – private schools. Some of the schools, especially those in the previously disadvantaged township areas and the rural areas, have various upgrading needs, eg. More teachers, access to water and sewerage, access to electricity, road access, and upgrading of buildings.

As far as tertiary education facilities are concerned, the most important one is the satellite campus of North West University situated in Vanderbijlpark. Other tertiary education facilities include the Sedibeng College and the Vaal University of Technology.

Table: Learner - Teacher Ratio, Sedibeng & Gauteng, 2007 & 2008

Types of Schools	Sedibeng		Gauteng	
	2007	2008	2007	2008
Primary	32.0	32.1	34.3	33.8
Secondary	30.4	30.4	31.8	29.5

(Source: Gauteng Dept. of Education, 2008)

The table above provides a comparison of the learner – teacher ratio between Gauteng and Sedibeng for 2007 and 2008.

In comparison with the learner – teacher ratio for Gauteng, Sedibeng had a lower ratio for primary schools for both years; however the situation might have changed in 2009. Approximately 12% of

schools or 38 schools exceed the recommended learner to educator ratio. The ratio for was larger for secondary schools in Sedibeng at 30.4 in comparison to 29.5 in Gauteng. This indicates that there is still room for improvement for Sedibeng in the learner – teacher ratio in the secondary schools.

Non – attendance is at 29% for school and other educational facilities in Sedibeng. Children are exposed to Early Childhood Development (E.C.D) through Grade-R in Primary Schools to decrease levels of illiteracy; A.B.E.T was also introduced by the Department of Education in schools.

There are formal and informal crèches which are funded by the Department of Social Development and Health Department is assisting with nutrition of 290 out of 960 children that needs this support

2.4.3 Libraries and Community Halls

There are a total of 19 libraries and 22 community halls within Sedibeng. Midvaal and Lesedi are reasonably adequately provided for in terms of libraries and community halls, however serious shortages of these facilities exist within the more densely populated areas of Emfuleni. Furthermore there is a lack of these types of facilities, particularly libraries, within the rural areas, exacerbated by distance to urban areas and the lack readily available public transport.

2.4.4 Youth Development

A Youth development Policy has been developed to guide processes and programmes for Youth development. To this end 4 Youth Advisory Centres were established in partnership with Usobomvu Youth Fund; now merged to form National Youth Development Agency. The centres are located at strategic points in the areas of Emfuleni and Lesedi to facilitate youth development. In 2009 a total of 24 956 young people were assisted through the centres on services including among others; support and guidance on job preparation, career guidance , job

hunting, business support and entrepreneurship, learnerships, computer use and internet access.

The centres are instrumental in providing valuable information and linking young people with various agencies; 7 235 young people were assisted on job hunting, and of these 258 were successful in job placement whilst 368 gained learnership placement with various companies and government departments.

There is a need to establish such a Youth centre in the area of Midvaal and Evaton. Consultative processes have begun between the District and the Local Municipality of Midvaal. It is however not known whether National Youth Development Agency will provide support as, to-date no response on the application was received from UYF/NYDA.

2.4.5 Designated groups development

The historical exclusion and inequality inherited from the past including lack of skills has resulted in the designated groups having lower levels of employment, lower levels of income, lower levels of education and fewer chances of upward mobility. Total emancipation will never be achieved unless equity related matters and women empowerment is addressed.

2.4.6 Public Safety Services

There are 13 police stations situated in the district, 7 in Emfuleni, 3 in Midvaal, and 3 in Lesedi. There is a shortage of police stations, especially in the more densely populated urban areas in the western portion of the district.

Through the CCTV Project which started in 2005, about 15 CCTV Street Surveillance Cameras have been installed in Vereeniging CBD. Two CCTV Street Surveillance Cameras were also installed in Sebokeng, eight (8) in Evaton and one (1) in Sharpeville. With expansion phase of the project, a new system has been introduced in Sebokeng and Evaton, whereby the optic fibre video transmission

network has been replaced with a wireless video transmission network which support the ICT Connectivity functions. The wireless network provides broadband solutions that can serve the Youth Advisory Centres, Schools and Primary Health Centres. It further supports IP Mobility through ADSL, ISDN, etc. and Voice over IP (VoIP) Communication Network at minimal costs. The expansion phase has given provision for six (6) CCTV Cameras to be installed in Sebokeng and another 6 in Evaton, Sharpeville will receive four (4) CCTV Cameras, Heidelberg (7), Ratanda (3) and Meyerton (4).

Regional Victim Empowerment Centre (Lehae la Bophelo) is operational and situated at Itsose Primary School in Sharpeville. The centre is used to provide trauma counselling for victims of crime. To date, 667 cases have been treated at the RVEC during the period January – October 2009. There are further Victim Empowerment Centres situated at the Police Station to provide first hand service to victims prior to referral to ‘Lehae la Bophelo’.

To ensure that partnerships are sustained and that communities are safe, community based structures in safety and security are continuously capacitated through skills development workshops whereby the Community Policing Forums, Youth Crime Prevention Desks and Community Patrollers are trained in crime prevention measures. Through these structures, awareness programs on schools safety, road safety, crime prevention and cleaning campaigns are conducted throughout the region.

As far as traffic licensing is concerned, there are at present 4 licensing offices within the boundaries of the district. These are located in Vereeniging, Vanderbijlpark, Meyerton and Heidelberg.

2.4.7 Disaster Management

The Sedibeng Disaster Management Centre is established in the administration of the Sedibeng District Municipality to serve the area of the

municipality as a whole. The department exercises its powers and performs its duties in terms of Section 44(1) of the Disaster Management Act, 2002. The department specialises in issues concerning disasters, disaster risk management and promote an integrated and co-ordinated approach to disaster risk management within the region.

The department currently runs the Sedibeng Emergency Communication Centre (10177), which serves as a central facility within the Disaster Management to provide 24-hour emergency communications to facilitate the issuing of early warnings and co-ordinated responses to incidents. The centre has just been revamped with advanced systems to effectively deal with the emergency calls. The centre serves the Midvaal and Emfuleni Local Municipalities. Lesedi currently handles its own emergency calls.

The department further has a Multi Purpose vehicle, which highlights level of readiness in effective Incident Management, effective transportation means for people affected by disastrous incidents and effective management of mass events for the Sedibeng communities. The vehicle has the following features:

- **The Transporter**

It can seat over 55 people, has a canvas cover for protection; It can be modified to be utilized as a cargo body and can also be used as a tipper. For instance during floodings, if there is a need for sand to be transported for flood prevention, the transporters can be used.

- **The Water Tanker**

The tanker has the capacity to carry 5000 litres of water; It can carry drinking water and can also be utilized as a fire fighting vehicle.

- **Communication Pod**

- a weather station
- CCTV

- 20 tactical communication radio
- Airband that can be linked to Emergency Management Air support
- Generator
- Air Conditioner and a fridge.
- P.A system for information dissemination.

As far as Fire & Rescue Services within the region are concerned, the operational competency lies with the 3 local municipalities. There are all in all 5 Fire Stations in Sedibeng (3 in Emfuleni, 1 in Midvaal, 1 in Lesedi). There is also a satellite fire station in Devon, but it is not fully operational.

The Disaster Management and Fire-Coordination Unit at the district level only coordinate fire fighting services in terms of Sec 4 (1) j of the MSA, which include: which includes:

- i. Planning, co-ordination and regulation of Fire fighting Services
- ii Specialized fire fighting services such as mountain, veld and chemical fires.
- iii. Co-ordination of the standardization of infrastructure, vehicles, equipment and procedures,
- iv. Training of fire officers.

2.4.8 Public Awareness, Education and Training

Comprehensive mechanisms for addressing public awareness, education and training have been put in place:

- PIER program;
- Capacity initiatives for Disaster Management responders; and
- Early Warning System on floods.

2.4.9 SRAC&H

▪ Heritage Routes and Sites

The SDM has a rich and diverse cultural and political history. Promoting and developing the heritage of our region is a key priority area for Sedibeng to attract more people to the area. There are eight (8) heritage routes identified in the district. One (1) heritage route has been developed. One (1) heritage route has been launched. There are currently thirty five (35) heritage sites in the district namely two (2) operational museums (Vaal Teknorama Museum and Sharpeville Human Rights Precinct) and 33 well maintained heritage sites. Below is a breakdown of the number of the heritage sites as per local municipality:

Lesedi	Midvaal	Emfuleni
Heidelberg Klip Church	Witkop Blockhouse	Vaal Teknorama Museum
Heidelberg Bakoond	Diepkloof Farm Museum	Sharpeville Human Rights Precincts
Heidelberg Old Jail	Redan Rock Engravings	Maccavlei Golf Course (Anglo Boer War)
Heidelberg Volksskool (Primary & Secondary)	John le Roux On & Off Ramp	Peace Negotiation Site
De Rust Victorian Manor	Dr. Verwoerd Laerskool-Water Reservoir	Concentration Camp Cemetery
Heidelberg Standard Bank (60 Strydom Street)	Old Railway Bridge	Graves of Leslie Family
Heidelberg Club (HF Verwoerd Street)		Mine Disaster Cenotaph
Heidelberg: A. G. Visser House		Constitution Square
St. Ninians Anglican Church Complex		G.W. Stow Memorial
Methodist Church		Peace Monument
Triumvirate Monument & Town Hall		Vereeniging Klip Church
		Night Vigil Massacre Site
		Boipatong Massacre Site
		Macamel Church
		Wilberforce Community College

▪ Sports Facilities

According to a facility audit conducted on all sport facilities in Sedibeng, the following was a finding:

Emfuleni Local Municipality	Lesedi Local Municipality	Midvaal Local Municipality	Sedibeng District Municipality
21 x facilities	5 x facilities	5 x facilities	31 Facilities

Sedibeng District Municipality currently has 31 sports facilities many of which require upgrading. It is clear that there is an under-provision of sports fields and facilities, especially in the townships and rural areas. Sedibeng has a youth population (15-34 years) of 263 902 of which 131 116 youth are male and 132 786 youth are female. The percentage of sports facilities to the youth population is 0.12%.

2.4.10 Basic Service Delivery Levels

Sedibeng is the leading district municipality in terms of basic service delivery. Improvements in access to services were exhibited in respect of piped water inside the dwelling, refuse removal by local authorities, formal housing, sanitation and electricity. Sedibeng District Municipality has high water service levels, with 97.5% of the households having access to RDP water services. Emfuleni Local Municipality has the highest RDP water service levels at 98.1%, followed by Lesedi Local Municipality at 95.9% and then Midvaal Local Municipality with water service levels of 94%. Sedibeng has a water backlog of 2.4%, which accounts for 8.9% of the provincial backlog. Midvaal has the largest water backlog of 5.9%, which accounts for 24.5% of the district backlog and 2.1% of the provincial backlog. Emfuleni has the smallest water backlog in the district (1.8%), contributing 61.2% to the district backlog and 5.4% to the provincial backlog.

2.4.10.1 Housing

According to Stats S.A Community survey 2007, approximately 83.2% of the population has access to formal housing and 14.1% has access to informal housing. The majority of new low cost housing developments have been located in Emfuleni. Large housing developments which have been implemented within the SDM primarily focus on subsidized housing to eradicate existing housing backlog. Larger subsidized housing developments are being established on the periphery/or as natural extensions to historically disadvantaged areas.

Emfuleni Local Municipality Townships

	Construction Of Houses/Units	Houses completed & allocated	Houses Completed
Tshepiso North Ext 1	295	91	91
Tshepiso North Ext 3	1500	971	971
Tshepiso Proper	540+500	540	125
Lakeside Ext 4	380	18	326 (Need to be rectified)
Boipatong (OldXhasa)	1098	279	106
Boipatong Backyard	750	450	450
Kanana	2053	2030	20
Eatonside & Evaton Estate	1599	1599	1599
Sebokeng Zone 24	247	55	76

Lesedi Local Municipality Townships

	Construction Of Houses/Units	Houses completed & allocated	Houses Completed
Kaydale	2290	Feasibility study	Planning stage
Impumelelo Ext 2	1259	846	864
Ratanda Ext 1,3,5,6 & 7	130	98	98 units only but no land available for completion of project (32 outstanding)
Tokolohong Agrivillage	290	None	287
Heidelberg Ext 23	95	95	95
Kwazenzele Rural Projects	240	None	33

Midvaal Local Municipality Townships

	Construction of houses	Houses completed & allocated	Houses Completed
Lakeside Estate Ext 1	1247	1245	1245
Sicelo Shiceka Proper	1089	38 Temporarily occupied 1051 Allocated	1089
Kliprivier	620	Feasibility study	None
Mamello	500	Feasibility study	None

The Statistics SA Community Survey of 2007 indicates that Sedibeng has high sanitation service levels, with 98.4% of the households having access to sanitation. Emfuleni has the highest sanitation service levels in the district (99.1%), followed by Midvaal (98.3%) and then Lesedi with 91.7% of its households having access to sanitation. Sedibeng has a sanitation backlog of 1.5%. Lesedi has the

largest backlog in the district, of 8.2% and contributes 44.8% to the district backlog and 1.7% to the provincial backlog. Emfuleni has the smallest backlog (0.8%) and contributes 44.2% to the district backlog and 1.7% to the provincial backlog.

The Community Survey 2007 indicates that 92.1% of the households in Sedibeng have access to electricity. Emfuleni has the highest percentage of households with access to electricity (93.4%) and Lesedi has the lowest percentage of households with access to electricity (81.4%). Sedibeng has an electricity backlog of 7.8%. Lesedi has the largest electricity backlog in the district (18.5%) and contributes 19.9% to the district backlog and 0.7% to the provincial backlog. Emfuleni has the smallest electricity backlog (6.5%), accounting for 67.1% of the district backlog and 2.4% of the provincial backlog.

In terms of refuse removal, 84.8% of the households in Sedibeng have access to refuse removal. Emfuleni has the highest refuse removal levels (85.8%), followed by Lesedi with (82.6%) and then Midvaal with 78.2% of its households having access to refuse removal services. Midvaal has the largest refuse removal backlog (21.7%) and contributes 14.4% to the district backlog and 1.1% to the provincial backlog. Emfuleni has the smallest refuse removal backlog (14.1%) and accounts for 75.8% of the district backlog and 6.2% of the provincial backlog.

Table indicating the CS 2007 Service level for the core function - water						
MBD Name	Municipality Name	RDP Water Service Levels (Actual Number of households) CS 2007	HH with RDP Water Service Levels (%)	RDP Water backlog (%) within the Municipality	RDP Water backlog as (%) of District Total	RDP Water backlog as (%) of Provincial Total
DC42	Sedibeng District Municipality	235297	97.5	2.4	100	8.9
GT421	Emfuleni Local Municipality	192848	98.1	1.8	61.2	5.4
GT422	Midvaal Local Municipality	22810	94	5.9	24.5	2.1
GT 423	Lesedi Local Municipality	19640	95.9	4	14.1	1.2
Table indicating the CS 2007 Service level for the core function - Sanitation						
MBD Name	Municipality Name	RDP Sanitation Levels (Actual Number of households) CS 2007	RDP Sanitation Service Levels (%)	RDP Sanitation backlog (%)	RDP Sanitation backlog as (%) of District Total	RDP Sanitation backlog as (%) of Provincial Total
DC42	Sedibeng District Municipality	237465	98.4	1.5	100	3.9
GT421	Emfuleni Local Municipality	194818	99.1	0.8	44.2	1.7
GT422	Midvaal Local Municipality	23854	98.3	1.6	10.9	0.4
GT 423	Lesedi Local Municipality	18795	91.7	8.2	44.8	1.7
Table indicating the CS 2007 Service level for the core function - Electricity						
MBD Name	Municipality Name	RDP Electricity CS 2007 (Actual)	RDP Electricity (%)	RDP Electricity backlog (%)	RDP Electricity backlog as (%) of District Total	RDP Electricity backlog as (%) of Provincial Total
DC42	Sedibeng District Municipality	222175	92.1	7.8	100	3.5
GT421	Emfuleni Local Municipality	183686	93.4	6.5	67.1	2.4
GT422	Midvaal Local Municipality	21818	89.9	10	12.8	0.4
GT 423	Lesedi Local Municipality	16672	81.4	18.5	19.9	0.7
Table indicating the CS 2007 Service level for the core function – Refuse Removal						
MBD	Municipality	RDP Refuse	RDP Refuse	RDP Refuse	RDP Refuse	RDP Refuse

Name	Name	Removal CS 2007 (Actual)	Removal (%)	Removal backlog (%)	Removal backlog as (%) of District Total	Removal backlog as (%) of Provincial Total
DC42	Sedibeng District Municipality	204680	84.8	15.1	100	8.2
GT421	Emfuleni Local Municipality	168787	85.8	14.1	75.8	6.2
GT422	Midvaal Local Municipality	18980	78.2	21.7	14.4	1.1
GT 423	Lesedi Local Municipality	16933	82.6	17.3	9.7	0.8

2.4.11 Informal Settlement

Informal residential settlements can be defined as settlements that do not have any formal town-planning structure and have limited access to basic engineering services such as water, sewerage and electricity. There are thirty five (35) informal settlements in Sedibeng with six (6) being in the process of being formalized.

2.4.12 Rural Development Housing

Currently farm workers do not have access to formal housing, reason being there's no township establishments as these areas are being regarded as being outside of the urban edge. The consequence is that farm workers are staying in informal settlements in main. Provincial authorities do not want to support the establishment of townships for farm workers as this is "outside the Edge."

2.4.13 Transport

The integrated transport plan (ITP) for Sedibeng 2008 to 2013 is focused on developing transport infrastructure and operational plan for the region for 2010 and beyond. Significant progress has been made in rolling out ITP. Below is a summary of progress made to date:

- Collection and collating information on transport facilities location, utilisation and capacity;
- Analysing routes and services;
- Collating information relating to operating licenses and subsidised bus transport information;
- Cordon Surveys done;
- Reviewing relevant legal framework;
- Analysis of planned developments; and
- Review of Gauteng's 2010 Transport Plan which has three levels:
 - Inter Provincial Services;
 - Inter City Services; and
 - Local or Intra-city services.

Sedibeng's ITP is fully supportive of the principles and content of the Gauteng's 2010 Transport Plan which we need key corridors that will feed into the Gauteng plan are R59 and R82 and major roads that need maintenance and or upgrade will be identified. Transport needs (network and mode) for 2010 visitors/ tourists still needs to be considered and operational planning for transport management during events still needs to be developed.

SDM adopted a 2010 strategy which identified areas of opportunity that will enable the people and communities in SDM to benefit from 2010 FIFA Soccer World Cup during the tournament but more importantly to use the opportunity of the World Cup to leave a lasting legacy.

Chapter 3

SPATIAL DEVELOPMENT FRAMEWORK

2010/11

3. SPATIAL DEVELOPMENT FRAMEWORK

Introduction

Spatial Development Framework is one of the main tools which will be utilized by Government and Local Government to ensure the eventual realization of the spatial vision and objectives of the Spatial Development Framework and the IDP of the municipality. Reference must be made to capital investment programmes, Government and Local Government's spending on infrastructure, public works, community facilities, housing and the like. The location of these public projects should obviously strengthen and support the spatial philosophy, principles and vision as set out in the Spatial Development Framework.

In this context, public and private investment should be focused on the optimal use of existing resources, as well as addressing service backlogs. In this regard, the projects put forward in terms of the IDP, indicated on the Project Plan, should enjoy highest priority in terms of public and private investment. Added to the above, the Land Use Management System should promote the objectives and strategies for spatial development set out in this section of the Integrated Development Plan, and provide for the following:

- Promote the concentration of non-residential activities in nodes.
- Promote appropriate mixed land uses in nodes, even at the scale of individual erven.
- Promote appropriate mixed land uses in the Economic Development Spine along the R59 and R82 Corridor
- Protect the character and amenity of existing residential areas (urban and rural).
-

- Protect rivers, wetlands, watercourses, drainage areas and areas of historical and cultural significance.
- Manage densification and infill in accordance with the above-mentioned measures or specific policies or framework plans for specific areas.
- Give effect to the implementation of the Urban Edge as put forward in terms of the Gauteng Spatial Development Framework.
- Support for major development such as Doornkuil, Sharpeville, Eye of Africa and Viking Bay at Vaal Dam.
- Support mixed uses at residential areas, which have been compromised, etc.

3.1 Local Spatial Development Frameworks

The Gauteng Spatial Development Framework identifies the Johannesburg/Pretoria axis as the main development focus in Gauteng. Sedibeng District is regarded as somewhat of a rural hinterland in this plan. The Sedibeng SDF proposals that show that the majority proposed land use in the district would be rural.

The plan provides for some future urban development between Vereeniging/Vanderbijlpark and Sebokeng/Evaton, and along the R59 as well as in Heidelberg (Zone of Opportunity).

It is significant to note that there are currently no **Blue IQ** or other high profile projects situated within Sedibeng District, except the 20 Prioritized Township Projects (20PTP) funded by the Gauteng Department of Public Transport, Roads and Works (GDPTRW), the Precinct Development under the Neighbourhood Development Partnership Grant (NDPG) funded by the National Treasury Department.

3.2 Existing Local Municipal Spatial Development Frameworks

All three local municipalities in the district have prepared spatial development frameworks as part of their IDP's are briefly discussed hereunder:

- **Emfuleni**

The Emfuleni SDF of 2007 was the basis for the review process District-wide SDFs. In Emfuleni, the existing SDF (2007) was a detailed plan, indicating a variety of future proposed land uses, as well as development corridors, activity nodes and rural service centers.

- **Midvaal**

The Midvaal SDF of 2007 indicated another area of strategic development where the plan is mainly focusing on future development along the R59 corridor, minor adjustments to the Gauteng urban edge, to include Henley-on-Klip, Vaal Marina/Mamello, De Deur and Walkerville are proposed.

- **Lesedi**

The Lesedi SDF of 2008 makes broad proposals relating to strategic development areas. It is proposed that future urban development will be concentrated mainly in Heidelberg/Ratanda and in Devon/Impumelelo, while the rest of the area will retain its rural character. The area next to the N17 has been identified as a "Zone of Opportunity", pertaining to future local economic development of a rural nature. Certain adjustments to the current urban edge as demarcated by province are proposed, to include Jameson Park/Kaydale, Devon/Impumelelo, and a small area abutting Jordaan Park on the west and the R42 on the north.

3.3 Main Development issues

Emanating from the situational analysis, the identified main development issues in Sedibeng District can be summarized as follows:

- **Provincial Periphery**

Sedibeng is situated on the southern periphery of Gauteng Province, away from the hub of economic

activity, which is situated in the Johannesburg/Pretoria area. Because of its location, the district will find it difficult to compete with more centrally situated areas for new investment, which will hamper the economic growth rate..

Development policy for the district should concentrate on maintaining and strengthening the existing linkages between the district and the economic hub to the north.

- **Rural Nature of the area**

Sedibeng District can be categorized as a largely rural area, with low population densities, which has serious implications in terms of cost effective service delivery. The towns in the district are far apart and lack a common identity.

Due to the long distance and low population densities, infrastructural and social service provision to the rural communities is very expensive, and innovative ways to provide basic services to these communities must be sought. The bulk of municipal service provision will be concentrated in the urban areas.

- **Good urban services Infrastructure**

The existing services infrastructure in the urban areas of the district is reasonably good, and has spare capacity to accommodate further urban development. Services backlogs are experienced in certain areas, while services upgrading is also required in certain areas, notably the previous disadvantaged township areas.

Future urban development should be concentrated in those infill/densification areas where spare bulk services capacity is already available.

- **Economic Stagnation**

Economic growth in the district during the last few decades has failed to keep pace with population growth, and this has resulted in a general decrease in the standard of living. The spatial manifestation of the growing poverty in the area will include general urban decay, growth in informal settlements,

decreasing service levels, increased informal economic activity, etc.

The local economy is overly dependent on the heavy industrial sector [Sasol, Arcelor Mittal, Samancor, etc.] and economic diversification is urgently required. Economic sectors that show potential for future growth include tourism and agriculture, and investment into these sectors should be actively promoted.

The economic growth rate of the three municipal areas has a high degree of correlation while that of Midvaal and Emfuleni show similar growth rates. Economic growth for Lesedi has been the highest of all the municipal areas in the district and showed high growth between 2003/2004 to 2006/2007. Economic growth in Emfuleni is vulnerable to fluctuations in the Manufacturing sector due to the high dominance of this sector in the local economy. Since 2002/2003 the local economy gradually started to show signs of improvement while positive growth was evident in 2005/2006.

- **Socio-Economic Disparities**

There are huge socio-economic disparities between the different communities in the district, with high levels of poverty prevailing in the previously disadvantaged township areas. These disparities should be addressed as part of a holistic development strategy to be followed by the district and local municipalities.

Public investment initiatives should favour those projects that will result in upliftment of the previously disadvantaged communities and narrowing the gap between these communities and their more affluent neighbours.

- **Environmental Constraints and Opportunities**

There are a number of major environmental constraints and opportunities in the district, which should be taken into account in the planning for future development in the area. Environmental

constraints include the high levels of pollution, especially in the western parts of the study area, the visual unattractiveness of certain parts of the study area, adverse environmental conditions in the township areas, etc.

Environmental opportunities in the district include the existing nature reserves [Suikerbosrand and Alice Glockner], the various conservancies and watercourses through the study area, especially the Vaalriver and Vaaldam, the Suikerbosrand ridges, and the agricultural potential of the study area.

3.4 Synthesis

The following are the sectoral dominance in the Sedibeng Region:

- Manufacturing,
- Government services,
- Ancillary manufacturing activities,

Due to the resource-based sectors, the local economy experienced and still experience fluctuations and vulnerability to commodity price and exchange rate fluctuations. The global fluctuations have major impact directly on employment in local economy of the region. The steel industry in the region has been greatly affected by the "global recession" and impacted negatively on the economic development of the region in particular as well as the country in general.

3.5 Hierarchy of the SDFs

The SDF report will be structured in a hierarchical manner to provide plans that will guide the municipality with guidance for development and land use control.

The plans will be the following:

- The **District Spatial Development Framework**, which should be regarded as a strategic tool, providing broad spatial direction and context to development in the district as a whole.
- **Local Municipality Spatial Development Frameworks**, which will need to be refined and aligned with the district SDF and which will contain the overall spatial objectives and strategy of the district followed through to the local level.
- **Precinct Development Plans**, which are development policies/land use plans for specific areas within local municipality, and are refinements of the SDF proposals and policies. A number of areas within the district, which are subject to development pressure and are of strategic importance, requiring detail planning, have been identified and undertaken by the Neighbourhood Development Project Grant (NDPG).
- **Economic Growth and Development** and the Growth and Development Strategy (GDS) for the district and the Local Municipalities.

3.6 Legislative Compliance

In terms of Chapter 5 of the Municipal Systems Act each local authority in South Africa is required to compile an Integrated Development Plan for its area of jurisdiction and Section 26 of the Municipal Systems Act it is furthermore stated that the SDF forms core components of an Integrated Development Plan.

Other legislative frameworks that will be taken into account are:

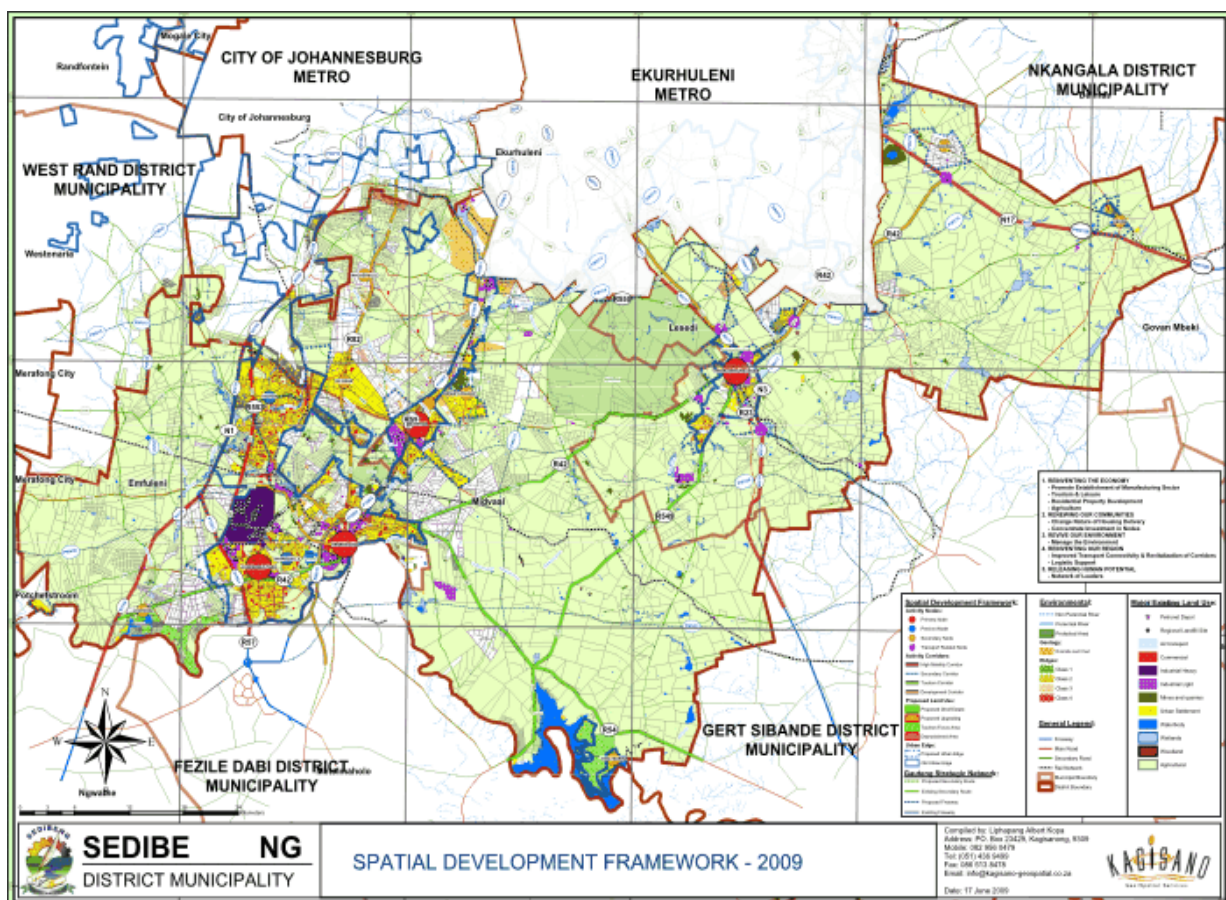
- The Municipal Systems Act, 2000 [Act No. 32 of 2000]
- Government Gazette No. 22605 dated 24 August 2001,
- The Gauteng Planning and Development Act, 2003 [Act 3 of 2003]
- Development facilitation Act, 1995 [act 67 of 1995]
- Gauteng Urban Edge Delineation Policy of 2007

3.7 District-wide integrated Objectives

The spatial objectives and the spatial development principles need to be promoted. In the current IDP, the seven main spatial objectives have been formalized for the district as follows:

- **A continuous and sustainable open space network** has been created throughout Sedibeng District, utilizing the natural features within the area, such as the ridges, rivers, nature reserves, etc. The two major elements within this system will be the greater Suikerbosrand area, as well as the Vaalriver area.
- **A system of functionally defined activity nodes** has been promoted within the district. The main activity node will be Vereeniging/Vanderbijlpark, while two secondary nodes already exist, namely Meyerton in Midvaal and Heidelberg/Ratanda in Lesedi. In addition to these nodes a number of rural service nodes should be promoted throughout the district.

- **Linkages** between the identified nodes in the district have been **optimized**, as well as linkages between the disadvantaged communities and the main employment centres. In this regard a number of main road linkages have been identified, including Routes R29, R42, R59, R82, R54 and R553. The current commuter rail linkages **still needs to be promoted** as the main public transport corridors within the district and mixed-use high-density development should be promoted along the routes.
- **An urban development boundary/ urban edge** should be demarcated and enforced in order to strengthen the existing urban areas and nodes, to contain urban sprawl, to promote more compact urban development and to protect the agricultural and ecological potential of the rural hinterland within the district. Future urban development should consist primarily of infill and densification within the proposed urban edge.
- The existing **major development opportunities** in the district **should be maximized through tourism development opportunities** around the Suikerbosrand and along the Vaalriver, and economic development opportunities along Provincial Routes R59. The area abutting Route R59 is seen as a major future economic development corridor.
- **High-density** development should be promoted **along main public transport links**.
- Upgrading of services should be focused primarily on previously disadvantaged township areas.



3.8 Sedibeng Urban Edge Delineation (2009/2010)

The urban edge is fundamentally a town-planning tool that was implemented to direct development towards compacting and densifying the urban form. The latter are important principles in the context of conservation, to avoid urban spill-over into natural areas. The urban edge should however not be the only tool to realise such objectives. It would appear that GDARD (former GDACE) (is far advanced in having other policy documents in place, which can inform its decision-making based on a broader foundation of conservation and protection principles.

3.8.1 The District Urban Edge

Previously, the use of the urban edge by GDARD in isolation of the said policy when evaluating applications resulted in the urban edge policy to appear like a management tool that forwards mainly the objectives of GDARD. It must be acknowledged that the positives strides made with regard to the objectives of the urban edge have been fruitful to a large extent due to the meticulous implementation of the policy by GDARD. In order for the urban edge policy to truly be effective and streamline provincial objectives, all provincial departments and municipalities alike should implement it universally and consistently. The respective areas proposed for inclusion within an amended urban edge linked to above the policy consideration and criteria is indicated in the Table below and **Map8**.

Table 1: Urban Edge areas in Sedibeng Region.

Map No.	Area	Policy Consideration	Motivation/Approved
Midvaal LM			
1	Vaal Dam Development (Stryfontein, Viking Bay, Harbour Town, Vaal Marina, Mamello)	Sustainable tourism and leisure development	Partly along the river to minimise the sprawling of the development, and to maintain sustainable development (area forms part of the development outside the urban edge boundary criterion).
2	Doornkuil	New development node and affordable city	Township development approved by Council and positive ROD from GDARD has been received. Township layout plan has been amended to protect the environmental sensitive land portions in the area.
3	Area between Risiville and Rothdene along the K205 Road (Kookfontein and McKay areas)	Urban integration between Meyerton and Risiville	Submission is done to form part of the future urban infill and expansion residential and CBD of Meyerton. (To be considered by GDACE as positive motivation).
4	North and east of Risiville (Uitvlucht and Risi AH)	Development pressure and urban expansion	An infill between Meyerton and Risiville.
5	Riversdale and Kookrus	Densification and infill	An infill between Meyerton and Risiville.

Map No.	Area	Policy Consideration	Motivation/Approved
6	Area between Meyerton and Henley-on-Klip, and Glen Donald Industrial area	Urban integration, infill and densification	Not currently a critical area for the Local Municipality in this financial year but a strategic future infill.
7	Area north and west of Sicelo township	Urban expansion	Approved by GDACE in 2008 submission. Expansion is required to accommodate population growth in the area.
8	'Eye of Africa' development	Southern expansion of Alberton new sustainable node.	Local Municipality has withdrawn this submission due to financial and maintenance reasons.
Emfuleni LM			
9	Area between the K54 Road and proposed K11 Road (linkage between Tshepong and Sonland Park)	Infill and densification	Approved And included in the 2008 boundary. Expansion is required to accommodate population growth in the area.
10	Area to the west of the R57 Road and the proposed K188 (west of Bophelong, Bonnane) to include areas such as Mantevrede, Staalrus AH, Lochvaal. These areas extend to the N1 Freeway.	Maximisation of infrastructure	Partly approved and included in the 2008 boundary. More submission was required from Emfuleni LM. Expansion is required to accommodate new economic developments, especially new business sites along Arcelor/Mittal area..
11	Area to the west of Mittal Steel between the N1 Road, R553 (Golden Highway) and to the north of R57. These areas include Steelvalley, Drakeville and Linkholm AH	Promotion of compact urban structure along strategic corridors	Approved And included in the 2008 boundary. Expansion is required to include small holdings of Northdene.
12	Inclusion of Tshepong Proper, Ext.'s 1 and 2	Compact urban structure	Approved And included in the 2008 boundary.
13	Northern extension of Dadaville	Infill and integration (approved township)	Submitted to allow expansion of the Roshnee/Dadaville population growth in the area.
14	Areas to the west (Johandeo), east (Quaggasfontein) and south of Sebokeng	Infill and integration	Approved And included in the 2008 boundary.
15	Areas between Sebokeng and Vereeniging along the R28 and R54 Roads (Sonland Park, Homer AH and Unitas Park)	Infill and integration	Partly approved in 2008 to include Boiketlong informal settlement.
Lesedi LM			

Map No.	Area	Policy Consideration	Motivation/Approved
17	Area to the west of Jordaan Park	Urban expansion (approved township)	To be included as part of the Heidelberg growth point.
18	Area to the north of Heidelberg Ext. 9 (Eendraght)	Maximisation of infrastructure	To be included for future developments depending on the available funds by the Local Municipality
19	Area between Heidelberg and Ratanda	Infill and densification	Approved And included in the 2008 boundary. Expansion is required to accommodate population growth in the Ratanda area.
20	Area between Heidelberg Ext. 9 (Bergsig) and Jameson Park	Infill and densification	Part of the strategic development along the transport corridors. To link Heidelberg and Jameson Park/Kaydale.
21	Agrivillage and Ratanda Ext. 8 (south of Ratanda)	Urban expansion (approved township)	Approved And included in the 2008 boundary. Expansion is required to accommodate population growth in the Ratanda area.
22	Houtpoort (Government-owned properties)	Compact urban structure (existing township)	Positive ROD included in the submission. Development included as part of the IDP deliverable.
23	Devon/ Impumelelo	Rural development areas (approved township)	Approved And included in the 2008 boundary. Expansion is required to accommodate population growth in the Devon area.
24	Vischkuil	Rural development area – infill and densification	Consideration that the area is part of the rural development as proposed by GDARD. Part of the municipality for Rural Development Strategy.
25	Jameson Park and Kaydale	Rural development area – infill and densification	Strategic part to be considered by GDARD as it forms part of the Zone of Opportunity

The proposed urban edge amendments were based on the following criteria:

3.8.2 Conservation of the Environment

Sedibeng has environmental resources that can contribute to the promotion of tourism and related activities. The promotion of tourism should not be viewed to be in conflict with conservation, but rather as an asset to enhance the regional economy.

It is therefore proposed that certain areas identified for tourism and leisure should be included in the urban edge. While this sounds like a contradiction, one should acknowledge that the key areas of tourism along the Vaal River are in Vanderbijlpark and Vereeniging, already included in the urban edge.

Environmental concerns will continue to be managed in terms of the relevant legislation and the EIA processes can suggest or ensure the relevant mitigation and conservation measures.

3.8.3 Optimal Utilisation of Engineering Services

With the segregation of racially based townships during the apartheid era, substantial bulk infrastructural networks were installed between the respective areas, with the implication that large tracts of land were left undeveloped between the areas with access to bulk infrastructure.

Our development approach is to:

- Identify and earmark vacant infill areas with the intention to promote and develop an inclusionary compact urban structure; and
- Maximise development where existing infrastructure exists.
- Within this context however, a number of areas where no/ limited bulk infrastructure exists have been identified for inclusion into the Urban Edge owing to the following reasons:
 - To maximise the tourism potential along natural attributes;
 - To acknowledge areas which have been subject to development pressure where a number of applications have been approved by the respective Local Municipalities; and
 - To minimise the effect of fragmented localised engineering solutions on developments at the periphery of the existing urban areas. These localised engineering solutions have resulted in poor management, pollution of the underground water sources and the establishment of ad-hoc higher order developments.

3.8.4 Optimisation of Public Transport

The Sedibeng SDF focuses development along the major transportation corridors of the N1, N3, nodal areas along the N17, R59 and R82 as well as inter-urban corridors (R54, R23, R28, R57, R103 and the R42) along which future integrated developments is proposed. With the inclusion of these corridors within the Urban Edge, it will facilitate and promote the optimisation of public transport and densification along the corridors.

It is proposed that developments adjacent to corridors outside the Urban Edge be supported for tourism, commercial and densified residential development. Residential areas such as De Deur and Walkerville are proclaimed Townships along the R82 corridor, and need to be considered positively for future development (infill, densification and future extension).

3.8.5 Prevention of urban decay and promotion of urban integration

With the racially based structuring of the urban environment in the past, a large number of townships were marginalised from adequate engineering, social and economic opportunities.

All of the historically disadvantaged communities are included in the urban edge and forms part of the Top 20 Township Programme with the purpose to address the imbalances of the past. The Evaton Urban Renewal Programme was also initiated by the Department of Housing to address the residential, social, economic and engineering backlogs.

In addition to the above, the respective Central Business Districts of Vereeniging, Vanderbijlpark, Meyerton and Heidelberg have been identified to be revitalized.

By extending the urban edge to certain areas, one is able to integrate previously disadvantaged areas with previously advantaged. This can halt urban decay and promote regeneration.

3.8.6 Promotion of opportunities for redevelopment, infill and densification

The proposed urban structure within the Sedibeng District is primarily structured to address infill, densification and re-development, thereby addressing the optimal use of existing transportation corridors and accessibility to higher order community and economic facilities.

In addition to the above, a hierarchy of activities nodes have been identified throughout the District to address the establishment of higher order retail and social facilities in close proximity to historically disadvantaged areas. Not only is the focus to consolidate previously fragmented areas into a consolidated single city but to establish an environment that will facilitate investment.

3.8.7 Creating new well located urban hubs

Although the identified infill and densification areas plays a significant role in the establishment of a compact urban structure with the maximisation of infrastructure and the development of transportation corridors, these areas are viewed as natural extension areas to existing townships. Within the parameters of the existing urban structure, the establishment of new well-located urban hubs on greenfield land is limited. In view of the policy direction of the Department of Housing (Gauteng) to establish (ten) new cities in Gauteng, the Sedibeng DM has identified the Doornkuil areas as a possible site. It borders the Stretford Station and thus is accessible to public transport.

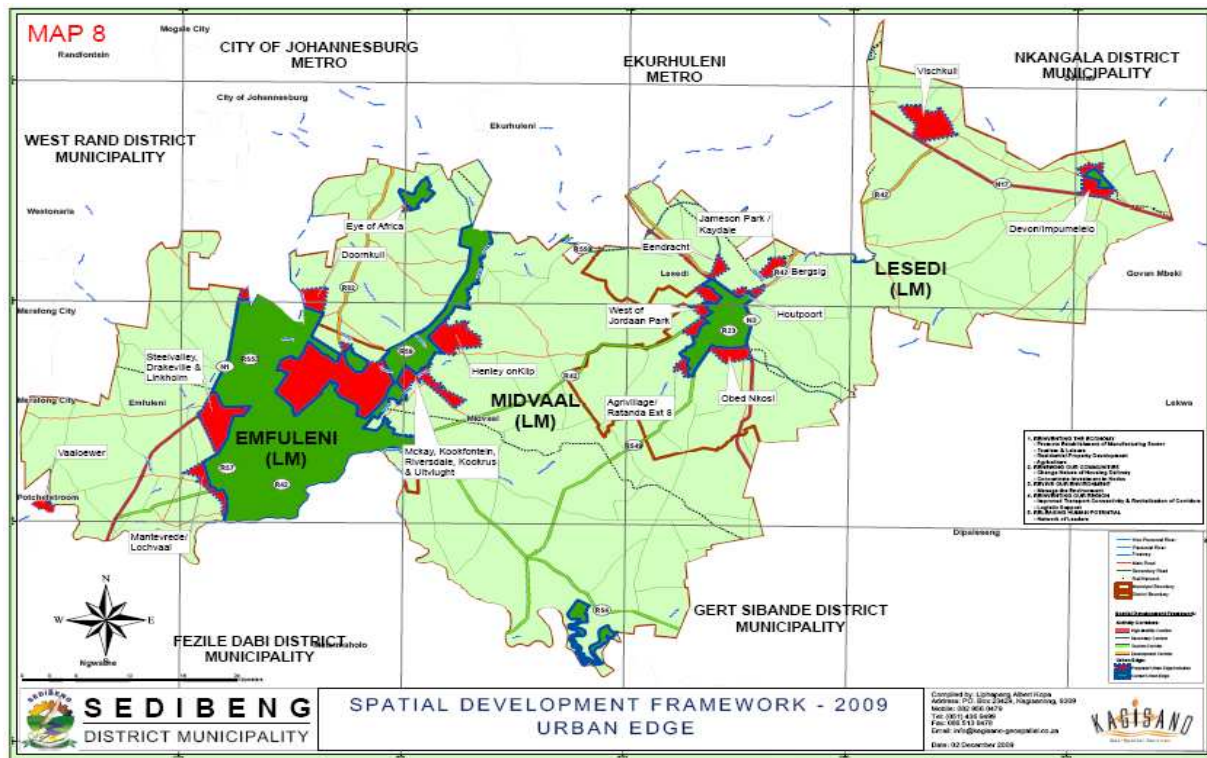
It is intended that this new hub should provide inclusionary affordable housing options linked to adequate social and economic facilities and link to the urban renewal area of Evaton. This hub can provide job opportunities for the very poor and marginalised communities of Orange Farm, Sebokeng and Evaton.

The above approach will also contribute to the restructuring of the apartheid city by creating a balanced and integrated urban environment.

3.8.8 Upliftment of rural areas

With the large rural environment within the Sedibeng District Municipality, a number of existing rural settlement areas was ignored in the delineation of the previous urban edge. These rural settlements (Devon/ Impumelelo, Vischkuil, Jameson Park and Kaydale) play an important function in the provision of housing opportunities for the rural dwellers, social facilities and economic opportunities. These are existing townships and housing projects that are under way in Impumelelo Ext 2 with housing projects being planned for kaydale.

The approach that is required to support the development of the Sedibeng District Municipality needs to be well serviced by a well-established network of roads (North / South and East / West) and rail (See **Map8**).



3.8.9 Corridor and Nodal Development Framework

The SDF will highlight networks of the three local municipalities and how they influence economic growth.

The SDF (including the draft nodal corridor development study undertaken by the Lesedi Local Municipality) has outlined the following objectives for corridor development within Sedibeng District Municipality:

- To determine the infrastructure needed to promote development within the corridors and nodes;
- To develop a plan to optimally capitalise on the development potential in each corridor and node;
- To promote the maximum yield in as far as job opportunities within the corridors and nodes are concerned;
- To retain and expand existing development opportunities and promote new investments;
- To determine catalytic interventions along the corridors and nodes to maximise economic development.

A strong movement network is required to create regional and local linkages and promote connectivity between nodes. The R59 is the most prominent road in the Midvaal area. This road should be promoted as an Economic Spine, with economic uses along the road, as well as the promotion of public transport and transport facilities along the road. The R59 should be promoted as a movement corridor within the Midvaal area and a link with surrounding nodes, service centres and transport attractions.

The location of the R59, Morris Road and the railway line as parallel movement networks in close proximity to each other lends itself to corridor development; therefore the Economic Spine is promoted along this potential corridor. Ribbon development along other roads is however not promoted, as these impacts on the mobility of the movement network. The R82 also provides for movement in the western part of the area.

The proposals and guidelines along the R59 Road are expanded below: The Johannesburg /East Rand Complex and Vaal Triangle will remain the **major nodes** in the development corridor. Development should aim to capitalise on the inherent economic energy associated with Johannesburg and specifically the City Deep and Wadestville / Alrode Blue IQ projects. Economic regeneration of the Vaal Triangle is very important to the success of the development corridor.

Four nodes were earmarked as designated development areas along the corridor (beads on a string). Each of these nodes was earmarked for a specific purpose, to allow for the clustering of uses. These nodes and the proposed uses are detailed below:

- (a) **Meyerton:** This will be the primary node along the corridor, with a mix of land uses. This area can accommodate heavy industries, large-scale manufacturing, commercial uses, retail, general business and urban residential uses.
- (b) **The Nampak/Everite area:** This node is situated at the gateway of the corridor and should therefore be protected in terms of the type of uses and aesthetic appearance. Light industrial uses, mini-factories, offices, warehouses and commercial uses are proposed for this node.
- (c) **Daleside/Witkop:** This is an existing node, in need of upgrading and renewal. Commercial uses (such as transport uses), manufacturing, industrial uses and service industries for agriculture are proposed.
- (d) **Henley-on-Klip:** This node has strong residential and tourism development potential. Residential uses and hospitality uses in support of the tourism industry are proposed.

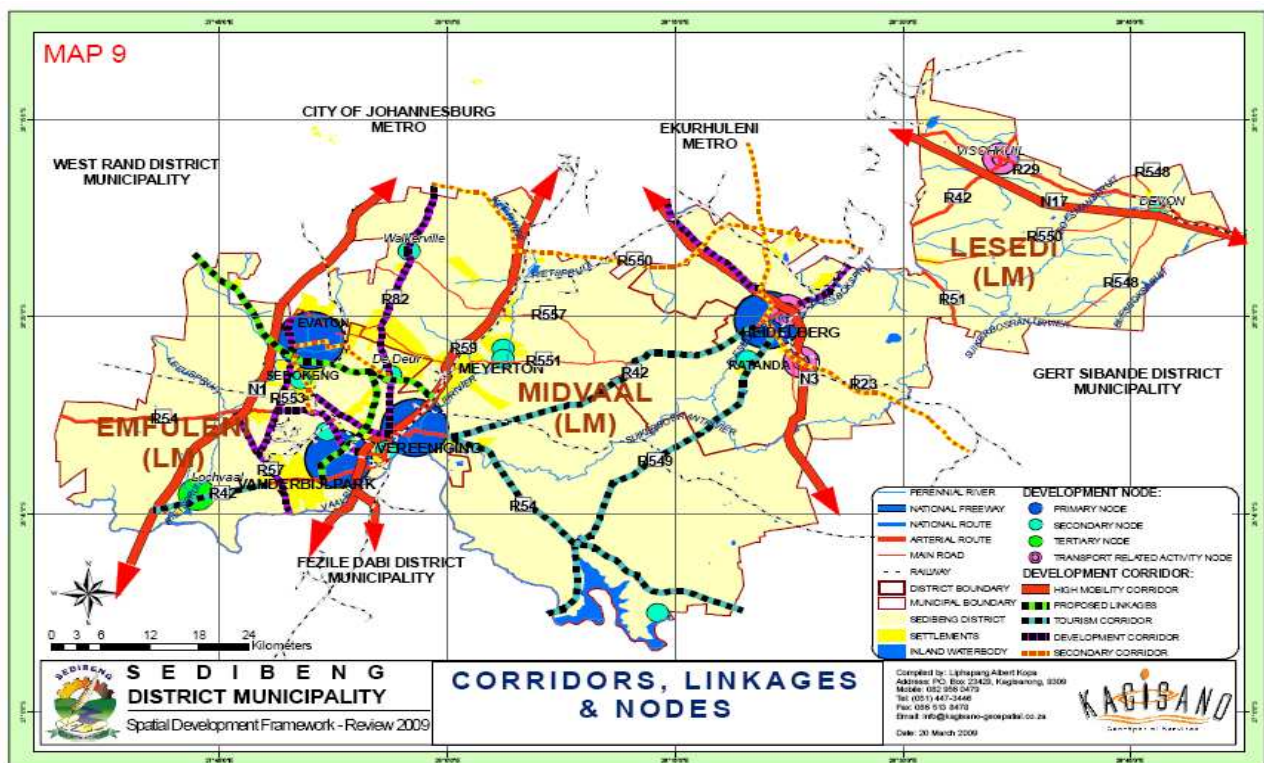
Specific **development guidelines** will be applicable to land uses fronting onto the R59, to protect the aesthetic appearance of the Corridor. These guidelines will be applied through the approval of site development plans, addressing aspects such as access, landscaping, signage and fences.

The development of a **road network** to support the development corridor and nodal structure is essential. The R59 fulfils the function of a Mobility Spine, while the K89 acts as an Activity Spine. To complete the road network, the implementation of an Activity Street east of the R59 is required, to provide direct access to land uses and unlock the potential of this area. The construction and upgrading of roads west of the R59 is not supported in the short to medium term, or at least until the area east of the R59 is fully developed.

The development of the four nodes should be strongly focused on the **stations** to support passenger transport. This implies that there should be a concentration on non-residential uses and higher residential densities in and around stations.

In the short to medium term the area west of the R59 should be reserved for **agricultural purposes and rural residential uses**, to strengthen the development corridor. Emphasis should be placed on exploring the opportunities in the agricultural sector, through production and local processing of products for the export market. Non-residential uses in these areas should only be permitted with the consent of the local municipality, subservient to the residential use. Incentives should be provided to encourage non-residential uses to upgrade and relocate to formal business/industrial premises on vacant land in Meyerton. In the long term it is envisaged that this area will also come under pressure for development and this should be supported once the area east of the R59 becomes saturated. The rural character of the area and proximity to the major economic opportunities in the province, make the area attractive for residential and tourism development. Rural residential estates, equestrian centres and hospitality uses would be supported throughout the area and especially in Henley-on-Klip. These developments should however be sensitive towards the rural character and appeal of the area.

The Klip River is earmarked as the main **open space system** through this area. The river should be protected, especially from effluents from industrial development and should be incorporated as a design feature in developments. Agricultural and rural residential uses should be promoted along the river, to protect it from pollution. (See Map 9)



3.8.10 Development Framework of R82

The following principles were applied in deciding on desirable and permissible land uses along the R82 Activity Spine:

- Protect the existing major nodes in the region, specifically the CBDs and industrial areas of Meyerton, Vereeniging and Vanderbijlpark;

- Protect the corridor status of the R59 and prevent competition between the R59 and R82;
- Limit and manage development permitted along the R82 to:
 - Firstly ensure that the road is upgraded to improve safety and service standards; and
 - Secondly protect the mobility function of the route;
- Protect the existing rural character and associated tourism potential of Midvaal;
- Limit land use changes for business purposes to properties directly fronting onto the R82 Activity Spine. The highest order land uses should be directly adjacent to the road, with a decline in the intensity and scale of uses away from the road;
- Protect the farms and agricultural holdings in the area for agricultural and rural residential purposes; and
- Promote the development of alternative north/south routes, which could compliment the R82 and R59.

3.9 Integration of SDF into the GIS.

Benefits from using a GIS fall into the two categories of: ***efficiency and effectiveness***. The integration of the SDF data into the GIS will assist in the efficiency and effectiveness of data to benefit the users at large. The GIS may be used to accomplish several tasks that were not previously done due to their size and complexity (e.g., flow analysis in water and sewer systems, traffic analysis, investment, etc.). The task in a comparison between manual and GIS methods is that the benefits from using GIS applications can be substantial. Generally categorized as *better planning, better or more effective decision-making*, these applications support more effective investment of government resources in physical infrastructure where relatively small performance improvements can translate into large financial savings. GIS also provides an effective way to communicate and present programs of the institution spatially to the general public and other interested parties.

The implementation of a SDF into Geographic Information System [GIS] across the district is another urgent priority. All the spatial data in the revised District SDF have been captured in a shapefile format (shp.file) as prescribed in the tender document. The local municipalities will have the digital data in for ease-of-use for mapping as each municipality has established its specific GIS systems. Sedibeng District is currently undertaking the co-ordination between the different local municipalities in terms of compatibility of local GIS.