CHAPTER 03:
REGIONAL SPATIAL DEVELOPMENT FRAMEWORK
Introduction:

The Spatial Development Framework (SDF) is a key legislative mechanism that seeks to address the numerous developmental challenges of the District. A number of these challenges considered and interpreted by the SDF include:

- Integrating the urban spatial form municipality created under apartheid to separate townships from economic areas;
- Addressing the services backlogs for the poorest of the poor and the market-related residential development property boom;
- Providing an effective and affordable district-wide public transportation network that takes into account the reliance of the low-income communities on public transport (at a greater relative monthly cost) and conversely, the dependence of middle income communities on private modes;
- Balancing and facilitating market and public sector development in an effective and co-ordinated manner; optimising the use of existing resources;
- Determining and communicating reasonable and effective development policies and strategies;
- Investing in infrastructure in a cost-effective and proactive fashion whilst ensuring that historical backlogs are addressed.

The purpose of the SDF is not to infringe upon land rights but to guide future land uses. No proposals in this plan creates any land use right or exempt anyone from his or her obligation in terms of any other act controlling land uses. The maps should be used as a schematic representation of the desired spatial form to be achieved by the in the long term.

The Gauteng Spatial Development Framework forms the basis around which the SDF is developed, therefore this SDF:

- Gives effect to the policies and principles as laid down in the National Spatial Development Perspective (NSDP), Gauteng Spatial Development Perspective (GSDP), Gauteng Spatial Development Framework (GSDF) and National Development Plan vision for 2030;
- Gives effect to the principles contained in Chapter 1 of the Development Facilitation Act 1995 (Act no 67 of 1995), DFA;
- Sets out objectives that reflect the desired spatial form of the municipality;
- Indicates desired patterns of land use within the municipality;
- Addresses the spatial reconstruction of the location and nature of development within the municipality;
- Provides strategic guidance in respect of the location and nature of development within the municipality;
- Sets out a land use management system in the municipality;
- Sets out a capital investment framework for the municipality’s development programs;
- Contains a strategic assessment of the environmental impact of the spatial development framework;
- Identifies programs and projects for the development of land within the municipality;
• Aligns with the spatial development frameworks reflected in the integrated development plans of neighboring municipalities;
• Indicates where public and private land development and infrastructure investment should take place;
• Indicates desired or undesired utilization of space in a particular areas;
• Identifies areas where strategic intervention is required and
• Indicates areas where priority spending is required.

Context

There are various plans and policies that influence the development of the Spatial Development Framework. These aspects have been incorporated in order to develop the proposals as set out in the framework.

LEGISLATION & POLICY

A number of pieces of Legislation and Policy have a direct influence on the compilation of the SDF. The following legislative and policy documents have to be taken into account:

  This Act stipulates that all Municipalities prepare an Integrated Development Plan (IDP), which is the principal strategic planning instrument guiding and informing all planning and development. Chapter 5, Section 26 (e) of the Act specifies the requirement that a Spatial Development Framework (SDF) be a component of the IDP.

  Section 84 (i) of this Act provides for the division of functions and powers between Districts and Local Municipalities. The relevant section of the Act dealing with functions of the District is reproduced below:

  “A District Municipality has the following functions and powers:
  a) Integrated development-planning for the District municipality as a whole, including a framework for integrated development plans of all municipalities in the area of the District municipality.
  b) Potable water supply systems.
  c) Bulk supply of electricity, which includes for the purpose of such supply, the transmission, distribution and, where applicable, the generation of electricity.
  d) Domestic waste-water and sewage disposal system.
  e) Solid waste disposal sites, in so far as it relates to:
     i. the determination of a waste disposal strategy;
     ii. the regulation of waste disposal;
     iii. the establishment, operation and control of waste disposal sites, bulk waste transfer facilities and waste disposal facilities for more than one local municipality in the District.
f) Municipal roads which form an integral part of a road transport system for the area of the District municipality as a whole.
g) Regulation of passenger transport services,
h) Municipal airports serving the area of the District municipality as a whole.
i) Municipal health services
j) Fire fighting services serving the area of the District municipality as a whole, which includes:
   i. planning, co-ordination and regulation of fire services;
   ii. specialized fire fighting services such as mountain, veld and chemical fire services;
   iii. co-ordination of the standardization of infrastructure, vehicles, equipment and procedures;
   iv. Training of fire officers.
k) The establishment conducts and control of fresh produce markets and abattoirs serving the area of a major proportion of the municipalities in the District.
l) The establishment conducts and control of cemeteries and crematoria serving the area of a major proportion of 5 municipalities in the District.
m) Promotion of local tourism for the area of the District municipality.
n) Municipal public works relating to any of the above functions or any other functions assigned to the District Municipality”.

The first of the functions of the District as listed above is the preparation of a framework for integrated development plans for each of the municipalities, a key component of which is the District Spatial Development Framework.

• **Spatial Planning and Land Use Management Bill, 2012**
The Bill prescribes norms and principles for development planning, including matters relating to sustainability, equality, efficiency and integration, fair and good governance, all of which must, as a result, be taken into account in the development of the Sedibeng District Spatial Development Framework.

• **Municipal Planning and Performance Management Regulations (Government Gazette No. 2605, 24 August 2001)**
These Regulations specify that a Spatial Development Framework (SDF) reflected in a municipality’s IDP must:

   a) Give effect to the principles contained in Chapter 1 of the Development Facilitation Act (DFA), Act 65 of 1995.
   b) Set out objectives that reflect the desired spatial form of the Municipality.
   c) Contain strategies and policies regarding the manner in which to achieve the objectives.
   d) Set out basic guidelines for a land use management system in the municipality.
   e) Set out a capital investment framework for the municipality’s development program.
   f) Contain a strategic assessment of the environmental impact of the spatial development framework.
   g) Identify programmes and projects for the development of land within the municipality.
h) Be aligned with the spatial development frameworks reflected in the IDPs of neighbouring municipalities.

i) Provide a visual representation on the desired spatial form of the municipality.

  While the Development Facilitation Act is to be repealed, the Land Development Principles contained in Chapter 1 of the Development Facilitation Act should still be adhered to in the compilation of the SDF, in particular:
  a) Policy and laws to provide for urban and rural development and to facilitate formal/informal settlements
  b) Discouraging illegal occupation of land
  c) Promoting efficient and integrated land development
  d) Integrating social economic institutional and physical aspects
  e) Mutually supportive rural and urban development
  f) Facilitating availability of residential and job opportunities in close proximity to each other
  g) Optimisation of existing resources
  h) Promoting diverse combination of land uses
  i) Discouraging urban sprawl
  j) Correcting historically distorted spatial patterns
  k) Encouraging environmentally sustainable development
  l) Facilitating safe utilisation of land
  m) Facilitating speedy development
  n) Ensuring applications are judged on their own merit
  o) Development that results in security of tenure

- Gauteng Planning and Development Bill, 2012
  The SDF is chapter 3 of the Gauteng Planning and Development Bill, which directs municipalities to include the following in their Spatial Development Frameworks:
  a) A review of existing land use patterns in the municipality and a statement of issues to be addressed.
  b) A plan showing the desired pattern, including the density or intensity, of land uses.
  c) The future development of roads and transport infrastructure.
  d) A statement of priorities for the development of any particular land uses or land areas within the municipality and the strategies to be implemented to achieve such priorities.
  e) A programme for the development of any particular land uses or land area within the municipality
  f) The availability of engineering services to serve future land use development.
  g) A programme for the provision of engineering services to serve the development of the desired pattern of land use.
  h) The methods, including the provisions of the land use scheme, to achieve the objectives of the municipal strategic development framework.
The Gauteng Spatial Development Framework, 2011

The Gauteng Spatial Development Framework has a number of aspects that need to be taken into account when developing the SDF. In particular, this framework is, “premised on building Gauteng as a City Region that allows agriculture to provide a link between rural and urban economic development, shaped by infrastructure led investment”. The framework seeks to:

a) Provide a clear future provincial spatial structure that is robust to accommodate growth and sustainability.

b) Specify a clear set of spatial objectives for municipalities to achieve in order to ensure realization of the future provincial spatial structure.

c) Propose a set of plans that municipalities have to prepare in their pursuit of these objectives.

d) Provide a common language and set of shared planning constructs for municipalities to use in their planning processes and plans.

e) Enable and direct growth.


The above environmental legislation requires that due cognizance be taken of environmental factors in any proposed development. The Acts, in particular NEMA, outline the procedures for environmental authorisation including that, where required, environmental impact assessments are to be undertaken for approval by the responsible department. The SDF must take into account the protection of environmentally sensitive areas.


The act requires that consent to mineral rights be granted by the Department of Minerals and Energy before land is developed.

Water Services Act (Act 108 of 1991)

This act allows the municipality to divert a river course for the construction of structures within a flood line. No development on affected land can take place without the approval of a municipality.

National Land, Transport Act (Act 22 of 2000)

The Act authorizes the Department of Transport to proclaim road alignments for national and provincial roads. No development may occur on land earmarked for such roads development.

Subdivision of Agricultural Land Act (Act 70 of 1970)

The Act restricts subdivision of land proclaimed as agricultural in terms of the Act. Ministerial consent must be obtained for subdivision of such land.
• **National Heritage Resources Act (Act 25 of 1995)**
  The Act does not allow any developments to occur on land proclaimed as a heritage resource without prior approval of the responsible authority (Provincial Heritage Resources Agency).

• **National Parks Act (Act 57 of 1976)**
  The Act sets aside areas to be proclaimed as national parks. These lands may not be developed at all.

• **The Housing Act (Act 107 of 1997)**
  This Act, through the Department of Housing, provides for the development of a housing programme and the identification of areas for low income housing. The act promotes the establishment of high density areas.

**Legislative and Policy Key Issues**

From an analysis of the legislative and policy context, the emerging key issues for spatial development planning can be summarized as follows:

• Sedibeng needs to develop policies that support inherent strengths and intrinsic potentials of the area across municipal and provincial boundaries.

• Current disjointed policies need to be reformulated to address the strategic development of the District as a functional entity.

• Law enforcement needs to be improved.

• Policy and strategy is required for integrated planning and the prevention of sprawl.

**Provincial Context**

Gauteng Department of Economic Development embarked on a project to develop a long-term development plan for Gauteng province and was finally approved in 2011. It proposed a spatial development pattern in the pursuit of planning for shared, equitable, sustainable and inclusive growth and development in the province.

The Spatial Development Framework, with which this document is concerned, is a key part of this initiative. In embarking on this initiative, the Gauteng Provincial Government seeks to:

i. provide a clear future provincial spatial structure that is robust to accommodate growth and sustainability;

ii. specify a clear set of spatial objectives for municipalities to achieve in order to ensure the realization of the future provincial spatial structure;

iii. propose a set of plans that municipalities have to prepare in their pursuit of these objectives;

iv. provide a common language and set of shared planning constructs for municipalities to use in their planning processes and plans; and

v. Enable and direct growth.
In the Gauteng Spatial Development Framework (GSDF), the Province outlines issues of population growth with a predicted population of 28 million people in the Gauteng City Region (GCR) by 2055 and therefore Gauteng requires a serious overhaul of its planning fundamentals to address the social, environmental and economic needs of an added 16 million people in the Gauteng province. The GSDF has mentioned that there are too many inadequacies and inequalities that exist in the present Gauteng economic system and these are in many respects deeply embedded in failings in the spatial structure of the city region.

In addition to the GSDF there are various policies and strategies that have been developed that provide direction to municipalities with regard to the type of developments to promote in the area. Some of these documents included the Integrated Energy Strategy, Green Economy Strategy, ICT Strategy and the Innovation Strategy. Although these strategies do not directly impact on the spatial development of the regions, it does provide some guidance with regard to the types of activities to be promoted. These strategies promote manufacturing related to the green economy, better use of broadband and fibre optic infrastructure that may facilitate developments such as BPO parks.

REGIONAL CONTEXT

Study Area

The study area for the Sedibeng District Spatial Development Framework includes the three local Municipalities that make up the Sedibeng District, namely, Midvaal, Emfuleni and Lesedi Local Municipalities, as illustrated on the map below.
From the preceding section, the following are apparent:

- The District relies to a large degree on Johannesburg for employment
- The bulk of the District population is located in Emfuleni
- The District has low levels of education despite the presence of two universities and other tertiary institutions
- The dependency ratio is high for the population
- The District, except for the eastern half of Emfuleni, is rural and difficult to service due to large distances
- The R59 development corridor provides development opportunities
- There is no apparent hierarchy of nodes and service

**Key Issues**

From a contextual perspective, the following Key Issues need to be addressed:

1. Focused development and investment is required, taking into account spatial and economic realities and functional areas. (This will need to take into account cross municipal and provincial border issues.)
2. The removal of unnecessary competition between and among municipalities is needed.
3. The outward leakage of resources, both human and economic, needs to be curtailed
4. Clear definition of nodes as well as a hierarchy of nodes, service centres and corridors is required.
5. There needs to be a clear allocation of integrated development planning responsibilities
6. Protection of resources is required, including high potential agricultural areas, environmentally sensitive areas and access to tourism facilities and amenities.

**LOCAL CONTEXT**

**Emfuleni**

Emfuleni functionally links to Pretoria and the Free State. Areas of Sasolburg and Vaalpark in the Free State are economically linked to Emfuleni. In addition, the Gauteng Spatial Development Framework has identified Vereeniging/Vanderbijlpark as important urban development nodes of provincial importance. These nodes are to be linked through rail and road networks. Emfuleni road and rail infrastructure is well developed. Major roads and rail lines traversing the area include the following:

- The N1 linking Pretoria with the Free State continuing to Cape Town
- The K178 linking Vereeniging with the N1 and the North West Province to the west
- The K53 linking Vereeniging in the south with Johannesburg in the north
- The K59 linking Vereeniging with De Deur, Walkerville and Johannesburg to the north
- The rail line that links Vereeniging and Johannesburg to the north.
The above and other roads are illustrated in the Map below extracted from the Emfuleni SDF.

**Major Roads and Rail Lines**

Emfuleni Urban Development Boundary divides the municipal area approximately in half along a north/south axis, where the eastern area is urban and the western portion, with high potential agricultural land, is rural/agricultural, as illustrated in the diagrams below:
The spatial structure of Emfuleni is such that the non agricultural and tourism land uses, namely commercial, industrial, residential and educational activities, are concentrated in a triangle formed by Vanderbijlpark, Vereeniging and Sebokeng/Evaton. The agricultural activities are concentrated in the west in the areas with high agricultural potential. Tourism activities and facilities are concentrated along the Vaal River.
This is illustrated in the Existing Land Use Map extracted from the Emfuleni SDF below.

Emfuleni Existing Land Use Map

Midvaal

Midvaal Local Municipality is located between Emfuleni in the west and Lesedi in the east. The municipal area straddles the banks of the Vaal River and the Vaal Dam in the south and extends to the borders of Johannesburg in the North West and those of Ekurhuleni in the north east. Major national and provincial roads traversing the municipal area include:

- The R59, a north/south route that links Vereeniging with Alberton and the N12 in Johannesburg. This route is situated in the central part of Midvaal Local Municipality area.
- The N1, which is the major national north/south National Road linking Messina, on the northern border of South Africa, to Cape Town in the south and which passes the Midvaal area adjacent to the western boundary of the municipality.
- The N3, which is the major transport link between Gauteng Province and Ethekwini (Durban) and which passes through the Midvaal area a few kilometres to the north-east border of the municipality;
• The R82, a secondary north/south route linking Vereeniging and Johannesburg via Walkerville, situated in the western parts of Midvaal.
• The M61, a secondary north-south route running parallel to the R59 linking Vereeniging and Alberton via Meyerton, Randvaal and Klipriver.
• The R42, which runs east/west through Midvaal and links Meyerton with Heidelberg and the N17 in the Lesedi Local Municipality.
• The R551, an east/west route between the N1 and the Suikerbosrand Nature Reserve. This road merges with the R42 at the Nature Reserve.
• The R550, an e/west link between the N3, R59 and R82 in Midvaal.
• The R54, which links Vaal Marina to the R82 in Midvaal.

A notable factor regarding the above roads is the predominance of north/south routes and the lack of major east/west routes.

Midvaal is largely rural/agricultural in nature. Suikerbosrand Nature Reserve and the Vaal Dam are significant natural features and important conservation/environmentally sensitive areas in the Municipal Area. Development is concentrated in the north eastern areas, occurring around and along the R59 in the east and the R82 in the west. Urban nodes occurring along these routes include:

• R59: Waterval, Randvaal, Henley-on-Klip and Meyerton.
• R82: Tedderfield, Walkerville and De Deur. Savannah City will also link with this route.

The Gauteng Spatial Development Framework has identified the importance of the R59 corridor to link Johannesburg, Ekurhuleni, Meyerton and Vereeniging in the south. The close proximity of Johannesburg to Midvaal, linked by the R59, R82, M61 and N1, has contributed to the development of residential areas in the north of Midvaal as dormitory areas for people working in Johannesburg. Recently industrial/commercial areas have also developed in the northern part of the Midvaal Municipality adjacent to the R59 route, which takes advantage of the accessibility, low land costs and proximity to the Johannesburg, Tshwane and Ekurhuleni Metropolitan areas. Areas of strategic development are mainly focusing on future development along the R59 corridor, Henley-on-Klip, Vaal Marina/Mamello, De Deur and Walkerville. In addition, the densification of existing urban areas and emerging areas such as Riversdale is a key priority for the Municipality.
The spatial structure of the Midvaal Area extracted from the Midvaal SDF is illustrated below.

**Lesedi**

Lesedi Local Municipality is located in the south eastern part of Gauteng Province. The municipality has a land mass of 1 042 km² and is traversed by the N3 and N17 national roads. The N3 is the main link between Gauteng and Durban/EThekwini in KwaZulu Natal (KZN), whilst the N17 serves to link Johannesburg to the Sasol-Secunda industrial node, KZN and Swaziland further east.

Major provincial roads traversing the municipal area include:

- R42 that links Heidelberg with Vereeniging to the south-west and Nigel to the northeast
- R29 that runs parallel to the N17
- R549 that links Heidelberg with Vaal Marina and the Vaal River in the south.
- R550 that runs east-west, linking Nigel with Devon
• R23 that links the area with Balfour in the south east and Benoni to the north.
• R51 linking Nigel with Balfour
• R548 linking Balfour with Devon
• R103 that runs parallel to the N3 freeway.

Lesedi is largely rural/agricultural in nature, with Heidelberg/Ratanda and Devon/Impumelelo serving as the main urban nodes. A large number of people in these urban areas work in Springs and other areas of Ekurhuleni outside of the District.

The Gauteng Spatial Development Framework has identified a corridor along the N3 that links Johannesburg/Ekurhuleni with Heidelberg. The Lesedi SDF has also indentified an “Economic Corridor” (the subject of the Lesedi Nodal & Corridor Study 2009) and a “Tourism Corridor” along the R42. Population density is of the Municipality is relatively low at 95.5 people per km$^2$.

The spatial structure of the Lesedi Municipality, extracted from the Lesedi SDF, is illustrated on the Map overleaf. The majority of the area is rural/undeveloped, with small pockets of residential areas in Heidelberg and Ratanda.
Hierarchiy of SDFs

The SDF is 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 Regional 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 are detailed plans and aligned with the district SDF and which will contain the local spatial objectives and strategy. Nodes and corridors will also be more detailed and may have a different priority in terms of the local plans.
- 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 local municipalities, which are subject to development pressure and are of strategic importance, requiring detail planning.

Development Issues

The identified main development issues in the Sedibeng District can be summarized as follows:

**Nature of the area**

Sedibeng District can be categorized as an area with low population densities compared to the rest of Gauteng, 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, which make up 33% of the total population, 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 previously disadvantaged township areas.

Future urban development should be concentrated in those infill/densification areas where spare bulk services capacity is already available. The unavailability of infrastructure such as sewer hampers the future growth potential of the area and will be a priority to be addressed.

**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 [Arcelor Mittal, BHP Billiton, Scaw Metals 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 whilst those of Midvaal and Emfuleni show similar growth rates.

Economic growth for Lesedi has been the highest of all the municipal areas in the district. Economic growth in Emfuleni is vulnerable to fluctuations in the Manufacturing sector due to the high dominance of this sector in the local economy. Alternative manufacturing activities related to the green economy should also be considered. There are also opportunities to include manufacturing of pharmaceutical products in order to reduce the dependence on the heavy industrial sector.

District Economic Performance

The economic expansion of the District is a complex matter and is dependent on a number of factors, many of which are beyond the control of individuals and beyond the influence of any form of District or local planning. However, it is clear that good planning can have a direct effect on the development and expansion of the economy.

The recent past performance of the District economy has been poor. In 2009, a negative economic growth of 5.2% was recorded and despite a general decline in economies around the world at the time, this was 3.4% worse than the overall Gauteng Provincial negative growth rate of 1.8%.

The Sedibeng economy has increased by 3.1% from 2006 to 2011 but still remains very low with an annual growth rate of 0.8 %. (Sedibeng IDP 2012/13.)

This level of annual growth is insufficient to keep abreast of the increase in population and for the creation of sufficient jobs and employment and provision of social and service infrastructure for the District.

This GEGDS explains the strategic interventions by which Gauteng will work to make this innovating, green and inclusive economy a reality. The strategic interventions spelled out in this document are organised into 5 strategic pillars. The five pillars are:

- Transforming the provincial economy through improved efficiency (economic dimension);
- Sustainable employment creation (economic dimension);
- Increasing economic equity and ownership (equality dimension);
- Investing in people (social dimension); and
- Sustainable communities and social cohesion (social dimension).

These 5 pillars are designed to ensure convergence between the economic and social strategies of government, underpinned by environmental strategies to ensure sustainable resource usage. The pillars assume a strong, developmental state able to intervene to shape the economy that the province needs. Amongst other things a developmental state means strong cooperative governance and coordinated government policies that deal effectively with complex, overlapping mandates that wrap services around the people in the province who need government to work cohesively on their behalf. This GEGDS takes for granted that other policies and strategies being generated in the province address social development, environmental sustainability, and state capacity and co-operation in more detail. This strategy does not displace these other policies and strategies. However, some of the pillars refer to what is expected from other strategies in order for the province to achieve the right kind of economic development.
In fact, at this level of growth, employment levels will decrease and further “economic leakages” to surrounding areas will continue to occur.

The Gauteng Economic Growth and Development Strategy (GEGDS) have recognised the critical importance of economic growth for the Province and have identified five strategic “Pillars”, as illustrated in the extract alongside.

**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.

**Economic Sectors**

**Manufacturing**

The secondary sector (in particular manufacturing) and the tertiary sector (in particular community services) provide the major economic activities of significance in the District. This is reflected in the employment per sector, as illustrated below.

**Sedibeng District Employment per Sector**
Industrial & Commercial Development

Industrial and commercial activities in the secondary and tertiary sectors, including manufacturing, take up a significant amount of land in the District. The main industrial activities occur in the “triangle” between Vereeniging, Vanderbijlpark and Evaton/Sebokeng. This Triangle has been recognised and included in the Gauteng Spatial Development Framework 2011 together with the R59 economic corridor.

The R59 economic corridor currently extends from the new Heineken Brewery in Klipriver through Samancor to Meydustria and has the potential to expand in both directions. It is estimated that industrial and commercial land has increased from 3,920 hectares in 2004 to only 4,014 hectares in 2010 (0.8% to 0.9%), which is an insignificant change over six years. (Sedibeng District IDP 2010/11) The developments that have taken place, such as the Heineken Brewery, and the planned Pick n Pay Distribution Centre at the southern end of this corridor, can be directly linked to the availability of infrastructure as well as the proximity to the Johannesburg, Ekurhuleni and Tshwane Metropolitan areas to the north.

Tourism

The Sedibeng District has a number of areas with intrinsic potential for tourism, including areas such as the Suikerbosrand Nature Reserve, the Vaal Dam area and along the Vaal River and numerous historical and other sites. Yet Tourism does not make an appreciable contribution to the economy.

Some of the planning documents, such as the Emfuleni SDF 2017, have identified the concept of a River Corridor and the Midvaal IDP recognizes the area around the Vaal Dam and lists the potential tourism sites. Lesedi has identified a Tourism Corridor in their SDF but no active strategy is in place and the sector continues to underperform. The appointment of consultants to establish a Tourism Institutional Framework and a Regional Authority may assist.

A major potential for tourism is the Vaal Dam and along the Vaal River. The development of these areas is closely related to appropriate policy and the prevention of pollution of these water sources, which are the major supplier of potable water in Gauteng, as outlined in the extract below from the Set plan Economic Study Report for the proposed Sedibeng Regional Sanitation Scheme (SRSS) 2011.

“Tourism along the Vaal River

A number of interrelated factors affect the development of Tourism along the Vaal River, including policy, pollution, investor confidence, market demand and infrastructure capacity.

Policy

The Vaal River is a major attraction and asset of the study area and should be a factor in the economic development of the region. While current policy, both National and Provincial, is supportive of Tourism development, local planning policy is perhaps the biggest hurdle to tourism and general development along the Vaal River.
In attempting to protect the Vaal River from “inappropriate use” and potential pollution, a “Vaal River Complex Guide Plan” was developed many years ago. This plan is still used by Rand Water and other authorities in making decisions regarding development along the river. (Refer to Map overleaf).

This Guide Plan restricts development either through delineating areas as “nature areas” (green on the map) or as “Open Space” (greenish yellow), with very little area available for any type of investment in tourism.

There are also inappropriate land uses close to the river for historical reasons, which negatively affect this valuable asset, in particular, “Construction Material” which is effectively quarries (pink colour on the map). While the original logic for this Guide Plan is understood, it is now redundant and, in fact, counterproductive.

The alternative “policy” for “development” in terms of the, Subdivision of Agricultural Land Act (Act 70 of 1970), makes provision to subdivide land through the Division of Land Ordinance (Ordinance 20 of 1986). Utilising the Division of Land Ordinance, owners are able to subdivide portions of land down to 10 Hectares, which are sold as “second dwellings” or residences along the river. These plots are economically not viable for agricultural purposes or tourism and effectively cut off and “sterilise” for further economically better development, the land behind them, which becomes separated from the river. The resultant plots along the river generally have 100 metres of river frontage for a single dwelling unit and no further development on the plot or on the land behind the plot.

Until such time as reliable sanitation infrastructure is put in place that will protect the river from pollution, changes in planning guidelines, allowing the economic development of what has become known as “vrot plots”, as well as the land behind them, will not be able to occur.

Pollution

Pollution (current) and potential further pollution along the river is a major deterrent to utilising the river for further economic development, even if such development significantly supports economic development. This approach is consistent with the proposed Large Cities Support Programme (LCSP) of World Bank, which support concepts related to the development of “green cities”, “accountability” and “sustainable growth”, which require that future costs of rehabilitation negate the approach of not taking fully into account environmental factors.

One of the important aspects of controlling pollution along the river is “knowing the facts” regarding the levels of pollution. To this end, Rand Water Board constantly monitors the levels of various pollutants along the river. In addition, Vaal Barrage Catchment Forums have been established between the dam and the barrage that actively monitor levels of pollution and proactively address existing and potential sources of pollution.

Overleaf is a copy of the “Barrage Recreation Report” produced by Rand Water which provides a “layman’s” overview of the levels of pollution for recreational purposes along the river from “Low Risk” to “High Risk”. Of importance to note is that the type of pollutants in the river are consistent with raw or
undertreated sewage entering the river. Further, the levels of risk range from very low, near the dam where no sewerage infrastructure and little development exists, to high risk near the Barrage, which is close to sanitation infrastructure. A factor to take into account is that concentrations also increase closer to the Barrage, but this cannot fully account for the high levels, which are a result of the failure of the current systems and spillage into the river.

For not only the sub region, but also for the whole of Gauteng, the economic consequence of not redressing this level of ongoing pollution of the rivers is of such a magnitude that it far, far exceeds the capital costs of the proposed SRSS. The calculation of this cost becomes a fruitless exercise as the quantum is so large.”
Agriculture

Sedibeng has high agricultural potential land and is an important agricultural resource for Gauteng. The area under commercial farming in the District has decreased from 33% to 32.6% from 2004 to 2010. This decrease has been attributed to many factors, including previous droughts and veld fires in that same period, which reduced the productivity of the land. However, this does not explain the continued decline in this sector as a contributor to the District Economy and why the land under commercial farming has remained at about 33% for over 10 years.

The majority of current farming is large scale commercial farming across a range of agricultural products. Significant potential exists for increasing farming activities and agricultural product beneficiation, which is dependent on, amongst other factors, access to finance, markets, and water and waste water sanitation services and, in particular, appropriate institutional arrangements, support and strategy. The existence of large areas of high potential agricultural land in the District, together with the National Development Plan and Gauteng Economic Growth and Development Strategy, show the need to focus on Rural and Agricultural Development and Food Security.

The District is well known for its animal production. The Lesedi area, in particular, produces the largest variety of animal products in the District, including beef, mutton, lamb, poultry and milk. Other agricultural activities that take place within the District are crop production, including maize, grain, ground nuts, dry beans, sunflower seeds, wheat, sorghum, soya and vegetation. The GVA of the agricultural industry has decreased by 20.3% between 2006 and 2010.

Emfuleni has the highest agricultural potential in its south western area, which is in the area of Lochvaal Barrage and Vaal Oewer. Sonlandpark and Patriotsfontein are also areas within the municipality that have high agricultural potential. The Midvaal Local Municipality has high agricultural potential in areas between the Suikerbosrand Nature Reserve and Klipriver. These areas have intensive commercial crop cultivation, including dry land and irrigated crops.

The Gauteng Department of Agriculture (GDARD) has also identified Emfuleni as a Provincial Agricultural Hub, which reinforces the proposed hubs in the Sedibeng IDP and the Sedibeng District IDP has recognised the need for a focus on agriculture and has proposed a number of Agricultural Hubs, as illustrated on the map below.
There are a limited number of agricultural projects currently in operation within the District that could be a catalyst for further development of this sector, such as:

- The Bantu Bonke project, which is supported by Rand Water
- The Vereeniging Fresh Produce market
- Tokolohong and KwaZenzele Agri-villages, which are in the Lesedi Municipal area and are intended to create job opportunities for residents in the area.

A major concern is that although the high potential agricultural land and agricultural hubs have been identified, the key strategy remains the “protection” of these areas. This results in stopping all development in these areas as opposed to providing appropriate support and facilitation to enhance and build this sector. Food security is a national priority, the addressing of which, will require creative approaches that benefit all parties involved. Appropriate empowered institutional structures, funding and strategy are needed to drive the development of this sector.
Vacant Non Productive Land within the Urban Boundary

Currently, approximately 98 000 hectares of developable land is vacant in the Sedibeng District, of which 6 200 hectares is within the current Urban Development Boundaries. This effectively sterilizes almost 92 000 hectares of developable land due to the lack of infrastructure or other reasons. The majority of currently developable land within the urban development boundary is in Emfuleni (76%) followed by 18% in Midvaal and the balance is in Lesedi. Part of this concern is that large parcels of potentially economically productive land parcels are in the hands of a few individuals or companies.

Land ownership remains a very emotive and serious issue and current land reform mechanisms are viewed by many as slow and ineffective. Mechanisms need to be sought for creating benefits for all parties in making this land available for development. This could, for example, include skilling people in the agricultural sector, while allowing owners to develop parts of the land parcels with high development rights with conditions relating to development of the balance of the land.

Economic Key Issues

The economy of the Sedibeng District is not performing well relative to other areas of Gauteng. This is despite no location disadvantage, available developable land, high potential agricultural land, tourism facilities, amenities and relatively well developed road and other infrastructure. A major constraint for the economic growth of the area is the lack of sanitation capacity.

The GEGDS recognizes the need to address unemployment and poverty, which are major factors in the area, in order to develop the economy as outlined in the extract alongside. Projects/actions that appear, from the analysis conducted, to be needed in the District include:

- Establishing an Agricultural Hub in the Emfuleni Local Municipality in the high potential agricultural area within the south-western portion of the Municipality. This will create job opportunities and assist in reducing the high unemployment rates within this municipality;
- Establishing an empowered agricultural institution capacity in the District;
- Introducing new recreational and tourism activities around the Vaal Dam, which is currently under utilised;
- Extending the rail network into Emfuleni towards the Agricultural Hub for transportation of products to markets;
- Creating a robust economic and institutional relationship between Sasolburg (within the Metsimaholo Local Municipality) and Vanderbijlpark (within the Emfuleni Local Municipality) as they are economically functionally linked to each other; and
- Establishing mechanisms that benefit owners and potential end users for releasing large parcels of potentially economically productive land for development.

The key economic issues for the expansion of the Sedibeng District Economy include:

1. Diversifying the economy to reduce reliance on the manufacturing and services sector.
2. Building on the intrinsic economic resources of the agriculture and tourism sectors across municipal boundaries through District-wide strategy and planning.
3. Addressing the lack of sanitation services.
4. Reviewing current policy and guidelines that restrict tourism development along the Vaal River and other high potential economic activities
5. Considering the Sedibeng economy as a component of the Gauteng City Region
6. Focussing commercial and industrial development within the “development triangle”, identified economic corridors and in commercial/industrial nodes.
7. Creating planning and other mechanisms that benefit all parties for releasing potentially economically developable agricultural and other land currently in private sector ownership for development.
8. Reducing the domination of and dependence on Emfuleni for jobs and services.
9. The provision of services where the majority of the population resides (Sebokeng/ Evaton) and other high density areas.
10. Protection of high potential agricultural and environmentally sensitive land while supporting and facilitating appropriate sustainable development of these areas.
11. Support of the proposed agricultural projects to create jobs within the sector to reduce the current unemployment rate.
12. Development of a job creation policy, strategy and support structures for the entire District.

Environmental Perspective

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.

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 Vaal dam, the Suikerbosrand ridges, and the agricultural potential of the study area.

Environmental Areas

The Sedibeng District Municipality contains several sensitive areas, which range from highly sensitive areas, including areas with “red data” fauna and flora, nature reserves, ridges, dolomitic areas and wetlands, to non-sensitive areas. The District contains a number of environmentally well preserved and untouched areas to seriously impacted areas such as open cast mining, unrehabilitated quarries and polluted ground water, wetlands and soils. Spread throughout the District are many highly sensitive areas that have been classified in terms of the standard C-Plan categories, ranging from “ecological support areas” to “irreplaceable”, “important” and “protected areas”.

“A SMART CITY In the making. Towards A Metropolitan River City of Choice”
© Sedibeng District Municipality 2013 - All Rights Reserved
Ecological Support Areas

These areas are mainly located within the north-eastern parts of Lesedi and towards the south-eastern parts of Midvaal. A complicating factor is that some of these areas are located within areas that have been found to have high agricultural potential.

Irreplaceable Areas

These areas, by definition, cannot be recovered once they are lost and are highly vulnerable and must be protected from encroachment by development. They are mostly found in the north-eastern parts of Lesedi and in the southern parts of Midvaal.

Important Areas

These areas are habitats for certain environmentally important species and although they are widely spread throughout the District, they are mostly found within Midvaal and Lesedi.

Protected Areas

These are recognised conservation areas that are set aside primarily for nature and biodiversity conservation. Protected Areas are important tools in managing the conservation of species and ecosystems. Within these areas, a range of services are provided that are essential to sustaining these valuable environmental and ecological resources. These areas include Suikerbosrand Nature Reserve, Alice Glockner Nature Reserve, the Kliprivier, Vaal Dam and the Vaal River. The above areas are illustrated on the Environmental Sensitivity Map.
Environmental Analysis

The Suikerbosrand Nature Reserve is located on the north-eastern edge of Midvaal and crosses the municipal boundary into the north-western portion of Lesedi. The Nature Reserve, a managed entity to ensure protection of the ecosystem, is one of the areas in Sedibeng that has tourism potential yet is under threat from urban sprawl as developers have developed low-cost informal housing close to the northern boundary. The Suikerbosrand Nature Reserve has ridges at an altitude of 1500m to over 1800m above sea level, which is the highest point in Gauteng Province. The Alice Glockner Nature Reserve is located in the south of Heidelberg in Lesedi. The reserve is known for its Heidelberg Copper Butterflies and its flora and fauna.

The District is currently facing serious pollution challenges that include air, soil and water pollution. The District is generally characterised by poor air quality, particularly within the western and central parts. The river systems and water bodies are polluted by the mining and industrial activities and often by sewage spills/overflow. The Kliprivier is one of the most polluted rivers in Sedibeng, as a result of mining and industrial activities in the upper catchments, outside the borders of Sedibeng. (Strategic Environmental Focus, 2008).

The Kliprivier provides a habitat to birds and other small animals. The Vaal Dam is affected by pollution from urban and industrial run-offs that drain into the dam. The Vaal Dam is currently the most important water source in Gauteng, with a capacity of 2 536 million cubic metres. The water from the Vaal Dam supplies the mining, industrial, agricultural and other activity sectors within the Region, in Gauteng as well as in Rustenburg. Pollution is mostly found within the industrial areas of Vanderbijlpark/Vereeniging, the Heidelberg industrial area, informal settlements, slimes dams, close to waste water treatment works and on landfill sites.

Numerous Red Data species have been identified in the District and are considered to be in danger of being negatively affected. These species include bird, bullfrog, and invertebrate and plant species. A very serious concern is the lack of effective environmental law enforcement, which allows the pollution of the air, water and soil in the District to continue.

Infrastructure Perspective

Water & Sanitation

The Sedibeng District Municipality’s water and sanitation services are distributed by the Municipalities at the local level, however, bulk water is supplied to each Municipality by Rand Water. The Sedibeng Regional Sanitation Scheme (SRSS), as currently envisaged, consists of various components, including a new waste water works, upgrading of the current Sebokeng works, a new pump station, new rising mains and a new gravity main outfall.

Emfuleni is limited to extracting up to 0.2 Ml/day of water from the Vaal River whilst Rand Water supplies 205Ml/day. The Emfuleni Local Municipality has nine reservoirs and a small water treatment plant. The Municipality provides two types of sanitation systems, the flush toilet, which connects to the
A sewer network commonly, found in urban areas, and ventilated pit latrines common in informal settlements. Emfuleni has 3 wastewater treatment works, namely, Sebokeng, Rietspruit and Leeuwkuil wastewater treatment works. The Sebokeng wastewater treatment works is the largest in the area and has a capacity of 119ML/day. The other two need to be upgraded and rehabilitated.

Lesedi water network system consists of seven distribution points in Devon, Nigel, Bergsig, Rensburg, Ratanda and Springs. The current water supply is sufficient and there is capacity to accommodate future development. The Endicott/Vischkuil/KwaZanele area is presently not fully developed. However, there is currently sufficient supply for the current development and future developments provided that they are not high density developments. Lesedi Local Municipality has one main sewer system, the Ratanda Water Care Works (RWCW), which is located on the south western end of the municipal area. The drainage area consists of several sub-basins, Bergsig, Overkruin, Heidelberg, Rensburg, Shalimar Ridge and Ratanda. Devon/Impumelelo has waterborne sewerage reticulation.

Midvaal main supply points are Meyerton, Oheni Muri and Vaal Marina. The Midvaal’s water and sanitation supply is currently under pressure and may not be sufficient to provide adequate supply to the currently envisaged developments, unless services are accessed from the adjacent municipalities.

**Electricity**

From information currently available, it is evident that sufficient electrical capacity is available for current and planned developments. The Sedibeng District Municipality’s electricity is mainly supplied by ESKOM, with a few areas supplied by the relevant local authorities.

**Road Transport Network**

The Sedibeng District Municipality has infrastructure for 3 modes of transportation, namely road, air and rail. Sedibeng District Municipality has a relatively well developed road transport network, which currently lacks east/west routes. However, this is addressed in the proposed strategic road and rail network illustrated overleaf.

A Bus Network operates on the following routes:

1) Vereeniging to Sebokeng, along the K59 and the K45 routes.
2) Vereeniging to Meyerton.
3) Evaton to Meyerton

Mini-bus taxi networks operate between the CBDs throughout the municipal areas. These routes run mostly between the CBDs into residential and industrial townships.

**National Roads**

National roads in the District are:

- The N3 national freeway, which connects Gauteng, Free State and KwaZulu Natal.
- The N17 national road, which links Gauteng, southern Mpumalanga, KwaZulu Natal and Swaziland.
Provincial and Municipal Roads

The provincial and municipal roads for each of the local municipalities are as listed below per municipality:

**Lesedi Local Municipality**
- The R42 links Heidelberg with Vereeniging to the south-west and Nigel to the north-east
- The R29 runs parallel to the N17
- The R549 links Heidelberg with Vaal Marina and the Vaal River in the south.
- The R550 runs east/west linking Nigel with Devon
- The R23 links the area with Balfour in the south-east and Benoni to the north
- The R51 links Balfour with Devon
- The R103 runs to the N3 freeway.

**Midvaal Local Municipality**
- The R59, north/south route links Vereeniging with Alberton and the N12 in Johannesburg
- The R82 north/south route links Vereeniging and Johannesburg via Walkerville
- The M61 north/south route runs parallel to the R59, linking Vereeniging and Alberton via Meyerton, Randvaal and Kliprivier.
- The R42 east/west route through Midvaal links Meyerton with Heidelberg.
- The R551 east/west route between the N1 and the Suikerbosrand Nature Reserve
- The R550 east/west route between the N3, R59 and the R82
- The R54 route linking the Vaal Marina to the R82

**Emfuleni Local Municipality**
- The K178 route links Vereeniging with N1 and the North West Province to the west
- The K53 route links Vereeniging in the south with Johannesburg in the north
- The K59 route links Vereeniging with De Deur, Walkerville and Johannesburg to the north.

**Corridors**

Two main corridors exist in the District namely:
- The N3 south corridor, which links Johannesburg, Ekurhuleni and Heidelberg. This corridor was identified by the Gauteng Spatial Development Framework.
- The R59 corridor, which links Johannesburg, Ekurhuleni, Meyerton and Vereeniging.

1.1. Air Transportation

There are a number of private air transport services that operate through the following airfields:
- In Lesedi there is a small private airfield which is situated south of Bergsig. This airport is largely utilised by farmers who have built the airstrips.
- The Aerovaal Airport, situated on the boundary between Midvaal and Emfuleni, has two runways and accommodates approximately 64 aeroplanes.
The Tedderpark Airport, situated in Midvaal, is privately owned and is used mostly for recreational purposes. The Tedderfield Airport provides a training academy for pilots. The Vanderbijlpark airport is located in Bophelong in Emfuleni.

Rail Transportation

Rail transportation infrastructure is well developed within the Sedibeng District Municipality. There are two railway lines in Lesedi Municipality. These are the railway line that runs parallel to the N17 through Devon and the rail linkage between Ekurhuleni with Belfour that runs through to Heidelberg. Both of these are freight lines. The main railway line in Midvaal runs parallel to the R59 from north to south. It connects Vereeniging with Germiston and Johannesburg. In Midvaal there is an east/west line which is used for freight only. A further railway line, running through Vereeniging, Sebokeng and Orange Farm, is used as a passenger rail line.
Infrastructure Key Issues

Infrastructural services are provided mainly in urban areas while there is a shortage of services within informal settlements. The existing infrastructure is, in general, old and overburdened and needs rehabilitation and upgrading. While the site for the Regional Sewer Scheme has been identified and the upgrading of existing works has commenced, the excess effluent is finding its way into the rivers and wetlands, creating serious environmental and health problems.

The Sedibeng District Municipality has good quality road and rail networks that extend into other provinces, creating linkages between Sedibeng and other areas. The proposed R59 and N3 corridors present development opportunities at the District.

The Key Infrastructure Issues can be summarised as follows:

- Lack of services in rural and informal settlements.
- Pollution problems, especially from overflowing sewage and heavy industry waste.
- The presence of pit latrines that may add to pollution.
- Shortage of east/west road networks.
- Ageing road infrastructure, especially in Emfuleni.
- Low threshold for services such as rail, and public transport such as busses.

Spatial Structure

Structuring Elements

In order to achieve sustainable development, it is imperative that all parties (public sector, private sector and end users) involved in development, have an agreed common vision and strategy for the Spatial Structure of the District. To this end it is important that there is a common Vision, Objectives and understanding of the preferred Spatial Structure of the District. This requires agreement on “Structuring Elements”.

The Sedibeng District Municipality 2012/13-2016/17 Integrated Development Plan (IDP) adopted a set of development principles and objectives that should inform structuring elements for spatial planning in the medium to long term. The following principles were adopted:

Sustainability

Development is to be implemented in a manner that ensures sustainability of environmental resources while creating opportunities for future generations.

Efficiency

Efficient use of resources is to be achieved through a robust urban form and structure, managed growth, based on availability of infrastructure and interconnectivity between facilities.

Accessibility

Accessibility is to result in the enhanced ability of residents to access various opportunities with reduced costs.
Spatial Development Objectives
The following spatial development objectives were adopted by the IDP for the District:

- **A Continuous And Sustainable Open Space Network**
  The creation is required of an uninterrupted open space network that utilizes the ridges, rivers and nature reserves including the Suikerbosrand and the Vaal river area as the key elements within the system.

- **A System Of Functionally Defined Activity Nodes**
  The main activity node is currently Vereeniging/Vanderbijlpark, with Meyerton in Midvaal and Heidelberg/Ratanda in Lesedi being secondary nodes. Rural services nodes are located in areas throughout the District.

- **Linkages**
  The main roads, such as R29, R42, R59, R82, R54 and R553 should be optimised to link different areas. These routes should promote mixed-use high density development.

- **Urban Development Boundary (UDB)**
  UDBs are to be used to prevent urban development sprawl, to promote more compact urban development and to protect the agricultural and ecological potential of the rural areas. Future urban development is to be within the UDB to ensure infill and densification.

- **Existing Major Development Opportunities**
  Opportunities for development around Suikerbosrand, the Vaal River and along the R59 are to be sought and utilised.

- **Corridors**
  The R59 and N3 corridors should be enhanced as well as along other major routes by promoting high density development along and at main public transport links (road/rail).

- **Services**
  Upgrading of services is to be focused primarily on previously disadvantaged communities. The strategic concept is to focus on existing strengths and development opportunities whilst addressing areas of critical need through building on urban and rural strengths. There should also be high order investment (infrastructure, housing and economic enterprises) in the urban core areas as well as in upgrading existing rural settlements.

- **Urban Development Focus Areas**
  The identified focus areas include:
  - Vereeniging/Vanderbijlpark
  - Meyerton CBD
  - N3 zone of opportunity
  - R59 corridor
- **Precincts**

  Identified Precincts include:
  - Government Precinct
  - Fresh Produce Market Precinct
  - Doornkuil Precinct
  - Waterfront Precinct

- **Upgrading Of Existing Settlements**

  The settlements identified for upgrading are:
  - Heidelberg/Ratanda
  - Devon/Impumelelo
  - Vischkuil/Endicott
  - Tshepiso North Ext 3 & 4
  - Sonderwater
  - Boipatong
  - Lakeside Ext 4
  - Sebokeng Ext 24
  - Lakeside Proper

- **Development Nodes & Corridors**

  The key structuring elements include development nodes dived into primary, secondary, tertiary, nodes, zone of opportunity, development corridors and mobility corridors.

  - Primary Nodes are: Vereeniging and Vanderbijlpark CBDs.
  - Secondary Nodes are: Meyerton and Heidelberg
  - Tertiary Nodes are: Vischkuil / Endicott, Devon/ Mpumelelo, the Nampak/ Everite area Sebokeng (vicinity of the hospital/ rank) and Evaton (along the Golden Highway).
  - Zones of Opportunity are at the intersection of N3 and R42 for mixed retail development.
  - Development Corridors are: The R59 (between Meyerton/ Vereeniging), the N17 Freeway (intersection N17/ R24 and N17 / R550), and the N3 Freeway (intersections with R23, R42 and R550).
  - Mobility Corridors are: The R54 (between Sebokeng and Vereeniging), the R82 (between Vereeniging and De Deur) and the R42 Route.

**Lesedi Municipal Area**

Lesedi municipality adopted the following structuring elements for its area:

- **Development Nodes**

  Heidelberg / Ratanda serves as a secondary node for District purposes while it is considered to be a primary node for the local municipal area. Vischkuil / Endicott, Devon /Mpumelelo serve as tertiary nodes for the District while they serve as secondary nodes for the local municipality.

- **Development Corridors**

  R24 serves as a Development Corridor.
Zone of opportunity

The following intersections with the N3 are identified as zones of opportunity:
- R23
- R550
- R42

Most of the area to the east is considered good for commercial agriculture while areas to the south – west are suitable for tourism and as ecological corridors. Less than 5% of the area is used for urban development purposes.

Urban Development Boundaries

Areas indicated above as development nodes, corridors and zone of opportunity are all within urban development boundaries to prevent encroachment into agricultural and conservation land.

The above spatial structuring elements in Lesedi are illustrated on the below Maps overleaf.

Lesedi Spatial Structuring Elements
Midvaal Municipal Area

Midvaal Municipality utilised their main development corridor and nodal system as the main structuring elements for the Midvaal Spatial Development Framework (SDF).

Development Corridor
The R59 is used as the dominant development corridor with nodes along the corridor to serve local interests.

Development Nodes
A range of nodes are identified these include, Vaal Marina, Savannah City, and Meyerton.

Urban Development Boundary
All major residential and business/industrial areas are provided with urban development boundaries. These include Vaal Marina, the R59 corridor, Meyerton, Savannah City and Eye of Africa. The above structuring elements are illustrated on the Midvaal SDF Map overleaf.

Emfuleni Municipal Area
Emfuleni Municipality adopted the following structuring elements for its area.

Development Nodes
Vereeniging and Vanderbijlpark CBDs are primary nodes both for Emfuleni and the District. Tertiary nodes include areas within Evaton and Sebokeng.

Development Corridors
The R59 is identified as a Development Corridor.

Mobility Corridors
These include the R54 between Sebokeng and Vereeniging and a portion of the R82.

Precincts
A number of precincts have been identified. Among others are Boipatong, Lakeside Extension 4, Lakeside Proper, Sebokeng Extension 24 and Waterfront.

Urban Development Boundary (UDB)
An urban development boundary was adopted for all major urban development areas. The UDB extends north/south approximately at the centre of the municipality, creating an urban east and a rural west. The above are illustrated in the Development Concept Map and Emfuleni SDF Map from the Emfuleni SDF overleaf.
Development Concept
Spatial Structure Key Issues

While the various policy documents dealing with spatial structure, in particular the Sedibeng IDP and the Local Municipalities’ SDFs, all note the need for densification and investing in identified precincts and nodes within the District, such as the “Development Triangle” and other nodes, the reality indicates that this is not taking place. Major investments in the District over the last few years, particularly in housing and related infrastructure, have been in areas that reinforce the old inappropriate land use patterns, placing people far from opportunities and in areas that do not take advantage of existing infrastructure, as illustrated in the Land Cover Map overleaf.

The three municipalities that constitute Sedibeng District (Lesedi, Midvaal and Emfuleni) are very different and distinct from each other with diverse environments and potentials. Further, the spatial structure and planning of these areas tends to be inward focused, not taking into account adjacent
areas and the planning that has been done for the region and province does appear to be effectively taken into account, such as the Gauteng Spatial Framework.

Lesedi has high agricultural potential and limited urban development and is functionally linked to Ekurhuleni (Springs and Nigel) for employment and services. Midvaal has major conservation and tourism potential with little urban development, except for Meyerton, along the R59 and in newly developed residential areas such as the Eye of Africa and the proposed Savannah City. These developments relate to Johannesburg in the north and Emfuleni to a limited extent as they are functionally part of these areas. The northern part of the R59 corridor is, to a great extent, within the sphere of influence of Ekurhuleni (Alberton). Areas in the south of the municipality are functionally linked to Emfuleni. The municipality does not have a strong central economic core.

Emfuleni has defined developed areas with a strong manufacturing sector and has strong linkages and good access. The eastern portion has a developed urban conurbation with high population densities. The Key Spatial Structure Issues include:

- The absence of an overall spatial structure, urban form and linkages that define the District as a functional entity.
- The absence of standardised terminology and definition of terms such as nodes, corridors and precincts in planning documents used by the different municipalities.
- A gap between urban and rural areas in relation to the provision of services and development plans for the entire District area.
- Lack of fit with the Gauteng Spatial Development Framework and concepts of a “City Region”.
- Municipalities are not maximising the development potential of their own strengths and resources from the broader perspective of development of the District and Province.
Flagship Projects

The flagship projects do not constitute a full list of all interventions and developments that will be undertaken in the area. It rather highlights those priority interventions with the highest catalytic impact, has legacy value or is critical to the future growth of the area. These projects can also be depicted in relation to the spatial development and does not include the policy and regulatory interventions required.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Description</th>
<th>Strategic Importance of Projects</th>
<th>Implementation Agent</th>
<th>Municipality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of Vaal Logistical Hub initiative</td>
<td>The Vaalcon Container Depot in Vereeniging was established in 1993 and is mainly used for the steel industry. It is believed that the hub is not operating optimally and that it could play a more prominent role in the economy.</td>
<td>• Increase in economic development opportunities, • Increased efficiency, • Job creation, • SMME and Cooperative initiatives</td>
<td>Private Sector, Transnet, Public Sector</td>
<td>Emfuleni Local Municipality</td>
</tr>
<tr>
<td>Sedibeng Regional Sewer Scheme</td>
<td>Due to current capacity constraints sewer network to be upgraded</td>
<td>• Increased capacity, • Attracting development, • Legal compliance, • Approval of housing development applications.</td>
<td>Public Sector</td>
<td>Emfuleni Local Municipality</td>
</tr>
<tr>
<td>Ensure the development of the R59 Corridor</td>
<td>Corridor with well established road and rail infrastructure. Various developments along the corridor to be promoted and facilitated, especially light industrial and manufacturing. Residential development at higher densities should also be promoted to increase feasibility of public transport.</td>
<td>• Economic growth and diversity, • Increased job opportunities, • Increased public transport</td>
<td>Private Sector developments, municipality to provide infrastructure</td>
<td>Midvaal Local Municipality</td>
</tr>
<tr>
<td>Savannah City</td>
<td>Integrated Housing project with 18 000 households proposed. The first development in SA where township has been linked to financial and urban management model. 20% (3738 houses) of the development (18691 mixed housing) will be dedicated to low-cost housing.</td>
<td>• Densification in areas close to economic activities, • Social inclusion, • Create densities to support public transport</td>
<td>A developer driven project by Basil Read in partnership with Old Mutual.</td>
<td>Midvaal Local Municipality</td>
</tr>
<tr>
<td>Klipriver Business Park and Graceview</td>
<td>The home of Heineken Brewery. Pick n Pay will be constructing a distribution centre of 300 000m², currently busy constructing a</td>
<td>• Major investment in area, • Consolidation of development corridor and optimal use of</td>
<td>Private sector</td>
<td>Midvaal Local Municipality</td>
</tr>
</tbody>
</table>
## REGIONAL SPATIAL DEVELOPMENT FRAMEWORK

### Project Title

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Description</th>
<th>Strategic Importance of Projects</th>
<th>Implementation Agent</th>
<th>Municipality</th>
</tr>
</thead>
</table>
| trailer manufacturing company          | measuring 30000m²                                                           | engineering services.  
  • Job creation opportunities  
  • Increased rates base                                                               |                              |                            |
| Sicelo Precinct                        | Construction of mobility spine roads  
  Creating safe road crossing intersections  
  Establishment of informal trading in the area                                      | • Upgrading / consolidation of area  
  • Increased accessibility                                                           | Public sector                | Midvaal Local Municipality |
| Meyerton Waste Treatment Works         | Due to current capacity constraints sewer network to be upgraded            | • Increased capacity.  
  • Attracting development.  
  • Legal compliance.  
  • Approval of housing development applications.                                      | Public Sector                | Midvaal Local Municipality |
| Implementation of the Dlomo Dam        | Initiated by South African National Biodiversity Institute (SANBI) who has   | • Improved quality of environment and water  
  Development                                | SANBI, GDARD, Sedibeng, Emfuleni Local Municipality                      | Emfuleni                    |
| Zone of Opportunity                    | Identified at the intersection of the R42 and the N3 for the purposes of    | • Optimisation of opportunities related to access  
  mixed retail, commerce and service industries. The process of installing bulk   | Private Sector               | Lesedi Local Municipality  |
| Heidelberg Showground Industrial       | The township is ideally situated in relation to the station and the existing | • Optimisation of opportunities related to access  
  Township                                | Private sector               | Lesedi Local Municipality  |
|                                        | industrial areas such as BAT, Escort and Heidelberg Extension 6. The        |  
  Township is 30Ha in extent and consists of approximately 47 stands. The 47 stands |                              |                            |
<table>
<thead>
<tr>
<th>Project Title</th>
<th>Description</th>
<th>Strategic Importance of Projects</th>
<th>Implementation Agent</th>
<th>Municipality</th>
</tr>
</thead>
</table>
| Transnet Bulk Liquid Terminal.      | Transnet has started a construction of Bulk Liquid Terminal in Jameson Park along R42 Corridor. This project forms part of the Multi Product Pipeline from Durban to Heidelberg, which carries four products including petrol, diesel, aviation fuel and crude oil. The Bulk Liquid Terminal will serve as a storage point thereby ensuring that there is enough fuel in inland.                                                                                       | • Resource optimisation  
• Infrastructure development | Transnet                          | Lesedi Local Municipality |
| Southern Gateway Logistics Hub.     | The proposed development is located in between the N3 and R103 corridors (Tamboekiesfontein) and it can be directly accessed from the freeway through R550 corridor. The area measures approximately 550 hectares and ROD has been approved for the first 30ha, another 90ha has a pending ROD and a new EIA has to be processed for the remainder of this portion. It includes uses such as warehousing, container terminal, retail and manufacturing. It forms part of a bigger development across the N3 in Ekurhuleni that will be known as Tambo Springs that will become major inland port to take over capacity from constrained City Deep. | • Addressing structural economic functioning of Province  
• Development of node that will cater for future needs of Gauteng  
• Increased economic activity and job creation | Private Sector                    | Lesedi Local Municipality |
| Integrated Medical Facility.        | The Council has approved proposed development of an Integrated Medical Facility in the area North of Bergsig along                                                                                                               | • Infrastructure Development  
• Investment in social infrastructure | Meigui Developers                | Lesedi Local Municipality |
<table>
<thead>
<tr>
<th>Project Title</th>
<th>Description</th>
<th>Strategic Importance of Projects</th>
<th>Implementation Agent</th>
<th>Municipality</th>
</tr>
</thead>
</table>
| R42. This development is envisaged for the construction of a university hospital that will use alternative healing therapy based of eastern medicine and methods such as acupuncture and herbal cures. Meigui Developers have pledged to inject an amount of R7, 5 Billion for the construction of 600 beds hospital and the project is envisaged to create more than five thousand job opportunities for local communities. | • Increased residential development  
• Social inclusion through mixed income development  
• Create densities for public transport | Municipality | Public Sector | Lesedi Local Municipality |
| Obed Nkosi Housing Development.        | Project is envisaged for development of Six Thousand (6000) mixed income residential stands. Deliver 300 houses and 2000 serviced stands in 2013. Contractor appointed for the construction of 300 houses. The Department in the process of appointing Contractors for the servicing of 2000 stands. | • Increased residential development  
• Social inclusion through mixed income development  
• Create densities for public transport | Public Sector | Lesedi Local Municipality |
CHAPTER 03:
REGIONAL SPATIAL DEVELOPMENT FRAMEWORK

“A SMART CITY In the making. Towards A Metropolitan River City of Choice”
© Sedibeng District Municipality 2013 - All Rights Reserved
CONCLUSION

As indicated above, the Spatial Development Framework has been formulated in response to a number of objectives, which include the development of an efficient and well-structured city and the meeting of needs for land for settlement, as well as for different social and economic purposes, in a sustainable manner.

These objectives relate directly to the core concerns of Local Agenda 21 and the proposed Framework is seen to contribute positively towards the creation and management of a built and natural environment within which the needs of the most disadvantaged members of Sedibeng’s residents may in future be met. In this regard, the Spatial Development Framework seeks to facilitate the development, over time, of a city within which levels of access to upgraded infrastructure, social facilities and supportive institutions for marginalized residents and those afflicted with disabilities and illness is improved in both urban and rural environments.

The strategy for spatial development cannot on its own ensure the success of the implementation of the SDF. The spatial strategy is supported by various other strategies and programmes which is part of a coordinated and integrated package to ensure that investments and programmes form the basis of longer-term growth and development and that it supports a proper hierarchy of settlements.

It also requires that there must be a certain level of intervention with decision-making and implementation to ensure a deliberate move towards a more functional and optimal spatial pattern for the municipality, also creating sustainable settlements. The extent in which financial and institutional resources are mobilised will undoubtedly have a major impact and could result in a meaningful change in the existing spatial pattern towards a more natural settlement pattern for the future.

A very high level of co-ordination and joint prioritisation is required with reference to all these strategies to ensure support of the geographic locations of the agreed to macro spatial plan. Minimum requirements for service provision to all communities must exist, but priority settlements must be identified for better levels of services to create the economic threshold, which is required for sustainable development.

Through the SDF, new cities need to be built to redefine norms and standards. Cognisance needs to be taken in the fact that climate change and migration influence settlement patterns therefore the SDF seeks to shift from the normal reactive planning to proactive spatial planning at all scales. Public Open Spaces should also be promoted to have places of interaction and socializing, also places for kids to play because healthy environments produce healthy youth.

In essence, the conceptual approach acknowledges that the urban areas of greater Lesedi, Emfuleni and Midvaal, are likely to be the focal points for significant economic growth and development within Sedibeng District over an extended period of time.
Therefore, it is concluded that:
- It must be accepted that it is most rational and economically effective to focus higher order development investment (in infrastructure, housing and a diversity of economic enterprises) in the urban core areas.
- A proportion of the resources of the Sedibeng District Municipality must also be targeted in areas of opportunity (Agriculture) and areas of need (Tourism) in fringe rural and peri-urban areas, in order to upgrade existing settlements and create or facilitate new development opportunities in these areas.
- Focus must be on developing and enhancing the strength of Agricultural and Tourism potential of the Sedibeng area by introducing learning institutions which focus Agriculture and Tourism.
- Small cities need to connect to primate cities, District Municipality and Local Municipalities need to develop common understanding around space economy and settlement patterning, clarify spatial dimensions, understand demographic shifts, growth of employment, environmental pressures and use technologies such as GIS in order to stabilize land.
INTRODUCTION

The Council of Sedibeng District Municipality adopted the 2nd Generation Sedibeng Growth and Development Strategy (SGDS) which reaffirmed its seven pillars which are known as 5Rs + 2. They are:

- Reinventing our Economy
- Renewing our Communities
- Reviving sustainable Environment
- Reintegrating our Region
- Releasing Human potential
- Good and Financial Sustainable Governance
- Vibrant Democracy

These pillars are the core of the IDP since they set out what the SDM will be doing in 2013/14 financial year. In many instances our strategies remain the same as in the previous year. The revised strategies for 2013/14 financial year were formulated in line with National and Provincial Priorities (Outcome based Approach and National Development Plan Vision 2030), 2nd Generation of the Sedibeng Growth and Development Strategy (GDS2).

National, Provincial Outcomes and National Development Plan

- Improve Quality of Basic Education
- Improve Health and Life Expectancy
- All people in South Africa are protected and feel safe
- Decent employment through inclusive economic growth
- A skilled and capable workforce to support inclusive growth
- An efficient, competitive and responsive economic infrastructure network
- Vibrant, equitable and sustainable rural communities and food security
- Sustainable human settlements and improved quality of household life
- A responsive and accountable, effective and efficient local government system

The Outcome is directly link to Local government, and the role of the province is to develop a specific implementation support plan based on the national Local Government Delivery Agreement, and establish provincially based Technical Support Units. A key role of the province in the implementation of Outcome 9 is to undertake critical support, monitoring, and reporting roles based on their provincial-specific municipal implementation support plan related to the outputs and targets agreed to in this agreement. This will include:

I] Alignment with the National Government approach and national Delivery Agreement and similarly undertake the applicable actions at a provincial level.

II] Allocation of more and appropriate resources towards the Local Government function
   - Better spending and outcomes in municipalities
   - Alignment and resource commitments of provincial departments in IDPs

III] Improvement of provincial participation, including better communication, with municipalities and communities in planning and execution of provincial functions.
   E.g. by ensuring municipal and public participation in provincial sector programmes
CHAPTER 04: REVISED STRATEGIES

IV] Improved support to and oversight of municipalities
V] Monitoring and reporting on the implementation of targets and activities.

- Protection and enhancement of environmental assets and natural resources
- A better South Africa, a better and safer Africa and world
- A development-orientated public service and inclusive citizenship

National Development Plan Vision 2030:

This is the plan by the National Government Planning Commission (Vision 2030) and it was released in June 2011. The plan is about writing a different story about South Africa in the years to ahead. In this new story, every citizen is concern about the well-being of all citizens, and the development of South Africa means the development of everyone who lives in it. This plan focuses on the following key priority areas;

- Economy and Employment
- Economic Infrastructure
- Transition to a low carbon economy
- Transforming urban and rural spaces
- Positioning South Africa in the region and world
- Human Settlements
- Improving education, innovation and training
- Promoting Health
- Social protection
- Building safer communities
- Building a capable state
- Promoting accountability and fighting corruption
- Transforming society and uniting the country

PILLARS OF THE GROWTH AND DEVELOPMENT STRATEGY

A) IDP KEY PERFORMANCE AREA: Reinventing the Economy from an old to a new by consolidating existing sectors and exploring new sectors of growth and in this way build local economies to create more employment and sustainable livelihoods.

To Reinvent the Economy, the Sedibeng municipality plan to align with National and Provincial policies and plans, local municipalities and placing a firm emphasis on the Economy that is more inclusive, more dynamic and in which the fruits of growth are shared equitably as set out in the National Development Plan (Vision 2030).

National and Provincial Outcome 4: Decent Employment through inclusive economic growth
National and Provincial Outcome 7: Vibrant, equitable and sustainable rural communities and food security

National Development Plan:
- Economy and Employment
- Transforming urban and rural space

“A SMART CITY In the making. Towards A Metropolitan River City of Choice”
© Sedibeng District Municipality 2013 - All Rights Reserved
## Strategic Planning and Economic Development

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL &amp; PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
</table>
| Output 1: Faster and Sustainable Inclusive growth | Create long term sustainable jobs, reduce unemployment, poverty and inequalities | ▪ Review and Consolidate catalytic and flagship Projects  
▪ Establishment of Sedibeng Development Agency |
| Output 2: More Labour absorbing Growth | | ▪ Increase CWP and EPWP roll out programmes. |
| Output 3: Multi-pronged strategy to reduce youth unemployment | | ▪ Creation of the ICT Centres  
▪ Establish township enterprise hubs |
| Output 4: Increased competitiveness, to raise net exports, grow trade as a share of world trade and improve its composition | Promote and Develop Tourism and Leisure sector | ▪ Growing the Sedibeng Economy through upstream and downstream beneficiation programmes  
▪ Coordinate the establishment of SEZ |
| Sub-outputs:  
▪ Support for Exports and Import competing sector  
▪ Increase share of world trade  
▪ Increased Restructuring & Development to support growth and development | | |
| Output 5: Improve Cost structure of the Economy | Promoting a diverse economy within the Sedibeng Region | ▪ Develop Regional Economic Framework.  
▪ Investigate means to reduce cost of doing business in the region.  
▪ Facilitate Business Adopt a Municipality programme. |
| Sub-outputs: Interventions to promote appropriate cost structure | | |
| Output 6: Improve support for Small business and Cooperatives | Ensure BBBEE and SMME Development | ▪ Decentralisation of services and support from government agencies.  
▪ Support for co-operatives, farmers on small holdings, and small or micro businesses |
| Output 7: Implementation of the Extended Public Works programme | | ▪ Rollout CWP and EPWP Programmes |
| Output 8: Improve access to affordable and diverse food. | | |

### National and Provincial Outcome 7: Vibrant, equitable and sustainable rural communities and food security for all

### National Development Plan: An inclusive and integrated rural economy.

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL &amp; PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
</table>
| Sustainable agrarian reform with thriving farming sector. | Promote and develop agricultural Sector | ▪ Improved access to markets for small farmers.  
▪ Implementation of the Vereeniging Fresh Produce Market Turnaround Strategy.  
▪ Small holding agricultural sector striving towards productivity increasing. |
| Improve access to affordable and diverse food. | | ▪ Coordinate the support for food security programmes, Households and Institutional food nutrition programmes.  
▪ Promote local production and accessibility. |
CHAPTER 04: REVISED STRATEGIES

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL &amp; PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve services to support livelihoods</td>
<td>Coordinate capacity building and basic infrastructure for cooperatives and emerging farmers.</td>
<td></td>
</tr>
<tr>
<td>Rural job creation and promoting economic livelihoods.</td>
<td>Profile rural job creation and promotion of economic livelihoods.</td>
<td>Facilitate creation of collective ownership schemes to provide economic services to rural based public institutions.</td>
</tr>
<tr>
<td>Enabling institutional environment for sustainable and inclusive growth.</td>
<td>Optimize local economic opportunities.</td>
<td>Facilitate coordination of same line production value chain to optimize local economic opportunities.</td>
</tr>
</tbody>
</table>

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

To focus on renewing our communities GDS 2 reaffirms the commitment for Sedibeng to strive to transform all urban areas into vibrant economic centres that will contribute to socio-economic development through the creation of viable, stable neighborhood. Townships must become exciting human settlements with adequate infrastructure, delivery of basic services, safety and security, and transport networks.

Focused economic stimulation in these spaces will build strong and prospering centres of retail, manufacturing, industrial or any other business. The Evaton Renewal Project that is aimed at “renewing” or regenerating Evaton, to improve the quality of life of the Evaton community through infrastructure and economic development Evaton community through infrastructure and economic development is an example of this renewal commitment.

To Renew our Communities, Sedibeng District municipality plan to ensure concrete alignment with other National and Provincial policies and plans, our local three municipalities and placing a firm emphasis on the National Development Plan vision (2030, on the road to 2050) to ensure that its people will have affordable access to services and quality environments. New developments will break away from old patterns and the significant progress will be made in retrofitting existing settlements.

**National and Provincial Outcomes 8: Sustainable human settlements and improved quality of household life.**

**National Development Plan: Human Settlement.**
**ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES** | **IDP STRATEGY** | **STRATEGIC INTERVENTION 2013/14**
--- | --- | ---

**Output 3:** More Efficient Land utilisation.
Ensure Integrated Spatial Development and Promote good Land Use

- Development of Spatial Development Framework and Geographic Information Systems.

**Output 4:** Improved Property Market.

- Regeneration of both CBD and Township through Public and Private Funding.
- Identify land parcels owned by state to facilitate growth in strategic sites for property market.

**Infrastructure:**

**Output 6:** An efficient, competitive and responsive economic infrastructure network.
Plan for effective, efficient and sustainable infrastructure for water and sanitation services, and provision of electricity

- Develop and upgrade water and sanitation and electricity

**C) IDP KEY PERFORMANCE AREA: Reviving a Sustainable Environment** from waste dumps to a green region, by increasing the focus on improving air, water, and soil quality and moving from being a producer and receiver of waste to a green city.

**National and Provincial Outcomes:** Protection and enhancement of environmental assets and natural resources.

**National Development Plan:** Transition to low carbon economy.

**Environment:**

**Output 2:** Reduce greenhouse gas emissions, climate change impacts and improved air/atmospheric quality
Implementation of effective environment management in the Sedibeng District.

- Reduction of atmospheric pollutants to comply with Ambient Air Quality Standards.
- Increase capacity of power generation from renewable sources.
- Develop a climate change response strategy.
- Implement renewable energy programmes in the district.
### ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES

<table>
<thead>
<tr>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>▪ Develop a climate change response strategy</td>
</tr>
<tr>
<td></td>
<td>▪ Facilitate rehabilitation of land parcels to contribute to ecosystem resilience</td>
</tr>
<tr>
<td></td>
<td>▪ Protection of indigenous forest assets and be transferred to appropriate conservation and relevant agencies</td>
</tr>
<tr>
<td></td>
<td>▪ Solid waste management and minimization through improved collection, disposal and recycling and increase landfill sites with permits</td>
</tr>
<tr>
<td></td>
<td>▪ Identify and develop strategy for facilitating the rehabilitation of derelict and ownerless industrial sites</td>
</tr>
<tr>
<td></td>
<td>▪ Ensure greater alignment of sustainability criteria in all levels of integrated and spatial planning as well as project</td>
</tr>
<tr>
<td></td>
<td>▪ Restoration and rehabilitation of management degraded ecosystems</td>
</tr>
<tr>
<td></td>
<td>▪ Deforestation and Forests management</td>
</tr>
<tr>
<td></td>
<td>▪ Facilitate and ensure implementation of the National Waste Management Strategy</td>
</tr>
</tbody>
</table>

**Output 3:** Sustainable Environmental Management

| Ensure the implementation of MHS programme to reduce environmental health risks. | ▪ Rendering of Municipal Health Services to all communities  |
| ▪ Management of environmental impacts from industrial and related activities  |
| ▪ Ensure a safe and healthy environment for people to live and work in  |

| Ensure a safe and healthy environment for people to live and work in | Rendering of Municipal Health Services to all communities  |
| Less and better managed waste | Facilitate and ensure implementation of the National Waste Management Strategy  |

**Output 4:** Protected Biodiversity.

| Ensure Implementation of Effective and Efficient Environmental Management in Sedibeng District Municipality. | ▪ Facilitate the rationalization of governance processes, reporting and institutionally as well as create alternative financing mechanisms for expanding those estates including their stewardship, co-management and contractual park arrangement.  |
| ▪ Integrate climate change considerations into existing biodiversity management plans/programmes for climate change adaptation.  |
| ▪ Enhancement management of threatened species through partnerships.  |
| ▪ Quantification of the value ecosystem and the mechanism to reflect the value of biodiversity in national resource account.  |
| ▪ Facilitate the identification and protection of high potential agricultural land.  |
D) IDP KEY PERFORMANCE AREA: Reintegrating the region with the rest of Gauteng, South and Southern African to move from an edge to a frontier region, through improving connectivity and transport links.

Reintegrating the region focuses on replacing the apartheid geography and long commuting distances with better quality of houses close to economic opportunities. It requires a bold and dedicated emphasis on road and rail corridor development and the need to establish east-west transport links and logistics support to industry. A key advantage of Sedibeng is its proximity and linkages into to the Gauteng urban complex as well as strong links with Sasolburg in the Northern Free State. One of its weaknesses is poor intra-Sedibeng links due in part to poor East-West transport routes. Key to reintegration is creating high levels of transport and other forms of connectivity.

The components of this focus area relate to:
- Road and rail transport corridors
- Improved logistics support for industry
- ICT connectivity
- Residential Development

All efforts have been made to align this pillar, Reintegrating our Region of the GDS and IDP with other National and Provincial Strategies, our local three municipalities and placing a firm emphasis on Positioning South Africa in the region and world and Infrastructure development that will address issues of economic inefficiency created by the backlog in the infrastructure development as set out in the National Development Plan (Vision 2030).

**National and Provincial Outcomes:** An efficient, competitive and responsive economic infrastructure network

**National and Provincial Outcomes:** An efficient, effective and development oriented public service an empowered, fair and inclusive citizenships.

**National Development Plan:** Positioning South Africa in the region and the world.

### Transport

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output6:</strong> An efficient, competitive and responsive economic infrastructure network.</td>
<td>Plan and develop accessible, safe and affordable public transport systems and facilities.</td>
<td>Develop and upgrade public transport facilities.</td>
</tr>
<tr>
<td></td>
<td>Plan, promote and provide for effective, efficient and sustainable road infrastructure.</td>
<td>Develop and upgrade road infrastructure.</td>
</tr>
<tr>
<td></td>
<td>Promote efficient movement of freight in the region.</td>
<td>Develop a feasibility and appropriate freight in partnership with Local Municipalities</td>
</tr>
</tbody>
</table>
## Information Technology:

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output 5: Communication and Information Technology</td>
<td>World class ICT infrastructure in support of a “Smart Sedibeng”</td>
<td>Facilitation of investment into fibre optic communication infrastructure and improve linkages</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Facilitation of rollout of broadband and optic fibre to increase WIFI and wireless hotspots</td>
</tr>
</tbody>
</table>

### E) IDP KEY PERFORMANCE AREA: Releasing Human Potential; from low to high skills and build social capital through building united, non-racial, integrated and safer communities.

Sedibeng will be a place where life-long learning is promoted and learning is done in partnership with communities, educational institutions, and the private sector. The region needs to build social capital through key socio-economic interventions with making use of the human potential of Sedibeng.

Endeavours towards economic growth should concern themselves with making use of the human potential of Sedibeng. The region should become a skill centre of beneficiation for example in a new growing sector. As skills improve, so does productivity and the quality of jobs that can be offered. The focus on releasing human potential extends beyond accelerating skills development. It involves increasing the 'social capital' of Sedibeng. This involves building the capacity of individuals and communities to:

- Be effectively involved in their communities through ward committees and related structures;
- Protect women and children from abuse;
- Have effective crime prevention programmes;
- Be involved in volunteerism;
- Have effective campaigns against HIV and AIDS and supporting those who are infected and affected; and
- Develop and protect young people through for example programmes on art, culture, sport etc. as well as against drug abuse.
- There cannot be an over emphasis on an inactive obese society that does not participate in physical fitness programs of Sports, Recreational activity, Arts and Cultural integration or Heritage sustainability for future generations.

To Release Human Potential, programmes/projects will be indentified in achieving alignment with Provincial and National strategies as follows.

**National and Provincial Outcomes:** Improve quality of basic education  
**National and Provincial Outcomes:** All people in South Africa are and feel safe.  
**National and Provincial Outcomes:** A skilled and capable workforce to support inclusive growth

**National Development Plan:** Social Protection  
**National Development Plan:** Building safer communities  
**National Development Plan:** Improving Education, Innovation and Training
## COMMUNITY SERVICES:

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output 1</strong>: Reduced the overall levels of serious crime in particular contact and trio crimes.</td>
<td>Ensure Safe and Secure Environment</td>
<td>Improve on turn-around time towards technical deficiencies often encountered by the CCTV system to ensure stable and consistent system. Provide support systems to ensure that communities are safe and secured.</td>
</tr>
<tr>
<td><strong>Output 2</strong>: An effective Criminal Justice System</td>
<td></td>
<td>Encourage CPF structures identify criminal hot spots within communities and advise the CCTV Surveillance Centre through the SAPS for surveillance purposes, thereof.</td>
</tr>
<tr>
<td><strong>Output 3</strong>: Corruption within the JCPS Cluster combated to ensure its effectiveness and its ability to serve as deterrent against crime</td>
<td></td>
<td>Contribute to overall anti-fraud and corruption efforts across government.</td>
</tr>
<tr>
<td><strong>Output 4</strong>: Perceptions of crime among the population managed and improved</td>
<td></td>
<td>Improve support to victims of crime and increase engagement with the community on security awareness and crime prevention.</td>
</tr>
<tr>
<td><strong>Output 5</strong>: Level of corruption reduced thus improving investor perception, trust and willingness to invest in South Africa.</td>
<td></td>
<td>Produce regular status reports related to projects undertaken for public knowledge, purposes.</td>
</tr>
</tbody>
</table>

## Health:

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output 1</strong>: Increasing life expectancy</td>
<td>Promote Efficient Delivery of Primary Health Care</td>
<td>Support implementation of Health programmes. Prevention and management of non-communicable and chronic diseases.</td>
</tr>
<tr>
<td><strong>Output 2</strong>: Decreasing maternal and mortality</td>
<td></td>
<td>Provision of early and quality Ante-and post-natal services essential infants and child services and nutritional advise.</td>
</tr>
<tr>
<td><strong>Output 3</strong>: Combating HIV and AIDS and decreasing the burden of the diseases from tuberculosis</td>
<td>Facilitate and coordinate internal and external HIV&amp;AIDS and TB mainstreaming</td>
<td>• Coordinate the implementation of ward-based HIV&amp;AIDS and TB programme. • Coordinate Door to door HIV&amp;AIDS behaviour change campaigns. • Coordinate effective functioning of District and Local AIDS Councils. • Coordinate Workplace programmes. • Coordinate HCT uptake and coverage. • Coordinate Intergovernmental collaboration.</td>
</tr>
<tr>
<td><strong>Output 2</strong>: Enhanced Regional integration.</td>
<td></td>
<td>Promote disaster resilient communities. Intensification of public awareness and education programs in Disaster Management.</td>
</tr>
</tbody>
</table>
### Outcome 3: All people in South Africa are and feel safe

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output 1</strong>: Reduced the overall levels of serious crime in particular contact and trio crimes.</td>
<td></td>
<td>Improve on turn-around time towards technical deficiencies often encountered by the CCTV system to ensure stable and consistent system.</td>
</tr>
<tr>
<td><strong>Output 2</strong>: An effective Criminal Justice System</td>
<td><strong>Promote a Safe and Secure environment</strong></td>
<td>Encourage CPF structures identify criminal hot spots within communities and advise the CCTV Surveillance Centre through the SAPS for surveillance purposes, thereof.</td>
</tr>
<tr>
<td><strong>Output 3</strong>: Corruption within the JCPS Cluster combated to ensure its effectiveness and its ability to serve as deterrent against crime</td>
<td></td>
<td>Market and publicize available hotlines through information brochures and local print media for reporting purposes.</td>
</tr>
<tr>
<td><strong>Output 4</strong>: Perceptions of crime among the population managed and improved</td>
<td><strong>Promote a Safe and Secure environment</strong></td>
<td>Publicize outstanding law enforcement services’ performances through local print and electronic media to improve community confidence in these agencies</td>
</tr>
<tr>
<td><strong>Output 5</strong>: Level of corruption reduced thus improving investor perception, trust and willingness to invest in South Africa.</td>
<td></td>
<td>Produce regular status reports related to projects undertaken for public knowledge, purposes.</td>
</tr>
</tbody>
</table>

### Outcome 2: Improve Health and Life expectancy

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output 1</strong>: Increasing life expectancy</td>
<td>Prevention and management of non-communicable and chronic diseases</td>
<td>Support implementation of health programmes</td>
</tr>
<tr>
<td></td>
<td>Promote Efficient delivery of primary health services</td>
<td></td>
</tr>
<tr>
<td><strong>Output 2</strong>: Decreasing maternal mortality</td>
<td>Provision of early and quality Ante-and post-natal services essential infants and child services and nutritional advise</td>
<td>Support implementation of health programmes</td>
</tr>
<tr>
<td></td>
<td>Improve prevention of mother to child transmission</td>
<td></td>
</tr>
</tbody>
</table>
### Output 4: Strengthening health system effectiveness

- Maternity and Neo-Natal facilities infection control measures
- Support community health

#### STRATEGIES

- Re-engineering the primary health care system
- Improving patient care and satisfaction
- Accreditation of Health facilities for compliance
- Improve Health infrastructure availability
- Improve Human resources for health
- Improve health care financing through implementation of national health insurance
- Strengthening health information system

#### ACTIVITIES

- Facilitate District Health Council activities

### Output 3: Combating HIV and AIDS and decreasing the burden of the diseases from tuberculosis

- Facilitate and coordinate internal and external HIV&AIDS and TB mainstreaming

#### STRATEGIES

- Ward-based implementation of HIV&AIDS and TB programme
- Door to door HIV&AIDS behaviour change campaigns
- Effective functioning of District and Local Municipalities AIDS Councils
- Coordinate Workplace programme
- Increase in HCT uptake and coverage
- Intergovernmental collaboration

### Disaster Management:

#### Output 2: Enhanced Regional integration.

- Promote disaster resilient communities

#### STRATEGIES

- Intensification of public awareness and education programs in Disaster Management throughout the region.
- Broad inclusion of all relevant stakeholders in the Disaster Management Advisory forum
- Implement Disaster Management Legislation requirements.
- Intensify the roll-out of the SDM policy framework.
- Capacity building of Local Municipalities Disaster Management units.
- Improve Disaster early warning measures.
- Put in place an effective communication strategy.
### CHAPTER 04: REVISED STRATEGIES

#### Sport and Recreation:

| Output 1: improve quality of sport development within schools and communities | Developing and Releasing Human Potential | Intensification of public awareness of sports development in the education curriculum and early development enhancement programs.  
- Identification of sports development needs. |
|---|---|---|

#### Arts and Culture:

| Output 4: Focus the development of skills in the creative Industries to create a new Economic driver in the sector. | Developing and releasing Human Potential | Identify the strategic Institutions for partnerships and collaboration in developing the creative Industries.  
- Create the relevant platforms and mechanism to enhance growth. |
|---|---|---|

#### Heritage and Museums:

| Output 3: Create an enabling environment for all South Africans to own a common History and develop a Patriotic society. | Developing and releasing Human Potential | Analyze the impact of History based on the various epochs and how it impacted on society holistically.  
- Develop a common understanding of who we are based on where we come from and how do we add value and embrace our differences through a shared future. |
|---|---|---|
F) IDP KEY PERFORMANCE AREA: Good and Financially Sustainable Governance; through building accountable, effective and clean government, with sound financial management, functional and effective Councils, and strong, visionary leadership. It is about compliance and competence.

Outcome 9: A responsive, accountable, effective and efficient local government

Municipal Managers Office:

<table>
<thead>
<tr>
<th>Alignment with National and Provincial Outcomes</th>
<th>IDP Strategy</th>
<th>Strategic Intervention 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output 7: Single Window of Coordination</td>
<td>High level of Corporate Governance</td>
<td>Effective Intergovernmental Relations</td>
</tr>
<tr>
<td>Output 4: Corruption tackled effectively</td>
<td></td>
<td>Develop municipal relations agenda</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implementation of the Enterprise Risk Management Programmes,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implementation of an Anti-fraud and Anti Corruption Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Internal Audit Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Improve the quality of Performance Management Systems</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Establishment and operationalization of an electronic Performance Management System across 9 levels.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Development and approval of the Service Delivery &amp; Budget Implementation Plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Quality assurance, approval and submission of Quarterly Reports, Mid-year and Annual Reports, as per legislative requirements.</td>
</tr>
</tbody>
</table>

Outcome 6: An Efficient, Competitive and Responsive Economic Infrastructure Network

Outcome 9: A Responsive accountable, Effective and Efficient local government system

UTILITIES:

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Responsive accountable, Effective and Efficient local government system</td>
<td>Ensure financial Sustainable Local Government including revenue collection management and financial mobilization</td>
<td>Implement and Monitoring a long term plan model for efficient Management of Utilities.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implement infrastructural needs as well as Human Resource and financial requirements on Taxi Ranks Facilities.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implement effective Management control of Vereeniging Fresh Produce Market</td>
</tr>
</tbody>
</table>
CHAPTER 04: REVISED STRATEGIES

Outcome 12: An efficient, effective and development orientated public service & empowered, fair and inclusive citizenship

<table>
<thead>
<tr>
<th>FACILITIES:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</strong></td>
</tr>
<tr>
<td>A Responsive accountable, Effective and Efficient local government system</td>
</tr>
<tr>
<td><strong>Output 1:</strong> Service Delivery Quality and Access</td>
</tr>
</tbody>
</table>

Outcome 12: An efficient, effective and development and empowered, fair and inclusive citizenship

<table>
<thead>
<tr>
<th>LEGAL AND SUPPORT SERVICES:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</strong></td>
</tr>
<tr>
<td><strong>Output 03:</strong> Business Processes, Systems, Decisions Rights and Accountability</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HUMAN RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ALIGNMENT WITH PROVINCIAL AND NATIONAL OUTCOMES</strong></td>
</tr>
</tbody>
</table>
| **Output 2:** Human Resource Management and Development | • Ensure effective, competent and motivated staff | • Institutionalize:  
  – Training  
  – Employee Wellness  
  – Occupational Health & Safety  
• Institutionalize Batho –Pele strategies  
• Institutionalization of Electronic Performance Management system  
• Institutionalization of proactive programmes to harmonize Labour Relations.  
• Corporatization of Job Descriptions to organizational structure.  
• Transform the organization:  
  – Demographics  
  – Operation Systems |
### CHAPTER 04: REVISED STRATEGIES

#### FINANCE

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output 6 of National Outcome 9:</strong> Improve Municipal financial and administrative capability</td>
<td>- Institutionalise Long Term Financial Plan with Locals.</td>
<td>Expansion of the funding function to re-direct limited resources towards this strategy</td>
</tr>
<tr>
<td><strong>Output 2 of National Outcome 4:</strong> More labour-absorbing Growth</td>
<td>- Institutionalise Regional Tariff funding model.</td>
<td></td>
</tr>
<tr>
<td><strong>Output 5 of National Outcome 4:</strong> Improved Cost Structure in the Economy</td>
<td>- Maintain Unqualified and Clean Audit outcomes of the District and Locals.</td>
<td></td>
</tr>
<tr>
<td><strong>Output 6 of National Outcome 4:</strong> Improved support to small business and cooperatives</td>
<td>- Implement cost reduction and containment strategy.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Resource mobilisation and alternative source of funding.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Develop and implement SDM’s Procurement Strategy;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Develop and implement an Integrated SCM Model with local municipalities;</td>
<td></td>
</tr>
<tr>
<td><strong>Output 7 of National Outcome 9:</strong> Single window of coordination</td>
<td>- Coordinated Support, Facilitation, Monitoring and Intervention to support local Municipalities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Decentralise institutional arrangements for SALGA and Inter-municipal relations for policy and strategic coherence</td>
<td></td>
</tr>
</tbody>
</table>
**CHAPTER 04: REVISED STRATEGIES**

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

**Office of the Executive Mayor:**

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>GDS AND IDP STRATEGY FOR FIVE YEAR</th>
<th>STRATEGIC INTERVENTION 2013-14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output 1: Nation Building and National Identity</td>
<td>Improve stakeholder relations through public participation</td>
<td>• Celebrate and mark the Signing of the Constitution.</td>
</tr>
<tr>
<td>Output 2: Citizen participation</td>
<td></td>
<td>• Convene Izimbizo and the State of the District Address to account to communities.</td>
</tr>
<tr>
<td>Output 3: Social Cohesion</td>
<td></td>
<td>• Convene stakeholder engagements for the review of the IDP.</td>
</tr>
<tr>
<td>Outcome 9: Output 4: Single window of Coordination</td>
<td></td>
<td>• Convene and celebrate the Signing of the Vereeniging Peace Treaty.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Observe national and local commemorative days.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Strengthen IGR structures.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Commemorate the 21st March Human Rights Day.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Commemorate the 3rd September Vaal Uprisings.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Mark the Signing of the Constitution.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Commemorate the Sebokeng (Nangalembe) Massacre.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Mark the Signing of the Vereeniging Peace Treaty</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Commemorate the Boipatong Massacre.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Develop campaigns for national identity and social cohesion.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Convene Joint Mayor’s Fora and Joint Mayoral Committee engagements.</td>
</tr>
</tbody>
</table>

**Office of the Speaker:**

<table>
<thead>
<tr>
<th>ALIGNMENT WITH NATIONAL AND PROVINCIAL OUTCOMES</th>
<th>IDP STRATEGY</th>
<th>STRATEGIC INTERVENTION 2013/14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Output 1: Nation Building and developing National Identity</td>
<td>Improve stakeholder relations through public participation</td>
<td>• High level of awareness and mobilization for Public Participation in Governance</td>
</tr>
<tr>
<td>Output 2: Citizen Participation</td>
<td></td>
<td>• Re-establish strong Moral Regeneration Movement and Develop sustainable moral regeneration programmes for the district.</td>
</tr>
<tr>
<td>Output 3: Social Cohesion</td>
<td></td>
<td>• Expand mandate of the Petitions Committee into a Public Participation Committee</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Tighten coordination of Ward Committees in the district</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improve stakeholder relations through public participation</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Implement new communication channels with stakeholders including Woman’s month programme</td>
</tr>
</tbody>
</table>
### Alignment with National and Provincial Outcomes

<table>
<thead>
<tr>
<th>Outcome 9: Output 7: Single Window of coordination-</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sub-output 1:</strong> Review local government legislation</td>
</tr>
<tr>
<td><strong>Sub-output 2:</strong> Coordinated support, monitoring and interventions in provinces and municipalities</td>
</tr>
</tbody>
</table>

**IDP Strategy:**

- The pursuit of efficient, accountable and cooperative governance

**Strategic Intervention 2013/14:**

- Implementation of separation of powers policy framework
- Strengthening and implementation of various policy frameworks

---

### Office of the Chief Whip:

<table>
<thead>
<tr>
<th>Outcome 9: Output 4: Single window of Coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Output 1:</strong> Ensure effective oversight</td>
</tr>
</tbody>
</table>

**IDP Strategy:**

- The pursuit of efficient, accountable and cooperative governance

**Strategic Intervention 2013/14:**

- Promote effective oversight role (Study Groups)
- Facilitate Whippery District Wide Councilors Caucuses Lekgotla
- Coordinate Councilors Caucuses Lekgotla
- Coordinate Multi Party Caucuses
- Coordinate benchmarking visits, learning best practices from other Municipalities
- Facilitate capacity building and training for Councilors Caucuses
- Facilitate capacity building training for Caucuses

---

### External Communications:

<table>
<thead>
<tr>
<th>Responsive, accountable effective and efficient local government system</th>
</tr>
</thead>
</table>

**GDS and IDP Strategy for Five Year:**

- Improving stakeholder relations through public participation

**Strategic Intervention 2013-14:**

- Media Monitoring Services
- Develop a New CMS (Content Management System) based Sedibeng Website
- Development of an SDM Newsletter (SediNews)
- Develop Brochure for GDS2
- Develop website link for GDS 2
- Development of an Internal SDM Newsletter
- Develop a Communications Strategy
- Develop a Stakeholder Database
- Develop a Marketing and Branding Strategy
- Develop a Marketing and Branding Strategy - "Towards a Vaal Metropolitan River City"
- Update the Events Management policy
- Finalize a SDM Corporate Identity Manual
- Develop a Stakeholder Relations Strategy
- District Communications Forum Meetings
- Commemorative, Service Delivery & Other Events
CHAPTER 05:
PROGRESS ON IMPLEMENTATION GROWTH
AND DEVELOPMENT STRATEGY
INTRODUCTION

GDS-02 Strategy sets out numerous and different ideas around broad direction, focused action and possible projects that need to be taken up by the municipality, the private sector, and civil society. Together those ideas, will guarantee a successful Vision 2030.

GDS 2 is not a portfolio of projects that belong better in a municipal IDP or a public private partnership (PPP). GDS2 believes that delivery of such projects is necessary to the successful completion of a GDS in the long term.

GDS 2 selects from these ideas the following 8 interventions that it believes if taken together, will make enormous change to the face of Sedibeng. They all require a big push from a broad range of stakeholders. Naming them as GDS2 flagship projects will hopefully provide impetus to delivery over the next phase.

The summary below aims to provide an assessment of progress on the Ten Flagship Projects and to assess the milestones as adopted in 2012. The summary also notes some targets for the 2013/2014 Financial Year which would accelerate progress into the future.

FLAGSHIP PROJECT 01:

<table>
<thead>
<tr>
<th>1. SEDIBENG DEVELOPMENT AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description of Project:</td>
</tr>
<tr>
<td>Impact of Project:</td>
</tr>
<tr>
<td>Key Milestones</td>
</tr>
<tr>
<td>1. Market Sedibeng as a pre-eminent destination of choice for Investment</td>
</tr>
<tr>
<td>2. Facilitate Investment for the Region</td>
</tr>
<tr>
<td>4. Reducing Cost of doing business in Sedibeng and fast track development and re-zoning application</td>
</tr>
<tr>
<td>5. Manage and maintain Strategic Partnerships with other spheres of Government and Private Sector/Investors</td>
</tr>
</tbody>
</table>
## 2. VAAL FREIGHT & LOGISTICS HUB

**Description of Project:**

This is a Special Economic Zone to facilitate inland port for freight and logistics and facilitate movement of goods from manufacturing and other sectors for domestic, national and International destination since Vaal is one of the largest industrial hubs in Southern Africa and its proximity to Gauteng markets and its excellent rail and road transport networks make it a natural location for a logistics hub.

The project seeks to designate certain infrastructure to support rail and road travel to and from Sedibeng to the domestic, national and International destination

**Impact of Project:**

1. Reduce congestion and traffic on the road to deliver goods on time
2. Reduce maintenance cost for road maintenance
3. Shift road to rail intermodal facilities to address major issues of lowering inland transport costs and improve track and trace capacities.
4. Realize economic development potential of the area through warehousing facilities, efficient loading, off-loading and freight transfer handling.
5. Improve ICT and Connectivity through data interchange, electronic trading and consignment tracking and tracing - Business Process Outsourcing growth

**Key Milestones**

<table>
<thead>
<tr>
<th>Progress to date, assessment of milestones and adjustments if required.</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEADY PROGRESS WITH PROVINCIAL ENDORSEMENT: The Gauteng Provincial Government has confirmed a project in this regard. Assessments of a suitable location are underway with Emfuleni.</td>
<td>Greater detail required on Provincial Programme to do due diligence on suitable location and supporting infrastructure.</td>
</tr>
<tr>
<td>1. Establish a Special Economic Zone to attract investment into the designated AREA</td>
<td></td>
</tr>
<tr>
<td>2. Increase competitive and comparative advantage Sedibeng (Vaal) has in freight forwarding, transfer, handling and warehousing with ease of travelling</td>
<td></td>
</tr>
<tr>
<td>3. Direct link to Container depot- Vaal Container Depot</td>
<td></td>
</tr>
<tr>
<td>4. Create new Infrastructure suitable for handling export orientated production (Iron and Steel)</td>
<td></td>
</tr>
<tr>
<td>5. Revive rail mode for local heavy Engineering, Iron and Steel, and Metal industries for manufacturing</td>
<td></td>
</tr>
</tbody>
</table>
**CHAPTER 05: PROGRESS ON GDS PROJECTS IMPLEMENTATION**

**FLAGSHIP PROJECT 03A:**

<table>
<thead>
<tr>
<th>Description of Project:</th>
<th>To provide technical and infrastructure as well as logistical support to small and emerging farmers and cooperative in Agriculture.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact of Project:</td>
<td>- To directly address the problems of start up by small scale and emerging farmers;</td>
</tr>
<tr>
<td></td>
<td>- To provide food security and address of rural poverty and create jobs;</td>
</tr>
<tr>
<td></td>
<td>- To reduce the outflow of the rural poor into urban areas to seek alternative livelihoods;</td>
</tr>
<tr>
<td></td>
<td>- To avoid congestion into urban centres and create economic migrants thereby causing problems for urban development;</td>
</tr>
<tr>
<td></td>
<td>- To create sustainability in Agriculture and food security for all</td>
</tr>
<tr>
<td></td>
<td>- To create and improve infrastructure in rural communities to attract investments and economic development and job creation.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Progress to date, assessment of milestones and adjustments if required.</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Agricultural development</td>
<td>STEADY PROGRESS WITH PROVINCIAL ENDORSEMENT: Greater details required of the Provincial Programme. Local initiatives still need to be consolidated especially with Midvaal and Lesedi.</td>
<td>Handover of Fresh Produce Market and implementation of associated programmes at the FPM. Greater coordination required with local municipalities and District.</td>
</tr>
<tr>
<td>2. Improve production processes in the Agricultural sector</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Increase agricultural productivity by improving our Fresh Produce Market and other small markets, private sector investment, physical infrastructure, human capital, demand driven research &amp; extension services;</td>
<td>Turnaround Strategy for Fresh Produce Market set for commencement at the beginning in July 2013. Rural Development Strategy is still ill-defined.</td>
<td></td>
</tr>
<tr>
<td>4. To come with our own regional integrated and comprehensive rural development strategy, to strengthen the linkages with other sector strategies/improve coordination/and set implementation priorities;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Create Jobs and sustainable livelihoods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Improve access to markets for rural/ Agricultural production</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FLAGSHIP PROJECT 3B:**

<table>
<thead>
<tr>
<th>Description of Project:</th>
<th>Rural Development Pilot Project in Midvaal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact of Project:</td>
<td>- To develop infra-structures in and around Vaal Marine/Bantu Bonke areas;</td>
</tr>
<tr>
<td></td>
<td>- To reduce the outflow of the rural poor into urban areas;</td>
</tr>
<tr>
<td></td>
<td>- To increase number of tunnels and create more job opportunities in an area;</td>
</tr>
<tr>
<td></td>
<td>- To change a mindset that thinks that rural development is all about agricultural development only</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Progress to date, assessment of milestones and adjustments if required.</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>- To formulate plans that will bring sustainable</td>
<td>(This Flagship Project which is focused)</td>
<td></td>
</tr>
</tbody>
</table>
### 3B. AGRICULTURAL COOPERATIVES

<table>
<thead>
<tr>
<th>Development in the rural areas;</th>
<th>on Midvaal requires integration with Flagship Programme 3A above)</th>
</tr>
</thead>
<tbody>
<tr>
<td>- To come with or support national/provincial fundamental structural reforms to ensure macroeconomic stability and improve market efficiency;</td>
<td></td>
</tr>
<tr>
<td>- To increase agricultural productivity by improving our Fresh Produce Market and other small markets, private sector investment, physical infrastructure, human capital, demand driven research &amp; extension services;</td>
<td></td>
</tr>
<tr>
<td>- To come with our own regional integrated and comprehensive rural development strategy, to strengthen the linkages with other sector strategies/improve coordination/and set implementation priorities;</td>
<td></td>
</tr>
<tr>
<td>- To reduce the rate of youth unemployment in our rural areas reducing household vulnerability to risk associated with climate and environmental change, as well as fluctuating market prices of agricultural products;</td>
<td></td>
</tr>
</tbody>
</table>

### FLAGSHIP PROJECT 04:

**ESTABLISHMENT OF A RIVER CITY METROPOLITAN MUNICIPALITY**

<table>
<thead>
<tr>
<th>Description of Project:</th>
<th>The project relates to the processes of disestablishment of the current municipalities within the Sedibeng region and establishment of a single tier form of local government</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact of Project:</td>
<td>The project will eliminate duplication, maximize efficiencies in service delivery and resource distribution and utilisation within the region by promoting:</td>
</tr>
<tr>
<td></td>
<td>- Spatial integration and social development of all;</td>
</tr>
<tr>
<td></td>
<td>- Equity, social justice and economic prosperity;</td>
</tr>
<tr>
<td></td>
<td>- Local democracy;</td>
</tr>
<tr>
<td></td>
<td>- Integrated affordable and efficient services and</td>
</tr>
<tr>
<td></td>
<td>- Consolidated local government</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Progress to date, assessment of milestones and adjustments if required.</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1- Management of Municipal Demarcation Board processes towards the establishment of the Metropolitan Municipality</td>
<td>GOOD PROGRESS: Several engagements and preparatory discussions have been held to adequately cope with the final announcement via a Section 21(5) notice of the MDB.</td>
<td>Will be dependent on the Section 21(5) notice that is issued by the MDB.</td>
</tr>
<tr>
<td>2- Establishment of a Multi-disciplinary Task Team to manage the transitional process</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3- Empowerment of IGR structures through legislation to enforce their decisions through Councils</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4- Management of decisions with potential impact on</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CHAPTER 05: PROGRESS ON GDS PROJECTS IMPLEMENTATION

<table>
<thead>
<tr>
<th>ESTABLISHMENT OF A RIVER CITY METROPOLITAN MUNICIPALITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>the region by a regional IGR structure e.g. Joint Political Management Teams’ (PMT) Forum</td>
</tr>
<tr>
<td>- Conduct due processes for all municipal functions, e.g. ring fencing of all water and sanitation functions</td>
</tr>
<tr>
<td>Place moratorium on internal restructuring processes rather encourage inter-municipal assistance and deployment of resources</td>
</tr>
<tr>
<td>- Facilitate inter-departmental, inter-municipal and discussion networks on metropolitan governance and integrated approach to service delivery</td>
</tr>
<tr>
<td>- Consolidation of Budgets</td>
</tr>
<tr>
<td>Consolidation of Human Resources</td>
</tr>
<tr>
<td>- Placement of employees</td>
</tr>
<tr>
<td>- Consolidation of Assets</td>
</tr>
<tr>
<td>- Re-alignment of organisational structure to one</td>
</tr>
<tr>
<td>Consolidation of Financial Management</td>
</tr>
<tr>
<td>Standardization of tariffs</td>
</tr>
<tr>
<td>Standardization of operational procedures</td>
</tr>
<tr>
<td>Standardization of policies, etc.</td>
</tr>
</tbody>
</table>

FLAGSHIP PROJECT 05:

<table>
<thead>
<tr>
<th>FIBRE OPTIC CONNECTIVITY AND ROLL OUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description of Project:</td>
</tr>
<tr>
<td>Impact of Project:</td>
</tr>
</tbody>
</table>

In the long run, this will contribute towards reshaping the district’s economy to be more inclusive and broad-based by opening up new opportunities for the marginalised communities. This strategy also takes into account being environmentally sensitive and can reduce Council’s carbon footprint whilst at the same time ensuring economic growth and development.

- To provide connectivity to all of councils buildings to ensure access to systems and solutions to assist the citizens.
- To build the network infrastructure and information super-highway to encourage the development of an advanced workforce with better ICT silks.
- To enhance economic productivity through ICT infrastructure development in order to lower the cost of doing business and increase connectivity for companies especially SMMEs.
- To increase the ICT skills capacity within the public and the private sectors to create
a pool of ICT practitioners and entrepreneurs.
- To improve service delivery by providing high quality ICT services through e-government.
- To build an economic and industrial sector with a focus on ICT.
- To ensure that innovation becomes part of the economic network in Gauteng Province in relation to ICT.
- To create employment in the ICT sector and the District.
- To create a safe and healthy environment for the citizens of the District.

### Key Milestones

<table>
<thead>
<tr>
<th>Progress to date, assessment of milestones and adjustments if required.</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXCELLENT PROGRESS:</strong> Fibre Optic backbone extended to 56kms.</td>
<td>Upgrade and expand CCTV Surveillance System @ R1,3mil in 2013/14 financial year</td>
</tr>
<tr>
<td>Upgraded CCTV Surveillance System. CCTV MOA signed between SDM and Lesedi LM, Midvaal LM and Gauteng Community Safety/SAPS. Study Tour of India and Dubai for Conference on ‘Smart Cities in Africa’ scheduled.</td>
<td>Provide CCTV Surveillance System maintenance and repairs</td>
</tr>
<tr>
<td></td>
<td>Implement the Council approved 2013-2017 SDM Community Safety Strategy</td>
</tr>
</tbody>
</table>

### FLAGSHIP PROJECT 06:

#### HERITAGE COMMEMORATIVE EVENTS

<table>
<thead>
<tr>
<th>Description of Project: Heritage Resources Preservation and Commemoration of Identified National, Provincial and Regional Events. SDM has initiated the Sharpeville Heritage Precinct Legacy Project including significant heritage related events to preserve, promote and commemorate our local history, to promote social cohesion and nation building as well as contributing to the economic development of our region.</th>
<th>Impact of Project: Preservation and promotion of Heritage Resources including Monuments, Museums, Plaques, Outdoor Art, Heritage trails/routes and other symbolic representations that create visible reminders of, and commemoration of our History.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Milestones</strong></td>
<td><strong>Progress to date, assessment of milestones and adjustments if required.</strong></td>
</tr>
<tr>
<td>Commemoration of National Days: Heritage, Human Rights, Signing of the S.A. Constitution, Signing of the Peace Treaty, Nangalembe, Boipatong and other Vaal Massacres</td>
<td><strong>VERY GOOD PROGRESS:</strong> Regional Heritage Summit held successfully on 15 &amp; 16 Nov 2012, Heritage Declaration signed by Heritage stakeholders, Report to be tabled at next MAYCO for approval</td>
</tr>
<tr>
<td>Heritage, Vaal Massacre, Signing of the</td>
<td>Host commemorative events as per Summit resolutions.</td>
</tr>
</tbody>
</table>
CHAPTER 05:
PROGRESS ON GDS PROJECTS IMPLEMENTATION

| S.A. Constitution, Nangalembe Massacre and Human Rights Commemorative events held successfully. | Facilitate establishment of the SDM Geographic Name Change Committee and Name Change implementation process. |

FLAGSHIP PROJECT 07:

SEDIBENG REGIONAL SANITATION SCHEME

Description of Project: This is high impact project that is critical to South Africa national as it directly impacts on the national GDP. The estimated budget for the total solution is R4 billion. It is aimed at addressing the following problems:
- Spillage of raw sewage into the Vaal river
- Discharge of non-compliant effluent into the Vaal River
- Negative environmental and health impact
- Restricting the potential of socio economic growth and it’s an impediment to investment potential of the province
- The sanitation infrastructure within the Sedibeng Regional Municipality is old, resulting in high maintenance costs and frequent availability and performance failures
- The demand exceeds the design capacity of all Waste Water Treatment Works.

The proposed solution is holistic in nature and broken down in 3 phases: short, medium and long term. These terms are phased to address the identified challenges as per their priorities.

The solution proposes the expansion of existing waste water treatment plants i.e. Sebokeng from 100Ml/day to 200Ml/day, Meyerton from about 10ml/day to 20Ml/day and construction of outfall sewers, mega pumps station and a new Waste water treatment plant with a capacity of 147Ml/day.

The objectives of the project are as follows:
- Deliver an effective solution that will eradicate the pollution into the Vaal River and its tributaries
- Create bulk sanitation infrastructure for the Southern Gauteng Region
- Institute interim measures to address immediate/emergency problems
- Facilitate local economic development and job creation
- Eradicate water & sanitation service delivery challenges, inhibiting both social & economic development in the region
- To create institutional capacity to provide water services sustainable in the Region
- To create project management capacity to deliver the project successfully (Governance, Procurement, IGR, Funding, expertise and systems)

Impact of Project: The impact of the project will be in two folds one at a national level the other provincially as follows:

**Nationally**
- This project will have an impact on the Gross Domestic product (GDP) estimated at R3 Billion
- It is expected that it will create employment opportunities of 12757
- The other impacts extends to an increase to household income, education opportunities etc.

**Provincially**
- This project will have an impact on the Gross Domestic product (GDP) estimated at R2 Billion
- It is expected that it will create employment opportunities of 8900
- The other impact extends to an increase to household income, education opportunities.
- The project will further unlock a number of developments i.e. Savannah city, low cost housing south of Johannesburg etc.

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Progress to date, assessment of milestones and adjustments if required</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short term</strong></td>
<td>SLOW PROGRESS: All process completed for upgrade of Sebokeng and Meyerton WWTW and PIO. Migration of project to Rand Water has delayed progress.</td>
<td>Upgrade to Sebokeng and Meyerton WWTW to commence. PIO to be migrated to Rand Water to execute current and future expansion of the New WWTW.</td>
</tr>
</tbody>
</table>

**Medium Term - Capacity expansion for**
- Sebokeng by 100ML/day
- Meyerton 10ML/day
- Bulk reticulation refurbishment

**Long term - Construction of totally new infrastructure as follows:**
- New waste water treatment Plant for 147ML/dal
- Linking outfall sewer
- Super Pump station

**FLAGSHIP PROJECT 08:**

**ALTERNATIVE ENERGY GENERATION**

**Description of Project:** At a household level, the project is about the conversion of the solar energy (sunlight) into electricity for heating up of water for domestic use.

**Impact of Project:** In line with the Government drive to reduce the dependence on fossil fuel for the generation of electricity, that is the drive towards clean and green energy (electricity) production, the project will effectively cut out the need to use the current conventionally produced electricity for heating up water for household use. The project can easily be extended to cover the need for heating up water for office use, small business use, sport and recreation use, etc.

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Progress to date, assessment of milestones and adjustments if required</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Installations of Solar Geysers</td>
<td>STALLED PROGRESS: Failure of appointed Service Provider to roll out projects has led to cancellation of the contract. New initiatives being put into place. Currently a district wide 3 year project is being considered</td>
<td>Structural adjustments to the funding model between Eskom and DEA. New service providers to be appointed and projects to be rolled out for Solar Geysers. Broader planning and consolidation required on wider ‘Green Energy’</td>
</tr>
<tr>
<td>2. Exploring alternative sources of ‘Green Energy’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

“**A SMART CITY In the making. Towards A Metropolitan River City of Choice**”
© Sedibeng District Municipality 2013 - All Rights Reserved
CHAPTER 05:
PROGRESS ON GDS PROJECTS IMPLEMENTATION

| for rollout to install Solar Water Geysers in the low to middle income households in the region. | projects (other than solar geysers) in collaboration with VUT (Hydrogen Fuel) and other stakeholders. |

FLAGSHIP PROJECT 09:

<table>
<thead>
<tr>
<th>IMPLEMENTATION OF THE INTEGRATED PUBLIC TRANSPORT MODEL SUCH AS THE BRT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description of Project:</strong> The project looks into the feasibility of developing an long term integrated public transport plan that looks into the integration of modes of transport into the public transport system operating as a single seamless system.</td>
</tr>
<tr>
<td><strong>Impact of Project:</strong> Integration of the current independently operating modes of public transport into an integrated public transport system.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Key Milestones</th>
<th>Progress to date, assessment of milestones and adjustments if required.</th>
<th>2013/2014 Targets and adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>The project's feasibility will be dissected into phases, the Bus Rapid Transport, the Intercity (inter-municipal) Bus Transport, the Intercity (inter-municipal) Speed Train. Experiences and best practices will be sourced from the Johannesburg Metro and the GDRT. The feasibility of these projects is depended on the land use plan, the spatial development framework, and the local economic development plan. That is, the development of these plans must ensure that the framework and foundations are laid for the above integrated public transport system to be feasible.</td>
<td>SLOW PROGRESS: Overall Transport Plan for the region to be developed in alignment with the Provincial vision.</td>
<td>Develop a Transport plan as aligned to developing nodes and corridors.</td>
</tr>
</tbody>
</table>

FLAGSHIP PROJECT 10:

<table>
<thead>
<tr>
<th>VAAL 21</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description of Project:</strong></td>
</tr>
<tr>
<td><strong>Key Milestones</strong></td>
</tr>
<tr>
<td>Consolidating the Vaal 21 Brand</td>
</tr>
<tr>
<td>Development of the Riverfront</td>
</tr>
<tr>
<td>Cross-Border cooperation with Fezile Dabi on developments on both banks of the Vaal River</td>
</tr>
</tbody>
</table>