



#### **4.3.4 INTEGRATED TRANSPORTATION PLAN (ITP)**

##### **4.3.4.1 BACKGROUND**

In terms of the National Land Transport Transition Act (Act 22 of 2000), (NLTTA), planning authorities are required to prepare an Integrated Transport Plan (ITP), which is to form a statutory component of the District's Integrated Development Plan (IDP). The current ITP is the initial ITP prepared by the District and covers the period 2005 to 2010.

In terms of the "Guidelines for Integrated Transport Plans in the Eastern Cape (Draft Revision 2 – 7 September 2004)" and for the purposes of land transport planning, District Municipalities are to be categorised as Type Two Planning Authorities. As such the Type Two planning authority is required to prepare a District Integrated Transport Plan (DITP) and is responsible for the preparation of transport plans for its entire area of jurisdiction. Local Municipalities may however by agreement, and if provided for in terms of applicable local government legislation, assist with such preparation.

##### **4.3.4.2 RECOMMENDATIONS**

Through the transport needs assessment as contained within the ITP, reference is made to two proposed primary public transport facilitating agents, namely :

- A Public Transport Strategy.
- A Transport Infrastructure Strategy.

##### **(i) PUBLIC TRANSPORT STRATEGY**

The CDM's public transport strategy is based on the goals and objectives of the Provincial White Paper on Transport for Sustainable Development which are listed as follows :

- Increased mobility to make it easier to travel to and from work, school and community services.
- Affordable public transport so that households do not spend more than 15% of their monthly income to travel to work, school and community services in a month.
- Improved accessibility so that all persons requiring public transport do not have to walk further than 2km to obtain a public transport service.
- Improved safety so that the accident rate for public transport vehicles is reduced by more roadworthy vehicles, safer driving by operators and increased law enforcement by the responsible authorities.
- More sustainable public transport system by reducing vehicle operating costs through improved road conditions and by increasing passenger utilisation of public transport services.

In order to realise the above, an Operating License Plan based on the Current Public Transportation Record (CPTR), which relates supply on existing routes with the demand for services on these routes, is being developed. This plan will guide the allocation of new Operating Licenses to routes by:

- Determining the legal and illegal operators on each route.
- Determining the number of licenses that should be issued for each route.
- Developing a plan to re-allocate redundant operators to under-supplied routes.
- Providing measures to remove redundant supply from routes.

The Plan will further determine the maximum number of routes which will be allocated to a vehicle. A critical component of the process will be the registration of all taxi operators in the Cacadu District. This will be necessary to update information in the Provincial Taxi registrar's database as well as target those operators that have not yet registered. This process must be carried out in close co-operation with the Provincial Department of Transport and the Provincial Operating License Board. In essence the operation will be a form of ring fencing to ensure that all legal and illegal operators form part of the process. The following actions are necessary to plan and implement the Operation License Strategy :

- Obtain political and industry buy-in.
- Determine evaluation criteria for issuance of route licenses.
- Determine optimum number of taxis for the Cacadu District.
- Document the operating license application procedure.
- Development of a co-ordinated law enforcement programme.

In addition to the above the ITP highlights the need to address the issue of scholar transportation within rural areas and broadly recommends that a subsidised school-bus system be re-introduced to the District.

#### **(ii) TRANSPORT INFRASTRUCTURE STRATEGY**

Through the ITP process it was proposed that the District should focus transportation related investment on facilities that will improve the mobility and accessibility of the District as a whole, especially in instances where disadvantaged communities would benefit. As a result the short terms strategy in relation to transportation related infrastructure is as follows :

- To improve essential routes in order to ease access related problems to isolated areas in addition to alleviating the problem of 'bakkie taxis'.
- To align planning process with that of the recapitalisation process.
- To ensure that the provision of new taxi ranks follow a systematic approach in order to avoid wastage of infrastructural related funds.

In addition to the above, mention has been within the ITP with regards to the improvement of rail infrastructure, but in the form of stating that appropriate investigations need to be initiated.

#### **4.3.5 AREA BASED PLAN (ABP)**

The CDM during the course of 2008 formulated an Area Based Plan (ABP) in conjunction with a Land Availability Audit (LAA) for the entire Cacadu District. An ABP is essentially a sector plan that addresses land related issues at a municipal level and is intended to form part of the IDP and SDF. A key component of the ABP is to outline core land reform objectives and strategies on a District level whilst simultaneously highlighting opportunities that will further unlock socio-economic potential and inform decision making at a municipal level.

In essence the ABP is comprised of four pillars, namely:

- **Audit:** Determine what the nature of the problems, issues and challenges are within the District with respect to land reform through a status quo description of:

- Land ownership.
- Land use and potential.
- Land prices with respect to land use.
- Development linkages.
- Development applications.
- Land demand and tenure needs.
- **Assess:** Assess the implication of this land and development information, both in terms of agrarian and human settlement needs and issues. The assessment will identify the impact that land reform has within the municipality, the extent to which it aligns with IDP objectives and determine the gaps that need to be addressed.
- **Strategise:** Develop a vision and strategies as to how the land reform programme in the municipality can:
  - Be guided to achieve the core objectives of the Department of Land Affairs (DLA).
  - Brought into line with the existing IDP and land use frameworks.
  - Help to address issues of equity, good governance, poverty alleviation and economic growth.
- **Address:** Be pro-active through the identification of practical land reform projects and interventions that can be implemented.

Based on information obtained from the audit and assessment pillars of the ABP, objectives and strategies have been formulated so as to aim for the implementation of relevant land reform targets. These are reflected in the table below.

OBJECTIVE	STRATEGIES	INTERVENTIONS
<b>Objective 1: Sustainable Transfer of land to Previously Disadvantaged Communities</b>	<ul style="list-style-type: none"> <li>• Consider the financial feasibility and sustainability of the project</li> <li>• Consider the socio economic impact</li> <li>• Assess need</li> <li>• Ensure alignment of proper support systems</li> </ul>	<ul style="list-style-type: none"> <li>• LM"s to prepare detailed land reform needs and compile beneficiary lists</li> <li>• Implement a pre-scan project process on LM Level whereby the model for project assessment being implemented on individual project applications</li> <li>• Co-ordinate LM alignment of land reform assistance with District Land Reform Office</li> <li>• Assess the possibility of signing the land reform function to the IDP Office or Land and Housing portfolio</li> </ul>
<b>Objective 2: Co-ordination between Role Players and Stakeholders</b>	<ul style="list-style-type: none"> <li>• Identify all the stakeholders in the process</li> <li>• Identify stakeholder roles and responsibilities</li> <li>• Dedicate persons to oversee the co-ordination between the different state organs</li> </ul>	<ul style="list-style-type: none"> <li>• LM to attend District Land Reform Screening Committee meetings on a regular basis and identify Officials / Councillors to attend these meetings</li> <li>• Establish inter-governmental and inter-municipal working group to co-ordinate and facilitate various roles, responsibilities and budgets</li> <li>• Established working group to include commodity organisations and all role players within the agricultural sector</li> <li>• Clarify constitutional role of Local Government within the land reform process</li> </ul>

OBJECTIVE	STRATEGIES	INTERVENTIONS
<b>Objective 3: Scientific Methodology to Inform Land Purchase Decisions</b>	<ul style="list-style-type: none"> <li>Develop and refine a model that informs land purchase decisions</li> <li>Develop methodology to align beneficiaries to sustainable land reform projects</li> </ul>	<ul style="list-style-type: none"> <li>Refine land reform assessment model as proposed by ABP</li> <li>Implement electronic system at LM Level to use model for land reform applications</li> <li>Refine key focus areas based on model application</li> </ul>
<b>Objective 4: Develop Support Structures</b>	<ul style="list-style-type: none"> <li>Build capacity amongst officials to deal effectively with the demands of the land reform process</li> <li>Create support structures for beneficiaries before land is transferred</li> </ul>	<ul style="list-style-type: none"> <li>Identify role players in capacity building and putting tertiary programmes in place to support land reform programme</li> <li>Interact with tertiary education facilities in the region, i.e. NMMU, to assist and support with training programmes and possible training qualifications for DLA planners and land reform implementers</li> <li>Develop and implement programme for beneficiary support, training and after transfer service</li> </ul>
<b>Objective 5: Expand Agricultural Base</b>	<ul style="list-style-type: none"> <li>Identify unproductive land with medium to high potential</li> <li>Identify unproductive land that needs capital support</li> <li>Consolidation of land to create viable units</li> <li>Identify potential irrigation schemes</li> </ul>	<ul style="list-style-type: none"> <li>Implement detailed assessment of key focus areas with emphasis on viability of existing farming units and possible identification for future reform</li> <li>Implement an early warning system and direct communication channels between various commercial farming organisations to the Department of Land Affairs, identifying possible land transfer opportunities</li> </ul>
<b>Objective 6: Development and Training of beneficiaries and creating capacity amongst Government Officials</b>	<ul style="list-style-type: none"> <li>Implement beneficiary training programmes</li> <li>Ensure skills development for all beneficiaries</li> <li>Ensure enhanced and accelerated capacity building of government officials</li> </ul>	<ul style="list-style-type: none"> <li>Implement tertiary education programmes to build capacity in DLA and Project Manager Level</li> <li>Align DLA initiatives to ensure accelerated beneficiary training and sustainability</li> <li>Implementation of a farm manger database through tender processes and involvement of commodity organisations</li> </ul>
<b>Objective 7: Focus on economic development and job creation</b>	<ul style="list-style-type: none"> <li>Prioritize projects with socio-economic spin-offs</li> <li>Prioritise projects with high job creation potential</li> </ul>	<ul style="list-style-type: none"> <li>Align LM IDP's, SDF's and LED's with land reform process and ensure incorporation of strategies and projects to support land reform process</li> <li>Identify and prioritise reform project with high economic sustainability and high level of beneficiaries per hectare</li> </ul>
<b>Objective 8: Protection of natural resources</b>	<ul style="list-style-type: none"> <li>Consider sensitive biodiversity areas</li> <li>Assess environmental impact of land reform</li> <li>Encourage farming practices with low environmental impact</li> <li>Prioritise protection against erosion</li> </ul>	<ul style="list-style-type: none"> <li>Ensure incorporation of Provincial biodiversity plan and ABP proposals in LM and DM SDF's</li> <li>Link land identification and refinement of focus areas with Provincial biodiversity plan</li> <li>Incorporate the protection of natural resources as part of the tertiary education programme and capacitation of beneficiaries</li> </ul>

#### i) CDM Land Reform Targets

One of the primary objectives of the DLA is to redistribute 30% of white owned agricultural land by 2014 to previously disadvantaged communities for sustainable agricultural development. The table below indicates the total land area per Local Municipality, land area excluded from the 30% target (e.g. National Parks, etc) and the resultant land area remaining in possession of white commercial agriculture.

To date the Cacadu region has achieved redistribution amounting to 6.31% of the 30% target. This leaves an estimated 1333390 ha to be redistributed in the next six years, a highly improbable target.

Local Municipality	Land Area	Total Exclusions	Remaining Land Available (White Owned)	30% Target	Land Redistribution 1994-2008	Remaining Target	% Achieved
Camdeboo	722993	206314	516678	155003	7605	147398	5.16%
Blue Crane Route	983557	176285	807271	242181	16274	225906	7.20%
Ikwezi	445313	73162	372151	111645	4310	107335	4.02%
Makana	437561	159089	278472	83541	13113	70428	18.62%
Ndlambe	184064	32362	151702	45510	4083	41427	9.86%
Sundays River Valley	350790	106207	244583	73375	16228	57146	28.40%
Baviaans	772706	120368	652338	195701	4990	190711	2.62%
Kouga	241941	51577	190363	57109	7890	49218	16.03%
Kou-Kamma	357371	56650	300720	90216	9609	80607	11.92%
District Managed Area	1328029	117324	1210704	363211	0	363211	0.00%
<b>Totals</b>	<b>5824329.81</b>	<b>1099341.92</b>	<b>4724987.89</b>	<b>1417496.37</b>	<b>84105.56</b>	<b>1333390.81</b>	<b>6.31%</b>

Table : Land reform targets

The table below illustrates various scenarios required to achieve the 30% target by 2014. At an estimated average price of R8 333 per ha escalating at 10% per annum the table indicates an approximate cost and budget necessary to achieve the target. The average price per hectare is based on the LRO 2008/9 budget and projects.

YEAR	2208	2009	2010	2011	2012	2013	2014	TOTAL
<b>Scenario 1</b>								
Hectare	18,000	226,506	226,506	226,566	226,506	226,506	226,506	1,377,036
Budget	150,000,000	2,000,803,000	2,120,851,180	2,248,102,251	2,382,988,386	2,525,967,689	2,677,525,750	14,106,238,256
Average ha price increased by 6%	8,333	8,833	9,363	9,925	10,521	11,152	11,821	
<b>Scenario 2</b>								
Hectare	18,000	27,000	54,000	108,000	216,000	432,000	576,000	1,431,000
Budget	150,000,000	238,500,000	505,620,000	1,071,914,400	2,272,458,528	4,817,612,079	6,808,891,739	15,864,996,746
Average ha price increased by 6%	8,333	8,833	9,363	9,925	10,521	11,152	11,821	
<b>Scenario 3</b>								
Hectare	18,000	27,000	40,500	60,750	91,125	136,688	205,031	579,094
Budget	150,000,000	238,500,000	393,525,000	649,316,250	1,071,371,813	1,767,763,491	2,916,809,760	7,187,286,313
Average ha price increased by 6%	8,333	8,833	9,363	9,925	10,521	11,152	11,821	

Table: Land reform target scenarios

- **Scenario 1**

In scenario 1 the remaining hectares were divided by 6 and the land price increased by 6%. This would give an indication of the scale of the task required in order to achieve the set 30% target. It is not realistic to expect this scenario to be workable as the redistribution output cannot be increased 12 times over and be retained at that level for 6 years.

- **Scenario 2**

Scenario 2 reflects a “*double up*” scenario. The previous year’s achievement is doubled to the next year. This does not seem to be realistic, given budget and resource restrictions.

- **Scenario 3**

Scenario 3 proposes a more gradual approach where the previous year’s achievements are surpassed by 50% each year. With this scenario only 42% of the target will be achieved by 2014. In order to implement Scenario 3, it is recommended that the existing staff and institutional capacity of the DLA be extended with the possible assistance and harnessing of private support in managing the process. In reality, the increase of a 50% budget allocation year-on-year would place significant strain on existing human resources and institutional capacity should therefore be directly linked to budget increases. It is clear from the calculated and required land reform targets and various scenarios as outlined that in order to achieve any of the scenarios, a substantial effort with respect to budget and institutional contribution should be made over the next 6 years. The reality is that existing systems and mechanisms are not adequate to deal with the task at hand. For the purpose of the ABP and short-term planning, it is recommended that as an interim mechanism, Scenario 3 be explored and developed. Based on increased institutional and financial capacity and possibly legislative adjustments and amendments, Scenario 2 and 1 should be explored in future.

Given the above, geographical focus areas have been determined in order to contribute to the sustainable land reform process within the Cacadu District. The determination of the focus areas were informed by four main determinants, namely:

- Physical Criteria for the determination of focus areas.
- Proactive Land Acquisition Strategy (PLAS) Program guidelines such as:
  - Settlement in a corridor along main roads in the province.
  - Consideration of the nodal development concept where certain towns are preferred for development based on infrastructural and efficiency criteria.
- Enterprise concentration, infrastructure and available support systems.
- Expansion of Municipal commonages.

The diagram on page 179 indicates the focus areas where the land reform process should be concentrated on as a result of the four main determinants as mentioned above. These focus areas do not indicate a specific border on a map but rather a focal point. The intention with the focus areas is not that the whole area should become a project and that all the land will have to be bought with for instance the PLAS Land Reform Program. It is envisaged that certain larger projects will be identified in these focus areas. These programs will then be developed within the ambit of the different Land Reform Programs. In addition a project evaluation model has been developed as part and parcel of the ABP process. Any potential land reform project should therefore be assessed in terms of the model so to assess its viability and sustainability.

The key focus areas are as follows:

- **Key Focus Area 1 : Humansdorp, Hankey and Patensie**

According to the situation analyses report this area is known for the production for dairy, citrus and vegetable farming. It is a well established farming area with the necessary infrastructure to support the particular farming industries. The farming is intensive and the distance from the main markets is not excessive.

- **Key Focus Area 2 : Kirkwood, Addo and Lower Sundays River**

This area is well known as a Citrus producing area. The Citrus infrastructure and support industries are well developed. The area is closely situated to a major port which is important to the exporting of citrus products. This area covers a large proposed extension of irrigation scheme project which is initiated by DWAF. This project has the potential to enhance agricultural production in the area.

- **Key Focus Area 3 : Grahamstown, Alexandria and Port Alfred**

It is noted that this area seems to be fairly large. The reason in part is that larger farms are needed and that farming is not as intensive as with the other highly intensive areas. The area is well known for Dairy, Cattle and Pineapples. The supporting industries to these farming enterprises are well established. The area is bordered by three well established towns that supply the necessary infrastructure and markets for the farming enterprises.

- **Key Focus Area 4 : Somerset East and Cookhouse**

This area is known for the production of Wheat, Maize and Lucerne under irrigation. Sheep and Goats are also farmed under extensive conditions. Investigations into a large Sugarbeet project is at present ongoing and would be an ideal vehicle to establish emerging farmers. The town of Somerset East is well established and is supporting the farming community at present adequately. The area is some distance from the markets and this is something to take into consideration when detail project planning is being done.

- **Key Focus Area 5 : Graaff-Reinet and Jansenville**

The focus area is fairly large for farming is based on extensive animal husbandry which requires large areas of land. Area is well known for extensive goat and sheep farming. The towns Graaff-Reinet and Jansenville are well established with well established support industries for goat and sheep farming, The area is some distance from the market (Port Elizabeth) for the farm products. This however is the nature for extensive farming areas. The focus area is following the main route between the two towns and Port Elizabeth.



## CACADU DISTRICT: ABP FOCUS AREAS

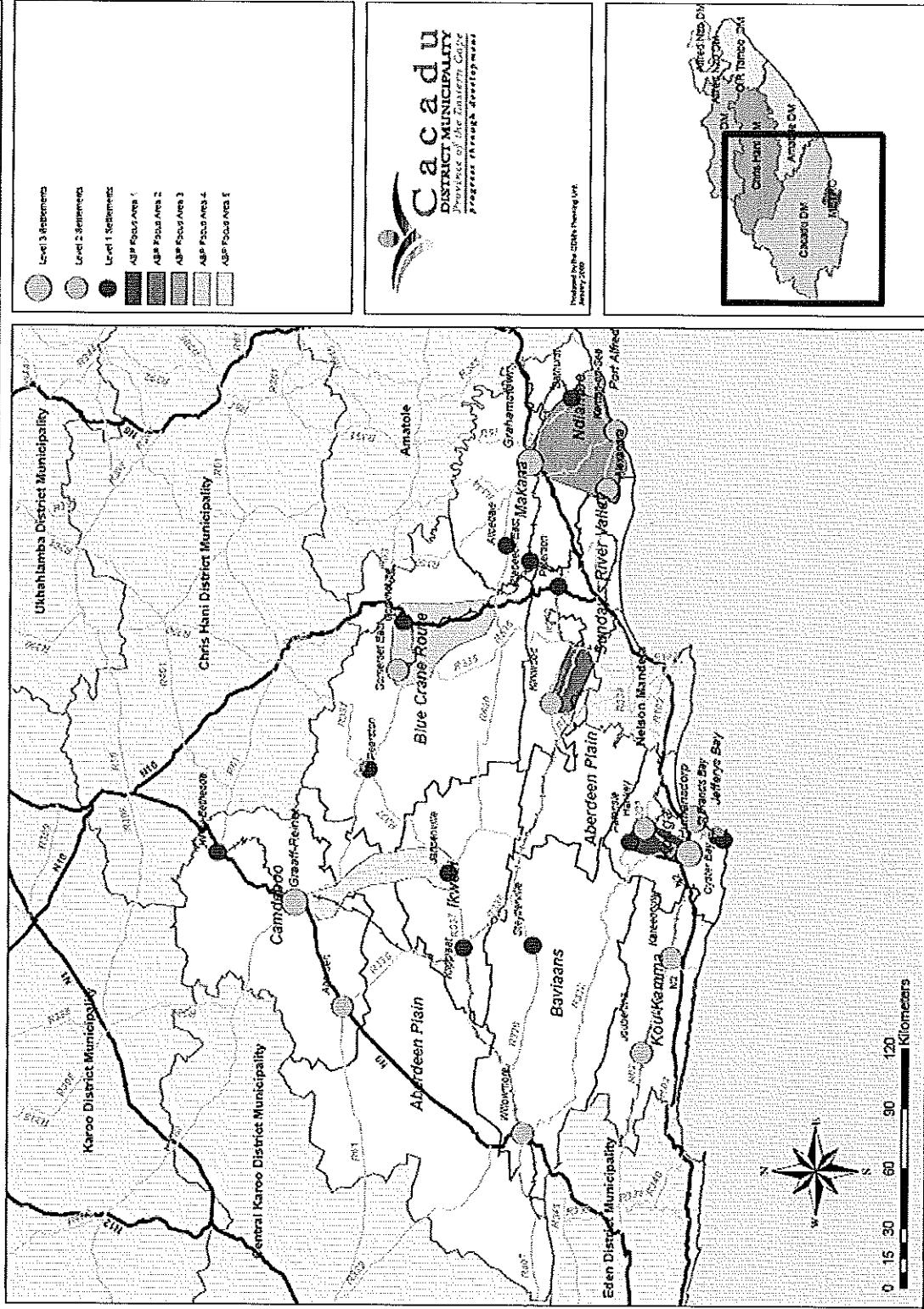


Figure 4: ABP Focus Areas

## ii) LAND AVAILABILITY

Within the District, Local Municipalities are faced with enormous challenges, one of which is the identification of appropriate land in order to facilitate:

- Decisions on the optimal arrangement of settlements in space based on concepts of sustainable development, i.e. how to best be able to determine where certain developments (e.g. housing) and support services should be provided regardless of the status of land ownership.

Since 1994, the majority of state managed housing developments have been loosely dictated to by localities where either land is the cheapest or where land falls under state ownership. Unfortunately these two criteria do not satisfy the principles of sustainable development which dictates the optimal arrangements of settlements in space.

In order to start to effectively implement the policy directives of the settlement hierarchy policy, the housing and settlement guidelines and the rural development guidelines, the CDM undertook a Land Availability Audit (LAA) within the District in conjunction with the ABP process. The premise behind the LAA was to view potential land for development not from non-sustainable confined criteria (e.g. only state owned land), but from a perspective where land is firstly identified according to its strategic importance in ensuring sustainable development regardless of land ownership status (i.e. private, state, etc).

Given the extensive work done in the LAA along with the analysis of housing demand in the various settlements of Cacadu, policy recommendations can now be made with respect to the implementation of Government funding, housing and associated infrastructure which needs to be based on the settlement hierarchy model as detailed in the CDM's Spatial Development Framework (SDF) along with the channelling of scarce resources in areas or locations of highest return.

It is accepted that the provision of subsidised housing by Government with associated infrastructure and social facilities are the biggest contributor to Government and State subsidised investment in the District. In order to channel this investment in a structured and well-planned manner, based on the settlement hierarchy principles, the LAA assessed the need for housing as identified by the varying Local Municipality IDPs and SDFs. The following table outlines subsidised housing demand for the Local Municipalities within Cacadu and land identified through the LM SDF and IDP processes for this purpose. Relative densities are expressed, in most cases, based on SDF proposals with minor adjustments to adhere to the principles of densification and integration. Therefore, the densities and possible housing carrying capacity for land units vary from 50 units per ha to 15 units per ha.

INTEGRATED DEVELOPMENT PLAN 2007 – 2012 (Review 2010)  
CACADU DISTRICT MUNICIPALITY

LM	TOWN / SETTLEMENT	SETTLEMENT LEVEL (REVISED)	HOUSING DEMAND (SHORT / MEDIUM TERM- SDF / IDP)	LAND IDENTIFIED BY SDF (ha)	UNITS AT OPTIMAL DENSITY	OVER / UNDER PROVISION
Makana	Riebeeck East	Level 1	450	9.93	298	-152
	Alicedale	Level 1	450	37.07	1112	662
	Grahamstown	Level 3	12000	792.34	23770	11770
	<b>Total</b>		<b>12900</b>	<b>839.34</b>	<b>25180</b>	<b>12280</b>
Kouga	Jeffrey's Bay	Level 3	3390	136.75	4103	713
	Humansdorp	Level 3	3720	526.11	15783	12063
	Hankey	Level 2	1840	105.39	3162	1322
	Patensie	Level 1	740	37.02	463	-277
	Løerie	Level 1	410	26.21	786	376
	Thornhill	Level 1	500	39.98	1199	699
	Oyster Bay	Level 1				
	St Francis	Level 1	840	86.95	2609	1769
<b>Total</b>		<b>11440</b>	<b>958.41</b>	<b>28105</b>	<b>16665</b>	
Kou Kamma	Clarkson / Mfengu	Level 1	200	79.59	2388	2188
	Coldstream	Level 1	31	44.06	1322	1291
	Krakeel Rivier	Level 1	200	14.16	425	225
	Louterwater	Level 1	77	13.18	395	318
	Misdund	Level 1	61	33.53	1006	945
	Sandrif / Thornham	Level 1	200	51.61	1548	1348
	Storms River	Level 1	83	11.3	339	256
	Woodlands	Level 1	237	64.03	1921	1684
	Eerste Rivier	Level 1	149	7.18	215	66
	Joubertina	Level 2	245	54.57	1637	1392
	Kareedouw	Level 2	220	168.22	5047	4827
	<b>Total</b>		<b>1703</b>	<b>541.43</b>	<b>16243</b>	<b>14540</b>
Baviaans	Steytlerville	Level 1	380	1134.83	32488	32108
	Willowmore	Level 2	380	92.55	1460	1080
	<b>Total</b>		<b>760</b>	<b>1227.38</b>	<b>33948</b>	<b>33188</b>
Ikwezi	Jansenville	Level 1	1000	222.58	6677	5677
	Waterford	Level 1	150	0	0	-150
	Klipplaat	Level 1	425	16.9	507	82
	<b>Total</b>		<b>1575</b>	<b>239.48</b>	<b>7184</b>	<b>5609</b>
Camdeboo	Graaff-Reinet	Level 3	975	478.2	14346	13371
	Aberdeen	Level 2	400	65.48	1964	1564
	Nieu-Bethesda	Level 1	400	13.71	411	11
	<b>Total</b>		<b>1775</b>	<b>557.39</b>	<b>16722</b>	<b>14947</b>
Sunday's River Valley	Kirkwood	Level 2	1480	73.43	2203	723
	Addo	Level 1	1710	161.11	4787	3077
	Paterson	Level 1	900	81.58	2447	1547
	<b>Total</b>		<b>4090</b>	<b>316.12</b>	<b>9438</b>	<b>5348</b>
Ndlambe	Port Alfred	Level 3	4431	329.26	13402	8971
	Alexandria	Level 2	830	273.77	10985	10155
	Bathurst	Level 1	472	57.69	2389	1917
	Kenton on Sea	Level 2	1606	165.62	6695	5089
	Boknes / Canon Rocks	Level 1		3.99	160	160
	<b>Total</b>		<b>7339</b>	<b>830.33</b>	<b>33630</b>	<b>26291</b>

LM	TOWN / SETTLEMENT	SETTLEMENT LEVEL (REVISED)	HOUSING DEMAND (SHORT / MEDIUM TERM- SDF / IDP)	LAND IDENTIFIED BY SDF (ha)	UNITS AT OPTIMAL DENSITY	OVER / UNDER PROVISION
Blue Crane Route	Somerset East	Level 2	1800	36.41	1092	-708
	Pearston	Level 1	650	4.65	410	-510
	Cookhouse	Level 1	203	63.55	1907	1704
	<b>Total</b>		<b>2653</b>	<b>104.61</b>	<b>3138</b>	<b>485</b>
<b>TOTALS</b>			<b>44235</b>	<b>5614.49</b>	<b>173589</b>	<b>129354</b>

Land demand- Subsidised Housing

Based on the revised settlement hierarchy, and within the assumption that the relevant gross densities for sustainable land management are used, the following key observations are made:

- Housing demand and land identified are based on subsidised housing, and exclude private development initiatives.
- Calculations for land demand are based on subsidised housing in the various LMs and urban areas. Optimal density is based on approximately 30 units per ha (this varies within the LM's based on SDF proposals), with a net residential opportunity size of 250m<sup>2</sup>, allowing for 25% of land for non-residential purposes.
- Level 3 settlements, based on identified land for future expansion, can accommodate approximately 71 000 subsidised housing units. This represents a wide range of housing topologies as per SDF proposals.
- Adequate land has been identified in Level 2 settlements to accommodate approximately 34 000 subsidised houses.
- Approximately 160% of the existing housing demand (44 000) can be accommodated in Level 3 settlements alone. Noting that land identified in Level 3 settlements at an optimum density of 30 units per ha can accommodate 71 000 subsidised housing units.
- Based on the settlement hierarchy and the proposals that investments should take place in areas of highest return and opportunity, it is noted that from a broad settlement perspective, the investment relating to housing delivery and services should be prioritised in Level 3 and 2 settlements. Land identified and available through SDF planning initiatives in these areas are adequate to address the medium to long term housing requirements within the District.
- Areas where land identification results in an under-supply to accommodate future housing needs, with specific reference to Level 2 settlements, should be re-assessed and revised as part of the SDF review processes.
- Investment and land acquisition, in the case of privately owned land, in Level 3 settlements should be prioritised to maximize existing resources in these settlements and promote the future settlement in these locations.
- The second priority for settlement allocation and resource distribution should be in the Level 2 settlements and investment in Level 1 settlements should be based on the provision of basic services as per the Constitution, only.
- Ultimate and sustainable residential densities and housing topologies are supported on a National basis through various Government policies and legislative requirements. The principle of densification, prevention of urban sprawl and settlement of areas of optimum return should be promoted on Provincial, District and Local Level.

- The provision of housing in these prioritised areas (Level 3 and Level 2 settlements) should be done holistically within the parameters of sustainable development, including a wide range of housing topologies, social services, infrastructure provision and commercial and job creation facilities.

#### **4.3.6 COMPREHENSIVE INFRASTRUCTURE PLANS**

Comprehensive Infrastructure Plans (CIPs), as initiated by DPLG, are in the process of being developed for each Local Municipality within the Cacadu District. The overriding purpose of CIPs is to develop a platform which will serve as a single process for all tiers of government with respect to infrastructure provision / service delivery. To date, phase one of the CIP development has been completed. The outcomes of phase one, i.e. draft monetary requirements to address infrastructural backlogs, per Local Municipality are reflected in the tables overleaf.

INTEGRATED DEVELOPMENT PLAN 2007 – 2012 (Review 2010)  
CACADU DISTRICT MUNICIPALITY

MAKANA

10	Intervention	11	Total Amount	12	01-Mar-09	13	01-Mar-10	14	01-Mar-11	15	29-Feb-12	16	28-Feb-13	17	28-Feb-14	18	28-Feb-15	19	28-Feb-16
	Housing	R 369,900,000		R 59,108,200	R 74,219,000	R 52,557,800	R 45,000,000	R 47,060,000	R 22,500,000	R 20,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000
	Water Backlogs	R 2,454,000		R 2,454,000															
	Water																		
	Refurbishment	R 15,000,000		R 2,000,000	R 2,000,000	R 2,000,000	R 3,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000	R 2,000,000
	Water Bulk	R 25,888,205		R 4,040,630	R 14,062,000	R 6,098,575	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000	R 500,000
	Water Treatment Works	R 26,000,000		R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000
	Sanitation Backlogs	R 69,342,205		R 13,494,630	R 21,062,000	R 13,098,575	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000	R 8,500,000
	Sanitation	R 70,955,792		R 21,500,000	R 19,689,324	R 7,396,408	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000
	Sanitation Refurbishment	R 31,500,000		R 4,500,000	R 4,500,000	R 4,500,000	R 4,000,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000	R 3,500,000
	Sanitation Bulk	R 15,000,000		R 7,500,000	R 7,500,000	R 7,500,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000
	Treatment Works	R 41,000,000		R 7,000,000	R 17,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000	R 10,000,000
	Roads: new	R 158,455,732		R 40,500,000	R 45,699,324	R 21,896,408	R 15,000,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000	R 6,500,000
	Roads: upgrading	R 161,200,000		R 27,000,000	R 26,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000
	Roads: facilities	R -		R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
	Roads: maintenance	R -		R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
	Electricity Backlogs	R 161,200,000		R 27,000,000	R 26,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000	R 25,000,000
	Electricity	R -		R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
	Electricity Refurbishment	R -		R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
	Electricity Distribution	R -		R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
	Electricity Substations	R -		R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -	R -
		R 757,897,937		R 140,102,830	R 169,980,324	R 112,532,783	R 94,500,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000	R 85,860,000

INTEGRATED DEVELOPMENT PLAN 2007 – 2012 (Review 2010)  
CACADU DISTRICT MUNICIPALITY

**IKWEZI**

Intervention	Total Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 39,060,000	R 4,240,000	R 7,310,000	R 7,310,000	R 7,310,000	R 7,310,000	R 3,550,000	R -	R -
Water Backlogs	R 19,140,000	R 2,080,000	R 3,830,000	R 3,830,000	R 3,830,000	R 3,830,000	R 1,740,000	R -	R -
Water Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Water Bulk	R 17,390,000	R 1,890,000	R 3,480,000	R 3,480,000	R 3,480,000	R 3,480,000	R 1,580,000	R -	R -
Water Treatment Works	R 7,000,000	R 3,820,000	R 3,180,000	R -	R -	R -	R -	R -	R -
	<b>R 43,530,000</b>	<b>R 7,790,000</b>	<b>R 10,490,000</b>	<b>R 7,310,000</b>	<b>R 7,310,000</b>	<b>R 7,310,000</b>	<b>R 3,320,000</b>	<b>R -</b>	<b>R -</b>
Sanitation Backlogs	R 31,880,000	R 3,460,000	R 6,380,000	R 6,380,000	R 6,380,000	R 6,380,000	R 2,900,000	R -	R -
Sanitation Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Sanitation Bulk	R -	R -	R -	R -	R -	R -	R -	R -	R -
Sanitation Treatment Works	R -	R -	R -	R -	R -	R -	R -	R -	R -
	<b>R 31,880,000</b>	<b>R 3,460,000</b>	<b>R 6,380,000</b>	<b>R 6,380,000</b>	<b>R 6,380,000</b>	<b>R 6,380,000</b>	<b>R 2,900,000</b>	<b>R -</b>	<b>R -</b>
Roads: new	R 27,290,000	R 18,760,000	R 8,530,000	R -	R -	R -	R -	R -	R -
Roads: upgrading	R -	R -	R -	R -	R -	R -	R -	R -	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
	<b>R 27,290,000</b>	<b>R 18,760,000</b>	<b>R 8,530,000</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>
Electricity Backlogs	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>
	<b>R 141,760,000</b>	<b>R 34,250,000</b>	<b>R 33,210,000</b>	<b>R 21,500,000</b>	<b>R 21,500,000</b>	<b>R 21,500,000</b>	<b>R 9,770,000</b>	<b>R -</b>	<b>R -</b>

**BLUE CRANE ROUTE**

Intervention	Total/Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 52,490,245	R 14,079,813	R 20,176,416	R 18,419,224	R 4,271,195	R -	R -	R -	R -
Water Backlogs	R 3,829,999	R 3,829,999	R -	R -	R -	R -	R -	R -	R -
Water Refurbishment	R 60,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 7,000,000	R 11,000,000
Water Bulk	R 3,770,000	R 1,000,000	R 2,770,000	R -	R -	R -	R -	R -	R -
Water Treatment Works	R 25,000,000	R 5,500,000	R 7,500,000	R 5,000,000	R 4,000,000	R 3,000,000	R -	R -	R -
Sanitation Backlogs	R 92,599,999	R 17,829,999	R 17,270,000	R 12,000,000	R 11,000,000	R 10,000,000	R 7,000,000	R 7,000,000	R 11,000,000
Sanitation Refurbishment	R 15,137,000	R 11,487,000	R 2,650,000	R 1,000,000	R -	R -	R -	R -	R -
Sanitation Bulk	R 34,000,000	R 4,000,000	R 4,000,000	R 4,000,000	R 4,000,000	R 4,000,000	R 4,000,000	R 5,000,000	R 5,000,000
Sanitation Treatment Works	R 14,700,000	R 8,200,000	R 6,500,000	R -	R -	R -	R -	R -	R -
Works	R 27,000,000	R 5,000,000	R 8,500,000	R 8,500,000	R 2,500,000	R 2,500,000	R -	R -	R -
Roads: new	R 90,837,000	R 23,637,000	R 21,650,000	R 13,500,000	R 6,500,000	R 6,500,000	R 4,000,000	R 5,000,000	R 5,000,000
Roads: upgrading	R 173,000,000	R 32,500,000	R 32,500,000	R 30,000,000	R 20,000,000	R 20,000,000	R 20,000,000	R 18,000,000	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Backlogs	R 173,000,000	R 32,500,000	R 32,500,000	R 30,000,000	R 20,000,000	R 20,000,000	R 20,000,000	R 18,000,000	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 408,837,244	R 92,595,812	R 91,596,416	R 71,918,821	R 41,771,195	R 36,500,000	R 31,000,000	R 30,000,000	R 15,000,000



**KOUGA**

Intervention	Total Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 596,052,800	R 74,000,000	R 72,680,000	R 67,020,000	R 61,360,000	R 59,000,000	R 43,974,200	R 30,000,000	R -
Water Backlogs	R 26,836,000	R 8,326,000	R 9,010,000	R 7,000,000	R 2,500,000	R -	R -	R -	R -
Water Refurbishment	R 22,900,800	R 3,000,000	R 3,000,000	R 3,000,000	R 3,000,000	R 3,000,000	R 3,000,000	R 3,000,000	R 1,900,800
Water Treatment Works	R 25,040,000	R 15,000,000	R 4,040,000	R 5,000,000	R 1,000,000	R -	R -	R -	R -
Sanitation Backlogs	R 13,934,000	R 934,000	R 3,000,000	R 5,750,000	R 4,250,000	R -	R -	R -	R -
Sanitation Refurbishment	R 85,710,800	R 27,250,000	R 19,050,000	R 20,750,000	R 10,750,000	R 3,000,000	R 3,000,000	R 3,000,000	R 1,900,800
Sanitation Treatment Works	R 37,718,385	R 27,718,385	R 10,000,000	R -	R -	R -	R -	R -	R -
Sanitation Backlogs	R 50,750,000	R 6,650,000	R 11,600,000	R 7,500,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 5,000,000
Sanitation Refurbishment	R 39,665,000	R 9,100,000	R 8,700,000	R 6,000,000	R 5,000,000	R 5,000,000	R 5,000,000	R 865,000	R -
Sanitation Treatment Works	R 56,593,000	R 14,593,000	R 19,000,000	R 7,000,000	R 9,000,000	R 7,000,000	R -	R -	R -
Roads: new	R 184,726,385	R 58,061,385	R 49,300,000	R 20,500,000	R 19,000,000	R 17,000,000	R 10,000,000	R 5,865,000	R 5,000,000
Roads: upgrading	R 156,217,000	R 25,717,000	R 25,750,000	R 24,750,000	R 20,000,000	R 20,000,000	R 20,000,000	R 20,000,000	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Backlogs	R 156,217,000	R 25,717,000	R 25,750,000	R 24,750,000	R 20,000,000	R 20,000,000	R 20,000,000	R 20,000,000	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 1,027,706,185	R 185,038,385	R 166,780,000	R 133,020,000	R 111,110,000	R 99,000,000	R 76,974,200	R 58,865,000	R 6,900,800

**CAMDEBOO**

Intervention	Total Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 684,991,800	R 711,110,000	R 807,000,000	R 85,000,000	R 80,231,800	R 60,000,000	R 50,000,000	R 50,000,000	R -
Water Backlogs	R 569,691	R 569,691	R -	R -	R -	R -	R -	R -	R -
Water Refurbishment	R 20,000,000	R 5,000,000	R 5,000,000	R 3,500,000	R 2,500,000	R 1,500,000	R 1,500,000	R 1,000,000	R -
Water Bulk	R 9,000,000	R 4,000,000	R 5,000,000	R -	R -	R -	R -	R -	R -
Water Treatment Works	R 8,500,000	R 4,500,000	R 2,000,000	R 2,000,000	R -	R -	R -	R -	R -
Sanitation Backlogs	R 35,069,691	R 14,069,691	R 12,000,000	R 5,500,000	R 2,500,000	R 1,500,000	R 1,500,000	R 1,000,000	R -
Sanitation Refurbishment	R 9,500,000	R 500,000	R 1,500,000	R 1,500,000	R 1,500,000	R 1,500,000	R 1,000,000	R 1,000,000	R 1,000,000
Sanitation Bulk	R 13,000,000	R 2,500,000	R 3,000,000	R 2,500,000	R 2,000,000	R 1,000,000	R 1,000,000	R 500,000	R 500,000
Sanitation Treatment Works	R 5,000,000	R 2,500,000	R 2,500,000	R -	R -	R -	R -	R -	R -
Roads: new	R 19,500,000	R -	R 5,500,000	R 7,000,000	R 3,500,000	R 3,500,000	R -	R -	R -
Roads: upgrading	R 47,000,000	R 5,500,000	R 12,500,000	R 11,000,000	R 7,000,000	R 6,000,000	R 2,000,000	R 1,500,000	R 1,500,000
Roads: maintenance	R 142,000,000	R 27,000,000	R 30,000,000	R 30,000,000	R 21,000,000	R 14,000,000	R 10,000,000	R 10,000,000	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Backlogs	R 142,000,000	R 27,000,000	R 30,000,000	R 30,000,000	R 21,000,000	R 14,000,000	R 10,000,000	R 10,000,000	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 912,061,491	R 117,679,691	R 134,500,000	R 131,500,000	R 110,731,800	R 81,500,000	R 63,500,000	R 62,500,000	R 1,500,000

**SUNDAYS RIVER VALLEY**

Intervention	Total Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 266,136,200	R 12,980,000	R 58,040,000	R 65,710,000	R 52,650,000	R 25,470,000	R 13,450,000	R 16,930,000	R -
Water Backlogs	R 19,180,000	R 1,010,000	R 14,680,000	R 3,490,000	R -	R -	R -	R -	R -
Water Refurbishment	R 8,540,000	R 3,130,000	R 5,410,000	R -	R -	R -	R -	R -	R -
Water Bulk	R 23,500,000	R 650,000	R 17,840,000	R 5,010,000	R -	R -	R -	R -	R -
Water Treatment Works	R 24,500,000	R 2,790,000	R 17,450,000	R 4,260,000	R -	R -	R -	R -	R -
<b>Sanitation</b>	<b>R 75,720,000</b>	<b>R 7,580,000</b>	<b>R 55,380,000</b>	<b>R 12,760,000</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>
Backlogs	R 52,290,000	R 19,630,000	R 24,030,000	R 8,630,000	R -	R -	R -	R -	R -
Sanitation Refurbishment	R 6,500,000	R -	R 6,500,000	R -	R -	R -	R -	R -	R -
Sanitation Bulk	R -	R -	R -	R -	R -	R -	R -	R -	R -
Sanitation Treatment Works	R 17,000,000	R 3,000,000	R 14,000,000	R -	R -	R -	R -	R -	R -
<b>Roads</b>	<b>R 75,790,000</b>	<b>R 22,630,000</b>	<b>R 44,550,000</b>	<b>R 8,630,000</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>	<b>R -</b>
new Roads: upgrading	R 388,000,000	R 4,490,000	R 23,510,000	R -	R 12,930,000	R 160,270,000	R 140,000,000	R 46,800,000	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
<b>Electricity</b>	<b>R 383,000,000</b>	<b>R 4,490,000</b>	<b>R 23,510,000</b>	<b>R -</b>	<b>R 12,930,000</b>	<b>R 160,270,000</b>	<b>R 140,000,000</b>	<b>R 46,800,000</b>	<b>R -</b>
Backlogs	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
<b>TOTAL</b>	<b>R 825,646,200</b>	<b>R 47,680,000</b>	<b>R 181,460,000</b>	<b>R 87,100,000</b>	<b>R 71,480,000</b>	<b>R 186,740,000</b>	<b>R 153,450,000</b>	<b>R 63,730,000</b>	<b>R -</b>

**KOU KAMMA**

Intervention	Total Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 302,605,818	R 1,640,000	R 53,204,553	R 38,264,150	R 32,350,000	R 43,340,000	R 54,650,000	R 22,580,000	R -
Water Backlogs	R 8,630,000	R -	R 1,560,000	R 5,000,000	R 2,070,000	R -	R -	R -	R -
Water Refurbishment	R 9,004,600	R -	R 2,552,000	R 2,300,000	R 2,198,000	R 1,956,600	R -	R -	R -
Water Bulk	R 19,986,107	R 1,080,000	R 6,707,357	R 3,908,750	R 5,300,000	R 3,000,000	R -	R -	R -
Water Treatment Works	R 53,876,650	R 7,130,000	R 12,189,150	R 17,420,000	R 13,400,000	R 3,737,500	R -	R -	R -
Sanitation Backlogs	R 91,507,357	R 9,210,000	R 23,008,507	R 28,528,750	R 22,965,000	R 8,694,100	R -	R -	R -
Sanitation Refurbishment	R 29,388,250	R -	R 3,018,750	R 11,182,500	R 10,840,000	R 4,347,000	R -	R -	R -
Sanitation Bulk	R 13,428,000	R 300,000	R 5,573,000	R 5,600,000	R 1,955,000	R -	R -	R -	R -
Sanitation Treatment Works	R 8,454,502	R 265,340	R 2,303,331	R 2,435,831	R 3,450,000	R -	R -	R -	R -
Roads: new	R 27,554,500	R 2,100,000	R 6,440,000	R 8,400,000	R 6,819,500	R 3,795,000	R -	R -	R -
Roads: upgrading	R 78,875,252	R 2,665,340	R 17,335,081	R 27,618,331	R 23,064,500	R 8,142,000	R -	R -	R -
Roads: Taxi facilities	R 251,661,950	R 9,335,500	R 84,410,725	R 66,609,435	R 57,056,280	R 34,250,000	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Backlogs	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -

**BAVIAANS**

Intervention	TotalAmount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 37,900,000	R 9,400,000	R 5,000,000	R 7,000,000	R 10,000,000	R 9,500,000	R -	R -	R -
Water Backlogs	R 300,000	R -	R 300,000	R -	R -	R -	R -	R -	R -
Water Refurbishment	R 7,500,000	R -	R 4,000,000	R 3,000,000	R 500,000	R -	R -	R -	R -
Water Bulk	R 69,031,408	R 1,500,000	R 22,231,408	R 7,200,000	R 25,500,000	R 10,600,000	R 2,000,000	R -	R -
Water Treatment Works	R 22,931,408	R 800,000	R 5,631,408	R 6,500,000	R 5,000,000	R 5,000,000	R -	R -	R -
	R 99,762,816	R 2,300,000	R 32,162,816	R 16,700,000	R 31,000,000	R 15,600,000	R 2,000,000	R -	R -
Sanitation Backlogs	R 30,740,000	R -	R 4,740,000	R 8,000,000	R 8,000,000	R 5,000,000	R 5,000,000	R -	R -
Sanitation Refurbishment	R 6,000,000	R 3,000,000	R 3,000,000	R -	R -	R -	R -	R -	R -
Sanitation Bulk	R 20,200,000	R 1,000,000	R 8,200,000	R 3,000,000	R 7,000,000	R 1,000,000	R -	R -	R -
Sanitation Treatment Works	R 20,200,000	R 1,000,000	R 8,200,000	R 3,000,000	R 7,000,000	R 1,000,000	R -	R -	R -
	R 77,140,000	R 5,000,000	R 24,140,000	R 14,000,000	R 22,000,000	R 7,000,000	R 5,000,000	R -	R -
Roads: new	R 122,500,000	R -	R 16,000,000	R 17,700,000	R 19,400,000	R 21,200,000	R 23,000,000	R 25,200,000	R -
Roads: upgrading	R -	R -	R -	R -	R -	R -	R -	R -	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads: maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 122,500,000	R -	R 16,000,000	R 17,700,000	R 19,400,000	R 21,200,000	R 23,000,000	R 25,200,000	R -
Electricity Backlogs	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 337,302,816	R 16,700,000	R 78,302,816	R 55,400,000	R 82,400,000	R 53,300,000	R 30,000,000	R 25,200,000	R -

**NDLAMBE**

Intervention	Total Amount	01-Mar-09	01-Mar-10	01-Mar-11	29-Feb-12	28-Feb-13	28-Feb-14	28-Feb-15	28-Feb-16
Housing	R 595,000,000	R 80,434,000	R 80,000,000	R 70,402,200	R 63,964,000	R 59,298,600	R 47,660,000	R 55,500,000	R -
Water									
Backlogs	R 10,241,257	R 6,491,257	R 3,750,000	R -	R -	R -	R -	R -	R -
Water									
Refurbishment	R 35,445,000	R 8,375,000	R 8,000,000	R 8,000,000	R 5,710,000	R 3,477,500	R 1,882,500	R -	R -
Water Bulk	R 509,458,662	R 156,708,662	R 102,750,000	R 75,000,000	R 100,000,000	R 75,000,000	R -	R -	R -
Water									
Treatment Works	R 23,150,000	R 160,000	R 3,990,000	R 6,500,000	R 8,500,000	R 4,000,000	R -	R -	R -
	R 578,294,919	R 171,724,919	R 116,490,000	R 89,500,000	R 114,210,000	R 82,477,600	R 1,662,500	R -	R -
Sanitation									
Backlogs	R 66,742,000	R 1,000,000	R 20,020,000	R 17,790,000	R 16,930,000	R 7,900,000	R 3,102,000	R -	R -
Sanitation									
Refurbishment	R 40,105,000	R 17,000,000	R 18,000,000	R -	R 2,710,000	R 1,000,000	R 1,000,000	R 395,000	R -
Sanitation									
Bulk	R 105,860,000	R 8,260,000	R 22,000,000	R 22,000,000	R 20,544,000	R 11,160,000	R 10,000,000	R 10,000,000	R 1,896,000
Sanitation									
Treatment Works	R 22,200,000	R 3,690,000	R 6,010,000	R 7,500,000	R 5,000,000	R -	R -	R -	R -
	R 234,807,000	R 29,950,000	R 56,030,000	R 47,290,000	R 45,184,000	R 20,060,000	R 14,102,000	R 10,395,000	R 1,896,000
Roads: new	R 110,749,600	R 11,750,000	R 21,629,600	R 16,870,000	R 11,500,000	R 16,500,000	R 16,500,000	R 16,000,000	R -
Roads:									
upgrading	R -	R -	R -	R -	R -	R -	R -	R -	R -
Taxi facilities	R -	R -	R -	R -	R -	R -	R -	R -	R -
Roads:									
maintenance	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 110,749,600	R 11,750,000	R 21,629,600	R 16,870,000	R 11,500,000	R 16,500,000	R 16,500,000	R 16,000,000	R -
Electricity									
Backlogs	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity									
Refurbishment	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity									
Distribution	R -	R -	R -	R -	R -	R -	R -	R -	R -
Electricity									
Substations	R -	R -	R -	R -	R -	R -	R -	R -	R -
	R 1,519,052,319	R 293,868,919	R 286,149,600	R 224,062,200	R 234,858,000	R 178,336,100	R 80,044,500	R 81,895,000	R 1,896,000

### i) BROAD INFRASTRUCTURAL FUNDING REQUIREMENTS

Based on the information as provided above, the broad financial needs 'loosely' required to address existing developmental issues within the District, is reflected by the table below.

LOCAL MUNICIPALITY	DEVELOPMENTAL NEED (AS PER CIPs)
Makana	R 757,897,937
Ikwezi	R 141,760,000
Blue Crane Route	R 408,837,244
Kouga	R 1,027,706,185
Camdeboo	R 912,061,491
Sundays River Valley	R 825,646,200
Kou Kamma	R 724,600,377
Baviaans	R 337,302,816
Ndlambe	R 1,519,052,319
<b>TOTAL</b>	<b>R 6,654,864,569</b>

### 4.3.7 ECONOMIC GROWTH AND DEVELOPMENT STRATEGY (EGDS)

During the Cacadu District Municipality 2005/06 Integrated Development Plan review process, it became increasingly apparent that the District as a whole needed an integrated approach towards economic development. The District Municipality is moving away from planning for isolated local economic development projects. In the past, these projects have been designed in the absence of a common district-wide economic framework. Therefore, it is critical to the economic development of the district that a district-wide economic development framework be developed to co-ordinate and integrate all current and future economic development initiatives. This new broader view is now the preferred approach to sustainable job creation and poverty reduction in the district, as it promotes economic linkages and spin-offs.

The objectives for the Economic Growth and Development Plan are as follows:

- To grow the district economy to achieve a 3% year-on-year growth rate between 2006 and 2009 and a 5% year-on-year growth rate from 2010 onwards.
- To reduce the existing number of unemployed persons in the district to 15% by 2014, through the creation of new and expanded job opportunities.
- To halve the number of households living below the poverty line to 22%, by 2014.
- To grow the agricultural sector to achieve a 1% year-on-year growth rate between 2006 and 2009 and a 1.6% year-on-year growth rate from 2010 onwards.
- To transform the agricultural sector, thereby ensuring that 35% of agricultural enterprises are black-owned, by 2014.
- To grow the contribution of tourism to the district overall economy and employment creation.

- To transform the tourism sector, thereby ensuring that 35% of tourism enterprises are black-owned by 2014.

#### 4.3.7.1 THE PILLARS OF EGDS

The economic vision and objectives guided the formulation of strategic development pillars. Five main pillars have been identified to stimulate sustainable economic growth and development in CDM. These pillars are:



Within each pillar, key issues and challenges are identified which must be addressed. A brief overview of each pillar and the related key issues are as follows:

##### **Economic Infrastructure:**

Economic infrastructure may be defined as the provision and maintenance of physical structures that have a direct impact on local economies. Economic infrastructure includes the provision and maintenance of:

Electrical power	Waste collection
Piped water supply	Land
Sanitation and sewerage	Transport Infrastructure: roads, railway, seaports and airports
Telecommunications	ICT (Information and Communication Technology)

The upgrading and maintenance of existing economic infrastructure and the creation of new economic infrastructure is the focal point of this strategic pillar.

##### **Sector Development:**

Sector development refers to the identification and development of key economic sectors within an economy, for the purpose of increasing the economic activity of that sector, i.e. an increase in GGP contribution and increasing investment into the sector, thereby growing the economy. Sector development seeks:

- To grow the numbers and improve the competitiveness and productivity of small, medium and micro enterprises.
- To increase the numbers and productive capacity of SMMEs and large enterprises in the specific sectors of the economy.
- To improve the quantity and quality of jobs created by SMMEs and large enterprises.
- To increase the contribution of the targeted sectors in terms of employment and GGP contribution.

The sectors in Cacadu that have been identified for sector development are: