

# Built Environment Performance Plan

2015/16

November 2014



a world class African city

*Towards the*

Corridors of Freedom

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# Part A – Introduction

## 1. Background

The Built Environment Performance Plan (BEPP) for the City of Johannesburg is a requirement of National Treasury. The document provides a brief strategic overview of the City’s built environment and related capital investment, and provides the framework by which change within the built environment is to be measured and monitored. The BEPP is a long-term, outcomes based strategic plan to be revised on an annual basis. Its primary purpose is to facilitate the spatial integration of Johannesburg through accelerated and inclusive economic growth.

The BEPP indicates how the City applies its capital financing, including grant resources and other sources of finance, fiscal and regulatory instruments and incentives within its jurisdiction, and the intended impact and outcomes of these interventions.

It is a policy document that seeks to strengthen government relations between the City, Gauteng Province and relevant National Departments by providing greater clarity in relation to the link between capital budgeting and where the City allocates its resources. In turn the municipal plan provides a guideline for future Provincial and National Government programmes and funding. The BEPP is meant to complement existing strategic and spatial documents within the City, specifically the Growth and Development Strategy (GDS) – Joburg 2040, the Integrated Plan (IDP), the Spatial Development Framework (SDF), and the Service Delivery Budget Implementation Plan (SDBIP).

The City of Joburg first compiled the BEPP for the 2011/2 financial year as part of the motivation to access the Urban Settlement Development Grant (USDG) (formerly the Municipal Infrastructure Grant - Cities). The 2015/16 iteration of the plan is a review of the 2015/16 BEPP. Since 2015/16 the BEPP acts as a motivation for a ‘basket of grants’ (see Figure 1) and not only the USDG.

Figure 1: Municipal Grant Allocations to Municipalities – Division of Revenue Act.

NAME OF GRANT	PURPOSE OF GRANT
Integrated City Development Grant (ICDG)	To provide a financial incentive for metropolitan municipalities to integrate and focus their use of available infrastructure investment and regulatory instruments to achieve a more compact urban spatial form.
Urban Settlement Development Grant	Supplements the capital revenues of metropolitan municipalities in order to support the national human settlements development Programme focussing on poor households
Human Settlements Development Grant (HSDG)	To provide for the creation of sustainable human settlements
Public Transport Infrastructure Grant (PTIG)	To provide for accelerated planning, construction and improvement of public and non-motorised transport infrastructure
Neighbourhood Development Partnership Grant (NDPG)	To support and facilitate the planning and development of neighbourhood development programmes and projects that provide catalytic infrastructure to leverage third party public and private sector development towards improving the quality of life of residents in targeted under-served neighbourhoods (generally townships)
Integrated National Electrification Grant (INEG)	To implement the Integrated National Electrification Programme by providing capital subsidies to municipalities to address the electrification backlog of occupied residential dwellings, and the installation of bulk infrastructure and rehabilitation and refurbishment of electricity infrastructure in order to improve quality of supply.

Collectively the grant funding represents a significant proportion (approximately 40%) of the City's annual capital budget.

The BEPP 2015/16 and the basket of grants will be aligned through:

- i. The Identification of priority areas for infrastructure delivery within the City of Johannesburg.
- ii. The Amendment of conditions and output indicators used to measure the performance of the grants that highlight critical inter-dependencies (e.g. number of housing opportunities provided within 500m of a public transport.).
- iii. Inclusion of provisions in the Division of Revenue Act (DORA) relating to the alignment of infrastructure grants to a pipeline of prioritised projects.
- iv. Introduction of fiscal and regulatory instruments to catalyse private sector investment.
- v. Improving the management of strategic precincts and public transport operations within the urban network.

In addition the BEPP2015/16 provides the baseline for human settlement indicators – devised by National Treasury – for measuring urban integration within the City over time. Future revisions of the BEPP will report on progress in achieving in the indicators.

The BEPP 2015/16 will continue the focus the previous review on three thematic areas:

- i. Co-ordinating and aligning national initiatives: SIP2 and SIP7 for improved economic development; and upgrading of informal settlements;
- ii. The identification and planning of Urban Networks and Integration Zones consisting of the City's CBD, Urban Hub/s, Activity Corridors, secondary Nodes and Linkages;
- iii. Land Development

While these areas of consideration form the focus of the BEPP 2015/16 the document highlights the range and complexity of issues that need to be taken into account in planning for a sustainable more integrated City.

The BEPP 2015/16 is structured is follows:

- i. **Section B:** A strategic overview of the City of Johannesburg's built environment.
- ii. **Section C:** Programmes, Processes and targets for infrastructure delivery within the City of Johannesburg.
- iii. **Section D:** A basis for the measurement of the City's progression towards an improved sustainable built environment infrastructure in order to facilitate grant applications, and grant alignment.
- iv. **Section E:** Institutional and Financial Arrangements to facilitate and measure the sustainability of the human settlement.

Content in each section is presented so as address concerns and provide particular information requested by National Treasury.

## 2. Confirmation of Adoption

This is to confirm that a copy of the Final Built Environment Performance Plan 2015/16 for the City of Johannesburg shall be approved by Council.

## Part B – Strategic Review of the Built Environment

### 1. Current Performance of the Built Environment

According to Census 2011 data the City has a population of 4.4 million. The city's population is projected to increase at an annual growth rate of about 1,3 % per annum. Based on current trends, it is anticipated that Johannesburg's population will double within 50 years, shifting from the current 4.4 million people, to an expected <sup>1</sup>6.1 million people by 2030. Natural increase is an important component of the increase of the City's population, however there are other factors that contribute to this growth.

Migration significantly influences the size and nature of Johannesburg's population. Johannesburg continues to be an important destination for both domestic and international migrants. South Africans constitute the largest percentage of migrants. However there are an increasing number of immigrants from other African countries. Approximately 12% of Johannesburg's population is deemed to be foreign (UNISA 2010). Most migrants come to Johannesburg to find employment. The nature of their stay varies from permanent to temporary in nature. Similarly, the socio-economic status of migrants varies from wealthy to poor, though indications are that a majority of migrants earn no or low incomes.

Over the past twenty years HIV/AIDS related deaths negatively affected projections for future population growth. Due to the roll out of anti-retroviral treatment the death rate due to HIV/AIDS related illnesses has declined since 2004. Yet, the City acknowledges that South Africa continues to have one of the highest per capita HIV/AIDS global prevalence and infection rates (UNISA 2010).

The population of Johannesburg comprises mainly of a young adult population of 20 – 34 years of age. The size of the school age population (i.e. persons aged 5-19 years) is about 20.5% of the total population while the proportion of the working age population is approximately 2.6 million (65% of the total population of the City). The percentage of the size of the elderly population (persons aged 65 years and over) is about 5% of the total population and that of children (persons aged 0-15 years old) is about 26% of the total population of the City.

The City of Johannesburg experiences high socio-economic inequality. The Gini Coefficient, a measure of inequality within a given society, is estimated at 0.64 by Global Insight (2009). This indicates that the gap between the wealthy and the poor within the City is very high. This inequality has a distinctive footprint which was mapped as part of a study undertaken under the auspices of the Community Development Department (see figure 2). What is clear is that the most deprived areas (the areas shaded red) are located in the formerly black township areas of Diepsloot, Ivory Park, Alexandra, Zandspruit, the Inner City, parts of Soweto and the Greater Orange Farm. The more affluent areas in the City are located in the northern suburb areas of Sandton, Randburg and Johannesburg South.

The high levels of inequality within the City are reflected in the economy of the City.

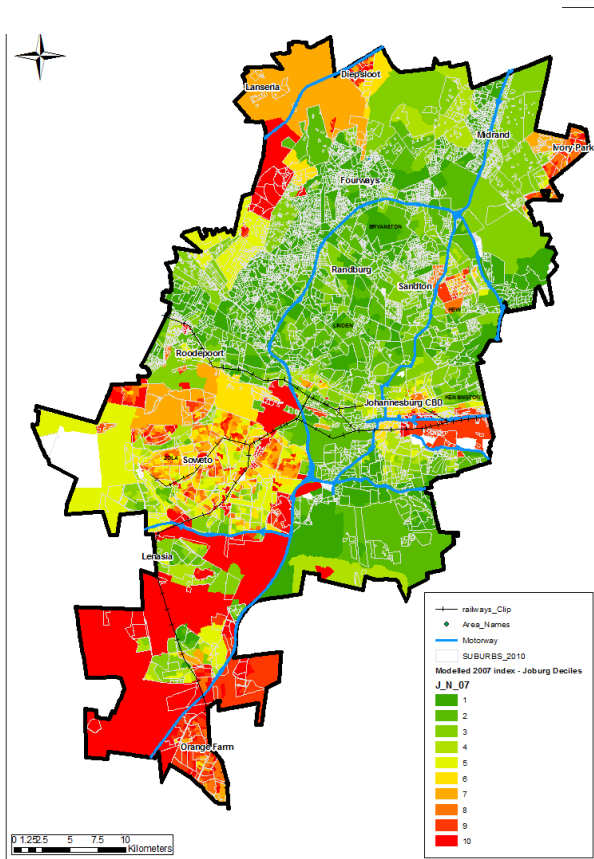
The City has the largest economy in the country, contributing about 17% of the national GDP and approximately 47% of Gauteng's economy.<sup>2</sup> The City's economy is the main driver of national growth – historically performing at 50% higher in growth rates relative to national growth. The City's economy is driven by only four economic sectors which are: (a) finance and business services, (b) community

<sup>1</sup> City of Johannesburg Consolidated Infrastructure Plan: Phase 1. 1 November 2013

<sup>2</sup> City of Johannesburg. Draft Spatial Development Framework. 2013

services, (c) manufacturing, and (d) trade. These four economic sectors collectively account for more than 82% of economic activity within the City. These sectors also account for the highest levels of formal and informal employment. This state of affairs suggests that the City of Johannesburg's economy is highly concentrated; making it vulnerable to sudden external shocks such as the recession experienced during 2008/09. An expression of this vulnerability has been the decline of certain economic nodes such as the Inner City, the Randburg CBD and the Roodepoort CBD and the growth of other economic nodes such as Sandton, Rosebank, Sunninghill and Midrand.

Figure 2: Deprivation Map City of Johannesburg



This significant formal economy must be viewed in the context of official unemployment figures for Johannesburg of approximately 25% as of 2011, which is down from approximately 29.6% in 2001. The Youth unemployment (school-leavers) rate is higher than the average unemployment rate at 35%, which is a concern to the City.

The inability of the formal economy to absorb those seeking employment has facilitated the growth of the informal sector within the City, where increasing numbers of residents undertake mainly survivalist activities as part of, or on edge of, the formal economy. These activities can be within or outside the ambit of the law. Informal economic activity is increasingly impacting on the everyday landscape of the City.

The people that comprise the City and the activities that they undertake to make a living occur in a dispersed settlement that covers 1644km<sup>2</sup> with a density of 2.676 persons per kilometre. This low population density needs to be seen in the context of a transport network that was constructed for the private vehicle at the expense of other modes of

transport and past apartheid policies that allocated race groups different locations within the City and in so doing limited certain race groups access to resources. In addition, low income housing development over the past twenty years has largely been located on the periphery of the City as has significant market led townhouse development on land where rents are lowest and site assembly easiest.

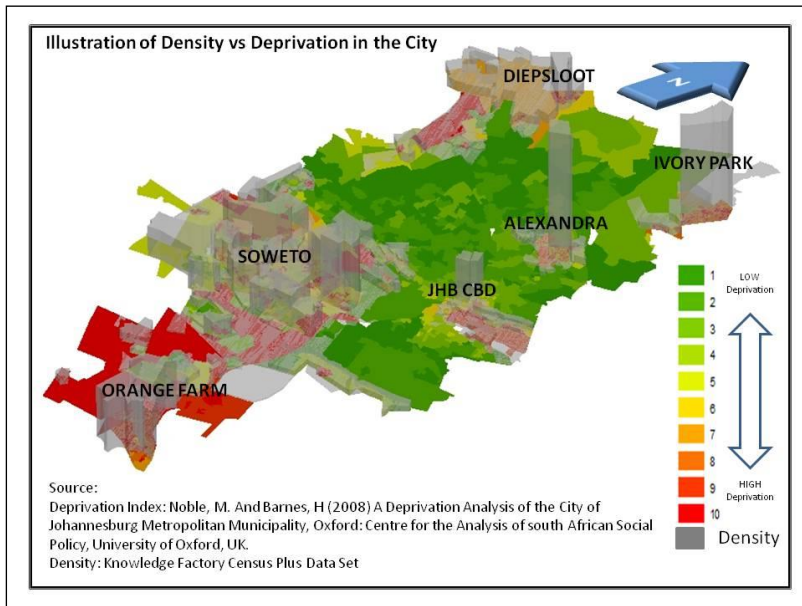
However, low residential densities are not evenly spread across the City. High densities and overcrowding in places is experienced in low-income townships, former black townships and in areas of the Inner City such as Hillbrow. Low residential densities are found in former white townships and townships on the western edge of the City. The correlation between high density and deprivation across the City is illustrated in Figure 3.

A further manifestation of socio-economic inequality has been the formation of informal settlements within the City, often in marginal locations, on land that cannot be developed or is uninhabitable. A result of these spatial inequalities is that a significant percentage of the poor's resources are spent on paying for transport to access economic opportunities



A high yet dispersed growing population, established enterprise and industry, a consumerist culture, a significant number of persons who subsist to survive combine to place extreme pressure on City's already limited green infrastructure, and attempts to maintain and expand these limited resources. Similarly, these factors have seen the City being a major contributor to air pollution either directly (e.g. vehicle exhaust and industrial emissions), or indirectly (e.g. use of electricity generated by coal-fired power stations). While interventions have been undertaken to limit the heating and the release of particulate matter into the atmosphere these interventions have made a limited contribution to minimise the impact of global warming.

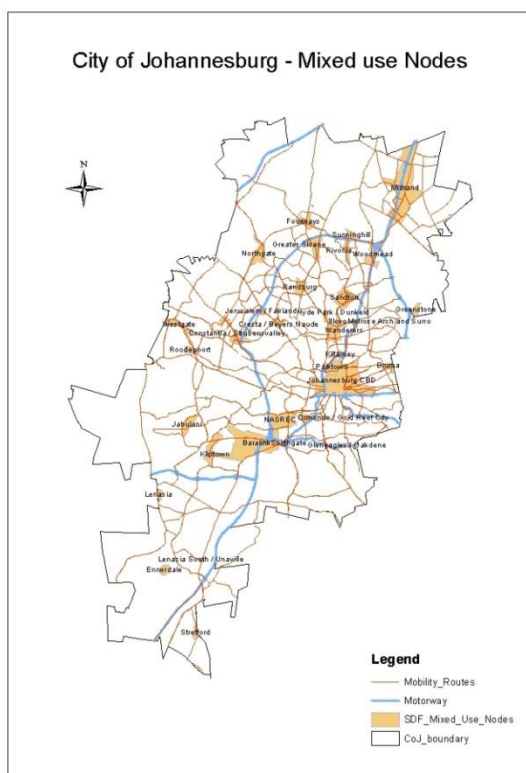
Figure 3: Density versus Deprivation in the City of Johannesburg



In addressing the population, economic and spatial challenges raised above, the City acknowledges that its citizens are its greatest asset. Encouraging entrepreneurs, creating a foundation for investors, supporting the poor to access opportunities, facilitating educational activities are key foci of the City. This focus on encouraging the success of citizens is as important as the provision of local government services and is critical for the long term financing of these assets, be it basic or community infrastructure.

**2. Economic Infrastructure Review**

Figure 4: Location of Mixed Use Nodes in the City



Formal Economic Activity within the City is concentrated in specific locations which the City terms mixed use or industrial Nodes.

A combination of retail, commercial, office, educational and high density residential uses are located in mixed use nodes. The quality and function of the nodes varies significantly across the City meeting the needs of the full range of socio-economic groupings within the City. Ensuring that the public environment of these nodes is maintained and arresting urban decay is a constant challenge. However these areas are critical for the on-going sustainability of the City's formal economy, and critical areas for public investment and intervention.

Pressure for significant new mixed use development is being experience south of Midrand on the Farm Waterval, adjacent to Lanseria Airport, the Farm Modderfontein and the Farm Frankenwald located



east and north of Alexandra respectively. Over the past ten years there has been the emergence of mixed-use nodes in areas of Soweto, Orange Farm, Diepsloot and Ivory Park.

The Inner City or Central Business District remains a critical location for economic development for both the formal and informal sectors. During the 1980s and 1990s the CBD experienced significant decline that saw a flight of capital from the inner city to the mixed used nodes in the north of the City.

Figure 5: Location of Industrial Nodes within the City

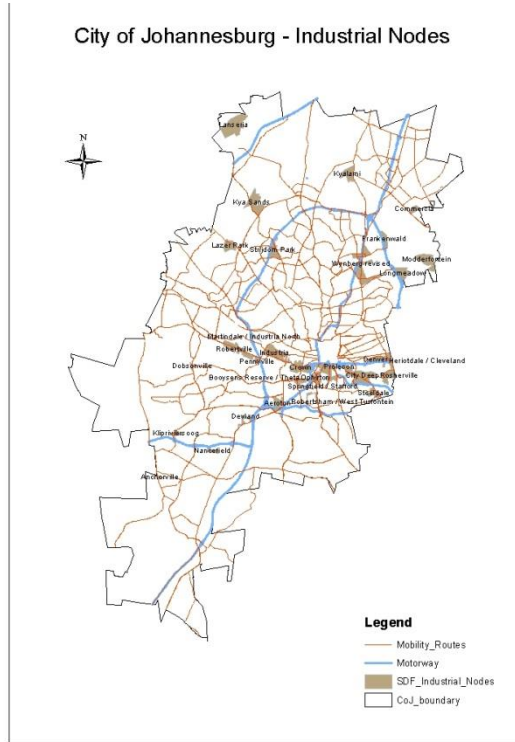
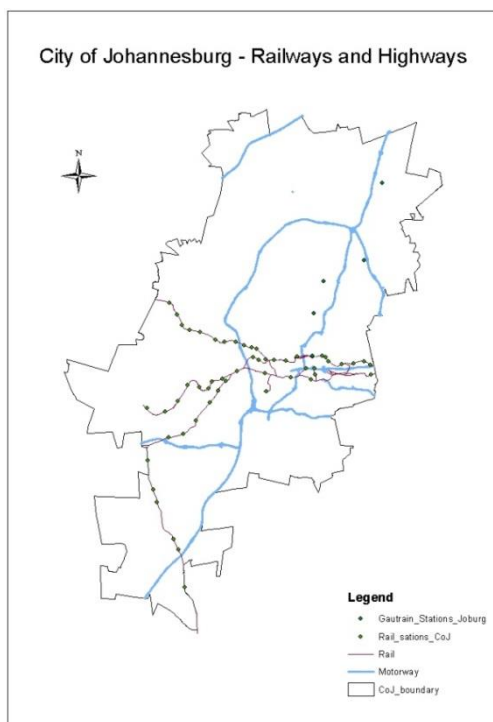


Figure 6: Major Transportation Routes



In addition there was an influx of poorer migrants into areas of the CBD such as Hillbrow. Through a combined effort of the government, the private sector and NGOs the decline in the CBD has been arrested. However changing socio-economic circumstances, the extent of the CBD and continued increase in residents within the area requires on-going City intervention.

Compared with Ekurhuleni Metro the City of Johannesburg has a relatively small industrial sector, which is scattered across the City. The greatest concentration of industrial activity is located in the old mining belt of the City in a west to east industrial corridor south of the CBD. This is where the City Deep Inland logistics port at City Deep is located.

As with the mixed-used nodes the uses associated with and the condition of industrial nodes within the city varies significantly. While certain nodes such as Kew have experienced decline, largely due to security concerns and the invasion of factories by squatters, other areas such as Longmeadow have expanded significantly. Uses vary from manufacture and bulk retail through to warehousing and other logistic related activities.

Mining activity is limited to small scale reclamation of minerals from existing mine dumps in the old mining belt

The Mixed Use and Industrial are critical for the current future success of the City's economy. However this success is dependent on the quality of the transport infrastructure to facilitate the movement of goods and people to and from these destinations.

For a City reliant on the motor vehicle, a high quality, well maintained, easily accessible freeway system is critical for the success of the City. The City is responsible for two such routes namely the M1 and the M2. The rest of the freeway network which comprises the N1, N3, N12, and N17 is the responsibility of SANRAL. In order to ensure the continued productivity of the City, the expansion of the existing freeway

network may need to be considered in the medium to long term.

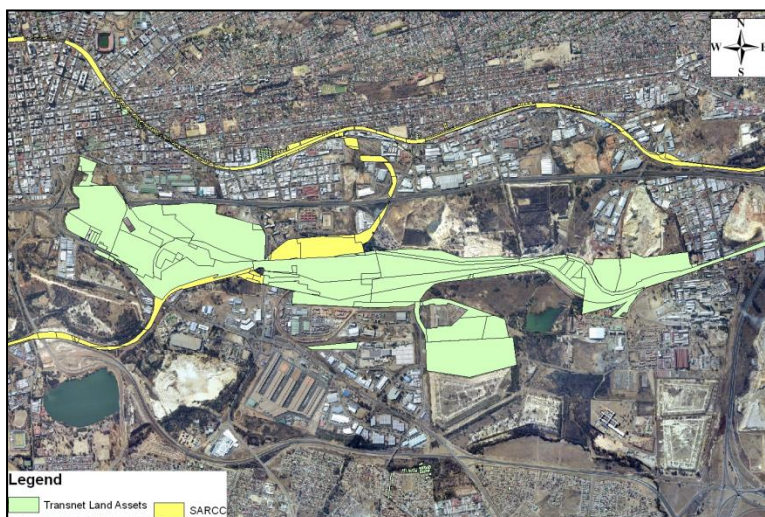
Another important road network for the City is the K and PWV network maintained and constructed by Gauteng Province. The failure of government to construct planned K and PWV routes in the north and north-west of the City has contributed significantly to the traffic congestion in the north of the City.

Besides the road network, the City does have a rail network which has three components. The first is a freight component under the auspices of TRANSNET. The rail freight network is limited to a series of east-west railway lines in the vicinity of City Deep and is closely associated with the inland logistics port. The second is a heavily used passenger rail service which runs trains from as far south as Orange Farm to the CBD, though the bulk of the service and associated stations services Soweto and is operated by PRASA. PRASA is currently undertaking a recapitalisation process that will see the rolling stock and certain of the existing railway stations being upgraded which will give rise for future economic development in these localities. The third component is the Gautrain operated by Bombela. The City of Johannesburg has 5 stations currently, with a sixth station proposed for Modderfontein. The network serves middle to upper income users and has been partly responsible for significant redevelopment in Rosebank and Sandton. The railway network has also opened up alternative commuter options to and from Tshwane and Ekurhuleni Metros.

While the Oliver Tambo international airport is located in Ekurhuleni Metro it is a critical component of the economic infrastructure of the City. The City welcomes the plans to facilitate the development of an Aerotropolis at the Airport as this will benefit the entire City Region especially those mixed used nodes accessed by the Gautrain. Lanseria is the second airport for the City. It is located in the extreme north of the municipality. It has seen significant growth in domestic flights over the past ten years. There are significant plans for enterprise development adjacent to the Airport.

The Presidential Infrastructure Coordinating Commission identified a number of Strategic Integrated Projects or SIPs to support economic development and address service delivery. The importance of Gauteng as region which drives the national economy was highlighted specifically through SIP2 that spoke to the Durban-Free State – Gauteng Logistics and Industrial Corridor. The aim of the SIP is to

Figure 7: City Deep Logistics Hub



strengthen the logistics and transport corridor between SA's main industrial hubs and Durban's export and import facilities. City Deep Inland Port and its associated road and rail infrastructure represent the City Johannesburg's component in this industrial corridor. Currently the growth and functioning of the Port is constrained by its geography and relatively low capacity of its existing bulk infrastructure. Significant infrastructure investment is required to revitalise this critical locale within the City. The City of Johannesburg cannot on its own fund the

realisation of this project. It will require a coordinated intervention by all stakeholders. In addition further sites for logistics hubs within Johannesburg should be undertaken to facilitate expected growth resulting from the SIP2 initiative.

### 3. Basic Infrastructure Review

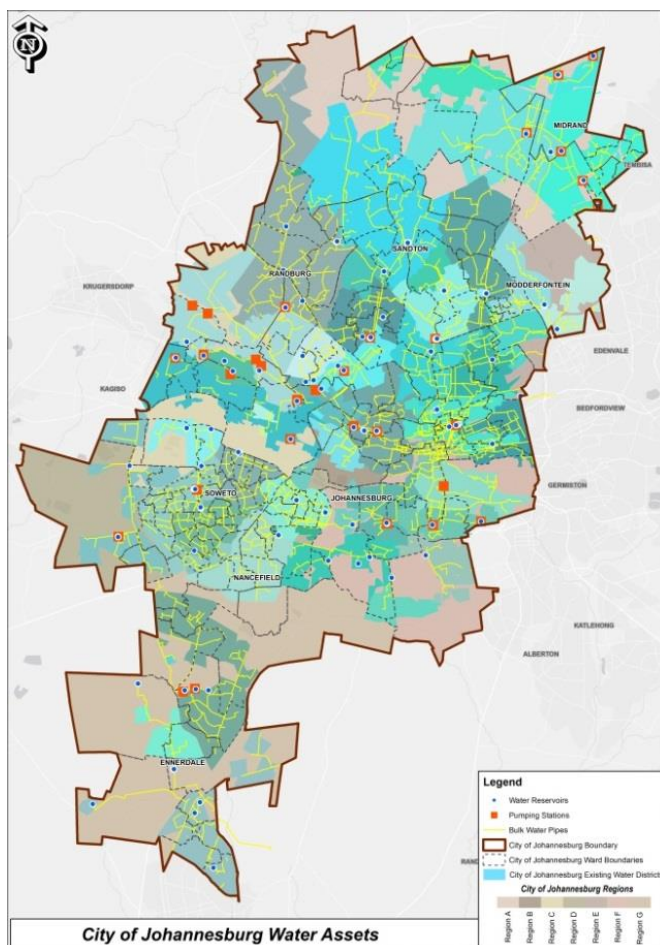
The section above reviewed the infrastructure components that form the foundation for current and future economic growth within the City. This section will review the basic infrastructure provided by the Municipality, namely: water, sewer, electricity, local roads and waste removal. Not only are these services pre-requisites for urban living, they also play an important economic role. It is critical that these services be provided at a high standard and can be accessed by a range of socio-economic groupings within the City, and that the City is adequately remunerated for these services.

The analysis below is drawn from the Consolidated Infrastructure Plan: Phase 1 undertaken in 2013. The study focused on defining bulk infrastructure requirements for water, sewer, electricity and roads based on an assessment of information provided by the relevant municipal owned entities. Phase 2 of the Consolidated Infrastructure will assess the detailed connector infrastructure for the four services

#### Water

Joburg Water supplies potable water to the residents across the City. The purified water is purchased from the regional bulk supplier, Rand Water.

Figure 8: Bulk Water Assets – City of Johannesburg



Bulk water assets are represented in Figure 7. Bulk water infrastructure is defined as pipelines (the network illustrated on the map) and fixed assets (see Figures 8 and 9) which is represented on the map as dots and squares. The extent (km) and nature (materials used) of the pipelines used in the City is represented in Figure 8. The type, number and capacity of the fixed assets is provided in Figure 9.

The estimated current replacement cost of the City's water assets is estimated at R17 132 530 060.00.

Joburg Water's Business Plan indicates a level of service backlog, with regards to water, of 26 091 households, as at March 2012.

An annual growth rate of 3% has been recorded in a previous 22-month monitoring period. This increase in water consumption has been modelled for the next 10 years including two further scenarios based on the 2011 census customer profile: firstly,

based on an annual projected population growth rate of 1.7%, and secondly, using the 1.7% population growth rate but with a progressive reduction in network leakages. Thus, in the worst case scenario, a water demand of around 720 000 Ml p.a. could be expected by 2022, whilst it could be as low as 560 000 Ml p.a. if the annual growth is kept in line with the demand associated with the



expected population growth in addition to a reduction of unaccounted for water from its present level of 39% to 25%.

Figure 9: Extent of pipe line network within the City of Johannesburg by pipe size and material type

Water pipelines (m)						
Diameter (mm)	Material					Total
	AC	uPVC	HDPE	Steel	Other (MPVC, GRP)	
<100	928 060	1 728 725	361 525	235 910	3 080	3 257 300
≥100 <200	1 788 590	2 674 010	111 050	1 348 215	17 210	5 939 075
≥200 <300	309 220	376 695	4 490	235 660	0	926 065
≥300 <500	181 515	134 690	1 530	447 345	0	765 080
≥500 <700	39 725	17 225	30	279 255	895	337 130
≥700 <900	5 170	3 315	0	120935	0	129 420
≥900	165	6 070	0	58 425	0	64 660
<b>Total</b>	<b>3 252 445</b>	<b>4 940 730</b>	<b>478 625</b>	<b>2 725 745</b>	<b>21 185</b>	<b>11 418 730</b>

Figure 10: Extent of other water related infrastructure within the City of Johannesburg

Asset/component type	Extent	Unit	Capacity
Reservoirs	94	Number	1 874 (MI)
Water towers	30	Number	25.5 (MI)
Pump stations	38	Number	9 471 (kW)
PRV stations	478	Number	N/A
Valves	51 073	Number	N/A
Hydrants	41 092	Number	N/A
Meters	445 771	Number	N/A

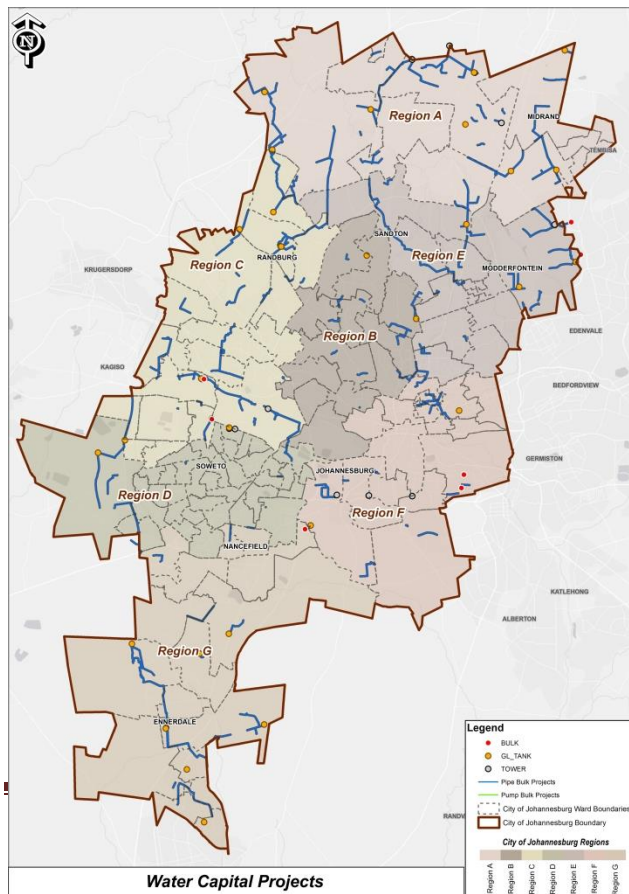


Figure 11: Location of capital projects relating to water infrastructure

The CIP Phase 1 analyses the City's future water project in terms of capital project and refurbishment projects. Capital projects refer to projects which are required for water services to address the growing water demand or to replacement projects. Refurbishment projects form part of the capital project list but have been identified separately. These projects have been identified by considering assets with a remaining useable life of less than 20 years.

The capital projects required by the City are illustrated in Figure 11.

Future refurbishment Projects are illustrated in Figure 12. A full list of water refurbishment

projects with estimated budgets can be made available on request.

From the maps it is apparent that capital requirement is primarily in the north, west and south of the City, while water refurbishment requirements are clustered in the northern central and southern areas.

Figure 12: Water infrastructure requiring refurbishment

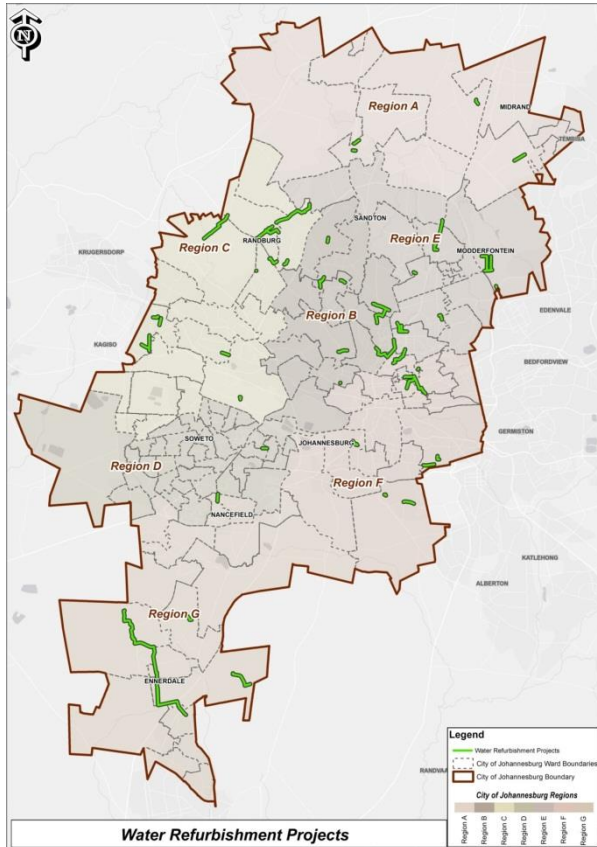
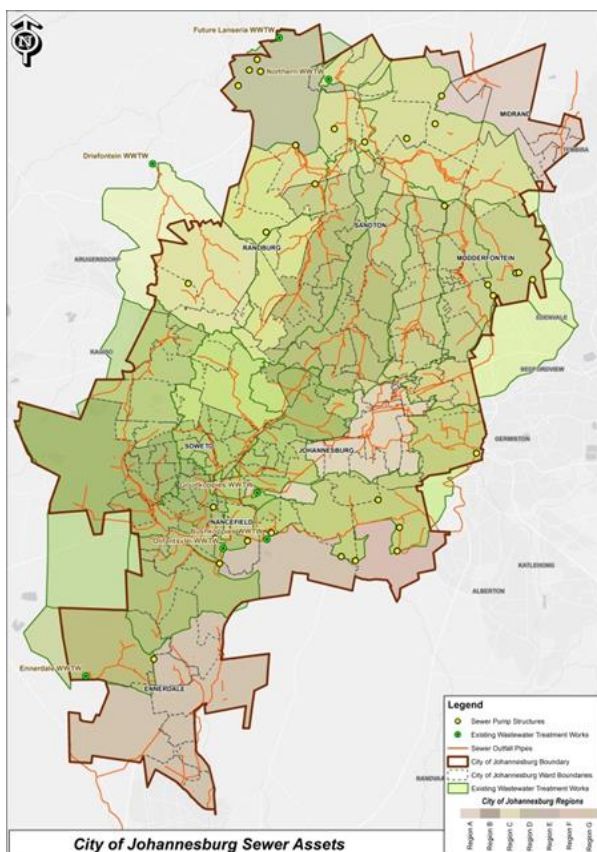


Figure 13: City of Johannesburg's sewer assets



Johannesburg Water has a sophisticated infrastructure asset management system by which existing assets are maintained, upgraded, refurbished and ultimately replaced. This system informs Joburg Water's work schedules.

### Sewer

Given a gravity based system the bulk sewer network follows the City's valleys.

Sewerage is treated at six waste water treatment works under the jurisdiction of Joburg Water.

The extent and nature of the sewer pipe network and the fixed sewer related assets is illustrated in figures 13 and 14.

The estimated current replacement cost of the City's sewer assets is estimated at R25 528 512 219.

Joburg Water's Business Plan indicates that there is a level of service backlog of some 102 815

households with regards access to sanitation.

The 2011 Census presents a backlog figure of around 103 350 households, but the data does not indicate to what extent the households have individual access to ventilated improved pit (VIP) latrines.

Fig 14: Extent and type of Joburg Water's wastewater pipelines

Diameter (mm)	Wastewater pipelines (m)						Total
	Material						
	AC	uPVC	Concrete	Clay	HDPE	Other/unknown	
<200	288 440	1 401 815	105 996	7 405 370	4 208	3 434	9 209 263
≥200 <300	18 885	78 092	13 128	522 091	193	2 472	634 861
≥300 <500	19 243	55 987	59 577	292 810		10 708	438 325
≥500 <700	5 153	7 310	79 256	41 144		8 387	141 250
≥700 <900	8 048		41 059	13 537		5 553	68 197
≥900	6 977		243 065	70 547		25 167	345 756
<b>Total</b>	<b>356 746</b>	<b>1 543 204</b>	<b>542 081</b>	<b>8 345 499</b>	<b>4 401</b>	<b>55 721</b>	<b>10 837 652</b>

Figure 15: Extent of other sewer related infrastructure within the City of Johannesburg

Asset/component type	Extent	Unit	Capacity
Wastewater treatment works	6	Number	1 118(Ml/d)
Pump stations	38	Number	4 227 (kW)
Manholes	208 138	Number	N/A
Sewer connections	437 381	Number	N/A

As with water, the future sewer projects are defined as either capital projects or refurbishment projects. The location of capital projects is represented in Figure 16. The location of refurbishment projects is illustrated in figure 17. Capital projects are concentrated in the Jukskei catchment in the north of the City. Six new pump stations and a new waste water treatment works forms part of this requirement. Capital projects are also required in the Soweto and Orange Farm areas. Sewer refurbishment projects are concentrated in the northern central area of the City.

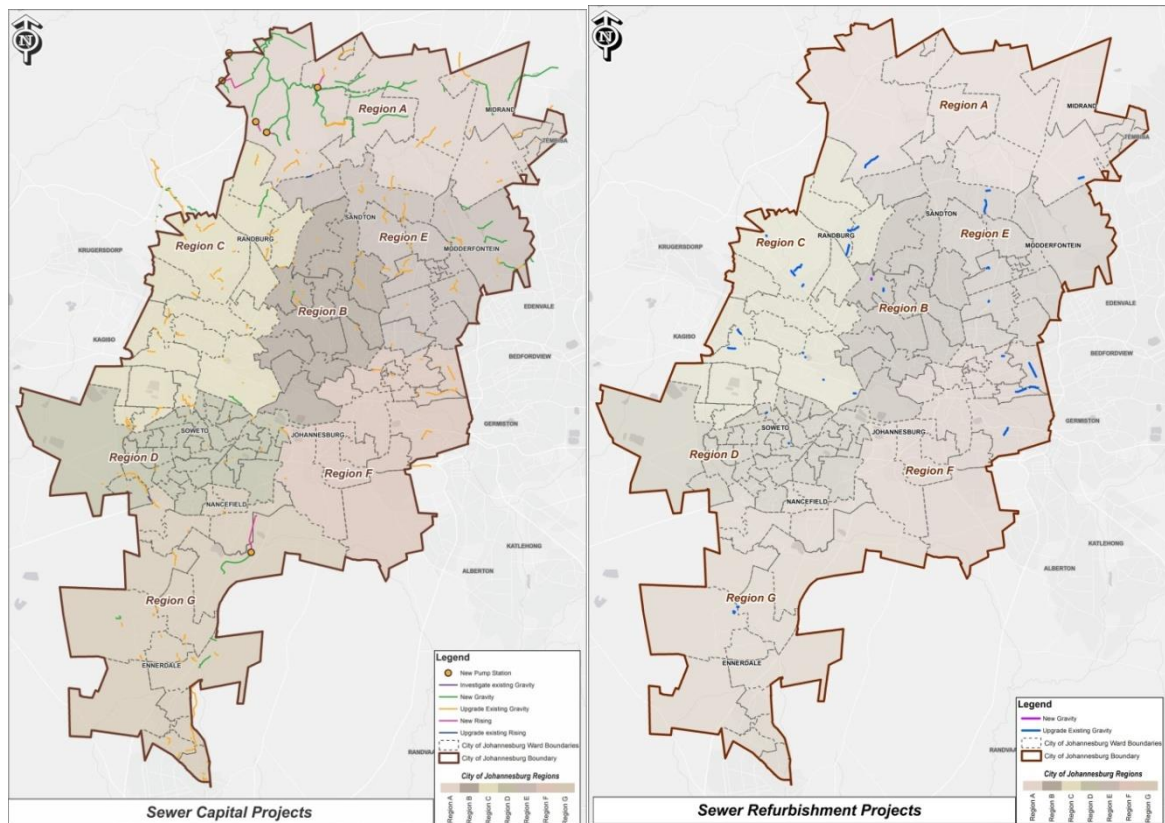


Figure 16: Location of capital projects relating to sewer infrastructure

Figure 17: Sewer infrastructure requiring refurbishment



**Electricity**

City Power is the municipal owned entity responsible for electricity distribution for a significant proportion of the City. The bulk assets of the utility are illustrated in Figure 18 and include sub-stations, load centres and reticulation. More detail relating to the MV and LV networks and associated point infrastructure will be made available during the Phase II of the Consolidated Infrastructure Plan. Eskom is responsible for electricity distribution in the north of the City, Soweto, and the greater Orange Farm area (see figure 19).

Figure 18: Bulk Assets of City Power

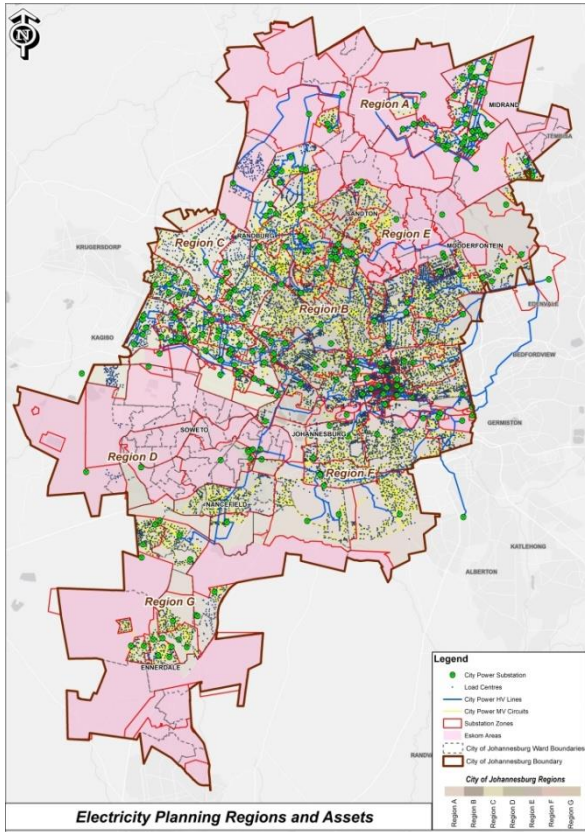
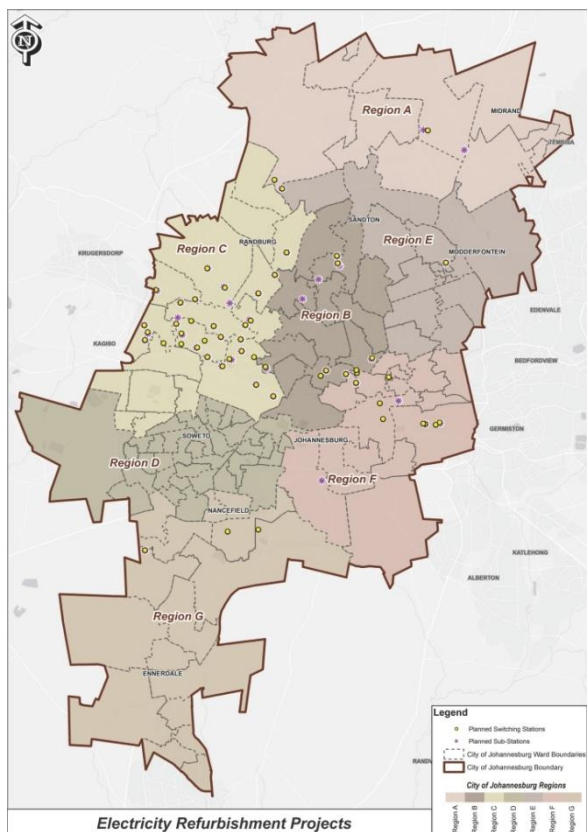


Figure 19: Location of refurbishment projects required by City Power



The bulk assets of the utility are illustrated in Figure 18 and include sub-stations, load centres and reticulation. More detail relating to the MV and LV networks and associated point infrastructure will be made available during the Phase II of the Consolidated Infrastructure Plan. Eskom is responsible for electricity distribution in the north of the City, Soweto, and the greater Orange Farm area (see figure 19).

Through its 2012/3 master planning process City Power aligned its growth forecasts with the settlement growth projections captured in the Spatial Development Framework, to ensure better alignment of future electrical provision. The Master Plan also assessed the condition of existing City Power assets. In terms of the master planning exercise future refurbishment and capital projects were identified (See figures 19 and 20).

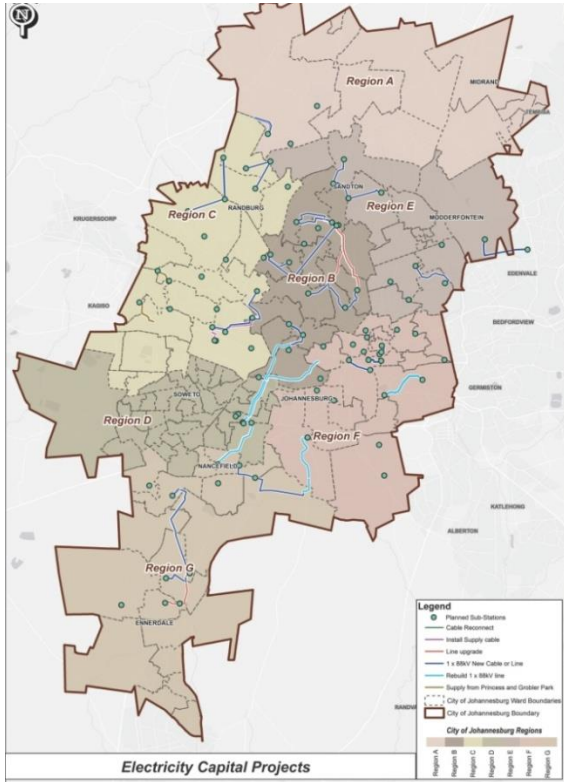
Refurbishment projects (Figure 19) speak to the renewal of sub-stations and associated assets based on condition assessment. These projects are concentrated in the Roodepoort and

Turffontein areas of the City.

There are far more capital or new projects required by City Power in order to facilitate settlement growth in the City (Figure 20). These bulk infrastructure projects include: sub-stations, intake points, load centres, underground cables and overhead transmission lines. Projects are located across City Power’s jurisdiction.

A full list of City Power’s Capital and Refurbishment Projects can be provided on request.

Figure 20: City Power – Required capital



**Roads and Stormwater**

The Johannesburg Roads Agency (JRA) is responsible for roads, bridges, certain dams and stormwater within the City. The roles and functions of the JRA are defined in Figure 21.

Figure 21: Roles and functions of the JRA

Product/service area	Interpretation
Traffic regulatory infrastructure	Traffic signalling (robots)
	Road markings
	Road signs
	Regulatory operating system
Road infrastructure	Road reserves (footways or pavement, bridges, verge or edge/border/grass pavement, culvert, guard rails, fencing and billboards)
	Infrastructure development and maintenance
Rail siding infrastructure	Rail reserves (bridges, verge or edge/border/grass pavement, culvert, guard rails and fencing)
Stormwater management	Stormwater catchment development and maintenance.

Currently the JRA does not have a recent master plan for roads and stormwater, neither does it have an asset management plan for its assets. The JRA is currently undertaking a 10 year master plan for its assets that will function as an infrastructure asset management plan. As such, the current capacity and demand for projects are not known in detail at present.

Based on available information the Consolidated Infrastructure Plan defined JRA’s assets by the City’s administrative regions (A-G). This information is captured in Figure 22.

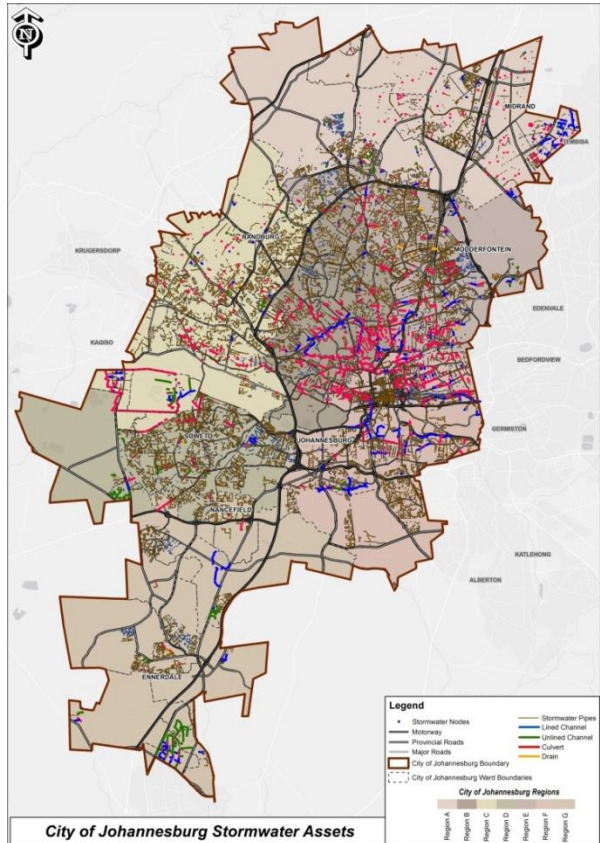
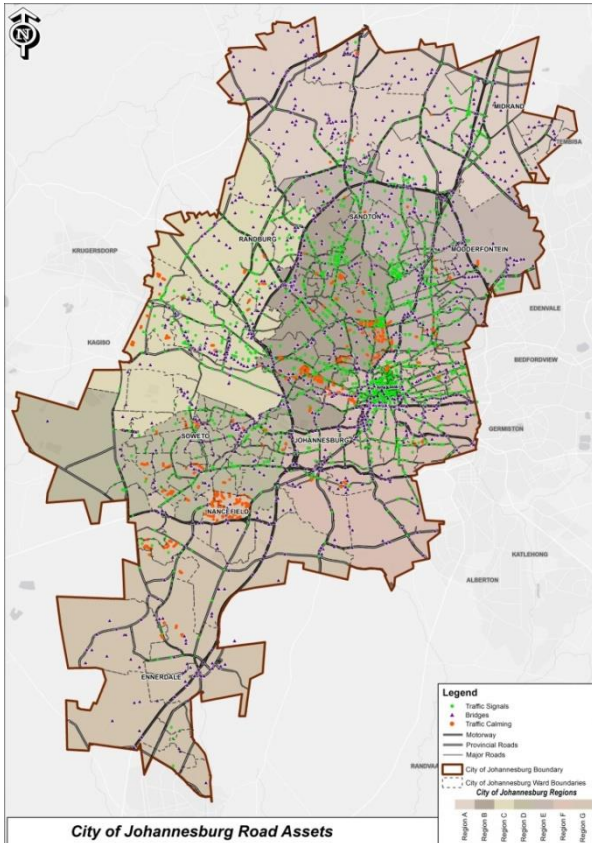
Figure 22: JRA infrastructure by administrative Region

Infrastructure component	Region							Total
	A	B	C	D	E	F	G	
Infrastructure component	678	1408	1298	1462	1245	1534	700	8324
Gravel roads (km)	376	1	180	39	10	6	384	997
Intersections	4569	4900	6885	8849	5104	6548	7324	43852
Stormwater channels/culverts (km)	17	56	50	16	40	70	39	288
Stormwater pipes (km)	220	382	412	383	519	477	172	2565
Stormwater pipes (unknown) (km)	4	37	15	12	24	35	25	153
Stormwater kerb inlets	3392	6705	6547	7401	8634	10302	3228	46209
Stormwater inlets (other)	3487	6701	5005	5179	8200	8253	2396	39221
Stormwater manholes	1386	5953	3385	3286	5978	5111	1578	26677
Stormwater inlets (unknown) (km)	355	1450	275	123	1027	565	0	3775
Bridges (CoJ-owned)	64	87	89	45	117	204	10	616
Bridges (not CoJ-owned)	66	87	73	21	69	160	73	549
Bridges (ownership unknown)	128	29	55	46	46	55	66	425
Dams (JRA)	0	2	5	1	0	2	0	10
Signs	0	177	80	0	1089	788	0	2134
Motorway (lane km)								398

The location of traffic lights, bridges and traffic calming related assets, based on available data, is illustrated in figure 23. The location of stormwater related assets is presented in figure 24.

Figure 23: Location of JRA road assets: traffic lights, bridges and traffic calming related assets

Figure 24: Location of JRA storm water assets





## Maintenance

According to the Consolidated Infrastructure Plan:

- JRA Do have level 1 maintenance plans
- JRA Depots have a systems application programming (SAP) system to manage operations
- Footways and the road verge are maintained according to a management system of 1996.
- JRA does not have sufficient budget to operate and maintain its existing assets.

However, JRA has no proper programmed maintenance system in place. All road infrastructure is maintained primarily through visual inspections by officials and/or through complaints from the public, which are programmed/ prioritised on the system for implementation. This includes roads (surface), road signs and markings, storm water inlets (kerb inlets), and roadside furniture, including traffic signals.

## Infrastructure Requirements

The CoJ road hierarchy project identified major road projects. These were projects for new roads or to the increase in capacity of existing roads with the aim of addressing traffic congestion in the City.

These projects with other capital projects relating to bridges, road reconstruction, road resurfacing, storm-water projects and operational capital projects were captured on the City's Capital Investment Management System.

## Backlogs

A backlog that addresses poverty in the context of roads in the City of Johannesburg refers to the tarring of gravel roads in former black townships, and in low income township developments notably Ivory Park, Mining Belt, Greater Orange Farm Area and Diepsloot. The current backlog with regard to gravel roads is 350 kilometres. The cost of funding this backlog is approximately R1.2 billion and the estimated time that it would take to eradicate is dependent upon annual capital budget allocations. Other road related backlogs and estimated funding requirements are captured in Figure 25.

Figure 25: JRA related City wide backlogs by programme

DESCRIPTION	Units	PERIOD TO ERADICATE	Estimated Cost
Gravel Roads programme			
Upgrading of Gravel roads to surfaced (Prioritized areas)	350 km	Dependent on budget	R 1.200 Billion
Roads Infrastructure programme			
Road Reconstruction		Dependent on budget	R 520 million
Storm Water Management programme			
Upgrade of storm water systems and catchments		Dependent on budget	R 900 million

Upgrade of storm water system improvements based on level 4, 5 audits		Dependent on budget	R 154 million
Bridges programme			
Construction of pedestrian bridges	12	Dependent on budget	R 84 million
<b>TOTAL FUNDS REQUIRED</b>			<b>R 3.194 Billion</b>

Backlogs relating stormwater (flooding) hotspots and gravel roads are illustrated below in Figures 26 and Figures 27 respectively.

Figure 26: Stormwater/ flooding hotspots for the City of Johannesburg

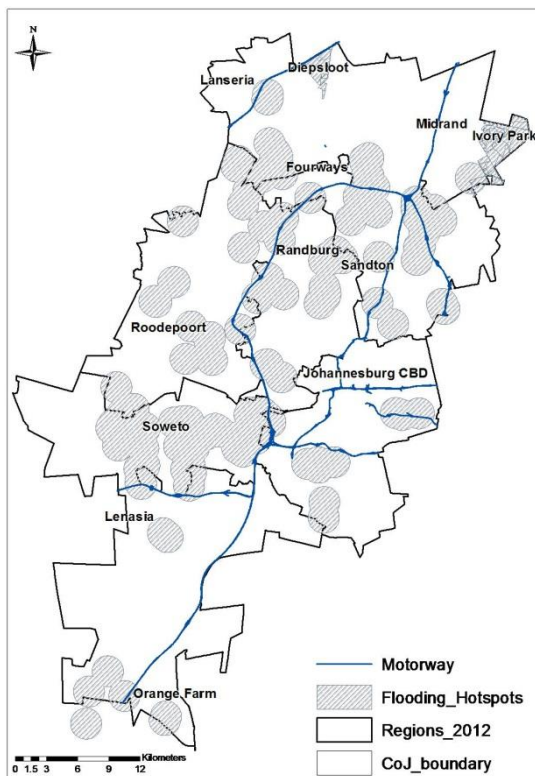
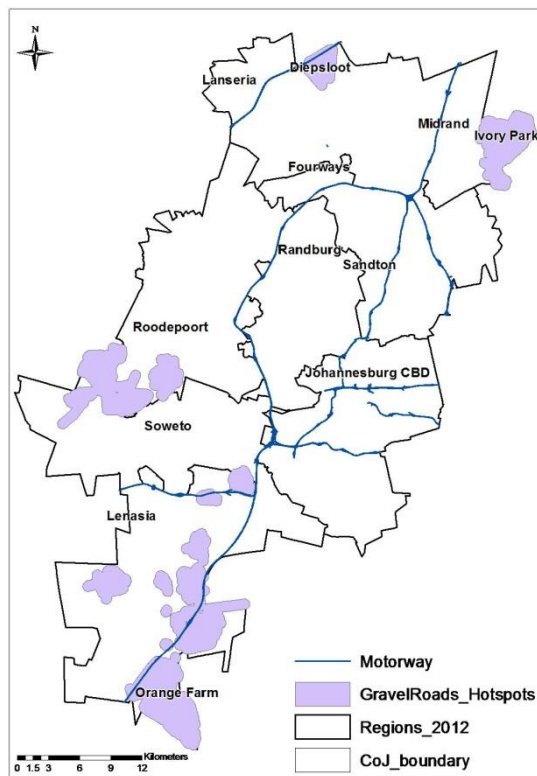


Figure 27: Gravel road programme areas



These backlog estimates are to be updated as and when new information becomes available relating to the state of the assets

### Waste Management

Waste Management in the City is the responsibility of the municipal owned entity PIKITUP. PIKITUP's assets include four operational landfill sites (see Figure 28), depot's which provide refuse collection and disposal facilities (see figure 29), 42 garden refuse transfer sites, a composting site at Panorama and a variety of vehicles, plant and equipment associated with the waste management business. PIKITUP's capital budget goes to the upgrading expansion of its fixed assets and the purchase of movable assets.

Figure 28: City of Johannesburg Landfill sites for which PIKITUP is responsible

Landfill sites	Street address	Suburb
Goudkoppies (G:L:B-)	Houthammer Road	Devland
Marie Louise (G:L:B-)	Dobsonville Road	Roodepoort
Robinson Deep / Springfield (G:L:B-)	Turffontein Road	Turffontein
Ennerdale (G:M:B-)	Old Lawley Road	Lawley
Linbro Park - Closed 30 September 2006	Marlboro Drive	Sandton
Panorama- Closed 2003	Hendrik Potgieter and Jim Fouche Roads	Roodepoort

Figure 29: PIKITUP depot sites that facilitate waste collection in the City

Depot	Street address	Suburb
Avalon	Calandula Street	Klipspruit West
Central Camp	Cnr Old Potch Road & Nicholas Street	Diepkloof
Midrand	Stand 142, 16th Road	Randjespark
Marlboro	9th Street	Marlboro
Norwood	Cnr Short & Pine Streets	Orchards
Randburg	Cnr Malibongwe Drive & Hans Schoeman Streets	Randburg
Roodepoort	10 Granville Road, Lea Glen	Roodepoort
Selby	Cnr Village & Usher Streets	Selby (Jhb CBD)
Southdale	Cnr Side Road & Third Street	Southdale
Waterval Depot	2 Alberts Street	Albertsville
Zondi Depot	Cnr Koma and Elias Motsoaledi	Zondi

PIKITUP is currently undertaking a change strategy that focuses on waste minimisation to alleviate pressure from the existing landfills. Capital is being spent presently and in the foreseeable future on mainstreaming the separation of waste at source, and to facilitate associated recycling and reuse facilities and infrastructure. These initiatives will take up a greater percentage of the capital spend in the short to medium term.

One of the challenges facing PIKITUP is that the existing landfills are fast reaching their expected lifespan (see figure 30). Additional land is being sought for future landfills. Currently PIKITUP is investigating the potential of a regional land to the north of the municipality. Assistance from relevant provincial and national is requested to finalise these investigation and secure a site for such a facility.

Figure 30: Available airspace for operational PIKITUP landfills and expected lifespan of aforementioned landfills

	Ennerdale	Marie Louise	Goudkoppies	Robinson Deep
Total airspace (including cover) per design	2,223,209m <sup>3</sup>	6,796,717 m <sup>3</sup>	9,691,222 m <sup>3</sup>	22,968,866 m <sup>3</sup>
Consumed airspace	972,963 m <sup>3</sup>	4,563,921 m <sup>3</sup>	4,553,533 m <sup>3</sup>	16,965,061m <sup>3</sup>
Airspace available for waste disposal as of 2012 (including cover)	1,250,246 m <sup>3</sup>	2,232,796 m <sup>3</sup>	5,137,689 m <sup>3</sup>	6,003,805 m <sup>3</sup>



Waste over weighbridge p.a. (May 2011-May 2012)	135,523 tonnes	442,967 tonnes	413,547 tonnes	509,366 tonnes
Projected landfill lifespan (years)	13 years	6 years	16 years	17 years
End date	April 2025	March 2018	January 2028	February 2029

Another area where future capital expenditure is to be located is in the purchase of portable builder rubble crushers and the construction of permanent rubble crusher units. This is in order to use a potential profitable means of addressing the challenge of illegal builders' rubble dumping in the City, which has reached epidemic proportions.

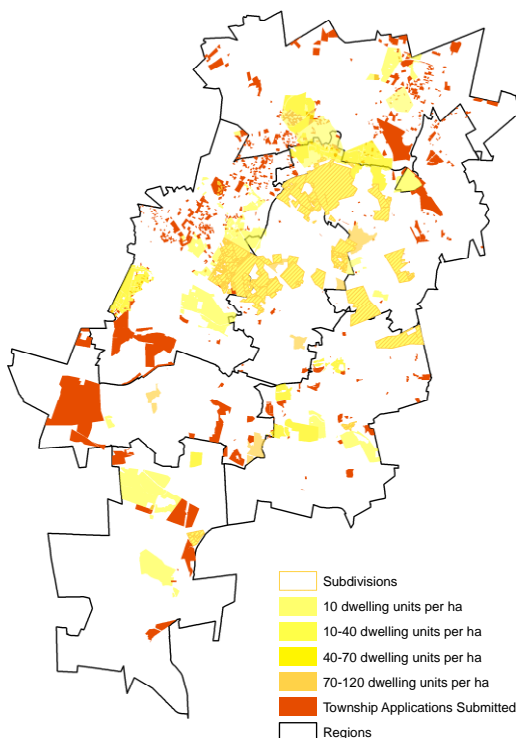
Purchase of waste vehicle (compactors), and plant and equipment for the landfill sites is becoming an increasing burden on PIKITUP's fiscus. Alternative solutions to this perennial problem are requested from the responsible provincial or national government.

#### 4. Residential Infrastructure Review

The following reflects some of the challenges and trends related to housing development in the City. The City has recently concluded the Sustainable Human Settlements Urbanisation Plan that highlights and puts forward proposals for existing and future residential development within the City.

##### Residential Growth Trends

Figure 31: New residential development within the City of Johannesburg by density, including township applications



Market forces, informal development pressures and government investment over the last two decades resulted in distinct spatial trends in meeting the demand for residential development. These were:

1. Greenfields development in the form of township establishments that, in the majority of cases, take the form of low to medium density urban sprawl on the western and north-western fringes of the urban area. These developments are both private (primarily town house development) and state driven (mostly RDP style housing projects) (see figure 31).
2. Densification through subdivision and redevelopment of existing urban areas into medium to high density residential stock. This trend has placed a burden on the existing infrastructure capacity within these areas.
3. The proliferation of informal settlements on the outskirts of the City.

These trends of urban sprawl and intermediate densification in areas that are not designed for, or

serviced by a public transport systems are not regarded as sustainable. Urban sprawl, however, has been successfully curbed by the institution of an urban development boundary. The proliferation of informal settlements has also resulted in an equally unsustainable pattern, concentrating large enclaves of poverty at the extreme fringes of the city. This pattern resulted in vulnerable communities without adequate access to existing urban opportunities, high transportation costs and very low-key local economic activity. The high rate of urbanisation has also resulted in nodal areas like the Inner

Figure 32: Location of settlements proposed in terms of the Provincial housing Programme

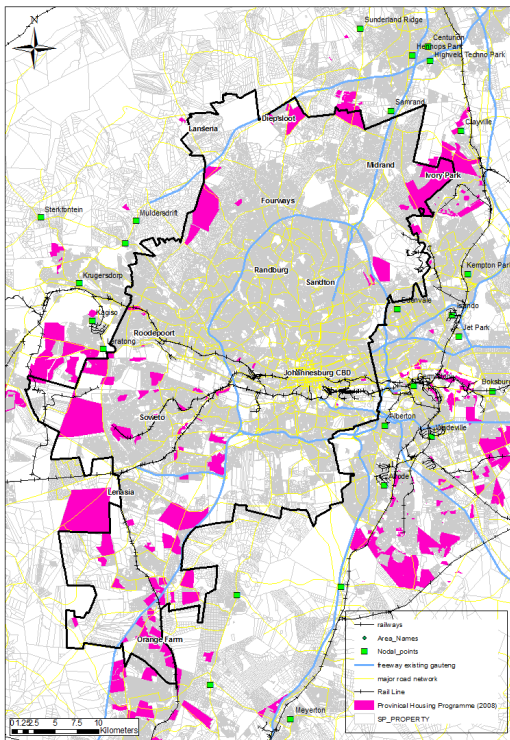
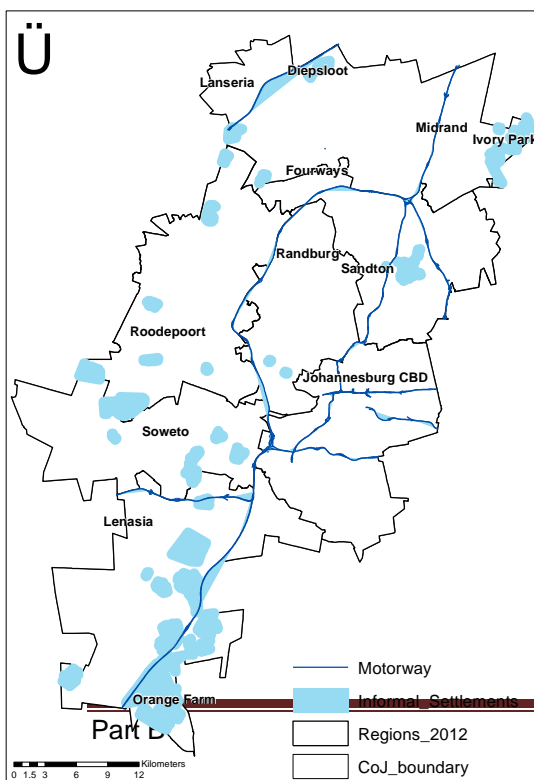


Figure 33: Location of Informal Settlements within the City of Johannesburg



City being transformed with slum conditions evident in some parts.

**Public housing:** Large scale government housing programmes (Figure 32) are still predominantly provided at the edge of Johannesburg's urban system in RDP style subsidised housing developments that are scoring very low on the Sustainable Human Settlement Index. This trend entrenches the geography of poverty and is in direct conflict with one of the fundamental growth principles to not create large enclaves of poverty. The impact of these projects should be considered within the context of the Gauteng City Region, not necessarily from individual municipalities' perspectives and far better coordination should be facilitated by the Provincial Government to ensure a more integrated approach to housing solutions. With the finalisation of the housing accreditation process the Provincial Housing Programme will need to be review.

**Informal settlements:** The Sustainable Human Settlement Urbanisation Plan (March 2012) compiled for the City's Housing Department, provides an overview of the spatial location and characteristics of informal settlements in Johannesburg (also see Figure 33). It is estimated that the City has 157 informal settlements with an estimated 164 939 informal structures. From the existing CoJ informal settlement

database, it was indicated that 25 settlements have been successfully relocated and 17 (comprising 66 327 units) have been formalised in-situ, mostly in the south and west of the City. The CoJ informal settlement database identifies each informal settlement by name and spatial referencing, and links the settlement to a dataset with attributes (such as number of units, ownership, infrastructure, category – i.e. relocate, in-situ upgrade, regularise, project linked).

The majority of the City's informal settlements occur in Region A, mainly around Diepsloot (25 000 units), and Ivory Park (15 000 structures) (see figure 34). Regions B and F have the fewest informal settlements, with less than 9 000 structures – these settlements are mostly well-located within the urban structure, within the Inner City or close to railway stations, industrial areas and other amenities. The informal settlements in Region C show a strong correlation with the western mining belt and represent 38 032 units (23% of the

City's informal structures). Soweto (Region D) have a recorded number of 26 settlements, totalling approximately 12 926 units. Most of these settlements occur around the railway lines in areas such as Kliptown. Alexandra in Region E still accommodates 16 informal settlements, with the largest of them located along the Jukskei and its tributaries. Region G has about 38 330 units in 27 settlements. More than 45 447 structures have been eradicated in this region by way of formalisation processes over the last number of years.

Figure 34: Informal Settlements by Administrative Region

Region	Informal settlement			New informal settlements			Backyard units
	No. settlements	No. units	% of units	No. settlements	No. units	% of units	No. units
A	45	48 336	30%	1	100	4%	109 156
B	4	5 610	3%	0	0	0%	
C	26	38 032	23%	3	900	33%	19 333
D	26	12 926	8%	0	0	0%	141 798
E	12	15 962	10%	3	1 164	43%	11 375
F	6	3 034	2%				6 449
G	27	38 330	24%				32 541
<b>TOTAL</b>	<b>146</b>	<b>162 230</b>	<b>100%</b>	<b>11</b>	<b>2 709</b>	<b>100%</b>	<b>320 652</b>
<b>TOTAL INFORMAL</b>	<b>157</b>	<b>164 939</b>					
<b>TOTAL (Informal + backyard)</b>	<b>485 591</b>						

The outcome of the Formalization and Regularization of Informal Settlements Programme being undertaken is that informal settlements will be mostly upgraded in situ. Most of these settlements are situated within otherwise established (formal) settlements, but there are some that are located peripherally or in isolation from the larger urban area. The danger is that their regularisation could further entrench the geography of poverty. However, due to historical process of development and engagements with the affected communities the City is obliged to continue with the upgrading process – unless the supply of well-located medium to high density projects can be rolled out at scale.

Almost 64% of the households are subject to in-situ upgrades via existing projects or programmes (specifically via the Alexandra Renewal Programme and Kliptown Regeneration initiatives). However, from practical experience the yield reflected by the respective projects is frequently insufficient to cater for the full needs and numbers of all households per settlement and an overflow needs to be budgeted for. Similarly, issues relating to non-qualifiers in terms of subsidy administration also provide challenges in relation to allocation of projected yields and number of households within settlements.

**Backyard units:** Most of the City's 320 652 backyard units are located in Region A (34%) and Region D (44%). There are twice as many backyard shacks as there are units in informal settlements in the City. These are shacks constructed of metal, plastic or blocks that are on the same property as a formal dwelling (often an RDP unit). Backyard units represent a far greater challenge to the municipality due to the scale and the complexity of regulating the phenomenon. If managed properly backyard shacks can realise a significant income for poor landowners and an important rental market for migrants arriving to the City.

There is a definite correlation between backyard units and better located areas with infrastructure, such as Alexandra, Ivory Park and Diepsloot, as well as Soweto, compared to Region G that only accommodates 10% of all backyard units. The spatial distribution of backyard units can be summarised as follows:

- Region A: the backyard units are primarily located in Diepsloot, Ivory Park and the southern parts of Rabie Ridge.
- In Region C, backyard structures have been recorded in Thulani, Bramfischerville, Sol Plaatjies and Tshepisong.
- Soweto (Region D) has backyard units in all residential areas.
- Region F: The backyard units are more than double the number of units recorded in informal settlements and are located in Berea towards the north and in the entire area between Jeppestown and Malvern to the east along Jules Street and the railway line.
- Region G: The Deep South – Orange Farm/ Zakariyyah Park accommodate the densest patterns of backyard units compared to areas such as Ennerdale, Finetown and Lawley.

Social Housing and Hostels: Most of the City's social housing projects are well located in the Inner City or the Perth-Empire Corridor of Freedom. The main implementing agents of social housing are JOSHCO, JHC and the ARP and they have completed projects providing an estimated 5 483 units in 16 different projects. There are very few social housing projects that form part of any large scale RDP housing projects.

There are 21 hostel projects underway in the City, representing a total of 15 114 units. Most of the hostels are located in the Inner City and Soweto. With regards to rental demand, it is of interest to note the information published by the Social Housing Foundation on the rental market in Gauteng, which indicates that the City has the highest numbers of rented dwelling units in the province, which represents about 31% of all households in the City.

### **Meeting Residential Demand for a Growing Population**

The key focus is on creating a range of housing typologies and tenure options supported by extended public transport infrastructure. Additionally, the construction and operation of appropriate infrastructure and community facilities in these communities is critical to creating sustainable human settlements. The City's key policy position and requirements for meeting residential demand on outlined in the Sustainable Human Settlement Urbanisation Plan of 2012 and can be summarised as follows:

#### **Human and Social Development**

- A significant proportion of the subsidy-eligible population has the liquidity to invest in their housing – just not enough to purchase a whole house therefore we need a diversity of housing products that match the affordability profile of the population.
- The provision of social facilities and infrastructure within new residential townships often lag behind the construction of houses. However, the same information is required for bulk infrastructure along with a costing or cost benefit analysis of infrastructure provision. The facilitation of public investment in bulk and social infrastructure and amenities needs to be aligned with new housing settlements and those existing areas currently in need of re-investment. The outcome of this investment will be an integrated environment improving the overall quality of life for the City's residents.

- The City is characterised by periodic migration patterns. The spatial and social needs of the target market need to be assessed and understood to be able to make appropriate decisions relating to affordability of housing products, financial instruments and others.

#### Economic Growth

- High levels of unemployment and the informal development of backyard shacks as an income generator could well be due to the impact of the segregation of “RDP type housing” from job opportunities and social services.
- A “better spatial location” relative to others in the City will not address the issues of job availability and job creation in and of itself. This will require an upturn in economic activity matching skills levels available with the opportunities created in different parts of the City.

A comprehensive strategy dealing with economic development, investment and job creation in the City is a critical step towards bridging the gap regarding this issue and to achieve a sustainable city in future.

#### Environment and Services

- Acknowledge the informal sector and the importance of the green economy in terms of job creation, waste management systems, local economic development and urban regeneration.
- Transportation corridors have a critical role to play in connecting different regions of the city and linking the housing, economic and social components of the SHSUP. The City will need to engage extensively with the Transport Department to consider and implement critical transport linkages to unlock development potential where lacking in strategic areas, and to enhance the functional integration between land use and transportation in the City.
- The SHSUP emphasises the need to develop a well-researched process of land banking in response to the Strategic Areas. It is also important to expand existing institutional structures such as the City’s Joint Land Steering Committee in order to ensure that all public owned land in the City is optimally utilised for purposes of providing housing and/or social services and facilities, rather than making the land available to the private sector to develop for short term profit purposes.

#### Governance

- Existing housing programmes and their associated funding mechanisms remains a key financial driver. The City will therefore need some financing arrangements that do not depend solely on the existence of a national housing subsidy programme will be key in shifting the focus and qualitative aspects of residence provision in the City.
- To implement the SHSUP effectively the boundaries of current policy will need to be tested and will require a champion to support a new financing approach that draws in the participation of the state, private and household sectors.
- The City proposes the following adjustments to the current National Housing Subsidy Scheme in order increase the efficiency and effectiveness of sustainable settlement:
  - The affordability of the State and the affordability of the household should be bridged through an arrangement of appropriately structured financial products to deliver adequate housing.
  - The scale of delivery of backyard rentals is unmatched by the public sector. The state will need to financially or administratively support these efforts of citizens.
  - Redevelopment and regeneration in strategic locations attracts the private sector to invest in these areas. This requires the state’s investment in terms of infrastructure and social



amenities – resource strapped local government is unable to deliver at the scale and speed required.

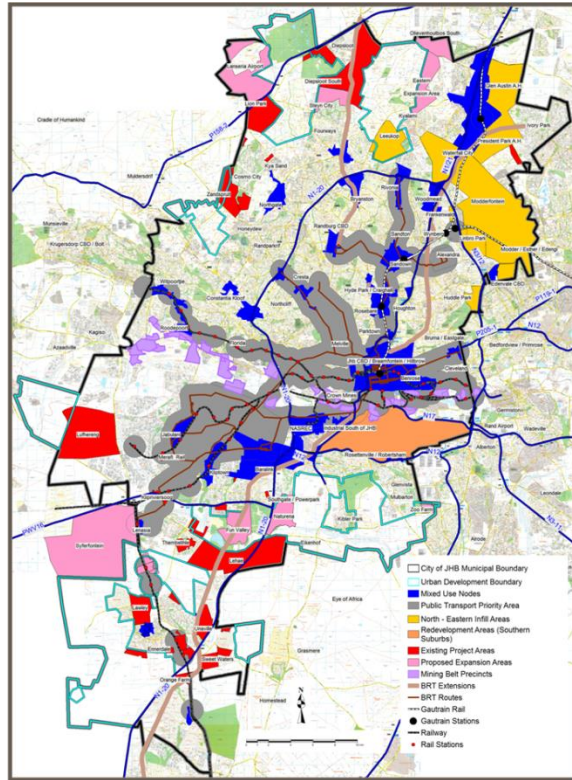
- Remove or otherwise address the resale restrictions currently applying to subsidised housing - housing delivery occurs not only through the construction of new units, but also through subdivisions, home improvements and extensions, and critically, the resale market.
- Controls are required to ensure that the funding for subsidised housing as well as necessary approvals from planning processes are obtained timeously.
- It is acknowledged that the current housing funding mechanism has limited the development of higher-density subsidised residential developments. In addition, development costs render high-density mixed developments / redevelopments extremely challenging from a financial perspective. Innovative financial mechanisms like extending the payback period for housing bonds from 20 to 25 years (which would reduce the monthly instalment fee), or the introduction of a tax break to projects which include medium to high density affordable housing units similar to the tax benefits provided to developers as part of the Urban Renewal Tax Incentive, could be introduced to make high density developments more affordable to the poor, and financially viable to the private sector.
- 70% to 80% of residents fail to leverage the full financial benefits associated with capital growth in house prices – and the associated downstream rateability benefits for the municipality.
- Historically, decisions relating to policy, strategy and delivery of housing have been mainly around the cost and capital spent of the top structure and infrastructure. Costs should be understood, defined and measured in terms of qualitative aspects relating to sustainable human settlements in a broader sense.
- A need exists to establish an institutional environment that allows the resale market to work at the lower-end of the housing ladder which will assist in the “churn” and flow congruent with the middle and higher end of the market. The City will need to consider whether it could utilise the Sustainable Services Cluster as its institutional arm for the implementation of the SHSUP. This cluster should form an oversight mechanism and framework for the SHSUP, and be aligned with the GDS outcomes. In addition, the City’s Department of Human Settlements must continue the process to obtain housing accreditation level 3 in order to receive direct funding for the delivery of SHS.
- The City must ensure the establishment of well-defined roles and responsibilities and accountability in the delivery of sustainable human settlements. Multi-sector integration across the entities and agencies responsible for **policy formulation, planning and implementation** of sustainable human settlements would be critical.

The policy position relayed in SHSUP has a distinctive spatial rationale for future development of residential development within the City. This is reflected in the following map (figure 35) and accompanying description. Realisation of the Plan is dependent on the governance, infrastructure and economic growth considerations being addressed.



Figure 35: Priority Areas per the Sustainable Human Settlements Urbanisation Plan (SHUSUP)

<b>Public Transport Priority Network</b>
• TOD Stations
• BRT Routes
• Mixed use Nodes
• Mixed Use Nodes (Outside)
<b>Current Housing Project Areas</b>
• Existing Projects North
• Existing Projects South
<b>Redevelopment Areas</b>
• Southern Suburbs
<b>Consolidation and Infill Areas</b>
• Mining Belt
• North Eastern Suburbs
<b>Expansion Areas</b>
• Expansion Areas North
• Expansion Areas South



Since SHSUP was adopted, the location of public transport corridors (Corridors of Freedom) for the City has been redrawn within the City. This has shifted the areas of priority as defined above. However the focus on directing residential development to the Public Transport Priority Network, to existing housing projects in order to complete them, redevelopment areas, and in the long term to consolidation and infill areas as well as to identified expansion areas remains the human settlement policy of the City.

In addition SHSUP provided tools and associated projections for the medium term provision of housing typologies (See Figure 36 below).

Figure 36: Possible scenario for the provision of certain housing types for the City as per SHSUP

PROJECT TYPE	Infrastructure Cost ( R )	Top Structure Cost ( R )	Total Cost ( R )	% Cost Split per Project Type	UNITS TO BE DELIVERED	RDP	Bonded	Rental	Serviced Sites Completed to date	Units Complete
Social/Rental med and higher density residential Totals	140900000	1540495000	1681395000	31	5111	250	550	4311		
Mixed housing project Totals	710523400	2045451010	2755974410	51	36690	17289	8108	11293	5699	1505
RDP project Totals	97000000	709346250	806346250	15	22570	22570	0	0	24003	8019
Grand total	1159773400	4295292260	5455065660	100	64371	40109	8658	15604	29702	9524
				% Split Housing Type		62	13	24		

In terms of unit typology the outcome of these projects will be that 62% of units will be RDP type units, 24% will be medium to high density rental and social units and 13% will be bonded. In terms of the allocation of funds 31% are allocated towards medium to high density rental and social units, 51% towards mixed typology projects where a typical split of 50/25/25 for RDP/rental/bonded are achieved. Only 15% of funds will be allocated to exclusively RDP projects. These funding allocations are illustrated in Figure 3.2.

The shift to more integrated higher density rental and social housing is gaining momentum as a substantial amount of planning has been concluded to facilitate the development of such projects.

The Inner City and other well established nodes, such as Randburg and Roodepoort CBD, offer high potential for affordable higher density residential and are key focus areas for redevelopment.

#### Land Requirements for Sustainable Human Settlements

The SHSUP also provides projections for the land requirements to accommodate future residential and associated community requirements. This was in the form of a model. A realisation of this model based on typical variables is provided below.

In respect of the guidelines relating to norms and standards, the City has proposed the following guidelines (Figure 37) for social infrastructure for Informal Settlement Upgrades / Related Projects:

Figure 37: Proposed standards for social facilities for Informal Settlements' upgrades

Red Book Standards	Min. Popn. Threshold	Building (m2)	Required space (m2)
Creche / nursery school	5,000	100	30
Primary School	3,000	14,000	10,000
High School	6,000	26,000	20,000
Clinic	5,000	2,000	0
Libraries	5,000	130	0
Community Centres	10,000	5,000	0
Religious centres	2,000	150	0
Proposed Standard	Min. Household Threshold	Building	Related Open Space
1 Education Facility (Primary / High School)	1,714	18,000	5,000
1 Clinic	1,429	130	
1 Creche / Nursery School	714	100	
1 Multi-purpose Centre	1,429	1,000	
Open Space @ 10% of Land for Housing and Social Amenities			
Internal circulation (road + pedestrian) @ 20% of Land for Housing and Social Amenities			

Having established a current number of households (an estimated 480 000), by utilising the guidelines the following land requirements become apparent with respect to both housing (at differentiated densities)(Figure 38) and the requisite social infrastructure (number and land required)(Figure 39).

Figure 38: Land requirements for housing at different densities and erf sizes

Avg Sq metres per Erf	250	200	170	150	120	100	80
Correlating Densities (Nett)	40	50	59	67	83	100	125
# of Resident Households	Hectares Required						
<b>240,000</b>	<b>6,000</b>	<b>4,800</b>	<b>4,080</b>	<b>3,600</b>	<b>2,880</b>	<b>2,400</b>	<b>1,920</b>
	Metres Sq Required						
	<b>60,000,000</b>	<b>48,000,000</b>	<b>40,800,000</b>	<b>36,000,000</b>	<b>28,800,000</b>	<b>24,000,000</b>	<b>19,200,000</b>

Figure 39: Social Facility requirements

Social Facilities Required	Facilities required	Rounded	Sq metres	Hectares
Education Facility (Primary / High School)	140	140	3,220,000	322
Clinic	168	168	21,840	2
Creche / Nursery School	336	336	33,600	3
Multi-purpose Centre	168	168	168,000	17
Sub-total for Social Amenities	812	812	3,443,440	344

Figure 40: Residential Requirements (by erf size and density), Social Facilities Requirements, open space requirements and servitude requirements translated into hectares of land

Avg Sq metres per Erf	250	200	170	150	120	100	80
Correlating Densities (Nett)	40	50	59	67	83	100	125
# of Resident Households	480,000	12,000	9,600	8,160	7,200	5,760	4,800
Hectares Required							
Metres Sq Required	120,000,000	96,000,000	81,600,000	72,000,000	57,600,000	48,000,000	38,400,000
Social Facilities Required							
Education Facility (Primary / High School)	280.00	280	6,440,000	644.00			
Clinic	336.00	336	43,680	4.37			
Creche / Nursery School	672.00	672	67,200	6.72			
Multi-purpose Centre	336.00	336	336,000	33.60			
Sub-total for Social Amenities	1,624.00	1,624	6,886,880	688.69			
Avg Sq metres per Erf	250	200	170	150	120	100	80
Correlating Densities (Nett)	40	50	59	67	83	100	125
Social Amenities + Housing Land	126,886,880	102,886,880	88,486,880	78,886,880	64,486,880	54,886,880	45,286,880
+ provision for internal circulation (road + pedestrian) @ nominal 20% of land	25,377,376	123,464,256	106,184,256	94,664,256	77,384,256	65,864,256	54,344,256
+ provision for open space @ nominal 10% of land	2,537,738	135,810,682	116,802,682	104,130,682	85,122,682	72,450,682	59,778,682
Translated in Hectares	15,480	13,581	11,680	10,413	8,512	7,245	5,978

Realising SHSUP land requirements is beyond the resources of the City. After a series of evaluations via satellite photography (2009) and preliminary environmental assessments the City has earmarked +/-140 portions of land (an extent of +/- 680 hectares) to support in-fill, Transit Orientated Development densification for mixed-income / typology initiatives. Characteristically, these portions:

- Are considered to be under-developed / vacant.
- Are currently managed via the Johannesburg Property Company.
- Have been reserved / protected from alienation via Mayoral Committee and Council Resolution until detailed feasibilities have been completed.
- Are within 1km of the emerging Bus Rapid Transit (BRT) and / or the existing rail station infrastructure.
- Have been provisionally screened and vetted by the Environment Department (noting that in some cases, more detailed environmental assessments would be required).

To meet the land requirements for future residential development in the City will require the cooperation of all public and private land owners.

## 5. Community Infrastructure Review

Development of social and community facilities target most deprived areas and where there is a high population density. Apart from the Alexandra Renewal Programme, (ARP), there are marginalised areas development programmes in Orange Farm, Diepsloot and the Greater Ivory Park area. The intention of these programmes is to provide facilities and infrastructure in order to create sustainable

human settlements that are integrated with the rest of the urban system in order to realise the vision of SHSUP. Where viable, options to provide multiple municipal services in one facility will be implemented. Although these are the priority locations for social facility provision, there are many areas in the City that require urgent upgrades to existing facilities.

Achieving sustainable human settlements is a long term process that will require substantial resources. The limited ability of Council to afford and sustain the required capital investment for social facilities is not enough to make a substantial difference over the next decade. A key concern remains the provision of facilities by Provincial Departments with regards alignment and coordination of resources and facilities as little information is shared and prioritisation decisions are made without consultation with the City.

A project to model the need and accessibility to social facilities and services was undertaken by the DPISA and CSIR in 2012. The key finding of the research was that social facilities in Johannesburg were, 'in general, were found to be well distributed although lacking in service capacity.' The need to maximise the capacity of existing social facilities and focus on improving the management of these facilities in order to provide quality services was emphasised. Clustering of services in a single facility was proposed as means of promoting cost effective service provision.

Areas identified as having an under provision of social facilities by the Study were 'Soweto, Diepsloot, Ivory Park, Alexandra, the Inner City, Orange Farm and Cosmo City.

Specific social facility backlogs for the City of Johannesburg were defined as follows in the research report,

<b>Facility Type</b>	<b>Quantity Required</b>
Social Grant Payment Points	19 New Payment Points
Parks	200 proposed parks at a minimum size of 0.4 ha
Fire Stations	4 new stations Required
Libraries	3 new libraries required, and Expansions required to 5 existing facilities

The proposals made in the study will be included within the capital planning processes undertaken by the relevant departments and Municipal Owned Entities in the City. It must be noted that the Study focused on the existing urban footprint of the City and did not take into account future greenfield housing projects.

## **6. Transportation Review**

As described previously, high capacity well-functioning transport infrastructure be it by rail, road or air is an economic and social priority for the City as a means of accessing employment opportunities, a location for residential densification in certain location and as a means of anchoring future economic growth at mixed use and industrial nodes through the concept of transit orientated development.

Johannesburg's transport realities are characterised by two distinct features:

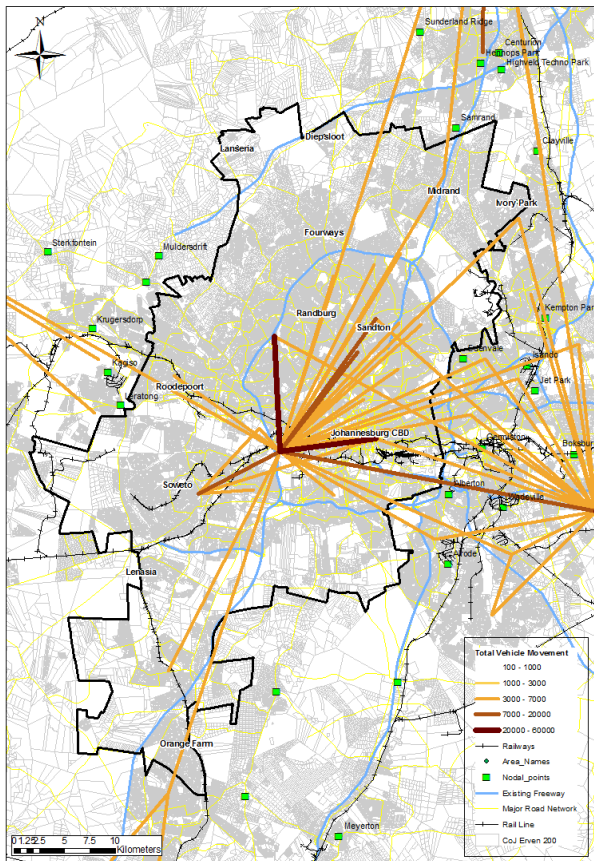
- The majority of residents do not own private cars and travel by bus, rail or private minibuses taxis.
- In contrast, middle-income residents are resolutely car-orientated, with an increase in travel times of nearly 60% since 1980.



This has resulted in a transport system:

- Where land uses are designed for private vehicles.
- The previous public transport systems were inefficient and not designed for the benefit of the user.
- Which has a hierarchical road network with numerous unconnected roads, loops and dead-ends.
- Where mobility along major arterials is compromised.

Figure 41: Primary regional movement patterns



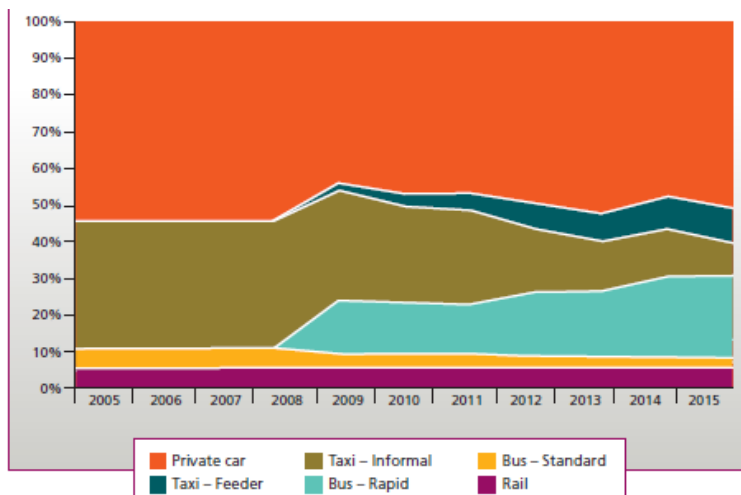
In terms of regional movement patterns, (Figure 41), it is clear that the Johannesburg Inner City plays a central transportation role within the region and that the main movement to the north (Pretoria) and east of the city (Ekurhuleni) is a clear indicator of where the major economic activity of the region is located

To mitigate against increasing petrol prices, the cost of maintaining road infrastructure and increasing air pollution, a modal shift change from private to public transport is the only answer for the future city of Johannesburg.

The City has introduced its Rea Vaya Bus Rapid Transit system, and the Gautrain high-speed rail link is operational, forming the backbone of a future urban public transport system. The potential of modal shifts present a number of opportunities for economic development and improved city living.

The graph below (Figure 42) provides a representation of the assumed figures for

Figure 42: Assumed future ridership per transport mode within the City of Johannesburg

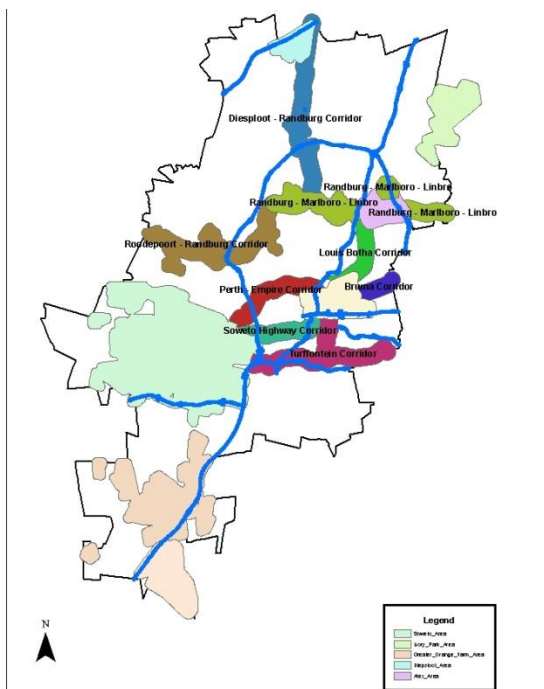


passenger ridership (assuming that Phase 1 of the Rea Vaya BRT would carry 430 000 passengers a day). This assumption is modelled, reflecting the impact such a move would have on private vehicle use, and the use of other modes of transport. Even if this assumption was to be realised, the graph demonstrates private cars will remain dominate for the foreseeable future. There are some indications from the rollout to date that further

reductions in private cars could be achieved through the Rea Vaya BRT implementation. However, when projecting to 2040, it is argued that significant increases in the use of bus and rail will need to be actively targeted.

This will require a re-engineering of parts of the City to become public transport corridors where economic activity, community services and residential developments service and are serviced by a bus based public transport system. Where a broad range of socio-economic groups live and work together. A public transport environment that serves the young, the old and those living with disabilities. Such an initiative will require a long term investment in social, residential and economic infrastructure associated with the identified corridors, combined with an on-going marketing campaign to promote public transport and the corridors themselves. To this end the City has launched the Corridor of Freedom initiative. The Corridors of Freedom envisage a network of public transport corridors based on the Rea Vaya bus system and the Gautrain Stations across the City (see figure).

Figure 43: The Corridors of Freedom – (Soweto Public Transport Network; Soweto Corridor; Turffontein Corridor; Perth-Empire Corridor; Louis Botha Corridor; Randburg-Marlboro-Linbro Corridor; Bruma corridor; Roodepoort-Randburg Corridor; Diepsloot-Randburg Corridor



former black townships of Diepsloot, Soweto and Alexandra with the CBD and other major mixed use nodes within the City while promoting the Corridors as locations for investment and residential densification in their own right.

The future built environment envisaged within the Corridors of Freedom will be a mixed land-use type dominated by high-density accommodation options, supported by office buildings, retail development and opportunities for leisure and recreation.

The intention is that residents of the City will live closer to their workplace and be able to work, stay and play without having to use private motorised transport. Safe, affordable and convenient buses, cycling and pedestrian activity will dominate the carbon-burning private vehicle.

The new City skyline will consist of high-rise residential developments growing around the transit nodes, gradually decreasing in height and density as it moves further away from the

core. Social infrastructure, schools, clinics, police stations and government offices will be strategically located to support the growing population.

The key features of the Corridors of Freedom will be:

- Safe neighbourhoods designed for cycling and walking with sufficient facilities and attractive streets
- Safe complete streets with features to calm traffic, control vehicle traffic speeds and discourage the use of private transport



- Rich and poor, black and white living side by side - housing options provided cover a range of housing types and prices including significant rental accommodation component
- Limited managed parking to reduce the amount of land devoted to parking and further discourage the use of private transport
- Convenient transit stops and stations

To date, detailed strategic area policy frameworks have been undertaken for the Louis Botha, Perth-Empire and Turffontein Corridors Areas (see figure 42). Through these frameworks areas for transit orientated development have been identified, typologies for residential development defined, population projections proposed with associated requirements for social, economic and service infrastructure. In turn these requirements have been reflected in the City's capital budget.

It is envisaged that each corridor will be a priority for City Capital investment for a 6 to 9 year period, before another corridor becomes the focus for such funds. The realisation of the City's vision for the Corridors, however, will require a range of coordinated public and private sector funding in order to ensure the success of the Corridors of Freedom combined with on-going leadership from business and local, provincial and national government leadership.

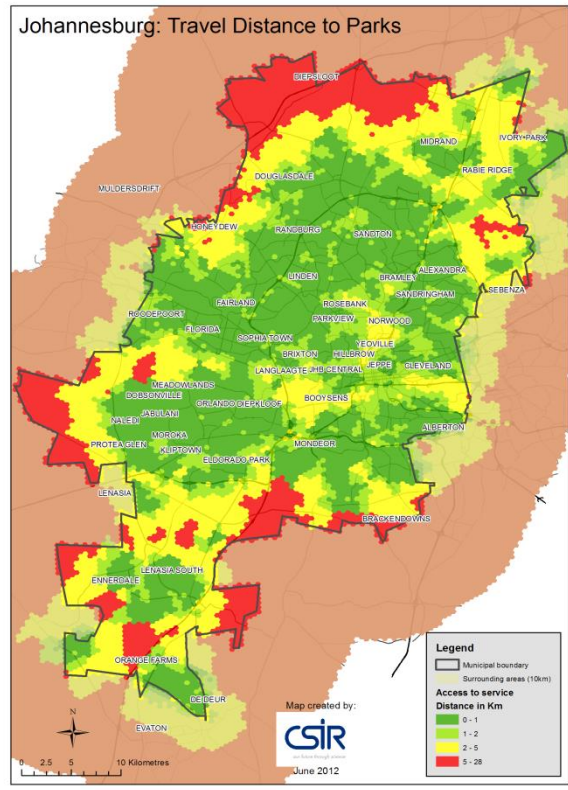
The Corridors of Freedom is the central built environment concept that will realise significant change in the urban form of the City. The Corridors of Freedom will: (include bullets from safe and SAF boundary maps).

## 7. Sustainable Development Review

The City of Johannesburg falls within two priority areas identified in the National Spatial Biodiversity Assessment (NSBA, Driver et al. 2004), and is home to a disproportionately high percentage of rare and threatened species and threatened ecosystems. A high proportion of South Africa's mining activity, heavy industry, commercial enterprise and urban population are located in the bioregion, and consequently, the pressures placed on the environment and the remaining natural ecosystems are very high, and opportunities for conservation of biodiversity are limited.

There are at least 12 threatened plant species and 10 threatened animal species in the City of Johannesburg, and 9 ecosystems listed as threatened according to NEMBA 2008. Aquatic systems are equally unique in the bioregion and 100% of wetlands types and 20% of river types in the City are listed as threatened. Just over a third of the City of Johannesburg is in a natural or near natural state (36%), with urban development (48%), agriculture (11%) and mining (5%) together covering 64% of the City.

Given the high levels of urbanisation in the City it is not an issue as to whether ecological infrastructure constrains urban growth but a function of the opposite relationship. Areas of high biodiversity have been identified for conservation, but the purchase and subsequent management of such areas does not occur due to there being more pressing developmental priorities within the City and limited financial resources. Similarly the urban population has generated high levels of waste which often degrade existing open space and bio-diversity hot-spot areas.



Related to the issue of areas to protect biodiversity is the need to provide recreational open space in the form of parks. From the CSIR study (see figure 43) it is apparent that while the central and northern areas of the city (shaded *Figure 44: CSIR Study – Access to Open Space* open space, the peripheral areas of the City, which have experienced rapid urbanisation are in need of new parks (areas shaded yellow and red.)

The analysis revealed that the City’s lower density areas are best served in terms of park provision with 61% of these areas being within a 1km distance of a park. This figures reduced to less than 40% in the “High” and “Intermediate” areas. These include some priority areas for the City, not least of which are the Johannesburg Central Business District, large portions of suburban Soweto, most of Ivory Park, Alexandra and Diepsloot.

With regards to the capacity assessment, the current supply of parks was deemed to serve 42% of the estimated City population. The shortfall of functional, developed parks with the necessary infrastructure such as play equipment compounds this capacity aspect and highlights the need for strategically located new park facilities.

From a green infrastructure perspective the City reflects its socio-economic divisions. The northern, more wealthy areas of the city are well vegetated, while the poorer areas of the City, where the highest population densities are located remain denuded. Having said this the City has had significant success in greening Soweto and providing parks to former black townships, though far more investment in this area of infrastructure is required, combined with a strong civic initiative, is required to support the growing of plants and trees particularly from the perspective of promoting urban agriculture.

From a geological perspective it is the physical environment, in concert with the built environment, which does the most to constrain urban growth:

- Johannesburg is negatively affected by dolomite (limestone) geology in the north-west and south of the Municipality which give rise to sink holes which can cause serious damage to buildings and infrastructure. This prevents, or makes it very costly, to undertake construction in these areas. Often these areas are targeted for low income housing due to the inexpensive cost of land, with sometimes tragic consequences.
- Deep level mining within south central Johannesburg along the gold reef (the mining corridor) has through under-mining, the poisoning of underground water, the uncontrolled accumulation of the aforementioned sub-surface water, the stacking of unconsolidated sand at mine dumps have combined to make the land within the former mining belt either unusable for construction or highly unpleasant and harmful to residents who live in townships adjacent to these areas. Rehabilitation of the mining belt is critical to ensuring a better urban environment and a critical component of creating a sustainable City given the central location of the Mining Belt.

- Flooding is becoming an increased problem within the City. This is due to increased intensity of summer thunderstorms, the growth of informal settlements located within the 1:100 flood-line, increased storm flow in the City's river and streams due to underinvestment in the City's stormwater network and an increase in urban development and increased erosion of stream banks combined with the destruction of remaining wet lands.

## 8. Impact of Sectors on Spatial Form

In summary, a number of sector related factors have been responsible the current spatial form of the City and will continue to do so:

1. Continued population growth at a growth rate is higher than expected which has exacerbated social and economic inequalities provides the context for the City's current built form
2. Poverty and high population densities are entrenched within specific locations away from economic opportunities and wealthy residential areas which are concentrated adjacent to significant mixed-use and industrial nodes in the north of the City.
3. Physically the City has a dispersed settlement pattern that was designed for the private vehicle. This means that the poor have to pay proportionally more in transport fees to access formal employment opportunities and higher levels of service.
4. Having noted this, the City has a significant backbone in economic infrastructure in the form of rail, roads, telecommunications and airports.
5. The City has an established and flourishing, though vulnerable, commercial base
6. The City has a well-developed informal economy that has formed due to high levels of poverty and unemployment within the City.
7. Provision of water, electricity, roads, waste removal and community facilities occurs in a scenario where there is greater demand for services, but the ability of consumers to pay for the services is diminishing in the face of the economic recession and increases in poverty. Furthermore the dispersed settlement means that networks need to be extended to beyond expected capacity.
8. Similarly, much of the existing network infrastructure is reaching the end of its expected life and is need of replacement.
9. The squeeze on service revenues is occurring at a time when alternative revenues for example from alternative sources of energy, and savings from more environmentally sustainable methods of service provision are still in infancy.
10. Housing provision for the poor, middle income and wealthy has worsened the City's sprawl in the past 20 years with RDP housing and town house complexes being built where land is cheapest on the edge of the City away from existing social and economic opportunities. Due to the increased rate of growth of residential development, the City has failed to keep pace in the provision of Community Facilities though the City's track record in providing network services and waste management services has been good.
11. The housing shortage for low income housing, in-migration, population growth and the regulation pertaining to accessing the housing subsidy have led to a proliferation of informal settlements and backyard shacks. Current progress at addressing the informal settlement challenge has been slow. There are also fears that the current housing strategy with regards informal settlements is entrenching poverty.
12. A response of the City has been to promote public transport through the roll out of a city wide bus rapid transit system known as Rea Vaya to link the poorer areas of the City with the socio-economic opportunities at the nodes. The system is still in its infancy and will need on-going capital and operational funding for the medium to long term, but it has the potential to change the City's urban form.

13. The concept by which this change will occur is the 'Corridors of Freedom' which designates areas adjacent to the Rea Vaya Network and areas within existing economic nodes as places for intensification of residential and the creation of economic opportunities to cater for a range of income requirements including the poor. The concept sees the corridors as a focus for public investment particularly around bus and rail stations and which promotes a walkable and cyclist friendly environment. Public investment by itself will not be enough. Private investment will need to flow into these areas in order for these public transport corridors to be a success.
14. The contradiction that the City stands with is that on-going population growth places increased pressure on its natural resources be it water, electricity, open space, bio-diversity, streams and vegetation cover. Managing these resources particularly around water, waste water management, storm-water management, acid-mine drainage and mine dumps has become an expensive imperative.



## PART C – STRATEGIES AND PROGRAMMES

### 1. Long Term Vision

Johannesburg’s vision is to be a World Class African City of the Future – “a vibrant, equitable African city, strengthened through its diversity; a city that provides real quality of life; a city that provides sustainability for all its citizens; a resilient and adaptive society.”

The long-term plan of the City to realise the City’s Vision is the Growth and Development Strategy 2040 (GDS 2040). The GDS 2040 provides a set of defined strategic directions that frame the five-year Integrated Development Plan and by extension the spatial plans of the City.

The GDS 2040 was approved in October 2011 and the City’s business planning processes and budgets have been aligned with this new strategic direction. The strategy restates the City’s resolve to confront the past injustices created during Apartheid; working towards a democratic, non-racial, non-sexist and just City; while simultaneously confronting present and future challenges as they emerge.

The Joburg 2040 GDS paradigm embraces the concepts of liveability, resilience and sustainability, as the characteristics of the future City. Four drivers for change were identified to contribute to achieving these ideals: – inclusive and productive economic growth, environment and services, human and social development, and sound governance. Principles were in turn defined to underpin these drivers. These principles are:

#### Principle 1: Eradicating poverty

- Enabling the poor to access basic livelihoods, inter-alia by helping them to secure social grants, facilitating skills development and basic employment opportunities, and supporting ‘self-help’ projects, start-up micro-enterprises and community-based co-operatives;
- Ensuring the affordability of municipal services, public transport and social facilities, through progressive tariff structures, creative cross-subsidisation and targeted social packages;
- Accommodating the poor, by working to ensure that they can find and retain decent lowest-cost rental housing opportunities – without needing to resort to a life lived in informal settlements and Inner City slums. A key priority is the assimilation of the poor, ensuring they are not relegated to the margins of the city, but can instead find residency in mixed-income residential spaces;
- Empowering the poor politically through meaningful participatory governance; and enabling them to feel part of the city, through the use of a range of measures – including sports, recreation, arts and culture – to minimise the experience of social exclusion; and
- Making allowances for the poor in terms of the regulation and management of the built environment and the use of public space – e.g. through developing more innovative, supportive regulatory approaches for the management of informal trading, spaza shops and backyard dwellings.

### **Principle 2: Building and growing an inclusive economy**

The City of Johannesburg will continue to support economic growth that is both competitive and job-intensive – thereby ensuring the sharing of economic opportunities.

### **Principle 3: Building sustainable human settlements**

The City is committed to building sustainable human settlements – with this commitment aligned to national imperatives. This commitment cannot, however, be addressed without honestly considering how sustainable human settlements can best be established in a city still divided across race and class lines. In building sustainable human environments, the City must therefore address a triple challenge: breaking through the Apartheid City; creating more liveable environments; and confronting the post-Apartheid reality of urban exclusion. It is this principle that underpins the City's commitment to reconfigure its urban form.

### **Principle 4: Ensuring resource security and environmental sustainability**

The City of Johannesburg is committed to transitioning to a low-carbon economy in pursuit of a healthy urban environment and environmental sustainability – where this is considered a critical step in ensuring the well-being of all Johannesburg's residents, and those who work and play in the city. In the context of high energy costs, a plan that does not include this transition will result in an energy base and aligned costs that place excessive burdens on the economy, negatively affecting the potential of all economic sectors. Increasing energy costs will also further disadvantage the poor, exacerbating conditions of energy poverty in the city. This City is committed to addressing energy poverty by building an urban form that is energy efficient, and by ensuring that the urban poor are energy-secure.

### **Principle 5: Achieving social inclusion through support – and enablement**

The City will ensure the promotion of social inclusion at all levels of society, through addressing key obstacles, including those that relate to access to service infrastructure and social safety nets. In addition, the City recognises the reality that social inclusion will only be achieved if all play their part. The City will work to build an enabling environment, through which citizens can support themselves and each other, creating change and greater inclusivity through the direct actions of individuals, communities, organisations, alongside the City. The City will continue to work with marginalised groups such as women, children, people with disabilities, migrants and refugees, while also establishing further partnerships through which to drive social inclusion across civil society and business. Importantly, the City will work closely with communities to minimise urban conflict arising from intolerance, prejudice and discrimination. The City will deepen its relationships with marginalised groups and strive to understand new forms of social exclusion that are emerging. Building bridges across diverse communities is an important element in driving inclusivity, and ensuring the restoration of trust within and between communities. The City will assist communities to express their culture through the character of the built environment, while allowing neighbourhoods to develop their own unique character and cultural identities.

## Principle 6: Promoting good governance

Good governance is central to all of the principles outlined above – serving as the foundation upon which all other principles can be realised. The City commits to ensuring financial sustainability – and deepening participation. Financial sustainability is critical if the City is to meet the long-term demands for capital infrastructure. In addition, the City will focus on building more innovative mechanisms through which citizens and communities can participate more effectively and meaningfully. Recognising that communication is critical for deepening participation, the City will transform the manner in which it communicates with citizens and stakeholders.

In turn, the City identified four outcomes to be achieved by 2040 in relation to the principles. These outcomes are cross-cutting in nature, and have been developed through a consideration of the paradigm, principles and vision.

The four outcomes are as follows:

- **Outcome 1:** Improved quality of life and development-driven resilience for all.
- **Outcome 2:** Provide a resilient, liveable, sustainable urban environment – underpinned by infrastructure supportive of a low-carbon economy.
- **Outcome 3:** An inclusive, job-intensive, resilient and competitive economy.
- **Outcome 4:** A leading metropolitan government that pro-actively contributes to and builds a sustainable, socially inclusive, locally integrated and globally competitive GCR.

Each outcome is further unpacked into a number of outputs. The indicators the City proposes to use in order to measure progress against outcomes. The City's preferred approach is to identify and/or develop indicators that allow for gathering of more nuanced information and data, and appropriate monitoring and evaluation of progress. There has therefore been a move away from 'standalone' indicators, with the City preferring to use selected indicators that combine more than one measure, where this is possible. The indicators for achieving Outcome 2 which relates to the built environment will be combined with National Treasury's indicators in order to develop acceptable built environment performance indicators for the City. This proposal is detailed in Section D.

To integrate the GDS outcome into the Integrated Development Plan (IDP) (the medium term strategic plan for the City as required in terms of the Municipal Systems Act (56 of 2000) process, four IDP Master programmes were formulated. The four Master programmes or Clusters (Economic Growth, Governance, Human and Social Development and Sustainable Services) each formulated a series of sub-programmes in support of the outcomes and principles entrenched in the GDS 2040.

Given the long term projection inherent in the GDS 2040 strategy the IDP focuses on particular aspects and interventions known as Mayoral Priorities that will achieve the broader GDS 2040 outcomes in the long term. The Mayoral Priorities for the current five year IDP are:

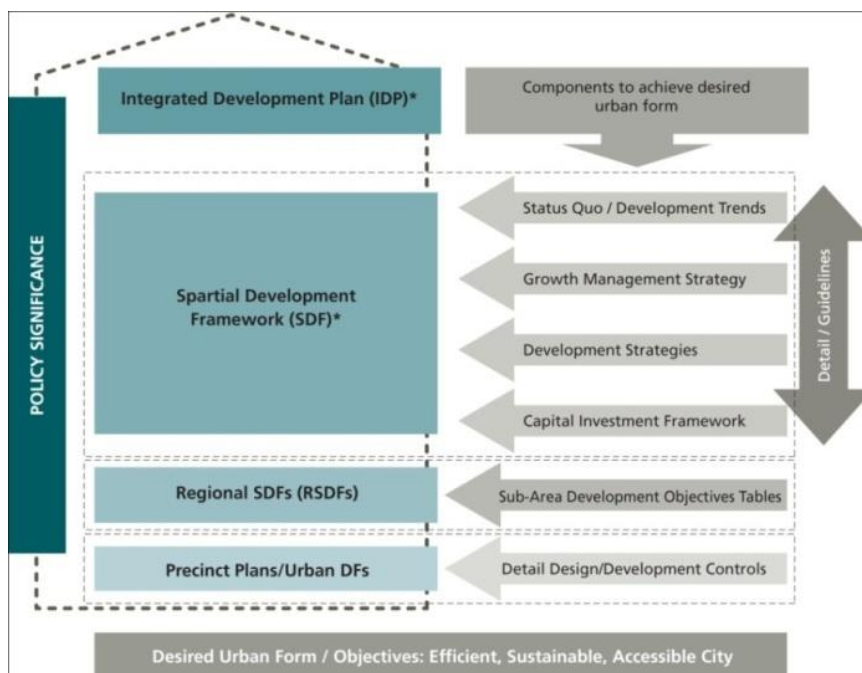
- Financial Sustainability and resilience
- Agriculture and Food Security

- Sustainable Human Settlements
- Engaged and Active Citizenry
- Safer Cities
- Resource Resilience
- Smart City
- Investment attraction, retention and expansion
- SMME and Entrepreneurial Support
- Green Economy

Of these the priority to create sustainable human settlements has direct bearing on achieving the aims of the Built Environment Performance Plan. Though, it is evident that all of the other priorities contain aspects that are critical for transforming the City, and cannot be excluded from this policy document.

## 2. The Spatial Development Strategy of the City of Johannesburg

Figure 44: Spatial Policy in relation to the IDP



The Spatial Development Framework (SDF) is the legislated component of the City's IDP that prescribes development strategies and policy guidelines to restructure and re-engineer the City's urban form. The Spatial Development Framework represented below is a draft document that is currently undergoing public participation. Underpinning the City's SDF is a series of policies that guide its implementation:

- The Sustainable Human Settlement Urbanisation Plan (SHSUP), which has been

- described in detail in Part B in relation to the provision of residential solutions.
- The Growth Management Strategy (GMS), now known as the Capital Investment Priority Areas (CIPA), is a city-wide policy that determines where, and under what conditions, growth can be accommodated, in order to achieve the desired urban form presented in the SDF.
- The Regional Spatial Development Frameworks (RSDFs) provide an area-specific interpretation of the SDF for each of the 7 Administrative Regions. The Department of Development Planning refers to these policies to assess development applications received by the City. This provides guidance to achieve the desired urban form for the City.



- The Capital Investment Framework (CIF), through the application of the strategies and guidelines of the SDF and CIPA, is the component of the IDP by which the City identifies and prioritises capital projects from which the medium-term capital budget for the City is finalised.
- Precinct Plans and urban development frameworks that provide detailed design and infrastructure requirements and associated policy for localised areas or defined section of the City. The Strategic Area Frameworks for the Corridors of Freedom fall within this category of plan

The SDF sets out broad development strategies to achieve a resilient, liveable, sustainable urban environment. The strategies and objectives that SDF seek to achieve are outlined below.

*Figure 45: Development Strategies, desired outcomes and objectives of the CoJ's Spatial Development Framework*

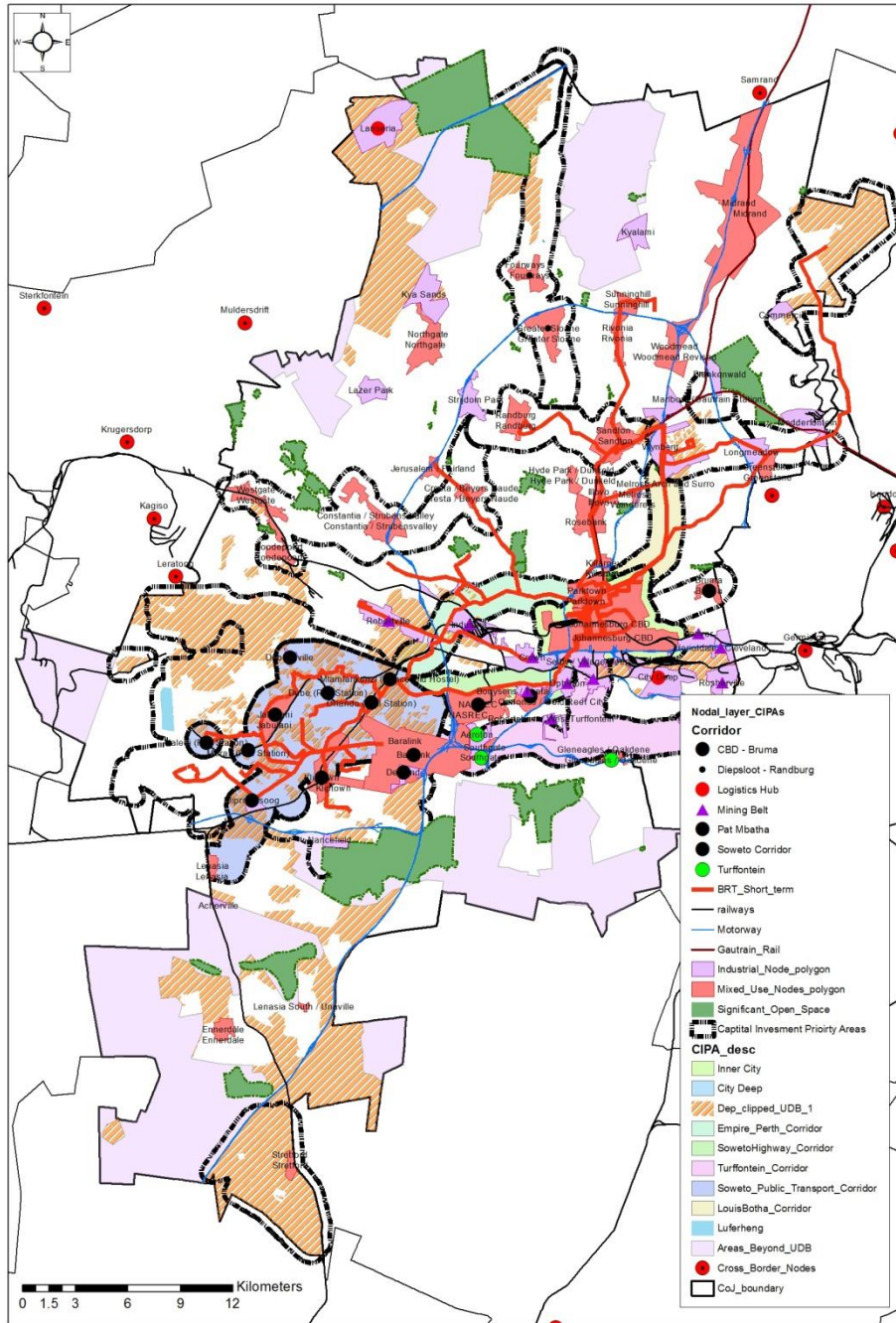
<b>Development Strategies</b>	<b>Past trends</b>	<b>SDF desired urban form</b>	<b>Objectives</b>
<b>Supporting an efficient movement system</b>	<p>Developments designed for private vehicles.</p> <p>Inefficient public transport</p> <p>Hierarchical road network with numerous unconnected roads, loops and dead-ends</p> <p>Mobility of arterials compromised</p>	<p>Multi-modal transportation and land use patterns that support public transport and pedestrian movement.</p> <p>Focusing development (esp. higher density residential uses) in support of existing public transport infrastructure.</p>	<p>Support public transport, and non-motorised options, i.e. cycling &amp; pedestrians.</p> <p>Reduce travel and transport costs.</p> <p>Promote accessibility of communities to employment, recreation and social opportunities.</p> <p>Protect the mobility function of major arterials and roads.</p> <p>Ensure that movement system directly links with and is supported by strong high intensity nodes and higher density residential development.</p>
<b>Ensuring Strong Viable Nodes</b>	<p>“Creep” of non-residential uses into residential areas</p> <p>Increasing vacancy rates and declining amenity in key nodal points</p> <p>Unchecked, market led, speculative nodal development that has placed demands on public investment in infrastructure</p>	<p>A Managed Hierarchy of nodes within the City</p> <p>Non-residential uses limited to existing and emerging, managed nodal points</p> <p>Increased profile of the pedestrian and public transport aspects of nodes</p>	<p>Ensure clustering of various activities (work, live, play and pray) at</p> <p>Appropriate locations.</p> <p>Support viable public transport.</p> <p>Maximise opportunities and diversity at accessible points.</p>
<b>Supporting Sustainable</b>	<p>Emphasis is on private space i.e. shopping malls,</p>	<p>Emphasis on public space i.e. pedestrian environment,</p>	<p>Create a network of green</p>

<b>Development Strategies</b>	<b>Past trends</b>	<b>SDF desired urban form</b>	<b>Objectives</b>
<b>Environmental Management</b>	<p>security estates and private open space.</p> <p>Lack of functional and connected network of open space</p> <p>New development has outstripped the provision of open spaces and social amenities</p> <p>Storm water and sewer infrastructure being exceeded</p> <p>Wetlands and natural drainage areas lost through development encroachment</p> <p>Inadequate protection of riparian areas and floodplains</p> <p>Loss of key habitats and biodiversity areas.</p>	<p>public parks and facilities.</p> <p>Interconnected system of green open spaces supporting viable ecological systems.</p> <p>Protected wetland systems, riparian zones, and key natural drainage areas.</p> <p>Protected priority habitats and biodiversity areas.</p>	<p>open spaces</p> <p>Support sustainable catchment management and storm water practices.</p> <p>Protect important environmental areas</p> <p>Promote the prevention and reduction of pollution.</p> <p>Ensure adequate provision of services infrastructure to support densification and infill.</p>
<b>Initiating and Implementing Corridor Development</b>	<p>Ad-hoc and unmanaged approach to linear development</p> <p>No consistency in the use of the term corridor</p>	<p>Delineation of two development corridors</p> <p>Focused infrastructure delivery to support corridor development</p> <p>Series of goals and objectives established per corridor</p>	<p>Determine appropriate interventions</p> <p>Maximise opportunities</p> <p>Facilitate linkages</p> <p>Manage new developments in a co-ordinated fashion.</p>
<b>Managing Urban Growth and Delineating an Urban Development Boundary</b>	<p>Urban sprawl onto greenfield sites</p> <p>Erosion of rural character of the limited rural assets of the City</p> <p>Proliferation of subsidised housing initiatives on peripheral locations away from economic and social opportunities</p>	<p>Infill, "brown-fields" developments</p> <p>Conservation of rural character of areas beyond the Urban Development Boundary (UDB).</p> <p>Abatement of urban sprawl on the periphery of the City</p>	<p>Combat urban sprawl.</p> <p>Create economies of urbanisation.</p> <p>Focus on in-fill and redevelopment.</p> <p>Support efficient infrastructure provision (capital investment).</p> <p>Provide a mechanism for</p>

<b>Development Strategies</b>	<b>Past trends</b>	<b>SDF desired urban form</b>	<b>Objectives</b>
	Escalating physical and social infrastructure demands and costs for both new infrastructure and maintenance costs		<p>effective growth management.</p> <p>Support a more efficient urban form that is public transport orientated.</p> <p>Protect environmentally sensitive areas, agricultural land and open space.</p> <p>Support a multi-modal transportation system.</p>
<b>Increased densification of strategic locations</b>	<p>Low density and dispersed activities</p> <p>Market preference for one erf one unit</p> <p>Perceptions that increased density equates to low cost housing</p> <p>Wasted land opportunities e.g. car parking above ground</p> <p>Low coverage and height restrictions</p>	<p>Higher densities and clustered activities in identified strategic locations,</p> <p>Co-ordinated investment in infrastructure to support densification initiatives</p>	<p>Promote appropriate densities and densification in appropriate locations.</p> <p>Promote the optimal use of existing and future infrastructure and resources.</p>
<b>Facilitating sustainable housing environments in appropriate locations</b>	<p>Subsidised housing located on the periphery of the City and related opportunities</p> <p>Lag in delivery of non-residential components of new housing schemes e.g. clinics / schools</p> <p>Focus on 250m<sup>2</sup> per erf</p>	<p>Increased focus on in-fill and programmes in closer proximity to existing opportunities and infrastructure</p> <p>Range of housing typologies to support the accommodation of various needs</p>	<p>Develop appropriate housing typologies.</p> <p>Promote adequate provision of social and economic amenities.</p>

If combined the strategies relating to economic infrastructure, sustainable development, transportation, meeting residential demand provide a spatial realisation of the SDF. This can be reflected spatially in the map below (see Figure 46):

Figure 46: Spatial Representation of SDF strategies and objectives



### City-Wide Catalytic Projects

There are City-Wide or large scale projects that are required to either i) keep the City Functioning or ii) aid in achieving the desired Human settlement SDF outcomes:



Figure 47: City- wide catalytic projects (**Project List to be updated**)

<b>Project Name</b>	<b>Expected Impact</b>	<b>Estimated Total Cost ( R )</b>
Fleurhof Mixed Housing Typology Development	Sustainable Human Settlements	460 000 000
Lufhereng Mixed Housing Typology Development	Sustainable Human Settlements	450 000 000
New Landfill	Sustainable Service Delivery	250 000 000
New Electricity Intake at Sebenza to provide stable future supply of electricity to the north of the City	Sustainable Service Delivery/ Economic Infrastructure	900 000 000
New Electricity Intake at Rivasdale to provide stable future supply of electricity to the south of the City	Sustainable Service Delivery/ Economic Infrastructure	900 000 000
Upgrading of 88kv Overhead lines	Sustainable Service Delivery/ Economic Infrastructure	750 000 000
Roll out of pre-paid electricity metres across the City	Sustainable Service Delivery/ Economic Infrastructure	1 000 000 000
Upgrading of Existing Waste Water Treatment Works	Sustainable Service Delivery	360 000 000
Construction of New Waste Water Treatment Works at Lanseria	Sustainable Service Delivery	830 000 000
Upgrading of Highways (M1, M2 and Soweto Highway)	Sustainable Service Delivery/ Economic Infrastructure	660 000 000
Fibre Optic Cabling Project	Economic Infrastructure	44 000 000
Joburg Market – Market of the Future (Fruit and Vegetables)	Economic Infrastructure/ Food Security Project	520 000 000
Waste to Energy Project	Sustainable Service Delivery/ Economic Infrastructure	700 000 000
Rea Vaya Bus Rapid Transit	Sustainable Service Delivery/ Economic Infrastructure	15 000 000 000
Construction of Olifantsvlei Cemetery	Service delivery	75 000 000

### Coordination of SIPs

Concerning the Countrywide Strategic Integrated Projects (SIP), which is coordinated by the Presidential Infrastructure Coordinating Commission (PICC), the City is involved in the following initiatives:

#### SIP2 - the Durban-Free State – Gauteng Logistics and Industrial Corridor

The City has budgeted R90 million for the redevelopment of the City Deep Inland Logistics Port in the medium term budget. However if this facility is to fulfil its potential as a key piece of economic infrastructure, significantly more investment will be needed and coordinated interventions from all relevant stakeholders will be required. The champion for SIP2 within the City of Johannesburg is the Transportation Department.

### SIP 7 – Integrated urban Space and Public Transport Programme –

This SIP is of direct concern to the City. The champion for SIP7 in the City is the Development Planning Department. The policy that outlines the City’s approach to this SIP as well as the City’s approach to informal settlements and backyard shacks is outlined firstly in the SHUSUP, the City Integrated Transport Plan (particularly through implementation of the Rea Vaya BRT bus network) as well as in the SDF. Presently the list of SIP projects as communicated to PRASA, which is the lead agent for SIP 7 on behalf of the PICC, is as follows:

Figure 48: City of Johannesburg draft SIP 7 projects 2013

Braamfischerville Ext 12&13	Upgrading of sewer outfall in Braamfisherville
Devland Ext 1,27,30,31&33	The Upgrading of Roads and Related Stormwater System
Flats and Stock Upgrading	Upgrading of Flats around Joburg
Fleurhof Mixed Development (Bulk and internal infrastructure)	The provision of bulk infrastructure including reticulation for specifically the following: Water, Sewer, Roads and Stormwater Management Systems.
Formalisation of informal settlements across the City.	Formalisation of Informal Settlements within the City of Johannesburg Administration Regions A-G
Land Purchases	Land purchases for properties in Princess Plots, Lindhaven, Jameson Field and Vlakfontein
Lehae Ext 1	Construction of Bulk Water Pipeline to cater for the Lehae Development
Lehae Ext 2	Formalisation
Lufhereng Mixed Development	The project involves the provision of bulk, link and internal roads, sewer, water & stormwater to the Doornkop Greenfields Project (a mixed housing scheme consisting of 25,000 subsidies) being implemented by the Gauteng Department of Housing under its incremental housing programme.
Matholesville Proper Ext 1&2	Construction of Roads and Stormwater including Water and Sewer.
Sol Plaatjies	Construction of Bulk Roads & Stormwater and Internal Roads & Stormwater
Fleurhof rental New Housing Development	Development of 600 rental housing units

Nancefield Station Precinct Housing	Redevelopment of existing flats and construction of additional flat accommodation and the provision of bulk infrastructure associated with the development
Selkirk Social Housing	Development of 300 medium density housing within Randburg CBD which will assist in attracting investors in the area
Rea Vaya New Bus Rapid Transit	Bus Rapid Transit (BRT) System: roads and ancillary works, depots, termini, land, Intelligent Transport System (Automatic Public Transport Management System & Automated Fare Collection System)
Nancefield Station Precinct Development	Provision of bulk infrastructure to support the development of a mixed land use development supporting a range of housing typologies to benefit from the transit options currently available within the precinct

The above project list is subject to change through discussions with PRASA and other stakeholders.

### 3. Identification of Urban Network, Integration Zones and Hubs

The Urban Network Model developed by National Treasury is understood by the City as,

“...a **transit-orientated precinct investment** planning, development and management approach aimed at strategic spatial transformation in order to **optimize access to social and economic** opportunities for all **and especially the poor** as well as to **minimize transaction costs** to participating in the urban economy.”<sup>1</sup>

This definition of an urban network is detailed as a primary and secondary network of hubs (nodes) (concentrations of economic and social activity or economic potential) and corridors that facilitate public transit)<sup>2</sup>.

The **primary network** consists of the Joburg CBD and other metropolitan (e.g. Sandton) and regional (e.g. Randburg) mixed-use nodes, certain industrial nodes and public transit corridors (i.e. Corridors of Freedom) linking nodes.

The **secondary network** refers to “secondary public transport linkages that connect each Neighbour hub with lower order nodes” within marginalised townships of the City (e.g. Diepsloot, Ivory Park, Alexandra, Soweto, Greater Orange Farm).

<sup>1</sup> National Treasury. 2012. Identification of the Urban Hub: Document 1 Methodology Development

<sup>2</sup> National Treasury. 2012. Proposed Urban Network Model

As mentioned above the public corridors that facilitate public transit in the context of current City planning is the Corridors of Freedom.

In addition the Urban Network Model identifies integration or restructuring zones within the primary. These are areas of potential 'infill fabric'<sup>3</sup> within the broader built environment. Key considerations in identifying integration zones are<sup>4</sup>:

- Land availability
- Proximity to CBD
- Proximity to social and economic amenities
- Access to job opportunities
- Transport Network
- Addressing previous segregation
- Availability

In interpreting municipal plans, specifically the spatial plans of the City as captured in the SDF in terms of the Urban Network Model it is acknowledged that that spatial realisation of the SDF is too detailed for prioritising medium to long term qualitative change in the built environment. To this end the Capital Investment Priority Areas (CIPA) (see figure 49) was developed. The CIPA defines the primary network for the City. The CIPA provides the basis for prioritising and re-directing the City's capital budget for the medium to long term. As discussed above in both section B and C the priority areas are:

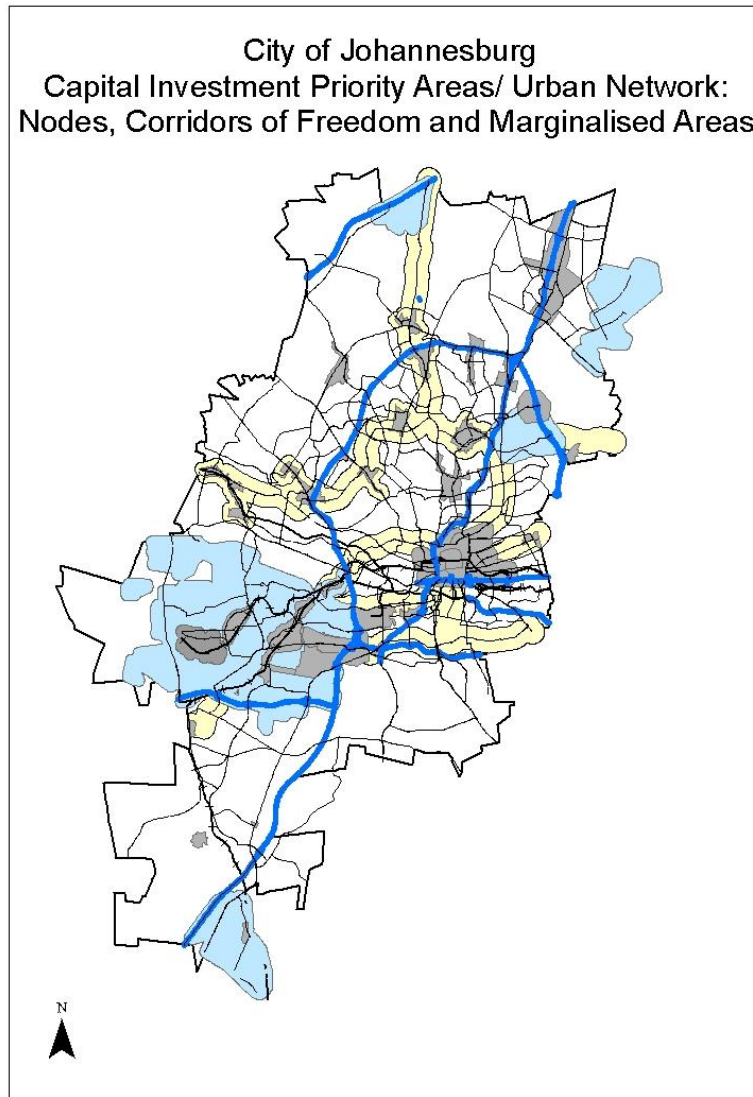
- The Corridors of Freedom with a focus on the Louis Botha, Perth-Empire and Turffontein Corridors.
- The mixed-use and industrial nodes.
- The Marginalised former black townships of Ivory Park, Diepsloot, Alexandra, Soweto and Orange Farm where the highest levels of deprivation and the highest population densities are located within the City (the secondary network).
- The Inner City (the CBD)
- Informal Settlements

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<sup>3</sup> National Treasury. 2012. Identification of the Urban Hub: Document 1 Methodology Development

<sup>4</sup> ibid

*Figure 49: Capital Investment Priority Areas*



### **Inner City/ Central Business District (CBD)**

As described above the Inner City/ CBD remains an important area of economic, residential and social interaction catering for a diverse range of incomes, cultures and races – incorporating both the formal and the informal sector in complex relationships. The key policy guiding the City’s engagement with the CBD is the Inner City Road Map. The Inner City Road Map will be detailed in future iterations of the BEPP.

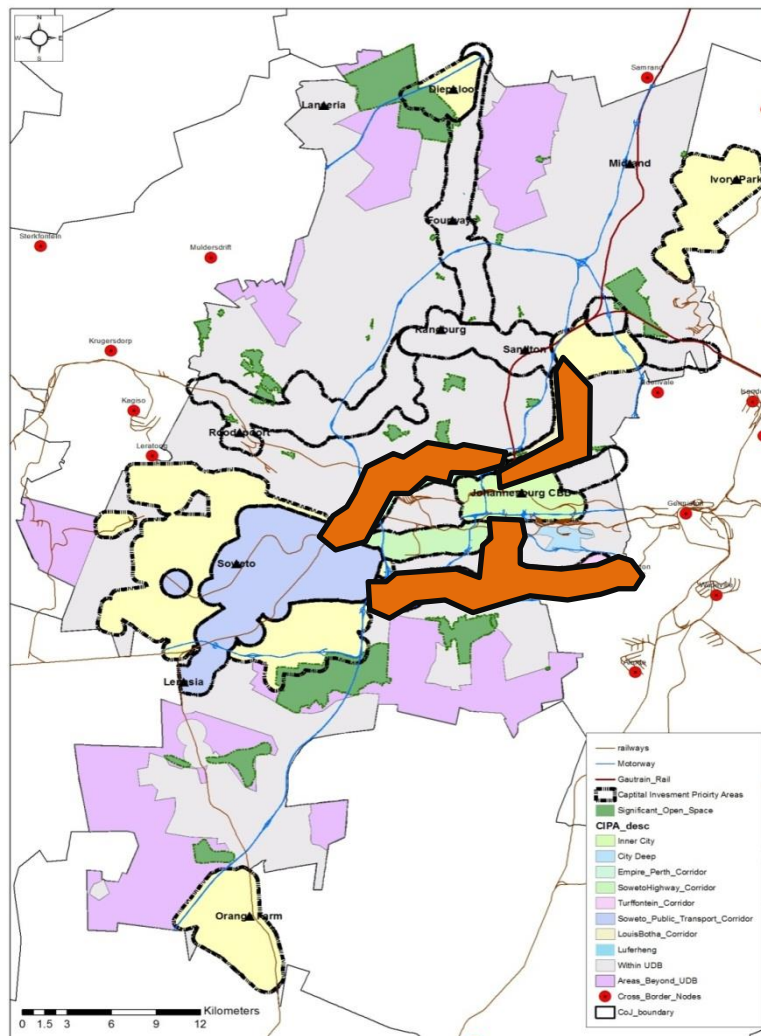
### **Transport Link and Activity Corridors**

The priority Activity Corridors that form the basis for the transformation of City form at the primary network level are the Corridors of Freedom. Given the scale of the corridors and resultant capital requirements for



the projects the focus of the City's efforts is on the Louis Botha, Perth-Empire, Soweto and Turffontein Corridors. (See figure 50).

*Figure 50: Corridors of Freedom emphasising (from north to south) Louis Botha, Perth Empire and Turffontein Corridors*



Diepsloot –Randburg, Roodepoort/Randburg, Randburg-Marlboro –Linbro Park, Inner city-Bruma and the Soweto Highway Corridors form the focus of the City's planning and investment in the medium to long term. In addition, there are proposals for a corridor to link Ivory Park to the existing Corridors of Freedom Framework through the Modderfontein land holding (see restructuring zones), but this initiative is at a conceptual stage.

The public transport backbone of the corridors is the Rea Vaya Bus Rapid Transit System and feeder routes in conjunction with existing taxi and rail infrastructure, supported by quality non-motorised transport infrastructure.

The development rationale is transit orientated development at stations at mixed use or industrial nodes.

Each of Corridors has a 'basket' of service interventions that respond to:

- Movement infrastructure
- Service infrastructure
- social infrastructure
- public environment infrastructure
- land acquisition
- housing projects
- institutional projects

Detailed plans for the three Corridors in question have been compiled in the form of Strategic Area Frameworks.

### Louis Botha Corridor

*Figure 51: Louis Botha Corridor*



This corridor links the Inner City (CBD) to Alexandra and to Sandton to the north. The corridor is located in the central eastern area of the City, primarily in Administrative Region E. In terms of the Strategic Area Framework the plan identifies priority precincts and projects.

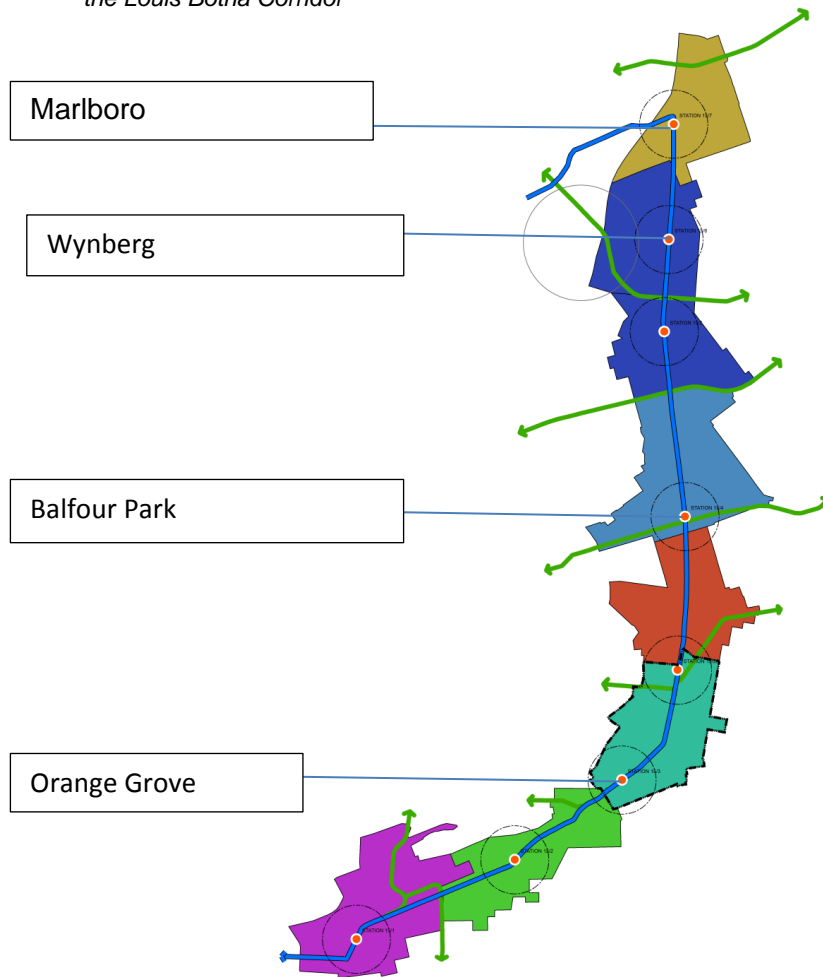
The Corridor is focused on Louis Botha Avenue, which north of Alexandra becomes Old Pretoria Main Road.

The Louis Botha Strategic Area Framework is the City's Guide for the short to medium term development of the Corridor.

The priority precincts proposed by the Plan are: Marlboro, Wynberg Balfour and Orange Grove (Figure 52). These are industrial and

mixed-use nodes located along the Louis Botha Corridor. These precincts are located in the vicinity of proposed BRT Stations. It is these areas where intensification of residential, economic and social use is to be encouraged the most.

*Figure 52: Priority Development Areas within the Louis Botha Corridor*



The key interventions planned for the corridor in the short to medium term are:

- Infrastructure capacity for densification
  - Power – R141 million
  - Water – R85.6 million
  - Sewer – R15.8 million
- Transport infrastructure (Bus Rapid Transit infrastructure for Louis Botha) including the Watt Street interchange and freedom walk at Wynberg– R2 billion, This project is to be funded out of PTIS
- Patterson Park redevelopment and facilities – R32 million
- Marlboro Housing – R414 million

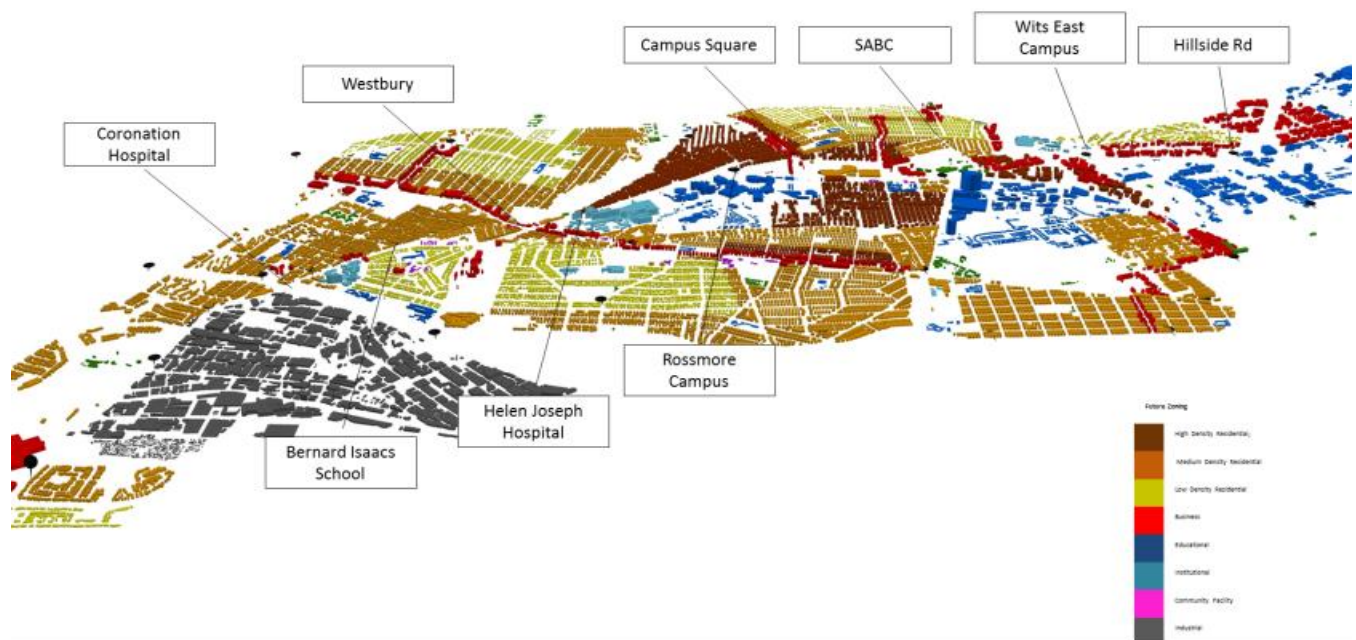
A detailed list of projects for the Louis Botha Project for the next six years is included below.

### Perth / Empire Corridor

The Perth Empire Corridor differs from Louis Botha Corridor as the Rea Vaya BRT Infrastructure has already been implemented.

The corridor connects the CBD with Soweto, the largest collective of former black townships in the City, to the south-west. The Corridor follows Empire Road – Stanley Avenue – Kingsway – Perth Road – Harmony Street – Fuel Road – Commando Road – New Canada Road – Main Road (see figure 53).

Figure 53: Proposed Perth/Empire Corridor Strategic Area Framework identifying key features of the Corridor



Nodes include Parktown, Auckland Park (including Melville), Millpark, Brixton, Martindale and Industria and other neighbouring industrial nodes (e.g. Croesus).

The area is characterised by institutions that are critical to the City and the Country’s economy and society. These include: the University of Witwatersrand; the SABC; the University of Johannesburg (Auckland Park Campus); the Helen Joseph Hospital and the Coronationville Hospital.

The corridor also includes a number of poor communities situated in two informal settlements; Westbury; Pennyville and Noorgesig.

The Perth/Empire Strategic Area Framework is to guide the City’s development approach to the area. The proposed ‘basket’ of service interventions is intended to support the strategic intensification of land uses within the Corridor.

Key Projects required for the corridor to realise its development potential include:

- Increased Infrastructure capacity for densification
  - Power – R265 million
  - Water – R115 million
  - Sewer – R41.6 million
- Roads and transport infrastructure – PTIS allocation
- Westdene dam Redevelopment – R22 million
- Westbury redevelopment including social facilities – R175 million
- Pennyville Housing – R163 million

Detailed Project lists arising from the redevelopment of the Corridor are listed below.

### **Turffontein Corridor**

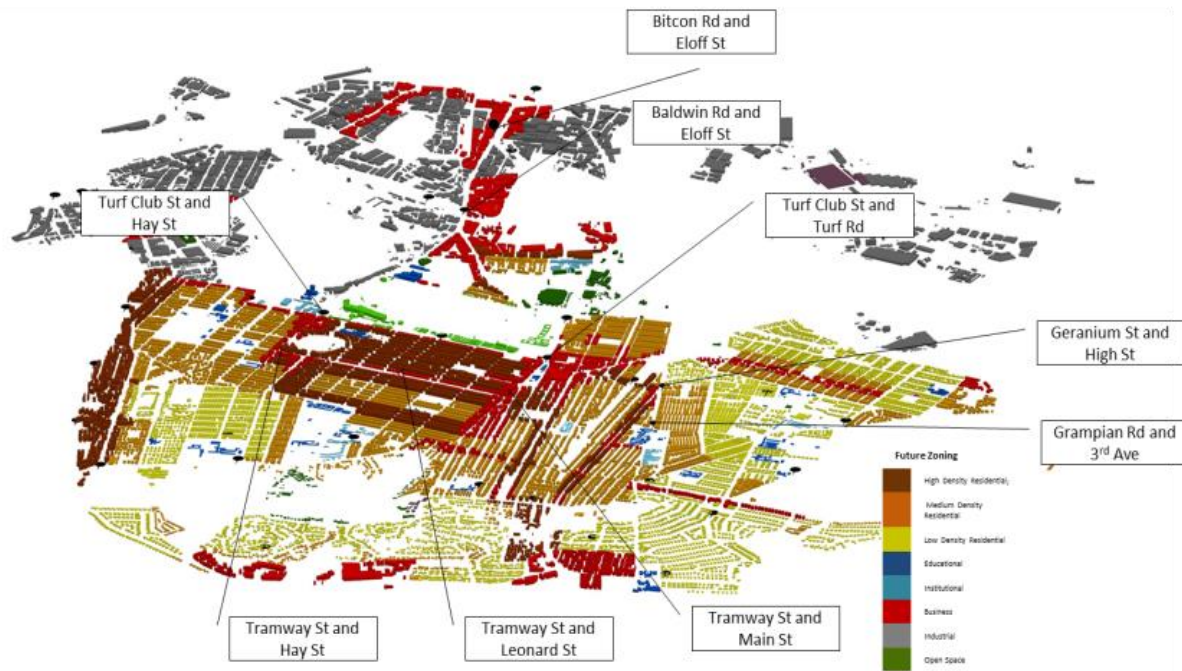
Turffontein is located south of the CBD and is located on the southern edge of the mining belt.

Again, the Turffontein Corridor is different from the previous two corridors. Initially, the corridor was to focus on Booyens Road/ Klip River Drive and Rifle Range Road and the link to the existing BRT Route on Soweto Highway and the desire lines through to the Johannesburg South. However, due to urban decay being experienced in pockets and to there being potential for densification within Turffontein (Residential stands are currently Zoned Residential 4 permitting flats) it was decided that the broader Turffontein area would form the focus of the Strategic Area Framework.

Unlike the Louis Botha and the Perth/Empire Corridors no proposed bus rapid transit system transverses the study area. The existing Soweto Highway leg of the Rea Vaya systems serves the edge of the study area. Therefore one of the primary functions of the Turffontein Strategic Area Framework is to identify the need for a bus rapid system feeder bus network or a re-orientated regular Metrobus service for the Area.



Figure 54: Turffontein Corridor Strategic Area Framework indicating key roads in the area



Turffontein, and neighbouring suburbs, have a significant immigrant population which in part is due to the proximity to the Central Business District. A further noticeable trend has been an increase of poverty within the area. Despite this there is still a lively and important trade and associated commercial component within the area especially in the established industrial and along activity streets.

Structuring elements of the study area include: west-east railway line, the M1 and M2 Highways, mine dumps, the Robinson Landfill Site, the Turffontein Race Course, Wemmer Pan and Moffat Park.

Focal points for the Turffontein Strategic Area Framework include:

- Stafford Rail Station in Booyens Industrial Township
- Wemmer Pan and associated open spaces and community facilities, and
- de Villiers Road and Rotunda Park within Turffontein

The key service related projects to facilitate the redevelopment of Turffontein are:

- Infrastructure capacity for densification
  - Power – R66.3 million
  - Water – R93.9 million
  - Sewer – R13 million
- Roads and transport infrastructure – R121.8 million
- Linear Central Park and community facilities – R30.6 million

- Rental and Social Housing – R269 million
- Wemmer Pan Redevelopment – R28 million

The list of service related projects is detailed below.

### **Jabulani Hub**

The Corridors of Freedom and associated metropolitan and region nodes form the primary intervention areas in addressing the structural aspects of primary network as defined by National Treasury. With regards to the secondary network, focusing on the marginalised areas, Jabulani and surrounding areas in Soweto have been identified as the pilot project for specific interventions in order to establish a vibrant, diverse and healthy mixed-use node.

Jabulani is an emerging secondary mixed use node (hub) within Soweto. The node is located within a Capital Investment Priority Area as defined.

Jabulani is located in the central north western area of Soweto and is served by the Inhlazane Train Station managed by PRASA, and is located on a proposed BRT route. This makes Jabulani a critical point by which people in Soweto access other areas in Soweto, the CBD and the rest of City, and a potential beneficiary of future transit orientated development.

The node is defined by Koma Street and the railway line, with most of the development situated along Bolani Road in close proximity to the Inhlazane Train Station. It also includes a significant natural system which at present consists of portions that are largely disconnected from one another. The Jabulani Water Tower as well as the Jabulani Mall and the Soweto Theatre are important landmark features within the area.

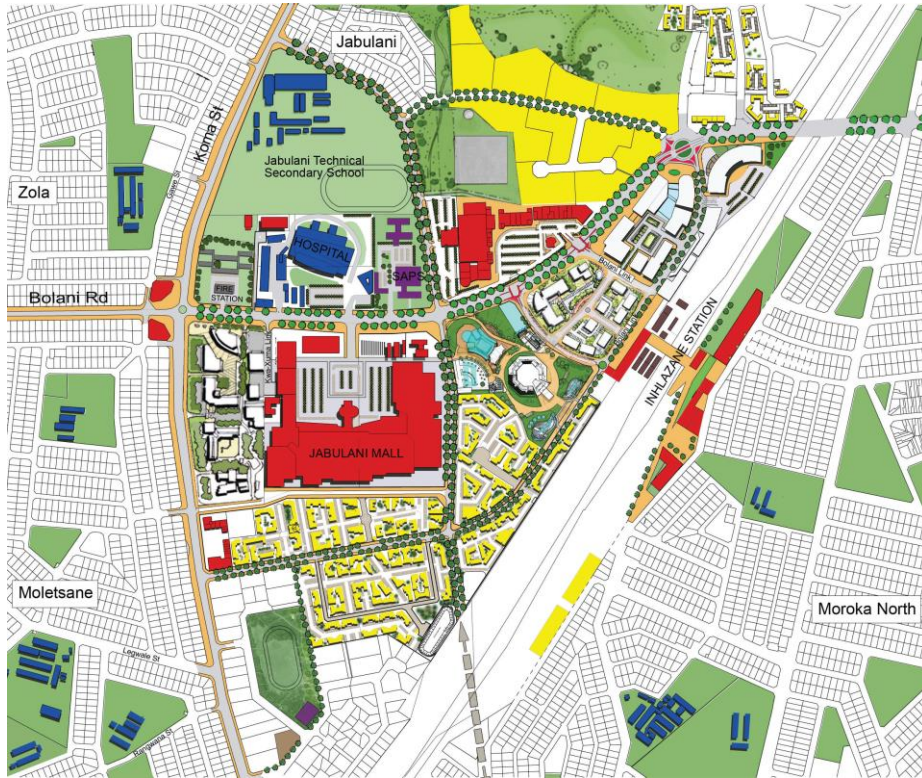


Figure 55: Jabulani Cultural Precinct: Urban Design Report Proposals

The City's plans for the precinct are defined in the Jabulani Cultural Precinct: Urban Design Report and Urban Design Framework.

The City's objectives for the future development of Jabulani are:

- The creation of unique public spaces and defined connections to surrounding activities in order to provide safe and secure environments for the user while emphasising and enhancing a sense of place-identity.
- The establishment of mixed-use environments that transform the node into a sustainable, vibrant and high density zone with improved transport connections. These connections will further enhance push and pull factors between Jabulani, surrounding areas and the greater City of Joburg.
- The identification of the full development potential of all future developments in terms of their contribution to the formation of a more sustainable environment. Sustainability is viewed in economic, social, environmental and physical terms, as it applies within the node and to the broader context of Jabulani.
- The promotion of integrated land use development.
- Reinforce the functional integration of major transport points to the greater urban context as well as their effectiveness within the node.

The Priority intervention programmes in Jabulani as defined in the Urban Design Framework are:

- Transportation: - pedestrian movement; Inhlazane Train Station; taxis; bicycle lanes
- Open Space – Jabulani Amphitheatre Park; Water Tower Park; Jabulani Flats Park; pocket parks
- Retail and Commercial Opportunities – Formal and informal enterprise development
- Integration of institutional Uses within Jabulani

In addition to the Jabulani Hub the City has undertaken detailed planning for emerging hubs within Ivory Park, Diepsloot and Orange Farm. At a City-wide level these are peripheral localities that constitute the secondary network, but at a City Region level these largely deprived townships are strategically located within Gauteng, especially with the creation of the new Metro to the south of the City of Johannesburg. Future revision of the BEPP will detail the plans for these emerging hubs, if deemed acceptable by National Treasury.

### **Integration Zones**

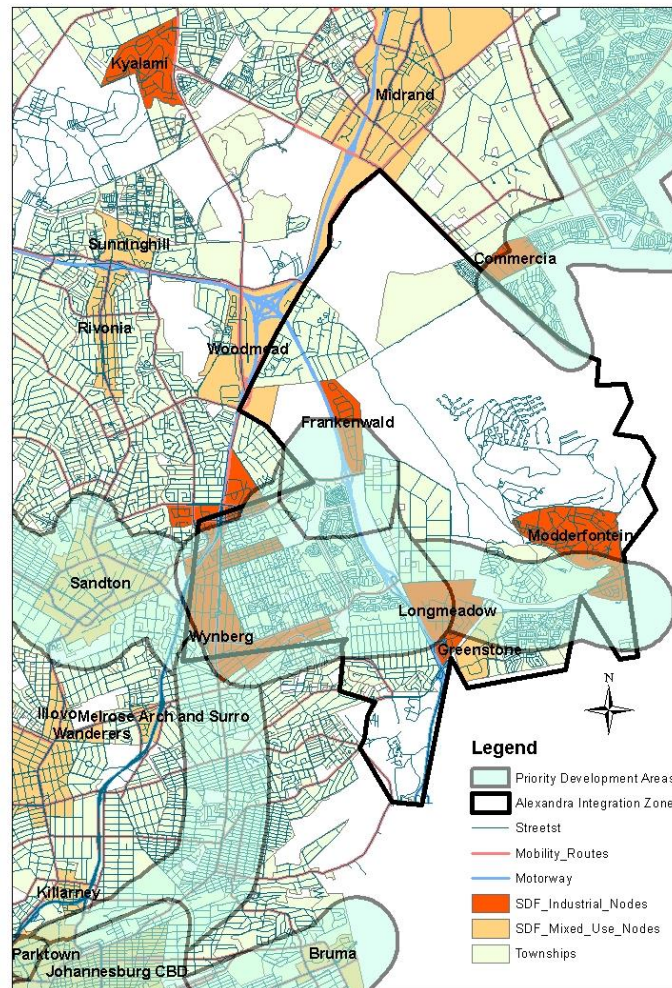
Two integration zones are proposed for the City.

#### **Alexandra Integration Zone**

The integration zone approved by the City following previous discussions with National Treasury is the Alexandra Integration Zone that included: Alexandra, Marlboro, Far East Bank, Marlboro Station and Wynberg. It is proposed that this area be expanded to include the Farm Frankenwald, the Linbro Industrial Node, Linbro Park Agricultural Holdings, Westfield, Modderfontein Land Holdings, Buccleugh, Farm Rietfontein and Farm Waterfall holdings east of the N1 Highway (see figure 56).



Figure 56: Alexandra Integration Zone



The reasons for proposing the above Integration Zone include:

- Despite significant public investment and development in Alexandra the township remains an over- crowded, degraded space that is poorly integrated with the surrounding urban fabric.
- Industrial areas in the vicinity are well located in relation to the Province’s network of highways and are well located to access Oliver Tambo Aerotropolis, but certain industrial areas have suffered due to illegal occupation of factories.
- The implementation of the Louis Botha Avenue Corridor of Freedom and the subsequent Randburg-Sandton-Marlboro Corridor of Freedom (with its extension to Ivory Park) will intersect the area in question increasing the potential for transit orientated development within the zone.
- The introduction of bus rapid transit related development will strengthen the existing rail transit at the Gautrain Station at Far Bank Ext 9, and increase the potential for development in the vicinity of the Station.



- In terms of integrating the dispersed urban fabric that comprise the Gauteng City Region, the development of the zone in question is critical to ensure a more coherent urban form. However to achieve this significant public investment is required to address the barriers to this integration, in particular: the N3 Highway, the M1 Highway, the Linbro Park Landfill Site, transmission line servitudes, the Gautrain Railway Servitude and a lack of pedestrian access routes and associated facilities.
- The Zone in question is the location of the last remaining large portions of undeveloped land in the east of the City. It is critical that this land be developed in a sensitive manner and integrates new development with the existing urban fabric.
- In addition the Zone is the location of large public and private institutions and land owners. The potential to negotiate public/private partnerships for the development of the area is higher than in other areas within the City.
- The development of the integration zone could better integrate Ivory Park with the City of Johannesburg through the extension of Marlboro Drive through the Modderfontein land holding.

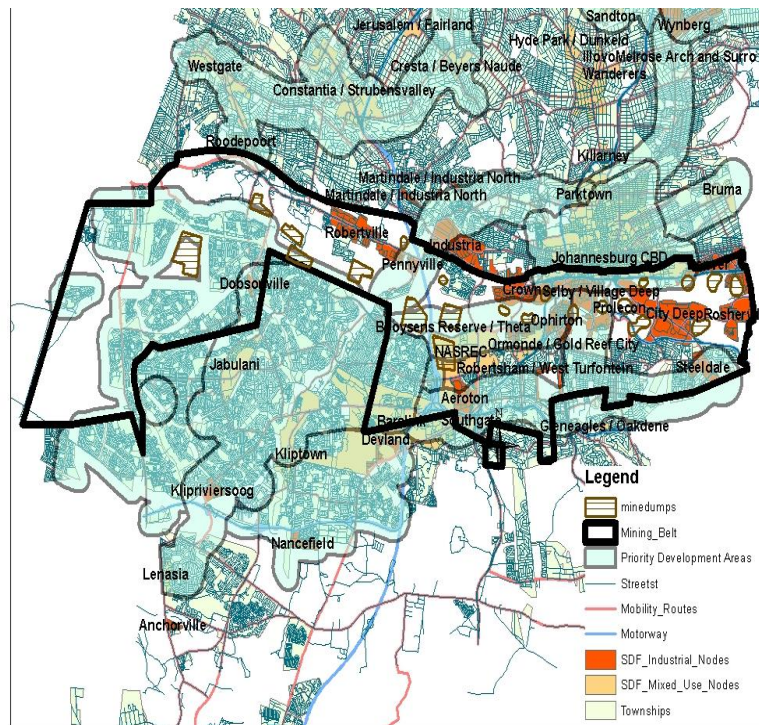
Key Urban Network Elements within the Integration zone include:

- The Louis Botha Corridor of Freedom
- The proposed Randburg – Sandton – Marlboro Corridor
- Wynberg
- Marlboro Station node
- The proposed Modderfontein mixed use node
- The proposed Modderfontein Gautrain Station
- Expanded Industrial Nodes

### **Mining Belt Integration Zone**

The Built Environment Performance Plan proposes a second Integration Zone for the City of Johannesburg. This is the Mining Belt Integration Zone (Figure 57). This is an area that runs across the City's borders in a west to east direction immediately south of the Central Business District. The Spatial Development Framework defines the Mining Belt as an area for large scale redevelopment through the execution of commercial and residential development within the Zone.

Figure 57: Proposed Mining Belt Zone



The reason why the Mining Belt Zone is being put forward as an integration zone is that the scale of the environmental and mining decline is so great that the Municipality cannot on its own be expected to create sustainable human settlements within this area. Only a coordinated approach between the various spheres of government, the mining sector, other industry role-players, the logistics and transport industry, environmentalists and residents can improve the liveability and productivity of the area.

The mining belt was where the commercial imperative for racial discrimination was derived in the demand for cheap labour to mine gold. It is therefore imperative that this area become a quality living and working environment as a response to the Zone's industrial history.

Key challenges facing the Zone include:

- Acid Mine Drainage
- Under-mining
- Wind-blown particulate matter from mine dumps. There is a need to remove mine dumps.
- Poor road and rail access into the mining belt (poor north south linkage into the area)
- Decline of industry within certain townships
- Re-mining at certain points along the mining belt which has delayed the redevelopment of areas within the Zone
- Location of poor communities within certain existing townships, hostels and informal settlements along the mining belt in hazardous locations

### Key opportunities

- Improvement and Expansion of the logistics port at the City Deep in keeping with the SIP2 priorities
- Expansion of the Joburg Market in order to improve the City's food security and look at opportunities to expand food processing enterprises within the area
- Transnet's on-going capital reinvestment programme to revitalise rail infrastructure and improve the quality and reliability of trips for commuters accessing the CBD especially from Soweto and Germiston.
- Two of the current Corridors of Freedom, the Perth-Empire Corridor and the Turffontein Corridor, traverse the Zone. The interventions proposed in terms of the Strategic Area Frameworks for the Corridors could act as catalysts for a broader intervention within the mining belt zone
- Significant areas of open land that have potential for redevelopment
- Willingness of owners to investigate proposals to redevelop the mining belt

The scale and complexity of the challenges and opportunities within the mining belt need a coordinated response from all stakeholders. It is for this reason that it is proposed that the area be packaged as an integration zone for special intervention.

#### 4. Spatial Targeting Instruments

Currently the City of Johannesburg has an Urban Development Zone (UDZ) designated for the Inner City which was promulgated on October 14, 2004. The instrument was meant to expire in 2014 but has been extended till 2020.

The tax incentive offered within the UDZ comes in the form of an accelerated depreciation deducted from the UDZ eligible taxpayer's taxable income, thus reducing the taxpayer's payable tax.

The deduction is applicable in respect of:

- erection, extension or improvement of or addition to an entire building;
- erection, extension, improvement or addition of part of a building representing a floor area of at least 1 000 m<sup>2</sup>; or the purchase of such a building or part of a building directly from a developer on or after 8 November 2005, subject to the requirements that:
  - The developer has erected, extended, added to or improved the building or part of the building representing a floor area of at least 1 000 m<sup>2</sup>.
  - The developer has not claimed any UDZ allowance in respect of the building or that part of the building.
  - In the case of the improvement of a building or part of a building, the developer has incurred expenditure in respect of these improvements equal to at least 20 per cent of the purchase price paid by the first purchaser in respect of the building or part of the building.

In the Inner City the UDZ has attracted investment that exceeds R11billion and has created more than 80,000 temporary construction jobs. It has assisted in creating quality precincts at Maboneng, the Turbine

Square, the End Street residential precinct, the Braamfontein University City, the Rooftop Gardens, the ABSA Campus and the Bank City Foyer.

The City is seeking to extend the Urban Development Zone concept to include emerging hubs in marginalised areas to strengthen the City's secondary network and to assist in 'innovatively connecting Joburg's low-income earners to the City's knowledge economy and opportunities'. Areas under consideration for such an intervention include Orange Farm, Kliptown, Alex proper and Eldorado Park. Engagements with the relevant business organisation operating in these areas have been initiated.

In addition the City is seeking to extend the UDZ' to certain hubs associated with the Corridors of Freedom and identified Integration Zones.

## **5. Spatial and Land Use Policy Revisions**

The Spatial Planning and Land Use Act (SPLUMA) (Act 16 of 2013), has redefined the planning policy environment for all three spheres of government.

With regards to spatial planning, the City of Johannesburg is currently in the process of revising its Spatial Development Framework (SDF). It is projected that the document will be finalised towards the end of 2014. The broad content of the revised document has been summarised above. The updated SDF will align itself to the requirements of SPLUMA. In addition to the SDF the spatial plans for the City's seven administrative regions or Regional Spatial Development Frameworks (RSDFs) will also be updated within the next year.

Concerning land use planning, the City has undertaken a lengthy process to collate its 14 existing land use schemes into a single Consolidated Johannesburg Town Planning Scheme. The Scheme seeks to simplify the process of applying for changes to land use. The draft policy is being revised in order to include the provisions of SPLUMA.

At present there is currently a review to facilitate faster land use approvals within Corridors..

## **6. Catalytic Projects or programmes by prioritised Area**

Proposed projects required for the realisation of the corridors and for Jabulani are provided below.

In relation to the Corridors a map accompanies the list of projects and estimated budgets. Critical projects on the lists can be referred back to the map using the ID No.

At present no detailed planning has been done for the proposed Restructuring Zones and as such no projects have been identified.

There are however projects that are generic (Figure 58) to the three areas. These are:

*Figure 58: Generic Corridor Projects*

Project Name	Project Description	Budget 2014/15-2016/17
Corridor naming and branding		R 21,600,000.00
Partnership Programme	operational capital to support the role out of Corridor of Freedom projects	R 15,000,000.00
Land Acquisition (initial estimate)	Purchase of Land for Schools, Social Facilities, Bulk Infrastructure, NMT, Open Spaces/ Squares	R 112,010,000.00

The need to market each of the corridors will need to be an on-going and intense process to communicate the benefits of redeveloping the corridors to all stakeholders – residents, business owners, potential investors, commuters and other spheres of government.

Marketing the three Corridors of Freedom will only be part of the process. A further aspect is building partnerships with stakeholder groups that are willing to see the positive transformation of the three corridor areas in question. Such partnerships will require the City to invest its own resources in certain instances, as such a budget allocation has been proposed for this purpose.

Purchase of land by the City to provide desired housing typologies for targeted socio-economic groups, for new commerce, social facilities and open space will form a critical component of the City's strategy in the Corridors. It is envisaged that R 110 million is to be spent on land in the first three years and a further R200 million in the next six years. Such expenditure will be open to the vagaries of the property market and it is expected that returns on this investment will diminish with time.



**Louis Botha – Capital Budget**

*Figure 59: Location of Critical Project Interventions on the Louis Botha Ave.*

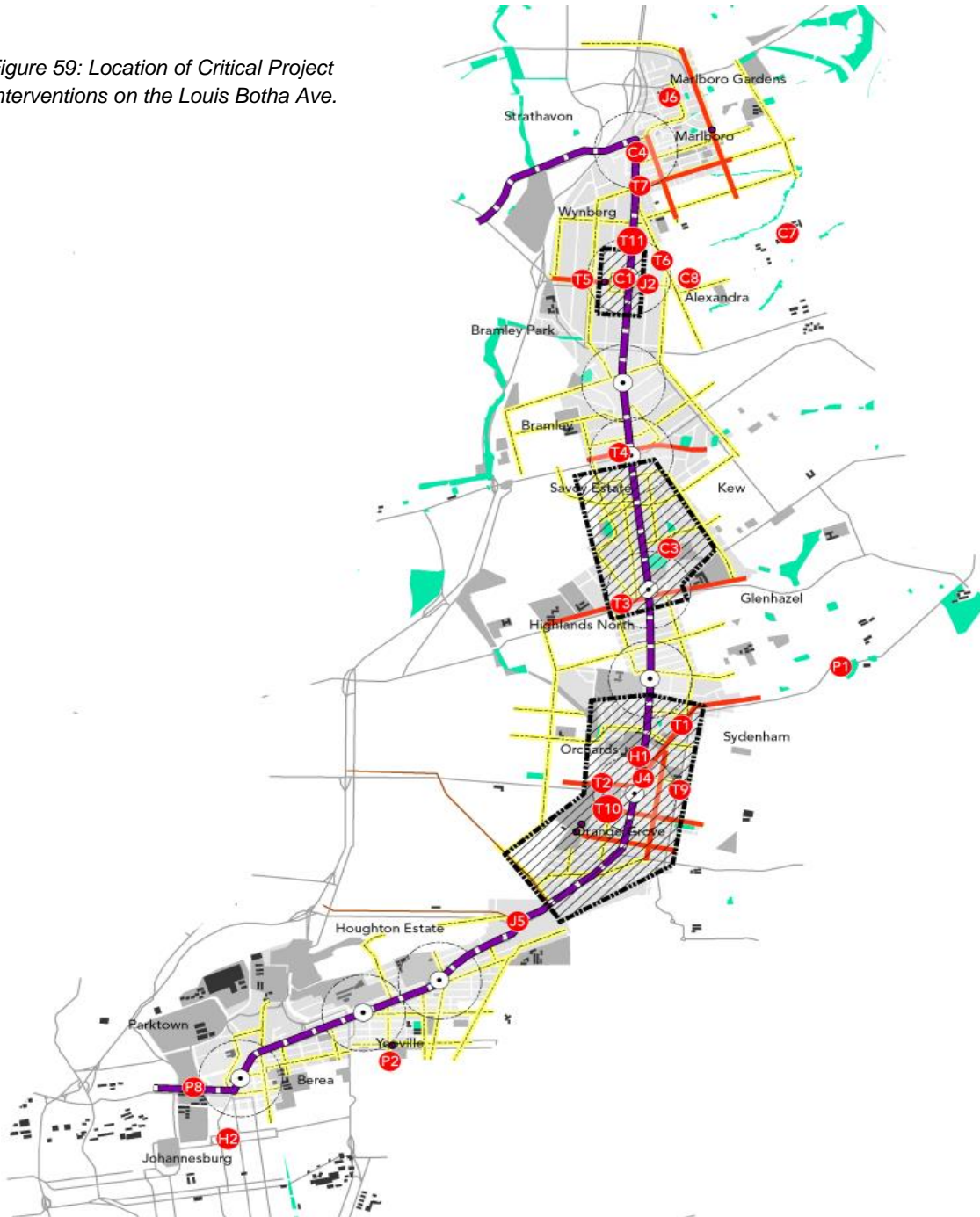


Figure 60: Project List for Louis Botha Corridor of Freedom

ID No.	Project Name	Budget 2013/15-2016/17	Budget 2017/18-2019/20	Division Responsible	Corridor
P1	Dan Pienaar	R 2,000,000.00		City Parks	Louis Botha
P2	Yeoville Park	R 2,000,000.00		City Parks	Louis Botha
	Proposed Standby Distributor (Bagleystone & Orchards Distributors) (Louis Botha Ave Corridor)	R 2,000,000.00		City Power	Louis Botha
	Relieve Glenhazel South Distributor (Louis Botha Ave Corridor)	R 1,900,000.00		City Power	Louis Botha
	Relieve Orange Grove East Distributor (Louis Botha Ave Corridor)	R 1,300,000.00		City Power	Louis Botha
	Relieve Sunningdale Distributor (Louis Botha Ave Corridor)	R 4,500,000.00		City Power	Louis Botha
	Proposed Sandringham Substation (Louis Botha Corridor)	R 75,400,000.00		City Power	Louis Botha
C1	Watt Street Public Functions (Thusong Centre)	R 14,000,000.00		Community Development	Louis Botha
C2	Orange Grove - New Social Facilities Provision	R 8,000,000.00		Community Development	Louis Botha
C3	Balfour - New Social Facilities Provision	R 12,000,000.00	R 8,000,000.00	Community Development	Louis Botha
C4	Marlboro - New Social Facilities Provision	R 15,000,000.00	R 11,000,000.00	Community Development	Louis Botha

C5	Reconfiguration and Upgrading of Paterson Park and associated facilities.	R 32,500,000.00		Community Development/ City Parks/Pikitup/JRA/JPC	Louis Botha
	"Urban School" Study	R 600,000.00		Development Planning	Louis Botha
	School Masterplan	R 1,400,000.00		Development Planning	Louis Botha
H1	Orchards Clinic Redevelopment	R 18,000,000.00		Health	Louis Botha
H2	Balfour New Clinic		R 25,000,000.00	Health	Louis Botha
J1	Watt Street Interchange			JDA	Louis Botha
J2	Phase 1 - 2 000m <sup>2</sup> Great Walk	R 2,200,000.00		JDA	Louis Botha
J3	Phase 2 -19 000m <sup>2</sup>		R 24,000,000.00	JDA	Louis Botha
J4	Orange Grove Triangle (4000m <sup>2</sup> square, land costs of R3.5 million)	R 7,900,000.00		JDA	Louis Botha
J5	Houghton Corner (1 500m <sup>2</sup> )			JDA	Louis Botha
	Medium (Median?) Spaces - 12 across the corridor, 12000m <sup>2</sup> in total, public land)	R 6,000,000.00	R 4,800,000.00	JDA	Louis Botha
	New Parks (6 in Total across the study area)	R 900,000.00	R 900,000.00	JDA	Louis Botha
	Pocket Places (42 across the corridor, 10800m <sup>2</sup> in total)	R 15,660,000.00		JDA	Louis Botha
J6	Upgrading and redevelopment of Marlboro pound and offices			JMPD	Louis Botha
T1	Durham Road - Upgrade in terms of Complete Street Standards		R 17,010,000.00	JRA	Louis Botha
T2	Ivy Road - Upgrade in terms of Complete Street Standards		R 7,839,000.00	JRA	Louis Botha
T3	Athol Street - Upgrade in terms of Complete Street Standards		R 18,000,000.00	JRA	Louis Botha
T4	Corlett drive - Upgrade in terms of Complete Street Standards		R 18,000,000.00	JRA	Louis Botha
T50	Rautenbach Ave - Upgrade in terms of Complete Street Standards		R 4,860,000.00	JRA	Louis Botha

T6	1st Avenue - Upgrade in terms of Complete Street Standards	R 4,968,000.00		JRA	Louis Botha
T7	1st Street - Upgrade in terms of Complete Street Standards	R 9,801,000.00		JRA	Louis Botha
T8	10th Avenue Link - Upgrade in terms of Complete Street Standards		R 26,400,000.00	JRA	Louis Botha
T9	9th Avenue (Orange Grove) - Upgrade in terms of Complete Street Standards		R 14,733,000.00	JRA	Louis Botha
T10	Orange Grove Local Street Upgrades - Upgrade in terms of Complete Street Standards		R 13,300,000.00	JRA	Louis Botha
	ZANDFONTEIN SOUTH	R 30,429,700.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 15,647,240.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 11,373,460.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 697,480.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 224,560.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 1,278,760.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 481,460.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 491,540.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 417,340.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 7,075,600.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 1,272,320.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 546,280.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 84,700.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 434,420.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 224,840.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 334,040.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 417,340.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 196,000.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 588,420.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 102,620.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 155,400.00		Jwater	Louis Botha
	ZANDFONTEIN SOUTH	R 1,281,280.00		Jwater	Louis Botha

ZANDFONTEIN SOUTH	R 150,080.00		Jwater	Louis Botha
ZANDFONTEIN SOUTH		R 12,408,200.00	Jwater	Louis Botha
ZANDFONTEIN SOUTH	R 92,400.00		Jwater	Louis Botha
ZANDFONTEIN SOUTH	R 3,842,160.00		Jwater	Louis Botha
ZANDFONTEIN SOUTH	R 774,480.00		Jwater	Louis Botha
ZANDFONTEIN SOUTH		R 3,708,320.00	Jwater	Louis Botha
ZANDFONTEIN SOUTH		R 838,180.00	Jwater	Louis Botha
ZANDFONTEIN_NORTH		R 1,392,160.00	Jwater	Louis Botha
HURSTHILL RES 2 - PRV(NEW 2)	R 46,060.00		Jwater	Louis Botha
BRUMA SOUTH GLENHAZEL	R 1,132,300.00		Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL	R 710,000.00		Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL	R 147,100.00		Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL	R 769,400.00		Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 270,000.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 264,300.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 201,200.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 159,000.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL	R 284,971.43		Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 195,600.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 181,400.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 472,900.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 765,200.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 1,055,300.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 478,300.00	Jwater (sewer)	Louis Botha
BRUMA SOUTH GLENHAZEL		R 564,000.00	Jwater (sewer)	Louis Botha
ORANGE_GROVE	R 350,500.00		Jwater (sewer)	Louis Botha
ORANGE_GROVE	R 304,200.00		Jwater (sewer)	Louis Botha
ORANGE_GROVE	R 894,600.00		Jwater (sewer)	Louis Botha



	ORANGE_GROVE	R 1,217,900.00		Jwater (sewer)	Louis Botha
	ORANGE_GROVE	R 1,028,600.00		Jwater (sewer)	Louis Botha
	ORANGE_GROVE	R 950,900.00		Jwater (sewer)	Louis Botha
	HIGHLANDS_NORTH	R 595,400.00		Jwater (sewer)	Louis Botha
	HIGHLANDS_NORTH	R 358,500.00		Jwater (sewer)	Louis Botha
	HIGHLANDS_NORTH	R 686,800.00		Jwater (sewer)	Louis Botha
	HIGHLANDS_NORTH	R 773,200.00		Jwater (sewer)	Louis Botha
	HIGHLANDS_NORTH	R 351,300.00		Jwater (sewer)	Louis Botha
	PARKTOWN	R 115,300.00		Jwater (sewer)	Louis Botha
	PARKTOWN	R 883,100.00		Jwater (sewer)	Louis Botha
	CYDNA	R 2,553,500.00		Jwater (sewer)	Louis Botha
	PARKTOWN		R 352,300.00	Jwater (sewer)	Louis Botha
	PARKTOWN		R 837,100.00	Jwater (sewer)	Louis Botha
	PARKTOWN	R 184,800.00		Jwater (sewer)	Louis Botha
	PARKTOWN		R 179,300.00	Jwater (sewer)	Louis Botha
	PARKTOWN		R 119,900.00	Jwater (sewer)	Louis Botha
	PARKTOWN	R 787,400.00		Jwater (sewer)	Louis Botha
	PARKTOWN	R 256,800.00		Jwater (sewer)	Louis Botha
	PARKTOWN	R 560,000.00		Jwater (sewer)	Louis Botha
	WYNBERG		R 221,200.00	Jwater (sewer)	Louis Botha
	WYNBERG		R 589,200.00	Jwater (sewer)	Louis Botha
	WYNBERG		R 300,700.00	Jwater (sewer)	Louis Botha
	WAVERLEY		R 243,400.00	Jwater (sewer)	Louis Botha
	WAVERLEY		R 1,125,000.00	Jwater (sewer)	Louis Botha
	WAVERLEY		R 1,161,300.00	Jwater (sewer)	Louis Botha
	WAVERLEY		R 254,400.00	Jwater (sewer)	Louis Botha

	WAVERLEY		R 1,436,200.00	Jwater (sewer)	Louis Botha
	WAVERLEY		R 874,800.00	Jwater (sewer)	Louis Botha
	HIGHLANDS_NORTH		R 948,400.00	Jwater (sewer)	Louis Botha
	ORANGE_GROVE		R 346,500.00	Jwater (sewer)	Louis Botha
<b>T11</b>	BRT System Design and Implementation	R 600,000,000.00		Transport	Louis Botha
<b>T12</b>	Watt Street Transit Facility (9600m2, footprint x2 floors, roof slab, circulation)		R 67,200,000.00	Transport	Louis Botha
<b>C6</b>	Yeoville Rec Centre and Swimming Pool	R 1,250,000.00		Community Development	
<b>C7</b>	Alex Stadium	R 4,500,000.00		Community Development	
<b>C8</b>	3rd Avenue Library	R 500,000.00		Community Development	
<b>C9</b>	Esselen Clinic	R 21,000,000.00		Health	

**Perth / Empire Corridor**

*Figure 61: Location of proposed critical projects for the Perth Empire corridor*

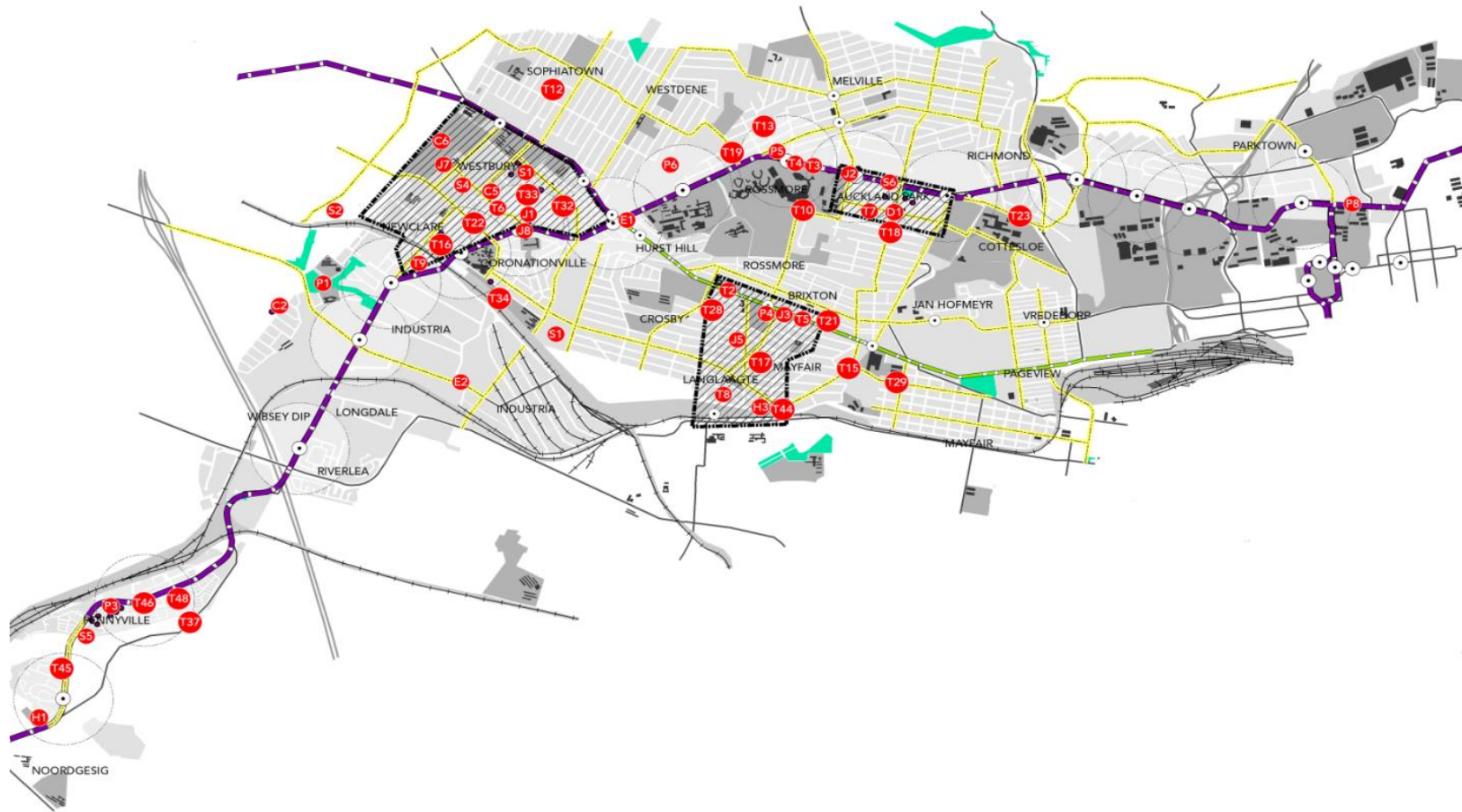


Figure 62: Project List for Perth/Empire Corridor of Freedom

ID No.	Project Name	Project Description	Budget 2013/15-2016/17	Budget 2017/18-2019/20	Division Responsible
P1	Bosmont Cluster (Park)	Bosmont park	R 8,000,000.00		City Parks
P2	Noordgesig Cluster (Park)	Noordgesig open spaces	R 2,000,000.00		City Parks
J1	Westbury Precinct Catalytic Projects (open space)	Open Spaces Investment	R 20,000,000.00		JDA
P3	Pennyville Precinct Parks	Open Space Development	R 10,000,000.00		City Parks
P4	Brixton park	Park development	R 8,000,000.00		City Parks
P5	Triangle park Westdene	Park development	R 2,000,000.00		City Parks
P6	Westdene dam redevelopment	Park development	R 50,000,000.00		City Parks
P7	NMT tree planting		R 2,000,000.00		City Parks
P8	Pieter Roos Park Redevelopment	Park development	R 10,000,000.00		
E1	Upgrading of Hursthill substation		R 2,400,000.00		City Power
	Upgrading of Industria substation		R 20,000,000.00		City Power
	New Distributor from Hursthill substation to Milpark area		R 9,000,000.00		City Power
C1	Bosmont Cluster	Upgrading of Bosmont sportgrounds	R 5,600,000.00		Community Development
C2	Bosmont Cluster	Upgrading of Blue hall(Newclare) swimming pool	R 1,000,000.00		Community Development
C3	Noordgesig Cluster	Upgrading of Library and Recreational centre	R 1,500,000.00		Community Development
C4	Westbury Precinct Catalytic Projects	Community Centre Upgrades	R 20,000,000.00		Community Development
C5	Westbury Precinct Catalytic Projects	Heritage Scoping Study	R 400,000.00		Community Development
C6	Westbury Precinct Catalytic Projects	Union stadium upgrade	R 7,540,000.00		Community Development
C7	Auckland Park Catalytic Projects	Social Facility Cluster	R 400,000.00		Community Development

C8	Langlaagte Precinct Catalytic Projects	Community Facilities Upgrade	R 25,000,000.00		Community Development
C9	Pennyville Precinct	Multipurpose community centre			Community Development
C10	Pennyville Precinct	Development of sports facilities: Soccer fields			Community Development
C11	Pennyville Precinct	Development of sports facilities: Netball field			Community Development
D1	Auckland Park Catalytic Projects	Student Village Initiative	R 183,000,000.00		Development Planning
H1	Noordgesig Cluster	Development of Noordgesig clinic	R 30,000,000.00		Health
H2	Westbury Precinct Catalytic Projects	Westbury clinic	R 20,000,000.00		Health
H3	Langlaagte City Pharmacy depot		R 22,000,000.00		
S1	Formalisation of Slovo informal Settlement in line with corridor objectives				Housing
S2	Formalisation of Kathrada informal Settlement in line with corridor objectives				Housing
S3	Formalisation of Zamimplilo informal settlement in line with corridor objectives				Housing
J2	Auckland Park Catalytic Projects	Student Pedestrian Underpass	R 40,000,000.00		JDA
J3	Langlaagte Precinct Catalytic Projects	High Street Commercial Upgrade	R 13,600,000.00		JDA
J4	Langlaagte Precinct Catalytic Projects	Jill Street Business Upgrade	R 1,654,600.00		JDA
J5	Langlaagte Precinct Catalytic Projects	Langlaagte Upgrade	R 11,020,000.00		JDA
J6	Pennyville Precinct	Pennyville Public environment upgrading	R 20,000,000.00		JDA
J7	Westbury Precinct Development	Westbury has been identified as a catalytic precinct to be developed within the corridor. The aim of the precinct development is to create a more liveable neighbourhood that can accommodate	R 31,200,000.00		JDA



		higher density affordable housing supply. The deliverables include NMT links to improve the commuter experience and the creation of trading facilities, parks, community gardens, squares and community facilities to accommodate a larger residential population.			
J8	Westbury Pedestrian Bridge		R 20,000,000.00		JDA
J9	Pennyville Precinct	Mixed use development, with shops, informal trading facilities, high density residential, school			JDA/ Housing
S4	Westbury Precinct Catalytic Projects	Social Housing	R 300,000,000.00		JOSHCO
S5	Pennyville Precinct	Social housing development (Units)			JOSHCO
S6	Auckland Park Catalytic Projects	Integrated Housing and Student Social Square			JOSHCO/ JDA
L1	Purchase of 6 land portions in Auckland Park		R 20,000,000.00		JPC
L2	Westbury Precinct Catalytic Projects	Local Economic Markets	R 650,000.00		JPC
L3	Auckland Park Catalytic Projects	Land acquisition			JPC
T1	C4 Route extension (Newtown & High Street)	Operational Plan & Concept Design	R 1,000,000.00		JRA
T2	C4 Route extension (Newtown & High Street)	Business Plan	R 500,000.00		JRA
T3	Empire Perth retrofit	Non-Motorised Transportation			JRA
T4	Empire Perth access to stations improvement	Non-Motorised Transportation			JRA
T5	High Street, 1000m	Non-Motorised Transportation	R 13,600,000.00		JRA
T6	Kretzchmar Street, 780m	Non-Motorised Transportation	R 5,694,000.00		JRA
T7	Twickenham - Artillery - Canary - Bunting, 1930m	Non-Motorised Transportation	R 14,089,000.00		JRA
T8	Jill - St Lawrence - Jason, 1000m	Non-Motorised Transportation	R 3,000,000.00		JRA
T9	Croesus - du Plessis, 1100m	Non-Motorised Transportation	R 3,300,000.00		JRA
T10	Ripley Road - Ditton - Universiteits Road, 1550m	Non-Motorised Transportation	R 10,540,000.00		JRA

T11	St Jerome - Mercury, 1210m	Non-Motorised Transportation	R 8,228,000.00		JRA
T12	Millar Street, 720m	Non-Motorised Transportation		R 1,728,000.00	JRA
T13	Warwick, 560m	Non-Motorised Transportation		R 1,680,000.00	JRA
T14	Hay Street, 910m	Non-Motorised Transportation		R 2,730,000.00	JRA
T15	Bellona Road - The Corridor - 3rd, 1770m	Non-Motorised Transportation		R 5,310,000.00	JRA
T16	Hamilton Street (Newclare), 700m	Non-Motorised Transportation		R 2,100,000.00	JRA
T17	St Huberts - St Gothard, 1210m	Non-Motorised Transportation			JRA
T18	Cookham - Lothbury - 7th, 1230m	Non-Motorised Transportation			JRA
T19	Lewes - Thorton - Edward, 1800m	Non-Motorised Transportation			JRA
T20	Riversdale - Hamilton - Moria, 2510m	Non-Motorised Transportation			JRA
T21	Esher Street - Fortuna Street, 820m	Non-Motorised Transportation			JRA
T22	Steytler Road, 960m	Non-Motorised Transportation			JRA
T23	Annet Road - Solomon Street, 1890m	Non-Motorised Transportation			JRA
T24	Florida Street, 660m	Non-Motorised Transportation			JRA
T25	Ingelby, 770m	Non-Motorised Transportation			JRA
T26	Laurence Wessenaar Street PATH, 230m	Non-Motorised Transportation			JRA
T27	Victoria Road Ludlow Road - Ash Road, 2000m	Non-Motorised Transportation			JRA
T28	Foyle Ave, 740m	Non-Motorised Transportation			JRA
T29	3rd Ave, 790m	Non-Motorised Transportation			JRA
T30	5th - 9th, 1440m	Non-Motorised Transportation			JRA
T31	Percey Peffer Street, 510m	Non-Motorised Transportation			JRA
T32	Philip Bades, 420m	Non-Motorised Transportation			JRA
T33	Arthur Ferris Road - Roberts Ave, 380m	Non-Motorised Transportation			JRA
T34	Molteno Street - Dodrecht, 460m	Non-Motorised Transportation			JRA
T35	Kowie - Pinelands - Prieska - Plumstead, 380m	Non-Motorised Transportation			JRA
T36	Auckland Park Catalytic Projects	Pedestrian Access	R 300,000.00		JRA

T37	Pennyville Precinct	New Canada Bridge			JRA
T38	Pennyville Precinct	Internal road upgrading: Pennyville phase 3 and 4			JRA
	HURSTHILL RES 1	To improve residual pressures	R 20,976,620.00		Jwater
	HURSTHILL RES 2	To improve residual pressures	R 20,183,800.00		Jwater
	BRIXTON RES	To improve residual pressures	R 14,521,920.00		Jwater
	BRIXTON TOWER	To improve residual pressures	R 11,230,380.00		Jwater
	CROSBY RESERVOIR	To improve residual pressures	R 8,019,200.00		Jwater
	HURSTHILL_BRIXTON	Upgrade Pump station	R 2,901,780.00		Jwater
	HURSTHILL DIRECT	To improve bulk supply capacity	R 30,225,160.00		Jwater
	HURSTHILL_BRIXTON	Upgrade pump station	R 1,993,740.00		Jwater
	HURSTHILL RES 2 - PRV(NEW 1)	To reduce static pressures	R 554,400.00		Jwater
	HURSTHILL RES 2 - PRV(NEW 2)	To reduce static pressures	R 358,400.00		Jwater
	BRIXTON TOWER	To improve residual pressures	R 31,500.00		Jwater
	HURSTHILL RES 1	To improve residual pressures	R 55,720.00		Jwater
	BRIXTON TOWER	To improve residual pressures and supply capacity	R 1,900,360.00		Jwater
	PAARLSHOOP - BKN_CIP01	Sewer Network Upgrade		R 619,500.00	Jwater (sewer)
	INDUSTRIA - BKN_CIP02	Sewer Collector Upgrade		R 564,300.00	Jwater (sewer)
	NEWCLARE - BKN_CIP03	Sewer Collector Upgrade		R 1,197,900.00	Jwater (sewer)
	STORMILL - BKN_GEN31	Sewer Collector Upgrade		R 87,800.00	Jwater (sewer)
	PAARLSHOOP - BKN_PA1	Sewer Upgrade	R 132,500.00		Jwater (sewer)
	DELTA - DEL22	Bulk Sewer	R 33,131,300.00		Jwater (sewer)
	AUCKLAND_PARK - DEL23	Sewer Network Upgrade	R 713,100.00		Jwater (sewer)
	AUCKLAND_PARK - DEL23	Sewer Network Upgrade	R 702,100.00		Jwater (sewer)
	NEULANDS - DEL_CIP01	Sewer Network Upgrade		R 952,600.00	Jwater (sewer)
	MELVILLE_RELIEF - DEL_CIP02	Sewer Collector Upgrade	R 1,208,700.00		Jwater (sewer)
	AUCKLAND_PARK - CIP03	Sewer Collector Upgrade		R 1,595,600.00	Jwater (sewer)
	AUCKLAND_PARK - CIP04	Sewer Network Upgrade		R 2,179,000.00	Jwater (sewer)
	AUCKLAND_PARK - CIP05	Sewer Network Upgrade		R 415,700.00	Jwater (sewer)
	AUCKLAND_PARK - CIP06	Sewer Network Upgrade		R 274,600.00	Jwater (sewer)
	MELVILLE_RELIEF - CIP07	Sewer Network Upgrade		R 345,400.00	Jwater (sewer)
	DELTA - CIP08	Bulk Sewer		R 33,819,700.00	Jwater (sewer)

	DELTA - CIP09	Bulk Sewer	R 5,716,500.00		Jwater (sewer)
S1	Westbury Precinct Catalytic Projects	Social Upliftment Projects	R 650,000.00		Social Development
S2	Pennyville Precinct	1 Additional ECLC			Social Development
T39	Bike share Initiative	Feasibility study: Tourism , operational and business plan	R 2,000,000.00		Transport
T40	Westbury Precinct Catalytic Projects	Bike share facility	R 1,000,000.00		Transport
T41	Auckland Park Catalytic Projects	Drop-off facility at school	R 400,000.00		Transport
T42	Auckland Park Catalytic Projects	Bike share facility x 2	R 2,000,000.00		Transport
T43	Auckland Park Catalytic Projects	Campus square taxi rank	R 20,000,000.00		Transport
T44	Langlaagte Precinct Catalytic Projects	Bike share facility	R 1,000,000.00		Transport
T45	Pennyville Precinct	provision of traffic calming measures: Pennyville phase 3- Impala street			Transport
T46	Pennyville Precinct	provision of traffic calming measures: Pennyville phase 3- Blesbok street			Transport
T47	Pennyville Precinct	provision of traffic calming measures: Pennyville phase1 and 2- Zebra street			Transport
T48	Pennyville Precinct	provision of traffic calming measures: Pennyville phase1 and 2- Quagga street			Transport
T49	Non Motorised Transport Infrastructure	A professional team consisting of an urban designer, project manager and quantity surveyor have been appointed by the JDA on behalf of the department of transportation to design pedestrian and cycling infrastructure along the Empire/Perth Corridor (from UJ to Park Station).	R 114,800,000.00		Transport

<p>T50</p>	<p>Campus Square Link and Taxi Rank</p>	<p>There is an urgent need to resolve the taxi ranking problems near the University of Johannesburg and Campus Square Shopping Centre. The Empire/Perth Strategic Area Framework identifies the need for a significant pedestrian link across Empire Road at this node. The proposal is for the development of a park that serves as a subway under the corridor</p>	<p>R 27,000,000.00</p>		<p>Transport</p>
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### Turffontein Corridor

Figure 63: Location of proposed critical projects for the Turffontein Corridor

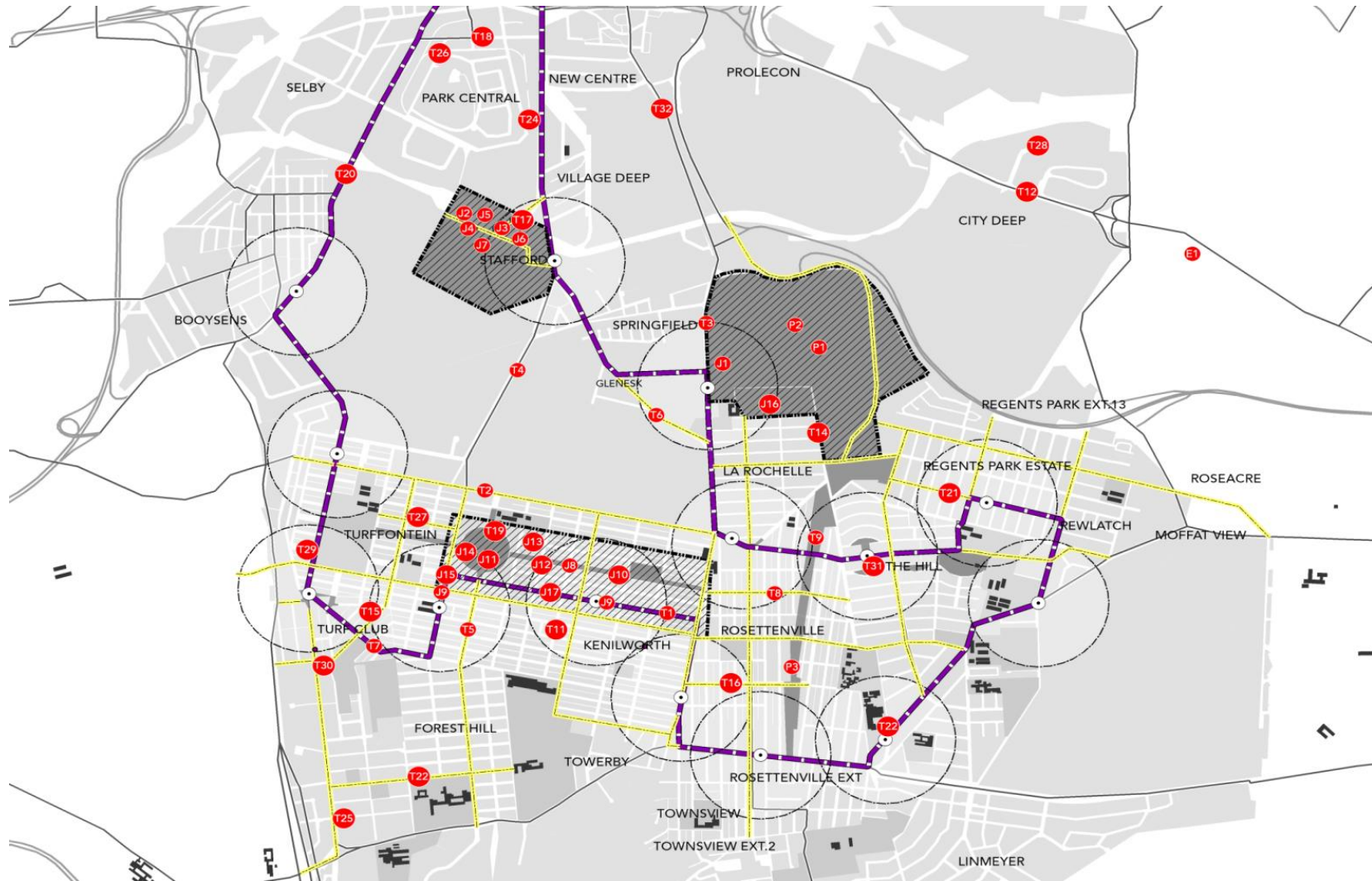


Figure 64: Project List for Turffontein Corridor of Freedom

ID No.	Project Name	Project Description	Budget 2013/15-2016/17	Budget 2017/18-2019/20	Division Responsible
P1	Upgrade Pioneer Park and surrounds	Public Environment Upgrades	R 10,000,000.00		City Parks
P2	Wemmer Pan	lengthening of Wemmer Pan Sprint Lanes		R 750,000.00	City Parks
P3	Rosettenville Open Space Upgrades	Rosettenville north-south open space linkage	R 8,000,000.00		City Parks
P4	Oberholzer Park	Upgrade Park	R 10,000,000.00		City Parks
	Market Boundary Sub Station	Replace 6.6 & 11kV Switchgear (Oil)	R 10,778,000.00		City Power
	Produce Market S/S	Replace 6.6 & 11kV Switchgear (Oil)	R 10,778,000.00		City Power
	Wemmer_11kV	Refurbishment of Switchgear	R 10,778,000.00		City Power
	Wemmer	Refurbish Transformer	R 18,977,000.00		City Power
	Selby	Refurbish Transformer		R 4,525,000.00	City Power
	John Ware - Selby	upgrade of John Ware - Selby Line		R 17,731,000.00	City Power
	Selby	Selby_6.6kV - Refurbish Switchgear		R 10,778,000.00	City Power
	Selby	De-commission		R 1,111,000.00	City Power
	Selby	New Substation		R 79,358,000.00	City Power
	Wemmer	Add 88kV Busbar		R 4,835,000.00	City Power
	Oakdene Loop in lines	Oakdene loop in Lines		R 5,171,000.00	City Power
	Oakdene	New Substation		R 76,595,000.00	City Power
	Oakdene	Upgrade Existing Substation			City Power
	Selby	Upgrade Substation			City Power
	Turffontein	New SubStation			City Power
	Towerby	New Substation			City Power
	Turffontein - Fordsburg	New Turffontein Fordsburg Line			City Power
	Towerby loop in lines	Towerby loop in lines			City Power
	Turffontein	Upgrade Substation			City Power
	Towerby	Upgrade Substation			City Power
	New Substation A	upgrade Substation			City Power
J1	Wemmerpan UDF project	Hard open spaces in La Rochelle, Glenesk around Rand Stadium precinct (What does this entail?)			JDA

J2	Booyens Precinct - Pedestrian Bridge	Booyens Precinct	R 40,000,000.00		JDA
J3	Booyens's Precinct - Public Transport Intermodal Gateway Facility	Booyens Precinct - Rail, BRT, Minibus taxi and bike share Facility with commercial uses	R 18,000,000.00		JDA
J4	Booyens's Precinct - Market Square	Booyens's Precinct - 7000m <sup>2</sup> hard open space adjacent to area demarcated for commercial and retail development Erf 3 Stafford. Refurbishment and conversion of existing buildings	R 20,000,000.00		JDA
J5	Booyens's Precinct - Bike share facility	Booyens's Precinct - Bike share and cycling facilities	R 1,000,000.00		JDA
J6	Booyens's Precinct - Pedestrian Promenade	Hard surface area linking John Street with pedestrian bridge and intermodal facility (2500m <sup>2</sup> )	R 4,000,000.00		JDA
J7	Booyens's Precinct - Soft open space	Green areas adjacent to pedestrian promenade and market areas	R 1,000,000.00		JDA
J8	Turffontein Precinct - Linear Park	Linear park from President to Main St. Range of unique open spaces and economic activities		?	JDA
J9	Turffontein Precinct - 2x market squares - 4000m <sup>2</sup>	Hard open spaces with local corner shops and cafes		R 4,000,000.00	JDA
J10	Turffontein Precinct - Linear Soft open spaces	Partial removal of de Villiers Street 1km soft open spaces		R 7,000,000.00	JDA
J11	Turffontein Precinct - Rotunda Park	Upgrade and refurbishment of Rotunda Park including bandstand		R 4,000,000.00	JDA
J12	Turffontein Precinct - Residential service roads	Construction of approximately 1.4km of service roads on both sides of de Villiers Street for local vehicular access		R 3,000,000.00	JDA
J13	Turffontein Precinct - Road closures	Traffic study to determine type and number of road closures through park. Includes professional fees and construction		R 2,500,000.00	JDA
J14	Turffontein Precinct - Public ablutions	2x public ablution facilities		?	JDA

J15	Turffontein Precinct - Bike Share Facilities	Bike share and cycling facilities		R 1,000,000.00	JDA
J16	Turffontein Precinct - Residential development -de Villiers Street	Affordable higher density residential development		R 118,000,000.00	JDA
J17	Turffontein Precinct - Turffontein Rea Vaya	Planning and Design		R 3,500,000.00	JDA
T1	Tramway Street (1900m)	Complete Streets	R 25,840,000.00		JRA
T2	Turf Club Road -Webb Road (1590)	Complete Streets	R 21,624,000.00		JRA
T3	Rosettenville Road - Turf Road (3400m)	Complete Streets	R 23,120,000.00		JRA
T4	Eloff Street Extension - Turffontein Road (3130m)	Complete Streets	R 21,284,000.00		JRA
T5	High Street - Carter Street (2320m)	Complete Streets		R 15,776,000.00	JRA
T6	La Rochelle Road (1430m)	Complete Streets		R 9,724,000.00	JRA
T7	Diering Street - Forest Road - garden Street (2290m)	Complete Streets		R 6,870,000.00	JRA
T8	Petunia Street (560m)	Complete Streets		R 1,680,000.00	JRA
T9	Park path (4000m)	Construct Path through Path (?)		R 11,600,000.00	JRA
T10	Linhorst Street (1290m)	Complete Streets		R 3,096,000.00	JRA
T11	Moffat Street (1100m)	Complete Streets		R 2,640,000.00	JRA
T12	Heidelberg Road (1780m)	Complete Streets			JRA
T13	Bellavista Street - Garden Street - Heronmere (3660m)	Complete Streets			JRA
T14	Forest Road - Wemmerpan (700m)	Complete Streets			JRA
T15	Alexander Road - Rosina Road (1360m)	Complete Streets			JRA
T16	Violet Street (1130m)	Complete Streets			JRA
T17	Smollen Street (160m)	Complete Streets			JRA
T18	Webber street (700m)	Complete Streets			JRA
T19	Park Road - Bertha Street (340m)	Complete Streets			JRA
T20	Booyens Road (2660m)	Complete Streets			JRA
T21	Augusta street (1800m)	Complete Streets			JRA
T22	Gantner Street (1100m)	Complete Streets			JRA

T23	Friars Hill Road - Lebanon Road (810m)	Complete Streets			JRA
T24	Loveday Street (620m)	Complete Streets			JRA
T25	Allin Street (150m)	Complete Streets			JRA
T26	Richard - Broad (500m)	Complete Streets			JRA
T27	Biccard Street (140m)	Complete Streets			JRA
T28	Impex Avenue (840m)	Complete Streets			JRA
T29	Tramway Street West (160m)	Complete Streets			JRA
T30	Bellavista street - Knight street PATH (100m)	Complete Streets			JRA
T31	Edgecombe Road - school Lane - Marjire (1710m)	Complete Streets			JRA
T32	Hulbert Street - Fennel Street - Reynolds Street (2310m)	Complete Streets			JRA
	RW3909/RW3911_Forest Hill Reservoir - CIP1	To improve peak water pressures	R 25,618,180.00		Jwater
	South Hills Tower - CIP2	Required to reduce high flow velocities	R 4,694,340.00		Jwater
	Forest Hill Tower - CIP3	To improve peak water pressures	R 10,348,380.00		Jwater
	Crown Gardens Reservoir - CIP4	Improve supply and alleviate low pressures	R 1,003,800.00		Jwater
	Crown Gardens Reservoir - CIP5	Increase Reservoir Storage Capacity	R 23,875,460.00		Jwater
	Glenanda Direct Feed - CIP6	To improve peak pressures	R 451,500.00		Jwater
	Forest Hill Tower - CIP7	To reduce high flow velocities	R 1,544,200.00		Jwater
	Forest Hill Tower - CIP8	Required to improve storage capacity	R 21,630,000.00		Jwater
	Forest Hill Tower - FHT2	Required to improve pump station capacity	R 665,840.00		Jwater
	Forest Hill Tower - FHT5	Required to improve network redundancy	R 79,800.00		Jwater
	Forest Hill Tower - FHT6	Required to improve network redundancy	R 39,900.00		Jwater
	Forest Hill Tower - FHT9	Required to improve network redundancy	R 41,160.00		Jwater
	South Hills Tower - ODF1	To reduce high static pressures	R 253,400.00		Jwater
	Oakdene Direct Feed - ODF2	Required to reduce high flow velocities	R 1,739,780.00		Jwater
	Oakdene Direct Feed - ODF3	Required to reduce high flow velocities	R 140,140.00		Jwater
	Oakdene Direct Feed - ODF4	Required to reduce high flow velocities	R 27,300.00		Jwater
	Crown Gardens Tower - SHD2	Decrease Flow velocity and head loss		R 806,960.00	Jwater
	RW3909/RW3911_Forest Hill - SHE2	Upgrade pipeline	R 383,040.00		Jwater

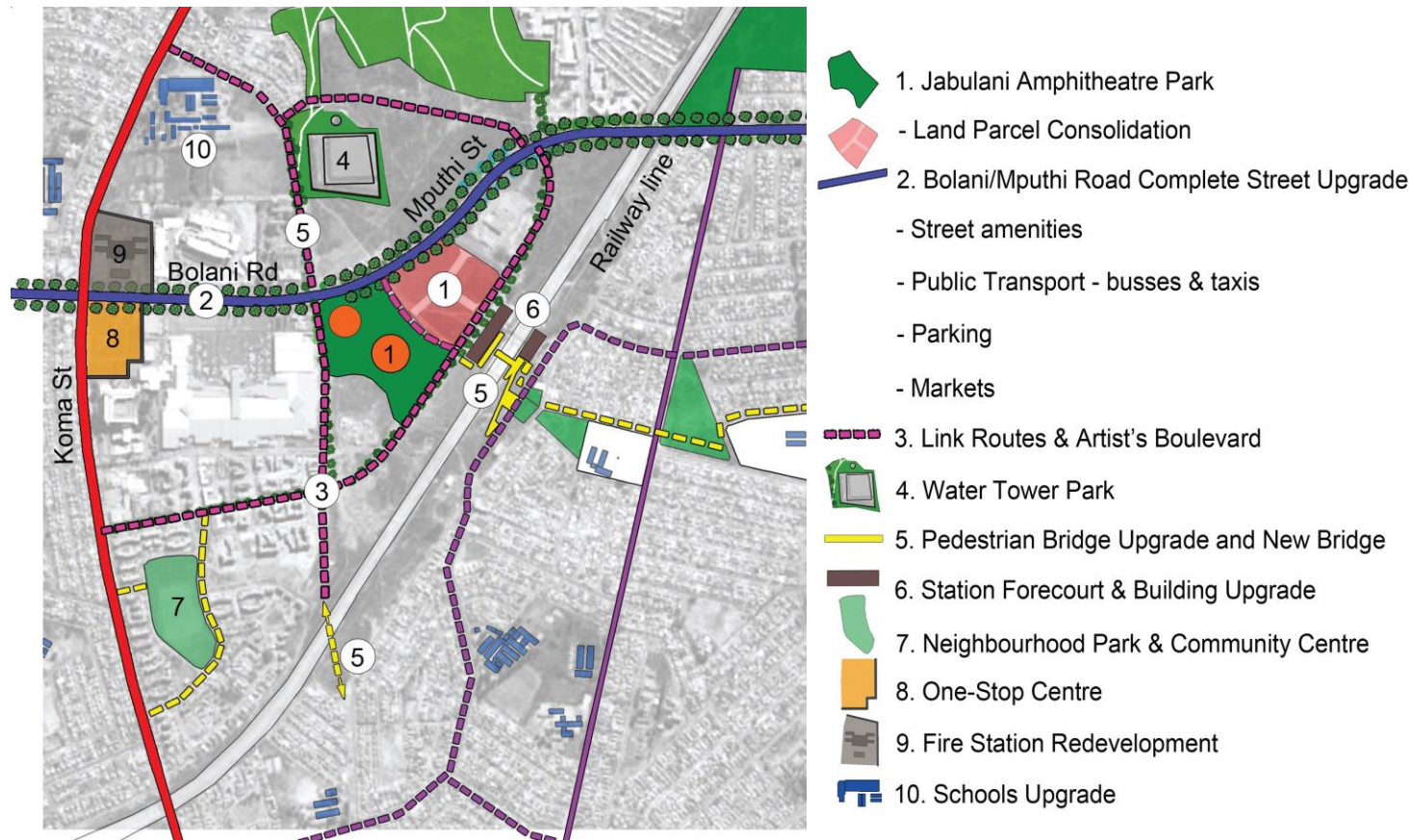


South Hills Tower - SHT1	Required to improve network redundancy	R 124,460.00	Jwater
South Hills Tower - PRV1	Required to reduce high static pressure	R 180,880.00	Jwater
South Hills Water Tower - SHT6	Required to improve pump station capacity	R 336,520.00	Jwater
RW3909_Forest Hill Reservoir	Required to improve network redundancy	R 768,320.00	Jwater
Collector Sewer -Klip-Turffontein KSS_CIP01	Upgrade Collector Sewer	R 453,700.00	Jwater (sewer)
Sewer Network - KSS_CIP02 - Klip-Turffontein	Upgrade Internal Sewer Network	R 498,500.00	Jwater (sewer)
Sewer Network - KSS_CIP03 - Klip-Booyens	Upgrade Internal Sewer Network	R 305,100.00	Jwater (sewer)
Collector Sewer - KSS_CIP04 - Klip-Booyens	Upgrade Collector Sewer	R 827,800.00	Jwater (sewer)
Collector Sewer -KSS_CIP05 - Klip Turffontein	Upgrade Collector Sewer	R 364,200.00	Jwater (sewer)
Collector Sewer - KSS_CIP06 - Klip-Turffontein	Upgrade Collector Sewer	R 1,072,700.00	Jwater (sewer)
Sewer Network - KSS_CIP07 - Klip-Turffontein	Upgrade Internal Sewer Network	R 247,300.00	Jwater (sewer)
Sewer Network - KSS_CIP08 - Klip-Turffontein	Upgrade Internal Sewer Network	R 422,400.00	Jwater (sewer)
Collector Sewer - KSS_CIP09 - Klip - Turffontein	Upgrade Collector Sewer	R 2,962,600.00	Jwater (sewer)
Sewer Network - KSS_GEN2 - Klip-Booyens	Upgrade Internal Sewer Network	R 153,000.00	Jwater (sewer)
Collector Sewer - KSS_GEN11 - Klip-Turffontein	Upgrade Collector Sewer	R 996,900.00	Jwater (sewer)
Collector Sewer -KSS_TF2 - Klip-Turffontein	Upgrade Collector Sewer	R 1,156,300.00	Jwater (sewer)
Collector Sewer - KSS_TF3 - Klip-Turffontein	Upgrade Collector Sewer	R 2,460,800.00	Jwater (sewer)
Collector Sewer - SES_CIP01 - Glen Eagles	Upgrade Collector Sewer	R 550,600.00	Jwater (sewer)
Sewer network - SES_CIP02 -	Upgrade Internal Sewer Network	R 91,000.00	Jwater (sewer)

	Linmeyer				
	Sewer Network - SES_GE1 - Glen Eagles	Upgrade Internal Sewer Network		R 606,700.00	Jwater (sewer)
	Collector Sewer - SES_GEN1 - South East Upper	Upgrade Collector Sewer	R 2,443,300.00		Jwater (sewer)
	Collector Sewer - SES_GEN2 - Linmeyer	Upgrade Collector Sewer	R 2,754,100.00		Jwater (sewer)
	Collector Sewer - SES_GEN3 - South East Upper	Upgrade Collector Sewer	R 789,600.00		Jwater (sewer)
	Collector Sewer - SES_GEN4 - South East Upper	Upgrade Collector Sewer	R 2,463,800.00		Jwater (sewer)
T1	Bike share Initiative	Feasibility study: Tourism, operational and business plan		R 2,000,000.00	Transport
T2	Turffontein Rea Vaya Route	Operational Plan and Concept Design			Transport
T3	Turffontein Rea Vaya Route	Business Plan			Transport

**Jabulani**

The key projects for Jabulani are defined below. The detailed budget for the individual projects is unavailable and will be provided in later revisions of the BEPP.



## 7. Development Strategy and Institutional Arrangements for Integration Zones

At present there is no consolidated strategy or institutional arrangements for the Integration Zones. Detailed Planning needs to be undertaken for the Integration Zones prior to the finalisation of a course of action.

## 8. Proposed timeframes for implementation of catalytic projects and programmes

### Central Business District

The City's interventions in the Central Business District are diverse and concern the full range of municipal services. Coordination of interventions occurs through the Region F Administrative Office in conjunction with the Development Planning Department. Key departments and municipal owned entities responsible for interventions in the inner city at present are:

- The Johannesburg Development Agency
- The Johannesburg Property Company
- The Department of Economic Development
- Johannesburg Social Housing Company (JOSHCO)

The City's commitment to prioritise the CBD is a long term, which recognises the dynamic nature of change within the Area and its importance to the broader City.

### Corridors

The three Corridors detailed above are short to medium term projects that will require significant capital outlay. Budgets in the individual Strategic Area Frameworks are for a nine year programme.

The remaining Corridors of Freedom will have detailed plans drawn up within the next three years. Project implementation is expected to begin incrementally on these Corridors within a 4-5 year horizon.

The success of the three pilot corridors requires dedicated multi-disciplinary programme management team to coordinate project interventions. At present such a team does not exist. Implementation of projects will be undertaken by responsible departments and municipal owned entities.

### Jabulani

The roll out of the interventions relating to Jabulani as defined in the Design Framework will be undertaken in the next 3-6 year period through the coordination of the Johannesburg Property Company, the Johannesburg Development Agency and the Development Planning Department.

### Integration Zones

A programme of action for the two proposed integration zones still needs to be devised. Implementation of projections within the Marlboro Alexandra and Mining Belt Zones will take four years to materialise. In the interim

a programme management team, similar to that described for the corridors, needs to be established. Interventions into these zones need to be perceived as long term interventions requiring the input of all stakeholders.



## PART D: OUTCOMES AND OUTPUTS

### Outcomes

As indicated above, one of the 10 Mayoral Priorities of the City is to ensure sustainable human settlements within the City's boundary. This priority and its intended outcomes and outputs, as detailed in the City's Service Delivery and Budget Implementation Plan (See Annexure A) forms a point of departure for defining the Outcomes and Outputs of the BEPP.

The manifesto driving the sustainable human settlement priority outlined in the SDBIP as published in the IDP states,

"That the City recognises the challenges of the current urban form. Accordingly, the Sustainable Human Settlements priority is premised on a strong interventionist approach, the key objective of which is to direct public and private investment and governance tools in a manner which ensures that Johannesburg's urbanisation path is inclusive and sustainable.

The SDBIP interventions are driven by the Transit Oriented Development approach to urban planning, and thus seek to ensure spatial integration through investment in mass public transportation systems, which in turn form the backbone of spatial transformation interventions at key points along the corridors. This priority therefore fundamentally addresses the right of all citizens to a spatially integrated and united City, in which we rebuild and reconnect the divisions created by decades of apartheid spatial planning.

Spatial transformation in terms of this priority therefore focuses on the four key areas of corridor development, the Inner City, the provision of alternative rental accommodation to address urbanisation and the reduction of deprivation.

The corridors have been dubbed **Corridors of Freedom** – giving our citizens increased freedom of movement as well as economic freedom, liberating them from the apartheid spatial legacy. In the medium term (2014/15-2016/17), the City will focus on:

- Soweto to CBD along Empire and Perth Roads;
- CBD to Alexandra along Louis Botha Avenue;
- Alexandra-Marlboro to Sandton-Randburg;
- Turffontein Node.

Along these corridors mixed income housing, schools, offices, community facilities, cultural centres, parks, public squares, clinics and libraries will be located. Transit-oriented development will change the entrenched settlement patterns in the City. It will also slow down the process of urban sprawl and the uncontrolled spread of low-density developments on the fringes of the City. The new City skyline will consist of high-rise residential developments growing around transit nodes, gradually decreasing in height and density as it moves further away from the core.

These corridors will be developed to support inclusivity (varied residential typologies, tenure options, income groups) and high intensity mixed use developments to reduce commute times and costs. Measures such as public environment upgrades, complete streets and Crime Prevention through Environmental Design (CPTED) will improve the walkability, accessibility and safety of our streets as well as promote and support cycling and walking in the City. The corridors will, where feasible, actively demonstrate the City's decisive turn towards a low-carbon future with eco-efficient infrastructure that underpins a sustainable environment."

The Inner City Roadmap has been drafted as the City’s lead document in tackling the challenges facing the inner city and aligning its programmes with the City’s development objectives. This Roadmap is the City’s statement of intent for transforming the inner city of Johannesburg and requires that all departments and entities involved in a particular issue work together to resolve issues or roll out programmes. The roadmap takes an area-based management and partnership approach to guide municipal activity in transforming the inner city and is a key overarching planning tool for all Departments and Municipal Entities in the City.

The SHSUP is the City’s response to urbanisation, and aims to address the current lack of affordable rental accommodation in the City and define the ground rules for future residential development within the City

The intervention on the alleviation of deprivation within the City aims to provide relief to communities by way of extending basic services to the City’s deprived areas. Communities are however not just recipients of services. Citizens are contributors to the provision of services within their own communities through local micro-enterprises and co-operatives to maintain and roll-out off grid services, as a first step to developing the capability of citizens in the delivery and maintenance of services infrastructure.

**Outputs**

The Key Performance Area/Indicators and Output indicator/targets for the Sustainable Human Settlements Priority as outlined in the 2013/14 SDBIP to achieve the desired outcomes detailed above are:

*Figure 66: Key Performance Areas/Indicator as captured in the 2013/14 SDBIP.*

IDP Programme	Key Performance Area/Indicator and 2013/14	Output indicator/target
Transit Oriented Development - Priority areas (corridors/ nodes)	Number of Strategic Area Framework (SAF) compiled	3 SAFs completed for Empire-Perth; Louis Botha; and Turffontein corridors
	Promotion of Walking, cycling and public transport	10 km of complete street infrastructure including dedicated cycling paths and Orlando and between UJ and Wits campuses
Rea Vaya BRT roll out (Phase 1B: trunk from Noordgesig to Parktown)	No of passengers carried on Rea Vaya Network	30 000 passengers per day to be phased in from October 2013.
Rea Vaya BRT roll out (Phase 1C: trunk from Parktown to Alexandra and then Sandton)	% operationalisation of Rea Vaya – Phase 1 C	Detailed design of infrastructure 75% complete  Detailed 1C operations design completed  Phase 1C Business Plan completed
Sustainable Human Settlements Urbanisation Plan (SHSUP)	New housing standard developed for alternative rental stock	Establishment of a Technical Advisory Resource Service Centre in one focus area  Construction of NBR compliant

		prototype in one focus area
	Infrastructure service standards and implications for alternative rental stock implementation	Service standards for alternative rental stock in Braamfischerville
	Integrated design and social infrastructure provision for human settlements	Identification and response to sustainability measures (i.e. social amenities, complete streets) for Braamfischerville
Housing opportunities in integrated and sustainable human settlements	Mixed housing opportunities	3200 units delivered
Gravel roads	Gravel roads	34km of Gravel roads surfaced and stormwater infrastructure constructed
Implementation of Inner City Road Map	<p>Number of affordable rental stock and temporary/ emergency shelter or separate shelter in the Inner City</p> <p>Number of linear markets upgraded or developed.</p> <p>Improved mobility within the Inner City</p>	<p>582 affordable rental stock and temporary/ emergency shelters provided</p> <p>Refurbishment of Noord Street market. 2 new linear markets developed</p> <p>Resurfacing, Drainage and miscellaneous Bridge upgrade (M1 Double Decker Bridge and M2) Rehabilitation of the Robinson Canal Upgraded compliant signalized traffic intersections</p>
Alleviation of living environment deprivation	Number of informal settlements benefiting from off-grid basic services package	Sustainable and integrated delivery of water, sanitation, energy and waste Piloted in 1 highly deprived area (Braamfischerville)

Besides the Sustainable Human Settlement indicators the realisation of a quality built environment is tied to other sector related priorities particularly: resource resilience; smart city; investment attraction, retention and expansion; SMME and entrepreneurial support and the green economy.(Details of the Outputs summarised above and sector specific outputs are provided in Annexure 1 in SDBIP). For this reason a broader set of indicators is required in order to measure change in the City's built environment. Furthermore, while incorporating the requirements of a wide range of cross-sectoral policies the above indicators and targets are necessarily specific to the City of Johannesburg. The above output indicator set does not allow the City to measure its progress against other metropolitan municipalities.

Generic Built Environment Performance indicators designed by National Treasury are to be assimilated into the City's monitoring within the 2014/15 period based on an analysis of the measurement criteria for the indicators. As noted above some of these broader built environment indicators are captured under other priority areas. Through the BEPP these indicators are to be incorporated into the City's current monitoring and assessment regime:

Figure 67: National Treasury's Built Environment Performance Indicators. NB: In the context of Johannesburg the primary network refers to the CBD and the Corridors of Freedom; the secondary network speaks specifically to the Jabulani initiative; Integration zones speak to the Alexandra/Marlboro and Mining Belt Integration Zones

Indicator Area	Intermediate Outcome Indicator	Input/Process/Output
Regions Planned and designed	Formal Council approval of IDP/IDP Review with identified Urban Development Zones, and Integration Zones	Submission of BEPP in Required format by prescribed date, including (a) Council approval of Integration Zones in compliance with Urban Network and ICDG guidelines; and (b) List of names and values of catalytic projects
Sound Financial Operation Management	An Unqualified audit opinion by AG for last financial year, no material financial or supply chain management irregularities in spatial transformation projects in integration zones reported by the AG	Financially unqualified audit opinion by AG for last financial year  % change in total value of irregular, fruitless and wasteful expenditure identified by AG.
Effective and Efficient Rezoning	Number of rezoning applications in primary network, secondary network and integration zones approved	Percentage increase in the number of building plans approved within
Effective and Efficient Building Plan Processing	Improved Turnaround of Building Plan Applications	Percentage increase in the number of building plans approved within Integration Zones per year
Effective Interventions for Development	Percentage variation between property rates levied on undeveloped and developed land in Integration Zones or Number of development rights lost	Decrease the extent (in hectares as well as the number of undeveloped land parcels in Integration Zones
Strategic Prioritisation	Percentage variation between budgeted and actual R&M expenditure city-wide	Percentage decrease in variation between budgeted and actual R&M expenditure city-wide from the preceding financial year
Improved Leverage	Cumulative total Rand value of capital expenditures of other public sector entities in Integration Zones as percentage of cumulative total rand value of catalytic projects in integration zones	A steady % increase in cumulative total rand value of capital expenditures of other public entities in integration zones relative to cumulative total rand value of catalytic projects
	Percentage change in the value of private finance invested in catalytic projects	Percentage increase in total value of private finance invested in catalytic projects
	Percentage change in the value of privately owned buildings completed in Integration zones	Increasing amounts of private capital invested in building in integration zones
Ability to Spend	Actual Municipal Capital Expended on Catalytic projects as a percentage of the budgeted value of municipal capital for catalytic projects	Actual total municipal expenditures on catalytic projects should start approaching budgeted values as soon as possible

Additional Newly Service Land	Percentage annual change in number of newly service land parcels	Percentage annual increase in number of newly serviced land parcels
	Number of hectares of rural land re-designated to urban land	In order to control sprawl the number of hectares should be kept low.
Residential Settlement Density	Gross Residential Unit Density per hectare within integration zones	Gross Residential Unit (GRU) density should rise progressively until an optimal GRU density is attained
Housing Market Segmentation	Annual change in the number of completed subsidised rental housing units within the primary and secondary network and within the Integration Zones	An annual increase in the number of completed subsidised rental housing units within Integration Zones until an optimal level is reached
	Annual increase in the number of completed privately owned rental housing units within the primary and secondary network and within the Integration Zones	An annual increase in the number of completed privately owned rental housing units within Integration Zones until an optimal level is reached
	Cumulative ratio of housing ownership types within the primary and secondary network and within the Integration Zones	A balance between fully-subsidised ownership, FLISP funder ownership and mortgage-funded ownership which emphasises the bridging role of the FLISP-funded ownership
	Number of units in the gap market (city wide)	Grow affordable GAP homeownership until an optimal level is reached
Improved Serviced Shelter	Percentage change in the total number of informal settlement dwelling	
Access to Public Transport	Annual percentage change in proportion of households within 500m of access points to integrated public transport system within integration zones	An increasing proportion of households within 500m of access points to integrated public transport system within integration zones.
	Percentage decade change in share of household income spent on transport costs for passengers city wide	A progressively decreasing share of household income spent on transport costs for passengers city-wide
Travel to Work	Percentage change in average weekday peak hour commuting time of passengers via the scheduled public transport system city-wide	Progressive decrease in average weekday peak hour commuting time of passengers until an optimal commuting time is reached
Improved Access to social facilities and services	The number of Early Childhood Development facilities provided in primary and secondary network and in integration zones	The number required by the norms and standards for the provision of Early Childhood Development facilities
	The number of libraries provided in primary and secondary network and in integration zones	The number required by the norms and standards for the provision of libraries
Changing modal (private/public split	Percentage change of commuters (city-wide) using private motorised transport	Decrease in percentage of commuters (City wide) using private motorised transport



Increased Public Transport Integration	Annual percentage annual change in capital expenditure on transport infrastructure spent on integrated public transport networks city-wide	A progressive percentage annual increase in capital expenditure on transport infrastructure spent on integrated public transport networks city-wide, until an optimal level is reached
	Percentage change in the total kilometres of dedicated walkways and cycle paths in relation to the length of roads within the primary and secondary network and within integration zones	Progressive percentage increase in the total kilometres of dedicated walkways and cycle paths in relation to the length of roads within the primary and secondary network and integration zones until an optimal level is reached
Increase Business opportunities	Four-yearly percentage change in total market value of all commercial properties in the primary and secondary network Integration Zones	Long-term (i.e. years)percentage increase in total market value of all commercial properties in Integration Zones
Increased Business Opportunities	Number of hectares of serviced space proclaimed for informal traders within the primary and secondary networks and Integration Zones	Progressive increase in hectares of serviced space proclaimed for informal traders within the primary and secondary networks and Integration Zone, until optimal level reached
Improved Sanitation	Greendrop score for municipality	Progressive improvement in Greendrop score until an optimal level is reached
Increased Saving of Water	Kilolitres of Bulk Water entering network (self-provided or purchased)	Decrease in Kilolitres of Bulk water entering network (self-provided or purchased)
Improved Energy Use	kWhc (Kilowatt hours) purchased by the municipality	Annual decrease in kWhc purchased by the municipality
Decreased Solid Waste to Land Fill	Tonnage of waste produced that goes to landfill	Annual decrease in tonnage of waste produced that goes to land fill
Improved Sanitation Recycling	Litres of treated wastewater reused	Annual increase in litres of treated wastewater reused
Increased Resource Substitution	Annual Rand value of energy bought from renewable sources as a percentage of the Rand value of all energy bought	Annual increase in energy bought from renewable sources as a percentage of all energy bought
	Number subsidies paid for Solar Water Heaters	Annual increase in number of subsidies paid for solar water heaters

This section has attempted to set a framework for measuring progress in achieving a quality built environment within the City of Johannesburg. It has presented the existing indicators and associated measures for achieving sustainable human settlements as captured in the current SDBIP, and the broader set of indicators provided by National Treasury by which the BEPP2014/15. The amalgamation of the two sets of indicators, as well as the institutional mechanisms by which the built environment are to be monitored and reported upon will be finalised within the period under review.

## Section E: Institutional and Financial Arrangements

### 1. Institutional Arrangements

In 2006, the City implemented a governance model that separated legislative and executive functions. The intention was to provide better oversight of the executive by the legislature through a clear delineation of powers.

#### Legislature

The City's legislative functions include the approval of by-laws, policies, the IDP of the City, tariffs and the City's budget. The council, led by the speaker, also seeks to ensure community and stakeholder participation. Ward councillors and elected ward committees through the Office of the Speaker facilitate the City's participatory processes. Finally, the legislature provides an oversight function through the work of Section 79 committees. The committees determine priority areas for oversight which is guided by the Mayoral Priorities described in Part C. Other measures of oversight include the use of questions by individual councillors to hold the executive to account, as well as the use of motions to ensure debate on critical issues.

#### Executive

Integration and implementation of institutional action through coordinated strategies occurs through the Executive.

The Executive includes:

- The Executive Mayor and his Chief of Staff,
- The Members of the Mayoral Committee (MMCs) assigned to individual sector departments, who together with the Mayor form the link between the executive and the legislature
- City Manager and Group Functions
- Departments,
- Municipal Owned Entities and their Boards.

In order to facilitate improved City governance the City is in the process of undertaking an institutional review of the Executive. Phase one (2011) focused on the high-level design of the City and ensuring alignment of the city's structure to the City's long-term strategy (Joburg 2040) and dealt with the institutional arrangements (i.e. number of departments and municipal owned entities, respective mandates and the interface thereof). It intended to strengthen accountability, oversight, corporate governance and leadership visibility, enhance service delivery and strategy alignment.

Phase two of the institutional review is currently underway and focuses on putting the high-level design into operation. Under this phase departments are aligning to the new high-level design. This phase also focuses on the restructuring of the entities so as to ensure that all legal and compliance requirements are fulfilled.

Aspects of the institutional review that specifically seek to improve coordination and planning within the executive have focused on introduction of Group Functions and Clusters.

Group functions play an oversight role to sectors department or municipal owned entity's activities. The Offices act as strategic partners to the sector departments and municipal owned entities with an emphasis on providing strategic leadership and ownership of associated group policy, ensuring standardise implementation of functions and the oversight of the drafting of relevant policy, guidelines and standards.

The **Group functions** that have been established are:

- The Group Chief financial officer
- The Group Corporate and Shared Services (human resources, labour relations Office of the Chief Information Officer/Information Technology)
- The Group Strategy Co-ordination and Relations responsible for oversight, co-ordination and management of the key group policies (including the Integrated Development Plan), strategies and tactical plans to ensure effective and optimal service delivery.
- Group Communications and Tourism
- Group Legal and Contracts manages legal issues such as setting legal and contracts policy
- The Group governance function which provides support in protecting the City's interests with regards respective municipal owned entities.
- The Group Assurance Services has two clear and distinct functions: audit and forensics and risk and compliance.

The **Cluster approach** is intended to coordinate the City's programmes around a set of outcomes outlined in the Joburg 2040 and the 10 Mayoral priorities in order to integrate service delivery. Functions of the clusters include:

- Identifying priority multi-sectoral programmes for co-ordination and integration
- Ensuring overall co-ordination and alignment of service delivery between departments and municipal owned entities within the cluster
- Providing guidance and oversight in the implementation of service delivery programmes
- Overseeing the development of business plans for cross sectoral programmes
- Overseeing the allocation and use of resources for identified programmes
- Monitoring the progress and impact of identified programmes; and
- Advising the mayoral committee on progress in the implementation of service delivery programmes within the respective clusters

Figure 68: Clusters, Key Focus areas for the cluster and associated responsibilities

Cluster	Key Focus Areas	MMC assigned to cluster	Responsible Departmental Head
Sustainable Services	<ul style="list-style-type: none"> <li>• Demand side management (water, energy)</li> <li>• Sustainable human settlements</li> <li>• Mass public transport and non-motorised transport</li> <li>• Climate change resilience</li> <li>• Waste minimisation</li> <li>• Informal settlement upgrading</li> </ul>	<ul style="list-style-type: none"> <li>• MMC: Development Planning Management</li> <li>• MMC: Infrastructure Services and environment</li> <li>• MMC: Housing</li> <li>• MMC: Transportation</li> </ul>	Environment and Infrastructure Services Department
Economic Growth	<ul style="list-style-type: none"> <li>• Job intensive</li> </ul>	MMC: Finance	Economic

	<p>economic growth</p> <ul style="list-style-type: none"> <li>• Small business, entrepreneurship and informal economy</li> <li>• Competitiveness support</li> <li>• Smart city</li> <li>• Financial Sustainability</li> </ul>	<p>MMC: Economic Development MMC Corporate and Share Services MMC Development Planning</p>	<p>Development/ Development Planning</p>
Human and Social Development	<ul style="list-style-type: none"> <li>• Cohesion and inclusion</li> <li>• Community safety</li> <li>• HIV/AIDs and non-communicable diseases,</li> <li>• Early Childhood Development, ABET,</li> <li>• Food Security</li> <li>• Poverty Support</li> </ul>	<p>MMC: Public Safety MMC: Health and Human Development MMC: Community Development</p>	<p>Health</p>
Good Governance	<ul style="list-style-type: none"> <li>• Clean, accountable and productive governance</li> <li>• Civic collaboration and participation</li> <li>• Citizen and customer care</li> </ul>	<p>Executive Mayor Speaker of Council Chief whip Leader of Executive Business MMC: Corporate and Shared Services MMC: Finance</p>	<p>Finance</p>

### Institutional arrangements for capital programme management

The section above outlined recent interventions undertaken by the City to promote integrated planning at an institutional level.

The City acknowledges the importance of aligning its budget to support the realisation of the City's vision.

The Capital Investment Framework (CIF) is a component of the IDP. It recognises the Capital Investment Priority Areas (CIPAs) for the City as far as infrastructure and the provision of public amenities is concerned. It is the framework through which the City identifies and prioritises projects for implementation in the forthcoming financial year and Medium Term Economic Framework within the constraints of the capital budget allocation.

The CIF provides a list and high level analysis of the City's capital projects that meet the desired developmental and spatial outcomes of the City. Responsibility for the planning of the CIF rests with the City Transformation Directorate and the Department of Finance. Responsibility for executing the projects rests with sector Departments and municipal owned entities.

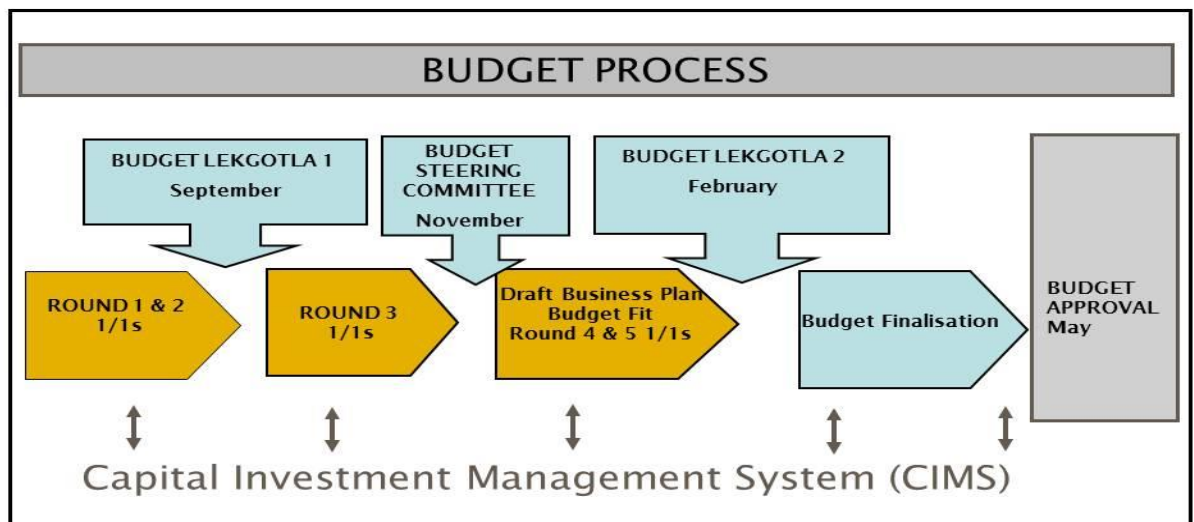
The purpose of the CIF is to eradicate the service delivery backlogs in poor marginalised areas, to redirect capital to other priority areas (Corridors of Freedom) and ensure the improvement and the management of existing infrastructure. In order to achieve this purpose the CIF has a number of key objectives:

- Improve service delivery through infrastructure and services that are planned, delivered, upgraded or managed in an objective and structured manner;
- Prioritise projects and programmes through a strategic and spatially-linked information system called the Capital Investment Management System;
- Direct future public and private investment by strategically aligning capital budgets between Departments and Entities to priority areas of the City; and
- Identify types of infrastructure and services planning and implementation choices in a strategic manner.

The CIF is updated annually. A legislated process of Budget Lekgotlas and Budget Steering Committees combined with a series of interactions with departments and municipal owned entities, where the capital needs are identified and subsequently captured on CIMS (see Figure 69) underpin the finalisation of the CIF.

**The Capital Budgeting Process**

*Figure 69: City of Johannesburg Capital Budget Process*



*Figure 4.1: Budget process*

Demands placed on the City’s capital budget far exceed available resources. As such the City has to be strategic in its choice of projects, identifying only those critical projects that need to be undertaken in a given financial year. The total capital budget for the City is obtained from a number of different sources. It is funded from the tariffs, the rates base, bulk service contributions external loans, national department grants and loans and provincial department grants and loans.

In order to assist in prioritising capital projects and come to a consolidated list of capital projects to be undertaken the City uses the Capital Investment Management System, known as CIMS. This live Internet database requires Departments and Entities to accurately capture and locate capital projects.



Departments and Entities are requested to answer a range of questions relating to the project's impact on, and implications for: economic growth, social investment, finances, the environment, sectoral investment and the Extended Public Works Programme. Responses to these questions, combined with the location of the project, are then used to prioritise the projects in question. The greatest weighting in the prioritization model is given to whether the project is located within a Capital Investment Priority Area (CIPA). Once this technical project prioritisation process has been undertaken the engagements are then held with the department or municipal owned entity concerned and the list of capital projects is discussed and confirmed.

Opportunity is provided for these divisions to present their own critical projects from the list of projects they captured on CIMS which may differ from the priority list generated on CIMS, so that these can be considered by the Budget Lekgotla for approval for implementation in the third financial year of the Medium Term Expenditure Framework financial year.

It is a programme based approach that considers:

- Specific area development programmes as defined by CIPA
- General area programmes
- Strategic growth support programmes (for example public transport based interventions)
- General themed programmes that fall outside of the area based programmes
  - Informal settlement programme
  - Sustainable human settlement programme
  - Infrastructure backlog and refurbishment programmes (related to hotspots)
    - Water
    - Sewer
    - Power
    - Storm water
    - Roads

Once a Budget Lekgotla representing the legislature and the executive has pronounced on the draft capital budget indicatives, the draft list of capital projects is produced from CIMS. A preparatory Technical Budget Steering Committee and a subsequent Budget Steering Committee (BSC) have been established in terms of the Municipal Budget and Reporting Regulations of the MFMA. The two Budget Steering Committees assess and comment on the Business Plans, including capital budget proposals, of the Departments and Entities for the medium term expenditure framework. This interaction assists the administrative heads of the City to make informed decisions on the allocation of the budget at a second Budget Lekgotla.

It is through this capital budgeting process that the strategic policy of the City outlined in the GDS, IDP and CIPA, as well as the practical requirements of the Entities and Departments are condensed into a list of capital projects that the City will execute in the three year period.

The Budget Office fulfils the financial management function of monitoring the budget. The Directorate assesses the financial performance of the entities and departments, reports on financial progress and make recommendations on the expenditure patterns and future allocations of funds.

The capital budgeting process and infrastructure is set to change through:

- The establishment of the Engineering Centre of Excellence in the Office of the Chief Operating Office which will provide support to existing engineering capacity.
- The implementation of the Consolidated Infrastructure Plan which amongst its aims will improve asset management coordination in the City of Johannesburg

- The upgrading and redevelopment of the Capital Investment Management System

### Supply chain management and procurement plan

The City has a Supply Chain Management Policy adopted in terms of Section 111 of the Municipal Finance Act (56 of 2003) and speaks to the City's processes and procedures relating to the procurement of services. Since its adoption by Council in 2006 the policy has been updated a number of times through Council resolution.

While the details of the policy have changed the broad framework of the policy remains. The Policy sets out the Institutional arrangements for supply chain management within the City including the delegation of supply chain management powers and utilities, sub-delegation, reporting requirements and performance management.

In addition the policy provides:

- A system for acquisition
- Procurement mechanisms for goods and services
- General conditions applicable to the consideration of written quotations
- Circumstances whereby deviations from the procurement mechanism might be considered
- For the nature and functioning of the Supply Chain Management Committee System
- Details for supply management and development
- For penalties for abuse of the supply chain management system
- For Inventory Management
- For Asset disposal
- For Risk Management.

### Partnerships

With regards partnerships IDP 2012/16 identifies a number of such initiatives which assist in ensuring that the region achieves the National Development Plan Outcomes. These partnerships include:

- The Early Childhood Development Programme as well as skills development programmes
- Support to provincial government and other stakeholders in the building of new schools through facilitating zoning and planning processes, identifying appropriate land and prioritising the delivery of bulk infrastructure and basic services.
- Collaboration between the South African Police Service and the Johannesburg Police department in efforts to reduce crime in the City of Johannesburg
- The Expanded Public Works Programme
- The Rural Farmer's Assistance Programme, run by the Joburg Market that enables faster access for rural farmers to bigger markets. The programme assists emerging black farmers in reviving old pack houses, building new pack houses and obtaining packing material. The Joburg Market also provides food safety management systems to these emerging farmers
- Food Security Initiatives for indigent households
- Partnership with the national department of communication and the City of Johannesburg to develop a smart city at NASREC in Johannesburg
- Improvement of water treatment works as part of the upgrading of bulk services linked to the Sedibeng Regional Sanitation Scheme, which will unlock development opportunities in Orange Farm

## 2. The Value of programmes and projects and projects by division (Tables to be updated and finalised in April 2015)

The list of projects below is a draft budget for the forthcoming three year period focussed on the Capital Investment Priority Areas discussed in detailed above. List provided above for the Corridors of Freedom must be treated as an indication of the major projects required in order to make the Corridors a success, whereas the list below reflect the budget reality. In current available draft the projects for the divisions relating to the Corridors of Freedom for each division are capital as consolidated figures. These figures are to be broken down into individual projects.

### Inner City

		Budget 2014/2015	ESTIMATE 2015/2016	ESTIMATE 2016/2017
Project Name	Project Description			
<b>City Parks and Zoo</b>				
Inner City (City Parks) New Inner City Intervention JOHANNESBURG F Regional	Ring-fenced amount for capital projects intended for the Inner City	R 15 017 000.00	R 8 400 000.00	R 3 700 000.00
<b>Sub Total</b>		<b>R 15 017 000.00</b>	<b>R 8 400 000.00</b>	<b>R 3 700 000.00</b>
<b>City Power</b>				
New 88/11 kV substation near Park station. New Bulk Infrastructure NEWTOWN F Regional	New 88/11 kV substation near Park station	R 0.00	R 38 700 000.00	R 30 000 000.00
New 88/11 kV substation near Westgate. New Bulk Infrastructure FERREIRAS DORP F Regional	New 88/11 kV substation near Westgate.	R 0.00	R 30 000 000.00	R 29 543 000.00
New service connections New Service Connections BEREA F Regional	New service connections in the Siemert Road area	R 18 750 000.00	R 18 750 000.00	R 18 750 000.00
Newtown Eliminate MV pillar boxes Renewal Medium Voltage Network NEWTOWN EXT.1 F Ward	Eliminate MV pillar boxes	R 5 000 000.00	R 5 000 000.00	R 0.00
Prepare mini subs and load centres for 11 kV conversion Renewal Township Reticulation JEPPESTOWN SOUTH F Regional	11 kV Conversion	R 10 000 000.00	R 10 000 000.00	R 15 000 000.00

Refurbish TSS's as required by Area Maintenance Renewal Medium Voltage Network JOHANNESBURG F Regional	Refurbish TSS's in the Siemert Rd depot area	R 10 000 000.00	R 10 000 000.00	R 15 000 000.00
Removal and Replacement of 20.5kV Equipment, Van Beek, Central & Selby SS. Inner City Renewal Medium Voltage Network SELBY F Regional	Deload Kazerne and Selby network development.	R 26 000 000.00	R 0.00	R 0.00
Upgrade John Ware sub station Renewal Bulk Infrastructure FORDSBURG F Regional	Install an additional 88/11 kV transformer and feeder board	R 14 000 000.00	R 10 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 83 750 000.00</b>	<b>R 122 450 000.00</b>	<b>R 108 293 000.00</b>
<b>Community Dev: Arts, Culture and Heritage</b>				
ACH - Refurbishment of the Joburg Art Gallery Renewal Heritage Area Upgrade JOHANNESBURG F	Major refurbishment of the Joburg Art Gallery including structural repairs and waterproofing the entire centre	R 11 647 000.00	R 1 000 000.00	R 8 445 000.00
ACH. Museum Africa Renewal Heritage Area Upgrade NEWTOWN F	Upgrading of the facility	R 5 000 000.00	R 0.00	R 0.00
Inner City (Comm Dev: ACH) Renewal Inner City Intervention JOHANNESBURG F	Inner City ring-fenced amount for undertaking capital projects	R 3 353 000.00	R 9 000 000.00	R 2 000 000.00
<b>Sub Total</b>		<b>R 20 000 000.00</b>	<b>R 10 000 000.00</b>	<b>R 10 445 000.00</b>
<b>Community Dev: Libraries</b>				
Lib - Hilbrow Public Library BEREA F	Upgrading of Library	R 0.00	R 500 000.00	R 0.00
Lib. Murray Park Library New Library JEPPESTOWN SOUTH F	Upgrading of the facility	R 100 000.00	R 4 500 000.00	R 0.00
<b>Sub Total</b>		<b>R 100 000.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>
<b>Community Dev: Sport and Recreation</b>				
Aqua - Ellis Park Swimming Pool Renewal Building Alterations DOORNFONTEIN F Ward	Upgrading of the pool	R 700 000.00	R 2 000 000.00	R 3 968 000.00
Aqua - Murray Park Public Swimming Pool Renewal Community Centre JEPPESTOWN F Ward	Upgrading of the swimming pool	R 2 000 000.00	R 1 000 000.00	R 1 500 000.00
Aqua - Yeoville Swimming pool Renewal Building Alterations YEOVILLE F Ward	Upgrading of pool	R 0.00	R 0.00	R 1 000 000.00

Inner City (Comm Dev: S&R) Renewal Inner City Intervention JOHANNESBURG F Regional	Ring-fenced amount for undertaking capital Projects in the Inner City	R 4 600 000.00	R 2 400 000.00	R 8 200 000.00
Rec - Karzene Soccer Fields Renewal Community Centre CITY AND SUBURBAN EXT.10 F Ward	Upgrading of Karzene soccer fields	R 0.00	R 0.00	R 1 500 000.00
Rec - Upgrading of Hillbrow Recreation Centre Renewal Community Centre JOHANNESBURG F Regional	Upgrading of Hillbrow Recreational Centre	R 0.00	R 0.00	R 500 000.00
Rec - Upgrading of Braamfontein Conference and Recreational Centre Renewal Community Centre JOHANNESBURG F City Wide	Upgrading of the Braamfontein Conference and Recreational Centre	R 2 000 000.00	R 0.00	R 2 000 000.00
<b>Sub Total</b>		<b>R 9 300 000.00</b>	<b>R 5 400 000.00</b>	<b>R 18 668 000.00</b>
<b>Development Planning</b>				
Inner City (Dev Planning) Renewal Inner City Intervention JOHANNESBURG F Regional	Ring-fenced amount for undertaking capital projects in the Inner City	R 150 000 000.00	R 210 000 000.00	R 259 574 000.00
<b>Sub Total</b>		<b>R 150 000 000.00</b>	<b>R 210 000 000.00</b>	<b>R 259 574 000.00</b>
<b>Economic Development</b>				
BPO Inner City Zone Renewal Skills Development Center MARSHALLS TOWN F Regional	Business Process Services Unit	R 10 000 000.00	R 5 000 000.00	R 5 000 000.00
DED Inner City Property Scheme New Operational Capex JOHANNESBURG F Regional	legal fees for property acquisition	R 11 000 000.00	R 10 000 000.00	R 7 966 000.00
<b>Sub Total</b>		<b>R 21 000 000.00</b>	<b>R 15 000 000.00</b>	<b>R 12 966 000.00</b>
<b>Housing</b>				
Inner City Upgrading (Transitional/Emergency and Rental Stock) Renewal Rental Flats JOHANNESBURG F Regional	Upgrading of rental accommodation within the Inner City	R 0.00	R 40 000 000.00	R 40 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 40 000 000.00</b>	<b>R 40 000 000.00</b>
<b>JHB Water: Sewer</b>				
Johannesburg Central: Planned replacement sewer mains Renewal Bulk Waste Water JOHANNESBURG D	sewer upgrade	R 0.00	R 0.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>
<b>JHB Water: Water</b>				



Johannesburg Central:planned replacement watermains Renewal Water Mains MAYFAIR F Regional	Planned replacement:Watermain	R 0.00	R 10 000 000.00	R 15 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 10 000 000.00</b>	<b>R 15 000 000.00</b>
<b>Johannesburg Theatre Management Company</b>				
Joburg Theatre - Building Renovations and upgrades New Building Alterations JOHANNESBURG F Ward	Renovation of existing public bathrooms; building of scenery door to the Fringe Theatre; replacement of building management system; renovation of backstage dressing rooms; extended 28 bay parking facility; upgrade of two public lifts; wrapping and insulating the stage tower; water proofing of all roofs; replacement of Gamma Zenith on exterior.	R 5 150 000.00	R 4 300 000.00	R 1 442 000.00
Joburg Theatre - Information Technology Upgrades Renewal Computer Upgrades JOHANNESBURG F City Wide	Replace existing IT systems in the Joburg Theatre	R 1 000 000.00	R 500 000.00	R 250 000.00
Joburg Theatre - Technical Equipment New Operational Capex JOHANNESBURG F Regional	Purchasing of Technical Equipment	R 0.00	R 0.00	R 750 000.00
Joburg Theatre - Upgrade of stage machinery Renewal Plant and Equipment JOHANNESBURG F Ward	UPS Protection for Mandela and Fringe Theatres; Drives on wagons and lifts of the Mandela Theatre; Steel cables for the Mandela front tabs.	R 1 000 000.00	R 400 000.00	R 1 155 000.00
<b>Sub Total</b>		<b>R 7 150 000.00</b>	<b>R 5 200 000.00</b>	<b>R 3 597 000.00</b>
<b>JOSHCO</b>				
195 Commissioner Street New Building Alterations JOHANNESBURG F Ward	Purchase of building for upgrade into social housing	R 22 000 000.00	R 0.00	R 0.00
27 Hoek Street New Inner City Intervention JOHANNESBURG F Ward	Social Housing	R 18 000 000.00	R 15 000 000.00	R 0.00
80 Plein Street New Inner City Intervention JOHANNESBURG F Ward	Social Housing	R 20 000 000.00	R 25 000 000.00	R 0.00

Anthea Renewal Building Alterations JOHANNESBURG F Regional	Upgrading of existing social housing stock	R 0.00	R 1 000 000.00	R 100 000.00
Bertrams Social Housing Units New Housing Development BERTRAMS F Regional	Development of social housing projects on different infill council sites in Bertrams	R 2 000 000.00	R 20 000 000.00	R 30 000 000.00
Casamia Renewal Building Alterations JOHANNESBURG F Regional	Upgrading to existing social housing stock	R 0.00	R 5 000 000.00	R 5 000 000.00
Chelsea Residential Building Renewal Operational Capex JOHANNESBURG F Regional	Upgrading of the residential property, major repairs on plumbing, plastering and painting	R 3 000 000.00	R 2 000 000.00	R 0.00
EUROPA HOUSE Renewal Housing Development JOHANNESBURG F Ward	Emergency housing	R 10 000 000.00	R 0.00	R 0.00
Gezina Renewal Building Alterations JOHANNESBURG F Regional	Upgrading of existing social housing stock	R 0.00	R 5 000 000.00	R 15 000 000.00
Inner City Rental Development Renewal Housing Development JOHANNESBURG F City Wide	Development of about 150 units. Projects will involve refurbishment, conversion and upgrading of existing buildings	R 32 000 000.00	R 10 000 000.00	R 50 000 000.00
La Rosabel Renewal Building Alterations JOHANNESBURG F Regional	Upgrading of existing social housing stock	R 0.00	R 500 000.00	R 0.00
MBV Innercity Rental Housing Renewal Housing Development JOHANNESBURG F City Wide	Redevelopment and upgrading of the MBV building in the inner city to increase the rental stock	R 2 500 000.00	R 500 000.00	R 900 000.00
NEDERBURG RENTAL HOUSING Renewal Building Alterations JOHANNESBURG F City Wide	Upgrading of the Nederburg building acquired from JPC as part of Inner City regeneration initiatives	R 15 000 000.00	R 0.00	R 0.00
Rachers Social Housing New Building Alterations JOHANNESBURG F Ward	Upgrade to existing social housing stock	R 0.00	R 900 000.00	R 500 000.00
Selby Staff Hostel Redevelopment/Conversion Renewal Building Alterations SELBY F Ward	Redevelopment and conversion of Councils Staff hostel into rental family units	R 12 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 136 500 000.00</b>	<b>R 84 900 000.00</b>	<b>R 101 500 000.00</b>
<b>JPC</b>				
Salisbury House Erf 1052 and 1053 Renewal Heritage JEPPESTOWN F Ward	The upgrade of Heritage Precinct Area	R 0.00	R 500 000.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 500 000.00</b>	<b>R 0.00</b>
<b>JRA</b>				

BRID 12 - Motorway Gantries. Renewal Roads: Rehabilitation JOHANNESBURG F City Wide	Urgent and ongoing replacement and/or improvements of overhead motorway sign gantries in: M1 N 1st Ave; M2 W Heidelberg I/C; M2 W Benrose; 9 others.	R 10 000 000.00	R 5 000 000.00	R 5 000 000.00
CATCH 205 - Robinson Canal Catchment Structural Improvement: Robinson Canal Sub 4 Renewal Stormwater Catchments ROBIN ACRES F Ward	Structural intervention on existing holes in the floor, deck, and exposed steel reinforcing. Project needs prioritization.	R 500 000.00	R 8 000 000.00	R 0.00
CATCH 205 - Robinson Canal Catchment: Structural Improvement: Robinson Canal Sub 10 Renewal Stormwater Catchments ROBINDALE F Ward	Structural intervention on existing holes in the floor, deck, and exposed steel reinforcing	R 4 240 000.00	R 10 000 000.00	R 10 000 000.00
CATCH 205 - Robinson Canal Catchment: Structural Improvement: Robinson Canal Sub 3, Sub 6 and Sub 7 Renewal Stormwater Catchments ROBINDALE F Ward	Upgrade spalling and exposed steel reinforcing in Robinson Canal sub 3 and sub 6. Eliminate the crack in the wall of Robinson Canal Sub 7.	R 4 500 000.00	R 10 000 000.00	R 10 000 000.00
CATCH 210 - Bosmont Catchment: Stormwater Drainage: Central Areas New Stormwater Catchments BOSMONT F Ward		R 2 000 000.00	R 15 000 000.00	R 50 000 000.00
RESUR - Resurfacing of M2 Motorway. Renewal Roads: Rehabilitation JOHANNESBURG F City Wide	Resurfacing work is required to prolong the life of the road and to improve the VCI (Visual Conditions Index).	R 24 000 000.00	R 150 000 000.00	R 60 000 000.00
<b>Sub Total</b>		<b>R 45 240 000.00</b>	<b>R 198 000 000.00</b>	<b>R 135 000 000.00</b>
<b>Public Safety: EMS</b>				
Fire Station - Central Fire Station Renewal Building Alterations MARSHALLS TOWN F Ward	New Central Fire Station for the central business district to facilitate emergency response in the inner city	R 20 000 000.00	R 0.00	R 9 000 000.00
Fire Stations - Central Refurbishment Renewal Building Alterations JOHANNESBURG A Regional	Refurbishment	R 0.00	R 5 950 000.00	R 0.00
<b>Sub Total</b>		<b>R 20 000 000.00</b>	<b>R 5 950 000.00</b>	<b>R 9 000 000.00</b>
<b>Speaker: Legislative Arm of the Council</b>				
Council Chamber Building Programme Renewal Building Alterations JOHANNESBURG F Ward	Investigation to establish the upgrade needs for the council chambers	R 30 000 000.00	R 70 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 30 000 000.00</b>	<b>R 70 000 000.00</b>	<b>R 0.00</b>
<b>Transportation</b>				

MAN: Dedicated Public Transport Lanes: Johannesburg CBD: New Managed Lanes JOHANNESBURG F City Wide	Extension of dedicated public transport lanes in the Johannesburg CBD	R 1 500 000.00	R 4 490 000.00	R 3 825 000.00
PTF: Holding Facilities: Kazerne Redevelopment New Public Transport Facility NEWTOWN EXT.1 F Ward	Redevelopment of Kazerne Public Transport Holding Facility, including securing of the existing site, creation of temporary facilities and demolition	R 50 000 000.00	R 100 000 000.00	R 100 000 000.00
<b>Sub Total</b>		<b>R 51 500 000.00</b>	<b>R 104 490 000.00</b>	<b>R 103 825 000.00</b>
<b>Grand Total</b>		<b>R 589 557 000.00</b>	<b>R 895 290 000.00</b>	<b>R 831 568 000.00</b>

### Louis Botha Corridor

Project Name		Project Description	Budget 2014/2015	ESTIMATE 2015/2016	ESTIMATE 2016/2017
<b>City Parks and Zoo</b>					
Park Upgrade Charlendale Park Orange Grove Renewal Park ORANGE GROVE E Ward	Portion Re/1/58-1R Charleten Park Ward 74		R 3 000 000.00	R 1 000 000.00	R 1 000 000.00
Park Upgrade Orange Grove Park Renewal Park ORANGE GROVE E Ward	Stand number 2006 Orange Grove ward 73		R 2 500 000.00	R 2 500 000.00	R 2 500 000.00
Patterson Park Renewal Park ORANGE GROVE E City Wide	Redevelopment of Patterson Park		R 6 000 000.00	R 0.00	R 0.00
Six New Local Parks located in the Louis Botha Corridor of Freedom New Park ORANGE GROVE E Regional	Establishment of six local parks in the Louis Botha Corridor		R 0.00	R 2 000 000.00	R 8 000 000.00
Yeoville Park Upgrade Renewal Park YEOVILLE F Regional	Upgrade of the Yeoville Park situated adjacent to the Community Hall and Clinic		R 2 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>			<b>R 13 500 000.00</b>	<b>R 5 500 000.00</b>	<b>R 11 500 000.00</b>
<b>City Power</b>					

Installation of new service connections New Service Connections ALEXANDRA EXT.63 E Regional	new service connections	R 1 495 000.00	R 1 495 000.00	R 1 495 000.00
<b>Sub Total</b>		<b>R 1 495 000.00</b>	<b>R 1 495 000.00</b>	<b>R 1 495 000.00</b>
<b>Community Dev: Head Office</b>				
Rec - People with disabilities access JOHANNESBURG F	PWD access	R 600 000.00	R 600 000.00	R 600 000.00
<b>Sub Total</b>		<b>R 600 000.00</b>	<b>R 600 000.00</b>	<b>R 600 000.00</b>
<b>Community Dev: Sport and Recreation</b>				
Aqua -Yeoville Swimming pool Renewal Building Alterations YEOVILLE F Ward	Ugrading of pool	R 0.00	R 0.00	R 1 000 000.00
Redevelopment of Patterson Park Recreation Facility Renewal Sports Centre ORANGE GROVE E City Wide	Construction of new library and swimming pool, and redevelopment of Sports Centre and associated Sports Fields	R 20 000 000.00	R 27 500 000.00	R 0.00
<b>Sub Total</b>		<b>R 20 000 000.00</b>	<b>R 27 500 000.00</b>	<b>R 1 000 000.00</b>
<b>Health</b>				
Orchards Clinic New Clinic ORCHARDS E City Wide	Construction of new clinic in Orchards	R 30 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 30 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Housing</b>				
Helen Josephs Refurbishment and Upgrading of Women's Hostel Renewal Building Alterations ALEXANDRA EXT.52 E Ward	Upgrading of Infrastructure and Services	R 7 000 000.00	R 8 000 000.00	R 9 000 000.00
Louis Botha Corridor (Housing) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Ring-fenced amount for the undertaking of capital project in the corridor	R 0.00	R 54 300 000.00	R 35 100 000.00
Refurbishment and Upgrading of M2 Hostel Renewal Building Alterations ALEXANDRA EXT.52 E	refurbishment of M2 Hostel infrastructure	R 0.00	R 7 000 000.00	R 8 000 000.00
<b>Sub Total</b>		<b>R 7 000 000.00</b>	<b>R 69 300 000.00</b>	<b>R 52 100 000.00</b>

<b>JDA</b>				
Alfred Nzo road widening New Bulk Infrastructure ALEXANDRA EXT.24 E Ward	Road to be made ready for the implementation of Bus Rapid Transit Route	R 0.00	R 0.00	R 12 000 000.00
Development of 'pocket places' for the public as part of the Louis Botha Corridor of Freedom New Precinct Redevelopment KEW E City Wide	Development of hard open spaces (squares) at strategic locations along the Louis Botha Rea Vaya route	R 0.00	R 14 000 000.00	R 1 660 000.00
Orange Grove Triangle Renewal Precinct Redevelopment ORANGE GROVE E City Wide	Redevelopment of the Orange Grove Triangle on the corner of Louis Botha Ave and Hathorn Roads	R 0.00	R 1 000 000.00	R 6 900 000.00
Thoko Mngoma Clinic Marlboro Renewal Clinic ALEXANDRA EXT.53 E	The refurbishment and upgrading of the Marlboro Clinic	R 3 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 3 000 000.00</b>	<b>R 15 000 000.00</b>	<b>R 20 560 000.00</b>
<b>JHB Water: Sewer</b>				
Johannesburg Central: Planned replacement sewer mains Renewal Bulk Waste Water JOHANNESBURG D	sewer upgrade	R 0.00	R 0.00	R 10 000 000.00
Louis Botha Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention ORANGE GROVE E	ring-fenced amount for undertaking capital projects in the corridor	R 0.00	R 0.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 20 000 000.00</b>
<b>JHB Water: Water</b>				
Sandton/Alexandra: Randjeslaagte District:Upgrade water infrastructure Renewal Water Mains BRAMLEY E Regional	Randjeslaagte District upgrading water infrastructure	R 600 000.00	R 0.00	R 0.00
Louis Botha Corridor (JW: Water) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Ring-fenced amount for undertaking capital projects in the corridor	R 25 000 000.00	R 10 000 000.00	R 20 000 000.00
Sandton/ Alexandra: Yeoville Water Upgrade infrastructure New Water Mains ALEXANDRA EXT.4 B Regional	upgrading water infrastructure	R 0.00	R 0.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 25 600 000.00</b>	<b>R 10 000 000.00</b>	<b>R 30 000 000.00</b>



<b>JOSHCO</b>				
Corridors of Freedom / TOD Developments New Corridors of Freedom Intervention ORANGE GROVE E City Wide	Social Housing Development	R 0.00	R 58 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 58 000 000.00</b>	<b>R 0.00</b>
<b>Public Safety: EMS</b>				
Fire Station - Alexandra and 'Be Safe Centre' New Building ALEXANDRA EXT.25 E Regional	Reconstruction of existing Alexandra Firestation with the addition of a 'Be Safe Centre'	R 0.00	R 20 000 000.00	R 9 438 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 20 000 000.00</b>	<b>R 9 438 000.00</b>
<b>Public Safety: JMPD</b>				
Marlboro Holding Facility Renewal Building Alterations MARLBORO E Regional	Upgrading of Marlboro JMPD facility to include a vehicle pound	R 4 000 000.00	R 5 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 4 000 000.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>
<b>Social Development</b>				
Louis Botha - Co - Production zone for social interventions Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Refurbishment and future construction of Social Development centre	R 0.00	R 0.00	R 5 934 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 5 934 000.00</b>
<b>Transportation</b>				
Rea Vaya New Bus Rapid Transit JOHANNESBURG F City Wide	Bus Rapid Transit (BRT) System: roads and ancillary works, depots, termini, land, Intelligent Transport System (Automatic Public Transport Management System & Automated Fare Collection System). Also NMT links feeding Rea Vaya Stations	R 829 571 000.00	R 900 693 000.00	R 930 412 000.00
<b>Sub Total</b>		<b>R 829 571 000.00</b>	<b>R 900 693 000.00</b>	<b>R 930 412 000.00</b>
<b>Grand Total</b>		<b>R 934 766 000.00</b>	<b>R 1 113 088 000.00</b>	<b>R 1 083 039 000.00</b>

## Perth Empire Corridor

		Budget 2014/2015	ESTIMATE 2015/2016	ESTIMATE 2016/2017
Project Name	Project Description			
<b>City Parks and Zoo</b>				
Bosmont Parks Upgrade Renewal Park BOSMONT B Regional	Upgrade of Parks in Bosmont	R 2 000 000.00	R 0.00	R 0.00
Establishment of new parks in Pennyville New Park PENNYVILLE B Ward	Establishment of new park in Pennyville	R 0.00	R 2 000 000.00	R 2 000 000.00
New Parks development in Empire/Perth Corridor of Freedom New Park CORONATIONVILLE B City Wide	Establishment of New Parks in the Empire/Perth Corridor of Freedom	R 0.00	R 5 000 000.00	R 8 500 000.00
Park Development in Claremont New Park CLAREMONT B	New Park Development	R 2 000 000.00	R 1 000 000.00	R 0.00
Upgrade of Sir Drummond Chaplin Park Crosby Renewal Park CROSBY B Ward	Park upgrade	R 2 000 000.00	R 2 000 000.00	R 0.00
Upgrading of existing parks in Brixton Renewal Park BRIXTON B City Wide	Upgrading of Existing Parks in Brixton	R 0.00	R 3 000 000.00	R 0.00
Upgrading of Katjiepiering Street Park in Vrededorp Renewal Park JAN HOFMEYR B Ward	Upgrading of the Park	R 0.00	R 0.00	R 500 000.00
Upgrading of Pieter Roos Park Renewal Park PARKTOWN F City Wide	Upgrading of Pieter Roos Park	R 0.00	R 0.00	R 1 500 000.00
Westbury Parks Upgrade Renewal Park WESTBURY B Regional	Upgrading of parks within Westbury	R 4 000 000.00	R 3 000 000.00	R 3 000 000.00
Westdene Dam park development New Park WESTDENE B Regional	Development of Westdene Park	R 0.00	R 10 000 000.00	R 11 970 000.00
Yeoville Park Upgrade Renewal Park YEOVILLE F Regional	Upgrade of the Yeoville Park situated adjacent to the Community Hall and Clinic	R 2 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 12 000 000.00</b>	<b>R 26 000 000.00</b>	<b>R 27 470 000.00</b>
<b>City Power</b>				

Hurst Hill Sub-station refurbishment Renewal Bulk Infrastructure HURST HILL B Regional	Refurbishment of Hurst Hill Sub Station	R 4 000 000.00	R 76 000 000.00	R 0.00
Industria Substation Refurbishment Renewal Computer Hardware INDUSTRIA B Regional	Upgrade of Existing Substation	R 18 000 000.00	R 0.00	R 0.00
New Service connections New Service Connections HURST HILL B Regional	Provision of new service connections	R 9 370 000.00	R 9 370 000.00	R 9 370 000.00
Replace feederboard at Industria sub station. Renewal Bulk Infrastructure INDUSTRIA WEST B Regional	Replace feederboard at Industria sub station.	R 10 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 41 370 000.00</b>	<b>R 85 370 000.00</b>	<b>R 9 370 000.00</b>
<b>Community Dev: Libraries</b>				
Lib.Brixton Public Library Renewal Library MAYFAIR WEST B	Upgrading of the Library	R 1 000 000.00	R 0.00	R 0.00
Lib.Coronationville Public Library New Library CORONATIONVILLE B	Upgrading of the Library	R 800 000.00	R 0.00	R 0.00
Lib.Upgrade Bosmont Library Renewal Library BOSMONT B	Upgrading of existing Bosmont Library	R 1 000 000.00	R 0.00	R 0.00
Lib.Upgrade of Westbury Library Renewal Library WESTBURY EXT.3 B	Upgrade of Westbury Library	R 1 000 000.00	R 0.00	R 0.00
Perth Empire Corridor (Comm Dev: Libraries) Renewal Corridors of Freedom Intervention WESTBURY B	Libraries in the Corridors of Freedom	R 0.00	R 3 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 3 800 000.00</b>	<b>R 3 000 000.00</b>	<b>R 0.00</b>
<b>Community Dev: Sport and Recreation</b>				
Aqua - Coronationville Public Swimming Pool Renewal Community Centre CORONATIONVILLE B Ward	Upgrading of the pool	R 2 000 000.00	R 0.00	R 0.00
Aqua - Newclare Swimming Pool Renewal Community Centre NEWCLARE B Ward	Upgrading of the pool	R 0.00	R 1 000 000.00	R 2 000 000.00
Aqua -Yeoville Swimming pool Renewal Building Alterations YEOVILLE F Ward	Upgrading of pool	R 0.00	R 0.00	R 1 000 000.00
Pennyville Sports Fields New Sportsfield PENNYVILLE B City Wide	Rec-Construction of Sports Facilities for Pennyville	R 0.00	R 2 000 000.00	R 2 000 000.00

Rec-Brixton Sports Fields and Swimming Pool Upgrade Renewal Sportsfield MAYFAIR WEST B Ward	Rec-Upgrade of existing Brixton Sportsfields	R 0.00	R 2 000 000.00	R 3 000 000.00
Rec-Pennyville Multi-purpose Centre New Community Centre PENNYVILLE EXT.1 B City Wide	Construction of Pennyville Multi-purpose Centre	R 2 000 000.00	R 8 000 000.00	R 10 000 000.00
Union Stadium Renewal Building Alterations WESTBURY EXT.3 B Ward	Upgrading of the courts	R 10 000 000.00	R 4 000 000.00	R 4 000 000.00
<b>Sub Total</b>		<b>R 14 000 000.00</b>	<b>R 17 000 000.00</b>	<b>R 22 000 000.00</b>
<b>Development Planning</b>				
Public Transport Corridor Development (TOD) New Operational Capex JOHANNESBURG F City Wide	Corridor Development	R 230 000 000.00	R 230 000 000.00	R 230 000 000.00
<b>Sub Total</b>		<b>R 230 000 000.00</b>	<b>R 230 000 000.00</b>	<b>R 230 000 000.00</b>
<b>Health</b>				
Westbury Clinic Redevelopment Renewal Clinic WESTBURY EXT.3 B Ward	Upgrading and Expansion of the existing Westbury Clinic	R 8 000 000.00	R 8 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 8 000 000.00</b>	<b>R 8 000 000.00</b>	<b>R 0.00</b>
<b>Housing</b>				
Perth Empire Corridor (Housing) Renewal Corridors of Freedom Intervention WESTBURY B Regional	Ring-fenced amount for undertaking capital projects in the corridor	R 0.00	R 0.00	R 30 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 30 000 000.00</b>
<b>JDA</b>				
Auckland Park Pedestrian Crossing New Precinct Redevelopment AUCKLAND PARK B City Wide	Construction of Auckland Park pedestrian crossing	R 0.00	R 40 000 000.00	R 0.00
Pennyville Precinct Renewal Precinct Redevelopment PENNYVILLE EXT.1 B City Wide	Upgrade of the public environment at Pennyville	R 0.00	R 5 000 000.00	R 5 000 000.00
Westbury Development Renewal Precinct Redevelopment WESTBURY B City Wide	Public environment upgrading including road, sidewalk and stormwater upgrading. Bulk infrastructure upgrades to support higher density residential. Community facility investments including parks, community halls, sport and recreation facilities, libraries and clinics. Developed as a	R 5 000 000.00	R 11 200 000.00	R 15 000 000.00

	residential transit node on the Empire Perth Corridor of Freedom.			
Westbury Pedestrian Bridge New Precinct Redevelopment WESTBURY EXT.3 B Regional	Construction of Pedestrian Bridge and associated walkway to allow access to the existing BRT station.	R 10 000 000.00	R 10 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 15 000 000.00</b>	<b>R 66 200 000.00</b>	<b>R 20 000 000.00</b>
<b>JHB Water: Sewer</b>				
Perth Empire Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention WESTBURY B	Ring-fenced amount for undertaking capital projects in the corridor	R 0.00	R 0.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>
<b>JHB Water: Water</b>				
Johannesburg Central: Hursthill-Brixton District:Upgrade water infrastructure New Water Mains BRIXTON B Regional	Hursthill-Brixton District upgrading water infrastructure	R 2 400 000.00	R 0.00	R 0.00
Perth Empire Corridor (JW: Water) Renewal Corridors of Freedom Intervention WESTBURY B Regional	ring-fenced amount for undertaking capital projects in the corridor	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 12 400 000.00</b>	<b>R 10 000 000.00</b>	<b>R 10 000 000.00</b>
<b>JOSHCO</b>				
Geldenhuis Transnet Hostel Renewal Building Alterations INDUSTRIA EXT.1 F City Wide	Conversion of Transnet hostel	R 0.00	R 10 000 000.00	R 10 000 000.00
Penny Flats Social Housing New Building Alterations PENNYVILLE B Regional	Social Housing development in Pennyville	R 0.00	R 3 000 000.00	R 2 000 000.00
Pennyville Communal Rooms Renewal Operational Capex PENNYVILLE EXT.1 C Regional	Upgrading and repairs of Communal rooms	R 6 000 000.00	R 1 000 000.00	R 1 000 000.00
Pennyville TOD/Corridor Development New Bulk engineering services PENNYVILLE C City Wide	Mixed use housing development next to the BRT and New Canada Station	R 20 000 000.00	R 70 000 000.00	R 60 000 000.00
<b>Sub Total</b>		<b>R 26 000 000.00</b>	<b>R 84 000 000.00</b>	<b>R 73 000 000.00</b>
<b>JPC</b>				

Purchase of land in Perth/Empire, Louis Botha and Turffontein Corridors New Corridors of Freedom Intervention CORONATIONVILLE F City Wide	Purchase of Land within the Perth/Empire, Louis Botha and Turffontein Corridors of Freedom as defined in the relevant Strategic Area Frameworks	R 22 402 000.00	R 56 005 000.00	R 7 780 000.00
<b>Sub Total</b>		<b>R 22 402 000.00</b>	<b>R 56 005 000.00</b>	<b>R 7 780 000.00</b>
<b>JRA</b>				
CATCH 200 - Braamfontein Spruit Catchment: Upgrade to Culvert, Millpark Renewal Roads: Construction and Upgrades BRAAMFONTEIN WERF EXT.1 B Ward	Upgrade to Culvert between Owl St and Gas Works on Annet Rd.	R 5 000 000.00	R 5 000 000.00	R 0.00
CATCH 210 - Bosmont Catchment: Stormwater Drainage: Central Areas New Stormwater Catchments BOSMONT F Ward		R 2 000 000.00	R 15 000 000.00	R 50 000 000.00
MISCL - Pedestrian Bridge in Slovo Park (also Ashanti) New Bridges (Pedestrian and Vehicles) CORONATIONVILLE B Ward	A safe walkway is required across the railway line in Ward 68, near to the informal settlement to facilitate the movement of people to Coronation and Helen Joseph Hospitals; to High School; to work in Industria and the residential areas around; as well as to the Croesus Railway Station.	R 1 000 000.00	R 5 000 000.00	R 6 000 000.00
<b>Sub Total</b>		<b>R 8 000 000.00</b>	<b>R 25 000 000.00</b>	<b>R 56 000 000.00</b>
<b>Public Safety: JMPD</b>				
By-law management unit - Unit upgrade for building Fennel Road pound Renewal Building Alterations MARTINDALE B Ward		R 2 400 000.00	R 2 600 000.00	R 2 800 000.00
Langlaagte One Stop Shop - Licensing Renewal Building Alterations LANGLAAGTE NORTH F Ward	One Stop shop (new building)for JMPD Licensing and Metro Police activities at Langlaagte.	R 5 350 000.00	R 6 350 000.00	R 7 350 000.00
<b>Sub Total</b>		<b>R 7 750 000.00</b>	<b>R 8 950 000.00</b>	<b>R 10 150 000.00</b>
<b>Social Development</b>				
Perth Empire Corridor Co - Production Zone for Social Development Renewal Corridors of Freedom Intervention WESTBURY B Regional	Ring-fenced amount for undertaking capital project in the corridor	R 2 650 000.00	R 6 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 2 650 000.00</b>	<b>R 6 000 000.00</b>	<b>R 0.00</b>
<b>Grand Total</b>		<b>R 403 372 000.00</b>	<b>R 625 525 000.00</b>	<b>R 505 770 000.00</b>



## Turffontein Corridor

		Budget 2014/2015	ESTIMATE 2015/2016	ESTIMATE 2016/2017
Project Name	Project Description			
<b>City Parks and Zoo</b>				
Establishment of Parks within the Turffontein Corridor of Freedom New Park TURFFONTEIN F Regional	Establishment of parks within the broader Turffontein area	R 4 100 000.00	R 3 500 000.00	R 8 400 000.00
Upgrade Wemmer Pan Park Facilities Renewal Park WEMMER F Regional	Upgrading of existing parks facilities at Wemmer Pan	R 0.00	R 0.00	R 2 000 000.00
Upgrading of Pioneer Park Renewal Park TURFFONTEIN F Regional	Upgrade Pioneer Park	R 1 500 000.00	R 4 500 000.00	R 4 000 000.00
<b>Sub Total</b>		<b>R 5 600 000.00</b>	<b>R 8 000 000.00</b>	<b>R 14 400 000.00</b>
<b>City Power</b>				
Establish Control and Outage Management Centre New SCADA REUVEN F City Wide	Establish outage Management Centre	R 0.00	R 30 000 000.00	R 40 000 000.00
Market boundary substation Renewal Bulk Infrastructure TURFFONTEIN F Regional	Upgrade of Market Boundary substation	R 10 778 000.00	R 0.00	R 0.00
New 88/11 kV substation near Westgate. New Bulk Infrastructure FERREIRAS DORP F Regional	New 88/11 kV substation near Westgate.	R 0.00	R 30 000 000.00	R 29 543 000.00
Produce Market Substation Renewal Bulk Infrastructure CITY DEEP F Regional	Upgrade of Produce Market Substation	R 10 778 000.00	R 0.00	R 0.00
Turffontein (City Power) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	City Power related interventions to realise the Corridors of Freedom Initiative	R 0.00	R 8 000 000.00	R 14 400 000.00
Wemmer 11kV Sub-station Renewal Bulk Infrastructure WEMMER F Regional	Upgrade of Wemmer 1kV sub-station	R 10 778 000.00	R 0.00	R 0.00
Wemmer Station Upgrade Renewal Bulk Infrastructure WEMMER F Regional	Upgrade of Wemmer Sub-station	R 17 548 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 49 882 000.00</b>	<b>R 68 000 000.00</b>	<b>R 83 943 000.00</b>
<b>Community Dev: Sport and Recreation</b>				
Rec - Upgrading of Southern Suburbs Sport and Recreational Centre Renewal Community Centre OAKDENE F Ward	Upgrading of Southern Suburbs Sport and Recreational Centre	R 500 000.00	R 0.00	R 0.00

Upgrading of Wembly Sports Centre Renewal Community Centre TURFFONTEIN F Ward	Upgrading of the facility	R 0.00	R 0.00	R 2 000 000.00
<b>Sub Total</b>		<b>R 500 000.00</b>	<b>R 0.00</b>	<b>R 2 000 000.00</b>
<b>Environment and Infrastructure</b>				
Rehabilitation of Princess Mine Dump Renewal Resource Rehabilitation STAFFORD EXT.4 F Ward	Stabilise Mine Dump through erosion control measures to address dust pollution and seepage on City owned land.	R 7 500 000.00	R 5 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 7 500 000.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>
<b>Housing</b>				
Glenesk IR Portion 7of Erf 1 (1320 Unit) New Bulk Infrastructure GLENESK F Ward	Formalisation, Construction of Bulk Services and Low Cost Houses	R 0.00	R 3 000 000.00	R 0.00
Rem 163/100-Turffontein New Bulk Infrastructure TURFFONTEIN F Ward	Formalisation, construction of bulk services and Low cost Houses	R 0.00	R 5 000 000.00	R 0.00
Turffontein Corridor (Housing) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	Ring-fenced amount for the undertaking of capital projects in the corridor	R 0.00	R 3 000 000.00	R 30 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 11 000 000.00</b>	<b>R 30 000 000.00</b>
<b>JDA</b>				
Rotunda Park Renewal Precinct Redevelopment TURFFONTEIN F Regional	Upgrade of Rotunda Park and surrounding public spaces.	R 5 600 000.00	R 8 000 000.00	R 14 500 000.00
<b>Sub Total</b>		<b>R 5 600 000.00</b>	<b>R 8 000 000.00</b>	<b>R 14 500 000.00</b>
<b>JHB Water: Water</b>				
Turffontein Corridor (JW: Water) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	Ring-fenced amount for undertaking capital projects in the corridor	R 9 947 000.00	R 10 000 000.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 9 947 000.00</b>	<b>R 10 000 000.00</b>	<b>R 10 000 000.00</b>
<b>Joburg Market</b>				
Audio in trading halls New Computer Software CITY DEEP EXT.22 F Regional	Audio systems for the halls	R 1 500 000.00	R 1 500 000.00	R 0.00
Building Management Software New Bulk engineering services CITY DEEP EXT.22 F Regional	Software for bulk building services	R 2 000 000.00	R 3 000 000.00	R 9 000 000.00
Civil Resurfacing of all platforms within the Market New Building Alterations CITY DEEP EXT.22 F Regional	Resurfacing of all platforms of the halls( 1-10)	R 4 000 000.00	R 14 000 000.00	R 5 000 000.00

Computer Equipment Renewal Computer Upgrades CITY DEEP EXT.2 F Regional	Computer Hardware	R 4 400 000.00	R 5 000 000.00	R 10 000 000.00
Computer Hardware New/Renewal Renewal Computer Hardware CITY DEEP EXT.22 F Regional	Computer Hardware	R 5 900 000.00	R 5 000 000.00	R 10 000 000.00
Computer Software New/Renewal New Computer Software CITY DEEP EXT.22 F Regional	Computer Software	R 2 300 000.00	R 2 500 000.00	R 4 000 000.00
Consignment control software and hardware New Computer Software CITY DEEP EXT.22 F Regional	Consignment control software development	R 1 000 000.00	R 0.00	R 0.00
Directional signage within market premises New Building Alterations CITY DEEP EXT.22 F Regional	installation of directional signage within the market premises	R 1 500 000.00	R 1 500 000.00	R 0.00
Electricity Reticulation Upgrade Renewal Building Alterations JOHANNESBURG F Ward	Upgrade and replacement of light in hall 1 & 2 and Hall 9 &10	R 3 000 000.00	R 3 000 000.00	R 0.00
Emergency evacuation alarm New Plant and Equipment CITY DEEP EXT.22 F Regional	installation of emergency evacuation alarms	R 220 000.00	R 235 000.00	R 249 000.00
Emergency evacuation chairs New Plant and Equipment CITY DEEP EXT.22 F Regional	Emergency evacuation chairs	R 0.00	R 0.00	R 70 000.00
Equipment for safety surveillance New Plant and Equipment CITY DEEP EXT.22 F Regional	Equipment to conduct safety surveillance for wellness	R 1 000 000.00	R 0.00	R 1 500 000.00
Foodbank sorting centre New Building Alterations CITY DEEP EXT.22 F Regional	Sorting centre for foodbank	R 0.00	R 0.00	R 5 000 000.00
General and QA Inspection Trolleys New Plant and Equipment CITY DEEP EXT.22 F Regional	Trolleys for quality inspection, for security and other departments	R 700 000.00	R 1 000 000.00	R 0.00
Humidifiers New Bulk engineering services CITY DEEP EXT.22 F Regional	Installation of humidifiers	R 2 000 000.00	R 2 000 000.00	R 0.00
Installation of Lights in Halls 1,2,9,10 Renewal Operational Capex CITY DEEP EXT.22 G City Wide	Replacement of existing lights/ Electrical Infrastructure	R 0.00	R 0.00	R 5 000 000.00
Installation of sprinkler systems New Building Alterations CITY DEEP EXT.22 F Regional	installation of sprinkler systems	R 6 200 000.00	R 6 200 000.00	R 6 200 000.00
IT Software upgrade New Computer Software CITY DEEP EXT.22 F Regional	New IT software	R 0.00	R 0.00	R 570 000.00
IT support system New Computer Upgrades CITY DEEP EXT.2 F Ward	Integration to stake holders, virtual market supprt, logistic support	R 0.00	R 0.00	R 4 000 000.00
Main Building Refurbishments Renewal Building Alterations CITY DEEP EXT.22 F Regional	Refurbishment of ageing offices	R 5 000 000.00	R 2 000 000.00	R 2 000 000.00
Main Building Renewal Building Alterations CITY DEEP EXT.22 F Regional	Renovation in the main building at the Market	R 4 000 000.00	R 6 000 000.00	R 3 000 000.00

Main market signage New Building Alterations CITY DEEP EXT.22 F Regional	Improving the ascetic value of the building.	R 3 400 000.00	R 1 600 000.00	R 0.00
Market of the Future New Building CITY DEEP EXT.22 F Regional	Upgrading Market facilities to enable new legislation, maintain Market relevance, and enhance Food Safety & Security	R 95 535 000.00	R 212 935 000.00	R 169 273 000.00
New Rocker Bins Renewal Plant and Equipment CITY DEEP EXT.22 F Regional	Rocker Bins	R 300 000.00	R 500 000.00	R 1 000 000.00
Office equipment New/Renewal New Office Equipment CITY DEEP EXT.22 F Regional	new office equipment	R 2 000.00	R 3 000.00	R 120 000.00
Pallet Pool New Bulk engineering services CITY DEEP EXT.22 F Regional	Creation of Pallet Pool	R 2 000 000.00	R 3 000 000.00	R 1 000 000.00
Potable water to halls and washbasins New Building Alterations CITY DEEP EXT.22 F Regional	Potable water to halls and washbasins	R 0.00	R 1 000 000.00	R 0.00
Provision of new Transformers New Building Alterations CITY DEEP EXT.2 F	Provision of new transformers for electric supply to future extensions in the southern side of the Market	R 5 000 000.00	R 5 400 000.00	R 0.00
Refurbishments/ Construction of ablution facilities Renewal Building Alterations CITY DEEP EXT.22 F Regional	Ablution Facilities	R 3 500 000.00	R 4 000 000.00	R 5 000 000.00
Replacement of Ammonia Plant Renewal Plant and Equipment CITY DEEP EXT.22 F Regional	Replacement of Ammonia Compressor	R 4 000 000.00	R 0.00	R 6 000 000.00
Replacement of Assets New/Renewal New Plant and Equipment CITY DEEP EXT.22 F Regional	Plant and equipment	R 3 000 000.00	R 13 000 000.00	R 5 000 000.00
Replacement of the roof at trading halls New Building Alterations CITY DEEP EXT.22 F Regional	Replacement of the roof at the trading halls	R 9 000 000.00	R 5 000 000.00	R 5 000 000.00
Revamp sewer and drainage system New Drainage System CITY DEEP EXT.22 F Regional	Sewer and drainage upgrade for the whole of the market	R 5 000 000.00	R 6 000 000.00	R 5 000 000.00
Road Rehabilitation Project New Bulk engineering services CITY DEEP EXT.22 F Regional	Upgrade of the road	R 7 000 000.00	R 9 000 000.00	R 12 000 000.00
Standby Generator upgrade Renewal Building Alterations CITY DEEP EXT.22 F Regional	Standby Power Generators for the Market	R 6 000 000.00	R 7 500 000.00	R 0.00
Temperature Control Systems Renewal Building Alterations CITY DEEP EXT.22 F Regional	Cold stores, Banana ripening, instrument for central temperature logging.	R 1 000 000.00	R 0.00	R 1 500 000.00
Trading System Archiving New Computer Software CITY DEEP EXT.22 F Regional	Archiving of trading system	R 0.00	R 0.00	R 1 000 000.00
Trading System at other markets New Computer Software CITY DEEP EXT.22 F Regional	Software system for other markets	R 300 000.00	R 0.00	R 0.00
Two Way Radios New Operational Capex	Two-way radios	R 65 000.00	R 65 000.00	R 65 000.00

CITY DEEP EXT.22 F Regional				
Upgrade Hall 9 Renewal Building Alterations CITY DEEP EXT.22 F Regional	Upgrade of existing hall to bring in line with HACCP requirements	R 9 000 000.00	R 5 000 000.00	R 5 000 000.00
Upgrade of Exit and entrance gates Renewal Building Alterations CITY DEEP EXT.22 F Regional	Upgrade Exit Gate	R 1 000 000.00	R 2 000 000.00	R 1 000 000.00
Upgrade of Hall 1 and 2 Renewal Building Alterations CITY DEEP EXT.22 F Regional	Refurbishing 23 000 m2 into a Value Added Services Centre to attract Retailers back to the Market.	R 7 000 000.00	R 6 000 000.00	R 8 000 000.00
Upgrade of Watermelon Section Renewal Building Alterations CITY DEEP EXT.2 F Regional	Upgrade of Watermelon Section	R 1 500 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 208 322 000.00</b>	<b>R 334 938 000.00</b>	<b>R 291 547 000.00</b>
<b>JOSHCO</b>				
BELLAVISTA ESTATE INFILLS New Housing Development BELLAVISTA ESTATE F Ward	upgrading and maintenance of Council Housing stock which is in a poor condition	R 0.00	R 500 000.00	R 500 000.00
Citrine Court Building Renewal Operational Capex BELLAVISTA ESTATE F Regional	Upgrading of the Bellavista Building	R 1 172 000.00	R 503 000.00	R 900 000.00
CITY DEEP MIXED HOUSING DEVELOPMENT Renewal Building Alterations CITY DEEP F Ward	Redevelopment of City Deep staff hostel into family units by converting existing and building of new units	R 2 000 000.00	R 0.00	R 0.00
City Deep Upgrading Renewal Operational Capex CITY DEEP F Regional	Upgrading of Existing stock	R 40 000 000.00	R 2 000 000.00	R 1 000 000.00
Selby Staff Hostel Redevelopment/Conversion Renewal Building Alterations SELBY F Ward	Redevelopment and conversion of Councils Staff hostel into rental family units	R 12 000 000.00	R 0.00	R 0.00
Turffontein rental housing development New Housing Development TURFFONTEIN F Ward	Development of 400 affordable rental units in the Turffontein area	R 40 000 000.00	R 75 000 000.00	R 40 000 000.00
<b>Sub Total</b>		<b>R 95 172 000.00</b>	<b>R 78 003 000.00</b>	<b>R 42 400 000.00</b>
<b>JRA</b>				
CATCH 205 - Robinson Canal Catchment: Structural Improvement: Robinson Canal Sub 3, Sub 6 and Sub 7 Renewal Stormwater Catchments ROBINDALE F Ward	Upgrade spalling and exposed steel reinforcing in Robinson Canal sub 3 and sub 6. Eliminate the crack in the wall of Robinson Canal Sub 7.	R 4 500 000.00	R 10 000 000.00	R 10 000 000.00
CATCH 210 - Bosmont Catchment: Stormwater Drainage: Central Areas New Stormwater Catchments BOSMONT F Ward		R 2 000 000.00	R 15 000 000.00	R 50 000 000.00
CATCH-Turffontein Stormwater Masterplan and upgrading Renewal Corridors of Freedom Intervention TURFFONTEIN F	Ring-fenced amount for undertaking capital project in corridor	R 18 373 600.00	R 45 934 000.00	R 27 560 000.00

<b>Regional</b>				
MOB - City Deep Freight Hub. Renewal Roads: Construction and Upgrades CITY DEEP F City Wide	Road and traffic management interventions in the City Deep/Kaserne area to solve mobility issues in this major freight traffic hub.	R 30 000 000.00	R 30 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 54 873 600.00</b>	<b>R 100 934 000.00</b>	<b>R 87 560 000.00</b>
<b>Pikitup</b>				
9 Incinerator Health Care Renewal Building Alterations SPRINGFIELD F City Wide	Refurbishment of the incinerator plant in phases.	R 1 000 000.00	R 17 000 000.00	R 1 000 000.00
<b>Sub Total</b>		<b>R 1 000 000.00</b>	<b>R 17 000 000.00</b>	<b>R 1 000 000.00</b>
<b>Public Safety: JMPD</b>				
Dog Kennel Hospital New Building Alterations GLENESK F Ward	Hospital for the JMPD dogs that take ill	R 75 000.00	R 85 000.00	R 90 000.00
By-law management unit - Upgrade of Wemmer Pound New Building Alterations SELBY EXT.11 F Ward	Upgrading of building for the storage of impounded goods at Wemmer complex.	R 2 400 000.00	R 2 600 000.00	R 2 800 000.00
Cold Storage for Wemmer Pound New Building Alterations GLENESK F Ward	Install Cold Storage at the Wemmer pound	R 1 700 000.00	R 2 100 000.00	R 2 100 000.00
Horse Building for additional JMPD horses New Building Alterations SPRINGFIELD EXT.4 F	Buildings - equipment, feed, farrier, clinic to be built for the additional horses that are needed	R 0.00	R 3 260 000.00	R 3 320 000.00
Install Strong Rooms at Wemmer, Fennel Road, Von Wieligh New Building Alterations WEMMER F Ward	Install strong room at the JMPD sites	R 1 900 000.00	R 2 100 000.00	R 0.00
Stormwater Management Renewal Drainage System ROSETTENVILLE EXT.2 F Ward	Upgrading the existing stormwater system	R 6 600 000.00	R 800 000.00	R 5 000 000.00
<b>Sub Total</b>		<b>R 12 675 000.00</b>	<b>R 10 945 000.00</b>	<b>R 13 310 000.00</b>
<b>Transportation</b>				
Turffontein Transport Planning and Interventions Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	Implementation of Transportation Interventions in order to realise the Corridors of Freedom	R 1 500 000.00	R 26 000 000.00	R 28 000 000.00
<b>Sub Total</b>		<b>R 1 500 000.00</b>	<b>R 26 000 000.00</b>	<b>R 28 000 000.00</b>
<b>Grand Total</b>		<b>R 452 571 600.00</b>	<b>R 677 820 000.00</b>	<b>R 618 660 000.00</b>



## Jabulani

		Budget 2014/2015	ESTIMATE 2015/2016	ESTIMATE 2016/2017
Project Name	Project Description			
<b>Development Planning</b>				
Jabulani Public Environment Upgrade New Precinct Redevelopment JABULANI D Ward	Upgrading of Jabulani in terms of the Jabulani Urban Design Framework	R 50 497 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 50 497 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Housing</b>				
Jabulani Flats Renewal Building Alterations JABULANI D Ward	Upgrading of Hostel	R 0.00	R 15 000 000.00	R 18 000 000.00
JABULANI HOSTEL New Bulk Infrastructure JABULANI D Regional	UPGRADE OF BULKWATER LINK PIPE	R 0.00	R 15 000 000.00	R 7 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 30 000 000.00</b>	<b>R 25 000 000.00</b>
<b>JDA</b>				
Jabulani Station Renewal Nodal Transportation Facilities JABULANI D Regional	upgrading of streets, public spaces, development of public properties and the encouragement of investment in the Jabulani precinct	R 15 000 000.00	R 18 500 000.00	R 30 000 000.00
<b>Sub Total</b>		<b>R 15 000 000.00</b>	<b>R 18 500 000.00</b>	<b>R 30 000 000.00</b>
<b>Johannesburg Theatre Management Company</b>				
Soweto Theatre - Information technology New Computer Software JABULANI D City Wide	Installation of new hardware and software for the theatre for new employees and e-ticketing	R 200 000.00	R 200 000.00	R 150 000.00
Soweto Theatre - Upgrading of Technical Equipment Renewal Building Alterations JABULANI D City Wide	Purchase of technical equipment and related infrastructure for the Soweto Theatre	R 0.00	R 0.00	R 400 000.00

<b>Sub Total</b>		<b>R 200 000.00</b>	<b>R 200 000.00</b>	<b>R 550 000.00</b>
<b>JOSHCO</b>				
JABULANI RENTAL HOUSING Renewal Housing Development JABULANI EXT.1 D Ward	DEVELOPMENT OF 750 HOUSING UNITS	R 0.00	R 40 000 000.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 40 000 000.00</b>	<b>R 0.00</b>
<b>JPC</b>				
Jabulani CBD New Operational Capex JABULANI D Ward		R 20 000 000.00	R 25 000 000.00	R 5 000 000.00
<b>Sub Total</b>		<b>R 20 000 000.00</b>	<b>R 25 000 000.00</b>	<b>R 5 000 000.00</b>
<b>JRA</b>				
BRID 30 - Jabulani/Molapo Bridge. New Bridges (Pedestrian and Vehicles) JABULANI D Ward	New bridge over the railway to provide access to development zone. Requires investigation and preliminary work.	R 2 000 000.00	R 20 000 000.00	R 30 000 000.00
<b>Sub Total</b>		<b>R 2 000 000.00</b>	<b>R 20 000 000.00</b>	<b>R 30 000 000.00</b>
<b>Grand Total</b>		<b>R 87 697 000.00</b>	<b>R 133 700 000.00</b>	<b>R 90 550 000.00</b>

The value of programmes and projects in the Alexandra Integration Zone

**Alexandra Integration Zone**

		Budget 2014/2015	ESTIMATE 2015/2016	ESTIMATE 2016/2017
Project Name	Project Description			
<b>City Power</b>				

Allandale Substation: Upgrade 2 X 10 MVA transformers to 40 MVA Renewal Bulk Infrastructure COMMERCIA EXT.11 A Regional	At Allandale, upgrade the existing 10 MVA transformers to 20 MVA each.	R 10 000 000.00	R 10 000 000.00	R 30 000 000.00
Installation of new service connections New Service Connections ALEXANDRA EXT.63 E Regional	new service connections	R 1 495 000.00	R 1 495 000.00	R 1 495 000.00
Normalisation Renewal Medium Voltage Network ALEXANDRA EXT.42 E Regional	Normalisation of Alexandra	R 20 000 000.00	R 38 000 000.00	R 0.00
Public Lighting Alexandra West Bank New Public Lighting ALEXANDRA EXT.4 E Regional	Public Lighting Alexandra West Bank	R 4 300 000.00	R 1 000 000.00	R 500 000.00
Service connections Modderfontein New Service Connections MODDERFONTEIN A.H. E Regional	Service connections Modderfontein	R 10 000 000.00	R 10 000 000.00	R 21 000 000.00
Supply AEL Factory from Westfield. New Medium Voltage Network MODDERFONTEIN EXT.2 E Ward	Supply AEL Factory from Westfield.	R 10 000 000.00	R 17 000 000.00	R 25 000 000.00
Upgrade existing 44kV, 10 MVA transformer to a 88kV, 30 MVA transformer with associated feeder board Renewal Bulk Infrastructure KLIPFONTEIN VIEW EXT.3 E	Bulk Infrastructure	R 30 000 000.00	R 35 000 000.00	R 35 000 000.00
<b>Sub Total</b>		<b>R 85 795 000.00</b>	<b>R 112 495 000.00</b>	<b>R 112 995 000.00</b>
<b>Community Dev: Libraries</b>				
Lib.Alexander 3rd Avenue Children Library New Library ALEXANDRA EXT.4 D	Upgrading of the facility	R 800 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 800 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Economic Development</b>				

Construction of linear market (informal trading shelter) at the Pan Africa Facility in Alexandra New Informal trading Stalls ALEXANDRA EXT.4 E Ward	To formalise about 340 trading stalls in and around the Pan Africa Mall.	R 10 949 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 10 949 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Housing</b>				
Helen Josephs Refurbishment and Upgrading of Women's Hostel Renewal Building Alterations ALEXANDRA EXT.52 E Ward	Upgrading of Infrastructure and Services	R 7 000 000.00	R 8 000 000.00	R 9 000 000.00
Refurbishment and Upgrading of M2 Hostel Renewal Building Alterations ALEXANDRA EXT.52 E	refurbishment of M2 Hostel infrastructure	R 0.00	R 7 000 000.00	R 8 000 000.00
<b>Sub Total</b>		<b>R 7 000 000.00</b>	<b>R 15 000 000.00</b>	<b>R 17 000 000.00</b>
<b>JDA</b>				
Alfred Nzo road widening New Bulk Infrastructure ALEXANDRA EXT.24 E Ward	Road to be made ready for the implementation of Bus Rapid Transit Route	R 0.00	R 0.00	R 12 000 000.00
Banakekelen Hospice New Clinic ALEXANDRA EXT.38 E Ward	The construction of a Hospices Clinic as well as bulk contribution from CoJ	R 0.00	R 2 500 000.00	R 0.00
Clinic 4th Avenue Renewal Clinic ALEXANDRA EXT.42 E Ward	The refurbishment and up grading of the 4 th Avenu Clinic.This is a specilist female clinic	R 3 000 000.00	R 0.00	R 0.00
Development of open Space New Precinct Redevelopment ALEXANDRA EXT.53 E	Open space development for recreation	R 1 500 000.00	R 5 000 000.00	R 0.00
Jukskei River Environmental Upgrading andRehabilitation Renewal Bulk Infrastructure ALEXANDRA EXT.1 E	Jukskei River Environmental Upgrading and Rehabilitation	R 1 250 000.00	R 7 000 000.00	R 3 000 000.00
Linear Markets New Building Alterations ALEXANDRA EXT.45 E Regional	the construction of linear markets at various localities to formalize informal traders	R 0.00	R 2 000 000.00	R 0.00
Old Ikage housing development New Building Alterations ALEXANDRA EXT.57 E Ward	Development of 85 housing in old Alexandra	R 2 500 000.00	R 0.00	R 20 000 000.00

Pedestrian Bridge Vincent Tshabalala Road New Bulk Infrastructure FAR EAST BANK EXT.9 E	pedestrian bridge across vincent tshabalala road (London Road)	R 700 000.00	R 9 000 000.00	R 0.00
Peoples's Court, 7th Avenue (Old Alexandra) New Heritage ALEXANDRA EXT.4 E Ward	Restoration of Historical Site	R 410 000.00	R 0.00	R 2 000 000.00
Refuse Bins New Bulk Infrastructure FAR EAST BANK EXT.9 E	purchase of 80l refuse bins for new housing developments	R 229 000.00	R 300 000.00	R 300 000.00
Thoko Mngoma Clinic Marlboro Renewal Clinic ALEXANDRA EXT.53 E	The refurbishment and upgrading of the Marlboro Clinic	R 3 000 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 12 589 000.00</b>	<b>R 25 800 000.00</b>	<b>R 37 300 000.00</b>
<b>JHB Water: Sewer</b>				
Sandton/ Alexandra: Planned replacement: sewer mains Renewal Bulk Waste Water ALEXANDRA EXT.4 B	Sewer main	R 0.00	R 0.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>
<b>JHB Water: Water</b>				
Sandton water upgrade New Water Mains ALEXANDRA EXT.4 B Regional	Water upgrade	R 25 000 000.00	R 5 000 000.00	R 10 000 000.00
Sandton/ Alexandra: Alexandra Park water upgrade New Water Mains ALEXANDRA EXT.4 B Regional	Water upgrade	R 900 000.00	R 0.00	R 0.00
Sandton/ Alexandra: Founder Hill Water upgrade New Water Mains FOUNDERS HILL B Regional	Water upgrade	R 0.00	R 0.00	R 2 500 000.00
Sandton/Alexandra: Linbro District:Upgrade water infrastructure and resevoir 40ml Renewal Water Mains MODDERFONTEIN A.H. E Regional	Linbro District upgrading water infrastructure	R 7 000 000.00	R 0.00	R 0.00

Santon/Alexandra: Moderhill: Upgrade water infrastructure New Water Mains GREENSTONE HILL EXT.11 E Ward	Upgrade water infrastructure	R 0.00	R 5 000 000.00	R 15 000 000.00
<b>Sub Total</b>		<b>R 32 900 000.00</b>	<b>R 10 000 000.00</b>	<b>R 27 500 000.00</b>
<b>JOSHCO</b>				
Bothlabella Housing Project Renewal Operational Capex ALEXANDRA EXT.12 E City Wide	Upgrading and planned maintenance of council stock	R 5 000 000.00	R 2 500 000.00	R 2 500 000.00
LOMBARDY EAST HOUSING PROJECT New Housing Development LOMBARDY EAST E Ward	Development of 350 medium density housing units between Lombardy East and Alex.	R 40 000 000.00	R 75 000 000.00	R 42 977 000.00
<b>Sub Total</b>		<b>R 45 000 000.00</b>	<b>R 77 500 000.00</b>	<b>R 45 477 000.00</b>
<b>Pikitup</b>				
20 (a) Transfer station New waste collection LINBRO PARK EXT.1 C City Wide	Construction of a transfer stations/material recovery facility	R 20 000 000.00	R 10 000 000.00	R 31 668 000.00
<b>Sub Total</b>		<b>R 20 000 000.00</b>	<b>R 10 000 000.00</b>	<b>R 31 668 000.00</b>
<b>Grand Total</b>		<b>R 215 033 000.00</b>	<b>R 250 795 000.00</b>	<b>R 281 940 000.00</b>

#### 4. Non-infrastructure related interventions in the Alexandra Integration Zones

An important coordinator of infrastructure the Alexandra Renewal Project, in conjunction with the Administrative Region E Office, is arguably the most important government institution undertaking non-infrastructure related interventions in the Alexandra Integration Zone. Activities which have been undertaken by the project include: facilitating increased local employment, championing a healthier environment and cutting crime by 50 percent.



## 5. The application of grant resources by grant resources by grant programme and project (Tables to be updated in April 2015/16)

### Inner City

Project Name		2014/15		2015/16			2016/17			
		State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG
<b>City Power</b>										
Prepare mini subs and load centres for 11 kV conversion Renewal Township Reticulation JEPPESTOWN SOUTH F Regional	11 kV Conversion	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 15 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 15 000 000.00</b>
<b>Community Dev: Sport and Recreation</b>										
Aqua - Murray Park Public Swimming Pool Renewal Community Centre JEPPESTOWN F Ward	Upgrading of the swimming pool	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 1 000 000.00	R 0.00	R 0.00	R 1 500 000.00
Aqua -Yeoville Swimming pool Renewal Building Alterations YEOVILLE F Ward	Upgrading of pool	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 1 000 000.00
Rec - Karzene Soccer Fields Renewal Community Centre CITY AND SUBURBAN EXT.10 F Ward	Upgrading of Karzene soccer fields	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 1 500 000.00
Rec - Upgrading of Hillbrow Recreation Centre Renewal Community Centre JOHANNESBURG F Regional	Upgrading of Hillbrow Recreational Centre	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 500 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 1 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 4 500 000.00</b>
<b>Housing</b>										

Inner City Upgrading (Transitional/Emergency and Rental Stock) Renewal Rental Flats JOHANNESBURG F Regional	Upgrading of rental accommodation within the Inner City	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 40 000 000.00	R 0.00	R 0.00	R 40 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 40 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 40 000 000.00</b>
<b>JOSHCO</b>										
Bertrams Social Housing Units New Housing Development BERTRAMS F Regional	Development of social housing projects on different infill council sites in Bertrams	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 20 000 000.00	R 0.00	R 0.00	R 0.00
Inner City Rental Development Renewal Housing Development JOHANNESBURG F City Wide	Development of about 150 units units. Projects will involve refurbishment,conversion and upgrading of existing buildings	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 10 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 20 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>
<b>Grand Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 61 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 69 500 000.00</b>

**Louis Botha Corridor**

Louis Botha Corridor Figure excludes PTIS amount for Rea Vaya Bus Route

Project Name	Project Description	2014/15			2015/16			2016/17		
		State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG
<b>Community Dev: Sport and Recreation</b>										
Aqua -Yeoville Swimming pool Renewal Building Alterations YEOVILLE F Ward	Upgrading of pool	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 1 000 000.00

<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 1 200 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 1 200 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 2 700 000.00</b>
<b>Health</b>										
Orchards Clinic New Clinic ORCHARDS E City Wide	Construction of new clinic in Orchards	R 0.00	R 0.00	R 30 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 30 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Housing</b>										
Helen Josephs Refurbishment and Upgrading of Women's Hostel Renewal Building Alterations ALEXANDRA EXT.52 E Ward	Upgrading of Infrastructure and Services	R 0.00	R 0.00	R 7 000 000.00	R 0.00	R 0.00	R 8 000 000.00	R 0.00	R 0.00	R 9 000 000.00
Louis Botha Corridor (Housing) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Ring-fenced amount for the undertaking of capital project in the corridor	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 50 000 000.00	R 0.00	R 0.00	R 30 000 000.00
Refurbishment and Upgrading of M2 Hostel Renewal Building Alterations ALEXANDRA EXT.52 E	refurbishment of M2 Hostel infrastructure	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 7 000 000.00	R 0.00	R 0.00	R 8 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 47 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 65 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 47 000 000.00</b>
<b>JDA</b>										
Alfred Nzo road widening New Bulk Infrastructure ALEXANDRA EXT.24 E Ward	Road to be made ready for the implementation of Bus Rapid Transit Route	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 12 000 000.00
Thoko Mngoma	The	R 0.00	R 0.00	R 3 000	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

Clinic Marlboro Renewal Clinic ALEXANDRA EXT.53 E	refurbishment and upgrading of the Marlboro Clinic			000.00						
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 8 250 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 14 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 15 000 000.00</b>
<b>Transportation</b>										
Rea Vaya New Bus Rapid Transit JOHANNESBURG F City Wide	Bus Rapid Transit (BRT) System: roads and ancillary works, depots, termini, land, Intelligent Transport System (Automatic Public Transport Management System & Automated Fare Collection System). Also NMT links feeding Rea Vaya Stations	R 829 571 000.00	R 0.00	R 0.00	R 900 693 000.00	R 0.00	R 0.00	R 930 412 000.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 829 571 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 900 693 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 930 412 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Grand Total</b>		<b>R 829 571 000.00</b>	<b>R 0.00</b>	<b>R 86 450 000.00</b>	<b>R 900 693 000.00</b>	<b>R 0.00</b>	<b>R 80 200 000.00</b>	<b>R 930 412 000.00</b>	<b>R 0.00</b>	<b>R 64 700 000.00</b>

**Perth Empire Corridor**

Project Name	Project Description	2014/15			2015/16			2016/17		
		State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG
<b>City Parks and Zoo</b>										

Bosmont Parks Upgrade Renewal Park BOSMONT B Regional	Upgrade of Parks in Bosmont	R 0.00	R 0.00	R 1 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
Park Development in Claremont New Park CLAREMONT B	New Park Development	R 0.00	R 0.00	R 2 000 000.00	R 0.00	R 0.00	R 1 000 000.00	R 0.00	R 0.00	R 0.00
Westbury Parks Upgrade Renewal Park WESTBURY B Regional	Upgrading of parks within Westbury	R 0.00	R 0.00	R 4 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 7 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 1 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Community Dev: Sport and Recreation</b>										
Aqua - Newclare Swimming Pool Renewal Community Centre NEWCLARE B Ward	Upgrading of the pool	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 1 000 000.00	R 0.00	R 0.00	R 2 000 000.00
Aqua -Yeoville Swimming pool Renewal Building Alterations YEOVILLE F Ward	Ugrading of pool	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 1 000 000.00
Union Stadium Renewal Building Alterations WESTBURY EXT.3 B Ward	Upgrading of the courts	R 0.00	R 0.00	R 9 499 000.00	R 0.00	R 0.00	R 4 000 000.00	R 0.00	R 0.00	R 4 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 9 499 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 7 000 000.00</b>
<b>Health</b>										
Westbury Clinic Redevelopment Renewal Clinic WESTBURY EXT.3 B Ward	Upgrading and Expansion of the existing Westbury Clinic	R 0.00	R 0.00	R 8 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 8 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Housing</b>										

Perth Empire Corridor (Housing) Renewal Corridors of Freedom Intervention WESTBURY B Regional	Ring-fenced amount for undertaking capital projects in the corridor	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 30 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 30 000 000.00</b>
<b>JOSHCO</b>										
Pennyville TOD/Corridor Development New Bulk engineering services PENNYVILLE C City Wide	Mixed use housing development next to the BRT and New Canada Station	R 0.00	R 0.00	R 10 000 000.00	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>JRA</b>										
CATCH 200 - Braamfontein Spruit Catchment: Upgrade to Culvert, Millpark Renewal Roads: Construction and Upgrades BRAAMFONTEIN WERF EXT.1 B Ward	Upgrade to Culvert between Owl St and Gas Works on Annet Rd.	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
CATCH 210 - Bosmont Catchment: Stormwater Drainage: Central Areas New Stormwater Catchments BOSMONT F Ward		R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00



MISCL - Pedestrian Bridge in Slovo Park (also Ashanti) New Bridges (Pedestrian and Vehicles) CORONATIONVILLE B Ward	A safe walkway is required across the railway line in Ward 68, near to the informal settlement to facilitate the movement of people to Coronation and Helen Joseph Hospitals; to High School; to work in Industria and the residential areas around; as well as to the Croesus Railway Station.	R 0.00	R 0.00	R 1 000 000.00	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 6 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 1 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 6 000 000.00</b>
<b>Grand Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 35 499 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 16 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 43 000 000.00</b>

### Turffontein

Project Name	Project Description	2014/15			2015/16			2016/17		
		State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG
<b>Housing</b>										
Glenesk IR Portion 7of Erf 1 (1320 Unit) New Bulk Infrastructure GLENESK F Ward	Formalisation, Construction of Bulk Services and Low Cost Houses	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 3 000 000.00	R 0.00	R 0.00	R 0.00
Rem 163/100-Turffontein New Bulk Infrastructure TURFFONTEIN F Ward	Formalisation, construction of bulk services and Low cost Houses	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 0.00
Turffontein Corridor (Housing) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	Ring-fenced amount for the undertaking of capital projects in the corridor	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 30 000 000.00

<b>Sub Total</b>		R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 8 000 000.00	R 0.00	R 0.00	R 30 000 000.00
<b>JOSHCO</b>										
Turffontein rental housing development New Housing Development TURFFONTEIN F Ward	Development of 400 affordable rental units in the Turffontein area	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 0.00
<b>Grand Total</b>		R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 13 000 000.00	R 0.00	R 0.00	R 30 000 000.00

### Jabulani

Project Name	Project Description	2014/15			2015/16			2016/17		
		State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG
<b>Development Planning</b>										
Jabulani Public Environment Upgrade New Precinct Redevelopment JABULANI D Ward	Upgrading of Jabulani in terms of the Jabulani Urban Design Framework	R 50 497 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		R 50 497 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Housing</b>										
Jabulani Flats Renewal Building Alterations JABULANI D Ward	Upgrading of Hostel	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 15 000 000.00	R 0.00	R 0.00	R 18 000 000.00
JABULANI HOSTEL New Bulk Infrastructure JABULANI D Regional	UPGRADE OF BULKWATER LINK PIPE	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 15 000 000.00	R 0.00	R 0.00	R 7 000 000.00
<b>Sub Total</b>		R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 30 000 000.00	R 0.00	R 0.00	R 25 000 000.00

<b>JOSHCO</b>										
Dobsonville Social Housing Project New Building DOBSONVILLE EXT.2 D Ward	Dobsonville Housing development	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 10 000 000.00	R 0.00	R 0.00	R 10 000 000.00
IKWEZI RENTAL HOUSING PROJECT New Housing Development JABULANI D	ZOLA RENTAL HOUSING	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 10 000 000.00
JABULANI RENTAL HOUSING Renewal Housing Development JABULANI EXT.1 D Ward	DEVELOPMENT OF 750 HOUSING UNITS	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 20 000 000.00</b>
<b>JRA</b>										
BRID 30 - Jabulani/Molapo Bridge. New Bridges (Pedestrian and Vehicles) JABULANI D Ward	New bridge over the railway to provide access to development zone. Requires investigation and preliminary work.	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 12 534 000.00	R 0.00	R 0.00	R 30 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 12 534 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 30 000 000.00</b>
<b>Grand Total</b>		<b>R 50 497 000.00</b>	<b>R 0.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 52 534 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 75 000 000.00</b>

### Alexandra Integration Zone

Project Name	Project Description	2014/15			2015/16			2016/17		
		State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG	State Grant	Provincial Grant	USDG
<b>City Power</b>										
Public Lighting	Public Lighting Alexandra	R 0.00	R 0.00	R 4 300	R 0.00	R 0.00	R 1 000	R 0.00	R 0.00	R 500

Alexandra West Bank New Public Lighting ALEXANDRA EXT.4 E Regional	West Bank			000.00			000.00			000.00
Upgrade existing 44kV, 10 MVA transformer to a 88kV, 30 MVA transformer with associated feeder board Renewal Bulk Infrastructure KLIPFONTEIN VIEW EXT.3 E	Bulk Infrastructure	R 500 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 500 000.00</b>	<b>R 0.00</b>	<b>R 4 300 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 1 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 500 000.00</b>
<b>Community Dev: Libraries</b>										
Lib.Alexander 3rd Avenue Children Library New Library ALEXANDRA EXT.4 D	Upgrading of the facility	R 0.00	R 0.00	R 800 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 800 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Housing</b>										
Helen Josephs Refurbishment and Upgrading of Women's Hostel Renewal Building Alterations ALEXANDRA EXT.52 E Ward	Upgrading of Infrastructure and Services	R 0.00	R 0.00	R 7 000 000.00	R 0.00	R 0.00	R 8 000 000.00	R 0.00	R 0.00	R 9 000 000.00
Refurbishment and Upgrading of M2 Hostel Renewal Building Alterations ALEXANDRA EXT.52 E	refurbishment of M2 Hostel infrastructure	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 7 000 000.00	R 0.00	R 0.00	R 8 000 000.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 7 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 15 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 17 000 000.00</b>
<b>JDA</b>										

Alfred Nzo road widening New Bulk Infrastructure ALEXANDRA EXT.24 E Ward	Road to be made ready for the implementation of Bus Rapid Transit Route	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 12 000 000.00
Banakekelen Hospice New Clinic ALEXANDRA EXT.38 E Ward	The constuction of a Hospices Clinic as well as bulk contribution from CoJ	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 2 500 000.00	R 0.00	R 0.00	R 0.00
Development of open Space New Precinct Redevelopment ALEXANDRA EXT.53 E	Open space development for recreation	R 0.00	R 0.00	R 1 500 000.00	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 0.00
Jukskei River Environmental Upgrading and Rehabilitation Renewal Bulk Infrastructure ALEXANDRA EXT.1 E	Jukskei River Environmental Upgrading and Rehabilitation	R 0.00	R 0.00	R 1 250 000.00	R 0.00	R 0.00	R 7 000 000.00	R 0.00	R 0.00	R 3 000 000.00
Linear Markets New Building Alterations ALEXANDRA EXT.45 E Regional	the construction of linear markets at various localities to formalize informal traders	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 2 000 000.00	R 0.00	R 0.00	R 0.00
Old Ikage housing development New Building Alterations ALEXANDRA EXT.57 E Ward	Development of 85 housing in old Alexandra	R 0.00	R 0.00	R 2 500 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
Pedestrian Bridge Vincent Tshabalala Road New Bulk Infrastructure FAR EAST BANK EXT.9 E	pedestrian bridge across vincent tshabalala road (London Road)	R 0.00	R 0.00	R 700 000.00	R 0.00	R 0.00	R 9 000 000.00	R 0.00	R 0.00	R 0.00
Peoples's Court, 7th Avenue (Old Alexandra) New Heritage ALEXANDRA EXT.4 E Ward	Restoration of Historical Site	R 0.00	R 0.00	R 410 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 2 000 000.00
Refuse Bins New Bulk Infrastructure FAR EAST BANK EXT.9 E	purchase of 80l refuse bins for new housing developments	R 0.00	R 0.00	R 229 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
Thoko Mngoma Clinic	The refurbishment and	R 0.00	R 0.00	R 3 000	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

Marlboro Renewal Clinic ALEXANDRA EXT.53 E	upgrading of the Marlboro Clinic			000.00						
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 9 589 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 25 500 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 17 000 000.00</b>
<b>JOSHCO</b>										
Bothlabella Housing Project Renewal Operational Capex ALEXANDRA EXT.12 E City Wide	Upgrading and planned maintenance of council stock	R 0.00	R 0.00	R 5 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
LOMBARDY EAST HOUSING PROJECT New Housing Development LOMBARDY EAST E Ward	Development of 350 medium density housing units between Lombardy East and Alex.	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 10 000 000.00	R 0.00	R 0.00	R 0.00
<b>Sub Total</b>		<b>R 0.00</b>	<b>R 0.00</b>	<b>R 5 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 10 000 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 0.00</b>
<b>Grand Total</b>		<b>R 500 000.00</b>	<b>R 0.00</b>	<b>R 26 689 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 51 500 000.00</b>	<b>R 0.00</b>	<b>R 0.00</b>	<b>R 34 500 000.00</b>



# **Annexure A**

## **CITY OF JOHANNESBURG 2015/16 SERVICE DELIVERY AND BUDGET IMPLEMENTATION PLAN (SDBIP**

NB: The 2015/16 SDBIP is being approved simultaneously by Council with the Built Environment Performance Plan and will be available as a component of the Integrated Development Plan once approved.