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[Table 2: 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 84](file:///C%3A/Users/30085110/Documents/City%20Transformation/BEPP_PM/BEPP%202015/Draft%20BEPP_2015/Submission_16%20April%202015/BEPP%20FINAL/PART%20D%2014-04-2015%20v001.docx#_Toc416865831)

**PART D – OUTCOMES AND OUTPUTS**

# Outcomes

As indicated in Part D, one of the 10 Mayoral Priorities of the City is to ensure sustainable human settlements within the City’s boundaries. This priority and its intended outcomes and outputs, as detailed in the City’s Service Delivery and Budget Implementation Plan (SDBIP) (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 (TOD) 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 Settlement Priority as outlined in the 2013/14 SDBIP to achieve the desired outcomes detailed above are:

*Table 1: Key Performance Areas/Indicators as captured in 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 completedPhase 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 areaConstruction 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 | Number of affordable rental stock and temporary/ emergency delete or separate shelter in the Inner CityNumber of linear markets upgraded or developed.Improved mobility within the Inner City | 582 affordable rental stock and temporary/ emergency shelters providedRefurbishment of Noord Street market.2 new linear markets developedResurfacing, Drainage and miscellaneous Bridge upgrade (M1 Double Decker Bridge and M2)Rehabilitation of the Robinson CanalUpgraded compliant signalized traffic intersections  |
| 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-sectorial 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:

*Table 2: 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 and 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 |

# Summary

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