



CITY OF JOHANNESBURG DRAFT BEPP

2016/17



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a world class African city

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PART-A INTRODUCTION

1. Background

The Built Environment Performance Plan (BEPP) for the City of Johannesburg (CoJ) is a requirement the Division of Revenue Act (DORA) in respect of infrastructure grants related to the built environment of metropolitan municipalities. The City of Johannesburg first compiled the BEPP for the 2011/2 financial year as part of the motivation to seek the Urban Settlement Development Grant (USDG) (formerly the Municipal Infrastructure Grant - Cities). The document provides a brief strategic overview of the City's built environment and related capital investment. It provides a framework to measure and monitor the built environment. 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 and transformation of the City through strategic strategies and programmes.

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

It is a document that seeks to strengthen government relations between the City, Gauteng Province and relevant National Departments. It is intended to provide better clarity in relation to the link between capital budgeting and various other resources allocated to the City. 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 Development Plan (IDP), the Spatial Development Framework (SDF), and the Service Delivery Budget Implementation Plan (SDBIP). As seen in Table 1, since the 2014/15 financial year, the BEPP acts as a motivation for a 'basket of grants' and not only the USDG.

Table 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.
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Collectively grant funding represents a significant proportion with an approximation of 40% of the City's annual capital budget.

The BEPP 2016/17 and the basket of grants will be aligned through:

- i. The Identification of priority areas for infrastructure delivery within the City of Johannesburg;
- ii. An amendment of conditions and output indicators used to measure the performance of the grants that highlight critical inter-dependencies such as the 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 highlighted functions, the BEPP 2016/17 provides the baseline for human settlement indicators devised by National Treasury. It also measures urban integration within the City over an extended period of time. Future revisions of the BEPP will report on progresses of the discussed indicators to illustrate successes and areas that require more work.

The BEPP 2016/17 will focus on:

a) Spatial Planning and Project Prioritisation

- i. Spatial Targeting - Prioritization of Integration Zones, marginalised areas and growth nodes;
- ii. Local Area Planning - Developing a strategy for the *prioritised* Integration Zone(s), Marginalised Areas and Growth Nodes and undertaking precinct planning within Integration Zones in consultation with provincial and national spheres as well as SOE's;
- iii. Project preparation for selected key catalytic urban development projects;
- iv. Intergovernmental Planning and sector alignment;
- v. Developing a strategy for the Prioritised Integration Zone.

b) Intergovernmental Project Pipeline and Capital Funding.

Improving intergovernmental funding alignment via the project pipeline. Effecting transformation in targeted spaces requires changes in funding approaches by the provincial and national spheres, as well as State Owned Enterprises.

c) Implementation of the metropolitan pipeline of urban development projects; and

d) Urban management to protect and sustain public, private and household investment.

The content of each section is presented to address concerns and to provide particular information requested by National Treasury.

2. Confirmation of Adoption

This is still a draft document the final document will be approved by council and submitted to National Treasury by 31 May 2016.

PART- B SPATIAL PLANNING AND PROJECT PRIORITISATION


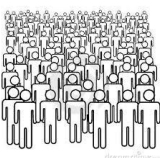

3. Strategic Review

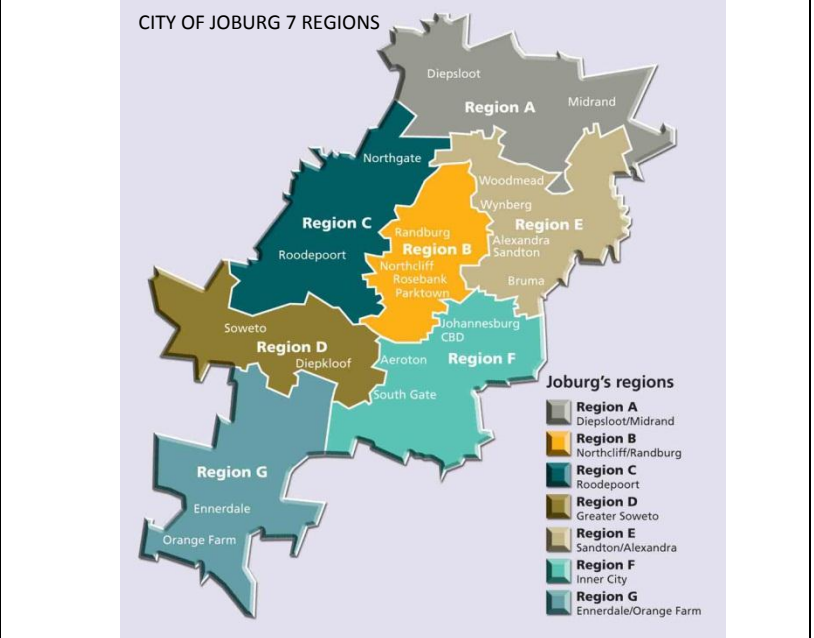
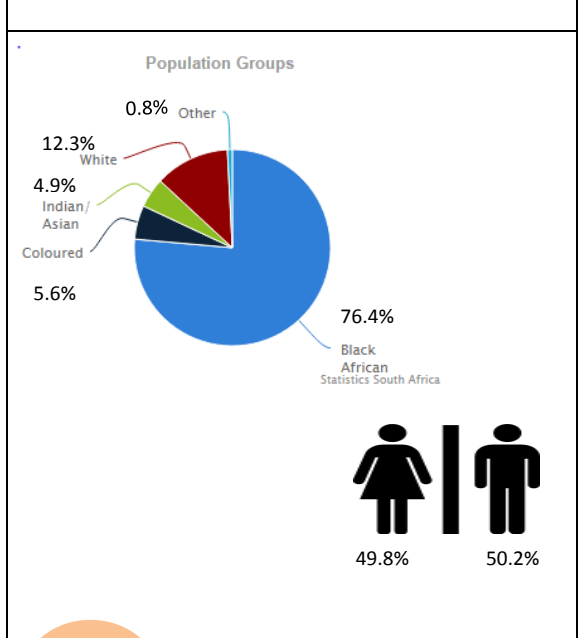
The city of Johannesburg is situated in the Gauteng province and it is classified as an economic powerhouse of South Africa and Southern Africa. According to Census 2011 data the City has a population of 4.4 million. The city's population is projected to increase at an annual growth rate of about 1.3 % 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 6.1 million people by 2030. Natural increase is an important component of the increase of the City's population and there are many other factors that contribute to this growth.

The city continues to attract both local and international migrates seeking economic opportunities. Johannesburg is faced with the challenge of providing housing, services and opportunities for a diverse and growing urban population. The city also continues to face challenges of poverty, inequalities, social exclusion and underdevelopment.

The City of Johannesburg has financial, municipal, roads and telecommunications infrastructure that matches that of leading world cities, with the City Deep freight terminal - classified as one of the larger inland ports in the world - handling 30 percent of South Africa's exports. There are approximately 7 519km of roads in Johannesburg, of which about 6 614km are tarred. For a full Strategic Review of the built environment infrastructure of the City of Johannesburg see **Annexure A** hereto attached.

THE CITY OF JOHANNESBURG IN NUMBERS

 <p>1644 km² SMALLEST METRO MUNICIPALITY</p>	 <p>TOTAL POPULATION 4.4 MILLION</p>	 <p>POPULATION DENSITY 2.676 persons per km²</p>
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17% **GROSS DOMESTIC PRODUCT**

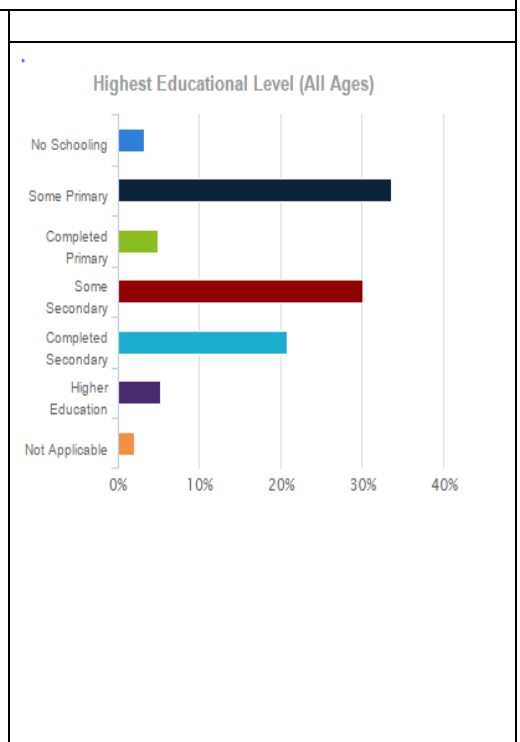
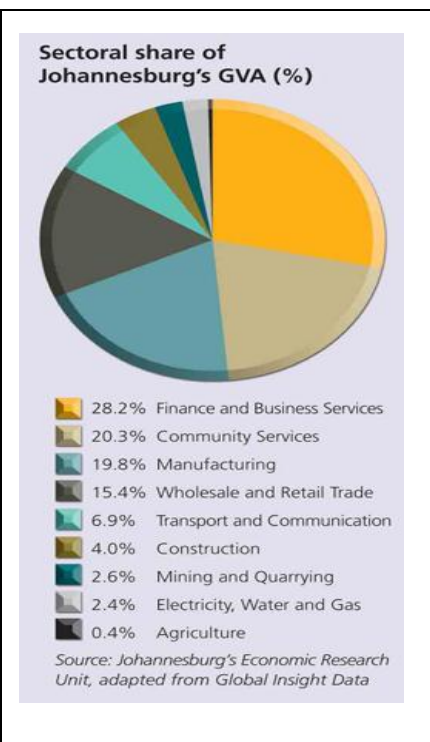
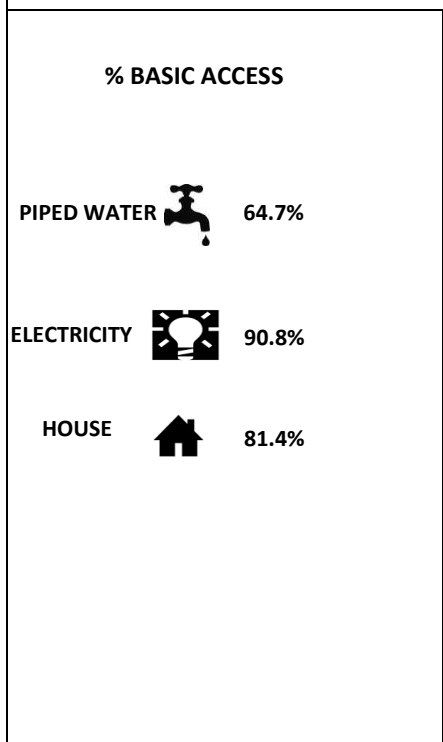
The City has the largest economy in the country, contributing about 17% of the national GDP and approximately 47% of Gauteng's economy.

Economically active (employed or unemployed but looking for work) = 2 261 490

UNEMPLOYED
25%

YOUTH UNEMPLOYED
31.5%

Gini Coefficient
0.64



4. Spatial Targeting

4.1. 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 in confronting 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. The following principles were in turn defined to unpin these drivers:

Principle 1: Eradicating poverty

Principle 2: Building and growing an inclusive economy

Principle 3: Building sustainable human settlements

Principle 4: Ensuring resource security and environmental sustainability

Principle 5: Achieving social inclusion through support – and enablement

Principle 6: Promoting good governance

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 output which are indicators the City proposes to use in order to measure progress against these 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 [GDS 2040](#) is available on the City of Johannesburg [website](#).

To integrate the GDS outcome into the Integrated Development Plan (IDP) process (the medium term strategic plan for the City as required in terms of the Municipal Systems Act (56 of 2000), four IDP master programmes or clusters were formulated: Economic Growth, Governance, Human and Social Development and Sustainable Services. Each programme 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.

An important component of the IDP is the Spatial Development Framework (SDF). The Spatial Development Framework (SDF) is a legislated component of the IDPs that prescribes development strategies and policy guidelines to achieve a particular urban form, Figure 1 below illustrates the relationship between the IDP and SDF. The SDF seeks to translate the broader city objectives into a long term spatial plan. The Spatial Development Plan is one the key planning instruments that shape the built environment and therefore is a crucial base component of the Built Environment Performance Plan. It forms the basis of the BEPP's spatial targeting which aims at planning for and prioritising projects that will begin to create the desired spatial form. The City's SDF is detailed in the section that follows.

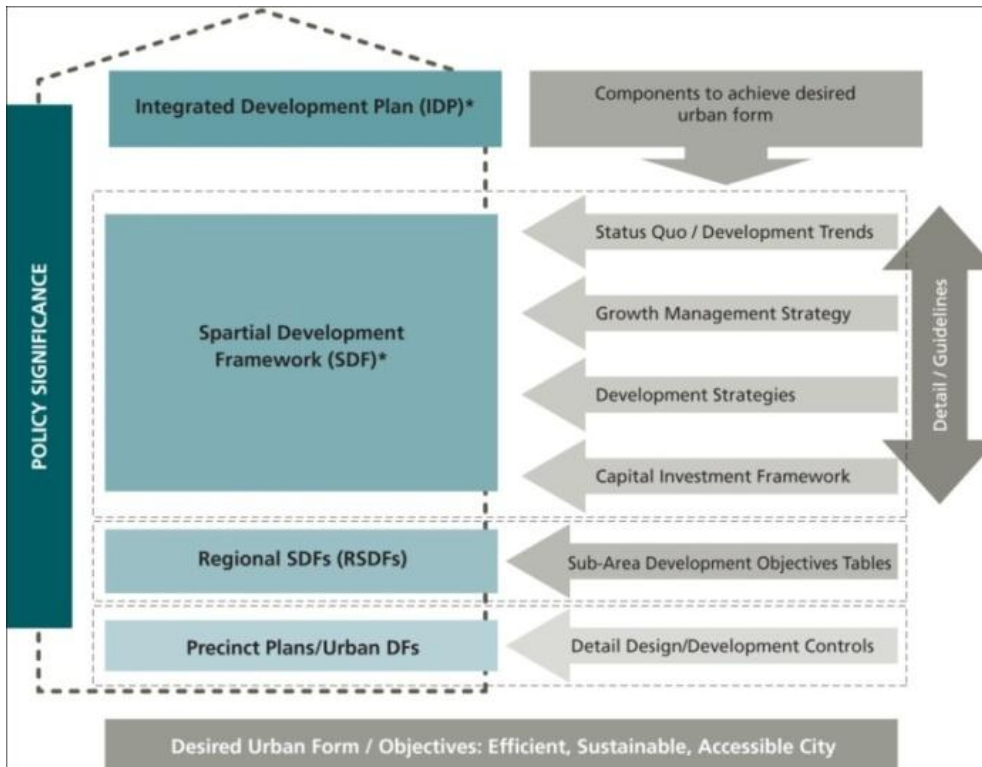


Figure 1: The Spatial Policy in relation to the IDP

4.2. The Spatial Development Framework of the City of Johannesburg

The Spatial Development Framework represented below was adopted by council in 2010. Underpinning the City's SDF is a series of policies that guide its implementation:

- The Sustainable Human Settlement Urbanisation Plan ([SHSUP](#)),
- The Growth Management Strategy (GMS), now known as the Capital Investment Priority Areas (CIPA), which 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 and GMS 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 (UDFs) provide detailed design and infrastructure requirements and associated policy for localised areas or defined sections of the City. The Strategic Area Frameworks (SAFs) 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 development strategies, the historic trends that the strategy is meant to address, the desired urban form that the strategy seeks to achieve and the specific objectives related to the development strategy are outlined in the table 2 below.

Table 2: Development Strategies, desired outcomes and objectives of CoJ's Spatial Development Framework

Development Strategies	Past trends	SDF desired urban form	Objectives
Supporting an efficient movement system	Developments designed for private vehicles. Inefficient public transport Hierarchical road network with numerous unconnected roads, loops and dead-ends Mobility of arterials compromised	<i>Multi-modal transportation and land use patterns that support public transport and pedestrian movement. Focusing development (esp. higher density residential uses) in support of existing public transport infrastructure.</i>	Support public transport, and non-motorised options, i.e. cycling & pedestrians. Reduce travel and transport costs. Promote accessibility of communities to employment, recreation and social opportunities. Protect the mobility function of major arterials and roads. Ensure that movement system directly links with and is supported by strong high intensity nodes and higher density residential development.
Ensuring Strong Viable Nodes	“Creep” of non-residential uses into residential areas Increasing vacancy rates and declining amenity in key nodal points Unchecked, market led, speculative nodal development that has placed demands on public investment in infrastructure	<i>A Managed Hierarchy of nodes within the City Non-residential uses limited to existing and emerging, managed nodal points Increased profile of the pedestrian and public transport aspects of nodes</i>	Ensure clustering of various activities (work, live, play and pray) at appropriate locations. Support viable public transport. Maximise opportunities and diversity at accessible points.
Supporting Sustainable Environmental Management	Emphasis is on private space i.e. shopping malls, security estates and private open space. Lack of functional and connected network of open space New development has outstripped the provision of open spaces and social amenities Storm water and sewer infrastructure being exceeded Wetlands and natural drainage areas lost	<i>Emphasis on public space i.e. pedestrian environment, public parks and facilities. Interconnected system of green open spaces supporting viable ecological systems. Protected wetland systems, riparian zones, and key natural drainage areas. Protected priority habitats and biodiversity areas.</i>	Create a network of green open spaces Support sustainable catchment management and storm water practices. Protect important environmental areas Promote the prevention and reduction of pollution. Ensure adequate provision of services infrastructure to support densification and infill.

	<p>through development encroachment Inadequate protection of riparian areas and floodplains Loss of key habitats and biodiversity areas.</p>		
Initiating and Implementing Corridor Development	<p>Ad-hoc and unmanaged approach to linear development No consistency in the use of the term corridor</p>	<p><i>Delineation of two development corridors</i> <i>Focused infrastructure delivery to support corridor development</i> <i>Series of goals and objectives established per corridor</i></p>	<p>Determine appropriate interventions Maximise opportunities Facilitate linkages Manage new developments in a co-ordinated fashion.</p>
Managing Urban Growth and Delineating an Urban Development Boundary	<p>Urban sprawl onto greenfield sites Erosion of rural character of the limited rural assets of the City Proliferation of subsidised housing initiatives on peripheral locations away from economic and social opportunities Escalating physical and social infrastructure demands and costs for both new infrastructure and maintenance costs</p>	<p><i>Infill, "brown-fields" developments</i> <i>Conservation of rural character of areas beyond the Urban Development Boundary (UDB).</i> <i>Abatement of urban sprawl on the periphery of the City</i></p>	<p>Combat urban sprawl. Create economies of urbanisation. Focus on in-fill and redevelopment. Support efficient infrastructure provision (capital investment). Provide a mechanism for effective growth management. Support a more efficient urban form that is public transport orientated. Protect environmentally sensitive areas, agricultural land and open space. Support a multi-modal transportation system.</p>
Increased densification of strategic locations	<p>Low density and dispersed activities Market preference for one erf one unit Perceptions that increased density equates to low cost housing Wasted land opportunities e.g. car parking above ground Low coverage and height restrictions</p>	<p><i>Higher densities and clustered activities in identified strategic locations,</i> <i>Co-ordinated investment in infrastructure to support densification initiatives</i></p>	<p>Promote appropriate densities and densification in appropriate locations. Promote the optimal use of existing and future infrastructure and resources.</p>
Facilitating sustainable housing environments in appropriate locations	<p>Subsidised housing located on the periphery of the City and related opportunities Lag in delivery of non-residential components of new housing schemes e.g. clinics / schools Focus on 250m² per erf</p>	<p><i>Increased focus on in-fill and programmes in closer proximity to existing opportunities and infrastructure</i> <i>Range of housing typologies to support the accommodation of various needs</i></p>	<p>Develop appropriate housing typologies. Promote adequate provision of social and economic amenities.</p>

If combined the strategies relating to economic infrastructure (economic and mixed use nodes, transportation networks), sustainable development (CoJ bio-diversity plan, JMOSS, Urban Development Boundary), transportation (Rea Vaya – BRT, Corridors of Freedom), Housing (SHSUP, Corridors of Freedom, Mixed Use Nodes, Informal settlements interventions) provide a spatial realisation of the SDF. Figure 2 below, represents the [Spatial Development Framework](#).

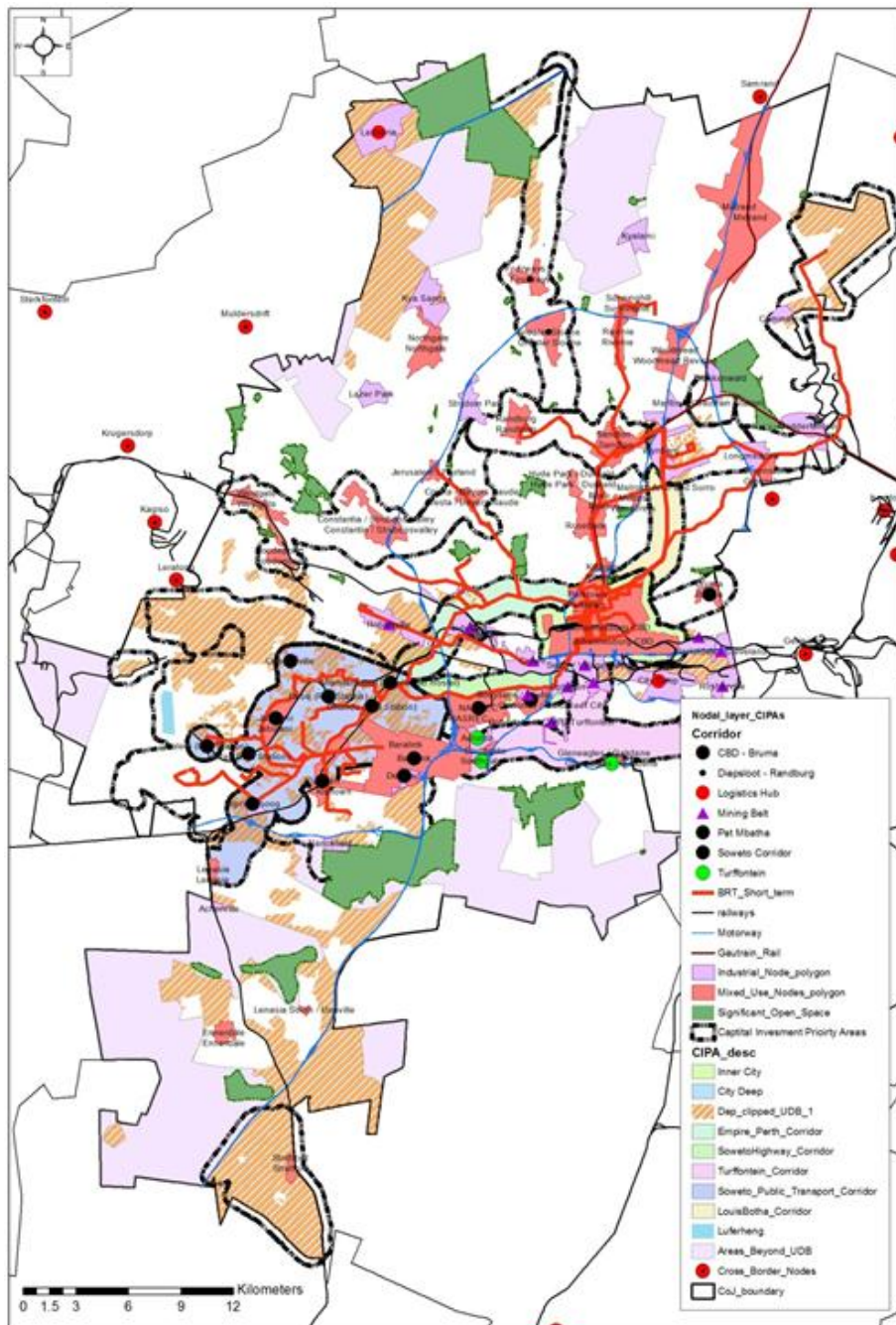


Figure 2: Current Spatial Development Framework

This SDF is centred on development corridors and nodes as priority development zones as well as marginalised areas. This informs the identification of the BEPP urban network, integration zones and hubs as detailed in the section that follows.

The City's SDF is currently undergoing a major review which will realise some changes in the City's BEPP in terms of priorities. Identification of Urban Network, Integration Zones and Hubs

4.3. 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."¹

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 transit².

The **primary network** consists of the Joburg CBD and other metropolitan (e.g. Sandton), regional (e.g. Randburg) and 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).

The previous BEPP's identified the City's development corridors as the primary network, with the Corridors of Freedom and the Mining Belt as the integration zones.

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 the 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 3) were 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. Based on these CIPAs, 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) and,
- Informal Settlements

¹ National Treasury. 2012. Identification of the Urban Hub: Document 1 Methodology Development

² National Treasury. 2012. Proposed Urban Network Model

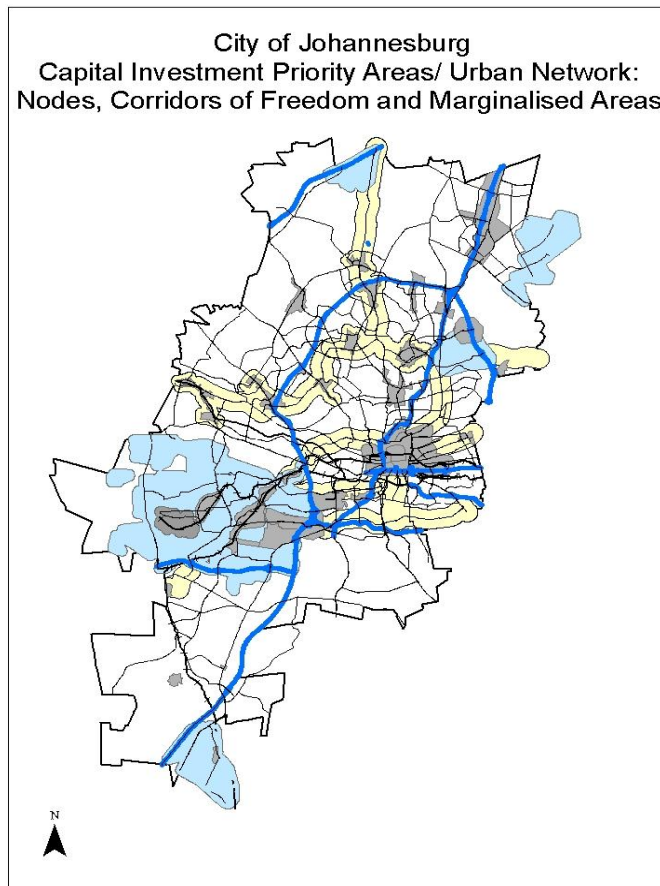


Figure 3: Capital Investment Priority Areas

4.3.1. 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 SDF review is based on a model that places emphasis on the strengthening of the Inner City as the core of the city. The strategy for the inner city as proposed in this SDF is two-fold:

- a) Intensifying, diversifying and re-stitching the Inner City into a compact and walkable area and
- b) Expanding the Inner City towards the southern industrial belt area, bridging the north-south divide

4.3.2. Integration Zones

The City of Johannesburg integration zones are, as mentioned, the Corridors of Freedom and the Mining Belt. The Corridors of Freedom being defined by: Louis Botha, Perth-Empire and Turffontein as represented in Figure 4.

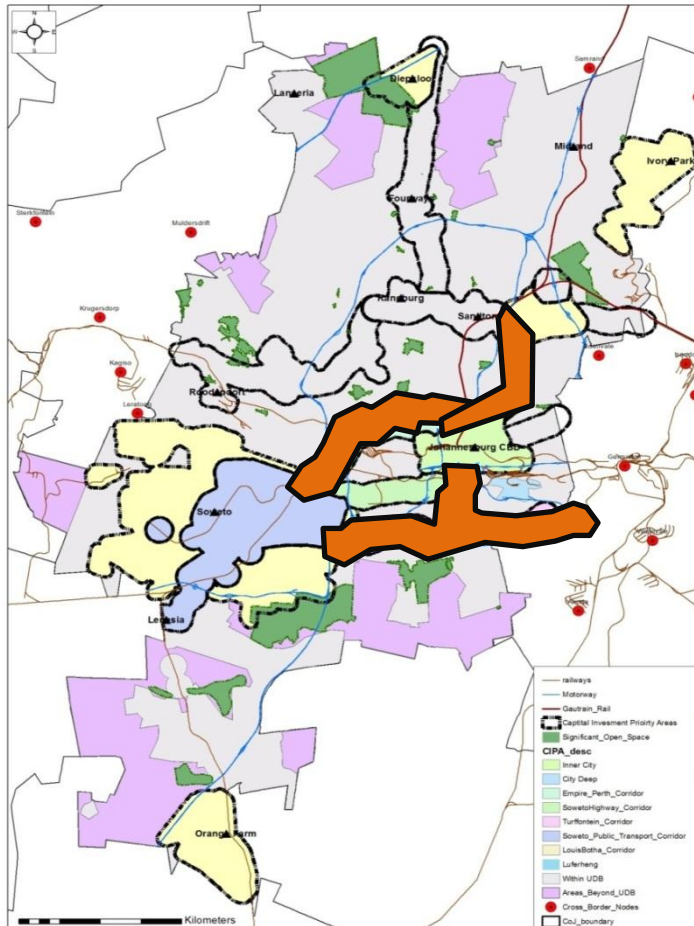


Figure 4: Corridors of Freedom emphasising (from north to south) Louis Botha, Perth Empire and Turffontein Corridors

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 (TOD) at stations, mixed use or industrial nodes.

Each of the 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 (SAFs) as detailed below.

4.3.2.1. Louis Botha Corridor

Figure 5: Louis Botha Corridor



This corridor links the Inner City (CBD) to Alexandra and to Sandton. 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 becomes Old Pretoria Main Road north of Alexandra.

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 6). These are mixed 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.

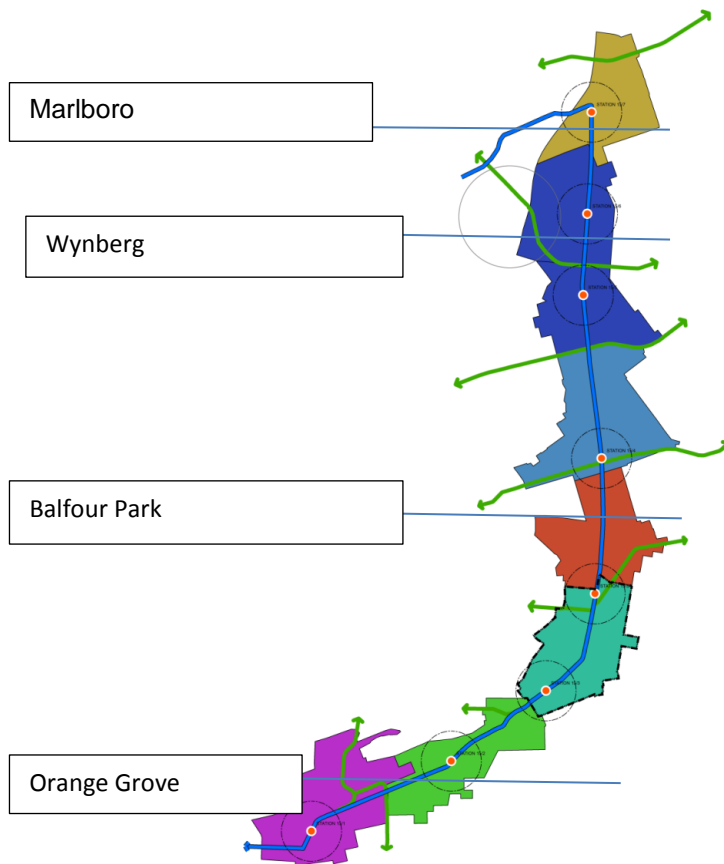


Figure 6: Priority Development Areas within the Louis Botha Corridor

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

- Infrastructure capacity for densification
 - Power- R75,000,000.00
 - Water- R65,000,000.00
 - Sewer- R25,000,000.00
 - Roads- R32,953,800.00
- Transport infrastructure (Bus Rapid Transit infrastructure for Louis Botha) including the Watt Street interchange and freedom walk at Wynberg will cost approximately R2 billion, this project is to be funded out of PTIS.
- Patterson Park redevelopment and facilities – R32 million
- Marlboro Housing – R414 million

The Bus Rapid Infrastructure for this corridor is currently being implemented. A detailed list of projects for the Louis Botha corridor for the next six years is detailed in section D.

4.3.2.1.1. Implementation

The Louis Botha study has identified eight local areas within the broader corridor area. These areas are:

- **Local Area 1: Parktown/Hillbrow;**
- **Local Area 2: Yeoville/Berea/Upper Houghton;**
- **Local Area 3: Orange Grove/Fellside;**
- **Local Area 4: Highlands North;**
- **Local Area 5: Balfour;**
- **Local Area 6: Bramley;**
- **Local Area 7: Wynberg/Alexandra**

Detail on each of these priority precincts is presented in the Louis Botha Strategic Area Framework.

The Bus Rapid Transit Infrastructure for this corridor is currently being implemented and to date, projects in Local Area 3, for Patterson Park have commenced, some of these projects are:

- Library and Rec Centre;
- Stormwater (north and south, southern precinct - new library and sports facilities;
- New regional depot at Cydna (redevelopment of depot sites at Paterson;
- Township Establishment.

4.3.2.2. Empire Perth Corridor

The Perth Empire 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 7).

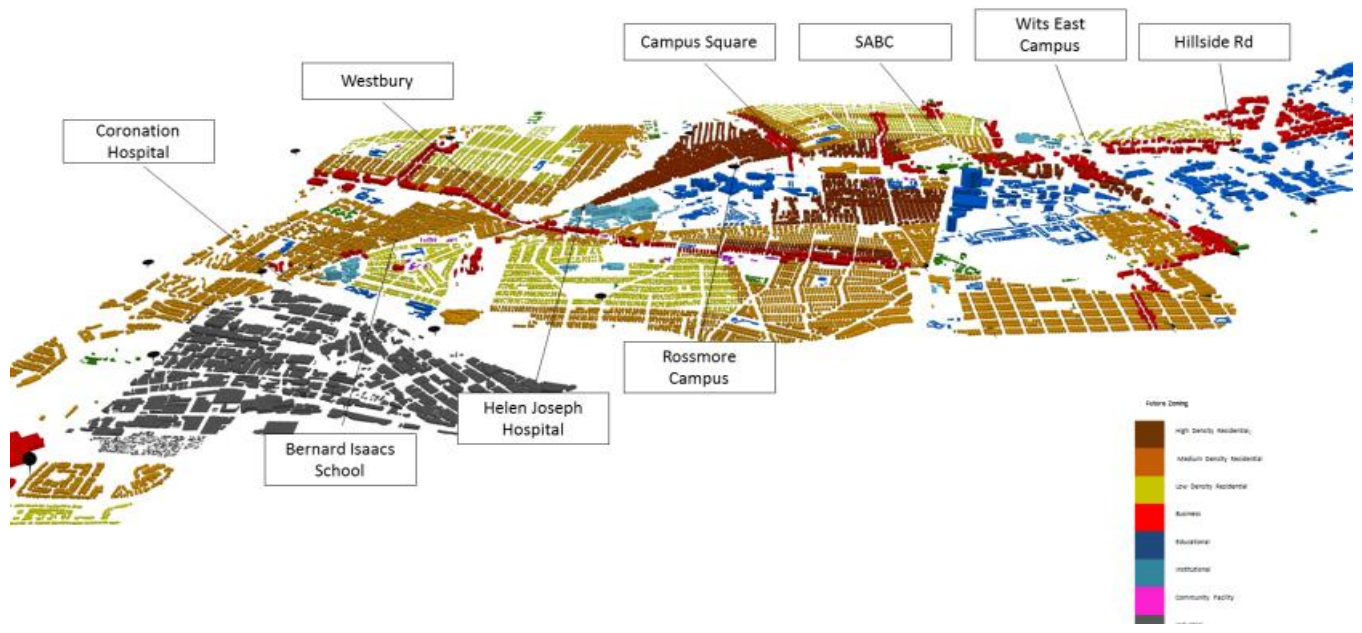


Figure 7: Proposed Perth/Empire Corridor Strategic Area Framework identifying key features of the Corridor

Nodes within this corridor include Parktown, Auckland Park (including Melville), Milpark, 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- R190,060,000.00
 - Water- R40,000,000.00
 - Sewer- R20,000,000.00
 - Roads- R126,600,200.00
- Westdene dam Redevelopment – R21,970,000.00

- Westbury redevelopment including social facilities – R175 million
- Pennyville Housing – R140,000,000.00

The BRT infrastructure for this corridor has already been implemented. Detailed Project lists arising from the redevelopment of the Corridor are listed in Section D.

4.3.2.2.1. Implementation

The Strategic Area Framework for this corridor identifies 5 priority local areas which are subject to further planning (precinct plans). Detail on each of the listed local area plans is available in the Empire Perth SAF:

- **Local Area 1: The Knowledge Precinct (Auckland Park/UJ);**
- **Local Area 2: Brixton**
- **Local Area 3: Westbury**
- **Local Area 4: Milpark Node;**
- **Local Area 5: Pennyville/Noordgesig**

To date only projects in Area 1 and 3 have commenced:

In local area 1 catalytic projects to support interventions in the Empire Perth corridor were identified. Such projects include Non-Motorised Transport (NMT) routes, such as improvement of pedestrian walkways and cycle lanes. The NMT from the University of Johannesburg to Langlaagte, servicing students living around the University of Johannesburg and Wits University has been completed.

Civil and traffic engineers are busy with data collection for the design and implementation of the Auckland Park NMT. Lastly, a detailed design of the Campus Square pedestrian bridge is 70% complete and further work is underway.

In local area 3, the construction of Westbury clinic is underway and is due for completion by March 2016. Other projects which are currently underway are:

- The Westbury Pedestrian Bridge New Precinct Redevelopment
- Union Stadium Renewal Building Alterations
- Westbury Transformation Development Center
- Claremont Clinic and,
- Westbury NMT Project Phase 2

4.3.2.3. Turffontein Corridor

Turffontein is located south of the CBD on the southern edge of the mining belt. The Turffontein Corridor is different from the two corridors detailed above. Initially, the corridor was to be focused on Booyens Road/ Klip Rivier 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 Turffontein and the potential for densification within the suburb 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 traverses the study area. The existing Soweto Highway leg of the Rea Vaya systems serves the edge of the study area. 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.

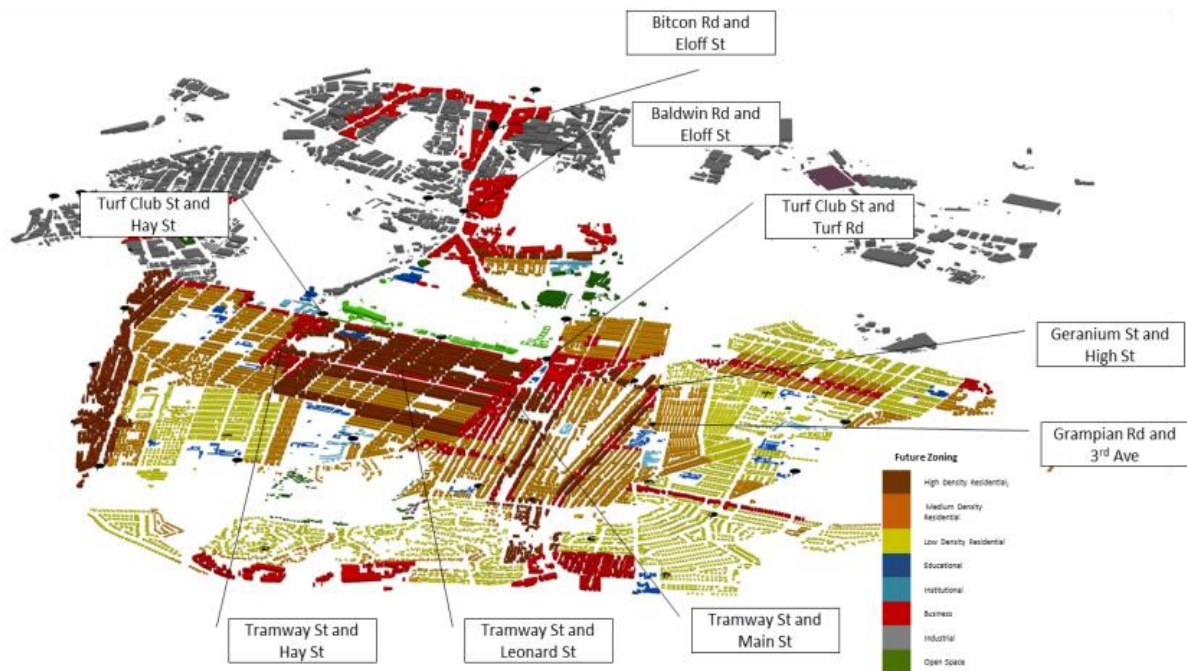


Figure 8: Turffontein Corridor Strategic Area Framework indicating key roads in the area

Turffontein and neighbouring suburbs, have a significant immigrant population which in part is due to the proximity to the Central Business District (CBD). 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 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- R1,887,306,000.00
 - Water- R86,947,000.00
 - Sewer- R25,000,000.00
 - Roads- R48,373,600.00
- 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 under section D.

4.3.2.3.1. Implementation

The following Priority Precincts, or key building blocks within the Turffontein study area, we identified and detailed:

- **Wemmer Pan**
- **Turffontein**
- **Stafford (Booyens Precinct)**

To date only projects in Wemmer Pan and Turffontein (Rotunda Park) have commenced:

The Wemmer Pan area was identified as one the catalyst precincts that should be optimised in terms of provision of a range of recreational facilities and the possible clustering of social facilities that will serve as a significant anchor and catalyst for other developments around the area. This area has been subjected to numerous spatial planning initiatives, the last approve plan, being the Wemmer Pan Urban Development Framework.

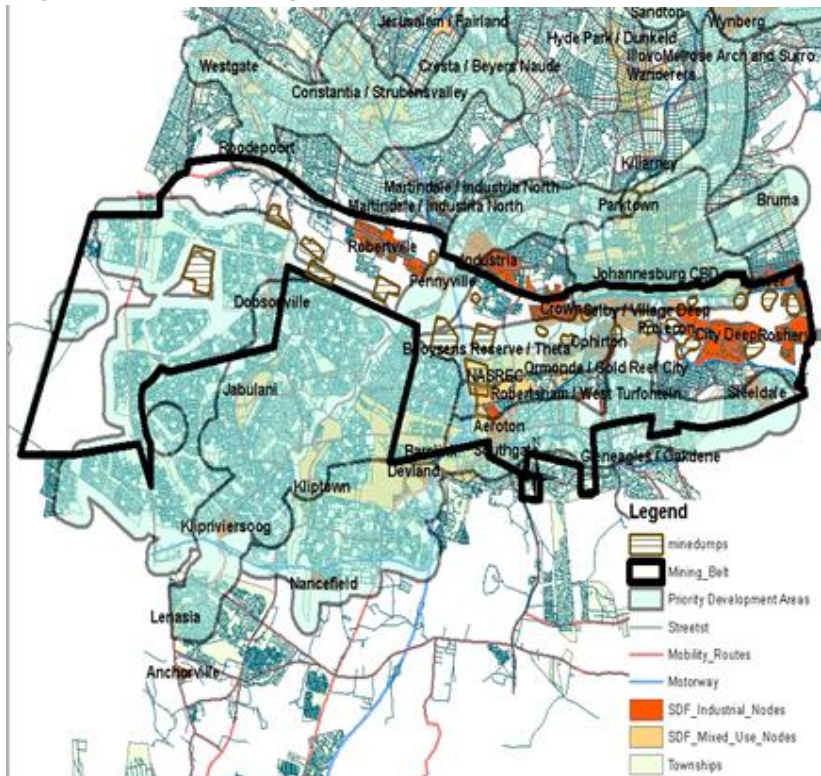
A detailed Urban Design Plan for the Wemmer Pan Cluster is currently being developed. This plan seeks to address current urban development issues through tangible and realistic interventions.

The Rotunda Park Precinct is currently being implemented by the JDA, and is currently in the first of three implementation phases.

4.3.2.4. Mining Belt

This is an area that runs across the City's borders in a west to east direction immediately south of the Central Business District, per Figure 9. 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 9: Proposed Mining Belt Zone



Analysis work conducted in the current SDF review process identifies the mining belt as a key discontinuity in the urban fabric which exacerbates urban fragmentation in the city by dividing it north/south; the effects in the western parts of the belt are most prominent. In particular, it divides Soweto and the economic centres along the western corridor between the inner-city and Krugersdorp (in Mogale City), running through Roodepoort³. As such the mining belt therefore becomes a significant opportunity to break this fragmentation and densify the City around the core.

However, the scale of the environmental and mining decline is so great that the Municipality cannot single headedly create sustainable human settlements within this area. The development of the mining belt, requires a coordinated approach between the various spheres of government, the mining sector, other industry role-players, the logistics and transport industry, environmentalists and residents in order to improve the liveability and productivity of the area.

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 in this zone:

- Improvement and Expansion of the logistics port at the City Deep in line 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.

4.3.2.4.1. Planning

The mining belt is currently in the planning phase. Work is currently underway for the development of a Strategic Area Framework (SAF) for the Western Mining Belt Development Corridor. The aim of this

³ Draft SDF 2040

SAF is to define the future development vision for the planning area, as well as the mechanisms which are required to achieve this future end state.

This project is divided into the following phases, and is currently at the second phase:

Phase 1: Strategic analysis and synthesis

Phase 2: Drafting of Strategic Area Framework

Phase 3: Finalisation of Strategic Area Framework

Phase 4: Strategic Area Framework Implementation Plan

4.3.3. Urban Hubs

4.3.3.1. Jabulani Hub

The Corridors of Freedom and associated metropolitan and regional nodes form the primary intervention areas in addressing the structural aspects of the 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.

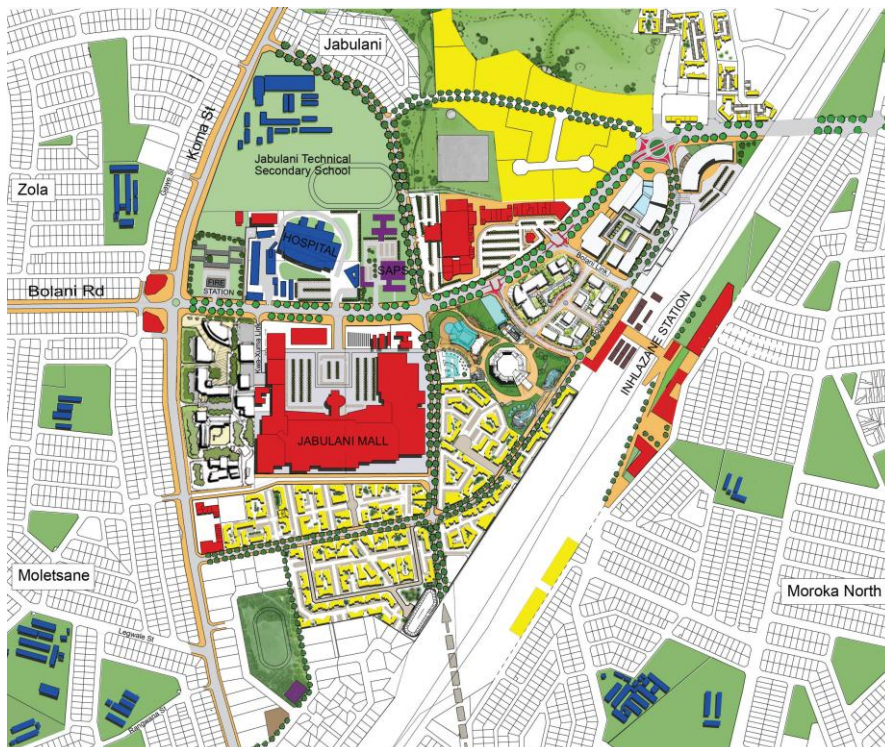


Figure 10: Jabulani Cultural Precinct: Urban Design Report Proposal

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

4.3.3.2. Alexandra Hub

Alexandra Hub includes: 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 11). The SDF review proposes the development of this area as part of a connection to the Aerotropolis.

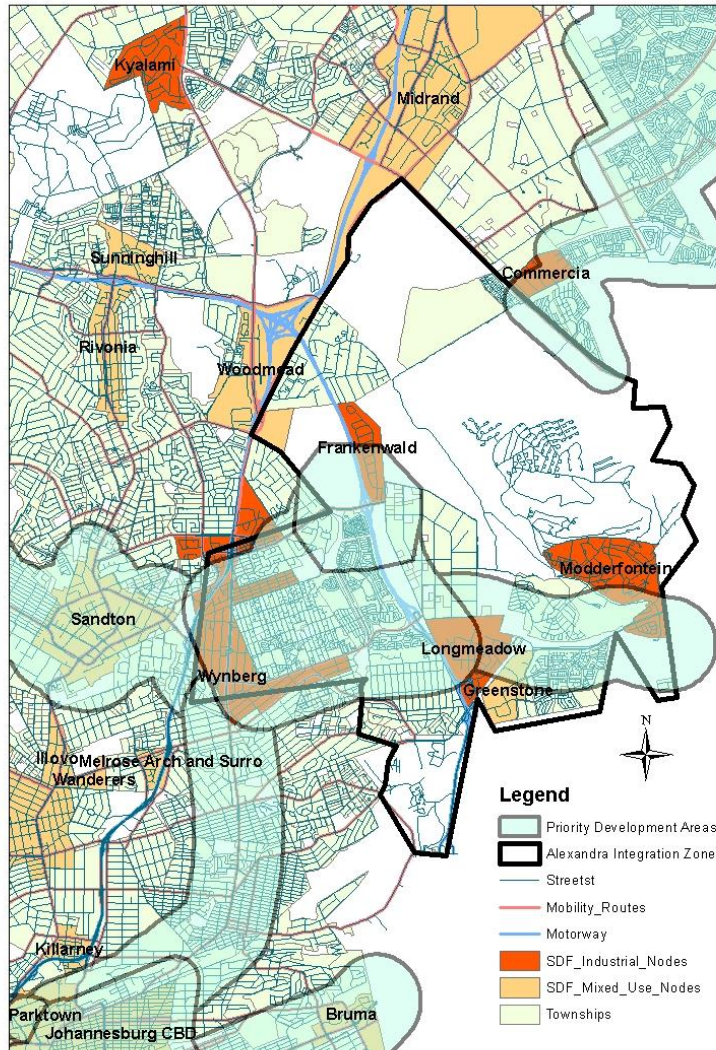


Figure 11: Alexandra Integration Hub

The reasons for proposing the above include:

- Despite significant public investment and effort 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 elements within this hub 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

4.3.4. Marginalised Areas

In addition to the Jabulani Hub the City has undertaken detailed planning for emerging hubs within Ivory Park, Diepsloot and Orange Farm which are identified in the SDF and Growth Management Strategy as marginalised areas. 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. Diepsloot and Orange Farm, have development frameworks that guide their development. A Marginalised Areas co-ordination forum was established to monitor and report on progress with regards to the implementation of these development frameworks.

The SDF review suggests the need to look at these areas in terms of a regional logic beyond the boundaries of the City of Johannesburg. Preceding SDFs focussed on integrating these areas into the functional core of the city. Whilst this is important in the short term, and as a component of future strategies, it does not necessarily address the longer term sustainability of these settlements, or reduce the need to travel, a major financial burden on many of the residents of these areas. As such, the areas should be connected, for the short term, to regional economic centres nearby, and in the medium to long term, developed as mixed-use nodes in their own right. The SDF review provides detailed strategies in this respect.

4.3.4.1. 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 12). 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).

A majority of the City's informal settlements are in Region A, mainly around Diepsloot (25 000 units) and Ivory Park (15 000 structures). 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) has a recorded number of 26 settlements, totalling approximately 12 926 units. Most of these settlements are 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.

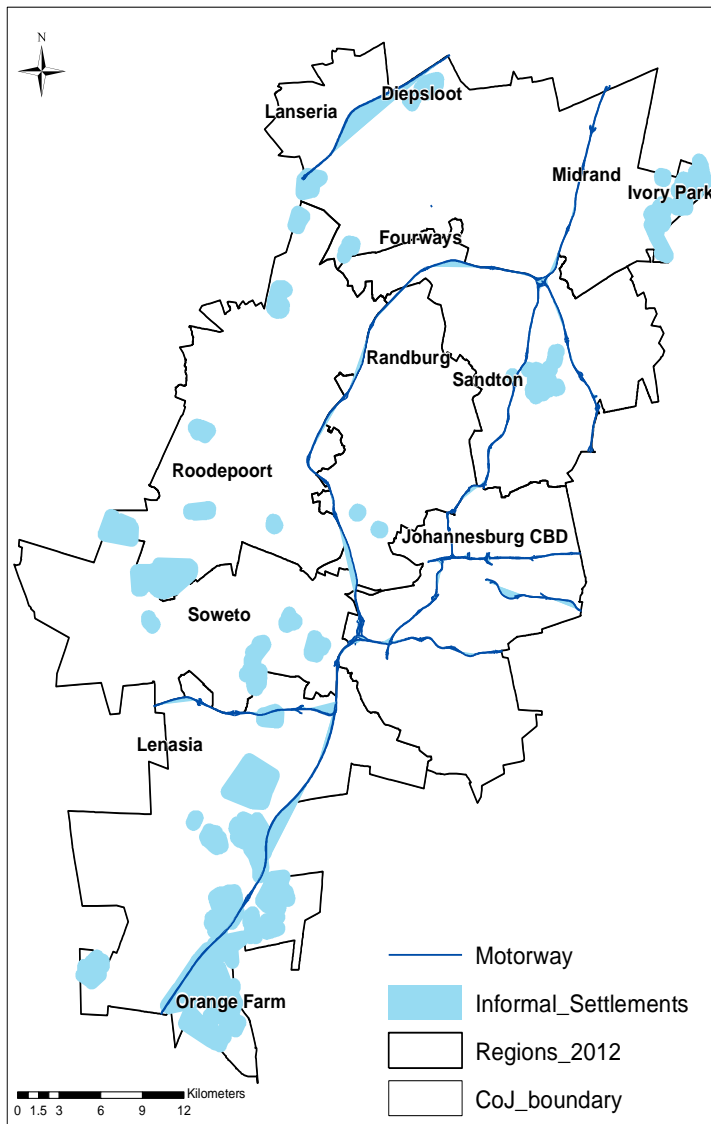


Figure 12: Location of Informal Settlements within the City of Johannesburg

Table 3: Informal Settlements by Administration 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
TOTAL	146	162 230	100%	11	2 709	100%	320 652
TOTAL INFORMAL	157	164 939					
TOTAL (Informal+ backyard)	485 591						

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 areas. The danger is that their regularisation could further entrench the geography of poverty. However, due to historical processes 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.

4.3.4.2. Backyard units

Most of the City's 320 652 backyard units are located in Region A (34%) and Region D (44%). In some instances, 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.

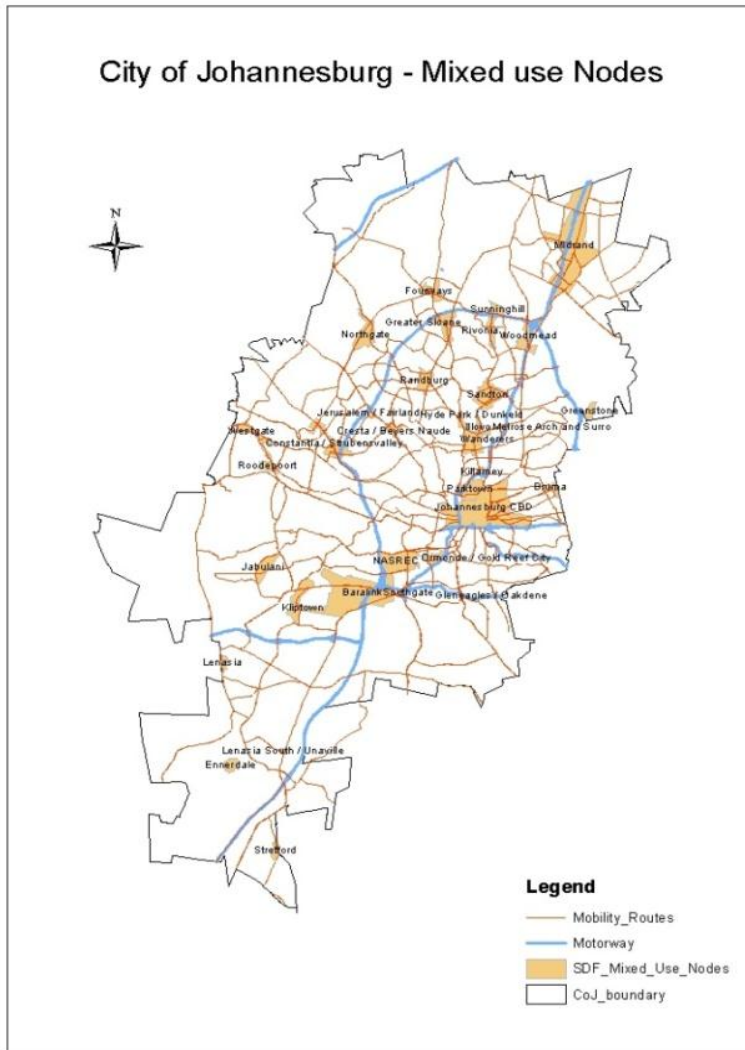
The spatial distribution of backyard units can be summarised as follows:

- 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 accommodates the densest patterns of backyard units compared to areas like Ennerdale, Finetown and Lawley

4.4.1. Economic Nodes

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

Figure 13: Location of Mixed Use Nodes in the City



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 preventing 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.

This significant formal economy must be viewed in the context of official unemployment figures of the City which was approximately 25% in 2011. This is a 4.6% decrease from census data of 2001. The Youth unemployment rate (school-leavers) is higher than the average unemployment rate at 35%, which is a concern to the City.

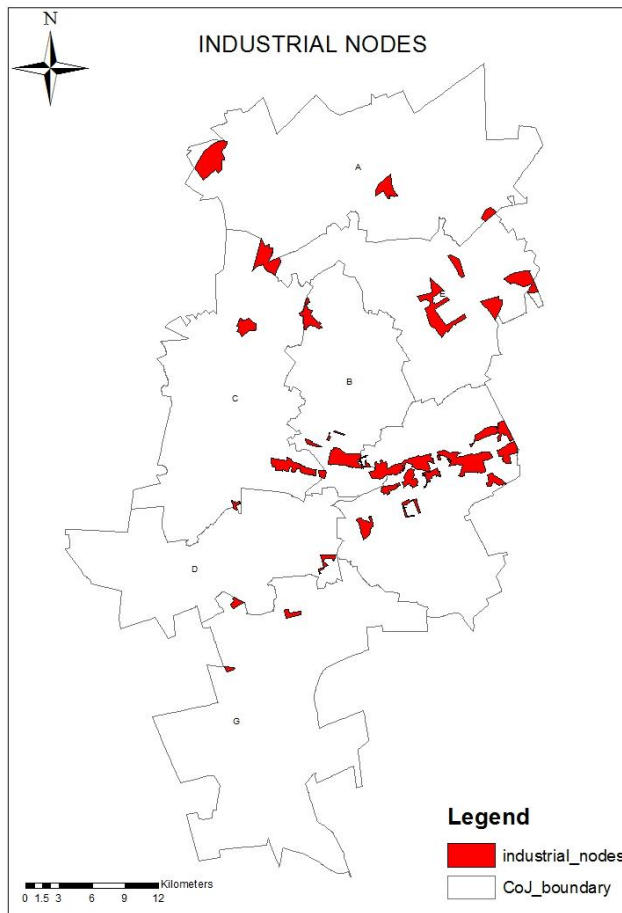
There is significant pressure for new mixed use developments south of Midrand on the Farm

Waterval, adjacent to Lanseria Airport, the Farm Modderfontein and the Farm Frankenwald located east and north of Alexandra. Over the past ten years there has been an emergence of mixed-use nodes in areas of Soweto, Orange Farm, Diepsloot and Ivory Park.

The Inner City, also referred to as the Central Business District (CBD) remains a critical location for economic development for both the formal and informal sectors. In the 1980s and 1990s, the CBD experienced significant economic decline whereby many businesses relocated to the mixed use nodes of the north of the City. In addition there was an influx of poorer migrants into areas of the CBD such as Hillbrow. Through a combined effort by the government, the private sector and Non-Government Organisations (NGOs), the economic decline of the CBD was reduced. However, changing socio-economic circumstances, the extent of the CBD and the continued increase of 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.

Figure 14: Location of Industrial Nodes within the City



This is where the City Deep Inland logistics port at City Deep is located.

As with the mixed-use 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 manufacturing 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 nodes 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.

4.4.2. Nodal Guideline

The nodal strategy proposed in the Draft SDF 2040 seeks to maximise the development and economic growth potential of the existing nodal structure of the city, by differentiating the unique characteristics and qualities of different nodes; categorising them accordingly, and offering a set of recommended interventions for each. This offers directions for the gradual development of all the relevant nodes in the city. The directions are organised in Table 4 and Table 5 summarising the main characteristics of the nodes and guidelines for development or intervention.

The four developed and detailed categories of nodes are:

- Mixed-use / Key Urban Nodes
- Industrial Nodes
- Transit-Oriented-Development Nodes
- Neighbourhood Nodes

4.4.2.1 Mixed-Use/Key Urban Nodes

The system of mixed-use urban nodes that exists in the city provides an important basis for integrating future growth and investment. Not all nodes have the same potential in this regard, however, and the challenges confronting individual nodes are equally diverse in nature. A strategy to guide short to medium term growth within key nodal areas must thus take cognisance of these variations, whilst at the same time seeking to contribute to the longer term vision expressed through a compact Polycentric urban model around which the SDF Spatial Concept is premised.

The Key Urban Nodes are divided according to a Nodal Hierarchy being: CBD (Metropolitan Core) Node, Metropolitan Node, Regional Node, District Node and Neighbourhood Node.

While the guidelines and management approach given with the Nodal Hierarchy suggest a broad framework for directing the longer term development of nodal areas within the city, specificities of different nodes should be taken into account. Therefore, a set of priority guidelines for some of the key metropolitan nodes is presented as a Priority Nodal Strategy, giving strategic basis for short to medium term intervention in nodes that are key to realising the longer term vision of a Compact Polycentric City.

The distinction that is important to note here is that the Nodal Hierarchy provides a high level “placement” of these nodes relative to one another, whilst the Nodal Strategy proposed here provides more immediate direction to shorter term growth priorities for key Urban Nodes. Below are the tables outlining both the Nodal Hierarchy and the Priority Nodal Strategy:

	CBD (Metropolitan Core)	Metropolitan Node	Regional Node	District Node	Neighbourhood Node
Description	<p>The CBD is the historical origin and core of the metropolitan city.</p> <p>The CBD serves national and international communities.</p>	<p>These nodes are of metropolitan significance in terms of attracting people from areas beyond the metropolitan boundaries of the city.</p> <p>They offer a deeper selection of merchandise/economic opportunities, and draw from a larger population base.</p>	<p>These nodes are of significance within the metropolitan area. They serve specific regional areas. Equally important is that these nodes serve as economic hubs and focal points for employment opportunities.</p> <p>They satisfy the needs of a large primary and secondary catchment areas and have a wider entertainment component while supporting comparative and destination shopping.</p>	<p>Serves one or more neighbourhoods.</p> <p>Most of these nodes do not necessarily fulfil a true regional role, but rather that of a larger community node.</p> <p>The tenant mix is wider and competes on both ends against neighbourhood and regional nodes.</p>	<p>The nodes are of significance in local areas and mainly consist of retail development with an opportunity for smaller scale offices and social facilities.</p> <p>There are a considerably large number of these nodes within in the metropolitan area.</p> <p>These centres usually service the surrounding neighbourhood within a 2km range</p> <p>They fulfil a convenience and express convenience role.</p>
Dynamics / characteristics of the node	<p>Situated at the confluence of metropolitan routes and freeways, in the area of highest accessibility.</p> <p>Diversity of activities and public facilities across the range of primary, secondary & tertiary uses.</p> <p>Full range of public transport facilities.</p> <p>Established high-density residential component.</p> <p>Serves the national and international communities through transport, employment, accommodation and services.</p> <p>Due to the CBD's large footprint, there are different areas within the CBD that has distinct profiles.</p>	<p>Situated on mobility spines supported by mobility roads and have access to urban freeways</p> <p>A variety of goods, services and speciality products are offered at the node.</p> <p>Distinct profile.</p>	<p>These nodes are situated on mobility spines supported by mobility roads.</p> <p>Fulfil a variety of functions with sufficient mix of uses.</p> <p>Not necessarily a distinct profile, with nodes in tight competition against each other.</p>	<p>These nodes are predominantly located on mobility roads and / or activity streets (but not necessarily in all cases).</p> <p>Activities are of a local nature providing for convenience, daily needs and social services.</p> <p>Pedestrian activity is relatively easy.</p>	<p>Pedestrian-preferred access.</p> <p>Activities serve the immediate neighbourhood / suburb and are convenience based (not office dominated)</p>

Table 4: Nodal Hierarchy

	CBD	Metropolitan Node	Regional Node	District Node	Neighbourhood Node
Development Guidelines	<p>Promote and acknowledge as the core of the city.</p> <p>Symbiotic relationship with decentralised nodes.</p> <p>Improve pedestrian linkages</p>	<p>Intensity and pedestrian-friendliness to connect the various activity precincts in spite of being a very large node.</p> <p>Provision of adequate public transport facilities</p> <p>Provision of informal trading facilities</p> <p>Provision for inclusionary business</p> <p>Provision for social facilities and metro parks</p>	<p>Intensity and pedestrian-friendliness to connect the various activity precincts and uses within smaller precincts.</p> <p>Provision of adequate public transport facilities</p> <p>Provision of informal trading facilities</p> <p>Provision for inclusionary business</p> <p>Provision for social facilities and at least a metro park</p>	<p>Intensity and pedestrian-friendliness to connect the various uses</p> <p>Provision of adequate public transport facilities</p> <p>Provision of informal trading facilities</p> <p>Provision for inclusionary business</p>	<p>Pedestrian preferred access</p> <p>Creation of active spaces</p> <p>Economic feasibility for new nodes</p> <p>Interface with surrounding environment</p> <p>Dominated by convenience use with small scale offices</p> <p>Design approach should focus on creating attractive spaces</p> <p>Provision for public transport facility where the neighbourhood node is on major transportation routes</p>
Required management approach	<p>The focus should fall on revitalisation and marketing in order to change perceptions.</p>	<p>The focus should fall on the creation of a clear profile for each metropolitan node.</p> <p>The design approach should focus on integrating various uses and different precincts visually and physically into a cohesive whole.</p>	<p>The focus should be on the monitoring and management of nodes to prevent an oversupply.</p> <p>The design approach should focus on integrating various parts of the node in one cohesive whole, as well as integrating the node within its surrounding environment through pedestrian linkages.</p>	<p>The design approach should focus on integrating these nodes within their immediate environment by providing sufficient, safe and pleasant pedestrian linkages.</p>	<p>The design approach should focus on the creation of attractive public spaces even on a very small scale.</p> <p>Leftover spaces should be avoided at all cost.</p>

Table

5:

Priority

Nodal

Strategy

PART- C INTERGOVERNMENTAL PROJECT PIPELINE

5. 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:

Table 6: City-Wide Catalytic Projects

PROJECT NAME	DIVISION	PROJECT TYPE	ESTIMATED TOTAL COST
Watt Street Interchange/ Great Walk (Louis Botha)	JPC	Infrastructure	R 95,000,000.00
Milpark (Empire Perth)	JDA/ Transport	Infrastructure	R 65,000,000.00
City Deep Hub (Turffontein)	-	Feasibility study	R 4,000,000.00
Jabulani Mixed Use Node	JDA	Infrastructure	R 76,500,000.00
Nancefield Mixed Use Node	JDA	Infrastructure	R 136,233,000.00
Total			R 376,733,000.00

6. 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:

6.1.1.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.

6.1.2.SIP 7 – Integrated urban Space and Public Transport Programme –

This SIP7 is of 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 in: SHSUP, the city's 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:

Table 7: City of Johannesburg draft SIP 7 projects 2013

PROJECT NAME	PROJECT DESCRIPTION
Braamfischerville Ext 12&13	Upgrading of sewer outfall in Braamfischerville
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 Vlaktefontein
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
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The above project list is subject to change through discussions with PRASA and other stakeholders. The co-ordination and alignment of SIPs with informal settlements at the City-wide level has been addressed in Section B of this report.

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

Table 8: Housing SIP7 Project List

PROJECT NAME	PROJECT IMPACT	ESTIMATE PROJECT COST
Fleurhof mixed development typology project	Sustainable settlement Human	R 460 000 000
Lufhereng Mixed development typology project	Sustainable settlement Human	R 1 000 000 000
Greater Kliptown re-development mixed typology project	Sustainable Settlement Human	R 500 000 000
South Hill mixed development typology project	Sustainable Settlement Human	R 200 000 000
Diepsloot Mixed development typology Project	Sustainable Settlement Human	R 600 000 000

7. Mega Projects

In her Budget Vote of 2014-2015, and her proclamation of the strategic plan for 2014/2019, the Minister of Human Settlements pronounced construction of 1.5 million houses throughout the country. In order to achieve this goal, the Minister announced initiative of so called 'Mega-Projects' where an individual project delivers a minimum of 10 000 units. The City of Johannesburg Housing Department in attendance with Provincial counterparts have prepared a list of Mega and Catalytic projects to be delivered in the jurisdiction of the City. Both National and provincial will directly sponsor the implementation of these projects and their lifespan will spread beyond the current Mayoral Term. Together with the Provincial Housing counterparts, the Department has identified seven (7) development nodes targeted for the Mega and Catalytic Projects.

Some of the provincial projects are not within the identified integration zones and therefore do not align with current planning processes. It would be beneficial to strengthen this alignment and perhaps this is where the National Treasury City Support Programme can assist.

The proposed projects are listed in Table 9 below:

Johannesburg Region							
Node 1	(JHB North)-Lanseria City	Project Size	2014/15		2015/16	Comments	
	Lion Park	15000	R	55 142 449.68	R	29 500 000	Completion of planning work
	Diepsloot East	15000	R	64 285 162.00	R	72 323 341	Underground services and link roads
	Riverside View Ext 28 (CoJ)	8500					
	Bonded Units	8000					
Node 1 Total Yield		46500	R	119 427 611.68	R	101 823 341.43	
Node 2	(JHB North/West)	Project Size					
	ZandSpruit Honeydew (CoJ)						
	Cosmo City Phase 1	12500	R	800 000.00	R	500 000	95% completed.
	Malibongwe Ridge	5500	R	53 400 732.00	R	88 878 900	BNG 500 units. 500 services stands
	Bonded Units	0					
Node 2 Total Yield		18000	R	54 200 732.00	R	89 378 900	
Node 3	(JHB South)	Project Size					
	Southern Farms (CoJ)	43000	R	-	R	-	Joburg Property Company currently conducting tender process
	South Hills (CoJ)	9510					
	Kliptown-Nancefield (CoJ)	10710					
	Ennerdale Ext 19 (CoJ)	5000					
	Bonded Units	0					
Node 3 Total Yield		68220	R	-	R	-	
Node 4		Project Size					
	Corridors of Freedom (CoJ)	10710					
	Innercity regeneration (CoJ)	0					
	Bonded Units	0					
Node 4 Total Yield		10710	R	-	R	-	
Node 5	New City 2	Project Size					
	Rabie Ridge (CoJ)	15281					
	Alex - Modderfontein - Marlboro (CoJ)	16292					
	Bonded Units	30000					
Node 5 Total Yield		61573	R	-	R	-	
Node 6	New City 3	Project Size					
	Lufhereng	24000	R	34 000 000.00	R	88 878 900	BNG 500 units. 500 services stands
	Syferfontein	60000	R	26 495 061.00	R	87 150 790	Completion of preplanning work and commencements of detail planning
	Bonded Units						
Node 6 Total Yield		84000	R	60 495 061.00	R	176 029 690.20	
Node 7		Project Size					
	Fleurhof Phase 1	10200	R	26 848 932.00	R	73 913 950	BNG 500 units. 100 FLISP units
	Fleurhof Phase 2	8000	R	-	R	-	
	Goudrand Ext 4	13200	R	-	R	76 120 110	BNG 300 houses. 100 social housing units. 500 services stands
	Bonded Units	2124					
Node 7 Total Yield		33524	R	26 848 932.00	R	150 034 060.00	
Total Bonded		40124					
Grand Total		322527	R	260 972 336.68	R	517 265 991.63	
Proposed Mega-Projects of CoJ		Project Yield					
	Corridors of Freedom & Inner City	50 000					
	Greater Diepsloot(South & North)	19 000					
	Rabie Ridge	10 000					
	Alex-Limbro-Modderfontein	25 000					
	Zandspuit-Honeydew	20 000					
	South Hills	5 500					
Sub-Total		129 500					

Table 9: Human Settlements Development Nodes

PART-D CAPITAL FUNDING

8. The Value of Programmes and Projects and Projects by Division

The list of projects below are in the draft budget for the forthcoming three year period focussed on the Capital Investment Priority Areas (CIPAs) discussed and detailed in section B of this report. The project lists provided in section B 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 reflects the budget reality. The projects for the divisions relating to the Corridors of Freedom for each division are captured as consolidated figures; these figures can still be broken down into individual projects.

8.1 Inner City

Table 10: Inner City Projects and Budgets

NAME	DIVISION	BUDGET 2015/16	BUDGET 2016/17	BUDGET 2017/18
Inner city Parks Development and Upgrading New Park JOHANNESBURG F Regional	City Parks and Zoo	R 4 000 000.00	R 6 000 000.00	R 0.00
Bird Sanctuary - City wide Renewal Park JOHANNESBURG F Regional	City Parks and Zoo	R 0.00	R 0.00	R 500 000.00
City Parks House - Building upgrade New Building Alterations JOHANNESBURG F Ward	City Parks and Zoo	R 1 000 000.00	R 1 000 000.00	R 10 000 000.00
New service connections New Service Connections BEREA F Regional	City Power	R 9 375 000.00	R 9 375 000.00	R 8 500 000.00
Prepare mini subs and load centres for 11 kV conversion Renewal Township Reticulation JEPPESTOWN SOUTH F Regional	City Power	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
New 88/11 kV substation near Westgate. New Bulk Infrastructure FERREIRAS DORP F Regional	City Power	R 0.00	R 0.00	R 40 000 000.00
New 88/11 kV substation near Park station. New Bulk Infrastructure NEWTOWN F Regional	City Power	R 0.00	R 0.00	R 500 000.00
Refurbish TSSs as required by Area Maintenance Renewal Medium Voltage Network JOHANNESBURG F Regional	City Power	R 5 000 000.00	R 5 000 000.00	R 5 000 000.00

Newtown Eliminate MV pillar boxes Renewal Medium Voltage Network NEWTOWN EXT.1 F Ward	City Power	R 2 500 000.00	R 0.00	R 0.00
Upgrade John Ware substation Renewal Bulk Infrastructure FORDSBURG F Regional	City Power	R 0.00	R 0.00	R 20 000 000.00
ACH- Construction of new Monuments City Wide New Heritage Area Upgrade BRAAMFONTEIN WERF F	Community Dev: Arts; Culture and Heritage	R 1 500 000.00	R 1 000 000.00	R 0.00
Inner City (Comm Dev: ACH) Renewal Inner City Intervention JOHANNESBURG F	Community Dev: Arts; Culture and Heritage	R 2 000 000.00	R 2 000 000.00	R 750 000.00
ACH - Refurbishment of the Joburg Art Gallery Renewal Heritage Area Upgrade JOHANNESBURG F	Community Dev: Arts; Culture and Heritage	R 2 000 000.00	R 0.00	R 50 000 000.00
Rec - People with disabilities access JOHANNESBURG F	Community Dev: Head Office	R 1 500 000.00	R 600 000.00	R 600 000.00
Lib- Purchase of Furniture New Library BRAAMFONTEIN WERF F	Community Dev: Libraries	R 1 000 000.00	R 0.00	R 0.00
Lib - Hilbrow Public Library BEREAF	Community Dev: Libraries	R 500 000.00	R 0.00	R 0.00
Lib.Acess to the internet in Libraries (PAIL) New Library BRAAMFONTEIN WERF EXT.1 F	Community Dev: Libraries	R 3 000 000.00	R 2 000 000.00	R 1 000 000.00
Lib.Murray Park Library New Library JEPPESTOWN SOUTH F	Community Dev: Libraries	R 0.00	R 4 500 000.00	R 1 000 000.00
Modular Containers in informal settlements New Community Centre BRAAMFONTEIN WERF F Regional	Community Dev: Sport and Recreation	R 1 500 000.00	R 1 200 000.00	R 0.00
Inner City (Comm Dev: S&R) Renewal Inner City Intervention JOHANNESBURG F Regional	Community Dev: Sport and Recreation	R 2 000 000.00	R 1 500 000.00	R 0.00
Aqua - Ellis Park Swimming Pool Renewal Building Alterations DOORNFONTEIN F Ward	Community Dev: Sport and Recreation	R 0.00	R 0.00	R 6 000 000.00

Aqua - Murray Park Public Swimming Pool Renewal Community Centre JEPPESTOWN F Ward	Community Dev: Sport and Recreation	R 0.00	R 0.00	R 1 500 000.00
Inner City (Dev Planning) Renewal Inner City Intervention JOHANNESBURG F Regional	Development Planning	R 120 000 000.00	R 150 000 000.00	R 150 000 000.00
Inner City Roadmap Economic Development Initiatives Renewal Inner City Intervention JOHANNESBURG F Regional	Economic Development	R 0.00	R 0.00	R 5 000 000.00
Inner City Property Scheme Renewal Building/s JOHANNESBURG F Regional	Economic Development	R 5 000 000.00	R 7 966 000.00	R 0.00
BPO Inner City Zone Renewal Small Business Hub JOHANNESBURG F Regional	Economic Development	R 5 000 000.00	R 5 000 000.00	R 5 000 000.00
Upgrading of Security Hardware New Plant and Equipment JOHANNESBURG F Ward	Group Corporate and Shared Services	R 0.00	R 4 440 000.00	R 0.00
Inner City Upgrading (Transitional/Emergency and Rental Stock) Renewal Rental Flats JOHANNESBURG F Regional	Housing	R 20 000 000.00	R 20 000 000.00	R 20 000 000.00
Johannesburg Central: Planned replacement sewer mains Renewal Bulk Waste Water JOHANNESBURG D	JHB Water: Sewer	R 25 000 000.00	R 40 000 000.00	R 30 000 000.00
Johannesburg Central:planned replacement watermains Renewal Water Mains MAYFAIR F Regional	JHB Water: Water	R 5 000 000.00	R 10 000 000.00	R 15 000 000.00
Roodepoort/ Diepsloot: Main Reef 20MI; 30MI; Tower 2MI New Reservoirs JOHANNESBURG C Regional	JHB Water: Water	R 0.00	R 0.00	R 500 000.00
Joburg Theatre - Technical Equipment New Operational Capex JOHANNESBURG F Regional	Johannesburg Theatre Management Company	R 700 000.00	R 750 000.00	R 0.00

Joburg Theatre - Upgrade of stage machinery Renewal Plant and Equipment JOHANNESBURG F Ward	Johannesburg Theatre Management Company	R 500 000.00	R 1 155 000.00	R 0.00
Joburg Theatre - Building Renovations and upgrades New Building Alterations JOHANNESBURG F Ward	Johannesburg Theatre Management Company	R 3 100 000.00	R 1 442 000.00	R 5 330 000.00
80 Plein Street New Inner City Intervention JOHANNESBURG F Ward	JOSHCO	R 25 000 000.00	R 10 000 000.00	R 0.00
27 Hoek Street New Inner City Intervention JOHANNESBURG F Ward	JOSHCO	R 15 000 000.00	R 0.00	R 0.00
Rachers Social Housing New Building Alterations JOHANNESBURG F Ward	JOSHCO	R 900 000.00	R 900 000.00	R 900 000.00
La Rosabel Renewal Building Alterations JOHANNESBURG F Regional	JOSHCO	R 500 000.00	R 500 000.00	R 500 000.00
Casamia Renewal Building Alterations JOHANNESBURG F Regional	JOSHCO	R 5 000 000.00	R 5 000 000.00	R 5 000 000.00
Anthea Renewal Building Alterations JOHANNESBURG F Regional	JOSHCO	R 1 000 000.00	R 1 000 000.00	R 1 000 000.00
Bertrams Social Housing Units New Housing Development BERTRAMS F Regional	JOSHCO	R 20 000 000.00	R 15 000 000.00	R 15 000 000.00
Rissik Street Post Office Restoration Project New Heritage JOHANNESBURG F Regional	JPC	R 24 000 000.00	R 10 000 000.00	R 15 000 000.00
Neighbourhood Development for Bertrams Priority Block New Building Alterations BERTRAMS F Regional	JPC	R 0.00	R 1 000 000.00	R 500 000.00
Salisbury House Erf 1052 and 1053 Renewal Heritage JEPPESTOWN F Ward	JPC	R 0.00	R 0.00	R 200 000.00
FMMU - Public Conveniences New Public toilets JOHANNESBURG F	JPC	R 6 500 000.00	R 7 500 000.00	R 0.00

Ward				
MOB - Upgrading Controllers and Phasing. Renewal Mobility: Intelligent Transportation System & Networks JOHANNESBURG F Regional	JRA	R 5 000 000.00	R 6 000 000.00	R 17 500 000.00
MOB - Guardrails. Renewal Roads: Construction and Upgrades JOHANNESBURG F Regional	JRA	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
CATCH 200 - Braamfontein Spruit Catchment: Upgrade to Culvert; Millpark Renewal Roads: Construction and Upgrades BRAAMFONTEIN WERF EXT.1 B Ward	JRA	R 0.00	R 0.00	R 5 000 000.00
CATCH 210 - Bosmont Catchment: Stormwater Drainage: Central Areas New Stormwater Catchments BOSMONT F Ward	JRA	R 5 000 000.00	R 15 000 000.00	R 15 000 000.00
CATCH 205 - Robinson Canal Catchment: Structural Improvement: Robinson Canal Sub 3; Sub 6 and Sub 7 Renewal Stormwater Catchments ROBINDALE F Ward	JRA	R 2 000 000.00	R 0.00	R 0.00
CATCH 205 - Robinson Canal Catchment: Structural Improvement: Robinson Canal Sub 10 Renewal Stormwater Catchments ROBINDALE F Ward	JRA	R 2 000 000.00	R 0.00	R 0.00
Furniture and office equipment New Office Equipment BRAAMFONTEIN WERF EXT.1 F Ward	Metrobus	R 400 000.00	R 400 000.00	R 500 000.00
Replace vehicle fleet (Cars and bakkies) New Vehicle BRAAMFONTEIN WERF EXT.1 F Ward	Metrobus	R 250 000.00	R 300 000.00	R 500 000.00

Plant and machinery - Metro bus New Plant and Equipment BRAAMFONTEIN WERF EXT.1 F Ward	Metrobus	R 300 000.00	R 300 000.00	R 500 000.00
Fire Stations - Central Museum Establishment Renewal Building Alterations JOHANNESBURG A Regional	Public Safety: EMS	R 0.00	R 0.00	R 5 950 000.00
Fire Station - Central Fire Station Renewal Building Alterations MARSHALLS TOWN F Ward	Public Safety: EMS	R 0.00	R 9 000 000.00	R 0.00
New Radio Communication system New Plant and Equipment CITY AND SUBURBAN EXT.6 F	Public Safety: JMPD	R 7 010 000.00	R 3 333 000.00	R 12 000 000.00
Council Chamber Building Programme Renewal Building Alterations JOHANNESBURG F Ward	Speaker: Legislative Arm of the Council	R 240 000 000.00	R 0.00	R 0.00
COMPL: Parking Solutions for small nodes New Complete Streets JOHANNESBURG F Ward	Transportation	R 2 000 000.00	R 4 000 000.00	R 5 000 000.00
PTF: Holding Facilities: Kazerne Redevelopment New Public Transport Facility NEWTOWN EXT.1 F Ward	Transportation	R 100 000 000.00	R 100 000 000.00	R 100 000 000.00

8.2 Louis Botha Corridor

Table 11: Louis Botha Corridor Projects and Budgets

NAME	DIVISION	BUDGET 2015/16	BUDGET 2016/17	BUDGET 2017/18
Louis Botha Corridor (Housing) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Housing	R 1 000 000.00	R 5 000 000.00	R 5 000 000.00
Louis Botha Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention ORANGE GROVE E	JHB Water: Sewer	R 5 000 000.00	R 10 000 000.00	R 10 000 000.00
Louis Botha Corridor (JW: Water) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	JHB Water: Water	R 10 000 000.00	R 20 000 000.00	R 10 000 000.00
Erf 43-46 Victoria Ext 3(Paterson Park Node) New Housing Development VICTORIA EXT.3 E Regional	JPC	R 15 000 000.00	R 20 000 000.00	R 10 000 000.00
CORR - Louis Botha Corridor of Freedom Traffic Impact Assessment (TIA); Stormwater Masterplan and New CONstriction and Upgrading Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	JRA	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
Louis Botha - Co - Production zone for social interventions Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Social Development	R 0.00	R 0.00	R 5 943 400.00

8.3 Perth Empire Corridor

Table 12: Perth Empire Corridor Projects and Budgets

NAME	DIVISION	BUDGET 2015/16	BUDGET 2016/17	BUDGET 2017/18
Westdene Dam park development New Park WESTDENE B Regional	City Parks and Zoo	R 10 000 000.00	R 11 970 000.00	R 0.00
Hurst Hill Sub-station refurbishment Renewal Bulk Infrastructure HURST HILL B Regional	City Power	R 25 000 000.00	R 25 000 000.00	R 0.00
New Service connections New Service Connections HURST HILL B Regional	City Power	R 4 685 000.00	R 4 685 000.00	R 4 260 000.00
Lib. Brixton Library Renewal Library Renewal Corridors of Freedom Intervention WESTBURY B	Community Dev: Libraries	R 3 000 000.00	R 15 000 000.00	R 15 000 000.00
Lib.Installation of book security system in Libraries New Library BRAAMFONTEIN WERF F	Community Dev: Libraries	R 1 000 000.00	R 1 000 000.00	R 2 500 000.00
Lib.RFID asset tagging for books New Library BRAAMFONTEIN WERF F	Community Dev: Libraries	R 949 000.00	R 0.00	R 0.00
Union Stadium Renewal Building Alterations WESTBURY EXT.3 B Ward	Community Dev: Sport and Recreation	R 8 000 000.00	R 0.00	R 0.00
Aqua - Coronationville Public Swimming Pool Renewal Community Centre CORONATIONVILLE B Ward	Community Dev: Sport and Recreation	R 1 500 000.00	R 0.00	R 0.00
Bosmont Renewal Clinic BOSMONT B Ward	Health	R 0.00	R 0.00	R 1 000 000.00

Westbury Pedestrian Bridge New Precinct Redevelopment WESTBURY EXT.3 B Regional	JDA	R 10 000 000.00	R 0.00	R 0.00
Perth Empire Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention WESTBURY B	JHB Water: Sewer	R 0.00	R 10 000 000.00	R 10 000 000.00
Perth Empire Corridor (JW: Water) Renewal Corridors of Freedom Intervention WESTBURY B Regional	JHB Water: Water	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
Johannesburg Central: Perth - Empire BRT and Rail Corridor Interventions Renewal Water Mains JOHANNESBURG D Regional	JHB Water: Water	R 0.00	R 0.00	R 0.00
Penny Flats Social Housing New Building Alterations PENNYVILLE B Regional	JOSHCO	R 3 000 000.00	R 2 000 000.00	R 0.00
Pennyville Communal Rooms Renewal Operational Capex PENNYVILLE EXT.1 C Regional	JOSHCO	R 1 000 000.00	R 1 000 000.00	R 4 000 000.00
CORR - Perth Empire Corridor of Freedom Traffic Impact Assessment (TIA); Stormwater Masterplan and New Constriction and Upgrading Renewal Corridors of Freedom Intervention WESTBURY B Regional	JRA	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
BRID 20 - Bridge Upgrade: Noordgesig and Industria West Renewal Bridges	JRA	R 0.00	R 0.00	R 1 000 000.00

(Pedestrian and Vehicles) NOORDGESIG B Ward				
CATCH 200 - Braamfontein Spruit Catchment: Erosion Protection; East of George Lea Park to Marie Str. New Stormwater Catchments BRAAMFONTEIN WERF EXT.1 E Ward	JRA	R 1 500 000.00	R 0.00	R 0.00
Engine + gear box New Vehicle BRAAMFONTEIN WERF F Ward	Metrobus	R 8 620 000.00	R 2 610 000.00	R 4 000 000.00
By-law management unit - Unit ugrade for building Fennel Road pound Renewal Building Alterations MARTINDALE B Ward	Public Safety: JMPD	R 2 600 000.00	R 2 800 000.00	R 3 000 000.00
Perth Empire Corridor Co - Production Zone for Social Development Renewal of Corridors of Freedom Intervention (Social Development One Stop Centre) Renewal Corridors of Freedom Intervention WESTBURY B Regional	Social Development	R 6 000 000.00	R 5 000 000.00	R 0.00

8.4 Turffontein Corridor

Table 13: Turffontein Corridor Projects and Budgets

NAME	DIVISION	BUDGET 2015/16	BUDGET 2016/17	BUDGET 2017/18
Upgrading of Pioneer Park Renewal Park TURFFONTEIN F Regional	City Parks and Zoo	R 8 500 000.00	R 5 000 000.00	R 5 000 000.00
Turffontein (City Power) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	City Power	R 8 000 000.00	R 14 400 000.00	R 10 000 000.00
Telecommunications; Fibre optic installations and upgrades Renewal SCADA REUVEN F Regional	City Power	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
Purchase mobile feeder boards New Medium Voltage Network REUVEN F	City Power	R 0.00	R 0.00	R 500 000.00
Earthing and lightning protection at Major sub stations Renewal Bulk Infrastructure REUVEN F	City Power	R 0.00	R 0.00	R 1 000 000.00
Replacement of aged and/or faulting MV cables Renewal Medium Voltage Network REUVEN F Regional	City Power	R 10 000 000.00	R 10 000 000.00	R 5 000 000.00
Refurbishment of MV infrastructure(Switchgear and transformers) Renewal Medium Voltage Network REUVEN F Regional	City Power	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00
Refurbishment of LV infrastructure Renewal Low Voltage REUVEN F Regional	City Power	R 5 000 000.00	R 5 000 000.00	R 5 000 000.00
Load Management: Reciever audit and replacement Renewal Load Management REUVEN F	City Power	R 0.00	R 0.00	R 500 000.00
New service connections New Service Connections REUVEN F Regional	City Power	R 9 500 000.00	R 9 500 000.00	R 7 250 000.00
Upgrading of Wembly Sports Centre Renewal Community Centre TURFFONTEIN F Ward	Community Dev: Sport and Recreation	R 0.00	R 0.00	R 2 000 000.00
Aqua - Upgrading of the Turffontein Swimming Pool TURFFONTEIN F	Community Dev: Sport and Recreation	R 0.00	R 2 000 000.00	R 0.00
Rehabilitation of Princess Mine Dump Renewal Resource Rehabilitation STAFFORD EXT.4 F	Environment and Infrastructure	R 5 000 000.00	R 0.00	R 0.00

Ward				
Turffontein Corridor (Housing) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	Housing	R 1 000 000.00	R 30 000 000.00	R 30 000 000.00
Rem 163/100-Turffontein New Bulk Infrastructure TURFFONTEIN F Ward	Housing	R 0.00	R 0.00	R 4 500 000.00
Glensk IR Portion 7 of Erf 1 (1320 Unit) New Bulk Infrastructure GLENESK F Ward	Housing	R 0.00	R 0.00	R 3 000 000.00
South Hills Housing Mixed Development New RDP Houses SOUTH HILLS F Ward	Housing	R 55 000 000.00	R 60 000 000.00	R 50 000 000.00
Rotunda Park Precinct Turffontein Corridor (JDA) New Precinct Redevelopment TURFFONTEIN F Regional	JDA	R 15 000 000.00	R 20 000 000.00	R 45 000 000.00
Turffontein Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention TURFFONTEIN F	JHB Water: Sewer	R 5 000 000.00	R 10 000 000.00	R 10 000 000.00
Turffontein Corridor (JW: Water) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	JHB Water: Water	R 5 000 000.00	R 10 000 000.00	R 10 000 000.00
Southdale/ Langlaagte: Aeroton Direct/ Tower New Reservoirs AEROTON D Regional	JHB Water: Water	R 5 000 000.00	R 0.00	R 0.00
Southdale/ Laaglaagte: Crown Gardens Reservoir New Reservoirs CROWN GARDENS D Regional	JHB Water: Water	R 0.00	R 0.00	R 8 000 000.00
Citrine Court Building Renewal Operational Capex BELLAVISTA ESTATE F Regional	JOSHCO	R 503 000.00	R 900 000.00	R 900 000.00
BELLAVISTA ESTATE INFILLS New Housing Development BELLAVISTA ESTATE F Ward	JOSHCO	R 0.00	R 0.00	R 0.00
Turffontein rental housing development New Housing Development TURFFONTEIN F Ward	JOSHCO	R 37 500 000.00	R 75 000 000.00	R 0.00
CORR - Turffontein Corridor of Freedom Traffic Impact Assessment (TIA); Stormwater Masterplan and New Construction and Upgrading Renewal Corridors of Freedom Intervention Renewal Stormwater Management Projects JOHANNESBURG F Regional	JRA	R 10 000 000.00	R 10 000 000.00	R 10 000 000.00

Cold Storage for Wemmer Pound New Building Alterations GLENESK F Ward	Public Safety: JMPD	R 2 100 000.00	R 2 100 000.00	R 2 300 000.00
By-law management unit - Upgrade of Wemmer Pound New Building Alterations SELBY EXT.11 F Ward	Public Safety: JMPD	R 2 600 000.00	R 2 800 000.00	R 3 000 000.00
Dog Kennel Hospital New Building Alterations GLENESK F Ward	Public Safety: JMPD	R 85 000.00	R 90 000.00	R 95 000.00
PTF: Small Public Transport Facilities: Laybys: Turfontein New Nodal Transport Facilities TURFFONTEIN F Regional	Transportation	R 0.00	R 0.00	R 2 000 000.00
COMPL: Cycling Lanes: Turffontein New Nodal Transport Facilities TURFFONTEIN F Regional	Transportation	R 0.00	R 0.00	R 30 000 000.00
COMPL: Sidewalk Improvements: Turffontein New Nodal Transport Facilities TURFFONTEIN F Regional	Transportation	R 0.00	R 3 000 000.00	R 30 000 000.00

8.5 Jabulani

Table 14: Jabulani Projects and Budgets

PROJECT NAME	DIVISION	BUDGET 2015/16	BUDGET 2016/17	BUDGET 2017/18
Jabulani CBD Precinct development New Operational Capex JABULANI D Ward	JPC	R 10 000 000.00	R 10 000 000.00	R 0.00
BRID 30 - Jabulani/Molapo Bridge. New Bridges (Pedestrian and Vehicles) JABULANI D Ward	JRA	R 5 000 000.00	R 30 000 000.00	R 0.00
IKWEZI RENTAL HOUSING PROJECT New Housing Development JABULANI D	JOSHCO	R 2 000 000.00	R 20 000 000.00	R 60 000 000.00
JABULANI RENTAL HOUSING Renewal Housing Development JABULANI EXT.1 D Ward	JOSHCO	R 15 000 000.00	R 40 000 000.00	R 35 000 000.00
Jabulani Flats Renewal Building Alterations JABULANI D Ward	Housing	R 0.00	R 500 000.00	R 500 000.00
Jabulani Station Renewal Nodal Transportation Facilities JABULANI D Regional	JDA	R 18 500 000.00	R 30 000 000.00	R 40 000 000.00

JABULANI HOSTEL New Bulk Infrastructure JABULANI D Regional	Housing	R 200 000.00	R 1 000 000.00	R 1 000 000.00
Soweto Theatre - Upgrading of Technical Equipment Renewal Building Alterations JABULANI D City Wide	Johannesburg Theatre Management Company	R 350 000.00	R 400 000.00	R 0.00

8.6 Alexandra Hub

Table 15: Alexandra Hub Projects and Budgets

NAME	DIVISION	BUDGET 2015/16	BUDGET 2016/17	BUDGET 2017/18
Public Lighting Alexandra West Bank New Public Lighting ALEXANDRA EXT.4 E Regional	City Power	R 1 000 000.00	R 500 000.00	R 0.00
Installation of new service connections New Service Connections ALEXANDRA EXT.63 E Regional	City Power	R 1 495 000.00	R 1 495 000.00	R 995 000.00
Normalisation Renewal Medium Voltage Network ALEXANDRA EXT.42 E Regional	City Power	R 20 000 000.00	R 0.00	R 0.00
Lib - Construction of Mayibuye Library in Alexandra New Community Centre Alexandra Ext 33 ALEXANDRA EXT.33 E	Community Dev: Libraries	R 0.00	R 0.00	R 1 500 000.00
Construction of linear market (informal trading shelter) at the Pan Africa Facility in Alexandra New Informal trading Stalls ALEXANDRA EXT.4 E Ward	Economic Development	R 8 000 000.00	R 0.00	R 0.00
Jukskie Alexandra Water Management Unit New Ecological Infrastructure ALEXANDRA EXT.36 E Regional	Environment and Infrastructure	R 15 000 000.00	R 10 000 000.00	R 5 000 000.00
Far Eastbank New Ecological Infrastructure ALEXANDRA EXT.31 E Ward	Environment and Infrastructure	R 1 500 000.00	R 1 500 000.00	R 3 000 000.00
River Park Clinic Far Eastbank Ext 9 New Clinic FAR EAST BANK EXT.9 A Regional	Health	R 6 500 000.00	R 0.00	R 0.00
Helen Josephs Refurbishment and Upgrading of Womens Hostel Renewal Building Alterations ALEXANDRA EXT.52 E Ward	Housing	R 3 000 000.00	R 9 000 000.00	R 10 000 000.00

Peopless Court; 7th Avenue (Old Alexandra) New Heritage ALEXANDRA EXT.4 E Ward	JDA	R 0.00	R 2 000 000.00	R 0.00
Old Ikage housing development New Building Alterations ALEXANDRA EXT.57 E Ward	JDA	R 18 000 000.00	R 20 000 000.00	R 0.00
Refuse Bins New Bulk Infrastructure FAR EAST BANK EXT.9 E	JDA	R 300 000.00	R 300 000.00	R 0.00
Pedestrian Bridge Vincent Tshabalala Road New Bulk Infrastructure FAR EAST BANK EXT.9 E	JDA	R 4 000 000.00	R 5 000 000.00	R 0.00
Banakekelen Hospice New Clinic ALEXANDRA EXT.38 E Ward	JDA	R 2 500 000.00	R 0.00	R 0.00
Clinic 4th Avenue Renewal Clinic ALEXANDRA EXT.42 E Ward	JDA	R 25 000 000.00	R 0.00	R 0.00
Thoko Mngoma Clinic Marlboro Renewal Clinic ALEXANDRA EXT.53 E	JDA	R 15 000 000.00	R 0.00	R 0.00
Development of open Space New Precinct Redevelopment ALEXANDRA EXT.53 E	JDA	R 5 000 000.00	R 0.00	R 0.00
Alfred Nzo road widening New Bulk Infrastructure ALEXANDRA EXT.24 E Ward	JDA	R 0.00	R 8 000 000.00	R 4 000 000.00
Jukskei River Environmental Upgrading and Rehabilitation Renewal Bulk Infrastructure ALEXANDRA EXT.1 E	JDA	R 0.00	R 0.00	R 7 000 000.00
Sandton/ Alexandra: Planned replacement: sewer mains Renewal Bulk Waste Water ALEXANDRA EXT.4 B	JHB Water: Sewer	R 6 000 000.00	R 5 000 000.00	R 10 000 000.00
WWTW: Upgrade and Refurbish New Inner City Intervention BERTRAMS F	JHB Water: Sewer	R 21 000 000.00	R 0.00	R 20 000 000.00
Sandton water upgrade New Water Mains ALEXANDRA EXT.4 B Regional	JHB Water: Water	R 0.00	R 0.00	R 42 000 000.00
Sandton/ Alexandra: Yeoville Water Upgrade infrastructure New Water Mains ALEXANDRA EXT.4 B Regional	JHB Water: Water	R 0.00	R 10 000 000.00	R 30 000 000.00
Bothlabella Housing Project Renewal Operational Capex ALEXANDRA EXT.12 E City Wide	JOSHCO	R 2 500 000.00	R 2 500 000.00	R 2 500 000.00

LOMBARDY EAST HOUSING PROJECT New Housing Development LOMBARDY EAST E Ward	JOSHCO	R 75 000 000.00	R 42 977 000.00	R 0.00
Watt Street Inter-change New Housing Development WYNBERG E Regional	JPC	R 39 000 000.00	R 151 000 000.00	R 0.00
BRID - Bridge Upgrade: River Park. Renewal Bridges (Pedestrian and Vehicles) FAR EAST BANK EXT.9 E Ward	JRA	R 0.00	R 0.00	R 1 000 000.00
RNP085_Upgrading of Katherine Road Renewal Roads: Construction and Upgrades SANDOWN E Ward	JRA	R 20 000 000.00	R 40 000 000.00	R 40 000 000.00
20 (a) Transfer station New waste collection LINBRO PARK EXT.1 C City Wide	Pikitup	R 500 000.00	R 10 000 000.00	R 10 000 000.00
Fire Station - Alexandra and Be Safe Centre New Building ALEXANDRA EXT.25 E Regional	Public Safety: EMS	R 0.00	R 0.00	R 2 000 000.00
Marlboro Holding Facility Renewal Building Alterations MARLBORO E Regional	Public Safety: JMPD	R 5 000 000.00	R 0.00	R 0.00
Upgrading and improving security at JMPD Cash Sites. Renewal Building Alterations MARLBORO E City Wide	Public Safety: JMPD	R 3 000 000.00	R 3 500 000.00	R 2 000 000.00

8.6.1 Non-infrastructure related interventions in the Alexandra Hub

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.

9. The Application of Grant Resources by Grant Programme and Project

9.1 Inner City

Table 16: Inner City Projects by Grant Programme

NAME	DIVISION	BUDGET 2015/16			BUDGET 2016/17			BUDGET 2017/18		
		STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG
Prepare mini subs and load centres for 11 kV conversion Renewal Township Reticulation JEPPESTOWN SOUTH F Regional	City Power	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
Aqua - Murray Park Public Swimming Pool Renewal Community Centre JEPPESTOWN F Ward	Community Dev: Sport and Recreation	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
Inner City Upgrading (Transitional/Emergency and Rental Stock) Renewal Rental Flats JOHANNESBURG F Regional	Housing	R 0.00	R 0.00	R 20 000 000.00	R 0.00	R 0.00	R 20 000 000.00	R 0.00	R 0.00	R 20 000 000.00
Bertrams Social Housing Units New Housing Development BERTRAMS F Regional	JOSHCO	R 0.00	R 0.00	R 20 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

9.2 Louis Botha Corridor

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

Table 17: Louis Botha Projects by Grant Programme

NAME	DIVISION	BUDGET 2015/16			BUDGET 2016/17			BUDGET 2017/18		
		STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG
Louis Botha Corridor (Housing) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	Housing	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 0.00
Louis Botha Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention ORANGE GROVE E	JHB Water: Sewer	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
Louis Botha Corridor (JW: Water) Renewal Corridors of Freedom Intervention ORANGE GROVE E Regional	JHB Water: Water	R 0.00	R 0.00	R 10 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

9.3 Perth Empire Corridor

Table 18: Perth Empire by Grant Programme

NAME	DIVISION	BUDGET 2015/16			BUDGET 2016/17			BUDGET 2017/18		
		STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG
Union Stadium Renewal Building Alterations WESTBURY EXT.3 B Ward	Community Dev: Sport and Recreation	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
Bosmont Renewal Clinic BOSMONT B Ward	Health	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
Perth Empire Corridor (JW: Water) Renewal Corridors of Freedom Intervention WESTBURY B Regional	JHB Water: Water	R 0.00	R 0.00	R 10 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

9.4 Turffontein

Table 19: Turffontein Corridor Projects by Grant Programme

NAME	DIVISION	BUDGET 2015/16			BUDGET 2016/17			BUDGET 2017/18		
		STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG
Turffontein Corridor (Housing) Renewal Corridors of Freedom Intervention TURFFONTEIN F Regional	Housing	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 30 000 000.00
Rem 163/100-Turffontein New Bulk Infrastructure TURFFONTEIN F Ward	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 4 500 000.00
Glenesk IR Portion 7 of Erf 1 (1320 Unit) New Bulk Infrastructure GLENESK F Ward	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 3 000 000.00
South Hills Housing Mixed Development New RDP Houses SOUTH HILLS F Ward	Housing	R 0.00	R 0.00	R 55 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 50 000 000.00
Turffontein Corridor (JW: Sewer) Renewal Corridors of Freedom Intervention TURFFONTEIN F	JHB Water: Sewer	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
Turffontein rental housing development New Housing Development TURFFONTEIN F Ward	JOSHCO	R 0.00	R 0.00	R 37 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

9.5 Jabulani

Table 20: Jabulani Projects by Grant Programme

NAME	DIVISION	BUDGET 2015/16			BUDGET 2016/17			BUDGET 2017/18		
		STATE GRANT	PROVINCIAL GRANT	USDG	STATE GRANT	PROVINCIAL GRANT	USDG	STATE GRANT	PROVINCIAL GRANT	USDG
Jabulani CBD Precinct development New Operational Capex JABULANI D Ward	JPC	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
BRID 30 - Jabulani/Molapo Bridge. New Bridges (Pedestrian and Vehicles) JABULANI D Ward	JRA	R 0.00	R 0.00	R 2 500 000.00	R 0.00	R 0.00	R 30 000 000.00	R 0.00	R 0.00	R 0.00
IKWEZI RENTAL HOUSING PROJECT New Housing Development JABULANI D	JOSHO	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 5 000 000.00
JABULANI RENTAL HOUSING Renewal Housing Development JABULANI EXT.1 D Ward	JOSHO	R 0.00	R 0.00	R 15 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
Jabulani Flats Renewal Building Alterations JABULANI D Ward	Housing	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 500 000.00	R 0.00	R 0.00	R 500 000.00
Jabulani Station Renewal Nodal Transportation Facilities JABULANI D Regional	JDA	R 0.00	R 0.00	R 18 500 000.00	R 0.00	R 0.00	R 30 000 000.00	R 0.00	R 0.00	R 40 000 000.00
JABULANI HOSTEL New Bulk Infrastructure JABULANI D Regional	Housing	R 0.00	R 0.00	R 200 000.00	R 0.00	R 0.00	R 1 000 000.00	R 0.00	R 0.00	R 1 000 000.00
Soweto Theatre - Upgrading of Technical Equipment Renewal Building Alterations JABULANI D City Wide	Johannesburg Theatre Management Company	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

Soweto Theatre Renovations and JABULANI D	-	Building upgrades	Johannesburg Theatre Management Company	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
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9.6 Alexandra Hub

Table 21: Alexandra Hub Projects by Programme

NAME	DIVISION	BUDGET 2015/16			BUDGET 2016/17			BUDGET 2017/18		
		STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG	STATE GRANT	PROV GRANT	USDG
Public Lighting West Bank New Public Lighting ALEXANDRA EXT.4 E Regional	City Power	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 500 000.00	R 0.00	R 0.00	R 0.00
River Park Clinic Far Eastbank Ext 9 New Clinic FAR EAST BANK EXT.9 A Regional	Health	R 0.00	R 0.00	R 6 500 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
Helen Josephs Refurbishment and Upgrading of Womens Hostel Renewal Building Alterations ALEXANDRA EXT.52 E Ward	Housing	R 0.00	R 0.00	R 3 000 000.00	R 0.00	R 0.00	R 9 000 000.00	R 0.00	R 0.00	R 10 000 000.00
Peopless Court; 7th Avenue (Old Alexandra) New Heritage ALEXANDRA EXT.4 E Ward	JDA	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
Pedestrian Bridge Vincent Tshabalala Road New Bulk Infrastructure	JDA	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

FAR EAST BANK EXT.9 E											
Banakekelen Hospice New Clinic ALEXANDRA EXT.38 E Ward	JDA	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	R 0.00
Development of open Space New Precinct Redevelopment ALEXANDRA EXT.53 E	JDA	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	R 0.00
Alfred Nzo road widening New Bulk Infrastructure ALEXANDRA EXT.24 E Ward	JDA	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 0.00	R 0.00
Sandton/ Alexandra: Planned replacement: sewer mains Renewal Bulk Waste Water ALEXANDRA EXT.4 B	JHB Water: Sewer	R 0.00	R 0.00	R 6 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
WWTW: Upgrade and Refurbish New Inner City Intervention BERTRAMS F	JHB Water: Sewer	R 0.00	R 0.00	R 21 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00
Bothlabella Housing Project Renewal Operational Capex ALEXANDRA EXT.12 E City Wide	JOSHCO	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	R 0.00
LOMBARDY EAST HOUSING PROJECT New Housing Development LOMBARDY EAST E Ward	JOSHCO	R 0.00	R 0.00	R 10 000 000.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00	R 0.00

PART-E IMPLEMENTATION

10. Proposed timeframes for implementation of catalytic projects and programmes

10.1 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 long term, which recognises the dynamic nature of change within the Area and its importance to the broader City.

10.1.1 Urban Development Zones

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 m²; 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 m².
 - 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 R11 000,000,000.00 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.

10.2 Corridors

The three Corridors detailed above are short to medium term projects that will require significant capital outlay. A broad implementation strategy for these Strategic Area Frameworks (SAFs) is in place, the MTEF capital expenditure has been approved by council and the implementation of some capital projects is already underway as outlined in section B of this document. Figure 15 represents the life cycle of the SAFs.

Figure 15: Building the corridors 2012-2040

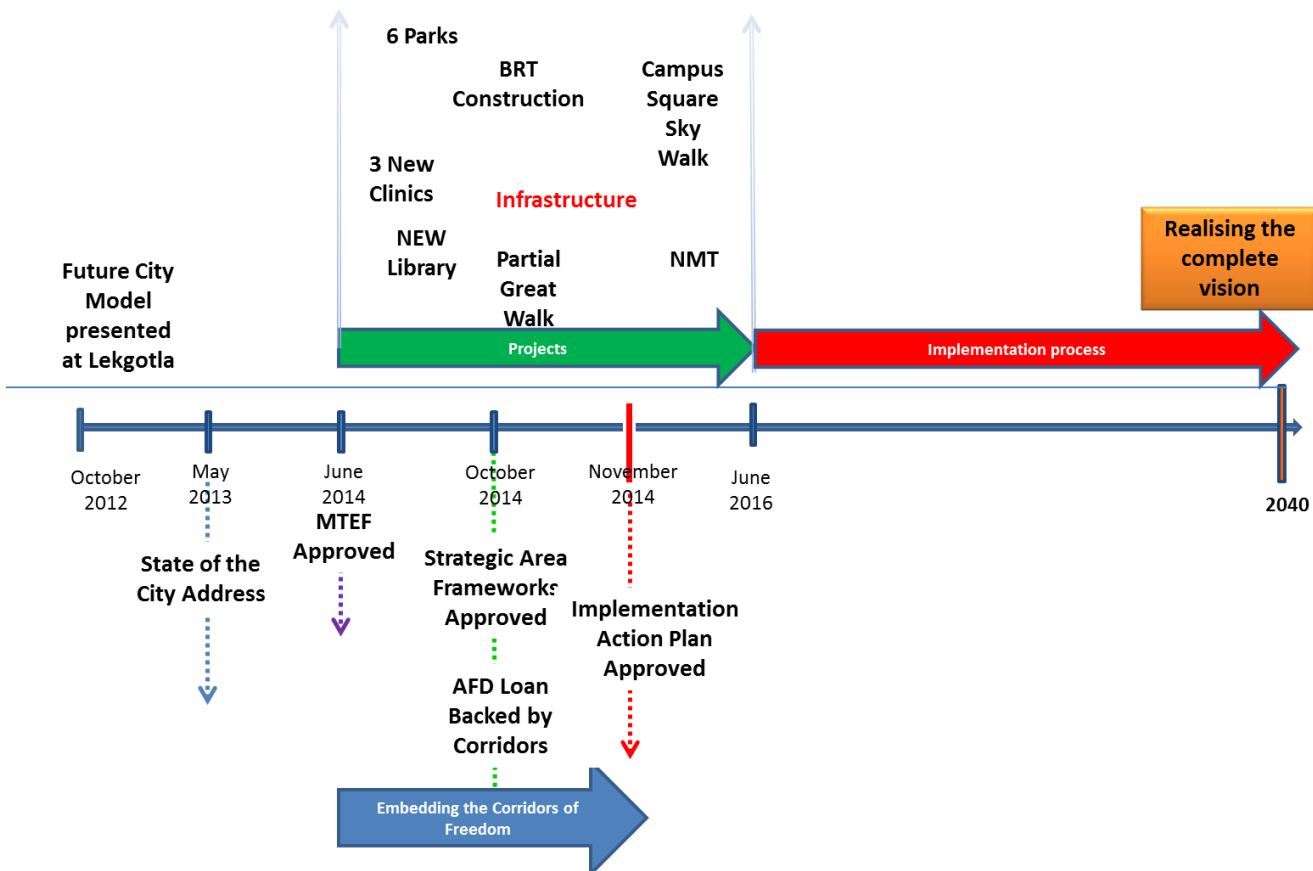
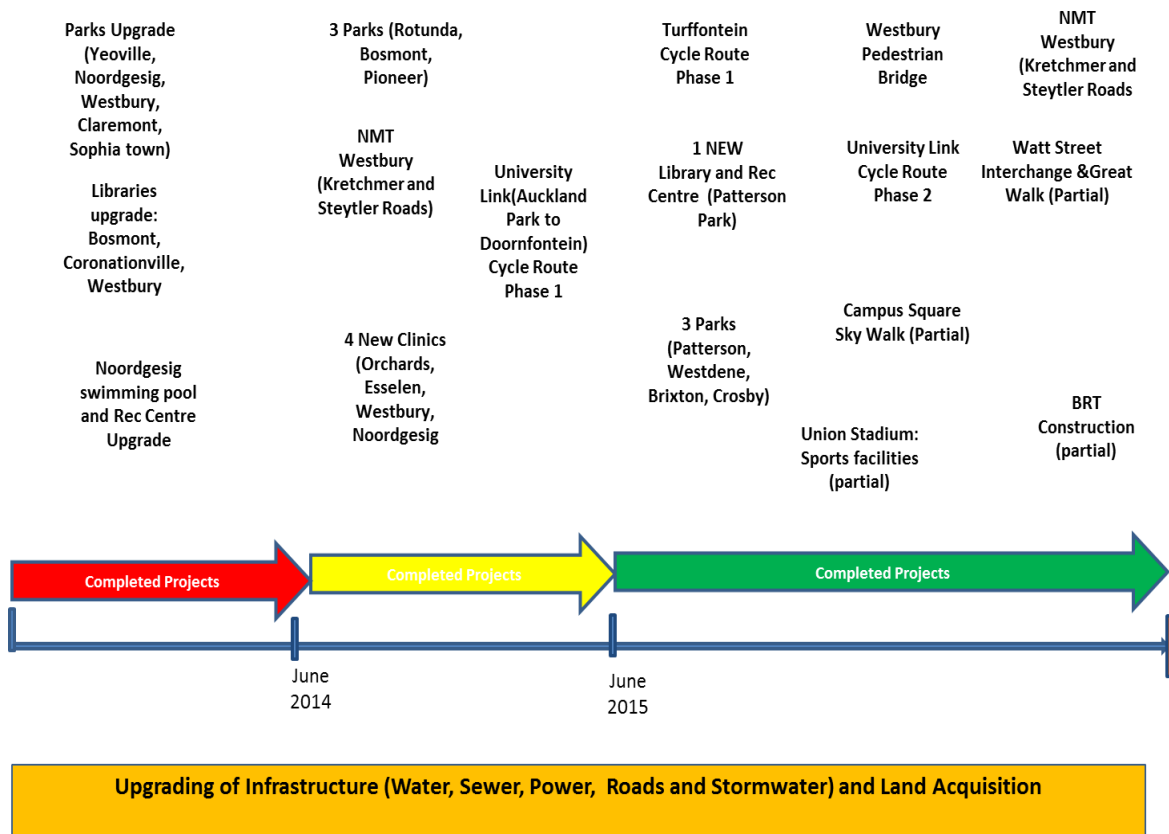


Figure 16: Corridor Projects up to June 2016



Implementation of all the above listed projects (Figure 15 and Figure 16) will be undertaken by responsible departments and municipal owned entities.

10.2.1 Special Development Zones

As part of the City's efforts to fast track development within the Corridors of Freedom, the City's Development Planning Department through the Land Use Management Directorate is in the process of developing a tool which can be used in assessing development applications specific to the corridors.

10.3 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.

10.4 Urban Hubs

Implementation of projections within the Marlboro Alexandra Hub 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 hubs needs to be perceived as long term interventions requiring the input of all stakeholders.

PART- F URBAN MANAGEMENT

11. Urban Management

Urban Management relates to the Municipality's responsibility for the day-to-day operations of the city, although effective Urban Management also requires the involvement of the private sector, and of neighborhood or community organisations.

The South African Cities Network SACN (2009) suggests that the functions of urban management in relation to the private sector include:

- Demarcating and regulating private spaces and ensuring that these spaces are clearly defined and demarcated;
- Service private spaces with connections to essential public services and utilities, such as water and electricity, maintain these services, and ensure that payment is made for such services.

Failure of the above has implications for property values and the ability of land and building assets to fulfill their potential value.

In terms of public spaces, the SACN suggests three primary functions of effective Urban Management:

- Regulate public spaces and maintain their public nature/utility;
- Improve, enhance and maintain public spaces and infrastructure, including public spaces, sidewalks, roads and parks;
- Govern public spaces through government, private and community inputs.

Failure to carry out these functions could result in public spaces becoming increasingly dysfunctional and alienating, with spaces becoming contested, or dormant.

Pernegger (2008) has suggested concept of Urban Management that sees a bottom level as consisting of simple, but highly visible, management functions, such as cleaning of stormwater channels, fixing potholes and removing litter.

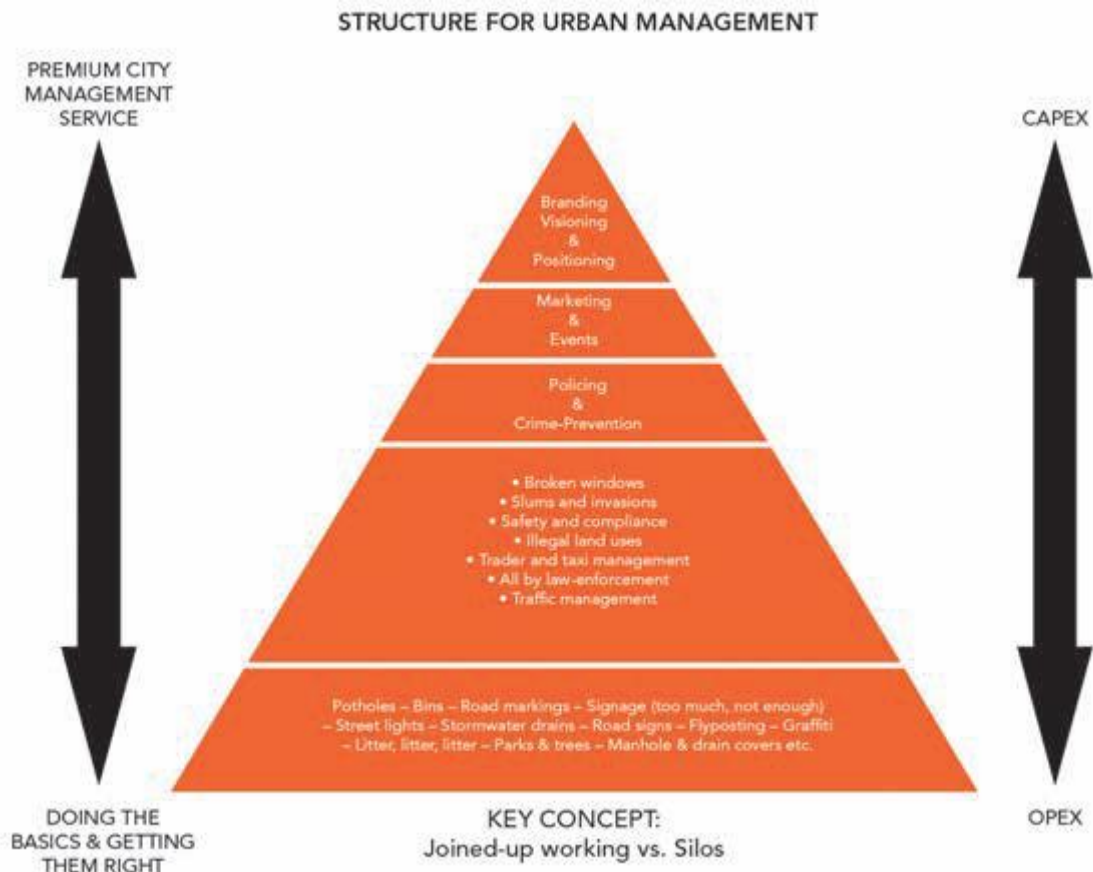
A Second level deals with the enforcement of bylaws such as illegal dumping and informal trading, both of which have had a significant impact in the Turffontein Study Area.

The third level is about policing and crime prevention, whilst the highest levels are concerned with place marketing the managed area to outsiders.

The shift from the lower levels (Getting the Basics Right) to the higher levels (Offering a Premium Service) requires not only increased budgetary allowances, but also a more integrated and focussed approach to service delivery, which itself is a challenge given the multiplicity of operators and service providers involved.

The success of the identified integration zones and urban hubs will be measured to a large extent by the success or failure of urban management in these areas over time, hence there is still a lot of work to be done by the city in mapping clear urban management frameworks for integration zones and hubs. Creating the built form and infrastructure provides the canvas for urban living – where it is essential that day-to day management ensures that this mixed-use, higher density, vibrant areas function well.

The urban management of the Corridors of Freedom projects is represented by Figure 17.



(Source: L. Pernegger, City of Johannesburg, 2008)

Figure 17: Structure for Urban Management of the Corridors

12. Possible Incentives and Institutional Mechanisms in Corridors

Whilst the issue of incentives to promote intensification and redevelopment within the Corridors of Freedom are still to be developed further, best international practice suggests a range of incentives that have been used internationally as a means of promoting development:

- International Best Practice Inclusionary Housing Incentives
- Tax incentives for the construction of affordable housing (US)
- VAT reduction on renovation of affordable housing (UK)
- Provide affordable housing on non-residential land (London)
- Density bonuses (US)
- Decreasing administration costs, regulations and processing times (land use planning processes) (Malaysia and Canada)
- Direct subsidies and grants (Malaysia)

The table below outlines some of the possible incentives that could be explored with reference to the Corridors of Freedom initiative:

Table 22: Possible Incentives for Corridors of Freedom

COJ INCENTIVES (GROWTH AND DEVELOPMENT STRATEGY)	INCLUSIONARY HOUSING INCENTIVES	HOUSING SUBSIDIES AS INCENTIVES	ADDITIONAL HOUSINGS GRANTS / FUNDING MECHANISMS	ENVIRONMENTAL INCENTIVES / SUBSIDIES
<ul style="list-style-type: none"> ■ Tax Increment Financing (TIF) ■ Planning Gain ■ Rights Bonuses ■ Fast Tracking of land Development Applications and Waiver of Development Application and Building Plan Fee ■ Special Rating Districts ■ Land Packaging and banking for targeted developments (Eg: Affordable Housing) ■ Extension of the UDZ Initiative 	<ul style="list-style-type: none"> ■ Tax credit schemes ■ Fee-up of state land ■ Fast-track of development processes ■ Town planning compliant component incentives ■ Density bonuses / allowances ■ Use right incentives ■ Provision of bulk and link infrastructure ■ A wide range of government subsidies 	<ul style="list-style-type: none"> ■ Finance Linked Individual Subsidy ■ Consolidation Subsidy ■ Institutional Subsidy ■ People's Housing Process Establishmet Grants ■ Rural Subsidy ■ Project Linked Subsidy ■ New: Finance Linked Individual Subsidy Programme (FLISP) 	<ul style="list-style-type: none"> ■ Social Housing Regulatory Authority (SHRA) Restructuring Capital Grant ■ Restructuring Capital Grant (RCG) Quantum ■ Community Residential Units Programme ■ The National Housing Finance Corporation (NHFC) 	<ul style="list-style-type: none"> ■ The Eskom Demand Side Management (DSM) fund ■ The Tradable Renewable Energy Certificate (TREC) system ■ Mechanisms for Solar Water Heating Financial Support ■ Discretionary additional subsidy ■ Green housing bonds (home loans) ■ Tax or rates rebates ■ Renewable Energy Finance and Subsidy Office (REFSO) ■ The Clean Development Mechanism (CDM)

PART- G INSTITUTIONAL ARRANGEMENTS AND OPERATING BUDGET

13. 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.

13.1 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.

13.2 The 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 sector departments 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 standardised 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

Table 23: Cluster, 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"> • Demand side management (water, energy) • Sustainable human settlements • Mass public transport and non-motorised transport • Climate change resilience • Waste minimisation • Informal settlement upgrading 	<ul style="list-style-type: none"> • MMC: Development Planning Management • MMC: Infrastructure Services and environment • MMC: Housing • MMC: Transportation 	Environment and Infrastructure Services Department

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

14. 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

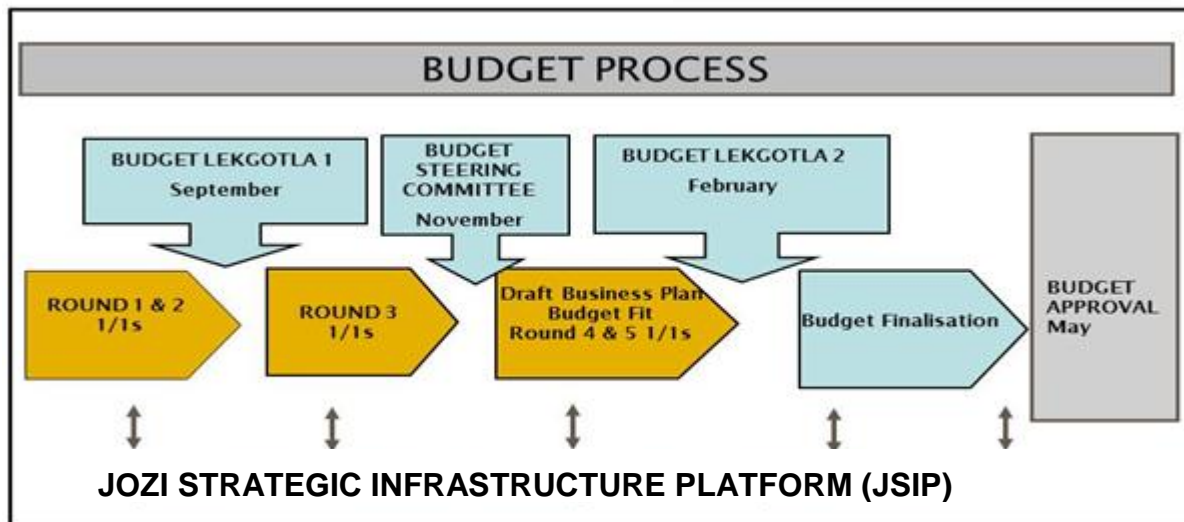
management of existing infrastructure. In order to achieve this purpose the CIF has a number of key objectives:

- 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 Jozi Strategic Infrastructure Platform (JSIP);
- 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 JSIP (see Figure 18) underpin the finalisation of the CIF.

14.1 The Capital Budgeting Process

Figure 18: City of Johannesburg Capital 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 Jozi Strategic Infrastructure Platform, known as JSIP. 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, sectorial investment and the Extended Public Works Programme (EPWP). 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 projects located within the Capital Investment Priority Areas (CIPAs). 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 JSIP which may differ from the priority list generated on JSIP, so that these can be considered by the Budget Lekgotla for approval and implementation in the third financial year of the Medium Term Expenditure Framework (MTEF) 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 JSIP. 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

15. 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.

16. Partnerships

With regards to partnerships the 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 Communications 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.

PART G – OUTCOMES AND OUTPUTS

17. Outcomes

As indicated in Part B, 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 B) 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.

18. 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 24: 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 completed Phase 1C Business Plan completed
Sustainable Human Settlements Urbanisation	New housing standard developed for alternative rental stock	Establishment of a Technical Advisory Resource Service

Plan (SHSUP)		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	Number of affordable rental stock and temporary/ emergency delete or separate shelter in the Inner City Number of linear markets upgraded or developed. Improved mobility within the Inner City	582 affordable rental stock and temporary/ emergency shelters provided Refurbishment of Noord Street market. 2 new linear markets developed Resurfacing, Drainage and miscellaneous Bridge upgrade (M1 Double Decker Bridge and M2) Rehabilitation of the Robinson Canal Upgraded compliant signaled 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 25: 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	A steady % increase in cumulative total rand value of capital expenditures of other public entities in integration zones relative to cumulative

	rand value of catalytic projects in integration zones	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	An increasing proportion of households within 500m of access points to integrated public transport system within

	system within integration zones	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	Progressive improvement in

	municipality	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 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.