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|  | NATIONAL TREASURY  REPUBLIC OF SOUTH AFRICA |

**Cities Support Programme**

Guidance Note

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| **Title:** | Built Environment Performance Plans (BEPPs) Guidance Note for 2014/15. |
| **Purpose:** | To guide metros in the preparation of their BEPPs 2014/15 as part requirement of the Integrated City Development Grant. |
| **Target Audience:** | Metropolitan municipalities. |
|  | **This BEPP Guidance Note for 2014/15 must be read together with:-**   1. **ICDG Grant Framework in DORA 2013 ,as updated.** 2. **The CSP Guidelines for the Implementation of the Integrated City Development Grant (May 2013 and as updated).** 3. **The CSP Guidelines for Performance Indicators for the Metros in SA (May 2013 and as updated).** 4. **The NDP Key Terminology Guidance for detailed descriptions of network elements.** 5. **The NDP Guidance on the Identification of Network Elements.** 6. **The grant frameworks of individual infrastructure overs in the DORA as updated annually.**   **The NDPG website (**[**http://ndp.treasury.gov.za**](http://ndp.treasury.gov.za)**) for further toolkits, guidelines or revisions.** |

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| **Glossary** | |
| AFS  AG  BEPP  CBF  CSP  DORA  HSDG  ICDG  INEP  SDBIP’s  MSDF  MTREF  NDPG  NDP  PTIG  SPLUMA  UNS  USDG | Annual Financial Statements  Auditor General  Built Environment Performance Plan  Cities Budget Forum  Cities Support Programme  Division of Revenue  Human Settlements Development Grant  Integrated City Development Grant  Integrated National Electrification Grant  Service Delivery and Budget Implementation Plans  Metropolitan Spatial Development Framework  Medium Term Revenue and Expenditure Framework  Neighbourhood Development Partnership Grant  Neighbourhood Development Programme Unit  Public Transport Infrastructure Grant  Spatial Planning and Land Use Management Act 2013  Urban Network Strategy  Urban Settlements Development Grant |

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7. Introduction

Built Environment Performance Plans (BEPPs) were first introduced in the 2011/12 financial year as an eligibility requirement in respect of the Urban Settlements Development Grant (USDG). Likewise the BEPPs will become one of the eligibility requirements for the Integrated City Development Grant (ICDG) in the 2014/15 financial year. This is a Guidance Note on the content and format of the 2014/15 BEPP that covers all infrastructure grants for compliance and submission purposes:-

* **ICDG** - Integrated City Development Grant, Schedule 5B (specific purpose allocations to municipalities);

**USDG** – Urban Settlements Development Grant, Schedule 4B (supplements municipal budgets);

**HSDG** – Human Settlements Development Grant, Schedule 5A (specific purpose allocations to provinces);

**PTIG** – Public Transport Infrastructure Grant, Schedule 5B (specific purpose allocations to municipalities);

**NDPG** – Neighbourhood Development Partnership Grant

Schedule 5B (specific purpose allocations to municipalities) *Capital Grant*;

Schedule 6B (allocation-in-kind to municipalities for designated special programmes) *TA*;

* **INEP** – Integrated National Electrification Grant, Schedule 5B (specific purpose allocations to municipalities)
* Additional grant documents, if relevant, may be appended.

Participating municipalities will be required to update their Built Environment Performance Plans on an annual basis, with the first draft BEPP to be submitted to National Treasury by no later than 1 November of each year **except for 2014 when the first draft BEPP will be due for submission no later than 31 January 2014.** It should note that this is an evolving framework that is intended to enhance existing statutory planning instruments and not duplicate or replace them.

1. BEPPs in relation to Statutory Development and Financial Plans

The BEPP isa brief, strategic overview of the built environment that will be used to enhances inter-governmental relations aimed at improving the performance of metropolitan built environments. It will complement existing municipal plans and not replace these plans. It is a city-level plan formulated and approved by the metro, and it complements existing statutory plans and compliance with legal requirements – it does not replace such plans. The range of statutory plans that relate to a credible and costed BEPP include:

* The IDP and sector plans for human settlements, transport, economic development, and environment;
* The IDP and related range of plans such as a Long Term Development Framework, Metropolitan Spatial Development Frameworks (MSDF) and specifically the Capital Investment Framework within the MSDF as defined by SPLUMA, and at the other end local area plans and precinct plans;,
* The medium term revenue and expenditure framework (MTREF);
* Performance management plans, specifically Service Delivery and Budget Implementation Plans (SDBIPs);
* Supply chain management regulations and procurement plans; and
* Reporting requirements (MFMA and grants).

Given the range and content of existing statutory plans the BEPP is placed in between the MSDF and IDP with an explicit focus on the social and economic infrastructure components of the built environment as it manifests in space. There is a difference between a BEPP and other statutory plans, and specifically the Capital Investment Framework (CIF) within the MSDF:-

* The CIF indicates the high level development projects that the municipality should implement to give effect to the spatial development concept, and it should influence the operational plans of different departments in the metro as well as the financial plan and budget.
* The BEPP deals with the key components of the budget with a specific focus on the capital budget in respect of Infrastructure grants, not just in terms of the quantum of the grants against metro priorities, but in terms of explicitly driving grant alignment and addressing related policy and regulatory matters. The BEPP approach is based on spatial targeting at a sub-metro scale which requires prioritisation within the CIF to trigger spatial integration for the longer term. The BEPP process institutionalises inter-governmental co-ordination and planning for better outcomes and impact.

The implementation of the National Infrastructure Plan (2012) and the related and relevant Strategic Integrated Projects (SIPs) are the key national planning and implementation determinants and contributors of economic development that have a spatial impact in metros as does the national focus on the upgrading of informal settlements.

1. Purpose

The core objective of the BEPP is that it is intended to be a brief, strategic document that enhances planning for the built environments. The BEPP will provide (i) a strategic overview of the built environment; (ii) programmes and targets with an outcomes focus; (iii) basis for infrastructure grant submissions and grant alignment. The BEPP is a long-term, outcomes based strategic plan aimed at the integration of South African cities towards accelerated and inclusive economic growth. It provides a strategic public management framework across sectors and spheres for the alignment of public resources into strategic urban locations across the planning, funding, delivery and operations cycle; and the design and application of fiscal and regulatory instruments aimed at catalysing private fixed investment and spatial transformation.

The built environment reflects infrastructure investment that either enables or constraints people’s daily lives and the movement of goods and services – in other words, the balance between social and economic infrastructure in a spatial dimension. The BEPP process and approach is based on spatial targeting, the integration of key sectors (economic, transport and housing), co-ordination, and fiscal alignment and governance that should result in triggering long-term spatial transformation and facilitating economic growth. The purpose of the BEPP is to provide a single overview of a municipality’s built environment as informed by

the medium term capital investment strategy, plans, programmes and projects in relation to the associated longer term (to 2030) plans, outputs and outcomes.

The BEPP indicates how a metro will apply its capital financing, including grant resources and all other sources of finance, fiscal and regulatory instruments and incentives and what it intends to achieve with these resources and instruments in respect of the local, provincial and national priorities of improving the performance of our built environments and transforming the spatial urban form. Ultimately the improvement of the BEPPs over a 3-5 year period should indicate how the metro programmatically deals, in the longer term over a 20-30 year time frame, with the integration of transport, economic development and housing for more productive and inclusive cities. The BEPPs will need to address how functional integration improves overall sustainable development; what development trade-offs are made and why; the planning methodology and practice and institutional issues that are required to sustain this.

The performance of the built environment enables the relevant national and provincial government departments to monitor grant expenditures from a spatial development perspective rather than just from a sectoral perspective. it also has a The national focus on the upgrading of informal settlements supported by the prioritisation of funding contributes to a more inclusive city that supports the livelihoods of the poor but spatial impact at the city level. The BEPP is intended to be the reference point for national and provincial spheres and other key stakeholders to make informed decisions and investments in the built environment. The national and provincial departments and state owned entities will be able to see the impact of their investment as it relates to other sectors in terms of the cumulative local outcome and impact. This will enable the contradictions and tensions between different infrastructure grants that arise in local implementation planning and development. The BEPP is thus an important instrument of cooperative governance, as it enables more effective, strategic coordination and planning between spheres, entities and departments of government.

The 2014/15 BEPP will be the baseline BEPP (built environment spatial integration plan and corresponding capital budget) against which longer term performance will be measured, that is over a 15 year period ending 2030 with milestones in 2020; 2025 and ending 2030. The 2014/15 BEPPs as the baseline will start modestly but strategically, evolving over a 3-5 period, beginning with addressing the alignment of infrastructure grants through spatial targeting; and a focus on economic development, informal settlements, and land development as the focus over the MTREF to 2016/17. The BEPPs will progressively and incrementally deal with all other structural impediments to spatial transformation. The prioritization of infrastructure grants that are spatially targeted is the financial input that will, with other inputs, begin to shape the transformation of the built environment into a more compact city that is liveable, integrated, inclusive, productive, and sustainable. The performance of the built environment will be assessed in terms of predetermined built environment outcome and impact indicators.

The focus of the 2014/15 BEPP (summarised below but outlined in greater detail in the next section) will be:-

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

The format of the BEPPS reflects the purpose of the BEPP, and details for the format appear at the end of this document in terms of the following broad sections of the plan:-

1. Introduction
2. Strategic review of the Built Environment
3. Strategies and Programmes
4. Outcomes and Outputs
5. Institutional and Financial Arrangements

Annexure A: Performance Matrix

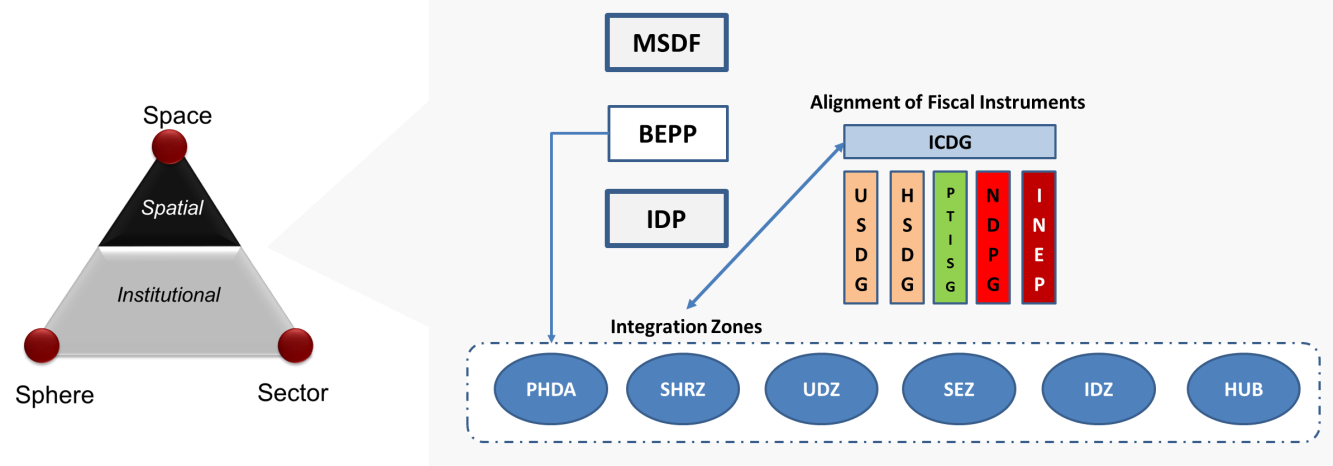
Metropolitan built environments rely on a number of inputs such as sector policies and related conditional grants, private sector investments, integrated planning, etc. Grants have started playing a more prominent role in recent years relative to other sources of funding for infrastructure development. Grants are generally sector driven reflecting national priorities however the implementation of grants has a spatial impact that is evident in the urban form.

The BEPP will focus on aligning the various built environment grants within the municipal space as reflected in Diagram 1 below. The alignment will be driven in different ways:-

* Spatial targeting via the Urban Networks Strategy;
* Amendment of conditions and output indicators used to measure the performance of the grants that highlight critical inter-dependencies viz. number of housing opportunities provided within 500m of a public transport access point rather than just counting housing opportunities;
* Inclusion of provisions in the DORA relating to the alignment of infrastructure grants to fund a pipeline of prioritised projects;
* Institutionalising co-ordination and planning between the relevant spheres and sector departments through the BEPP process; and
* Influencing planning practice at the metropolitan sphere to drive improved co-ordination between local government functions and departments;
* Introduction of fiscal and regulatory instruments to catalyse private sector investment;
* Improving the management of strategic precincts and public transport operations within the urban network.

The performance of the built environment is a local outcome that is significantly impacted by national and provincial grants as well as private sector and household investment. However the mix of investment in the built environment changes, the outcome is always primarily a local outcome, notwithstanding the policies, funding and spatial perspectives of the different spheres and associated state-owned entities. How metros lead the development of the built environment will positively or negatively impact on facilitating the investment of the other spheres of government and the private and household sectors, and ultimately determine the extent of spatial restructuring and impact ion urban form.

**DIAGRAM 1: ALIGNMENT OF BUILT ENVIRONMENT GRANTS**



|  |  |
| --- | --- |
| **Infrastructure Grants** | ICDG - Integrated City Development Grant  USDG – Urban Settlements Development Grant  HSDG – Human Settlements Development Grant  PTISG – Public Transport Infrastructure Grant  NDPG – Neighbourhood Development Partnership Grant (CG)  INEP – Integrated National Electrification Grant |
| **Spatial Targeting Instruments** | PHDA –Provincial Housing Development Area  SHRZ – Social Housing Restructuring Zone  UDZ – Urban Development Zone  SEZ – Special Economic Zone  IDZ – Industrial Development Zone |
| **Plans** | BEPP - Built Environment Performance Plan  MSDF - Metropolitan Spatial Development Framework  IDP – Integrated Development Plan  UNI – Urban Network Identification[[1]](#footnote-1) |

1. **Focus of BEPPs 2014/15**

As mentioned above in Section 3 the focus of the 2014/15 will be:-

1. Co-ordinating and aligning national initiatives: SIP2 and SIP7; upgrading of informal settlements
2. The identification and planning of Urban Networks and Integration Zones consisting of the CBD, Urban Hub/s, Activity Corridors, Secondary Nodes and Linkages;
3. Land Development
4. Co-ordinating and Aligning National Initiatives

Two specific national initiatives have been selected for the 2014/15 BEPP focus at the city-wide level:-

* Economic Development – SIP2
* Informal Settlements

Economic Development

In addition to existing plans for economic development in metros the implementation of National Infrastructure Plan (2012) and related SIPs will have a positive impact on particular metros. The SIPs are led by state-owned companies that have the mandate, financial and other resources to plan and implement economic infrastructure while metros have a key economic role in addition to their social role. Lack of spatial integration and densification of residential and economic activities constraints economic growth, undermines productivity, reduces quality of life and makes it difficult to deliver efficient utilities and basic services. People spend long hours and scarce resources on daily commuting from peripheral high density residential areas into city centres where their work is located.

Urban efficiency and economic growth are inextricably linked and forms the basis for SIP7 as illustrated in Diagram 2. SIP7 on integrated urban space and public transport is centred on coordinating planning and implementation of public transport, human settlement, economic and social infrastructure and location decisions into sustainable urban settlements connected by densified transport corridors. SIP7 will focus on the 12 largest urban centres of the country, including all the metros with significant work underway on urban transport integration. This is the general focus of the CSP and evolving BEPPs at the city-wide level over the longer term with the focus for the 2014/15 BEPP mainly being spatial targeting at the sub-metro level.

SIP2 is the Durban–Free State–Gauteng Logistics &Industrial Corridor that has implications (both economic and spatial) for the 3 metros in Gauteng, and the wider Gauteng City Region as well as eThekwini Metro. Metro planning has to engage with the planning and implementation of SIP2 to gain the full potential impact and become more productive cities. This will be started in the 2014/15 BEPP and gain momentum in subsequent years. Similarly with another national initiative, that is the upgrading of informal settlements which is a key priority of Human Settlements.

**DIAGRAM 2: URBAN EFFICIENCY AND ECONOMIC GROWTH**



Economic Centres High Population Density Constrained Transport Services

**Source: A Summary of the South African National Infrastructure Plan (2012)**

**Informal Settlements**

A 2011 Cabinet decision to upgrade informal settlements in approximately 45 municipalities has specific implications for metros given that that a large proportion of households in informal settlements are in metros. The thrust of this national initiative is capacity support to municipalities to focus more on in-situ upgrading rather than relocating large number of households. The upgrading and progressive formalisation of these informal settlements has a spatial impact at a city-wide level.

1. Urban Network Strategy and Prioritisation of Integration Zones

The identification and planning of Urban Networks and Integration Zones is the key focus of the 2014/15 BEPP. The approaches of spatial targeting (National Development Plan and UNS), coordinated intervention (CSP) and spatial integration (CSP) are highly complementary with the basic thrust of municipal plans. Collectively they emphasize the importance of coordinated public intervention in defined spatial locations within the city, in order to maximise the leverage of public resources on the spatial form of cities. The Urban Network Strategy (UNS) is the spatial approach adopted by the CSP to achieve these objectives.

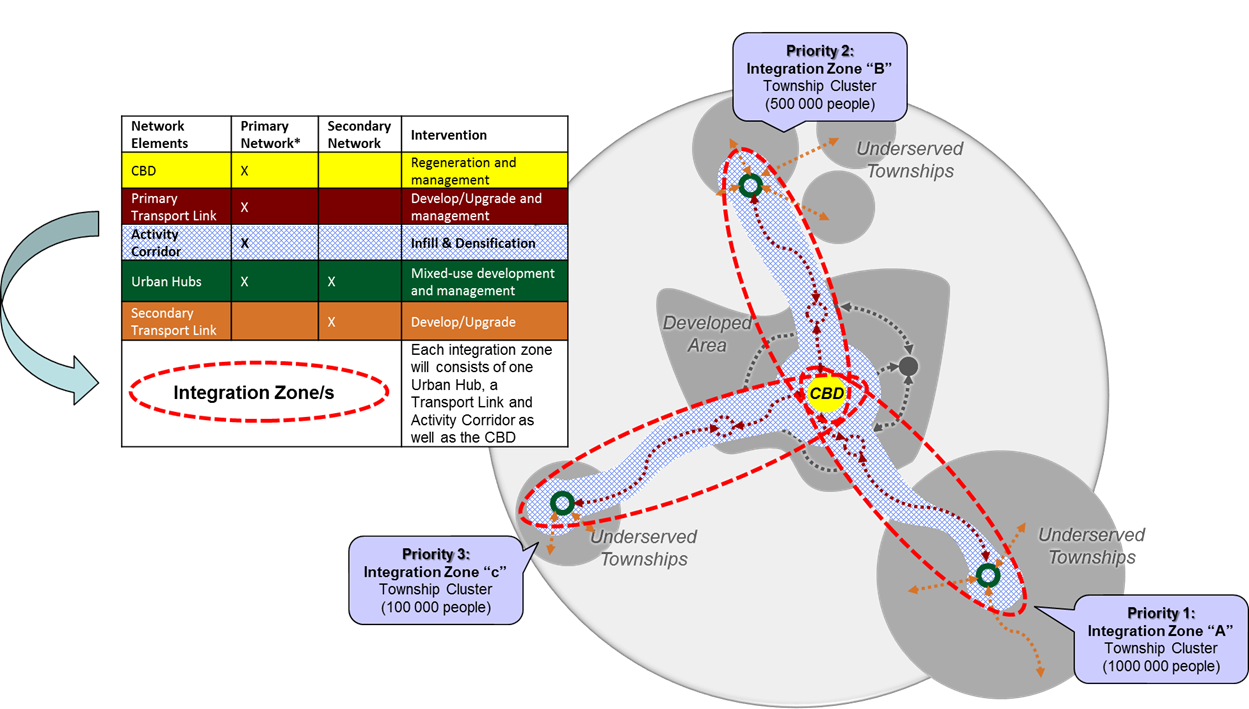
The UNS directs the spatial targeting of investment in order to optimise social and economic development objectives. The UNS is a transit oriented precinct investment planning, development and management approach. Its focus is on strategic spatial transformation that optimises access to social and economic opportunities for all and especially the poor. It aims to work towards a more efficient urban environment that creates an enabling environment for economic growth and development. This is premised upon optimising hierarchical coherence across the various planning scales i.e. from the pedestrian level through all the different scales, up to the city-wide primary public transport linkages.

Urban Network Planning comprises of a number of steps to prepare municipalities for the catalytic investment in targeted areas[[2]](#footnote-2). These steps are interlinked and involve the identification of network elements, prioritisation of integration zones and costing of associated development programmes. The first step towards urban network planning is for each municipality to identify Urban Network Elements:

* CBD
* Urban Hub
* Transport Link and Activity Corridors

Once the network elements and integration zones have been identified the municipality prioritises them via integration zones. Depending on the scale of the overall urban network, there may be a number of Integration Zones, and each integration zone will consists of one Urban Hub, a Transport Link and Activity Corridor as well as the CBD. Prioritisation of the integration zones is determined by the relative population size of each township cluster that has an identified urban hub. Refer to Diagram 3 on the next page.

**DIAGRAM 3: URBAN NETWORK ELEMENTS**



1. Land Development

There are a number of issues related to land development that have a direct impact on spatial integration and urban form. Issues that require to be addressed in respect of land development includes:-

* Both greenfield and brownfield development that results in densification and intensification of all land uses ;
* Better located residential projects for lower income households at higher densities and in relation to job opportunities and higher order social and community facilities and services;
* Assessing the spatial implications of informal settlements that are being upgraded in-situ;
* The development of land owned by state-owned companies within the jurisdiction of metros; and
* Adopting a value capture approach to land development.

1. BEPP Process and Timeframes

Participating municipalities will be required to update their Built Environment Performance Plans on an annual basis, with the first draft BEPP to be submitted to National Treasury by no later than **1 November of each year, except for 2014** when the first draft BEPP will be due for submission no later than **31 January 2014**.

Metros will use their draft BEPPs to engage with stakeholders on how best to invest in the built environment. For the government stakeholders clear terms of reference will be based on each sphere and entity of government fulfilling its constitutional mandate in respect of service provision that manifests itself in local outcomes. For the non-government and civic stakeholders clear terms of reference will be based on partnerships and the values of an active citizenry.

The alignment of fiscal instruments (DORA related changes) in itself will not be sufficient to trigger spatial transformation, and it will therefore be complemented with structured and institutionalised inter-governmental engagements. The National Treasury will support metros by establishing a **Technical Work Group** under the City Budget Forum (CBF) to begin institutionalising the planning and co-ordination of investment in the built environment to complement the alignment of fiscal grants as mentioned in section 3 above. This **Technical Work Group** will draw on the relevant national departments and their entities; provincial departments and entities; and State-Owned Companies, as well as non-government stakeholders as and when and if required.

The structured and institutionalised engagement via the **Technical Work Group** will put the metro in the key position to effectively use its planning function to guide and determine investment in the built environment. The metro will be in a better position after engagements at the **Technical Work Group** to revise its BEPP to reflect agreements and commitments from government departments and entities, which can then be monitored by National Treasury and other stakeholders in terms of the flow of funding and expenditure patterns, Furthermore where required metros will be able to discuss and negotiate any adjustments to policy and regulatory instruments that may be required from the national level.

The **Technical Work Group** will meet during **mid- February and the end of March** parallel to Mid- Year Budget Reviews but ensuring there are no clashes in terms of dates between these processes. The metro will then be able to meet the timeframes to submit a revised and approved BEPP as part of the bundle of documents that include the approved Budge, IDP and SDF no later than **31 May** every year. Specific sections and sub-sections of the BEPP will relate directly to particular schedules of the Budget to ensure that planning, measurement and reporting are aligned - see Section 6.

**Measurement and Reporting**

Measuring the performance of metro built environments is based on predetermined built environment indicators that metros have been developing during 2013, and that will form part of section D of the BEPP. The process for the development of these indicators will culminate in the approval of the indicators by the CBF by **no later than** **26 March 2014**, and the subsequent incorporation of the indicators in the metro SDBIPs (approved within 28 after approval of Budget). The 2014/15 financial year will be the pilot year for incorporating the indicators into SDBIPs and the Technical Work Group will focus on improving alignment with the SDBIP in the lead up to 2015/16.

Once incorporated in to the SDBIPS, reporting on the performance of metro built environments becomes part of the general reporting of the metro in terms of the established regulations of National Treasury alongside section 71 Reports (due 10 days after the end of each month) and quarterly reporting against SDBIPS.

Each eligible metro will be subjected to an **annual performance review** based on the built environment indicators in the second quarter of each local government financial year (between September and December, preferably by the **end of September**, mindful of the Auditor General time frames[[3]](#footnote-3) and the verification of the annual budget that occurs between mid-July to end Oct). This review will take on the form of dialogue and/or peer learning. Metro reporting against indicators will be verified by the Auditor General.

| **City Budget Forum**  **Dates & Themes** |  | **Local Government Budget Analysis Process** | **Built Environment Performance Plan** |
| --- | --- | --- | --- |
| **26 Nov 2013, Budget Council,40 Church Sq, Pretoria**  Alignment of Built Environment Grants for 2014 MTEF |  |  |  |
|  |  |  | 1st Draft BEPP Submission to NT **by 31 Jan 2014 (**but generally 30 November) |
|  |  | Mid-Year Budget Review **25 Jan – 28 Feb** | Engagements with Metros on 1st Draft BEPPs via *Technical Work Group* **17 Feb – 25 March 2013** |
| **26 March 2014, Budget Council,40 Church Sq, Pretoria**  Budget Implementation |  | Annual Budget and Benchmarking  **March/April - May** |  |
| **25 June 2014 (venue)**  Conditional Grants Performance & the Local Government Grant Review Process |  |  |  |
|  |  |  | Submission of Revised Approved BEPP to NT with approved annual budget and related documents by 30 **May 2014** |
| **27 August 2014 (venue)**  (To be decided) |  |  |  |
|  |  | **SDBIPs** submitted by Metro 28 June to 28 July (within 28 days after budget approval)  Metro submits **AFS** to AG by 31 August  AG audits AFS from 1 September to end November | Annual Performance Assessment **September - December** |
| **26 Nov 2014 (venue)**  MTEF Priorities (final) |  |  |  |
|  |  | **Annual Report** to be tabled in Council by 31 January |  |
|  |  |  |  |

1. Content and Format Requirements

The BEPP of each participating municipality must contain the elements in the table below, and the BEPP should ***not be more than 50 pages in total***.

The format of the BEPPS reflects the purpose of the BEPP, and details for the format appear at the end of this section in terms of the following broad sections of the plan:-

1. Introduction
2. Strategic review of the Built Environment
3. Strategies and Programmes
4. Outcomes and Outputs
5. Institutional and Financial Arrangements

Annexure A: Performance Matrix

The focus of the 2014/15 BEPP will be within Section C:-

C 1 Co-ordinating and aligning national initiatives: SIP2 and SIP7; upgrading of informal settlements

C 2 The identification and planning of Urban Networks and Integration Zones consisting of the CBD, Urban Hub/s, Activity Corridors, Secondary Nodes and Linkages;

C 3 Land Development

|  |  |  |
| --- | --- | --- |
| **Budget &**  **Reporting Ref.** | **Budget & Reporting Item** | **Link to section or subsection of BEPP 2014/15** |
| A5 | Consolidated Budgeted Capital Expenditure by vote, standard classification and funding | D2; E5 |
| SA6 | Reconciliation of IDP Strategic Objectives and Budget (Capital) | D2; E5 |
| SA18 | Transfers and Grant Receipts | E9 |
| SA19 | Expenditure on Transfers and Grant Programmes | E9 |
| SA36 | Consolidated Detail (Programme and Project description including GPS co-ordinates) | D4; E6; E7 |
| A9 | Consolidated Asset Management (New; Renewal of Existing) | B3; B5 |
| SA34a | Consolidated Capital Expenditure on New Assets by Asset Class | B3; B5 |
| SA34b | Consolidated Capital Expenditure on Existing Assets by Asset Class | B3; B5 |
| SA34c | Consolidated Capital Expenditure on R&M by Asset Class | B3; B5 |
| SA34d | Consolidated Depreciation by Asset Class | B3; B5 |
| A10 | Consolidated Basic Service Delivery Measurement (Water, Sanitation/Sewerage; Energy; Refuse; FBS; Level of Service) | B3; B5 |

**2014 BEPP CONTENT AND FORMAT**

| **Ref.** | **Section** | **Ref.** | **Sub-section** | **Key content requirements** |
| --- | --- | --- | --- | --- |
| A | **INTRODUCTION** | A1 | **Background** | A list of the documents and references used in compiling the BEPP |
| A2 | A statement confirming the adoption of the BEPP by the municipal council |
| B | **STRATEGIC REVIEW OF THE BUILT ENVIRONMENT** | B1 | **Current performance of the built environment** | This section must summarise and quantify major trends and pressures in the built environment sectors, and identify impediments to growth and development and their implications explicitly in relation to spatial development. |
| B2 | **Economic Infrastructure**  **Review** | The requirements for, and impediments of faster and more inclusive economic growth with a focus on more efficient and competitive infrastructure that promotes productive growth and results in job creation (rather than consumption only). |
| B3 | **Basic Infrastructure**  **Review**  Table A10 | Current capacity of major infrastructure services indicated spatially. |
| Demand projections for each major service, including currently unmet demand (backlogs) and future growth requirements. |
| Asset condition and maintenance requirements, including demands for refurbishment or replacement of assets, by major service and location Table A9 and SA34a,b,c,d |
| B4 | **Residential Infrastructure Review** | Land and Housing analysis and projected demand for:   * Housing by income group, location and cost (including property market developments and unmet demand) with specific focus on, affordable or gap market needs, rental market (formal rental/social housing; informal rental such as additional dwelling on individually owned single stands); * The management and upgrading of informal settlements; * The management/prevention of illegal occupation of land and buildings; and * Emergency housing for household living in life threatening conditions and or who are faced with eminent eviction. |
| Strategy to have better located housing development for all and specifically the poor in relation to Densification; Access to urban opportunities; and Integration with Public Transport.(within 500m of public transport route/stop). |
| Land identification and release for housing – Housing Development Agency |
| B5 | **Community Infrastructure Review** | Quantifying backlogs and future demand in relation to commitments secured by relevant provincial / national departments or entities Table A9 and SA34a,b,c,d |
| B6 | **Transportation Review** | Trends in demand for transport services by mode and income group; average trip lengths (time, distance, cost, reliability, safety) and implications of ITP and IRPTN for land use management. |
| B7 | **Sustainable development Review** | How the ecological (natural/green) infrastructure supports and constraints urban growth and development; procedures, standards and performance. |
| B8 | **Impact of sector reviews spatial form** | The impact of sector reviews outlined above will indicate the extent of convergence or divergence in relation to shaping the built environment. In other words whether the trends contribute to a more sprawling or compact city form given the extent to which there is integration between economic and social development, supported by transport and natural systems. Highlight development tensions or competing demands and possible solutions. |
| C | **STRATEGIES AND PROGRAMMES** | C1 | **Long Term Vision** | A description of the long term vision of the metro in relation to the newly developed Built Environment Indicators at the city-wide level. |
| C 2 | **The spatial development strategy of the municipality** | The Metro Spatial Development Strategy in relation to the envisioned performance of the built environment (informed by the newly developed Built Environment Indicators) at the city-wide level. That is the strategy for the functional integration of economic and social infrastructure supported by transport, housing, related community infrastructure and ecological infrastructure. |
| C3 | An overview of area-based management initiatives including catalytic projects of the municipality (city-wide or that which falls outside of Integration Zones). |
| Co-ordination and alignment with SIPs where relevant at the city-wide level. |
| Co-ordination and alignment with informal settlements at the city-wide level. |
| Land release and development strategy at the city-wide level. |
| C4.1 | **Identification of Urban Network, Integration Zones and Hubs** | The identification, description, prioritisation and phasing of the integration zone(s) in the municipality, including their geographical boundaries, taking the rationale for their identification and prioritisation from the metros Urban Network element identification process[[4]](#footnote-4) and the Urban Networks Strategy (with its associated spatial, economic and developmental objectives). |
| C4.2 | Details of proposed or completed adjustments to the determination of spatial targeting instruments (PHDAs, SHRZs, UDZs, IDZs, SEZs, etc.) applicable to each Integration Zone |
| C4.3 | Details of proposed or completed adjustments to Spatial Development Frameworks and Land Use Management System, and where relevant By-Laws and Regulations applicable to each Integration Zone |
| C4.4 | Details of the identification of catalytic projects or programmes by prioritised Integration Zone illustrating the intervention, sequencing, budget allocation and funding source. Each catalytic project or programme must be identified with a network element i.e.   * CBD * Urban Hub * Transport Link and Activity Corridor |
| C4.5 | Developmental strategies for each Integration Zone, including core objectives and instruments. |
| C4.6 | Details of institutional arrangements required to ensure the sustainability of interventions applicable to each Integration Zone |
| C 4.7 | Proposed time frames for the preparation and execution of catalytic projects and programmes. |
| D | **OUTCOMES AND OUTPUTS** | D1 | **The anticipated outcomes and outputs of investment in the built environment** | This section should provide summary information only. Detailed information should be provided in a table in Annexure A which is the Performance Matrix based on Built Environment Indicators. |
| D2 | High level development objectives and desired outcomes that is city-wide outcomes and impacts Table A5; SA6 |
| D3 | Sector development outcomes and outputs as per sector plans SDBIP |
| D4 | Outcomes and Impact for each Integration Zone Table SA36 |
| E | **INSTITUTIONAL AND FINANCIAL ARRANGEMENTS** | E1 | **A description of the institutional arrangements required to give effect to the investment programme** | Institutional arrangements for integrated planning (functional integration of key sectors: economic, social facilities, basic services, housing, transport, and natural systems |
| E2 | Institutional arrangements for capital programme management |
| E3 | Supply chain management and procurement plan |
| E4 | Partnerships |
| E5 | **A summary of financial allocations in the MTREF to support the spatial development strategy** | The value of programmes and projects by sector Table A5; SA6 |
| E6 | The value of programmes and projects per integration zone Table SA36 |
| E7 | The value of each catalytic project or programme must be identified with a network element i.e.   * CBD * Urban Hub: * Transport Link and Activity Corridor Table SA36 |
| E8 | Non-infrastructure related interventions in integration zones |
| E9 | **Application of grant allocations, including:** | The application of grant resources by grant programme and project Table SA19 |
|  | **ANNEXURE A:**  **PERFORMANCE MATRIX** | | A detailed matrix of built environment performance indicators, with baselines and target values, as developed in 2014/15 SDBIP | |

1. This process is explained in more detail within the Guidance Notes on Urban Network Identification and Urban Network Plan. Refer to the NDP Website for more information. [↑](#footnote-ref-1)
2. This process is explained in more detail within the Guidance Notes on Urban Network Identification and Urban Network Plan. Refer to the NDP Website for more information. [↑](#footnote-ref-2)
3. Metro submits AFS to AG by 31 August, and AG completes audit by end of November [↑](#footnote-ref-3)
4. This process is explained in more detail within the Guidance Notes on Urban Network Identification and Urban Network Plan. Refer to the NDP Website for more information [↑](#footnote-ref-4)