



MANGAUNG METROPOLITAN MUNICIPALITY
DRAFT BUILT ENVIRONMENT PERFORMANCE
PLAN (BEPP)
2018/19 – 2020/21

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Section A : Introduction

A.1. BEPP Overview and Role

The Built Environment Performance Plan (BEPP) for the Mangaung Metropolitan Municipality is compiled as a requirement of the Division of Revenue Act (DORA) in respect of and in support of Human Settlement and Urban Settlement Development Grant and related infrastructure provisioning for the built environment of the municipality. The Mangaung Metropolitan Municipality's Built **Environment Performance Plan** (BEPP) is a strategic plan that aims to improving the performance of metro built environment over the long term. It also serves as an instrument to enhancing inter-governmental relations and is not only an eligible requirement for the ICDG, but also covers all infrastructure grants including the Urban Settlements Development Grant (USDG), Human Settlements Development Grant (HSDG), Public Transport Infrastructure Grant (PTIG), Neighbourhood Development Partnership Grant (NDPG) and Integrated National Electrification Grant (INEP).

The overall aim of the BEPP is to ensure that spatial transformation and restructuring through targeting capital expenditure in areas that will maximise the positive impact on citizens, leverage private sector investment, and support growth and development towards a transformed spatial form and a more compact city is realised.

More specifically, the BEPP relates to the long term growth and development strategies, as well as financial and investment frameworks of the Municipality. Consequently, the BEPP is informed by several existing statutory policy plans of the Municipality, including the Integrated Development Plan (IDP), the Metropolitan Spatial Development Framework (MSDF), the medium term revenue and expenditure framework (MTREF), the Service Delivery and Budget Implementation Plans (SDBIP), reporting requirements in terms of the Municipal Finance Management Act No 56 of 2003 (MFMA), as well as several other performance management and sector plan requirements. This BEPP illustrates how the metro will be deploying the MTEF capital budget and other regulatory resources to transform the urban space.

The focus for the Built Environment Performance Plans (BEPPs) for the 2018/19 MTREF is therefore to continue to strengthen the overall application of the Built Environment Value Chain (BEVC) through:-

- a) Consolidating and resourcing spatially targeted & prioritised *catalytic urban development programme* (s) in priority TOD precincts in priority Integration Zone(s)
- b) Gaining traction on an actionable intergovernmental project pipelines within these programmes
- c) Progressing long term financing policies and strategies for sustainable *capital financing* of the catalytic urban development programmes
- d) Ongoing establishment of targets/ intentions relative to agreed productivity, inclusion and sustainability *outcomes*

A2. BEPP and MSDF Alignment

Municipal development and budgeting processes are seamlessly integrated and thus the city perceives the planning, performance management, and budgeting as seamlessly integrated municipal core processes. Therefore the IDP, SDBIP, BEPP and MTREF should intersect and relate to each other. The approach in the development of the Mangaung BEPP takes cue from the strategic development vision of the city and developmental objectives as encapsulates in the 2016-2021 Integrated Development Plan (IDP). Critically the comprehensive IDP for the city is embedded and informed by the following eight key development priorities:

- Poverty eradication, rural and economic development and job creation;
- Financial sustainability e.g. revenue enhancement, clean audit
- Spatial development and the built environment;
- Basic Service Delivery : Eradication of bucket system, VIP toilets in Botshabelo, Mangaung and Thaba Nchu, focus on the basics, building solar farming, power plant feasibility, safety & security
- Integrated Human Settlement
- Integrated Public Transport
- Environmental Management and Climate change
- Social and community services

Furthermore, BEPP document of the city is aligned to the spatial strategy (Municipal Spatial Development Framework) of city and is geared towards achieving the spatial restructure and integration of the city. The eight development priorities of the city and the BEPP catalytic

projects intersect and correlate. The MTREF of the City is consequently informed by these development priorities and set catalytic projects.

The City is alive to a number of strategies that need to be pursued that will potentially put the City on the path of maximising development and these are:

- a) *Using Integrated Transit Oriented Development – facilitating development along transport corridors;*
- b) *Urban Networks*
- c) *Identifying integration zones to crowd-in future investments; and*
- d) *Locating catalytic projects within the integration zones*

These catalytic projects are informed and intersect with development priorities set by elected leaders and the communities of Mangaung and inevitably, inform the MTREF of the City as indicated.

IDP Strategic Objectives	BEPP Elements	MSDF (Urban Network)
Poverty eradication, rural and economic development and job creation	<ul style="list-style-type: none"> - Informal Settlement Prioritisation and Upgrading; - Economic Nodes 	<ul style="list-style-type: none"> - Nodal development - Marginalised area development
Financial sustainability e.g. revenue enhancement, clean audit	<ul style="list-style-type: none"> - Long terms Financing Strategy - Institutional Arrangements 	<ul style="list-style-type: none"> - Capital Investment Framework
Spatial development and the built environment	<ul style="list-style-type: none"> - Catalytic Land Development Programme 	<ul style="list-style-type: none"> - 7 Strategic Land Parcels - CBD Regeneration
Basic Service Delivery	<ul style="list-style-type: none"> - Inclusive and equitable basic services 	<ul style="list-style-type: none"> - 3 Integration zones, - Underserved areas
Integrated Human Settlement	<ul style="list-style-type: none"> - Integrated mixed development mega projects 	<ul style="list-style-type: none"> - Implementation of CRUs, Social Housing, FLISP, BNG.
Integrated Public Transport Environmental Management and Climate change	<ul style="list-style-type: none"> - Transit Oriented Development - Alignment of Human Settlements and Public Transport 	<ul style="list-style-type: none"> - Implementation of Mangaung IPTN (Phase 1) - Linkage with Human Settlement programmes
Social and community services	<ul style="list-style-type: none"> - Inclusive City 	<ul style="list-style-type: none"> - Integrated community development

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The following key documents were used in the compilation of the Draft BEPP:

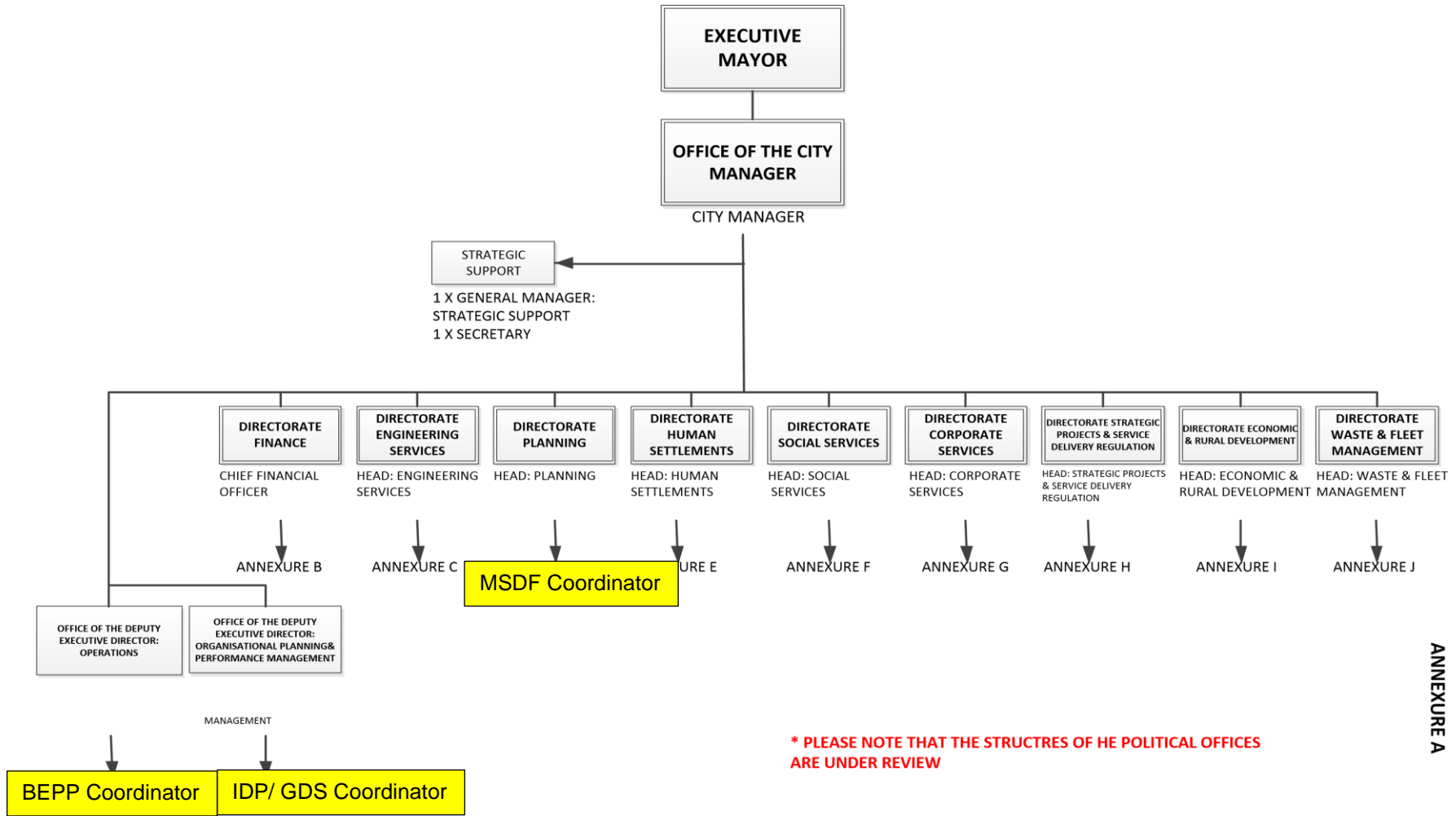
- Centre for Affordable Housing Finance (CAHF), Mangaung's Residential Property Market: Size, Activity and Performance
- MMM Integrated Development Plan (2017-2022)
- MMM Spatial Development Framework
- MMM Integrated Public Transport Plan
- MMM IPTN Operation Plan
- MMM Integrated Human Settlement Plan
- MMM Informal Settlement Upgrading Strategy
- National Treasury: Guidance Note for the Built Environment Performance Plan (BEPP) 2018/19 – 2020/21
- National Treasury: Supplementary Guidance Note for the Built Environment Performance Plan (BEPP) 2018/19 – 2020/21
- National Treasury City Support Programme: Strategic Development Review- Mangaung Metro, 2017
- Free State Provincial Treasury: MTEF Budget Book 2018-19

Institutional Coordination of the BEPP

The BEPP coordination is functionally located within the Office of the City Manager. An Interdepartmental Technical Task Team comprising technical planning and management representatives from all the directorates of the Metro was established since February 2016 as a BEPP coordination team for coordinating the development of the BEPP within the city. The Deputy Executive Director chairs the task-team: Operations and is functionally located in the office of the City Manager.

Council Adoption: In compliance with the DORA stipulation, the final BEPP document of Mangaung Metro Municipality will be submitted through Council structures for discussions and final approval and submitted on or before the 30 June 2018.





* PLEASE NOTE THAT THE STRUCTURES OF HE POLITICAL OFFICES ARE UNDER REVIEW

ANNEXURE A

Section B : Spatial Planning and Targeting

The Mangaung Spatial Development Framework aims to address the spatial and socio-economic inefficiencies of the metropolitan area and to achieve a spatial structure that complies with the norms and principles of the Spatial Planning and Land Use Management Act (SPLUMA), including Spatial Justice, Spatial Efficiency, Spatial Sustainability, Spatial Resilience and Good Governance.

In order to achieve this, the MSDF suggests an integrated approach comprising a number of significant interventions summarised as follow:

- *Improving the functional integration and relationship between Bloemfontein, Botshabelo and Thaba Nchu by enhancing development along the N8 corridor and/or the railway line running parallel to it;*
- *Stimulating economic growth and mixed use development in the eastern and south-eastern parts of Bloemfontein which would create a more balanced city structure for the town, and benefit communities in Mangaung Township, Botshabelo and Thaba Nchu;*
- *Strengthening the city core through CBD regeneration and consolidating the urban structure by way of an Urban Edge;*
- *Enhancing local economic development in Botshabelo and Thaba Nchu and between these two areas by way of corridor development. This includes the establishment of a labour based manufacturing hub/IDZ at Botshabelo, and reinforcing Thaba Nchu as a rural market town; and*
- *Improving access from the surrounding rural communities to these areas.*

The MSDF states that this approach will reduce the competing pressures between the different areas, reinforce the soundness and inherent strengths and efficiency of the compact basic city structure, and optimise use of limited public and private sector resources. The Mangaung area comprises three (3) urban centres of Bloemfontein, Botshabelo and Thaba Nchu and a surrounding rural area that accommodates both commercial and communal mixed farming. With the new demarcation the rural towns of Soutpan, De Wetsdorp, Wepener and Van Stadensrus are included in the Mangaung Municipal area.

2016 municipal re-demarcation

Pre-2016

Area: 6284 km²
119 people/km²

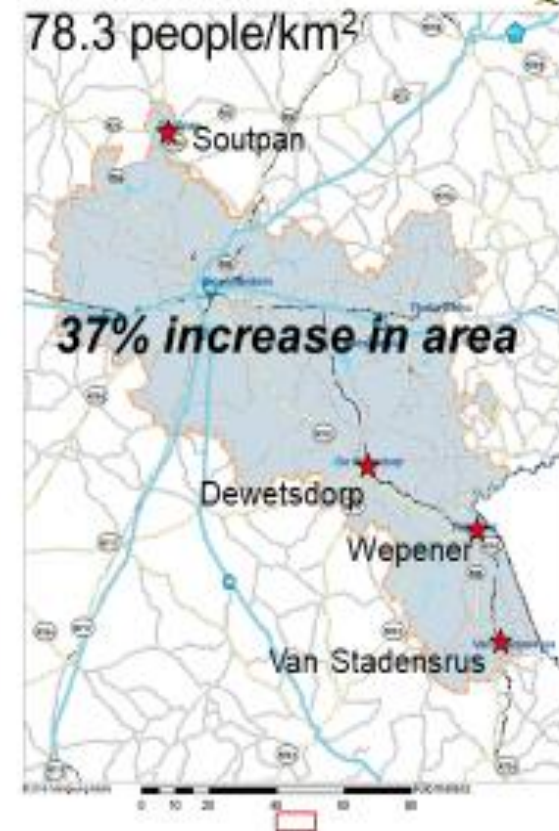


Aug 2016



Area: 9899 km²

78.3 people/km²



The central locality of the Mangaung municipal area in relation to the rest of the country ensures that a number of major arterial and access routes transverse the area, of which the N1, N6 and N8 routes are the three national roads that link the municipal area with the rest of the country. A number of provincial, secondary and tertiary roads have also been established to complement the national road network.

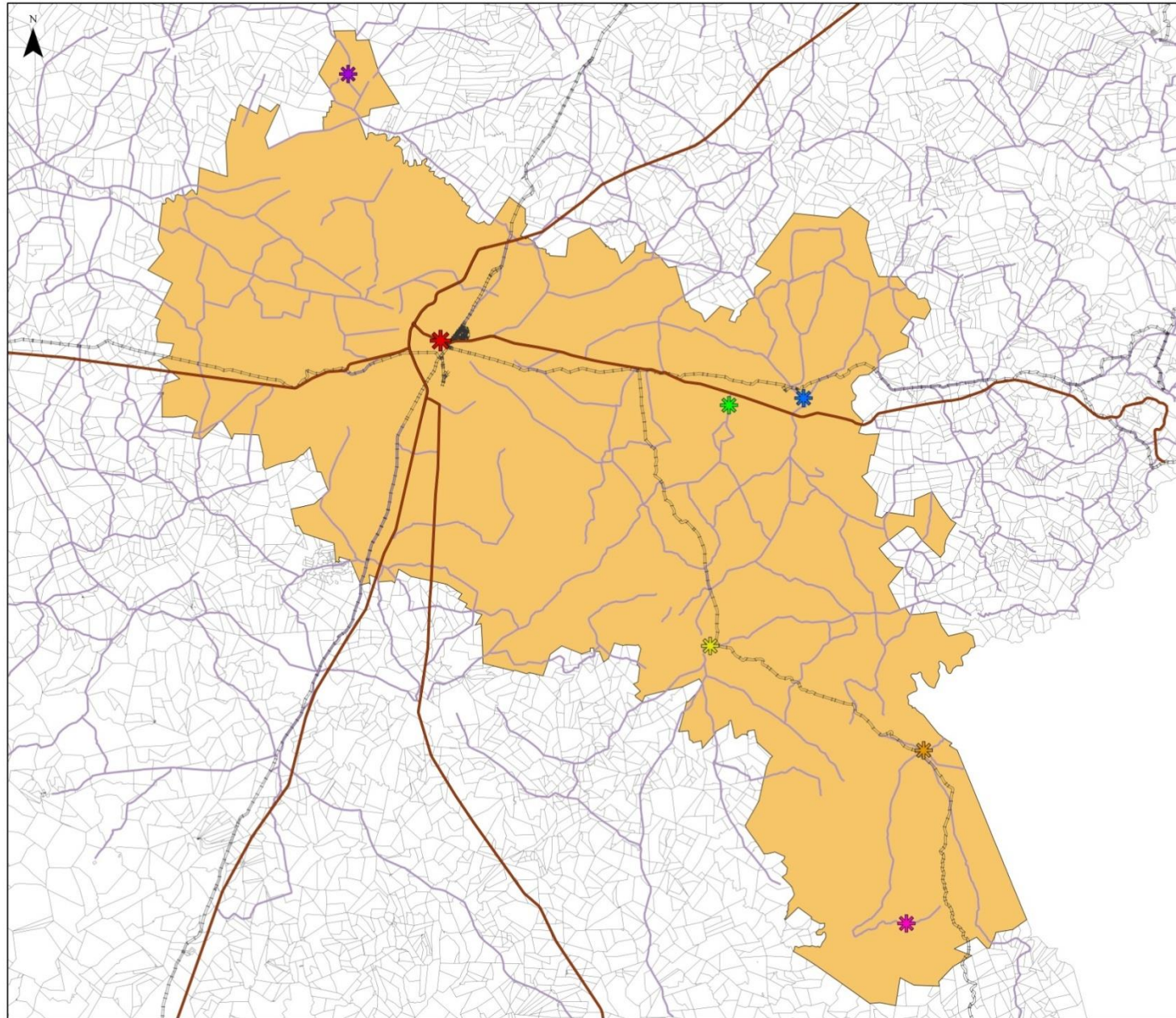
The area is also serviced with an east/west and north/south railway line and a national and municipal airport just outside Bloemfontein. An airport was also developed outside Thaba Nchu, but is currently no longer in operation.

The Municipal area covers **9 887 km²** and comprises several urban centres, which are surrounded by an extensive rural area. The area is characterised by three different land use types including formalized stands in urban areas, small holdings and farms. The size and number of land units are indicated in the Table below.

Table 3.1: Number and size of land units in Mangaung





Land Use Type	Area	Land Units		Size	
		No.	(%)	Km ²	(%)
Formal Stands (Urban Area)	Bloemfontein	106,829	51.56%	106.73	1.08%
	Botshabelo	55,227	26.66%	37.56	0.38%
	Thaba Nchu	22,805	11.01%	23.84	0.24%
	Soutpan	1,212	0.58%	1.08	0.01%
	Dewetsdorp	3,770	1.82%	2.85	0.03%
	Wepener	4,496	2.17%	4.43	0.04%
	Van Stadensrus	927	0.45%	1.14	0.01%
Small Holdings (Bfn only)		3,201	1.54%	91.1	0.92%
Farms		8,719	4.21%	9,618.30	97.28%

Source: Surveyor General, Bloemfontein.








MMM BOUNDARY

LEGEND

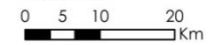
-  MMM Area of Jurisdiction
-  National Roads
-  Secondary
-  Railway_Bennie

Settlements

-  Bloemfontein
-  Botshabelo
-  Dewetsdorp
-  Soutpan
-  Thaba Nchu
-  Vanstadensrus
-  Wepener

SCALE

1:600 000



COORDINATE SYSTEM

Coordinate System: WGS27
 Projection: Transverse Mercator
 Datum: Transverse Mercator
 False Easting: 0.0000
 False Northing: 0.0000
 Central Meridian: 27.0000
 Scale Factor: 1.0000
 Latitude Of Origin: 0.0000
 Units: Meter

Proximity to Free State



Mangaung Metro Municipality
 Bram Fischer Building
 Cnr Nelson Mandela Drive & Markgraaf Street
 Bloemfontein
 9301
 TEL (051) 405 8911 - www.mangaung.co.za

Section B1. Integration Zones

In order to give effect to the prioritised Integration Zone spatial logic, targeting as well as prioritised spending, the Mangaung Metropolitan Municipality has identified and embarked on planning for the three Integration Zones which are IPTN Routes, Waaihoek, Batho and Phahameng dubbed Integration Zone 1, Airport Development Node-Estoire Development referred as Integration Zone 2 and the last CUT-UFS-Brandwag Integration Zone 3.

The rationale for the identification of the three IZs centres on:

- o Creating opportunity for spectrum of land uses (commercial, industrial, residential or social) through the increased use of space (densification) to support the viability of public transport systems and growth nodes;
- o Integrated public transport system that will be used by the majority of communities in the metro and also supporting the transformation of the urban form;
- o Investment in infrastructure to catalyse spatial transformation and ensuring the implementation of metropolitan catalytic projects;
- o Reducing poverty and inequality and accelerating more inclusive urban economic growth within and along settlement areas and other growth nodes that include commercial and industrial in or in the proximity of townships.

Integration Zone 1 include areas of the Waaihoek Precinct area, Batho and Phahameng townships. The zone also include phase 1 of the IPTN route with Dark and Silver City along these routes. Dark and Silver City Community Residential Units (CRUs) is in particular high-density developments. Phase 1 of Maphisa Road was completed in the 2015/ 2016 financial year at a cost of R36.1 million. The metro will embark on the construction of Phase 2 of Maphisa Road at a cost of R44.5 m over three financial years. Integration Zone 1 also includes the Hillside View and Vista Park 2 and 3 Mixed Development.

	Precinct / Project Name	Progress
Integration Zone 1	Waaiohoek Precinct Development	Designs completed. Commencing with development of Urban Pocket Park in 2017-19
	IPTN Phase 1	Completed Maphisa Road n 2015/16
	Community Residential Units (Dark and Silver City)	Under construction: 812 units
	IPTN Phase 2 of Maphisa Road	Embark construction over 2017/18 MTREF
	Hillside View Mixed Development	<ul style="list-style-type: none"> ○ Phase 1 and 2: Construction of civil engineering services has been completed. ○ Civil works in respect of phase 3, 4 and 5 has been completed. Final inspection will be conducted on 11 and 12 April 2018. ○ Phase 1.1: 402 Social Housing units under construction; ○ No units completed to date. ○ Construction of 10 affordable show houses completed. ○ Construction of 50 MILVETS and 19 Land Restitution houses is underway. ○ Foundations for 600 BNG houses have been cast.
	Vista Park 2 Mixed Development	<ul style="list-style-type: none"> ○ Traffic Study report has been submitted for approval. ○ Amended Layout plan to be submitted for inputs and comments. ○ Bridge construction and upgrading of Vereeniging road project will commence in the current financial year. Engineering Services Directorate is handling the process.
	Vista Park 3 Mixed Development	<ul style="list-style-type: none"> ○ The Master Addendum for Service Level Agreement has been signed and submitted to the developer for proceeding

		<p>with the realignment of bulk water pipe project.</p> <ul style="list-style-type: none"> ○ Traffic study in respect of the first three phases has been approved. Further studies for other phases will be dealt with at the later stage. ○ Site establishment is earmarked for April – May 2018.
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Integration Zone 2 includes areas of the Buitesig Bridge, which is an important linkage road between the Bloemfontein CBD via St Georges Street across the Railway line into the Old East End Industrial area. The linkage road further extends to the Airport Development Node to the south of the Bram Fischer International Airport. Mangaung is currently investigating the best options for the access road to be used. The estimated cost is R325 million.

The Airport Development Node is 700ha in extent and is one of the catalytic projects of the city. The development consists of civic buildings, business node, mixed use retail and offices, offices and residential, low density residential, medium density residential, high density residential, a hotel and an international convention centre. The development make provision for civic buildings and a tertiary Institution which focuses on a Science Park and Innovation. The Airport Development Node provides for the development of a IPTN/ BRT station that link the Node to East End Industrial and the Bloemfontein CBD to the West and Botshabelo and Thaba Nchu to the east.

The Estoire Development will complement the Airport Development Node and the Old Mutual development called the Raceway development. The Estoire Development is located directly north of the N8 and the Raceway development. The development will bring residents in close proximity of the Transwerk Industrial site to the west and the ACSA development to the east.

	Precinct Name	Progress
Integration Zone 2	Airport Development Node	Planning completed
	Estoire Development	Urban Design initiated
	Raceway Development	Under construction

Integration Zone 3 include areas of Park Road in Willows and extent to Pres Brand Street in Universitas linking the CBD with Universitas University Hospital and the University of the Free State. Along this Route there are high density residential housing (Brandwaf Social Housing) and student housing which is all private sector driven.

Initiatives from the City are to develop non-motorised transport along Park Road and President Brand linking the Central University of Technology (CUT) and University of the Free State (UFS). Alongside this route the Parkwest/Willows Structure Plans and more importantly the city-wide Structure Plans are updated to shorten processing of land use applications and promote more business friendly regulatory environment and thus improving opportunities for investor attraction. The resultant effect is that preconstruction clearances and pre-land applications to facilitate construction permitting and land development respectively are restructure to facilitate more quicker approvals of building plans and land development applications .

The linkage between the CUT and Willows proved over the years to be a popular route for students and residents in close proximity to the CUT and the CBD and Waterfront. There is also regular interaction between the CUT and the Universitas Hospital and the UFS. Based on the above-mentioned, the development of non-motorised transport projects along the following routes is being pursued:

- Park Road
- Victoria Road
- King Edward Road
- President Brand Street
- Ella Street

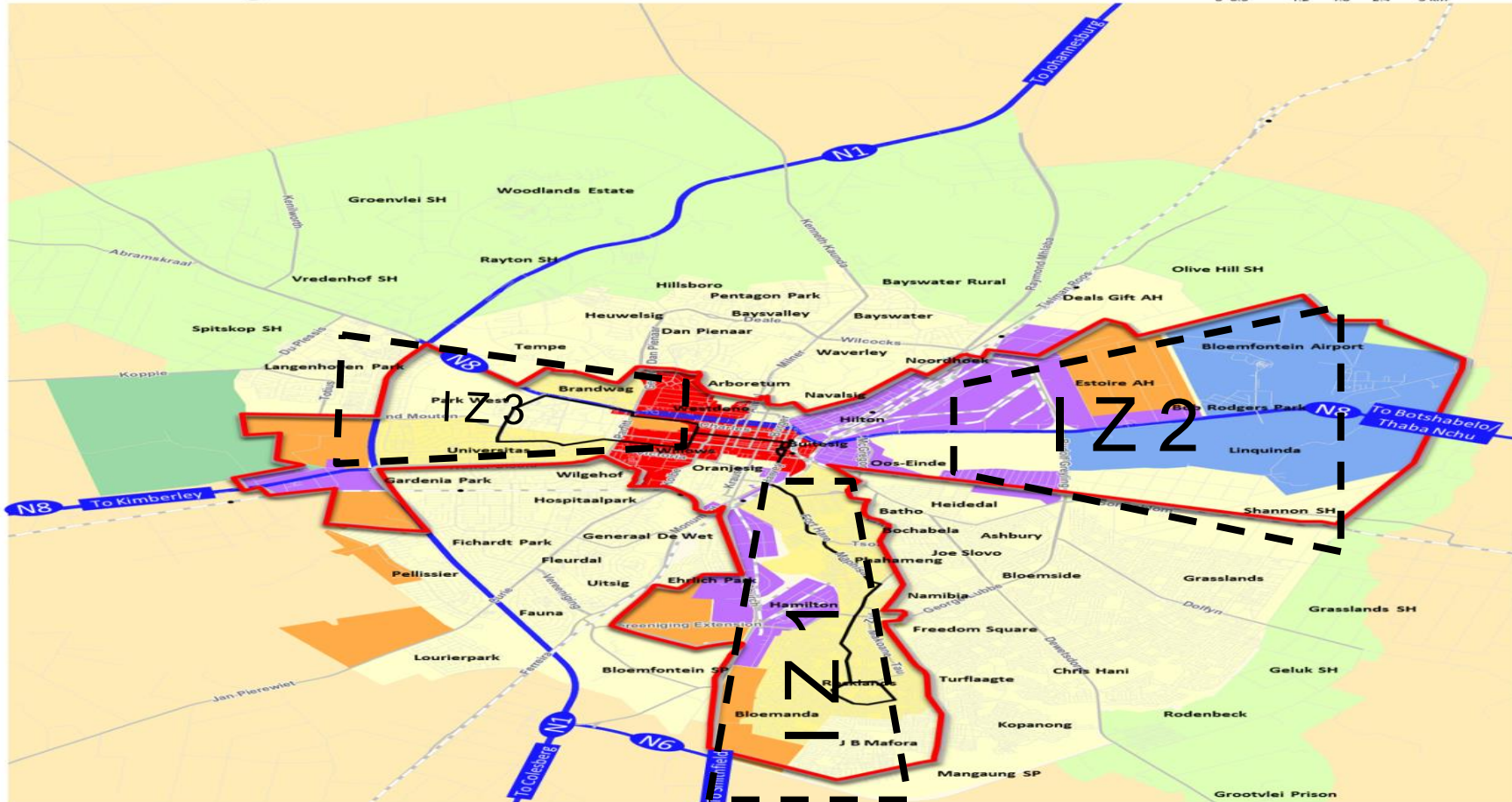
All these routes fall within Integration Zone 3 which is characterised by high density residential accommodation and private sector investment. Within this integration Zone is there a further need for additional 10 000 student accommodation. **Within Integration Zone 3** are also found developments alongside Nelson Mandela Avenue.

Alongside this route there are Brandwag Social Housing flats and several guest houses boutique hotels, hotels, offices, the UFS and Tempe Army base. Except for the social housing projects, all developments are private sector driven, such as the extension of Mimosa Mall and linkage with Brandwag Center across Melville Avenue. The city developed a Structure Plan for the Brandwag area to shorten approval time for land use applications.

	Precinct/ Project Name	Progress
	IPTN NMT Development	Under construction
Integration Zone 3	Brandwag Social Housing	<ul style="list-style-type: none"> ○ 12 Social Housing Units completed; ○ Phase I = consists of 402 units completed and fully occupied ○ 264 newly built units ○ 138 Refurbished unit ○ Phase II = consists of 495 units (341 completed and occupied ○ 242 newly built units completed and occupied ○ 99 units (of the 253) Refurbished completed and fully occupied ○ Phase III = consists of 154 new units (69 completed and 55 units occupied)



Mangaung Integrated Public Transport Network Mangaung MM Study Area Integration Zone



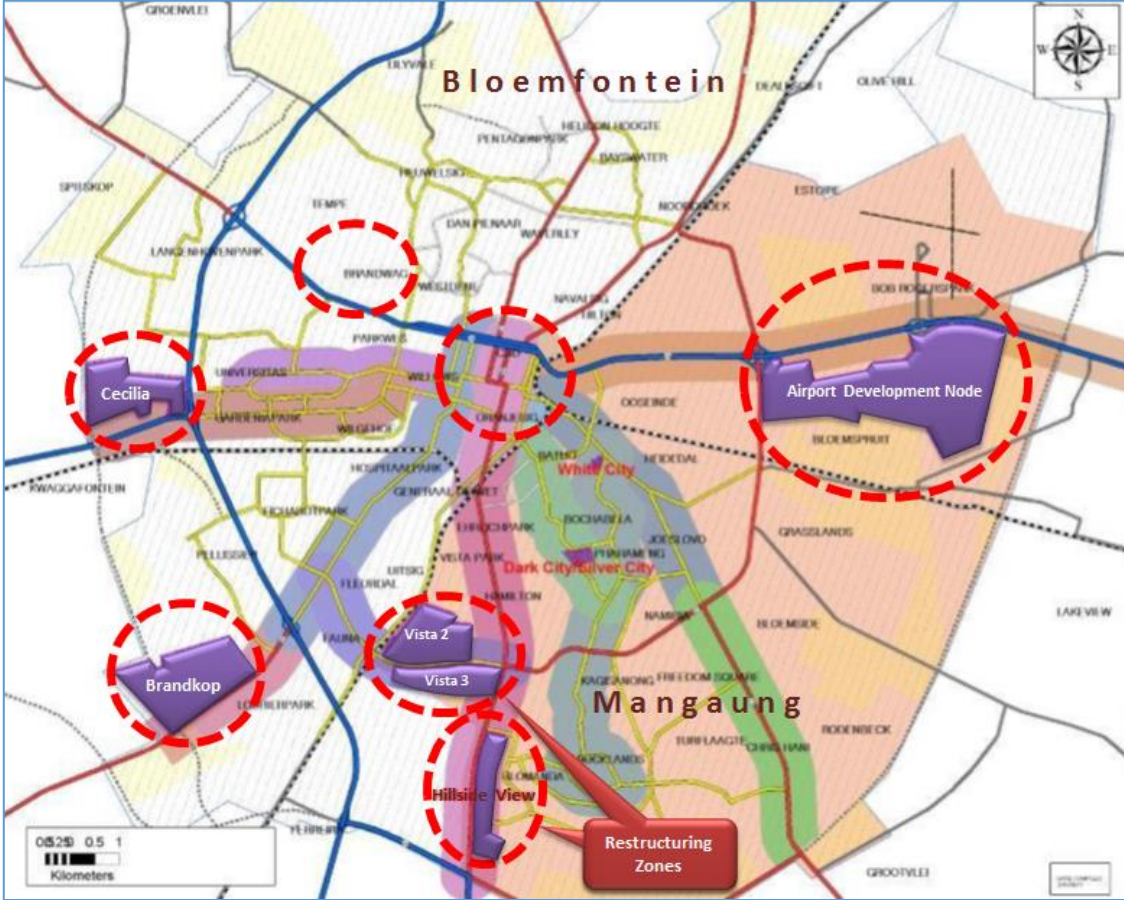
Legend:

- | | | |
|------------------------------|-------------------------------------|--------------------------------------|
| CBD | Deracialising the Built Environment | BRT Phase 1 and Future CBD Extension |
| N8 Corridor Airport Node | Existing Urban Area | |
| Industrial Development Nodes | Spatial Fragmentation | |
| New Zoo | Rural Development | |
| IRPTN Corridor | Integration Zone | |

The integration zones seek to link the eight land parcels with one another and with the CBD in order to foster integration within the city. The areas located along these main transit routes are targeted as brown field sites to consolidate the existing urban fibre. The objectives include urban compaction, integration and densification by encouraging new housing developments on well-located land within the city and improving public transport connections between urban nodes.

These integration zones automatically become areas for **urban regeneration**, which suggests the reconfiguration of planning and designs of settlements with higher densities. Densification is proposed within a range of 500 meters from these main transport corridors. The extent of the identified Urban Regeneration Areas is indicated on the Map below.

Figure 5.6: Mangaung Urban Regeneration Areas and Restructuring Zones.



Section B2. Marginalised Residential Areas

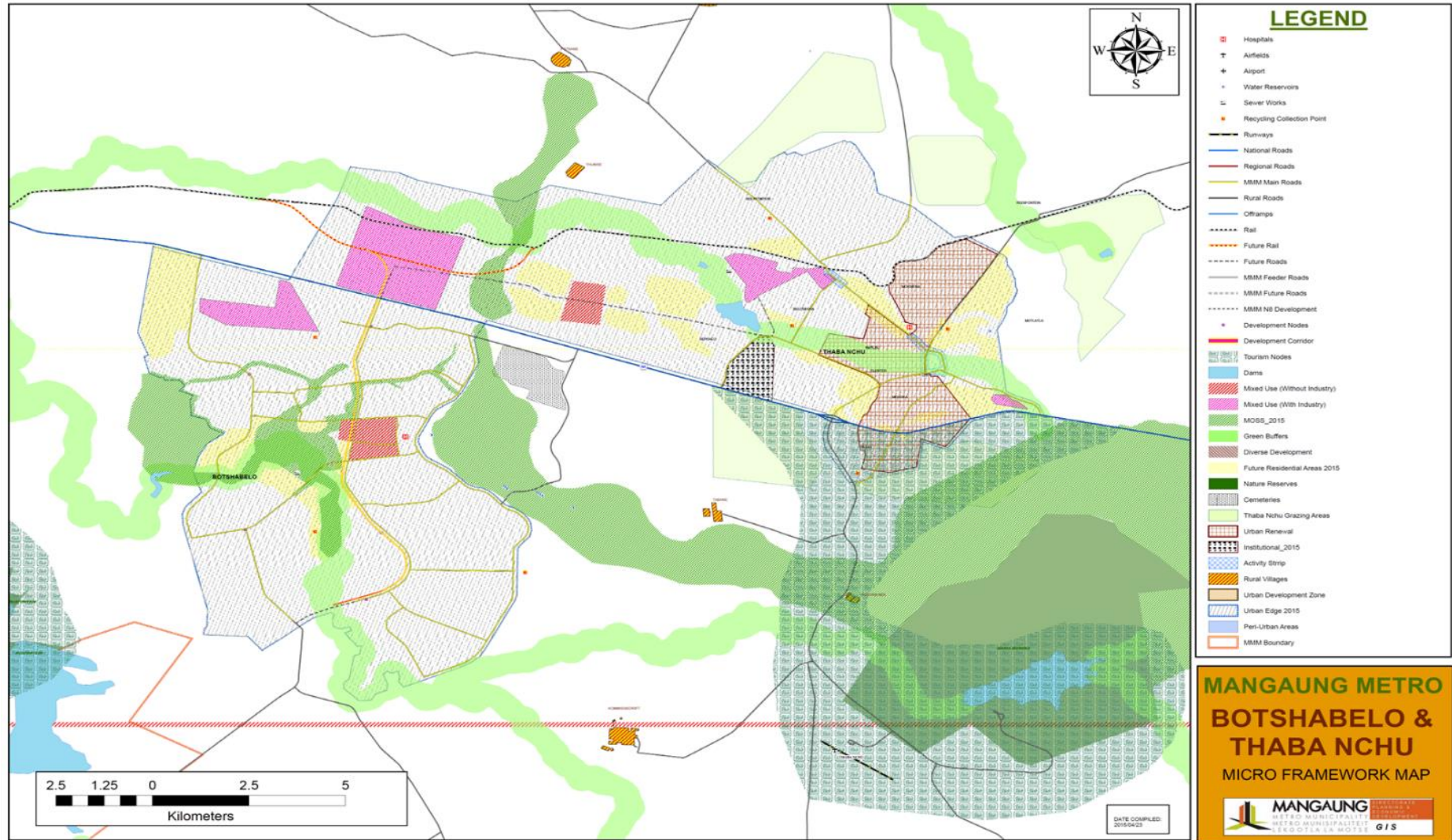
The re-demarcation of the boundaries of Mangaung Metro has increased the number of marginalized with the addition of the four rural towns of Soutpan/ Ikgomoteseng, Dewetsdorp, Wepener and Van Standenrus. The following table reflects the status of the marginalized areas and detail of planning of each:

Marginalised Area	Development Strategy and Approach	Sub-programme Interventions
Mangaung Township	<ul style="list-style-type: none"> ▪ Densification through Integrated Human Settlements ▪ Informal Settlement Upgrading ▪ Township Economic Development ▪ Regional Transport Efficiency 	<ul style="list-style-type: none"> ▪ Bulk Sewer Upgrading ▪ Human Settlements Catalytic Projects Implementation (Estoire, Vista Park 2 &3, Hillside View Social Housing, Caleb Motshabi) ▪ IPTN Phase 1 a and B Implementation ▪ Botshabelo Industrial Park Development ▪ Township Economic Development
Botshabelo	<ul style="list-style-type: none"> ▪ Botshabelo Bulk Infrastructure Upgrading ▪ Botshabelo CBD Master Plan ▪ Botshabelo-Thaba Nchu Integration Node ▪ Botshabelo West Development 	<ul style="list-style-type: none"> ▪ PPP for CBD renewal ▪ SMME Development and Infrastructure Upgrading ▪ Bucket eradication ▪ Informal Settlement Upgrading
Thaba Nchu	<ul style="list-style-type: none"> ▪ Thaba Nchu CBD Master Plan ▪ Botshabelo-Thaba Nchu Integration Node ▪ Agricultural Development 	<ul style="list-style-type: none"> ▪ PPP for CBD renewal ▪ Thaba Nchu Agripark ▪ Informal Settlement Upgrading ▪ SMME Development
Soutpan/ Ikgomotseng	<ul style="list-style-type: none"> ▪ Salt Mining and beneficiation ▪ Infrastructure Network Upgrading 	<ul style="list-style-type: none"> ▪ Salt Mining projects ▪ Roads and stormwater
Dewetsdorp	<ul style="list-style-type: none"> ▪ Infrastructure Network Upgrading ▪ Agricultural Development 	<ul style="list-style-type: none"> ▪ Upgrading of social amenities ▪ Upgrading of roads and stormwater

Marginalised Area	Development Strategy and Approach	Sub-programme Interventions
Wepener	<ul style="list-style-type: none"> ▪ Infrastructure Network Upgrading ▪ Agricultural Development 	<ul style="list-style-type: none"> ▪ Roads and stormwater upgrading ▪ Agriculture development
Van Standensrus	<ul style="list-style-type: none"> ▪ Infrastructure Network Upgrading ▪ Agricultural Development 	<ul style="list-style-type: none"> ▪ Roads and stormwater upgrading ▪ Agriculture development

Botshabelo is located 55 km east from Bloemfontein. The urban node was spatially designed along a major access route that runs in a north/south direction through the centre of the area, giving rise to a linear urban form. This creates a problem to the most southern communities as they need to travel as far as 8 kilometres for access the economic opportunities which have developed more to the northern parts of the town. The area is characterised by an oversupply of school sites and public open spaces. The allocated business sites are not developed, which inhibits the sustainable neighbourhood development and contributes to the movement of people over long distances to the central business area in the north of the area.

Botshabelo and Thaba Nchu Spatial Development Framework



Botshabelo doesn't have a strong CBD and commercial activities are spread all over the area. Although provision had been made for a large number of supporting community facilities, most of these remain undeveloped. The area is characterized by an oversupply of school sites and public open spaces.

Botshabelo also includes an industrial park with factories and infrastructure worth R500 million. As such there are presently 138 factory buildings in Botshabelo with a total floor area of 200,000m². Fully serviced stands are available for further development, backed up by adequate supportive services.

The CBD needs to be strengthened through providing incentives to stimulate public and private investment. Therefore, the City developed a CBD Master Plan for the Botshabelo CBD. The plan consists of a local area plan and a more detailed precinct plan. In the 2015/ 2016 financial year the City developed 147 hawking stalls in the phase 1 of the development which was funded by the ICDG grant. In the 2016 / 2017 financial year the City embarked on phase 2 of the development.

Further developments in Botshabelo includes the Jazzman Mokgothu -upgrading and the New Liberty Life Mall done by the private sector. This is an indication that there was a positive response from the private sector since the capital injection on the new road upgradings by the City and SANRAL on the interchange and N8.

Further public sector investment will encourage further investment by the private sector. However further collaboration between the City and DESTEA and FDC is required to encourage further development of the FDC Industrial Park. The FDC Industrial Park is the most important node for economic development and consist of 138 warehouses with a total floor area of 200 000m² with a rand value of R500 million. Factories manufacture textile, food processing, electrical enclosures, paraffin stoves and minor engineering services. To the east of Botshabelo is the Supreme Chicken farms with a chicken abattoir located in the FDC Industrial Park. The current occupancy rate at the node stand at 89, 54 % and employ 6000 people.

The unemployment rate stands at 56 % which result in the huge urban dependency on Bloemfontein. Approximately 13 000 commuters that commute on a daily basis between Botshabelo and Bloemfontein. Approximately R200 million is annually spent on transport

subsidies for bus transport in the MMM area of which the larger part is for bus transport between Botshabelo, Thaba Nchu and Bloemfontein.

Large open spaces (mostly flood plains) separate the different residential areas and ample sites have been planned for public amenities throughout the area. A sports stadium has also been developed next to the Klein Modder River, which runs through the town. Many residents keep cattle within the urban environment and the open spaces and communal land are grazed extensively. Signs of overgrazing are visible. Towards the south is located a Game Reserve and the Rustfontein Dam with some tourism potential that needs to be explored. In the same area is found a smaller dam with potential for small scale agricultural activities.

Thaba Nchu is located 67 km east from Bloemfontein and has a more scattered development pattern with 37 villages surrounding the urban centre, some as far as 35 kilometres from the closest urban centre. 4 of these villages have recently been formalised. The area is characterised by vast stretches of communal grazing areas that surround the urban centre. Many residents still keep cattle within the urban area and this creates a problem for residents.

The majority of new urban developments have developed towards the west along Station Road, while the central business district has developed to the east of these extensions. Again, this leads to some urban communities centred on the urban core to be as far as 8 kilometres from these economic opportunities. Brand Street links the Thaba Nchu CBD with the N8 towards the south west. The area has also two industrial areas, one that developed to the west near the railway station and one that developed to the east of the CBD. The western industrial area was developed along the railway line and has therefore side-line facilities and is the more viable of the two. There are 38 FDC factories with an occupancy rate of 65%.

Thaba Nchu has always been a major service centre to the Eastern Free State with many government departments establishing regional offices in this area. However, recently many of these offices and amenities have closed, leaving the town crippled in terms of economic investment. The town has also a very rich cultural history and more emphasis should be put on cultural tourism. The town currently accommodates one of two casinos (Naledi Sun) in the municipal area. Mmabana Cultural Centre is also a cultural resource in this area. Thaba Nchu stadium is situated opposite Naledi Sun and is a major events stadium in the area. Seloshesha grounds and scattered sports fields supplement this, but all these facilities need upgrading. A Regional Park was recently completed in Seloshesha.

Public facilities like the sanatorium, the military base, the college and the reformatory school have all closed in Thaba Nchu. This leads to fewer visits from outsiders and a decrease in spending in town. This has contributed to the outflow of factories and businesses.

Soutpan, De Wetsdorp, Wepener and Van Stadensrus

With the new demarcation, the rural towns of Soutpan, De Wetsdorp, Wepener and Van Stadensrus were included in the Mangaung Municipal area. The central locality of the municipal area in relation to the rest of the country ensures that a number of major arterial and access routes transverse the area, of which the N1, N6 and N8 routes are the three national roads that link the municipal area with the rest of the country. Other Road networks amongst other are the N6 to the Eastern Cape via Aliwal North, the R702 to De Wetsdorp, R706 to Jagersfontein , R64 to Warrenton, R700 to Bultfontein and the R 30 to Virginia / Welkom.

The various road networks not have any economic value and are static urban rural linkages. The road networks that have more potential for economic development is the N8 and the N1.

National CSP Strategic Development Review of Mangaung Metro

In 2017, 07-08 September, Mangaung Metro conducted a Strategic Development Review (SDR) of the city in partnership with the National Treasury City Support Programme. The purpose of the SDR was to conduct a rapid assessment of the strategic position of the Mangaung Metropolitan Municipality, which can be used in the metro planning process. The approach adopted in the SDR was to conduct a quick, focused strategic review by a small National Treasury team and draw upon existing material supplied by Mangaung, or otherwise easily available to NT, e.g :

- AHI-Global Insight GVA data
- Stats-SA QLFS
- NT financial database
- Mid-year BPR meeting with NT

Furthermore, focused Interviews with line departments were conducted to assess co-ordination, policy coherence, and further insights. The review was a high-level assessment of strategic issues facing the city emanating from the:

- spatial context
- economic circumstances
- service delivery performance
- the financial position
- the organisational strengths and weaknesses

In the main, the SDR made a number of concrete recommendations to improve:

- city spatial transformation narrative and programme
- city economic sustainability
- service delivery
- metro financial strength
- metro organisational strength

In relation to the spatial strategy, the SDR made a main observation and recommendations around implementation of an integrated and targeted strategy that transforms the spatial and economic apartheid legacy of Mangaung.

The SDR concluded that Mangaung requires a coherent spatial strategy (SDF) that pursues spatial and economic transformation through **four distinct yet interrelated priorities**:

- A **city focus** for Bloemfontein/Mangaung township (60% population), with integration zones etc., for spatial transformation.
- A **township development focus** for Botshabelo and Thaba Nchu (33% population) that ensures vibrant economic growth and effective service delivery in these areas.
- A **small-town development focus** for Wepener, Dewetsdorp, Vanstadendrus and Soutpan (2.6% population) to improve linkages and services to their agricultural hinterlands.
- A **rural development focus** for the rural areas (4.8% population) that supports rural economic development, particularly in agriculture, conservation tourism and mining, with provincial and national alignment

B.2.1 Informal Settlements

In line with developing sustainable human settlements, the Metro with the assistance of the HDA, has developed an Informal Settlements Upgrading Strategy (ISUS), which aims to come up with a more focused and logical manner to deal with upgrading of Informal Settlements.

The objectives of the ISUS are to:

- o Ensure alignment with National and Provincial Human Settlement strategies, planning directives and policies;
- o Ensure sustainable and spatially integrated Human Settlement delivery;
- o Consolidating, confirming and installing a shared human settlement division between Mangaung Metro and all spheres of government, role players and stakeholders by outlining and emphasising targeted informal settlements focus areas in respect of informal settlements within the Municipal area;
- o Ensure alignment and integration with the Metro's other strategic documents (e.g. Integrated Human Settlements Plan, Spatial Development Framework, etc.);
- o Align budgets and capacities to the objectives of the Metro.

The Mangaung Metro Municipality Informal Settlement Upgrading Strategy (ISUS) is a developmentally focused strategy which seeks to bring about more rapid, equitable and broad based responses to the challenge of informal settlements in the Metro. The focus is strongly in line with the Part 3 of National Housing Code and current developmental priorities of government as recently reflected in the National Development Plan 2030. The upgrading of informal settlements is also prioritized via Breaking New Ground and the Upgrading of Informal Settlement Programme (UISP), which advocates a developmental and incremental approach with relocations as a last resort. The overriding objective for the strategy is to address and comply with the requirements of the government programme of action Outcome 8 National Delivery Agreement, which places a high priority on the upgrading of informal settlements with an emphasis on basic services, community empowerment and security of tenure.

More importantly, the Mangaung Metro ISUS does not address human settlements issues and challenges in isolation from other Metros' plans and policies but the strategy is aligned with other Metro strategic planning documents such as Integrated Human Settlement Plan (IHSP), Spatial development Framework (SDF), Integrated Development Plan (IDP), Growth and Development Strategy 2040 (GDS), Informal Settlements By-Laws, Integrated Public Transport Plan (IPTN) etc.

The majority of the Mangaung Metro informal settlements are situated within the existing townships of the Metro or at the edge of these townships. These settlements have access to the existing township services (socio-economic infrastructure, roads, water and sanitation) and rudimentary services installed by the City in all settlements. The majority of these settlements

occupied parcels of land earmarked for the public spaces such as parks, schools, healthcare facilities, etc.

There are 34 Informal Settlements with the total number 29035 households in Mangaung.

NO	Name of Settlements	No of households	Regions
1.	Bloemside 9 & 10	4200	Bloemfontein
2.	Bloemside Phase 4 (Sonderwater)	260	Bloemfontein
3.	Kgatelopele	85	Bloemfontein
4.	Kgotsong & Caleb Motshabi	10000	Bloemfontein
5.	MK Square	492	Bloemfontein
6.	Kaliya & Winkie Direko	20/170	Bloemfontein
7.	Saliva Square	118	Bloemfontein
8.	Jacob Zuma Sq	41	Bloemfontein
9.	Thabo Mbeki Sq	114	Bloemfontein
10.	Magashule Sq	48	Bloemfontein
11.	Rankie Sq	15	Bloemfontein
12.	Lusaka Sq	23	Bloemfontein
13.	Tambo Sq	24	Bloemfontein
14.	Codesa 2 &3	15	Bloemfontein
15.	Joe Slovo	100	Bloemfontein
16.	Bloemside 7	2500	Bloemfontein
17.	Namibia Erf 27921 & Namibia Erf 27778	21/31	Bloemfontein
18.	Grassland Phase 4 (Khayelitsha)	2000	Bloemfontein
19.	Mkhondo Sq	80	Bloemfontein
20.	Botshabelo West Ext 1	3700	Botshabelo
21.	Botshabelo Sect E	1200	Botshabelo
22.	Botshabelo Sect H		Botshabelo
23.	Botshabelo Sect G		Botshabelo
24.	Botshabelo Sect T		Botshabelo
25.	Botshabelo Sect C		Botshabelo
26.	Botshabelo Sect F		Botshabelo
27.	Botshabelo Sect K		Botshabelo
28.	Thaba Nchu (7 Extentions)	2480	Thaba Nchu
	1.	Selosesha Ext 14 (Bultfontein 1)	Thaba Nchu
	2	Selosesha Ext 27 (Moroka)	Thaba Nchu
	3.	Selosesha Ext 26 (Seroalo)	Thaba Nchu
	4.	Selosesha Ext 17 (Motlatla)	Thaba Nchu
	5.	Selosesha Ext 15 (Bultfontein 5)	Thaba Nchu
	6.	Thaba Nchu Ext 25 (Ratau)	Thaba Nchu

	7.	Seloshesha Ext 7 (Bultfontein 4)		Thaba Nchu
29.		Rooifontein	500	Thaba Nchu
30.		Matlharantlheng	500	Bloemfontein
31.		Van Standensrus,32		Van Standensrus
32.		Ikgomotseng		Ikgomotseng
33.		Bloemside Phase 7 Ext		Bloemfontein
34.		Gatvol		Bloemfontein

The majority of the Mangaung Metro informal settlements are situated within the existing townships of the Metro or at the edge of these townships. These settlements have access to the existing township services (socio-economic infrastructure, roads, water and sanitation) and rudimentary services installed by the City in all settlements. The majority of these settlements occupied parcels of land earmarked for the public spaces such as parks, schools, healthcare facilities, etc.

In order to address informal settlements, MMM has developed an **Informal Settlements Upgrading Strategy (ISUS)**, which is based on the following three principles of BNG:

- Progressive upgrading of informal settlements by adopting a phased *in-situ* upgrading approach in line with international best practise. The plan supports the eradication of informal settlements through *in-situ* upgrading in desired locations and relocation only where development would not be feasible or desirable
- Developing Social and Economic Infrastructure to move away from a housing-only approach towards the more holistic development of human settlements including the provision of social and economic infrastructure
- Enhancing the location of new housing projects to undo and restructure the former unbalanced spatial settlement patterns.

In accordance with the informal settlements upgrading programme of Mangaung, the Municipality has identified **5 areas** comprising 14 150 households for priority upgrading, as set out in the table below.

Table 6.1: Prioritised In-situ upgrading projects

Settlement	Prioritisation criteria	Status
1. Kgotsong & Caleb Motshabi	• Pressure point and one of the oldest settlements	In progress
	• Size - Bigger Settlement to make significant impact	
2. MK Square & Sibuyile	• Pressure point i.e. Bulk infrastructure, instability	Completed
	• One of the oldest settlement	
	• Infill upgrading project with services available	
	• Size - Bigger Settlement to make significant impact	
3. Botshabelo West	• Pressure point i.e. Instability, but subject to flooding (disaster prone)	Funding redirected
	• Size - Bigger Settlement to make significant impact	
4. Grasslands Phase 4 (Khayelitsha)	• Pressure point but subject to Floodline area (disaster prone)	Planned for 2016/17
	• Size - Bigger Settlement to make significant impact	
5. Bloemside Phase 4 (Sonderwater)	• Pressure point	Completed
	• Infill upgrading project with services available	
	• Progress - advanced planning processes	

In addition to the above, the Municipality also intends continuing with the in-situ upgrading of 15 informal settlements comprising 10 686 units in accordance with the National Upgrading Support Programme (NUSP), whilst 8 informal settlement areas comprising 599 units have been earmarked for relocation.

Projects/High Level Activities	Target	2017/18	2018/19	2019/20	Total Budget Required
5 Prioritised Settlements	16,450 Sites	26,751,450	0	0	182,607,914
15 In-situ Settlements	10,686 Sites	33,496,347	18,504,870	5,652,598	121,687,365
8 Relocation Settlements	599 Sites	0	0	0	8,586,884
TOTAL	27,735 Sites	60,247,797	18,504,870	5,652,598	312,882,162

In terms of programming the work will not be phased by targeting and completing specific settlement areas, but rather the execution of work in different planning implementing stages for all the settlements at once. The time frame and programming for upgrading is therefore structured over the entire MTEF period and beyond, as indicated in the table below, reflecting the amounts required until 2020.

Project implementation is, however, split across several municipal directorates. Firstly, the Planning Directorate is responsible for formalization of informal settlements through a

process of Township Establishment, as well as to make provision for further extensions to accommodate future urban growth. The Table below reflects the anticipated budget for planning (Township Establishment) of informal settlement areas over the next three years.

Table 6.3: Project Cost and Budget for Planning and Formalization of Informal Settlements

Description	2017/2018	2018/2019	2019/2020
Township Establishment Erf 1124 Botshabelo L	87,400	0	0
Township Establishment Farm 862 Botsahbelo West	700,000	0	0
Township Establishment Remainder Of Farm 862 Botshabelo West	0	1,830,000	2,000,000
Township Establishment Thaba Nchu - Ratau Area	200,000	0	0
Township Establishment Thaba Nchu Townlands 605	0	1,500,000	1,546,500
Township Establishment Thaba Nchu - Seloseshu 904	0	0	2,000,000
Township Establishment Matlharantlheng	2,500,000	0	0
Township Establishment Heidedal Ext 30, 31 & 32	1,000,000	0	0
Township Establishment Rodenbeck 2972	1,112,600	0	0
Township Establishment Area East Of Matlharantlheng	0	1,000,000	0
Township Establishment Cecelia Park - Landsurveying	0	1,000,000	0
Total	5,600,000	5,330,000	5,546,500

Furthermore, the Directorate Human Settlements and Housing, in cooperation with the Directorate Engineering Services and Centlec, are responsible for the actual upgrading of informal settlements through facilitating top structures and the provision of Infrastructure services. The Table below indicates the anticipated budget for informal settlement upgrading over the next three years.

Table 6.4: Project Cost and Budget for Upgrading of Informal Settlements

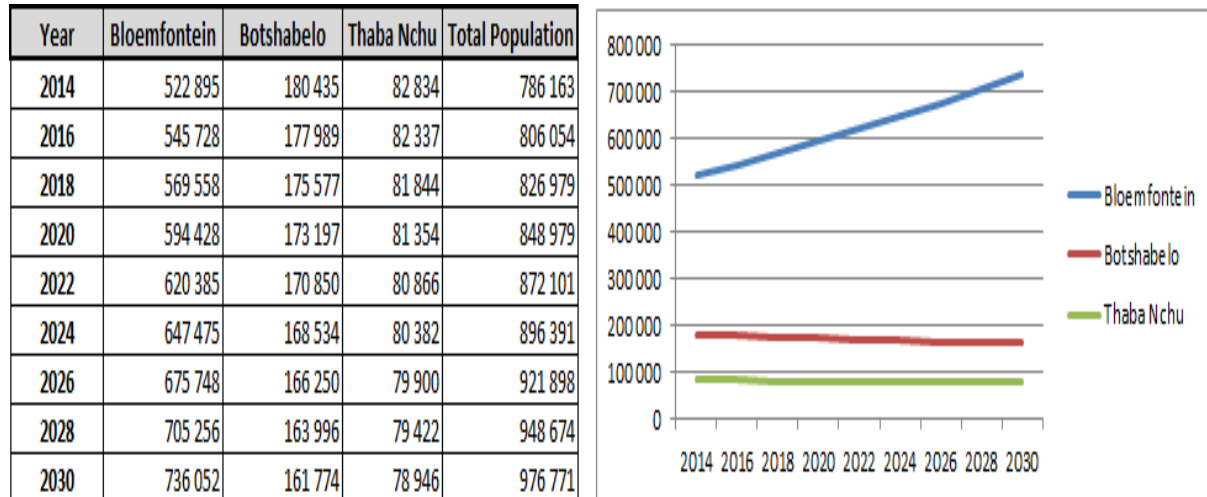
Project Description	2017/18 (R)	2018/19 (R)	2019/20 (R)
Internal Sewer Reticulation & Toilet - Top Structure - Lourierpark (400 Sites)	-	13,000,000	13,650,000
Internal Sewer Reticulation & Toilet - Top Structure - Grassland Phase 4 (Khayelitsha)	18,000,000	14,835,100	15,576,855
Internal Sewer Reticulation & Toilet Top Structure - Thabo Mbeki Square (73 Households)	3,600,000	5,000,000	5,250,000
Internal Sewer Reticulation & Toilet Top Structure - Khatelopele (80 Households)	4,000,000	5,000,000	5,250,000
Internal Sewer Reticulation & Toilet Top Structure - Khatelopele (80 Households)	-	5,000,000	5,250,000
Internal Sewer Reticulation & Toilet Top Structure - Magashule Square (48 Households)	-	5,000,000	5,250,000

Bulk Sewer - Botshabelo West Ext. 1 (3700 Households)	16,800,000	9,814,000	10,304,700
Internal Sewer Reticulation & Toilet Top Structure - Botshabelo Section L (447 Households)	42,300,000	-	-
Internal Sewer Reticulation & Toilet Top Structure - Ratau (94 Households)	4,700,000		
Internal Sewer Reticulation & Toilet Top Structure - Botshabelo Section R	19,400,000	36,500,000	
Total Human Settlements And Housing	108,800,000	94,149,100	60,531,555

B3. Economic Nodes

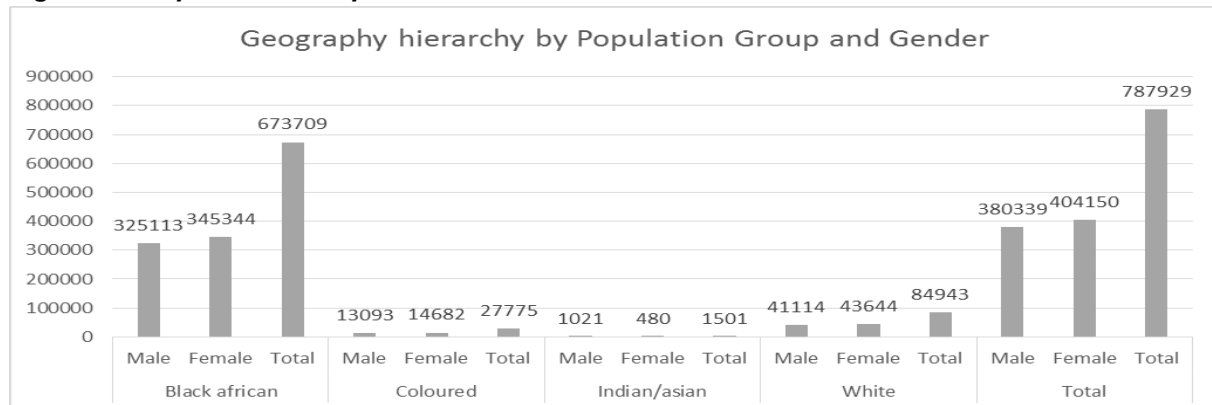
According to the Community Survey, 2016, Mangaung Metropolitan Municipality has a population average of 787 929, which demonstrate that the population is growing slightly slower as the Figure 2.1 below demonstrate on the expected growth by 2030. The figure 2.2 illustrate the total population of the City by Group and Gender and Fig 2.3 show the population by Age and Gender and also highlight that the age group (0-14 and 15-34) is higher than the (35-65+).

Figure 2.1 Expected Population Growth in Mangaung Metropolitan Municipality in 2030



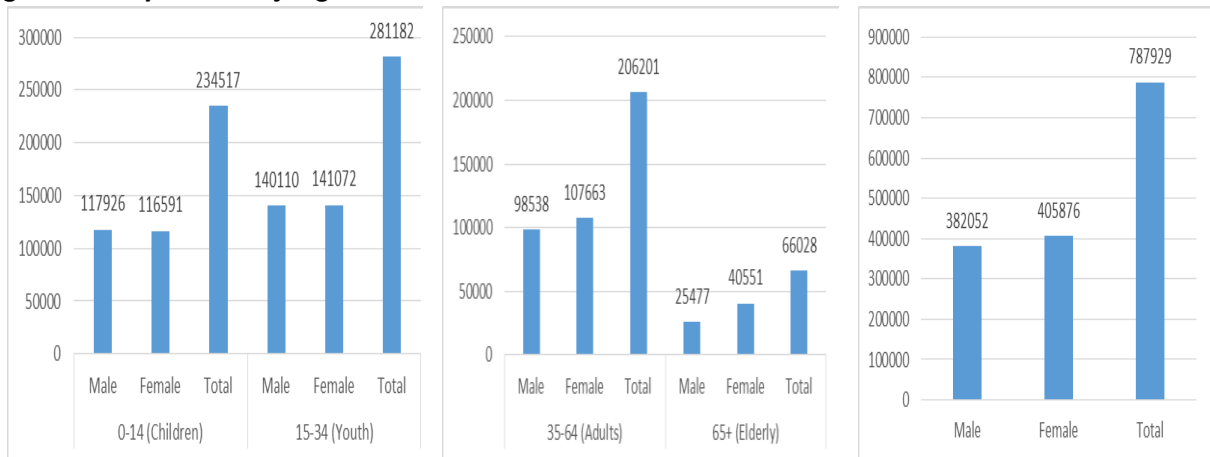
Source: Global Insight

Figure 2.2 Population Group and Gender



Source: Stats SA, Community Survey 2016

Figure 2.3 Population by Age and Gender



Source: Stats SA, Community Survey 2016

Figure 2.3 above indicate that 35% (281 182) of the total population of the City is Youth.

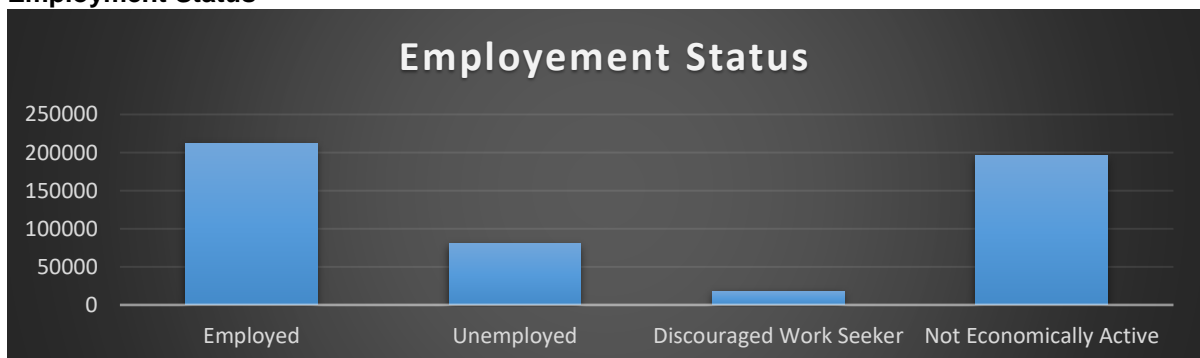
In line with the population growth, there has been an increase in the number of households in Mangaung. In 2016 there were 265 414 households in Mangaung.

Household classes of Income in MMM



Source: Statistics SA, Census 2011 (2016 Municipal Boundaries)

Employment Status



Source: Stats SA

Of the 292 971 economically active (employed or unemployed but looking for work) people in Mangaung, 27, 7% are unemployed. 37, 2% of the 150 128 economically active youth (15 –

34 years) in the area are unemployed. Mangaung MM is the largest contributor to the GDP of the province and boasts a fairly diverse economy. There is, however, a disturbing downturn in the Gross Value Added by the region substantiated by the fact that the majority of economic sectors have declined during the period 1996 – 2011. The exceptions in this regard are mining and quarrying, and general government services where a modest increase of 0.0% to 0.1% and 2.7% to 2.8% was attained during this period.

Bloemfontein : Bloemfontein is the economic hub of the municipal area and will remain the locus for future development. The city is centrally located in South Africa and is served by major roads such as the N1 which links Gauteng with the southern and western Cape, the N6 which links Bloemfontein to the Eastern Cape and the N8 which links Lesotho in the east with the northern Cape in the west via Bloemfontein. The city has developed around the central business district (CBD) in a sectoral form, with the majority of the poor and previous disadvantaged communities living in the south-eastern section.

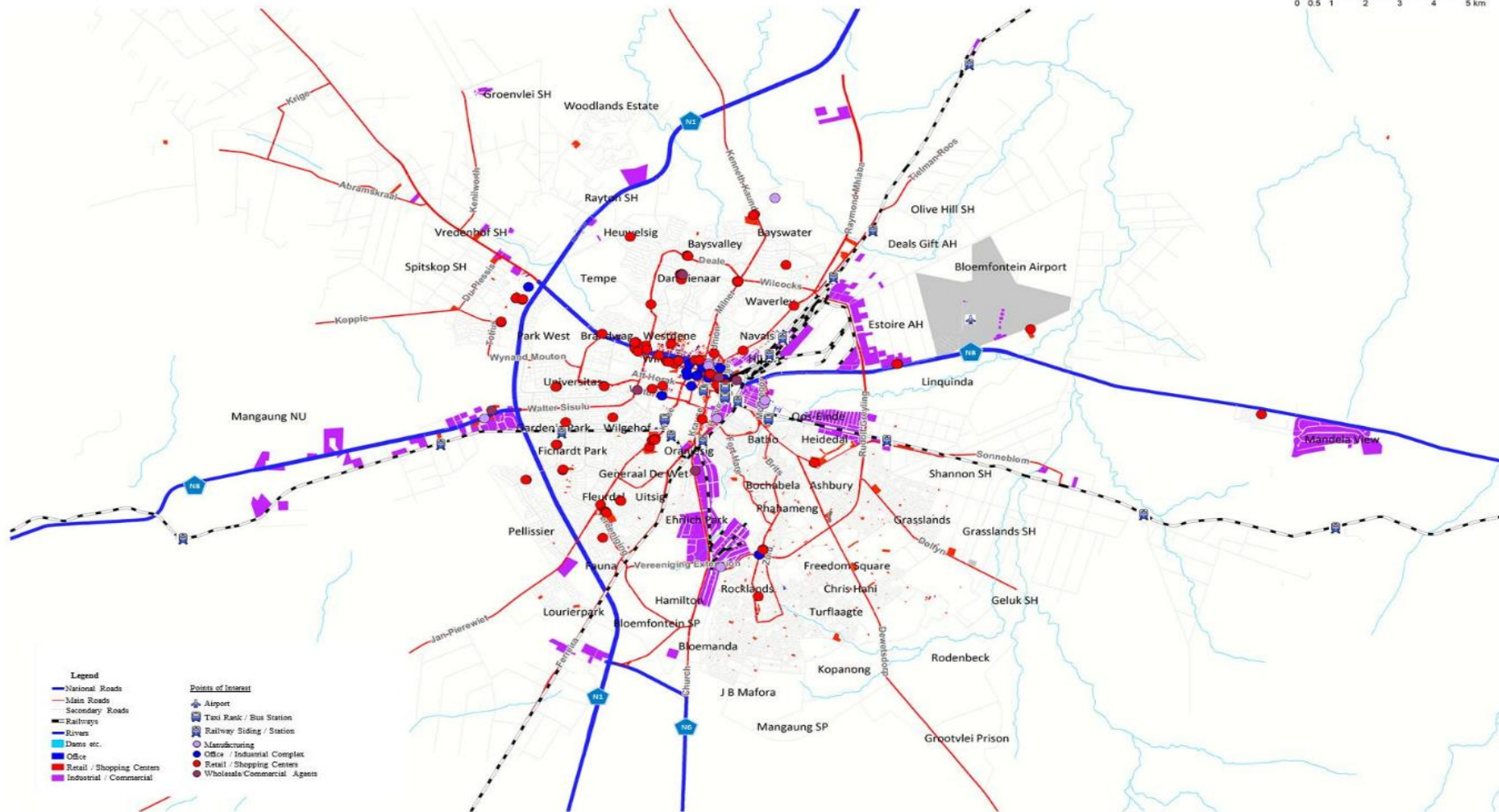
Botshabelo: The FDC Industrial Park is the most important node for economic development and consist of 138 warehouses with a total floor area of 200 000m² with a rand value of R500 million. Factories manufacture textile, food processing, electrical enclosures, paraffin stoves and minor engineering services. To the east of Botshabelo are located the Supreme Chicken farms with a chicken abattoir located in the FDC Industrial Park. The current occupancy rate at the node stand at 89, 54 % and employ 6000 people.

Thaba Nchu: The area is characterised by vast stretches of communal grazing areas that surround the urban centre. Many residents still keep cattle within the urban area and this creates a problem to residents. The majority of new urban developments have developed towards the west along Station Road, while the central business district has developed to the east of these extensions. Again, this leads to some urban communities centred on the urban core to be as far as 8 kilometres from these economic opportunities. The area has also two industrial areas, one that developed to the west near the railway station and one that developed to the east of the CBD. The western industrial area was developed along the railway line and has therefore side-line facilities and is the more viable of the two. There are 38 FDC factories with an occupancy rate of 65%.

Economic Nodal Category	Spatial areas
Established Nodes	Hamilton Industrial Area
	East End Industrial Area
	Transwerk Industrial Area
	Hilton Industrial Area
Emerging Nodes	Botshabelo Industrial Park
	Thaba Nchu Agripark
Declining Nodes	Thaba Nchu CBD
	Botshabelo CBD
	Bloemfontein CBD

The map below shows the distribution of industrial/commercial uses and retail/shopping centres throughout the city. It is evident that the majority of retail facilities are concentrated in and around the CBD, along Nelson Mandela Drive to the west of the CBD; and along Curie Avenue (R706) to the south-west. The remainder of retail facilities are located around intersections between main roads, or within residential neighbourhoods.

Bloemfontein Local Context – Economic Activities



Botshabelo Land Use and Spatial Structure

As noted earlier, Botshabelo is located about 55 kilometres to the east of Bloemfontein. It was spatially designed along a major access route that runs in a north/south direction through the centre of the area and which links into route N8 to the north. This gave rise to a linear north-south oriented urban form, which creates a problem to the most southern communities as they need to travel as far as 8 kilometres to access the economic opportunities and public transport facilities which have developed in the northern parts of the town closer to route N8. The town was originally planned with a CBD in the central section, about 4 kilometres to the south of route N8, and an industrial area at the northern entrance of the town from route N8. Both these areas are only partially developed.

There has been a decline in the manufacturing sector of Botshabelo over the past two decades largely due to subsidy cuts to the industries which established in Botshabelo. As a result Botshabelo offers very limited employment opportunities resulting in almost 13 000 commuters having to commute daily between Botshabelo and Bloemfontein. Approximately R80 million is annually spent on transport subsidies for bus transport in the Mangaung area of which the larger part is for bus transport between Botshabelo, Thaba Nchu and Bloemfontein.

At the moment there is no functional interaction between Botshabelo and the railway line which is located a few kilometres to the north thereof.

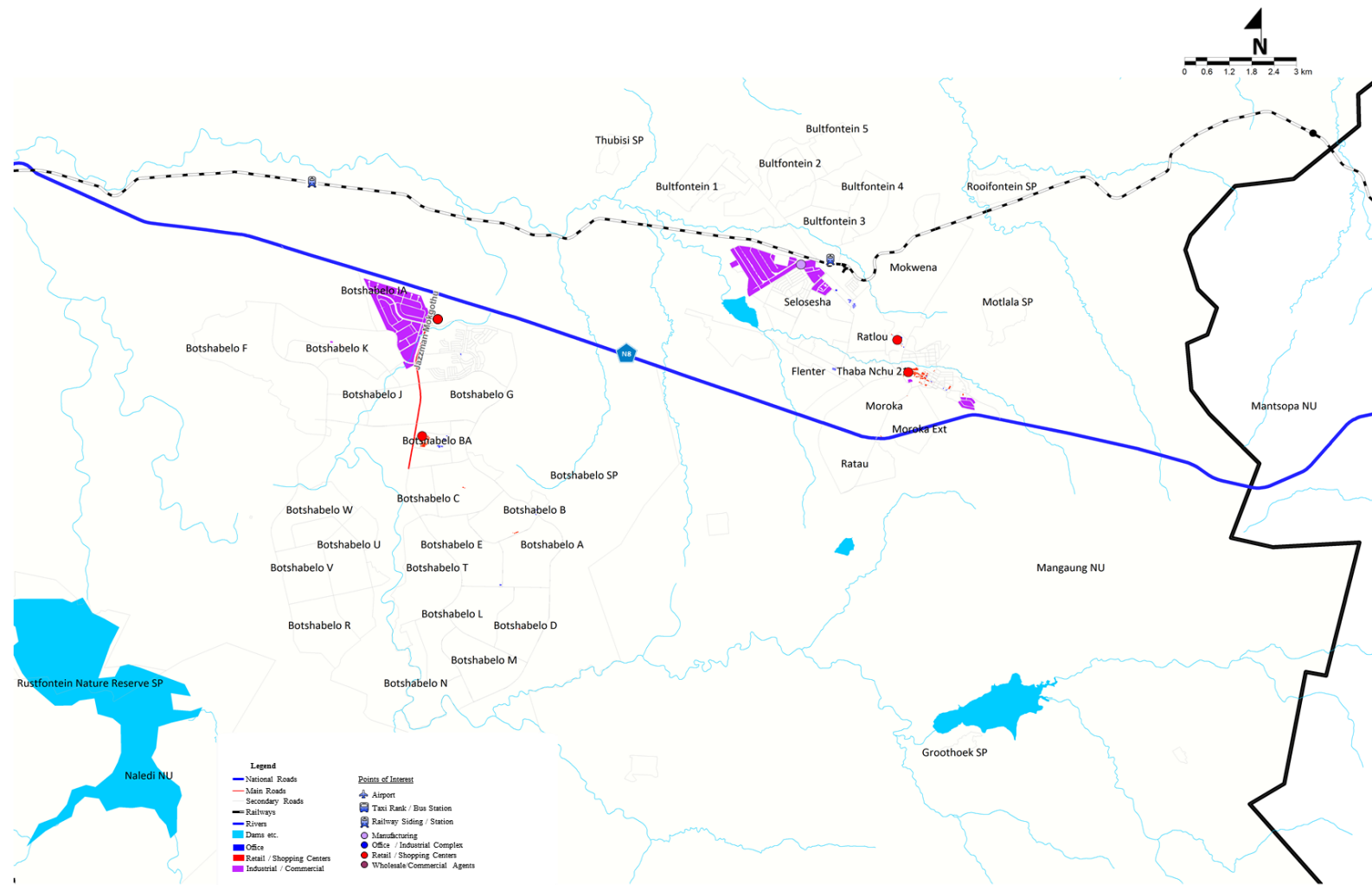
Thaba Nchu Land Use and Spatial Structure

Thaba Nchu has a more fragmented development pattern with 37 villages surrounding the urban centre, some as far as 35 kilometres from the Thaba Nchu core area. The area is characterised by vast stretches of communal subsistence farming that surround the urban centre (see Figure 4.2.2.5).

The majority of new urban developments have developed towards the west along Station Road, while the central business district has developed to the east of these extensions. Some residents centred around the Thaba Nchu urban core reside as far as 8 kilometres from these economic opportunities. The area has two industrial areas, one to the west of the railway station (which is fairly viable) and another located to the east of the CBD. These industrial areas are presently only 65% occupied.

Thaba Nchu has always been a major service centre to the Eastern Free State with many government departments establishing regional offices in this area. However, recently many of these offices and amenities including the sanatorium, the military base, the college and the reformatory school, have closed down, thus leaving the town crippled in terms of economic investment. This leads to fewer visits from outsiders and a decrease in spending in town which, in turn, contributes to the outflow of manufacturing and business activities from the area.

Botshabelo and Thaba Nchu –Economic Activities



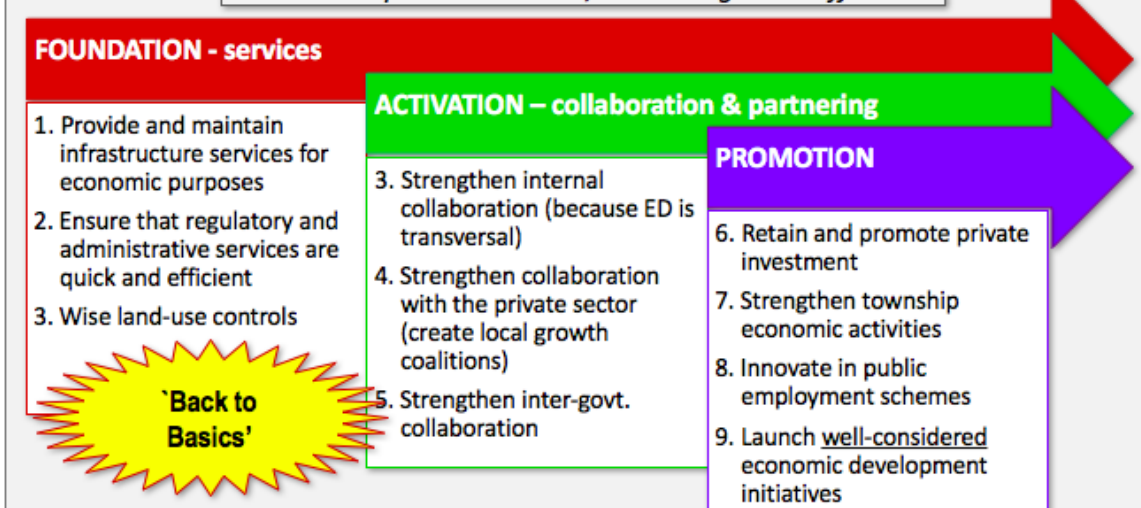
Strategic Development Review – Economic Development

The SDR outcomes indicated the economy of the city must be boosted through implementation of a focussed change programme that will enhance organisational performance. In the main the recommendation were:

- Strengthen **administrative performance** (*the foundations*) for economic development:
 - Improve **administrative performance** on all issues relating to **planning and property development** (planning and building plan approvals, etc.)
 - Improve **administrative performance** on management of **potential investors**
- Build **capacity** to promote city economic development through **step-by-step interventions** (*activation*)
- **In due course**, only once progress has been made on the above points, **re-develop a city economic strategy** (*promotion*)

How can local governments promote inclusive economic development?

The municipal role is critical, but 'boring' and 'difficult'



Section B4. Alignment of Public Transport, Human Settlements and Spatial Targeting Areas

B4.1 Margaung Integrated Public Transport Network

The Margaung Metropolitan Municipality (MMM) Integrated Public Transport Network (IPTN), hereafter referred to as the Margaung IPTN, is intended to transform the public transport system in the City through the provision of a high-quality, safe and affordable public transport system. The implementation of the full network requires the incorporation of existing public transport operators, the provision of infrastructure (road and systems) and several related institutional structures that need to be in place. To implement the network and to ensure a sustainable system, a balanced approach to effectively address operator incorporation, infrastructure provision and the revenue that can be earned, needs to be followed.

The revenue that will be generated depends on the number of passengers that will be attracted by the system. On a full network level, it will be sustainable and economically viable to implement the network within the most densely populated areas and areas where employed people reside.

In acknowledgement of the above approach the full network was divided into planning phases to streamline the development of detailed operational plans per phase. The planning phasing set-out to focus detail investigation rather than to develop detailed financial and operational plans for the full network. The planning phasing is based on a multi criteria analysis with four main criteria:

- o Daily estimated patronage;
- o Estimated Revenue;
- o Capital cost;
- o Industry Transition cost

The combined score for these variables were determined and totalled per geographic area. The full network is presented with the ranked planning phases. These planning phases needs to be detailed with service design, infrastructure requirement, industry transition and other operational costs to ensure that it can be rolled out within the PTN Grant budget allocated to the city. Thus, a financial and business viability evaluation is required to determine the implementation phases per planning phase. The network phasing is reflected below:

- o **Phase 1 route** which starts at Chief Moroka Crescent (Rocklands) travels along Maphisa Rd and terminates within the CBD which consists of two separate complementary routes. The system is planned to be fully operational from July 2019.
- o **Phase 2 route** which starts at Heidedal / Freedom Square / Chris Hani suburbs, and operates along Dr Belcher Road toward Fort Hare, terminating within the CBD. Phase 2 is only planned for implementation after Phase 1 has been completed and is fully operational. This is necessary due to the partial buyout of the Taxi industry and limited funding. The implementation timelines are estimated as July 2021.

The key system features include the following system characteristics:

- o *Extensive NMT infrastructure plans (walkways and cycle paths),*
- o *6 Access controlled stations (Phases 1 and 2),*
- o *Numerous uncontrolled access stations,*
- o *Numerous Bus stops,*
- o *Improving accessibility to include Inter-Modal facility to incorporate Taxi's and IPTN buses*
- o *Limited roadway and busway improvements*
- o *Resurfacing of existing roads (trunk & complementaries)*
- o *Road furniture,*
- o *Provision of a Bus Depot to house approximate 300 buses (includes future phasing),*
- o *Intersection upgrades and improvements,*
- o *Communication, ticketing and CCTV infrastructure provision,*
- o *Traffic Control measures and improvements, etc.*

The planning of the IPTN includes an extensive NMT programme for all three (3) phases of the Ops Plan. NMT projects have not only been identified for areas surrounding the IPTN phases but also includes areas which only forms part of future phases such as Thaba Ncu and Botshabelo. Both the aforementioned areas are currently serviced by provincially contracted (subsidised) bus services (IBL). These bus services operate between the CBD of Bloemfontein and the Thaba Ncu and Botshabelo areas. It is however important to make adequate provision for NMT facilities in these areas because commuters walk to taxi and bus facilities to access

public transport going to the city. The NMT programme already commences with the implementation of Phase 1 but subsequently has a long-term implementation plan across all future Phases and mainly to continuously improve this mode (walking) of transport.

The Phase 1 and 2 of the IPTN System and its infrastructure elements are described in more detail in **Table 3** below:

Phase 1 IPTN Corridor Network

The key system features include the following system characteristics:

Routes inclusive to Phase 1	CBD Complementary 1, CBD Complementary 2, Trunk Routes 1 & 2 and Complementary Route 1
Stations (Controlled Access)	4 stations (2 per location)
Stations (Un-Controlled Access)	18 Stations (2 per location)
Stops (CBD)	16 Stations (2 per location)
Stops (complementary routes)	3 Stops (1 per location) - Crescent 14 Stops (2 per location) – Comp Route 1
Service Type	Mixed Traffic lanes (no dedicated lanes)
Infrastructure Distance (km)	6.5 km Trunk Route 27.2 km Complementary Routes
Go –live	July 2019

Table 1 - Key System Features Phase 1

Phase 2 IPTN Corridor Network

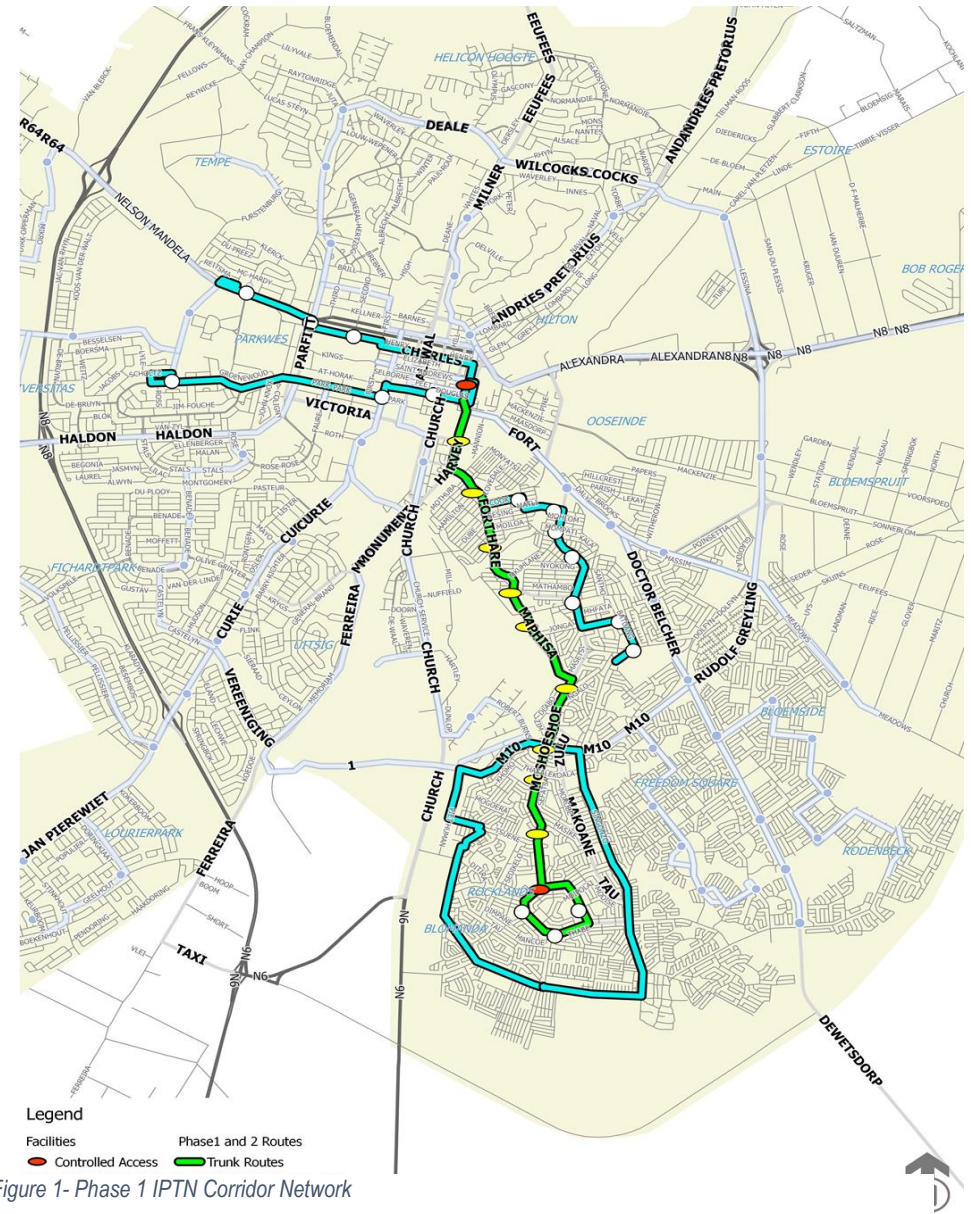
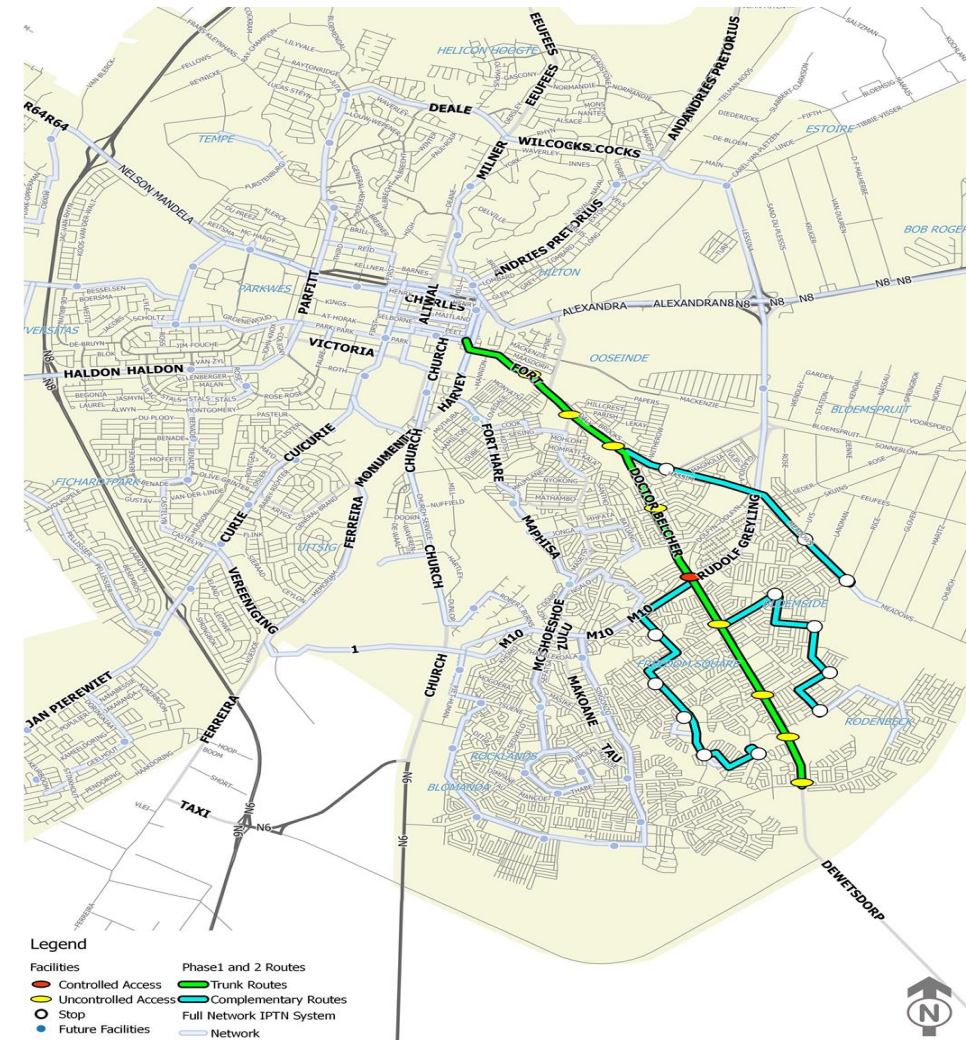


Figure 1- Phase 1 IPTN Corridor Network

The key system features include the following system characteristics:

Routes inclusive to Phase 2	Complementary Routes 1 and 6, Route 13 (Trunk Dr Belcher) Complementary Routes 12, 13 and 15
Stations (Controlled Access)	2 stations (2 per location)
Stations (Un-Controlled Access)	8 Stations (2 per location)
Stops (complementary route)	32 Stops (2 per location)
Service Type	Mixed Traffic lanes (no dedicated lanes)
Infrastructure Distance (km)	5,1 km (Trunk route) 421.2 km Complementary Routes
Infrastructure Cost Estimates (R)	± R 120 mil
Go –live	July 2020

Table 2- Key System Features for Phase 2



The table below provides a breakdown of the infrastructure elements per phase.

Descriptions	Phase 1	Phase 2
Description of Phases	CBD Complementary 1, CBD Complementary 2, Trunk Routes 1 & 2 and Complementary Route 1	Complementary Routes 1 and 6, Route 13 (Trunk Dr Belcher), Complementary Routes 12, 13 and 15
Stations (Controlled Access)	4 stations (2 per location)	2 stations (2 per location)
Stations (Un-Controlled Access)	18 Stations (2 per location)	8 Stations (2 per location)
Stops (CBD)	16 Stations (2 per location)	
Stops (complementary route)	3 Stops (1 per location) - Crescent 14 Stops (2 per location) – Comp Route 1	24 Stops (2 per location)
Service Type	Mixed Traffic lanes (no dedicated lanes)	Mixed Traffic lanes (no dedicated lanes)
Infrastructure Distance (km)	6.5 km Trunk Route 27.2 km Complementary Routes	5,1 km (Trunk route) 21.2 km Complementary Routes
Infrastructure Cost Estimates (R)	± R 240 mil	± R 120 mil
Go –live	July 2019	July 2020

DETAIL OF EXPENDITURE	TOTAL ESTIMATE PROJECT	ESTIMATES		
		2017/2018	2018/2019	2019/2020
BOTSHABELO - NON MOTORIZED TRANSPORT	10 000 000	10 000 000	-	-
THABA-NCHU NON MOTORIZED TRANSPORT	20 000 000	10 000 000	10 000 000	-
MANGAUNG - NON MOTORIZED TRANSPORT	55 000 000	10 000 000	-	45 000 000
PHASE 2 - NON MOTORIZED TRANSPORT	15 000 000	-	-	15 000 000
IPTN PHASE 1C MOSHOESHOE - TRUNK ROUTE (MAPHISA TO ROCKLANDS)	60 000 000	30 000 000	30 000 000	-
IPTN PHASE 1D PRESIDENT PAUL KRUGER - TRUNK ROUTE	5 000 000	-	5 000 000	-
IPTN PHASE 2 - TRUNK ROUTE	33 000 000	-	30 000 000	3 000 000
IPTN PHASE 1A MAPHISA ROAD - TRUNK STATIONS	16 000 000	16 000 000	-	-
IPTN PHASE 1B FORT HARE ROAD - TRUNK ROUTE	29 000 000	29 000 000	-	-
IPTN PHASE 1B FORT HARE ROAD - TRUNK STATION	50 000 000	32 000 000	18 000 000	-
IPTN PHASE 1B HARVEY ROAD - TRUNK ROUTE	3 358 000	3 358 000	-	-
IPTN PHASE 1C MOSHOESHOE - TRUNK STATIONS (MAPHISA TO ROCKLANDS)	15 000 000	-	15 000 000	-
IPTN PHASE 2 - TRUNK STATIONS	10 000 000	-	-	10 000 000
IPTN BUS DEPOT	40 000 000	6 314 021	-	33 685 979
IPTN CONTROL CENTRE	10 000 000	-	10 000 000	-
INTELLIGENT TRANSPORT SYSTEM	13 745 000	3 000 000	10 745 000	-
IPTN ELLA STREET - NON MOTORIZED TRANSPORT	-	-	-	-
IPTN PARK ROAD - NON MOTORIZED TRANSPORT	350 000	350 000	-	-
IPTN VICTORIA ROAD - NON MOTORIZED TRANSPORT	1 250 000	1 250 000	-	-
IPTN KING EDWARD ROAD - NON MOTORIZED TRANSPORT	4 728 128	3 814 596	442 223	471 309
	361 358 000	155 086 617	129 187 223	107 157 288

MTREF Estimates : IPTN Infrastructure Programme 2017/18, 2018/19 and 2019/20

B4.2 Mangaung Integrated Human Settlements Plan

National Treasury City Support Programme supported Mangaung metro to undertake a residential property market study to enable the city to have a better and deeper understanding of the dynamics and operations of the local residential property market. The study was conducted by the Centre for Affordable Housing Finance (CAHF) and the results of the study are being used by the city to review and refine the city strategies, policies and plans relating to integrated human settlements.

The CHAF study indicates broadly that Mangaung's residential property market comprises 171 865 formally registered properties. This section of the document will briefly highlight some of the key observations and recommendations of the CHAF study.

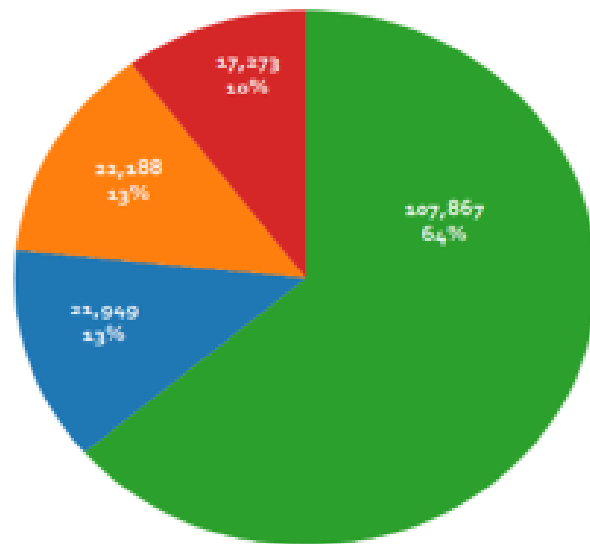
About 34% of all properties were financed by government and only 13% of properties are in the segment crucial for the working class (R300 000 – R600 000). Mangaung is the 2nd smallest city by population, but has the second highest percentage of government sponsored properties (34%, after Nelson Mandela Bay).

At the end of 2015, our residential property market comprised 171 865 properties, spread across 110 neighbourhoods, with prices ranging up to R2.2 million and higher. In 2015, the total value of the entire residential property market in our city was estimated to be R 78 billion. Among this stock are the 58 670 government sponsored properties that have been transferred to qualifying beneficiaries of the government's housing subsidy scheme since 1994. More than 77% of Mangaung's entire residential property market is 'affordable'. This includes the 129 816 properties valued at less than R600 000 and serving many first-time homeowners.

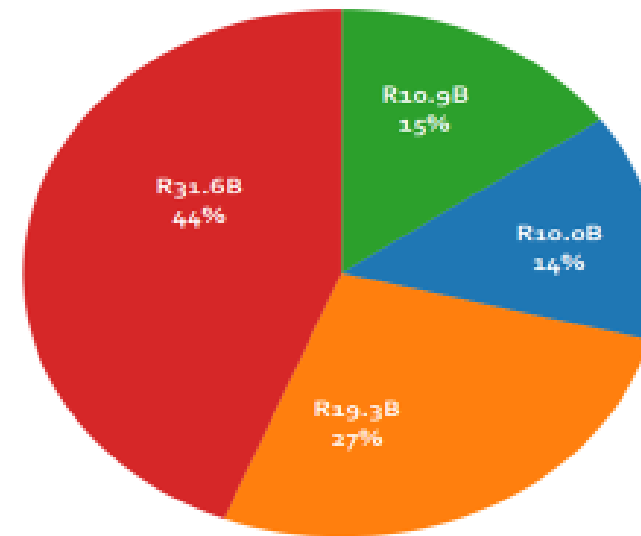
Overall, Mangaung property market has shown moderate but steady, with a rise in average property values and in transaction prices every year. Transaction prices (the prices that are achieved in sales) have been significantly higher than property values (the estimated value of properties based on trends), suggesting that demand is pushing prices up above actual values, and indicating an opportunity for more supply.

Mangaung's housing market

Residential property by market segment: **number** of properties
Mangaung, 2015



Residential property by market segment: **value** of market segments
Mangaung, 2015



Value source: same as entry market, using Deeds Registry Data supplied by Lightstone Property

- **The entry market**—properties worth R300 000 or less
- **The affordable market**—properties worth R300 000 -R600 000
- **The conventional market**—properties worth R600 000 -R1.2 million
- **The high-end market**—properties worth over R1.2 million

In the main the study motivates that the city leadership must proactively endeavour to build and inclusive residential property market in Margaung and suggests five broad areas of attention, namely:

1. Growing Margaung's rates base.

This will involve exploring how the city levies rates on residential properties and reconsidering how certain properties are exempted from paying property tax. Beyond this, it is recommended that the city grow its rates base through various 'value creation' measures that stimulate property market growth at the local level. The key goal for City management must be to see Margaung's property market as a single property market, with high and low values that all have investment potential and worth

2. Promoting housing affordability and delivery systems that extend beyond the state.

This involves considering what constraints in the development process might be undermining developer attention to delivering housing for the lower income market. Development constraints tend to shift the market upwards: developers prefer to engage in higher value activity that ensures a margin to cover the risk of development delays. If the city can address the constraints and target these good efforts specifically to projects that involve the delivery of affordable housing, this might shift developer interest down-market towards the affordable market segment.

3. Understanding and working with informality.

The city should explore strategies to improve household compliance with requirements regarding planning approval. Access to simple building plans and active support of in situ home improvements, through expedited and supported development approvals would also contribute to households' own efforts to improve their housing situations. Similarly, given that informal transactions effectively remove housing assets from the pool of formal, titled properties in the City and undermine the performance of the property market in many areas in which the State has invested significantly, it should be a matter worthy of urgent attention by City management.

4. Considering the dynamics and potential of the rental market.

Special attention should be given to exploring the existence, functioning and potential of the rental market, not limited to social housing, but also including privately provided rental, both

formal and informal. By understanding this breadth and how it functions, and applying its various development levers, Margaung can influence the rental sector and how it meets this diversity of demand, and the extent of private investment that it attracts. In the immediate term, the city should consider which of its datasets offer an indication of rental activity, such as building permits data, utility hookups and account information for distribution of units and usage. A focused analysis on the supply of and demand for rental in the city, with attention on certain nodes, would be very useful.

5. Realising priorities with data-supported development decisions.

A key aspect of a city's ability to track the property market is its ability to count it. The central source of reference must be the National Deeds Registry, on which the entire property market depends. The extent to which it represents the full property market, however, is complicated by the delayed titling process in the government-sponsored market, and other factors that affect low value properties. Margaung's Valuations Roll is a separate database that enables the city's property taxation regime – a critical component of its revenue base. Currently, these two databases do not fully align. Understanding and addressing the anomalies must be a priority going forward.

The ability to track specific markets and characteristics allows municipalities to appropriately manage resource allocations in terms of infrastructure investment, while monitoring any economic disequilibrium in property prices. This would assist Margaung tremendously in understanding neighbourhood or area-based property market dynamics, which would both contribute to a more refined application of rates against property values, and to greater precision in the implementation of policy measures such as infrastructure investment or area-based management.

B4.2.1 Margaung Human Settlements Restructuring Zones

Apart from the Urban Regeneration Areas aimed at mega projects of scale, the City has also identified several **Restructuring Zones**, which are essentially, areas targeted for urban renewal and focused investment. The objective with these zones is to support **Transit orientated development** by way of high-density developments within 500m range from a BRT Route.

Table 5.6: Identified Restructuring Zones in Mangaung

Restructuring / Integration Zone	IPTN Linkage	Status
CBD	Centre of City (Intermodal Public Transport Facility and Main IPTN Bus Station)	Gazetted
Brandwag	Phase 1 BRT Route (Nelson Mandela Road)	Gazetted
Hillside View	Phase 1 Complimentary Route	Approved by Council on 29 March 2017 – Waiting to be Gazetted and submitted to the National Department of Human Settlements.
Vista Park 2 and 3	Phase 1 Complimentary Route	
Airport Node, Raceway and Estoire	Phase 3 Route Linkage	
Cecilia Park & Brandkop 702	Phase 4 Route	
Brandkop Racetrack	Phase 4 Route	
Thaba Nchu / Botshabelo Node	N8 Corridor	
Oranjesig and Waaihoek Precinct	Phase 1 Route	

As indicated in the Table above, only two Restructuring Zones have been proclaimed. The remaining Zones have been submitted to the Provincial Department of Human Settlements (PDoHS) for Gazetting and submission to the National Department of Human Settlements (NDoHS) for final approval.

One of the principal objectives of the Mangaung SDF is to rectify the fragmented spatial patterns caused by historical distortion through Spatial Transformation and Integration. This objective is to be achieved through the Metro's sound commitment to facilitating sustainable Integrated Human Settlements through three core development strategies namely:

- o informal settlements upgrading,
- o the release of well-located land and
- o the implementation of large scale Mixed housing developments.

The Metropolitan Municipality places a high priority on addressing the disintegration of development planning and ensuring a habitable built environment. The City intends contributing towards building more viable and safer communities through its commitment to ensuring social and economic restructuring. This overall focus will be guided by three

additional development strategies aimed at socio economic restructuring and maximising the built environment, namely

- o Strengthening Urban Networks to facilitate effective linkages;
- o Facilitating Integrated Transit Oriented Development, to ensure development along transport corridors; and
- o Providing infrastructure support in relation to services and social facilities.

B4.2.2 Progression in Implementation on Human Settlements Mega-Projects

B4.2.2.1 Inner-City Housing Projects

The table below summarizes the Inner City housing projects, which are currently being implemented.

Table 6.5: Extent and status of Inner City Housing Projects

Project Type	Project Description		Type of Development	Current Status
Social Housing	Brandwag	Phase 1	402 Rental Units	Completed
		Phase 2	495 Rental Units	341 units Completed 154 units under construction
		Phase 3	154 Rental Units	Under construction with HSDG, RCG, Institutional Subsidies & NHFC (loan) funding
Dark & Silver City CRU's	Bottom Site		526 CRU Units	Under construction with HSDG funding
	Top Site		286 CRU Units	Under construction with HSDG funding
Municipal rental Stock	White City		40 rental Units (20 duplex's)	Under construction with own Metro funding

Completed Units of the Brandwag Social Housing Project



B4.2.2.2 Progress with Mega Mixed Development Projects

The Mangaung Metropolitan Municipality's Integrated Human Settlements is fundamentally underpinned by a development approach that seeks to integrate Residential, Recreational, Retail, Industrial and Commercial (RRRIC) elements in any given development. The City has

identified several strategic land parcels for the implementation of mixed use developments to create integrated human settlements. The City’s strategic approach into the future is the “Implementation of Mixed Developments”. The strategy departs completely from prioritising the building of houses in isolation; to building more inclusive communities with access to various other amenities such as schools, clinics, sporting facilities and business opportunities.

Collectively these developments entail various housing typologies and provide wide tenure options to beneficiaries, such as ownership, rental as well as mortgage loan options within the same geographic space. Similarly, the proximity of key amenities such as retail facilities and industry also eliminates transport costs for residents and consumers whilst creating job opportunities around residential settlements. To this end, the city appointed three Turnkey Developers to implement the following projects:

- Vista Park 2 Mixed Development
- Vista Park 3 Mixed Development
- Hillside View Mixed Development

The cornerstone of the projects is centred on integrated developments of which the three developments are constituted to incorporate the following land use assortment:-

- Social/Rental/Bonded Housing
- Education Facilities
- Health
- Business Park
- Retail Park
- Worship
- Sports and Recreation

The site development plans have been approved in accordance with prescribed legislative frameworks. The three developments will consist of the following mix land uses;-

MANGAUNG METROPOLITAN MUNICIPALITY		
DEVELOPMENT	COMPONENTS	TOTAL (SITES)
HILLSIDE VIEW	RESIDENTIAL	Approximately 4 081
	BUSINESS	3
	COMMUNITY FACILITIES	9
	OPEN SPACES	5
	UNDETERMINED	1
	MUNICIPAL PURPOSES	11

VISTA PARK 2	RESIDENTIAL	Approximately 5 660
	SPORTS	1
	EDUCATION	3
	RETAIL	2
	BUSINESS	8
	PUBLIC OPEN SPACES	18
	MUNICIPAL PURPOSES	22
	WORSHIPS	4
	CRECHE	2
VISTA PARK 3	RESIDENTIAL	Approximately 5 131
	BUSINESS	5
	GARAGE	1
	SCHOOLS	3
	CRECHE	4
	WORSHIP	4
	HOSPITAL	1

Table 1: Three Projects with Mixed Land Use Developments

The projects will provide a total of approximately 13 720 social housing units which will in turn benefit a total number of approximately 68 600 beneficiaries. The residential units will comprise of Social, Gap and Subsidized housing with various rental and financing options available. Socio-economic amenities will also be provided.

Hillside View will see the following priority mix of housing units being provided for:-

- a. Phase 1: 900 Social Housing Units (Development of these units has commenced in 2014);
- b. Phase 2: 600 BNG/GAP Housing Units;
- c. Phase 3: Bonded Housing;
- d. Phase 4: 900 Social Housing Units;
 - : 330 BNG Units;
 - : 1436 Gap/FLISP Housing;



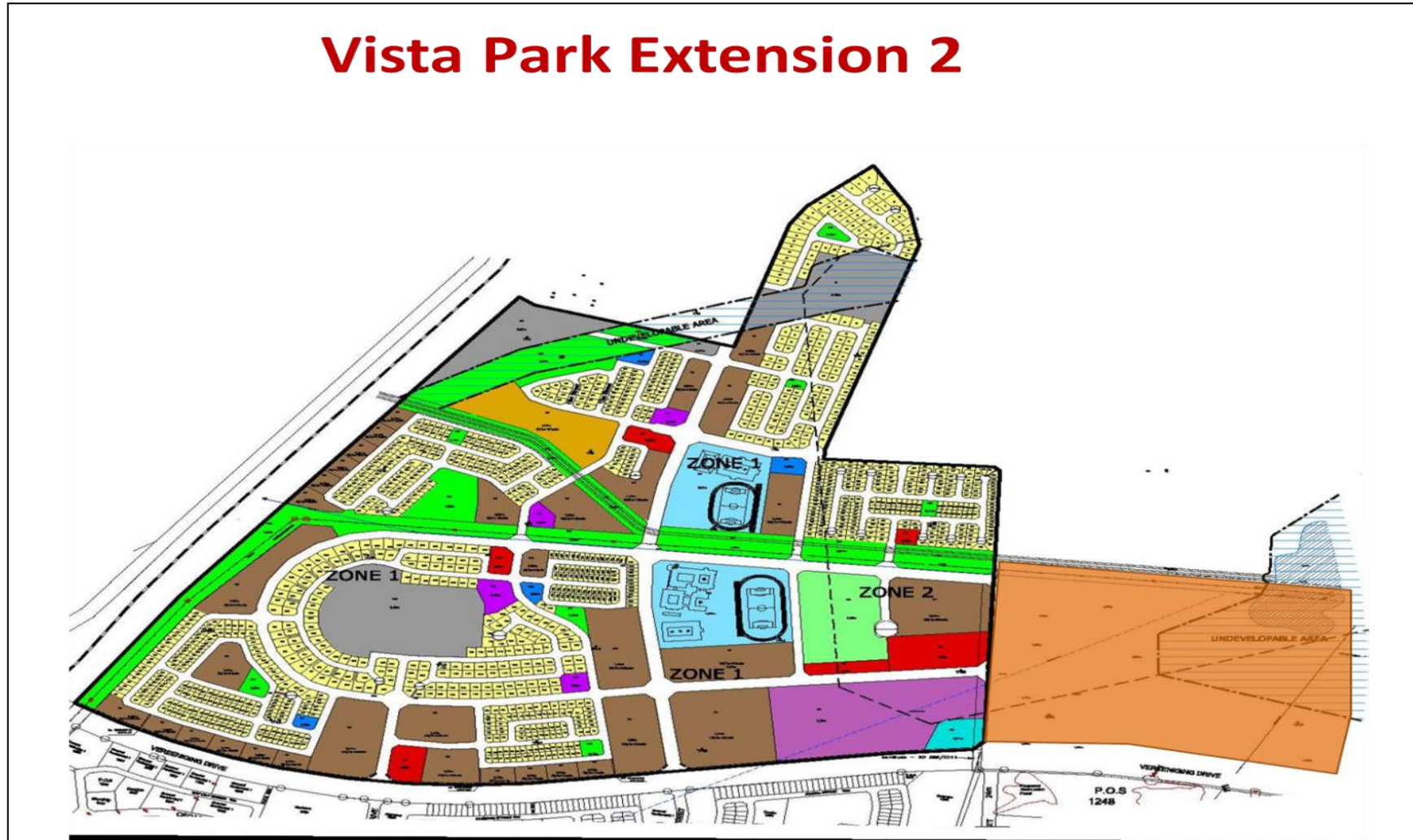
Vista Park 2 will see the following priority mix of housing units being provided for:-

- a. Phase 1: 1400 Community Residential Units;-
- b. Phase 2: 1600 Social Housing;-
- c. Phase 3: 1842 Bonded Housing;-
- d. Phase 4: 442 RDP Housing;-
- e. Phase 4: 376 FLISP Housing;-

Vista Park 3 will see the following priority mix of housing units being provided for:-

- a. Phase 1: 285 (Affordable/Gap/RDP/Mix);
- b. Phase 2: 612 (Affordable/Gap/RDP/Mix);
- c. Phase 3: 310 (Affordable/Gap/RDP/Mix);
- d. Phase 4: 367 (Affordable/Gap/RDP/Mix);
- e. Phase 5: 109 (Affordable/Gap/RDP/Mix);
- f. Phase 6: 908 (Affordable/Gap/RDP/Mix);
- g. Phase 7: 515(Affordable/Gap/RDP/Mix);
- h. Phase 8: 202 (Affordable/Gap/RDP/Mix);
- i. Phase 9: 810 (Affordable/Gap/RDP/Mix);
- j. Phase 10: 1017 (Affordable/Gap/RDP/Mix);

Vista Park Extension 2



Vista Park 2 Site Development Plan

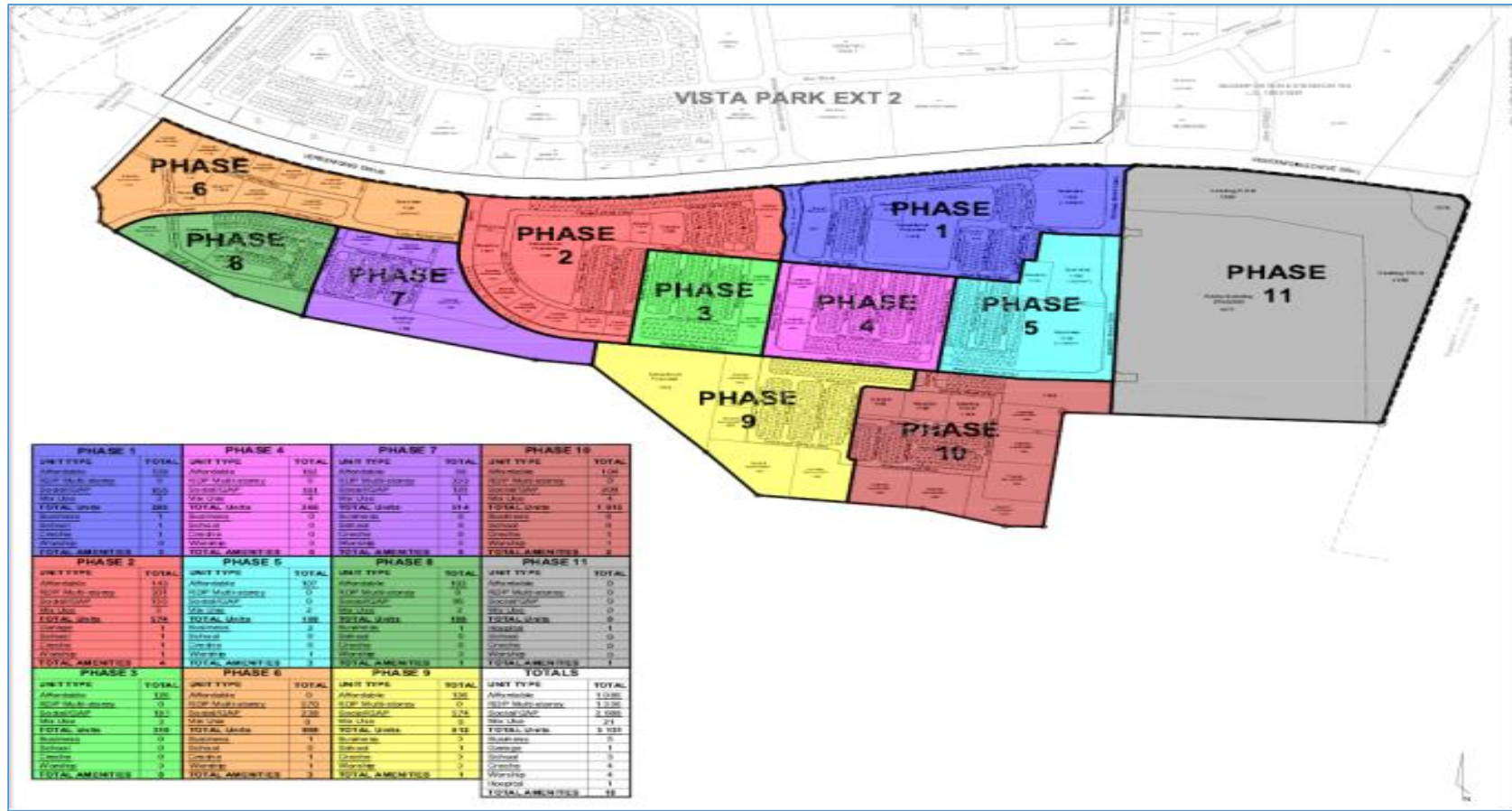


Figure 7: Vista Park 3 Site Development Plan

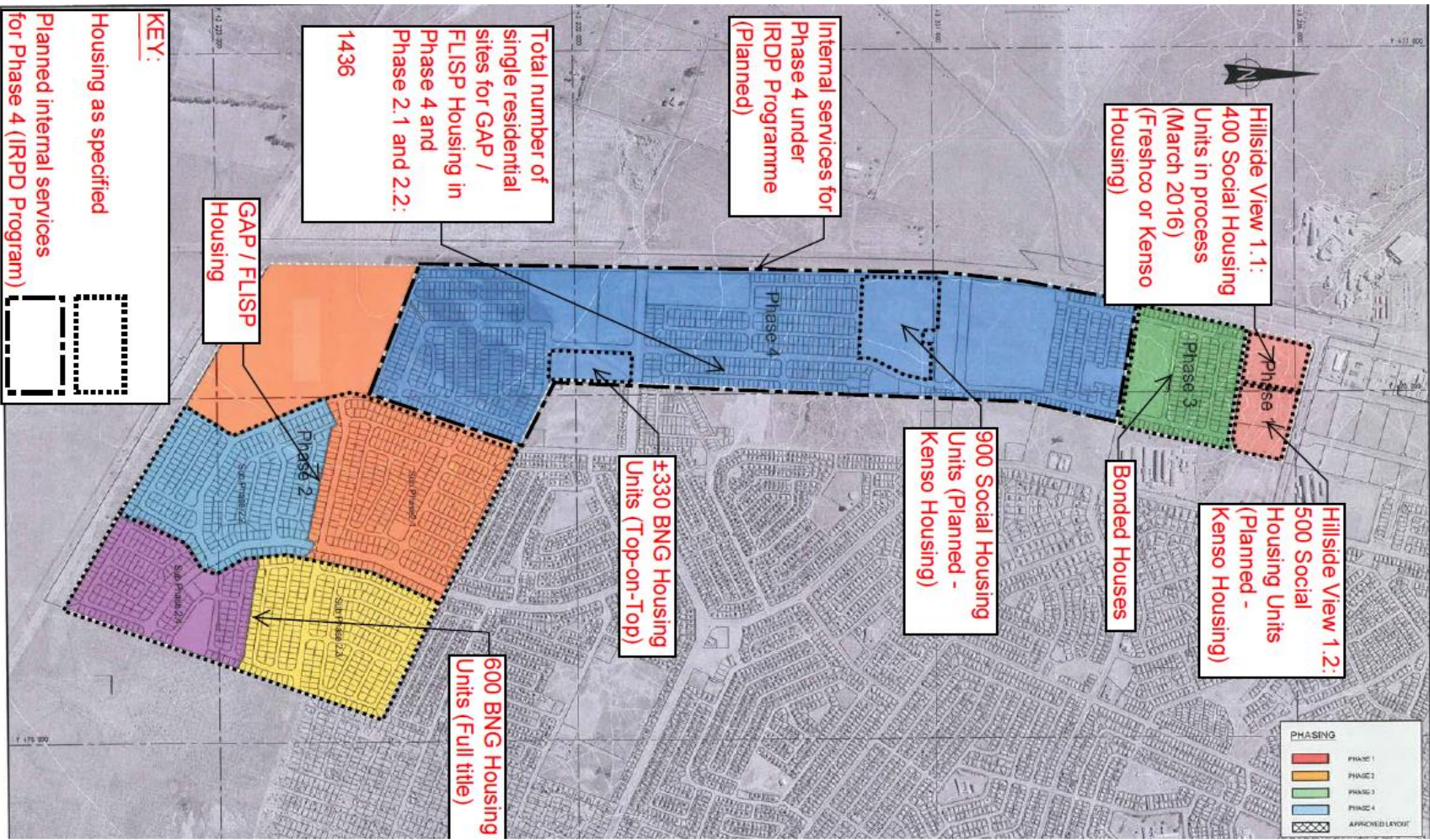
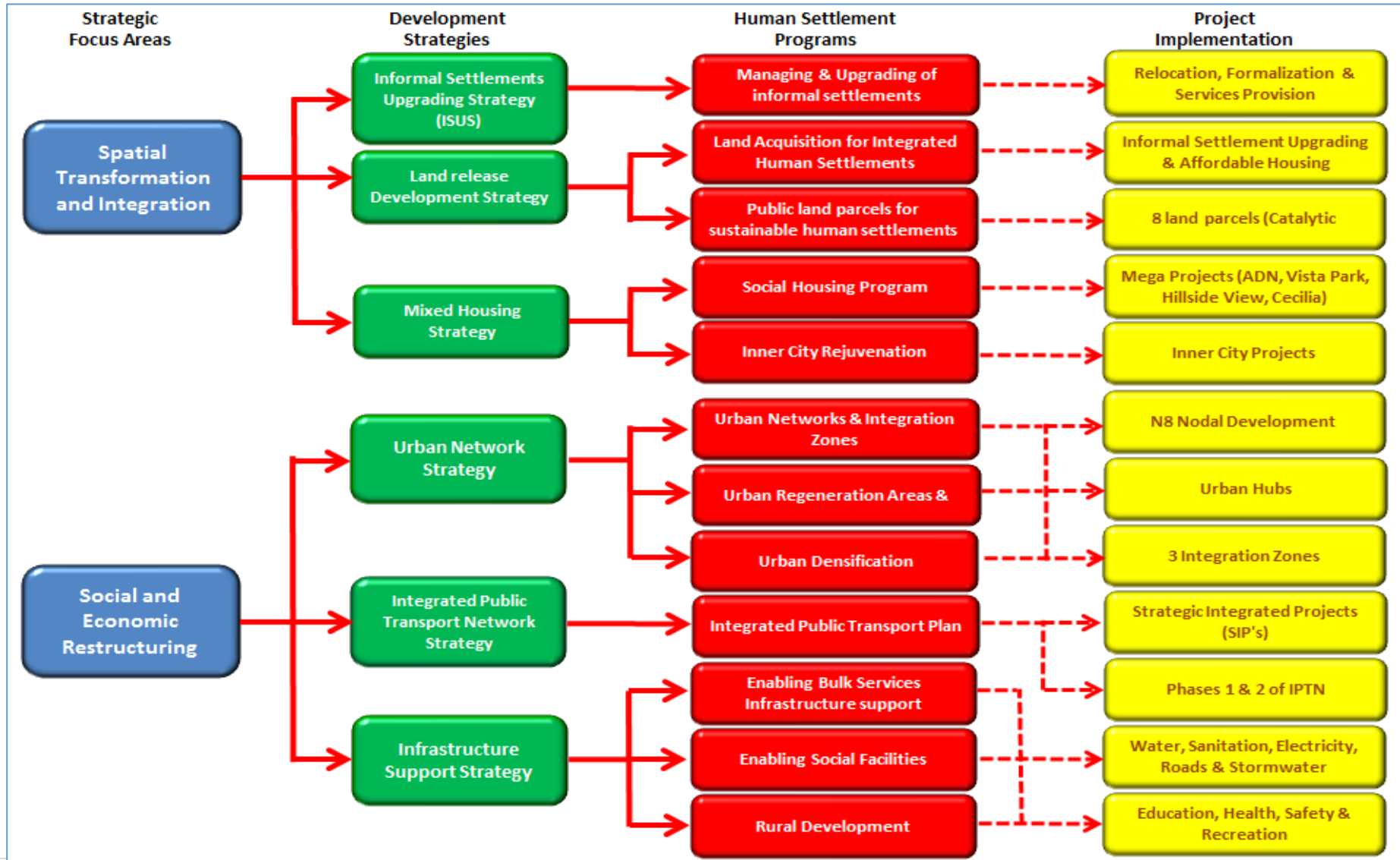
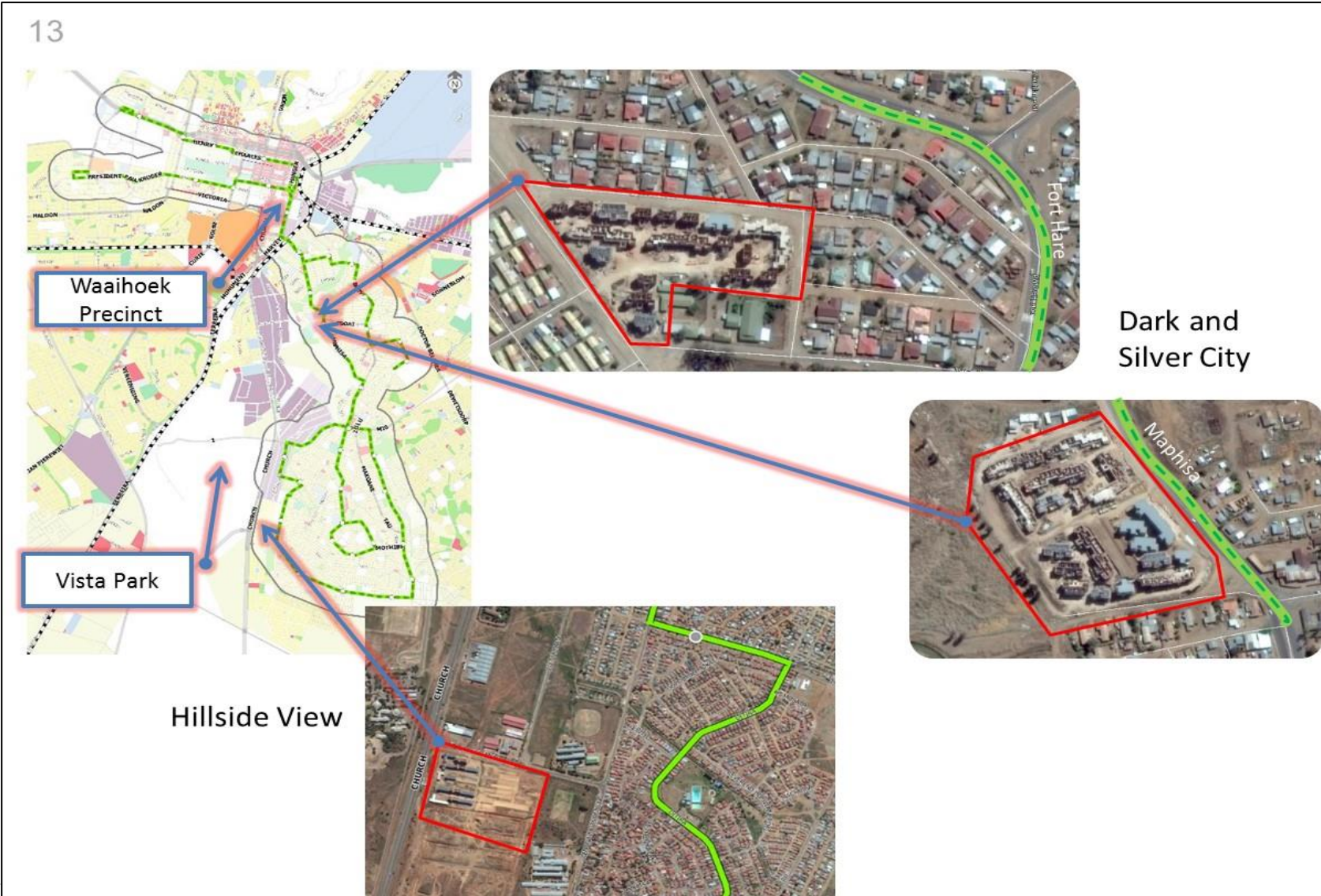


Figure 8: Hillside View Housing Phasing Plan Development

Fig Mangaung Integrated Human Settlement Agenda



Integration Zone 1 :Show case of Alignment of public transport investments (IPTN Phase 1) with the identified human settlements development programme of the City..



B 5. Precinct Planning

B 5. 1 Waaihoek Precinct Development

The Prioritised Precinct Plan for Mangaung Metro is the Waaihoek Precinct Plan. The city identified the Waaihoek Precinct, based on its location and proximity to interchange zones, as well as its significant heritage value and the associated tourism potential for the City if it was redeveloped, as a significant urban development zone also for inner city rejuvenation. The development would promote urban mobility and offer an opportunity for densification of the primary area of the Bloemfontein CBD. The city is utilising the National Treasury Neighbourhood Development Partnership Grant (NDPG) Fund for this development, which is around the Intermodal Transport Facility in Bloemfontein.

INVESTMENT

- Total Estimated Cost R5,7 billion
- R20 million to be spent on planning, designs of phase 1 (S'T Georges Bridge) in The 2015/16 and Estimated R320 million on construction.

PROJECT INFORMATION

- ±4ha of land, in the CBD
- Integrated mixed use development

READINESS

- Design completed for Phase 1, Final Precinct Plan completed and was presented to NDP.



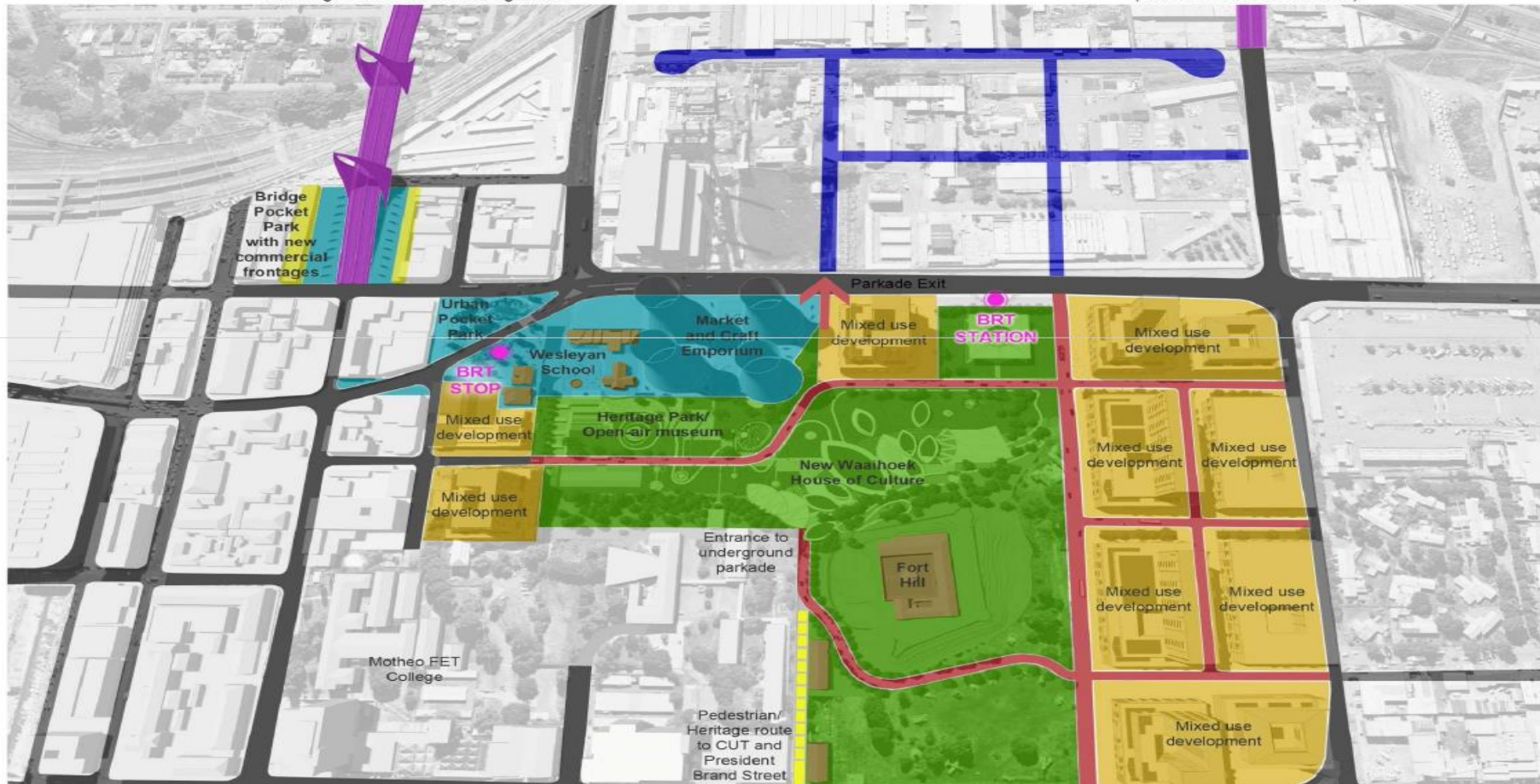
VEHICLE ROUTES (existing)
VEHICLE ROUTES (new)
NEW DEVELOPMENT BLOCKS

**MARKET/ URBAN POCKET PARK/
 HERITAGE SQUARE
 HERITAGE BUILDINGS**

**NEW BRIDGES
 FUTURE DEVELOPMENT
 HERITAGE PARK**

Bridge to Ooseinde, Airport Node
 and bridge connection to new Legislature

Bridge to Batho
 (extension of Rhodes Avenue)



The table below lists the financial resources allocated to the different project phases, the project activities, outputs and the expected outcomes:

Financial Input	Activities	Phasing	Output	Outcome
<i>What NDPG resources go into the project?</i>	<i>What activities are included in the project?</i>	<i>In what phase will the project be undertaken?</i>	<i>What is produced through the activities?</i>	<i>The changes or benefits that result from the project.</i>
R320 405 075	Construction of new bridge across railway lines	Phase 1	Buitesig Bridge Development	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R79 576 609	N8 upgrade			
R121 878 658	Extension of McKenzie Street to M10			
R10 488 682	Walkway 1 to C (Pedestrian Walkway)	Phase 2A	Pedestrianisation	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R10 607 871	Walkway "Fan Mile"			
R5 808 302	Bloemspruit Greening			
R5 616 592	Management Programme			
R2 537 505	Upgrade of existing access road	Phase 2B	Accessibility and Site Establishment	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R1 204 226	Site Establishment and Fencing			
R11 204 205	Pocket Park and walkway link	Phase 2C	Waihoek Urban Pocket Park	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R9 776 486	Restoration and rehabilitation of existing structure and site	Phase 3A	Restoration Old Fort Estate	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R10 837 752	Exhibition upgrading only			
R18 270 363	Restoration and renovation of existing artillery stores and Two Residences into tourist facilities			

R22 549 109	Completion of northern portion of public park and amphi-theatre	Phase 3B	Park (Northern Portion)	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R15 061 243	Completion of southern portion of park and extension of landscaping of northern section of park	Phase 3C	Park (Southern Portion)	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R144 839 911	Construction of underground parkade and craft market			
R709 216 748	Construction of "House of Culture"			
R303 536 627	Restoration, rehabilitation and conversion of existing residences in Fort Street including hotel, Police Station and offices	Phase 3D	Mixed-used Development	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R11 271 459	Waste Management and Security of Area			
R20 087 556	Acquisition of properties in this block at present value plus 50%			
R23 968 023	Informal Trading market	Phase 3E	Hawker Trading Zone	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R13 293 734	Management programme and additional security measures			
R46 234 376	Siteworks, services and roads	Phase 3F	Residential Commercial	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R1 726 874 149	New Residential Development			
R1 336 934 825	Housing developments			
R13 850 568	Urban foyer including property acquisition costs	Phase 3G	Education development Parcels	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R27 483 726	Deliverables in incorporating cooling towers	Phase 3H	Power Station and Cooling Towers	The creation of an efficient and effective urban centre that will

R706 755 120	Conversion and rehabilitation of old power station into accommodation facilities, galleries, offices, etc.			serve as a catalyst for further private sector development in the area.
R6 592 839	Pedestrian links between Ramkraal Legislature Precinct, Power Station, Hotel and Urban Park via Bridges and uderpasses as well as heritage precinct at President Brand Street			
R10 594 382	Parking Areas			

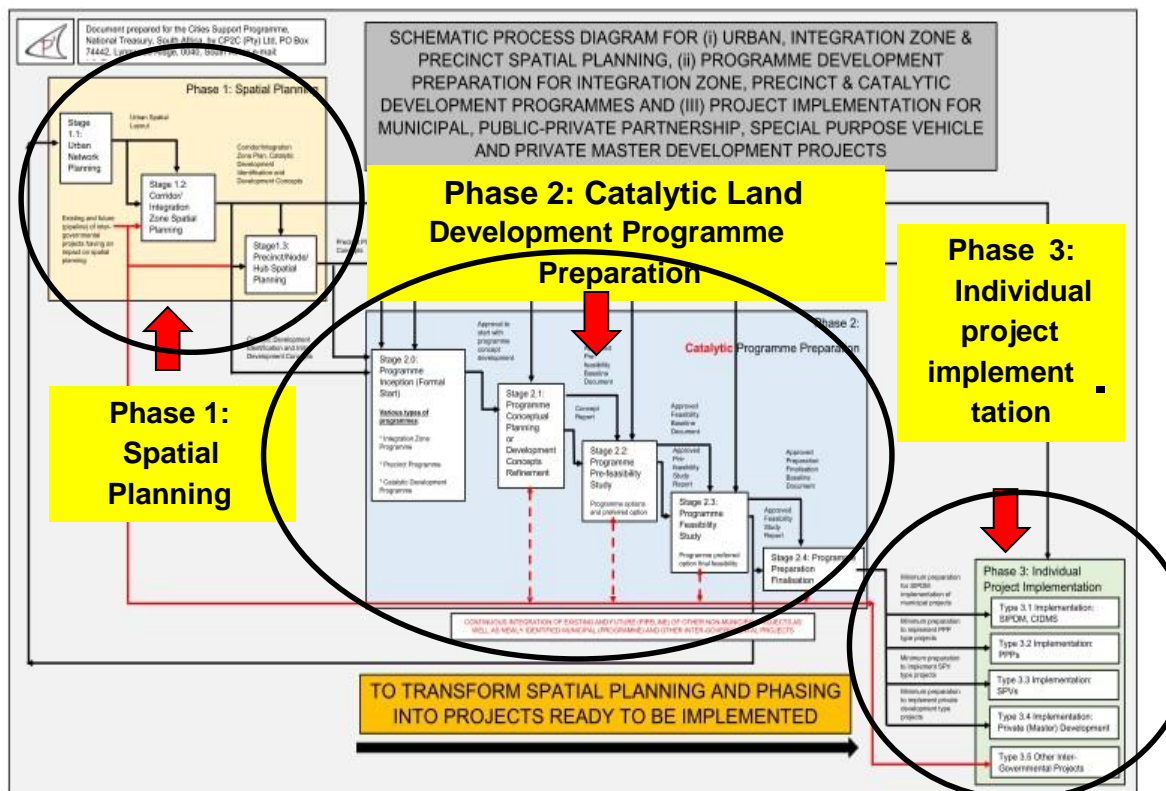
C. Catalytic Urban Development Programme and Preparation

The following four strategic objectives stand central to providing well located serviced land, not only to accommodating poor communities, but also to facilitating sustainable human settlements and ensuring economic growth at the same time.

- o Identifying appropriately located land which can be serviced cost effectively;
- o creating sustainable human settlements through undertaking housing developments with secure tenure, which establish and maintain habitable, stable and sustainable public and private residential environments;
- o ensuring viable households and communities in areas allowing convenient access to economic opportunities, health, educational, social amenities, potable water, adequate sanitary facilities and domestic energy supply;
- o correcting spatial disparities through cautiously planned developments and ensure integration between housing and other service sectors such as the economy, infrastructure development, roads, transport, education, health, safety and security, as well as other myriad municipal services.

The Eight parcels of strategic or priority land owned by the Municipality, and falling within the Cities urban edge, have been identified as infill areas to be integrated successfully within the existing urban fabric (formerly known as the “7 land parcels” initiative). These land parcels are strategically located between the affluent and poor parts of the city, and present excellent opportunities for integrating the city spatially, socially and economically. The land parcels have already become, and will remain the main focus areas for planning and development in future, and are aimed at accommodating mixed housing developments through medium- to long term infill planning and densification projects.

Mangaung Metro through the National Treasury City Support Programme (Catalytic Urban Land Development Programme) has identified the Airport Development Node as a prioritised catalytic urban development programme support and technical assistance. To this end, a two-day scoping visit was undertaken by the National Treasury team on the 19-20 March 2018 in Bloemfontein. The technical assistance and support will revolve around re-packaging the Airport Development Node along the programme preparation stages of the catalytic land development programme phases and stages as depicted below.

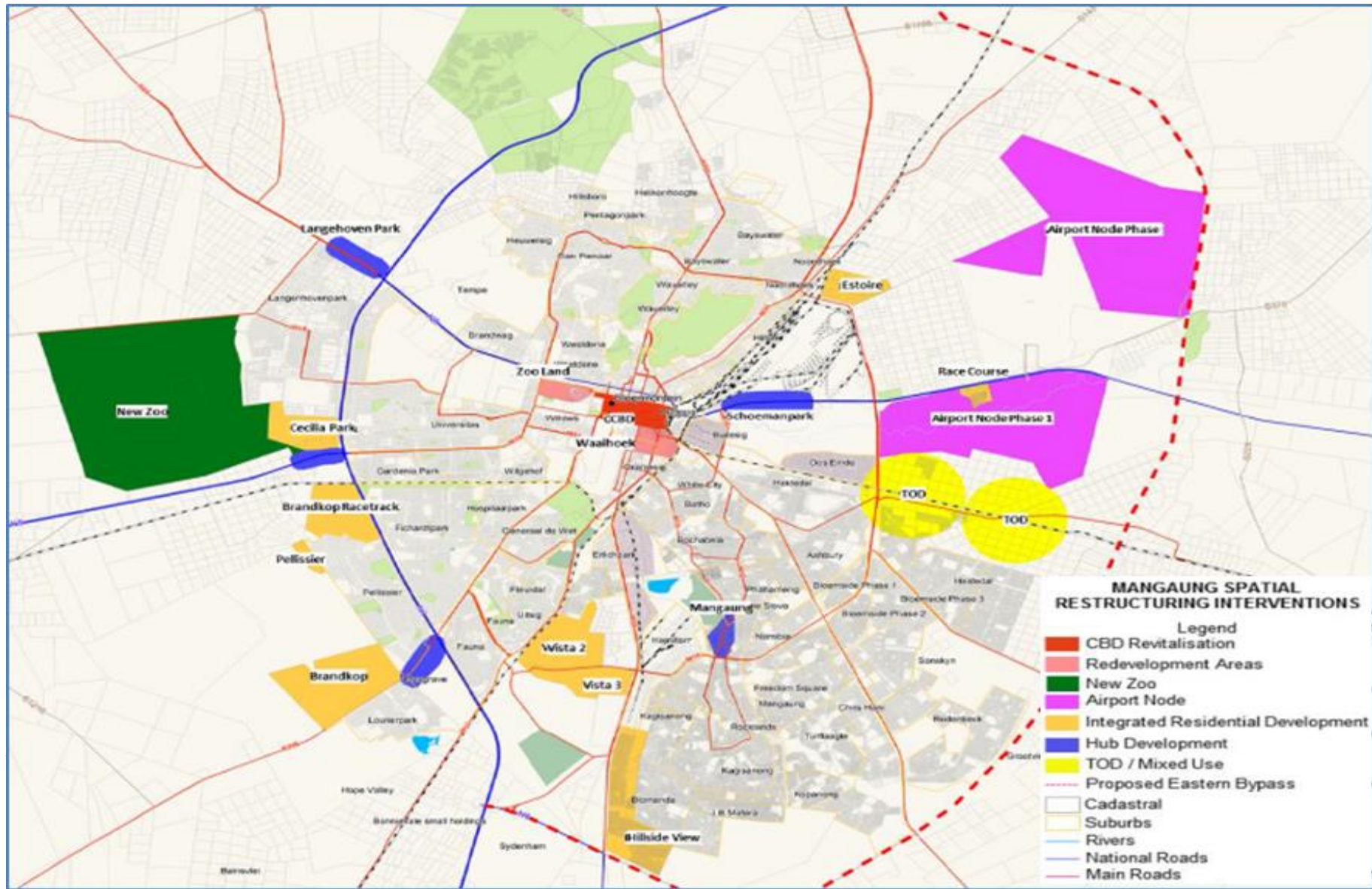


The extent of planning the eight land parcels are listed in the table below:

Extent and status of Eight priority land parcels.

Urban Development Project Name	Size (Ha)	Expected Output		Development Status				
		Density	No. Units	Land Assembly	Planning	Infrastr.	Housing	Tenure
1 Cecilia 2532	155	12.26	1900	✓	○	✗	✗	✗
2 Brandkop Race Track (Bfn 654)	140	7.86	1100	✓	○	✗	✗	✗
3 Pellissier Infill	22	9.09	200	✓	○	✗	✗	✗
4 Brandkop 702	285	9.47	2700	✓	○	✗	✗	✗
5 Vista Park 2 (Bfn 654)	155	36.13	5600	✓	✓	○	✗	✗
6 Vista Park 3 (Bfn 654)	131	38.93	5100	✓	✓	○	✗	✗
7 Hillside View (Rocklands 684)	85	48.29	4100	✓	✓	✓	○	✗
8 ADN (Sunnyside 2620)	700	12.5	8700	✓	✓	✗	✗	✗

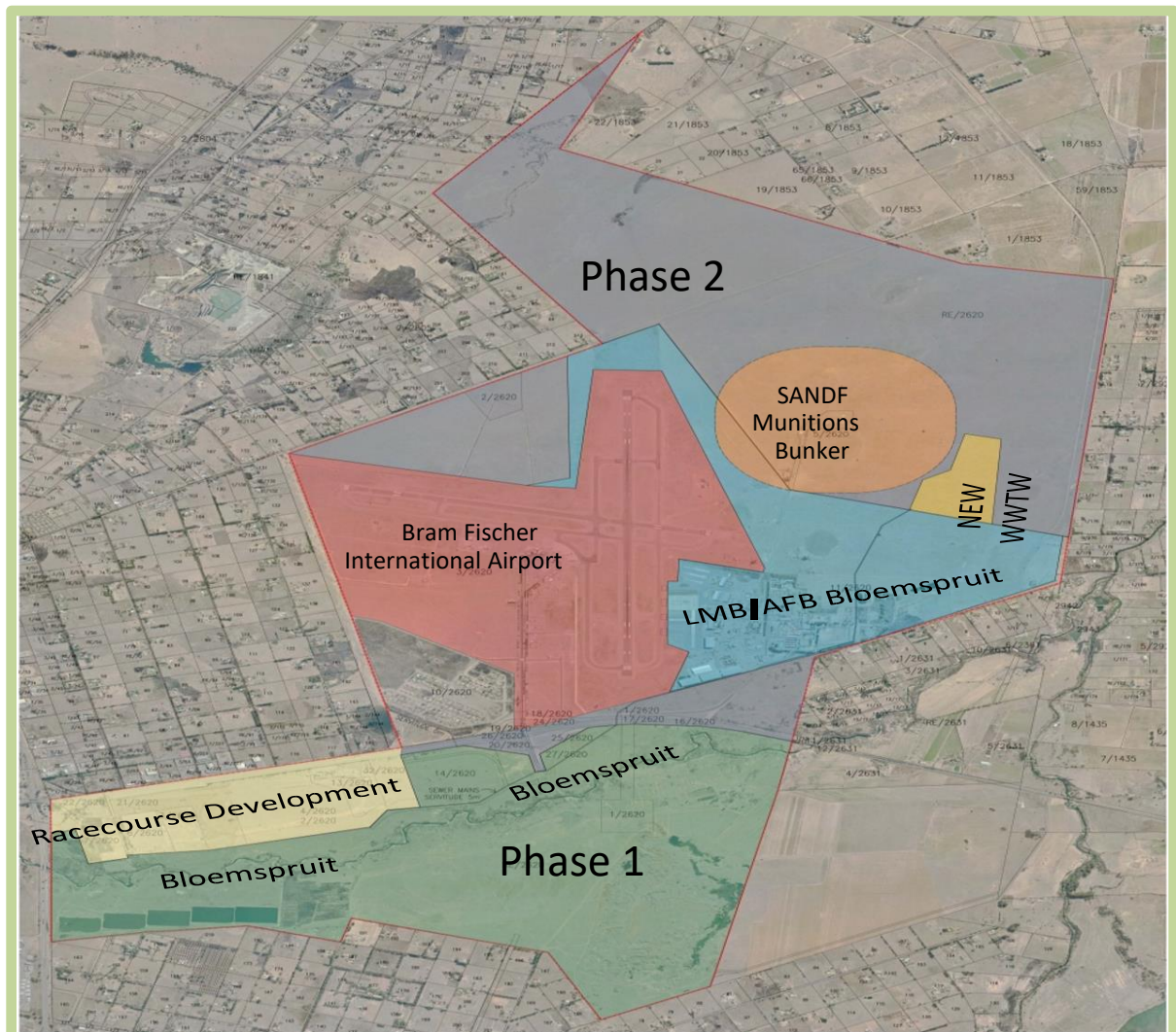
- o The identified land parcels are mostly vacant and are meant to provide sustainable human settlements through integrated development, making available 29 400 housing opportunities for mixed development at an average density of 17,5 units per hectare.
- o Three of these land parcels are currently being developed for mixed land-use initiatives as part of the Cities **Mega Project approach** to boost the delivery of housing and to benefit from economies of scale.
- o In addition, the MMM has already developed conceptual designs for mixed land-use developments in respect of three other remaining land parcels including Cecilia, Brandkop and the Airport Node (ADN).



Prioritised Catalytic Urban Development Programme: Airport Development Node (BEPP Monitoring and Tracking)

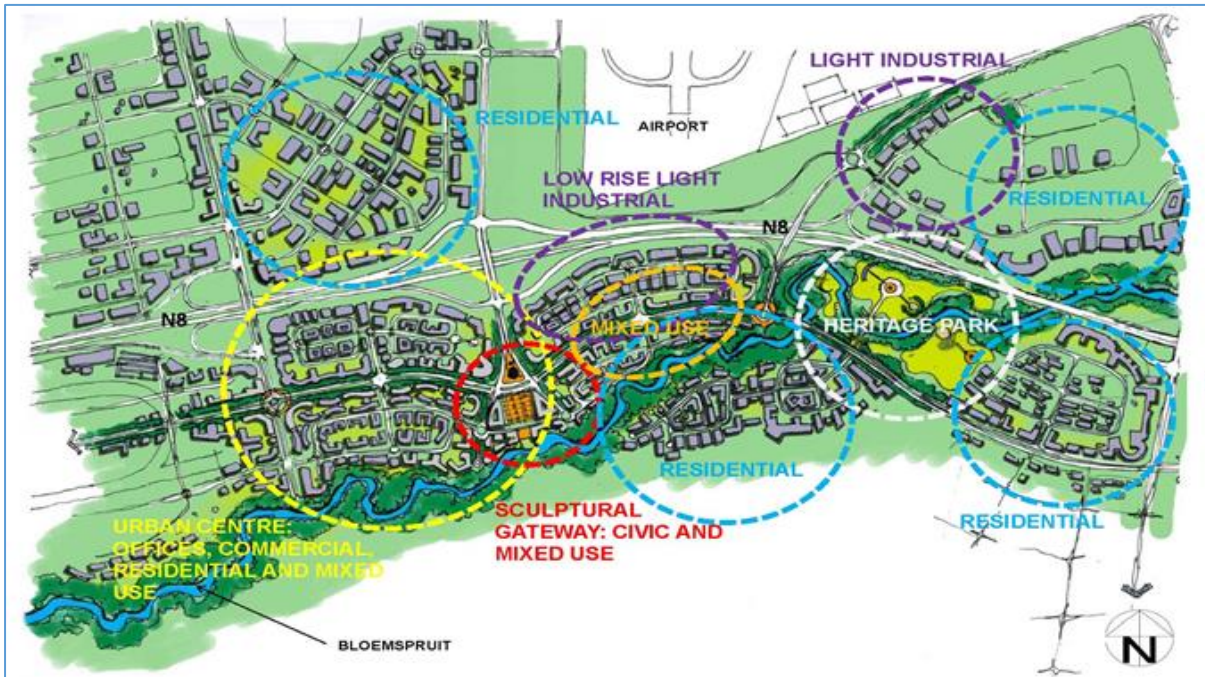
The Mangaung Metropolitan Municipality has earmarked the Airport Development Node (ADN) as the most significant development that the administration will be undertaking. The Airport Development Node consists of two main phases, the first phase is the southern portion situated below the N8 Airport Interchange. The second phase is the Northern portion, which is located around the north-eastern boundary of the Bram Fischer International Airport. The development is comprised of the Phase 1 of the Airport Development Node, which is approximately 650 ha and on Phase 2 of the Airport Development Node consists of approximately 880 ha, see Figure 1.

Figure 1: Airport Development Node – Phase 1 & 2



The node will boast services ranging from a shopping mall, educational and civic sites, an urban square and an international conference centre, hotels, and mixed housing.

Conceptual design of the airport node



The N8 Development Corridor focuses on three instruments, namely;

- increasing connectivity and improving mobility;
- igniting nodal development; and
- facilitating linear growth along the transport corridor (long term) and or development corridors.

This development is expected to increase mobility and inter-dependence and linkages between the three urban centres of the MMM. In terms of increasing mobility, the provincial government is in the process of resuscitating the underutilised rail network between Bloemfontein and Lesotho. This development is expected to reduce the pressure on the roads and reduce transport along the N8. In support of the N8 Corridor development two nodal developments have been identified, namely the **airport development node** and the **Botshabelo / Thaba-Nchu node**, with the view to ensuring the integration of communities. These nodal developments will contribute positively towards the development of integrated sustainable human settlements with a variety of land-uses and housing typologies built in one development.

Phase 1 mainly consists of residential, retail, business and mixed land use zones. The residential areas are a mix of low, medium and high density sectional title units, with some full title units. The mixed land use consists of a mixture of residential, retail and business. Other land uses contained within the ADN are hotels and conference facilities; a hospital and clinics; places of worship; crèches, primary, secondary and tertiary educational facilities; government buildings; open green space and protected green space.



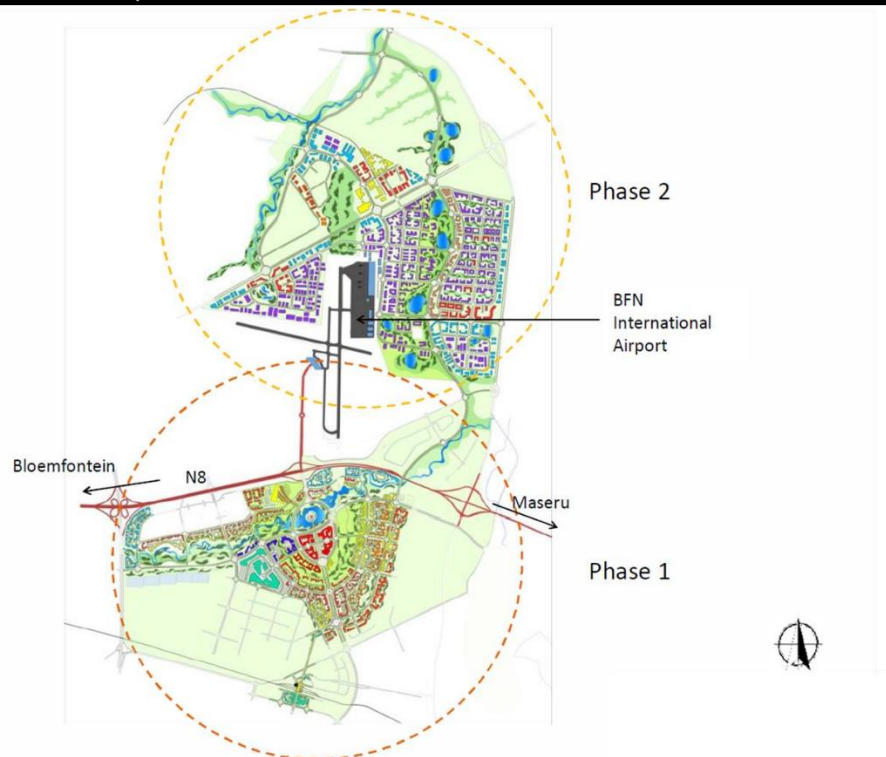
Phase 2 consists of mainly industrial with some residential, commercial, mixed-use, civic, educational, and medical facilities. The residential areas are a mix of medium and high density sectional title units. The commercial areas will be a mix between showrooms retail, business and hotels.



Phase 1 will be developed in stages, focusing on the high density commercial and mixed-use areas to encourage interest from private developers. Phase 2 will be developed in stages,

focusing on the light industrial and mixed-use areas to encourage interest from private developers. The intent is to develop and install bulk and link services for the Mangaung Metropolitan Municipality, to enable private developers to purchase properties within the Airport Development Node and connect their internal services to the link infrastructure. The interface between the developer's internal infrastructure and the link infrastructure will be managed by the municipality.

N8 Airport Node: Master Plan Proposal



Currently most of the property falls outside the Town Planning Scheme and Urban Edge and is in terms of the approved Spatial Development Framework marked as “Metropolitan Open Spaces (MOSS & City Wide Recreation)”. The SDF is in the process of being reviewed. The amended SDF will show that the Remainder of Farm Sunnyside 2620 will fall within the Urban Edge and the land-use will be reserved for Mixed-Use. The Airport Development Node is focused on being a Green development with aspects such as:

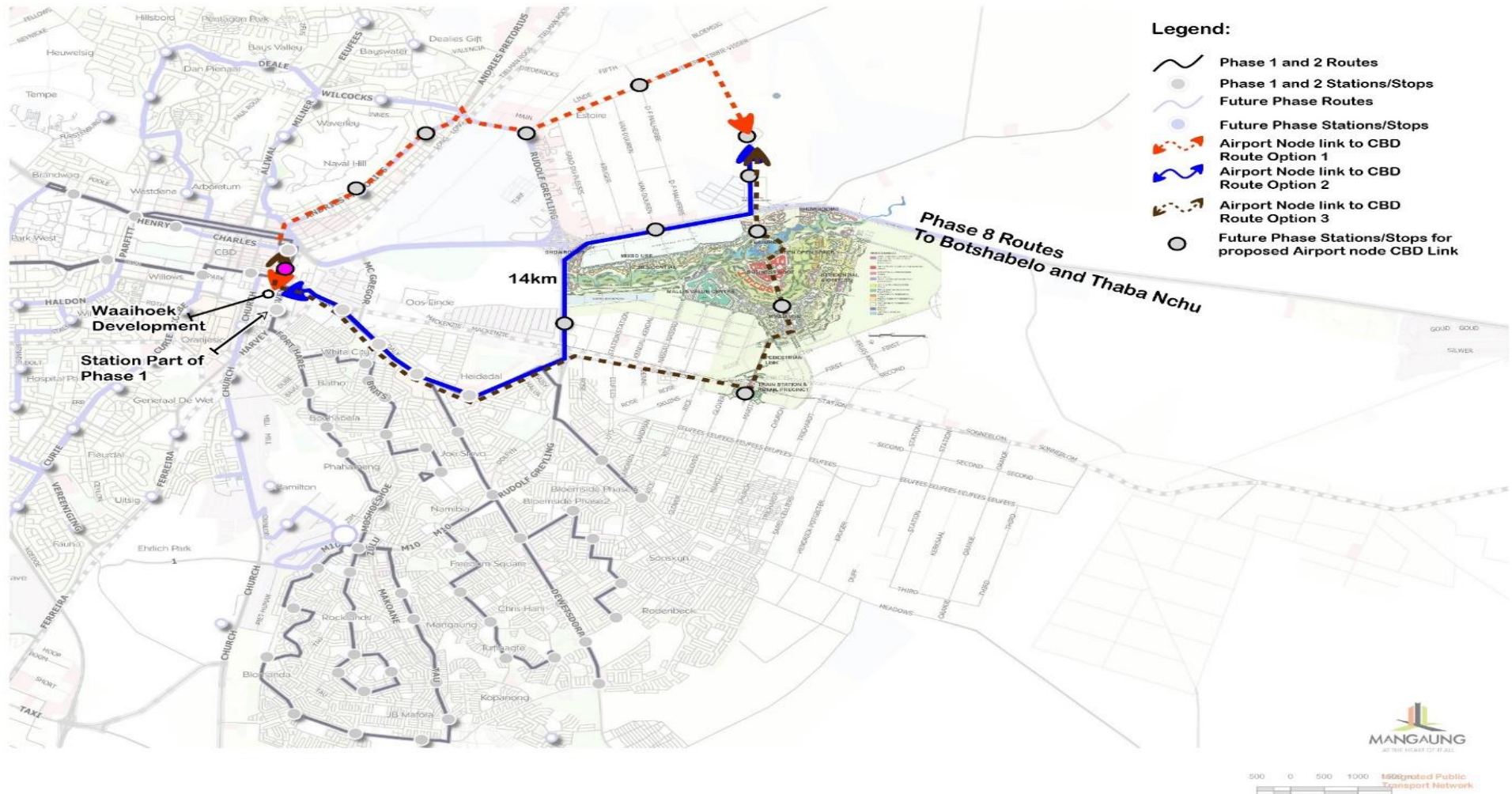
- o LED Solar Street Lighting;
- o a 10MW PV Solar Plant;
- o seamless Natural and Manmade green open space;
- o eradication of invader plant species;
- o rehabilitation of the Bloemspruit; limit storm water infiltration in the sewer system;
- o storm water attenuation;
- o promoting Non-Motorized Transport (NMT) with dedicated pedestrian and cyclist reserves not only in the road reserves but throughout the entire development;

- o implementation of the Integrated Public Transport Network (IPTN) which will reduce the number of private vehicles users;
- o rain water harvesting for irrigation use;
- o using environmentally friendly building materials and recycling of building waste,
- o green building design to reduce the dependency of electricity, etc.

SERVICE PROVIDED	% COMPLETE
Traffic Impact Study	90%
Floodline Study	100%
Township Establishment	90%
Topographical Survey	100%
Geotechnical Investigation (General)	100%
Environmental Impact Assessment	100%
Bulk Infrastructure Study	100%
Geotechnical Investigation (Bridges - Core Drilling)	100%
	95%

Airport Development Node and Linkage with the IPTN

The IPTN Full network include services from the Airport to the CBD and Waaihoek precinct. Three different routes are tentatively planned to service the Airport Node via the CBD or direct, depending on passenger demand between the two nodes. The airport and the planned airport development zone is a strategic development for the city, which requires some formal public transport system to improve linkage with the CBD and the economic hubs of the city. It will improve accessibility tremendously as not all visitors want to and can afford to hire a car at the airport. At present the taxi/buses are very limited and irregular especially during the day. Should a complimentary service be planned for the future it would make sense to establish some bus stops along the access routes and particular a BRT Station within walking distance from the Airport.



D. Catalytic Urban Development Programme Resourcing

D 3.4.1 Long Term Financial Sustainability

The city does not have a long- term financial sustainability strategy in place. The city has enlisted the support of the National Treasury City Support Programme to conducted the following key exercises that will assist the city to craft a long term financial sustainability strategy:

- On 08th March 2018, the city formally requested technical assistance and support from NT to develop a financial recovery plan for the city. NT has acceded to the request and processes are unfolding to conduct the exercise.
- The city is also engaged in a parallel CSP technical assistance and support on the catalytic land development programme. A scoping exercise was conducted on the 19-20 March 2018 between NT CSP team and Mangaung team on the Airport Development Node catalytic programme preparation and implementation. One of the outcome of the exercise is to develop a financing strategy and plan for the Airport Development Node.

D 3.4.2 Resourcing the Intergovernmental Project Pipeline Intergovernmental Project Pipeline

The BEPP process requires a considerable amount of vertical and horizontal coordination across the spheres of government and State Owned Entities. The alignment of national and provincial government infrastructural interventions, including SOEs, is key for the city to achieve its spatial transformation objectives.

The city had a number of interaction and joint planning session to begin to map an integrated intergovernmental project pipeline.

Stakeholder	Date	Venue
PRASA	17 November 2017	PRASA Head Office Pretoria
SANRAL	21 November 2017	PRASA, Eastern Region, Pietermaritzburg
FS Provincial Government	28 November 2017	Free State Provincial Treasury, Bloemfontein
National Department Public Works	28 January 2018	Mangaung Offices, Bloemfontein
FS Provincial Government	March 2018	Waaioek Wesley Church, Bloemfontein

Over and above the aforementioned meetings, the city has frequent planning and performance reporting meetings with the National Department of Human Settlements (Mainly USDG, MTSF Reporting) and National Department of Transport (Mainly in the implementation of IPTN).

Department	Project Name	Location	Project Status	Infrastructure Type	2018/19	2019/20	2020/21
Economic, Small Business Dev, Tourism and Environmental affairs	Soetdoring Nature Reserve	Bloemfontein	Construction	Rebuild Educ Environ Hall	2000000		
	Soetdoring Nature Reserve	Bloemfontein	Planning	construction on Swimming Pools			4000000
	Phillip Sanders Resort	Bloemfontein	Planning	Construction on Swimming Pools	2000000		
	Maria Moroka Nature Reserve	Thaba Nchu	Planning	construction on Swimming Pools			4000000
Total DESTEA					4000000		8000000
Department of Health	Caleb Motshabi Clinic	Bloemfontein	Planning	Regional Clinic			4500000
	Dinaane Clinic	Bloemfontein	Procurement	Clinic Upgrade	10000000	14000000	14500000
	Heidedal Clinic	Bloemfontein	Planning	Clinic Upgrade	2000000	3500000	8635000
	Mangaung Hospital	Bloemfontein	Planning	Clinic Upgrade		1000000	7500000
	FS Psychiatric Complex	Bloemfontein	Planning	Upgrade	2460000	3000000	3500000
	Pelonomi: Additions	Bloemfontein	Planning	Upgrade	3000000	500000	
	Refrbishment Clinic	Bloemfontein	Planning	Renovations	15146000	9878000	9878000
	National Hospital	Bloemfontein	Procurement		72237000	104526000	7631000
Total Dept of Health					104843000	136404000	56144000
Department of Education	Matla Primary School	Bloemfontein	Construction (93%)	New Infra Assets	8000000	12000000	
	Grassland Primary	Bloemfontein	Construction (75%)	New Infra Assets	8000000	1013000	
	Caleb Motshabi (Thuto ke Thebe)	Bloemfontein	Construction (51%)	New Infra Assets	8000000	11693000	
	Mangaung: Phase 7	Bloemfontein	Feasibility	New Infra Assets			5000000
	Mangaung Phase 3	Bloemfontein	Feasibility	New Infra Assets			5000000

Department	Project Name	Location	Project Status	Infrastructure Type	2018/19	2019/20	2020/21
	Botshabelo	Botshabelo	Feasibility	New Infra Assets		6551000	7000000
	Bloemfontein	Bloemfontein	Feasibility	New Infra Assets			5000000
	Thaba Nchu- Boitumelo Special	Thaba Nchu	Tender	New Infra Assets	5000000	10000000	10000000
	Grassland Secondary	Bloemfontein	Construction (82%)	New Infra Assets	9000000	9245000	
	Botshabelo (Tholo PS)	Botshabelo	Construction (51%)	New Infra Assets	6000000	10000000	8107000
Total Department of Education					44000000	60502000	40107000
Department of Public Works							
	Hamilton R/) Phase 2	Bloemfontein	Design	New Infra Assets	14551000	18306000	17917000
	Botshabelo T/S Revitalisation	Botshabelo	Design	Upgrades & additions	5000000	5000000	5000000
	Dewetsdorp T/S Revitalisation	Dewetsdorp	Design	Upgrades & additions	5000000	5000000	5000000
	Thaba Nchu T/S Revitalisation	Thaba Nchu	Design	Upgrades & additions	5000000	5000000	5000000
	Wepener T/S Revitalisation	Wepener	Design	Upgrades & additions	5000000	5000000	5000000
	Soutpan C/H Upgrade	Soutpan	Construction (51%)	Upgrades & additions	2000000		
	Office Buildings	Bloemfontein	Desgn & Construct	Upgrades & additions	33149000	19726000	25114000
Total Department of Public Works					69700000	58032000	63031000
Department Police, Roads and Transport							
	Botshabelo Trans Route	Botshabelo	Construction (75%)	Upgrades & additions	752000		
	A57 Meadows	Bloemfontein	Practical Compl (100%)	Upgrades & additions	3000000		

Department	Project Name	Location	Project Status	Infrastructure Type	2018/19	2019/20	2020/21
	Thaba Nchu Trans Route	Thaba Nchu	Construction (75%)	Upgrades & additions	10000000	8000000	8000000
	Thaba Nchu Trans Route (EPWP)	Thaba Nchu	Construction (0%)	Upgrades & additions	10000000		
	P6/1 Detwetsdorp-Wepener	Detwetsdorp	Construction (75%)	Maintenance & Repairs	15000000		
Total Department Police, Roads and Transport					38752000	8000000	8000000
Department Agriculture and Rural Development	Glen Agric Institute Upgrading	Bloemfontein	Construction	New Infra Assets	21677000	25306000	28877000
	Karee Nursery (Offices Upgrade)	Bloemfontein	Construction	New Infra Assets	9000000	7000000	7385000
Total Department Agriculture and Rural Development					30677000	32306000	36262000
Department Sport, Arts , Culture and Recreation	Van Standensrus Library	Van Standensrus	Construction	New Infra Assets	1500000		
	National Training Center	Bloemfontein	Construction	New Infra Assets	58739000	58739000	58739000
Total Department Sport, Art, Culture and Recreation					60239000	58739000	
Department Human Settlements	IRDP Hillside View (Infra)	Bloemfontein	Construction	New Infra Assets	86386028	392000	3400000
	Caleb Motshabi	Bloemfontein	Construction	New Infra Assets	19775000		
	Dark and Silver City CRUs	Bloemfontein	Construction	New Infra Assets	33900000	32400000	
Total Department Human Settlements					140061028	32792000	3400000

D 3.4.3 Resourcing the Metro's Pipeline

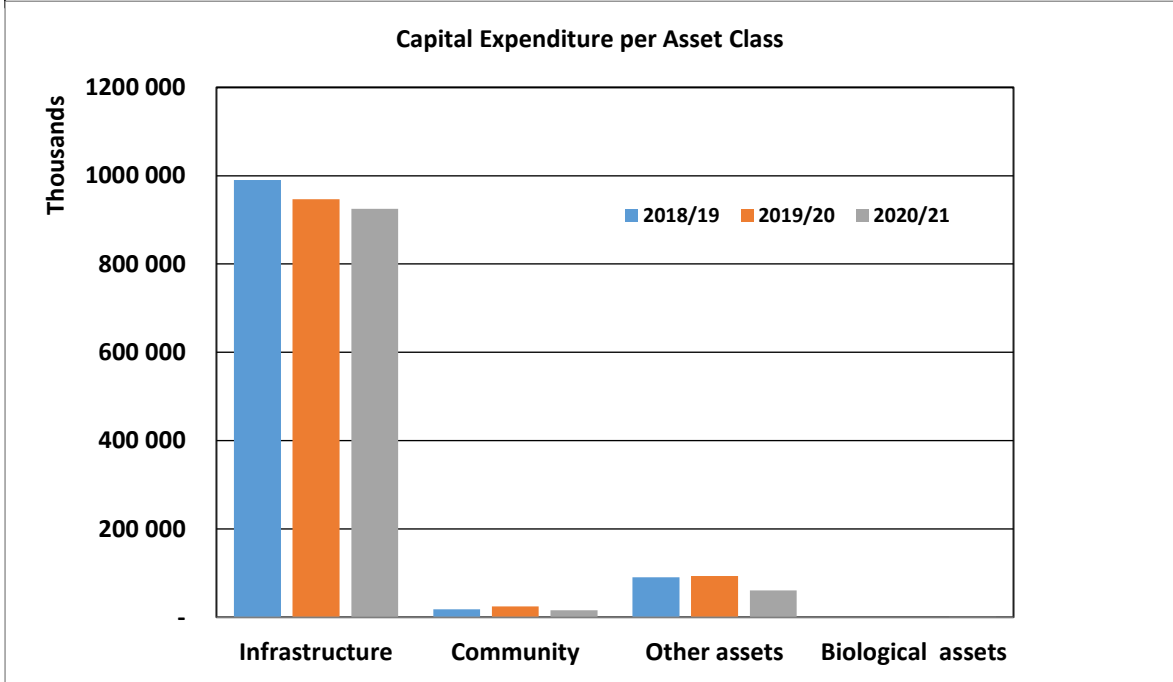
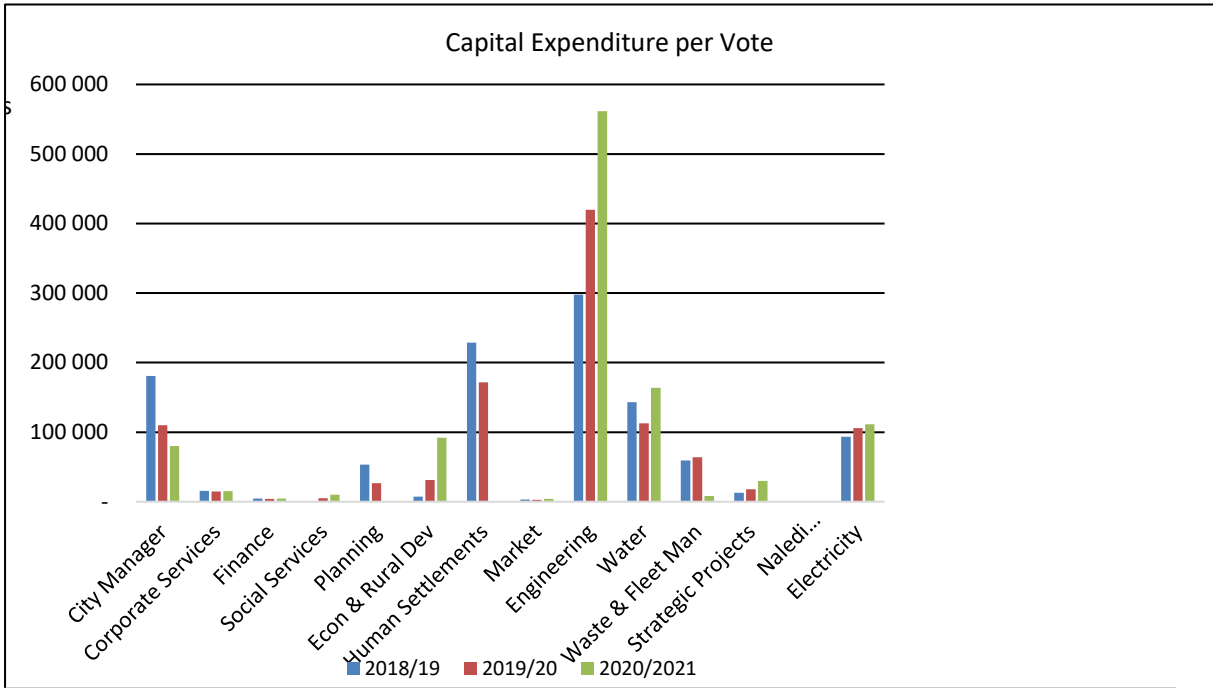
This section of the document illustrate table and chart of the draft Capital Budget of Mangaung Metro for the 2018/19 MTER

MSCOA FINANCING - MANGAUNG		Budget 2018/2019	Budget 2019/2020	Budget 2020/2021
	External Loans			
HT	External Loans - Fleet Lease	33 188 260	37 212 646	-
26	Own Funds (CRR)	25 785 000	22 161 000	24 541 860
18	Revenue	-	-	-
95	Public Contributions/Donations	4 000 000	-	-
Grants and Subsidies				
80	Public Transport Infrastructure & Systems Grant	181 000 000	110 000 000	80 000 000
81	USDG Grant	742 826 000	780 652 000	823 374 000
83	Integrated City Development Grant	7 207 000	11 376 000	12 009 000
	Department of Telecommunication and Postal Services	-	-	-
77	National Electrification Programme	-	-	-
79	Neighbourhood Development Partnership Grant	13 000 000	17 790 000	30 000 000
	TOTAL FINANCING	1 007 006 260	979 191 646	969 924 860

	TOTAL FINANCING	1 100 203 436	1 084 854 667	1 081 380 568
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MSCOA FINANCING - CENTLEC		Budget 2018/2019	Budget 2019/2020	Budget 2020/2021
	External Loans			
HT	External Loans - Fleet Lease	-	-	-
26	Own Funds (CRR)	-	-	-
18	Revenue	74 879 176	78 997 530	83 323 616
95	Public Contributions/Donations	6 318 000	6 665 490	7 032 092
Grants and Subsidies				
80	Public Transport Infrastructure & Systems Grant	-	-	-
81	USDG Grant	-	-	-
83	Integrated City Development Grant	-	-	-
	Department of Telecommunication and Postal Services	-	-	-
77	National Electrification Programme	12 000 000	20 000 000	21 100 000
79	Neighbourhood Development Partnership Grant	-	-	-
	TOTAL FINANCING	93 197 176	105 663 020	111 455 708

MSCOA FINANCING - MANGAUNG AND CENTLEC		Budget 2018/2019	Budget 2019/2020	Budget 2020/2021
	External Loans			
HT	External Loans - Fleet Lease	33 188 260	37 212 646	-
26	Own Funds (CRR)	25 785 000	22 161 000	24 541 860
18	Revenue	74 879 176	78 997 530	83 323 616
95	Public Contributions/Donations	10 318 000	6 665 490	7 032 092
Grants and Subsidies		-	-	-
80	Public Transport Infrastructure & Systems Grant	181 000 000	110 000 000	80 000 000
81	USDG Grant	742 826 000	780 652 000	823 374 000
83	Integrated City Development Grant	7 207 000	11 376 000	12 009 000
	Department of Telecommunication and Postal Services	-	-	-
77	National Electrification Programme	12 000 000	20 000 000	21 100 000
79	Neighbourhood Development Partnership Grant	13 000 000	17 790 000	30 000 000
	TOTAL FINANCING	1 100 203 436	1 084 854 667	1 081 380 568



E. Catalytic Urban Development Programme Implementation

At this stage all of the city's catalytic development programme are at spatial planning and none are at implementation.

Panel Reviews Matrix							
City and Catalytic Programmes (In priority sequence per City)	Catalytic Programme Preparation Stage (Inception, Concept, Pre-feasibility, Feasibility, Final Preparation)	Deliverable (Type of Report, what kind of analysis, study will be conducted)	Status (% effort completed of Draft of Final version)	Expected or final delivery date	Service provider/s (who conducted study/analysis and prepared report(s))	Report(s) reviewed by ULI panel, Independent panel, PSP panel,	Date when review was completed
A	B	C	D	E	F	G	H
6. Mangaung							
Airport Development Node (CSP Catalytic)		Traffic Impact Study	Completed				
		Floodline Study	Completed				
		Township Establishment	Completed				
		Topographical Survey	Completed				
		Environmental Impact Assessment	Completed				
		Bulk Infrastructure Study	Completed				
		Geotechnical Investigation	Completed				

Panel Reviews Matrix							
City and Catalytic Programmes (In priority sequence per City)	Catalytic Programme Preparation Stage (Inception, Concept, Pre-feasibility, Feasibility, Final Preparation)	Deliverable (Type of Report, what kind of analysis, study will be conducted)	Status (% effort completed of Draft of Final version)	Expected or final delivery date	Service provider/s (who conducted study/analysis and prepared report(s))	Report(s) reviewed by ULI panel, Independent panel, PSP panel,	Date when review was completed
A	B	C	D	E	F	G	H
		(Bridges- Core Drilling)					
Estoire residential development (CSP Catalytic)		NA					
Botshabelo / Thaba N'chu link (CSP Catalytic)	Inception						
Cecilia Park Mixed Development	Inception						
Brandkop Mixed Development	Inception						
Thaba Nchu CBD Master Plan Implementation	Inception	Masterplan Completed					

F. Urban Management

The city yet to develop precinct plans in line with the Urban Network Strategy. In realising this short fall the city has engaged the National Treasury Neighbourhood Development (NDP) Programme for technical assistance and capacity building in this area of work. To this end, a one day workshop with all city planning official was hosted by the NDP on the 14th December 2017 and the main focus was on unpacking the Urban Network Strategy and its practical implement. In principle understanding with the NDP is that follow-up capacity support will be outlined and agreed upon especially around urban management.

The city intends to have detailed precinct planning and management in key integration zones.

G. Reporting and Evaluation

The city is in the process of internalising and c

Code	Indicator	Category
WG13	Percentage change in the value of properties in Integration Zones	City
CC1	Hectares approved for future development outside the 2015 urban edge as a percentage of Hectares allocated for future development as defined by the 2015 MSDF.	City
CC2	Number of land use applications processed in integration zones as a percentage of the total number of land use applications submitted city-wide.	City
CC3	Number of building plan applications processed in integration zones as a percentage of the total number of building plan applications city-wide.	City
IC1	New subsidised units developed in Brownfields developments as a percentage of all new subsidised units city-wide	City
IC2	Gross residential unit density per hectare within integration zones	City
IC3	Ratio of housing types in integration zones	City
IC4	Ratio of housing tenure status in integration zones	City
IC5	Ratio of land use types (residential, commercial, retail, industrial) in integration zones	City
IC6	% households accessing subsidy units in integration zones that come from informal settlements	City

IC7	Number of all dwelling units within Integration Zones that are within 800 metres of access points to the integrated public transport system as a percentage of all dwelling units within Integration Zones	City
IC8	Percentage share of household income spent on transport costs for different household income quintiles city-wide	National
IC9	Capital expenditure on integrated public transport networks as a percentage of the municipal capital expenditure	National
IC11a	% learners travelling for longer than 30 minutes to an education institution	National
IC11b	% of workers travelling for longer than 30 minutes to their place of work	National
PC4	Commercial and industrial rateable value within integration zone for a single metro as a % of overall commercial and industrial rateable value for that same metro.	City