



**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 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 a change instrument that informs 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 Mungaung 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 Mungaung 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

Table 1: IDP/BEPP and MSDF Alignment

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 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

A3. 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: Operations chairs the task-team and is functionally located in the office of the City Manager.

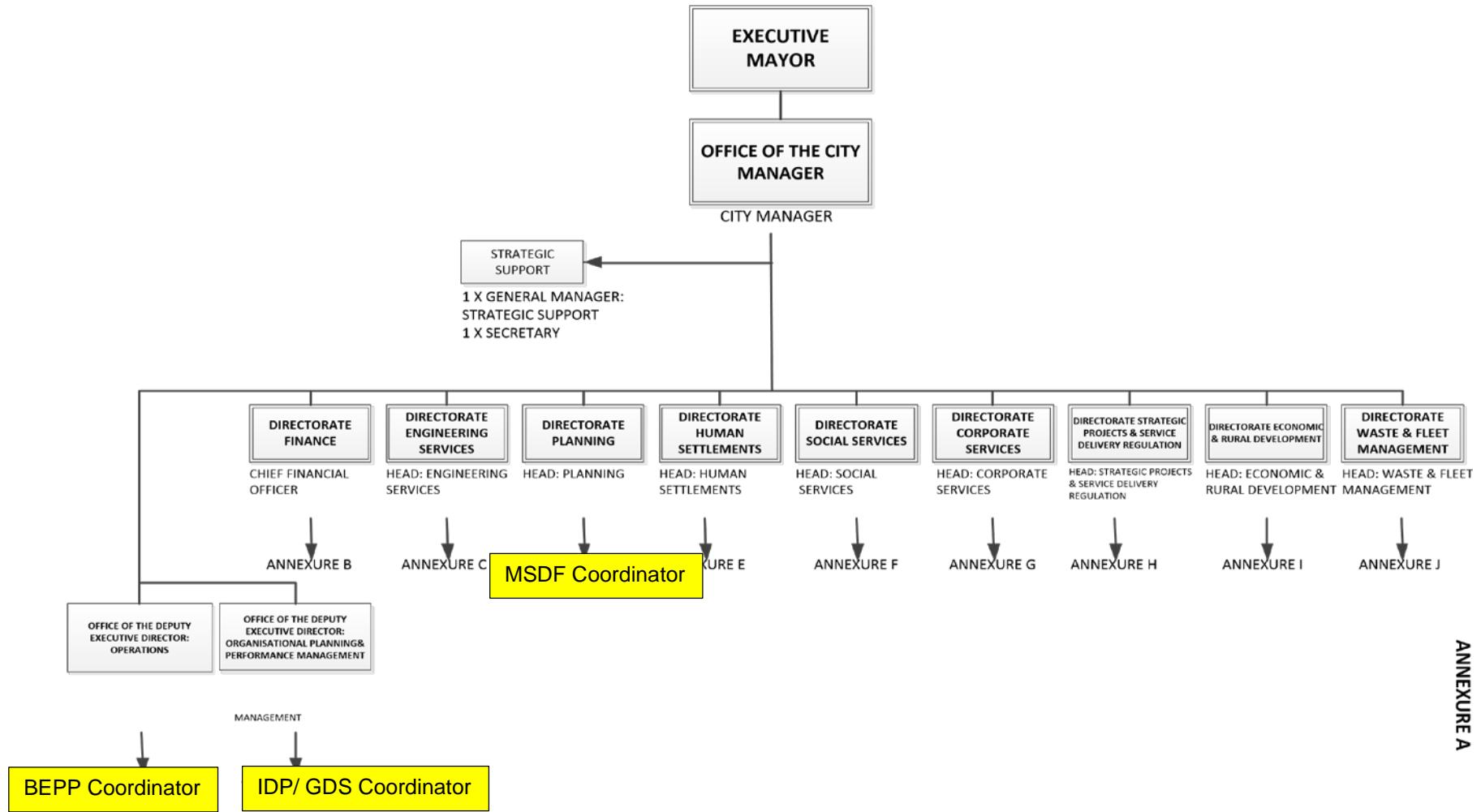
The critical challenges of coordination of the BEPP coordination team is the entrenched culture of silo planning and only consulting other city departments for inputs and not joint planning. It must be noted however, that the establishment of the BEPP coordination team is beginning to create the appreciation of the need and importance of cross-functional integrated joint planning across the city.

Council Adoption:

As adopted and approved in the Mangaung Metro Municipality Council meeting held on Thursday, 31 May 2018: (Extract)

It is recommended that Council:

1. Approves the reviewed IDP 2018/19 for Mangaung Metropolitan Municipality;
2. Approves the Strategic and Sector Plans for 2018/19 as follows:
 - o Built Environment Performance Plan (BEPP)
 - o Spatial Development Framework – Chapter 5
 - o Local Economic Development – Chapter 8
 - o Climate Change Adaptation and Mitigation Strategy – Chapter 8
 - o Integrated Waste Management Plan – Chapter 8, previously approved by Council
 - o Waste Services Development – Chapter 8, previously approved by Council
 - o Ten- Year Water Conservation and Water Demand Management Strategy – Chapter 8, previously approved by Council
 - o Disaster Management Plan – Chapter 8, previously approved by Council
 - o Integrated Public Transport Network Plan – Chapter 8, previously approved by Council
3. Notes that copies of the reviewed IDP 2018/19 will be forwarded to Provincial and National Departments of Treasury and Cooperative Governance and Traditional Affairs.
4. Notes that the reviewed IDP will be published on the website.



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. This will ensure spatial inequities of past and achieve integrated rejuvenation of the spatial form of the city;*
- *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 industrial parks at Botshabelo, and reinforcing Thaba Nchu as a rural market town; and*
- *Improving access from the surrounding rural communities to these areas.*

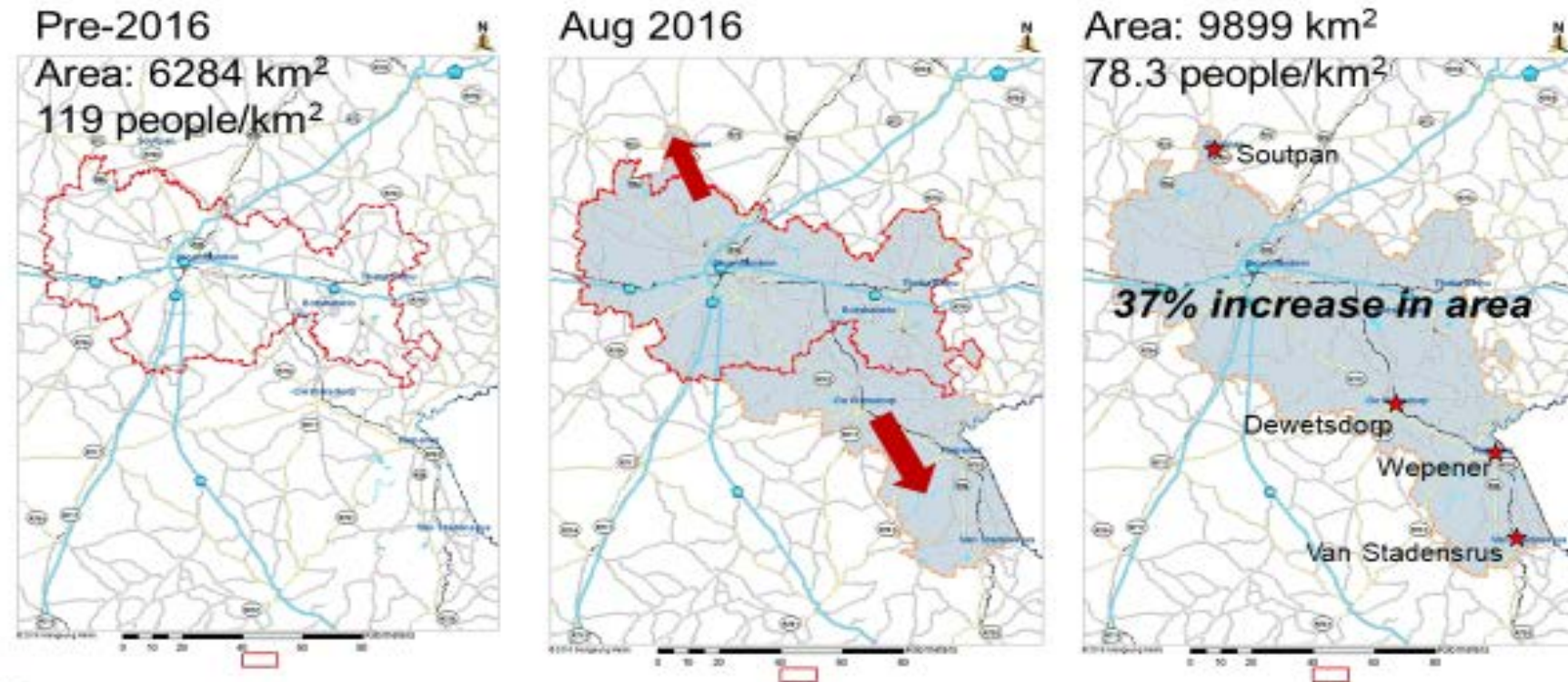
The MSDF states that this approach will reduce the competing pressures between the different areas, reinforce the soundness and inherent strengths and efficiency of the compact basic city structure, and optimise use of limited public and private sector resources. The Mangaung area comprises three (3) geographic centers of Bloemfontein, Botshabelo and Thaba Nchu and a surrounding rural area that accommodates both commercial and communal mixed farming. With the 2016 re-demarcation the rural towns of Soutpan, De Wetsdorp, Wepener and Van Stadensrus are included in the Mangaung Municipal area.

As part of the Strategic Development Review, the city will review the strategic focus area per key localities to have a differentiated spatial focus for each.

The reviewed spatial strategy (SDF) will clearly articulate 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.

2016 municipal re-demarcation



Map 1 : Re-demarcated boundaries of Mangaung Metro

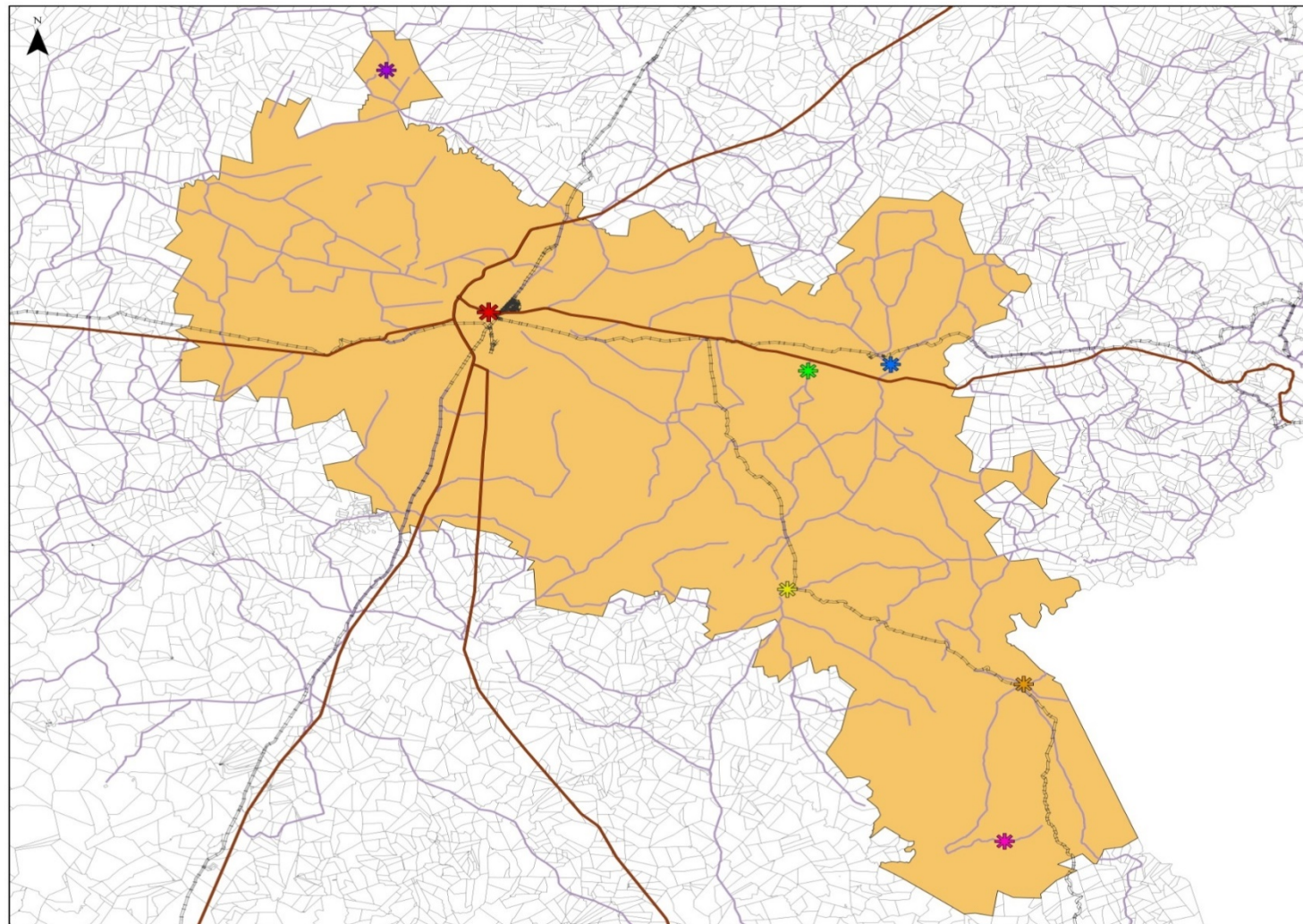
The central locality of the Mangaung municipal area in relation to the rest of the country ensures that a number of major arterial and access routes transverse the area, of which the N1, N6 and N8 routes are the three national roads that link the municipal area with the rest of the country. A number 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.

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%

Table 2: Number and Size of land units in Mangaung Metro



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
 0 5 10 20
 Km

COORDINATE SYSTEM
 Coordinate System: UTM
 Projection: Transverse Mercator
 Datum: South African 1949
 False Easting: 1000
 False Northing: 0.0000
 Central Meridian: 25.0000
 Scale Factor: 0.9998
 Latitude Of Origin: 0.0000
 UTM Zone:

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

Map 2: Municipal boundaries of Mangaung Metro

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 with the realignment of bulk water pipe project. ○ Traffic study in respect of the first three phases has been

		<p>approved. Further studies for other phases will be dealt with at the later stage.</p> <ul style="list-style-type: none"> ○ Site establishment is earmarked for April – May 2018.
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Table 3 : Project progress in Integration Zone 1

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

Table 4 : Project progress in Integration Zone 2

Integration Zone 3 include areas of Park Road in Willows and extends 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 (Brandwag 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 . These efforts are part of the Sub National Doing Business reform action plans aimed fast-track and improving turnaround times in relation to construction permits and approvals.

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:

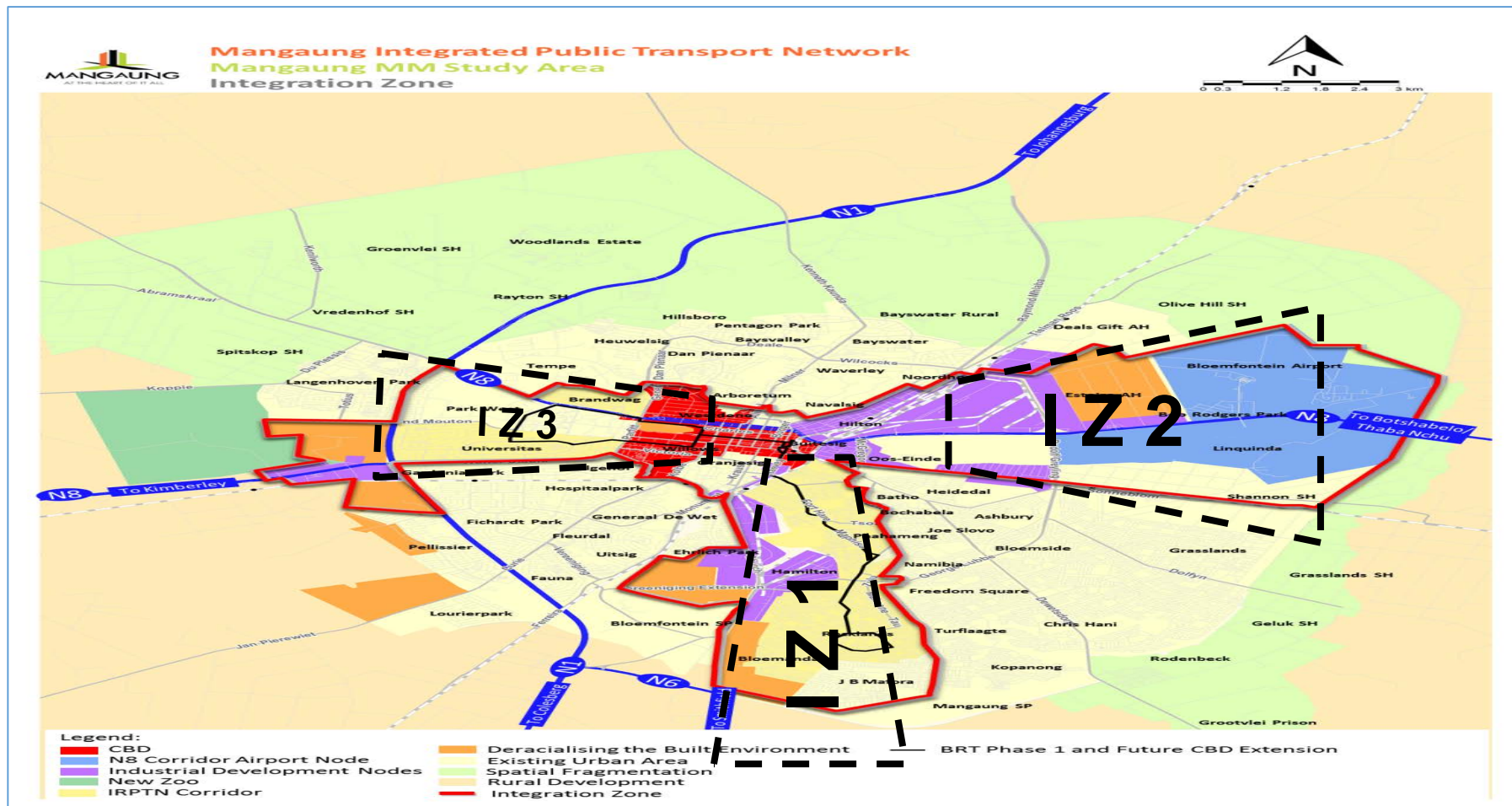
- Park Road
- Victoria Road
- King Edward Road
- President Brand Street
- Ella Street

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 0000 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.

	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)

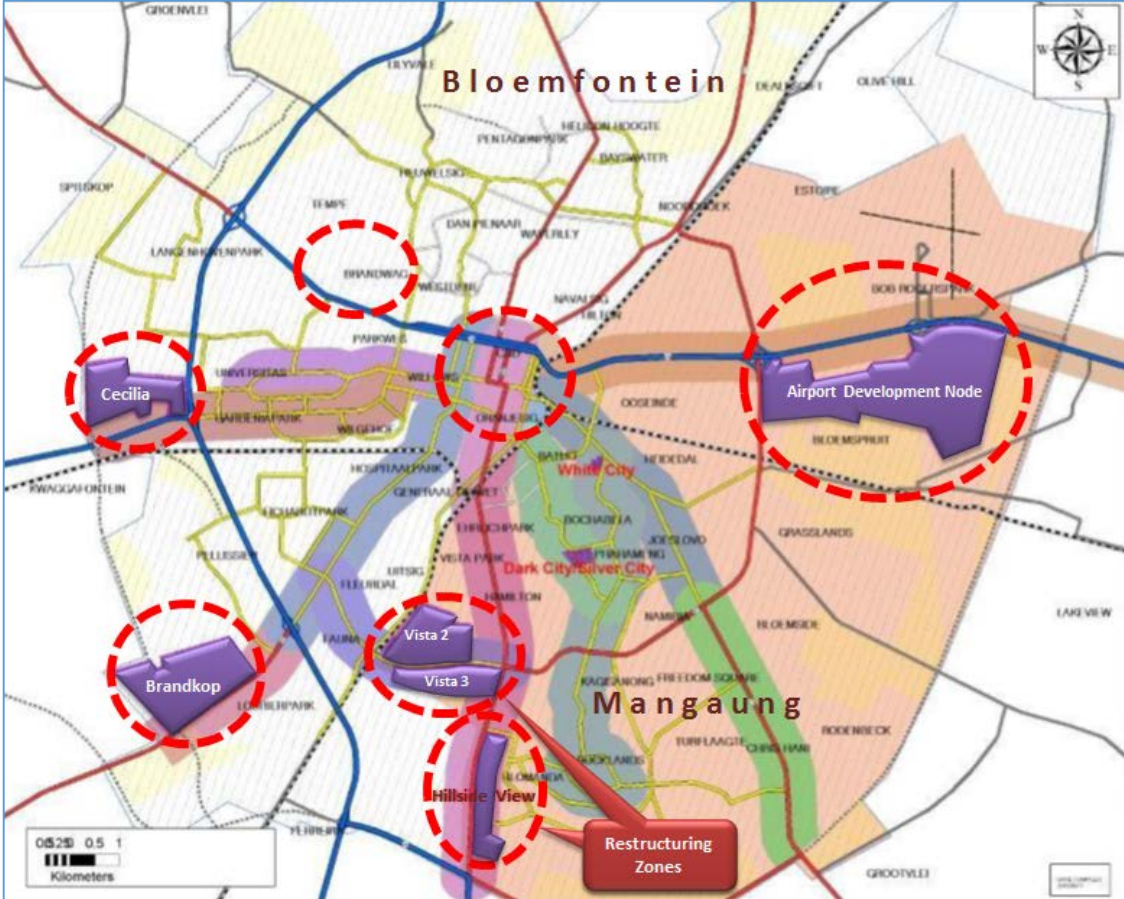
Table 5: Project progress in Integration Zone 3



Map 3: Mangaung Metro Integration Zones

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.



Map 4 : 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:

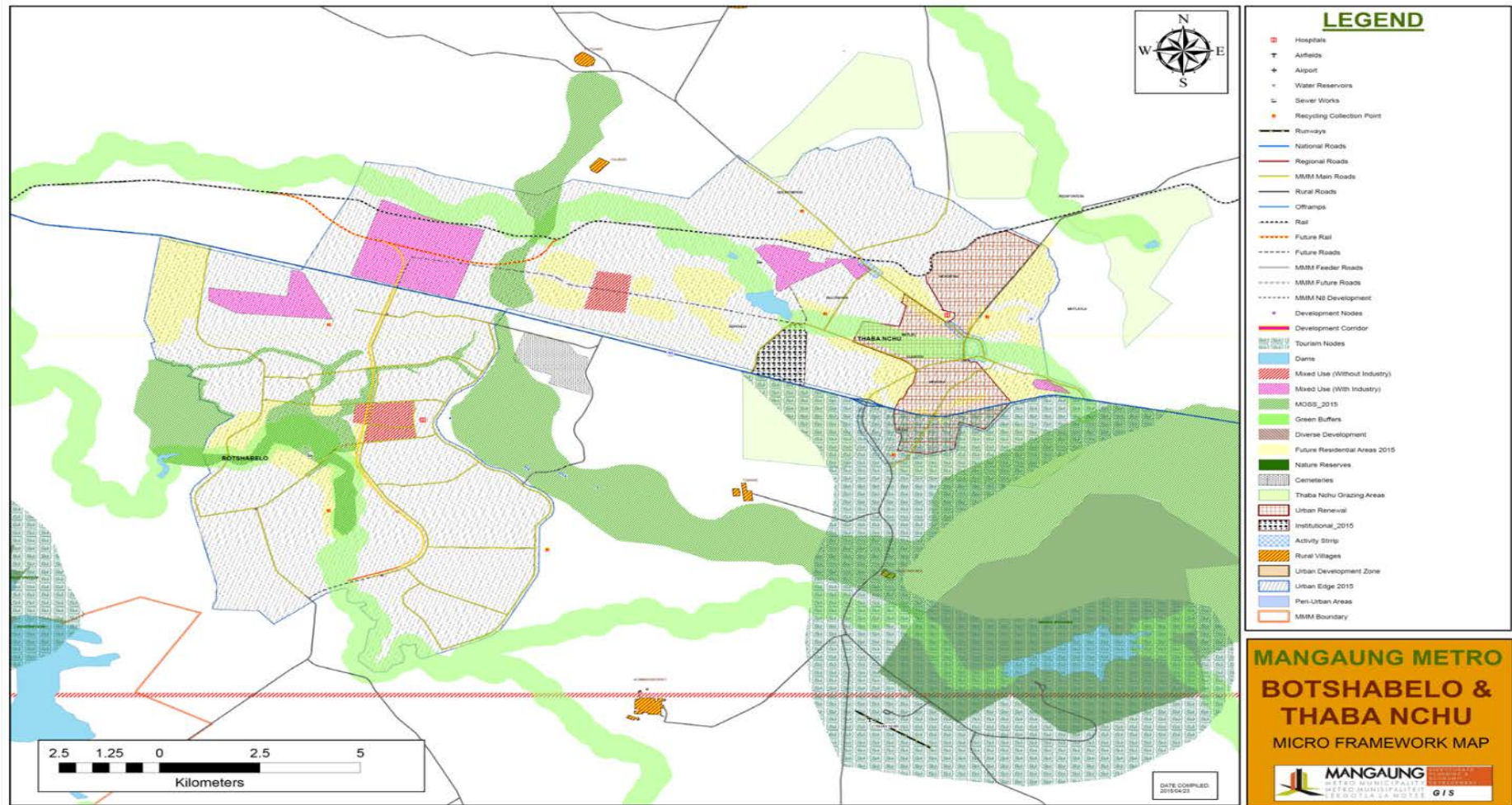
Marginalised Area	Development Strategy and Approach	Sub-programme Interventions
Mangaung Township	<ul style="list-style-type: none"> ▪ Densification through Integrated Human Settlements ▪ Informal Settlement Upgrading ▪ Township Economic Development ▪ Regional Transport Efficiency 	<ul style="list-style-type: 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
Wepener	<ul style="list-style-type: none"> ▪ Infrastructure Network Upgrading ▪ Agricultural Development 	<ul style="list-style-type: none"> ▪ Roads and stormwater upgrading ▪ Agriculture development

Marginalised Area	Development Strategy and Approach	Sub-programme Interventions
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

Table 6 : Marginalised Areas and Programme Interventions

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



Map 5 : Botshabelo and Thaba Nchu SDF

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 town centre, some as far as 35 kilometres from the closest town centre. Four 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 rural market 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.

National Treasury 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:

- Ensure alignment with National and Provincial Human Settlement strategies, planning directives and policies;
- Ensure sustainable and spatially integrated Human Settlement delivery;
- 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;
- 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.	Selosesha 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

Table 7 :List of Informal Settlements with Mangaung Metro

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.

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	

Table 8 : Prioiritised Informal Settlements

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

Table 9 : Informal Settlement Upgrading Plan Summary

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.

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

Table 10 : Human Settlements Town planning projects

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.

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

Table 11 :MTERF Allocations Informal Settlement Upgrading

B3. Economic Nodes

According to the StatsSA 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 illustrate the total population of the City by Group and Gender and figure 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+).

Year	Bloemfontein	Botshabelo	Thaba Nchu	Total Population
2014	522 895	180 435	82 834	786 163
2016	545 728	177 989	82 337	806 054
2018	569 558	175 577	81 844	826 979
2020	594 428	173 197	81 354	848 979
2022	620 385	170 850	80 866	872 101
2024	647 475	168 534	80 382	896 391
2026	675 748	166 250	79 900	921 898
2028	705 256	163 996	79 422	948 674
2030	736 052	161 774	78 946	976 771

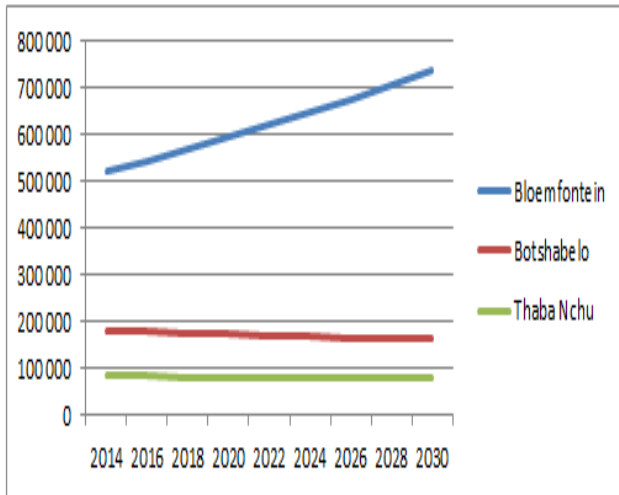


Figure 2 : Mangaung Population Projections (2014-2030) Source: Global Insight

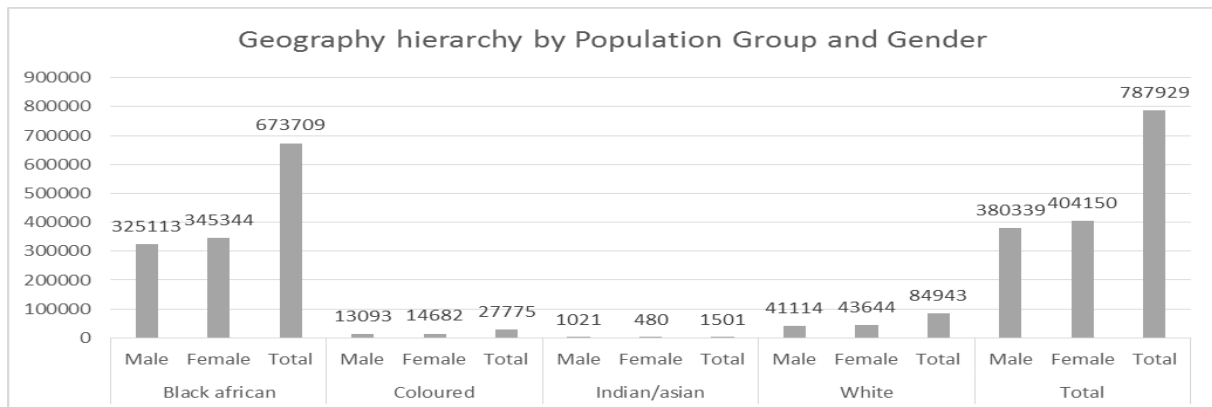


Figure 3 : Mangaung Population by Race and Gender -Source: Stats SA, Community Survey 2016

Figure 2.3 Population by Age and Gender

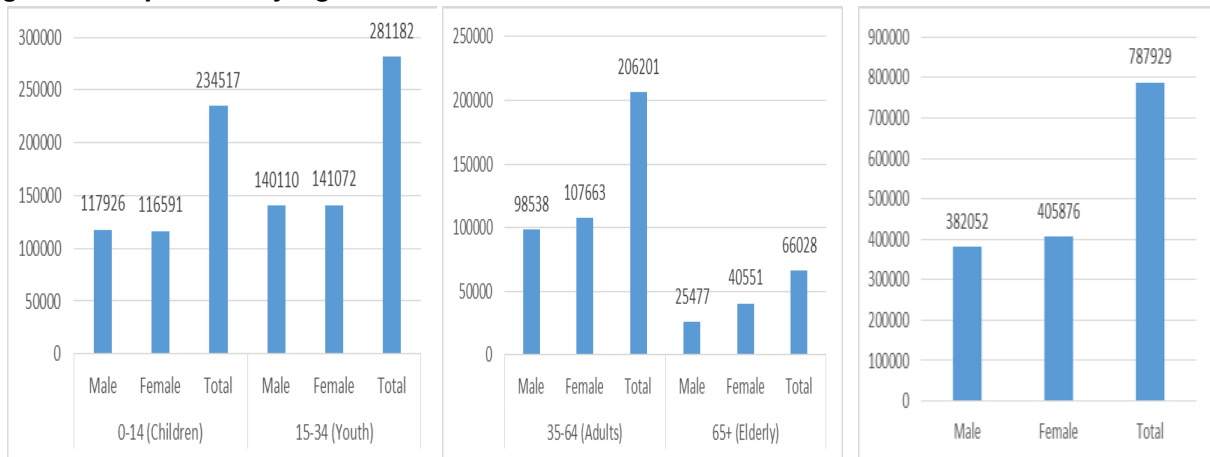


Figure 4 :Mangaung Population by Age and Gender Source: Stats SA, Community Survey 2016

Figure 4 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.

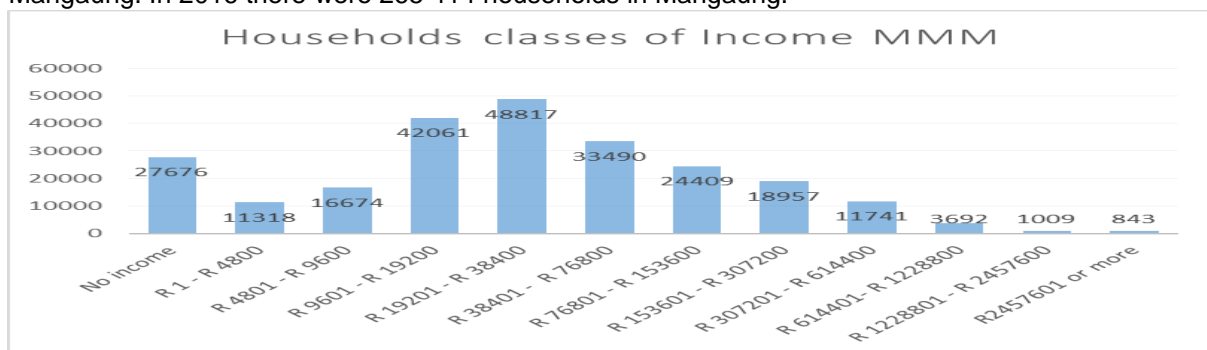


Figure 5 :Mangaung Household Classes of Income Source: Statistics SA, Census 2011

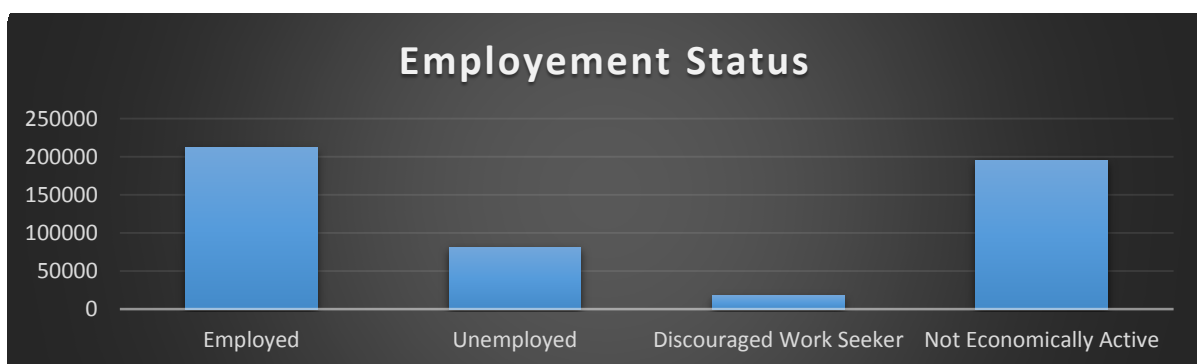


Figure 6 :Mangaung Employment Status Source: Stats SA (Community Survey)

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.

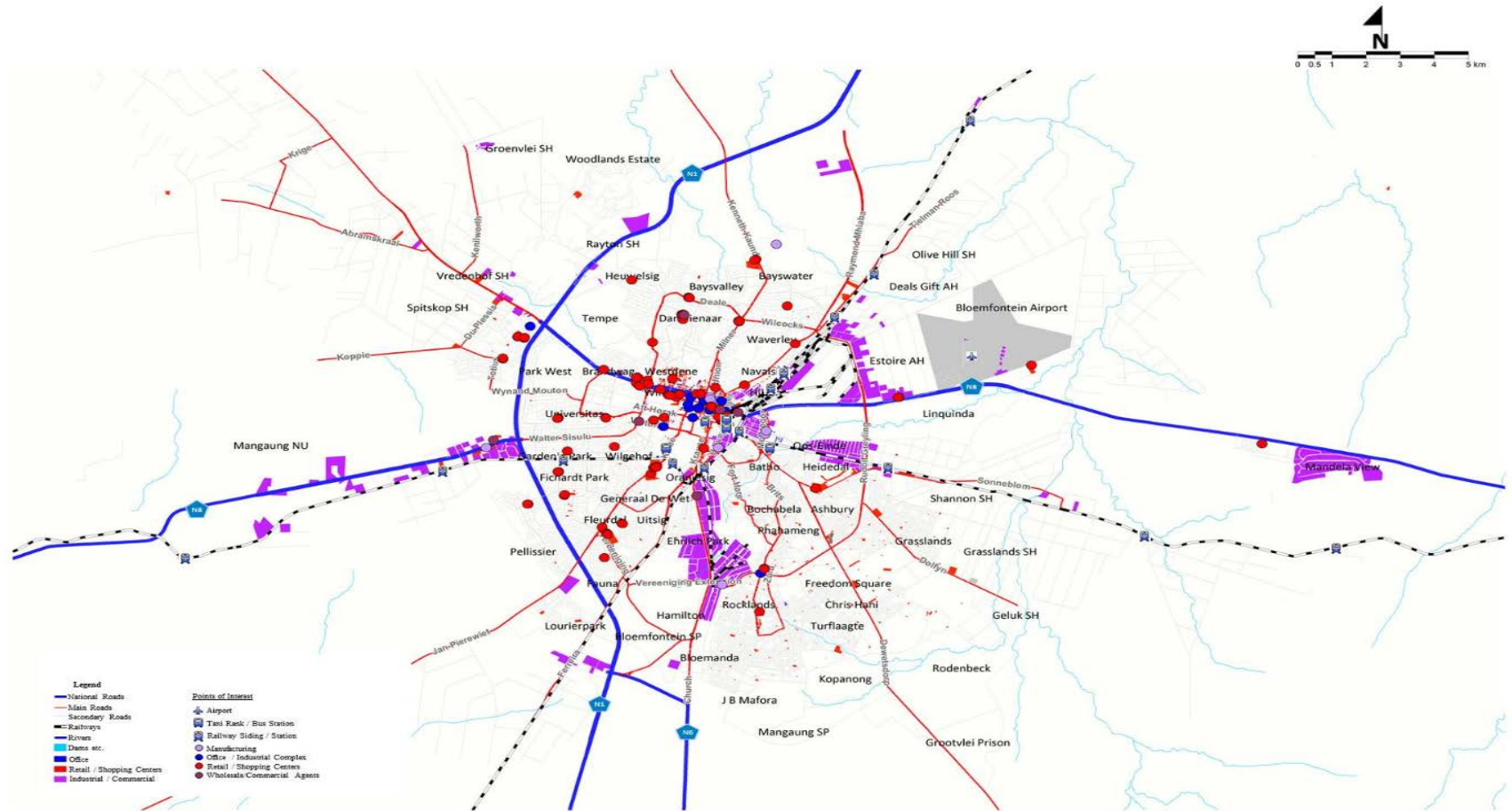
Thaba Nchu: The area is characterised by vast stretches of communal grazing areas that surround the urban centre. Many residents still keep cattle within the urban area and this creates a problem to residents. The majority of new urban developments have developed towards the west along Station Road, 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

Table 12 : Mangaung Economic Nodes

The map 12 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



Map 6 : Distribution of Economic Activities: Bloemfontein Areas and Programme Interventions

Botshabelo Land Use and Spatial Structure

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.

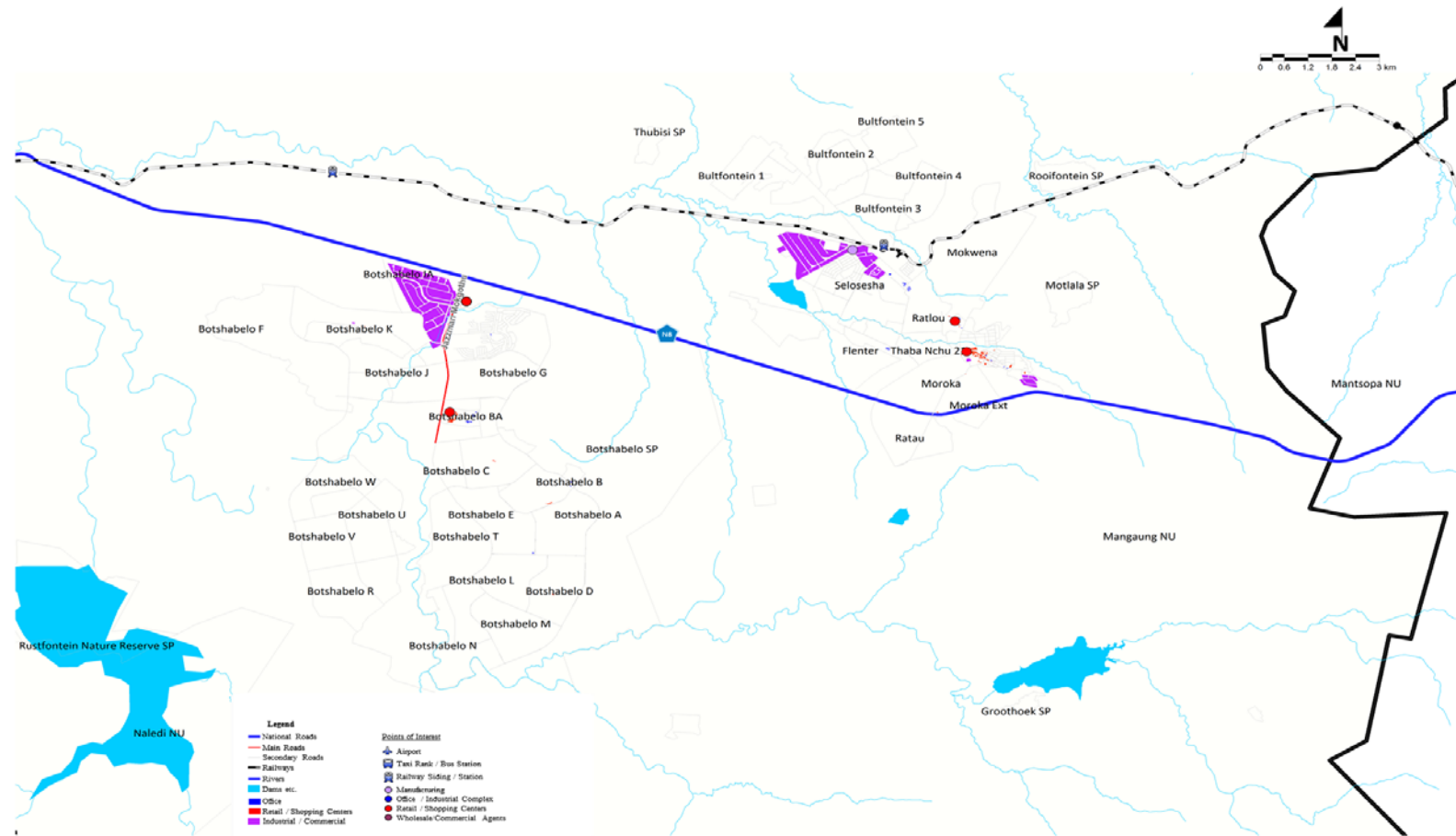
At the moment there is no functional interaction between Botshabelo and the railway line which is located a few kilometres to the north thereof.

Thaba Nchu Land Use and Spatial Structure

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



Map 7 : Distrubution of Economic activities in Botshabelo and Thaba Nchu

The economy of the city must be boosted through implementation of a focussed change programme that will enhance organisational performance. In the main the strategic focus areas and action will focus on the following key areas:

- 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*)

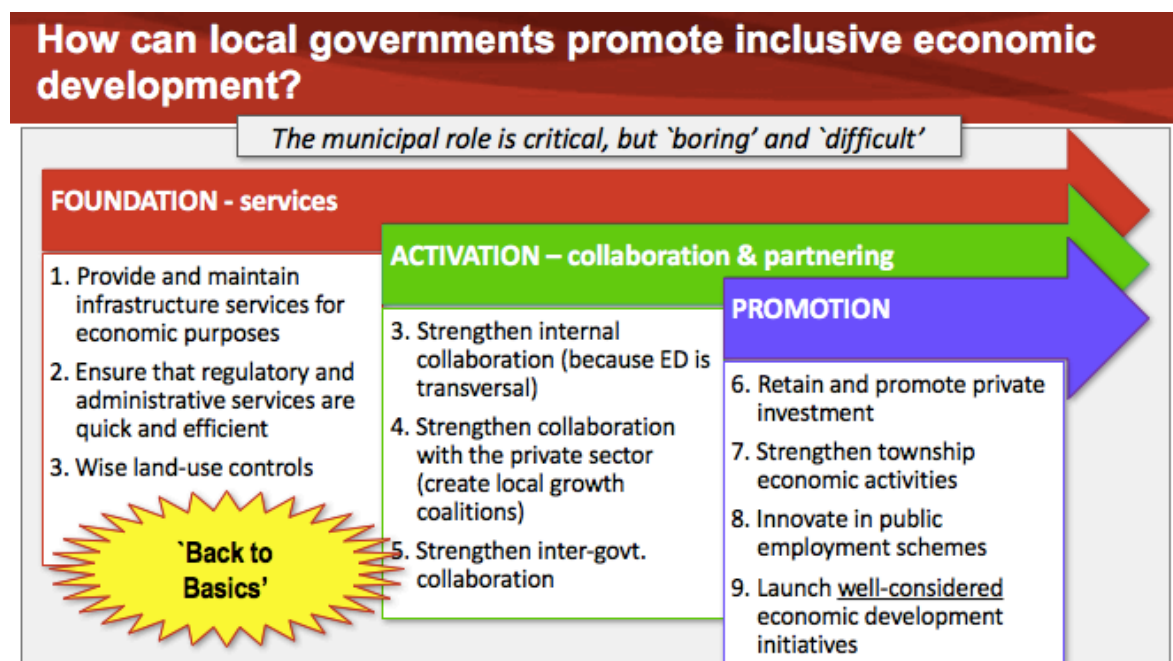


Figure 7: Role of Local Government in promoting Inclusive economic development (Source: National Treasury-SDR presentation of Mangaung)

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

B4.1 Mangaung Integrated Public Transport Network

The Mangaung Metropolitan Municipality (MMM) Integrated Public Transport Network (IPTN), hereafter referred to as the Mangaung 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.

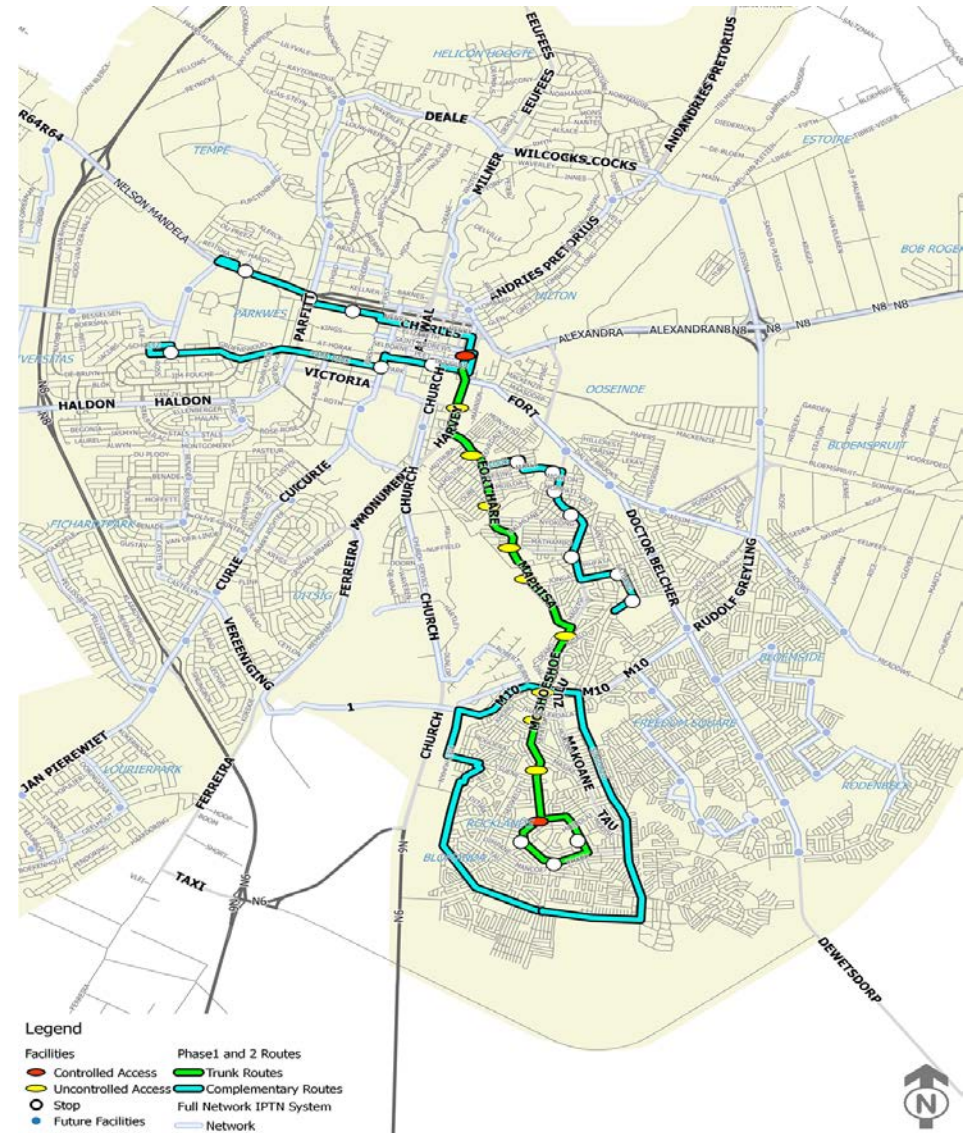
The Phase 1 and 2 of the IPTN System and its infrastructure elements are described in more detail in below:

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	Dec 2019

Table 13 :Mangaung IPTN Phase 1 Key System Features



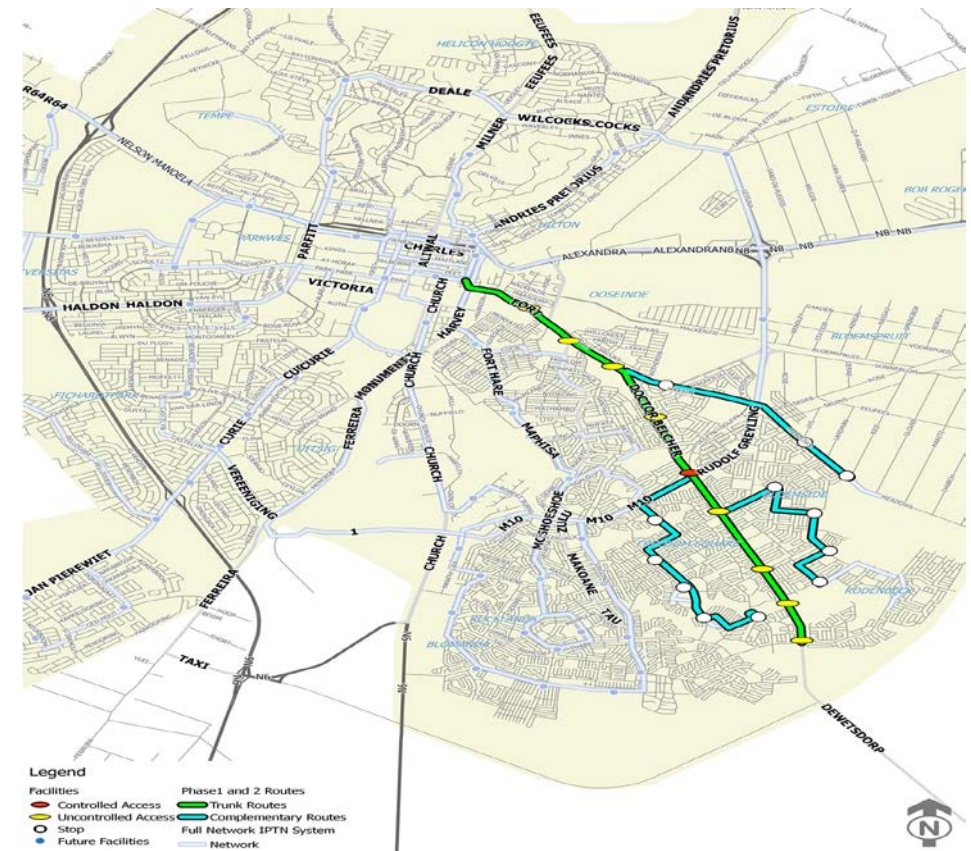
Map 7 : - Phase 1 IPTN Corridor Network

Phase 2 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 13 : IPTN Phase 2 Key System Features



Map 8 : - Phase 2 IPTN Corridor Network

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

Table 15 : IPTN Phase 2 Key System Features

REFNUMBER	DETAIL OF EXPENDITURE			
		2018/2019	2019/2020	2020/2021
2205	BOTSHABELO - NON MOTORIZED TRANSPORT	-	-	-
2205	THABA-NCHU NON MOTORIZED TRANSPORT	-	-	-
2205	MANGAUNG - NON MOTORIZED TRANSPORT	-	-	-
2205	PHASE 2 - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN PHASE 1C MOSHOESHOE - TRUNK ROUTE (MAPHISA TO ROCKLANDS)	35 000 000	20 000 000	-
2205	IPTN PHASE 1D PRESIDENT PAUL KRUGER - TRUNK ROUTE	-	-	-
2205	IPTN PHASE 2 - TRUNK ROUTE (DR. BELCHER)	-	30 000 000	30 000 000
2205	IPTN PHASE INTERMODAL - TRUNK STATIONS	40 000 000	-	-
2205	IPTN PHASE 1B FORT HARE ROAD - TRUNK ROUTE		-	-
2205	IPTN PHASE 1 - TRUNK STATION 2	40 000 000		-
2205	IPTN PHASE 1B HARVEY ROAD - TRUNK ROUTE			-
2205	IPTN PHASE 1C MOSHOESHOE - TRUNK STATIONS (MAPHISA TO ROCKLANDS)	-	-	-
2205	IPTN PHASE 2 - TRUNK STATIONS	-	-	-
2205	IPTN BUS DEPOT	20 000 000	51 444 819	50 000 000
2205	IPTN CONTROL CENTRE	-	65 000 000	65 000 000
2205	INTELLIGENT TRANSPORT SYSTEM	-	-	
2205	IPTN ELLA STREET - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN PARK ROAD - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN BUS STOPS & SHELTERS			
2205	IPTN BUS FLEET	40 000 000		
2205	IPTN VICTORIA ROAD - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN KING EDWARD ROAD - NON MOTORIZED TRANSPORT	-	-	-
		175 000 000	166 444 819	145 000 000

Table 16 : MTREF Allocations for IPTN

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 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 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.

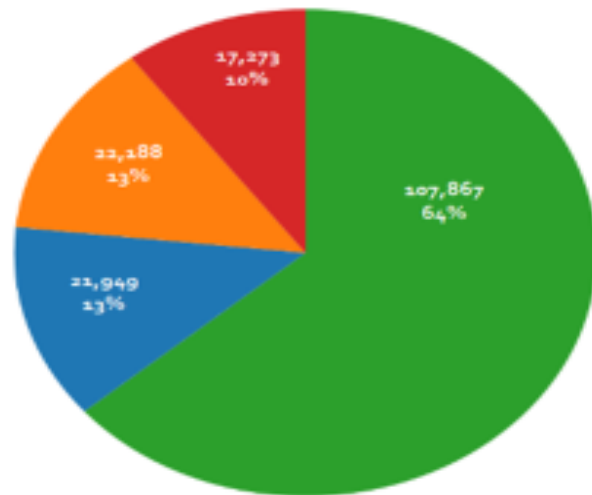
About 34% of all properties were financed by government and only 13% of properties are in the segment crucial for the working class (R300 000 – R600 000). Mangaung is the 2nd smallest city by population, but has the second highest percentage of government sponsored properties (34%, after Nelson Mandela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

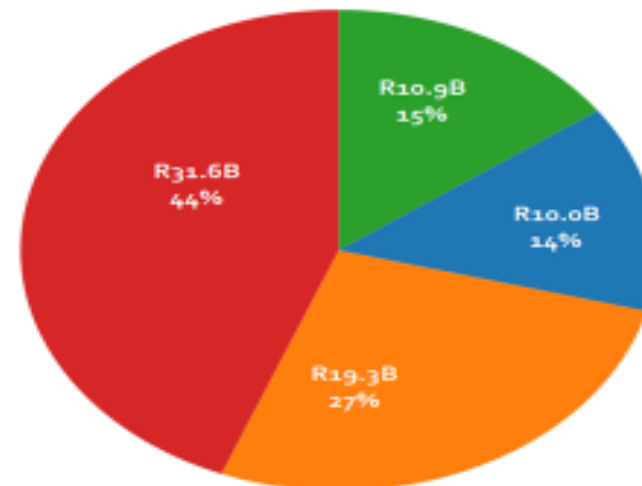
Overall, Mangaung property market has shown moderate but steady, with a rise in average property values and in transaction prices every year. Transaction prices (the prices that are achieved in sales) have been significantly higher than property values (the estimated value of properties based on trends), 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



data source: Urban Citymark, 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

Figure 8 :Mangaung's Housing Markets

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

1. Growing Mangaung'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 Mangaung'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, Mangaung 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. Mangaung'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 Mangaung 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 Mangaung 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.

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	

Table 17 : Mangaung Restructuring Zones

As indicated in the Table above, only two Restructuring Zones have been proclaimed (i.e CBD and Brandwag). 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 for economic development and human settlements 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 urban mobility;
- o Facilitating Integrated Transit Oriented Development, to ensure development along transport corridors and promote higher densities; and
- o Providing infrastructure support in relation to services and social facilities.

B4.2.2 Progression in Implementation on Human Settlements Projects

B4.2.2.1 Inner-City Housing Projects

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

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 (Separate from social housing stock)	White City		40 rental Units (20 duplex's)	Under construction with own Metro funding

Table 18 : Implementation status of housing projects



Figure 9 : Completed Units of the Brandwag Social Housing Project

B4.2.2.2 Progress with Mega Mixed Development Projects

The Mungaung 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 NAME	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 19 : Mixed Development Mega Projects

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;



Figure 10: Hillside View Social Housing Progress

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

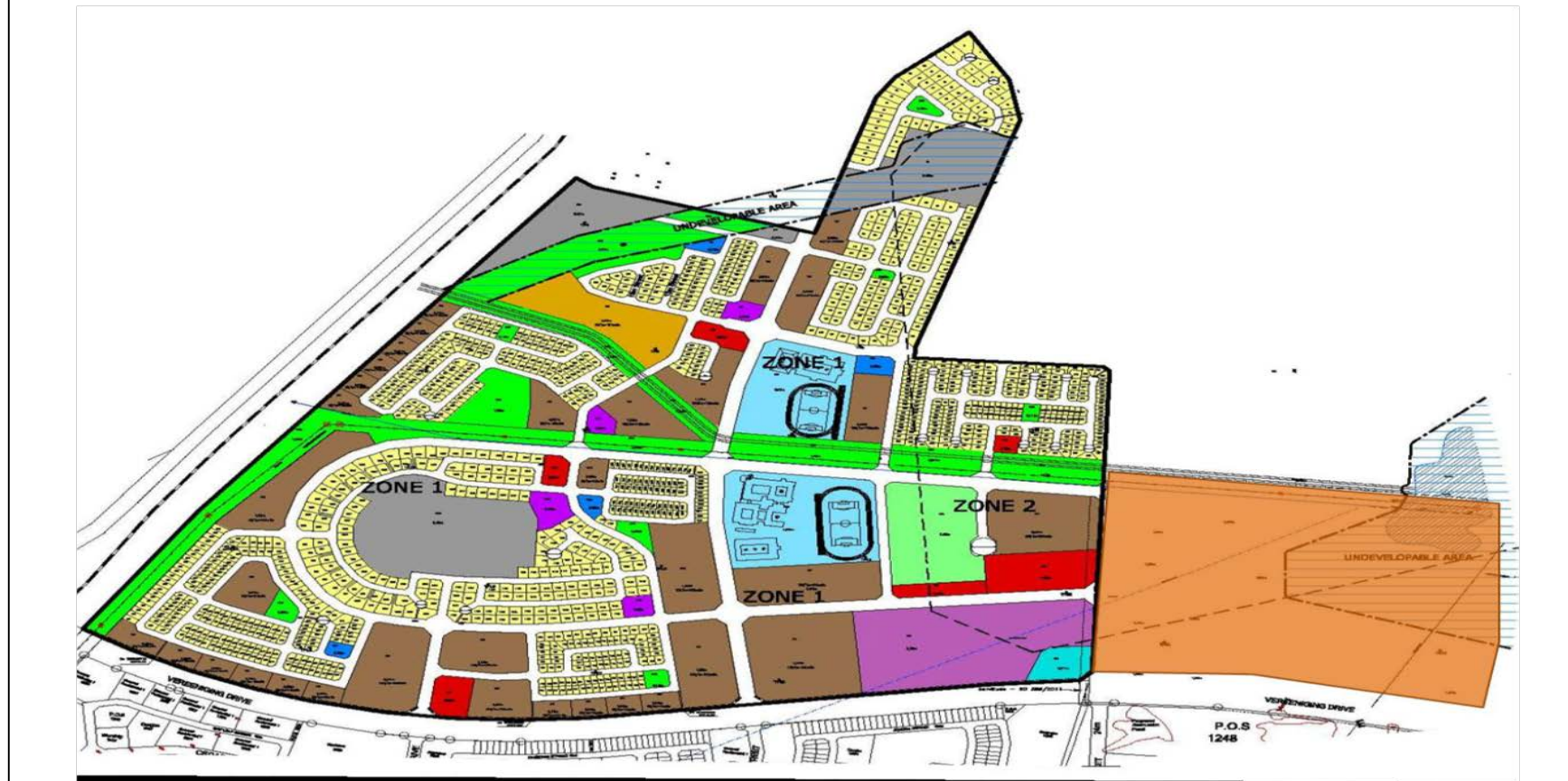


Figure 11 :Vista Park 2 Site Development Plan

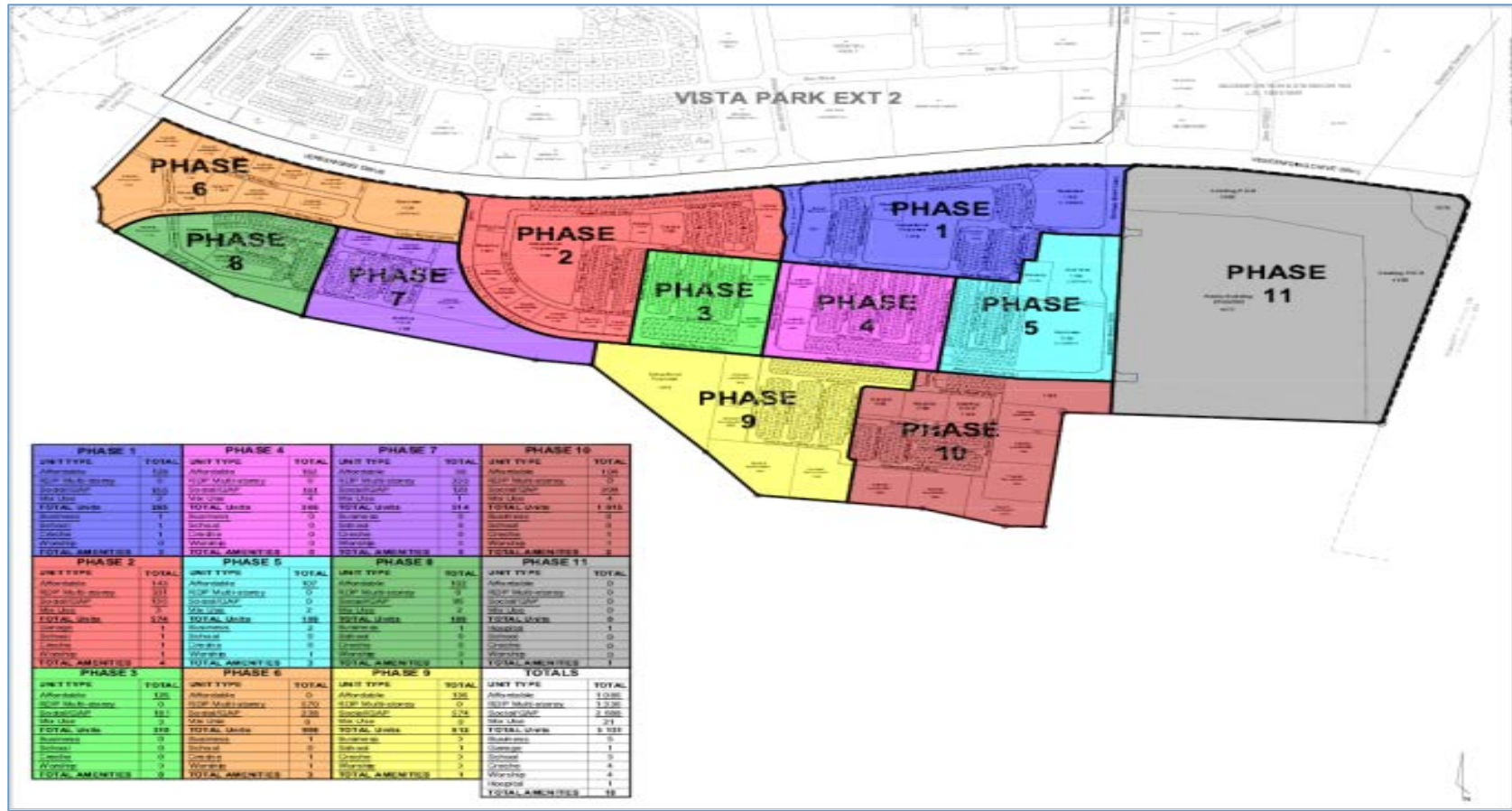


Figure 12 : Vista Park 3 Site Development Plan

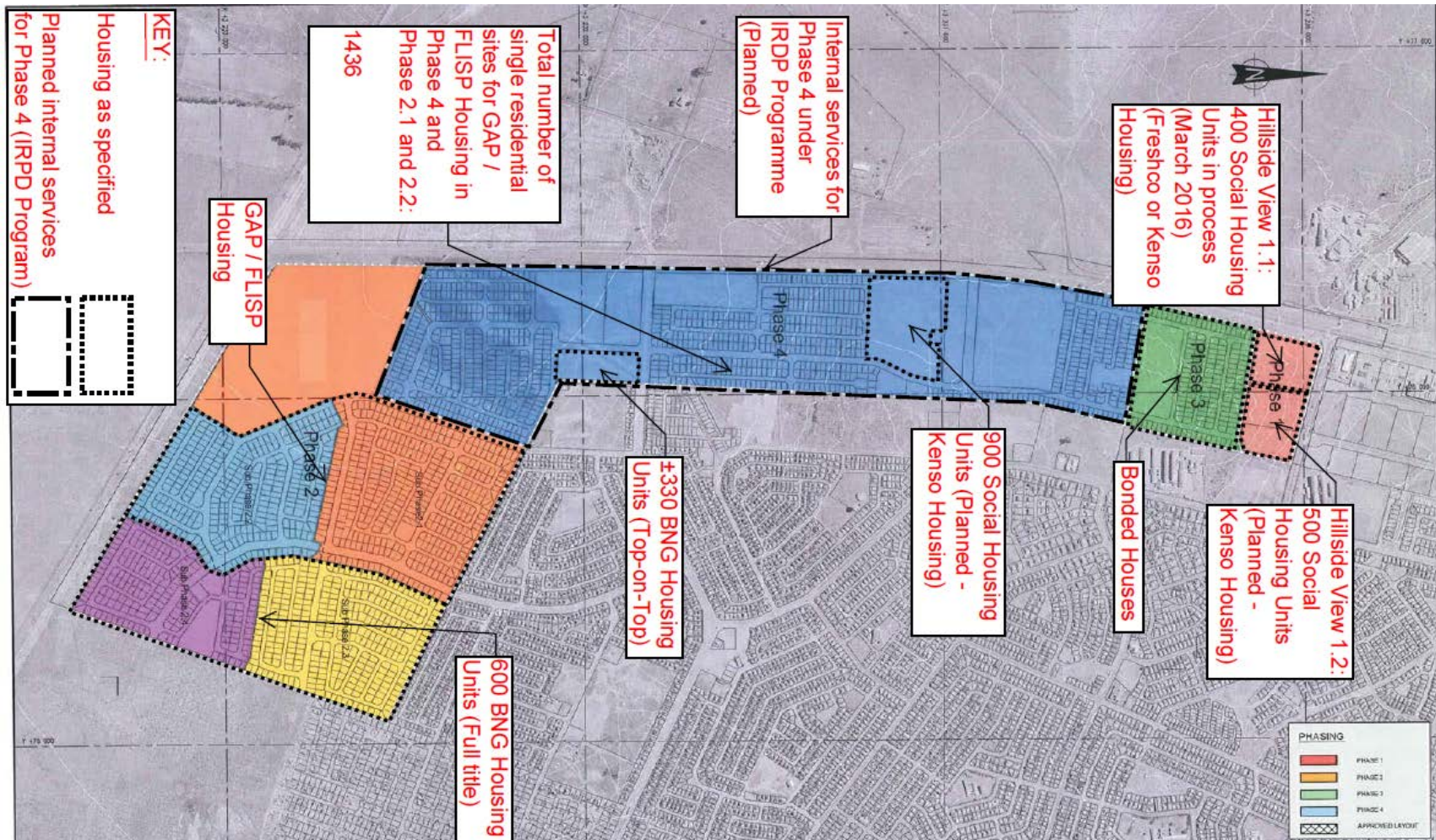


Figure 13 : Hillside View Housing Phasing Plan Development

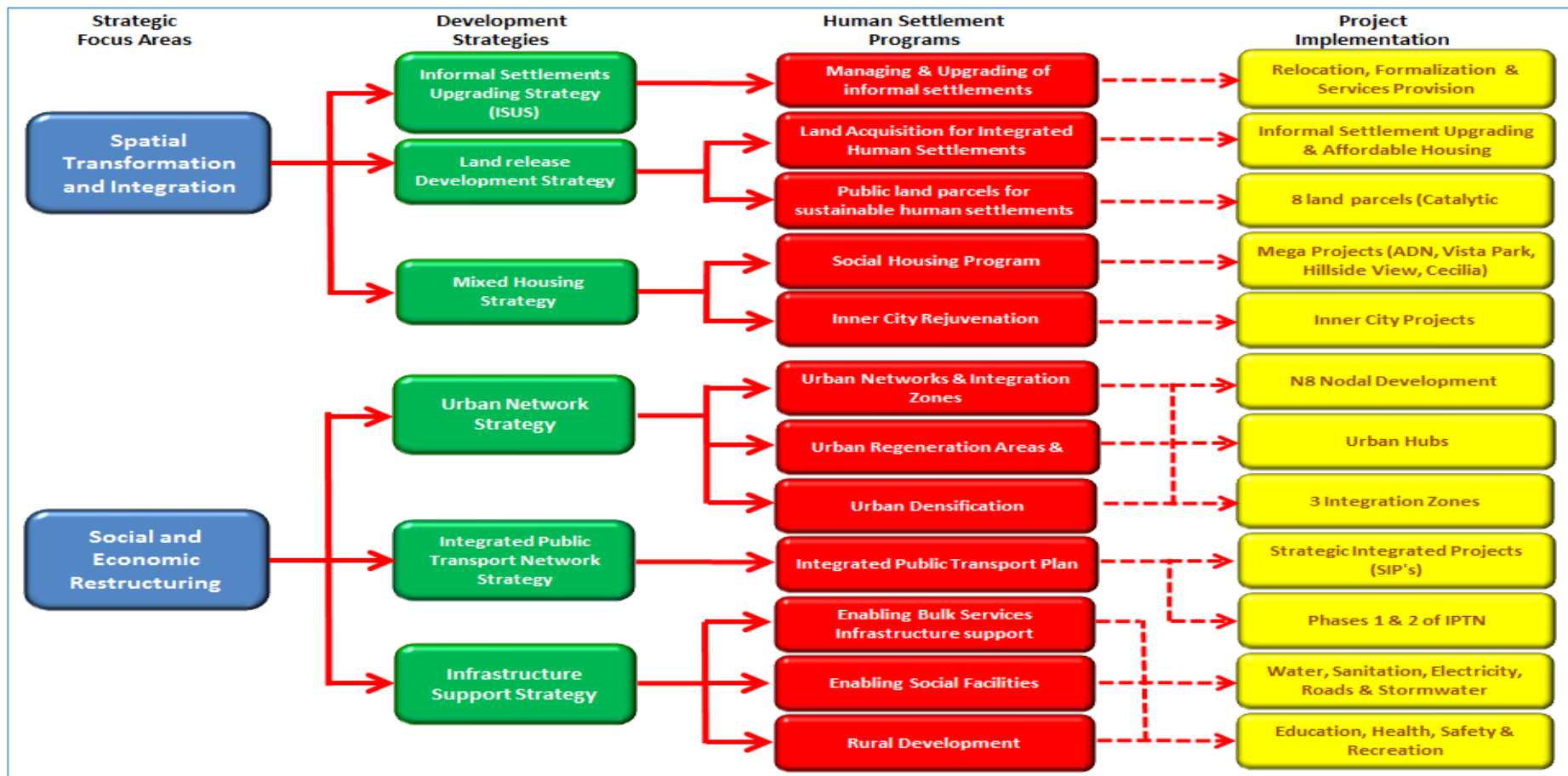
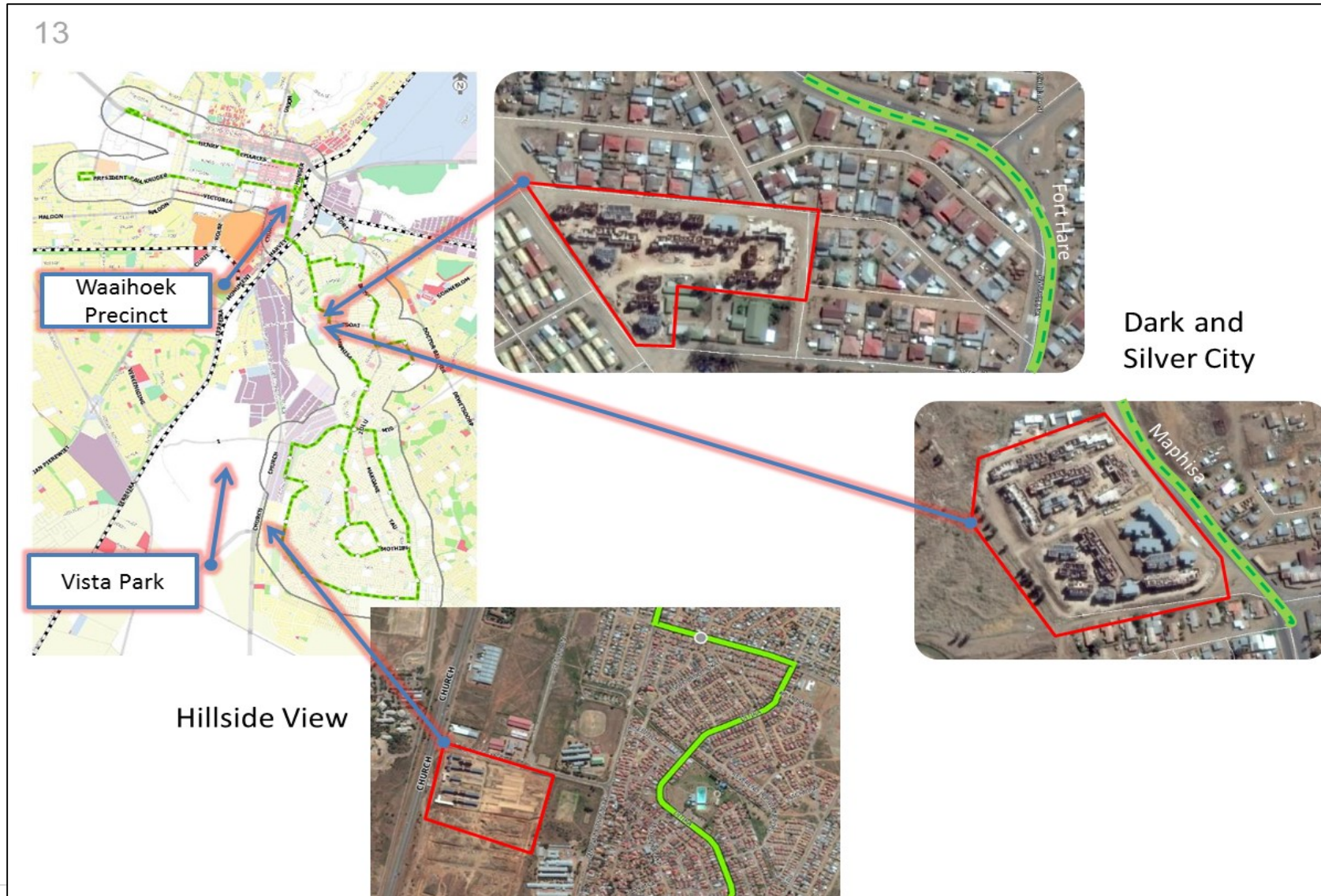


Figure 14 : Mangaung Integrated Human Settlement Strategic Approach

Figure 15 : Showcase of 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.


<p>INVESTMENT</p> <ul style="list-style-type: none">• 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. <p>PROJECT INFORMATION</p> <ul style="list-style-type: none">• ±4ha of land, in the CBD• Integrated mixed use development <p>READINESS</p> <ul style="list-style-type: none">• Design completed for Phase 1, Final Precinct Plan completed and was presented to NDP.	
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Figure 16: Design layout of the Waaihoek Precinct Development

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)

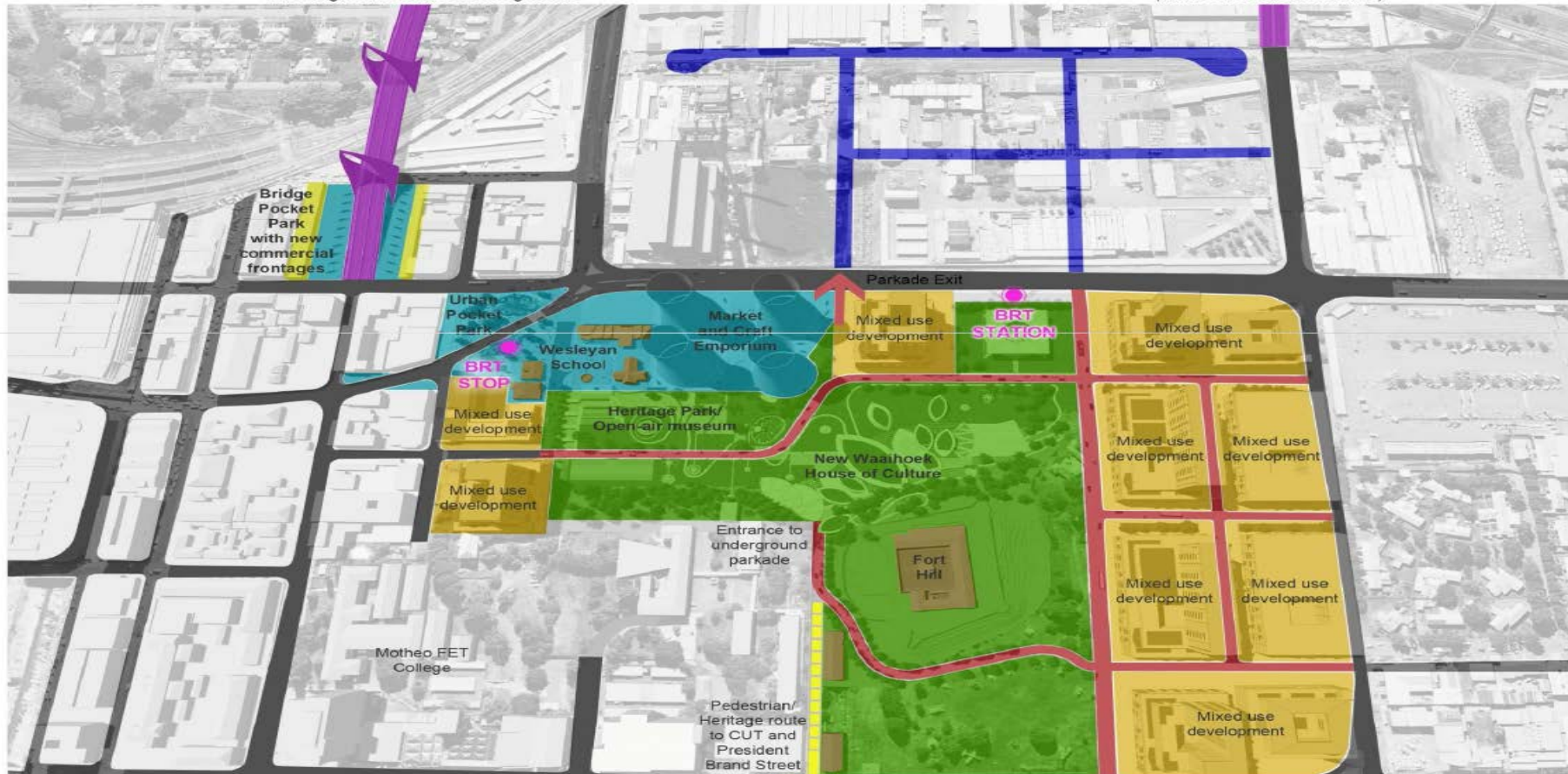


Figure 17 : Waaihoek Precinct Development Layout

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.
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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.
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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
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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			

Table 20 : Waaihoek Precinct Development : Project Phases

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.

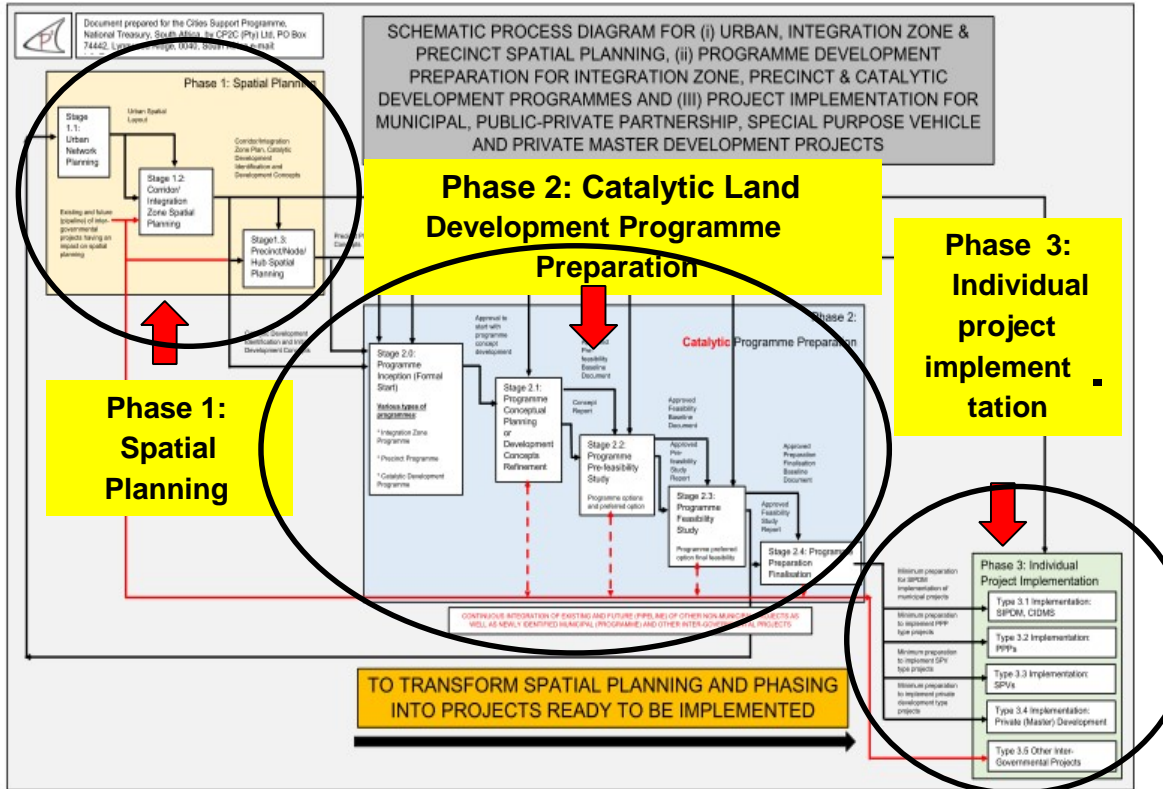


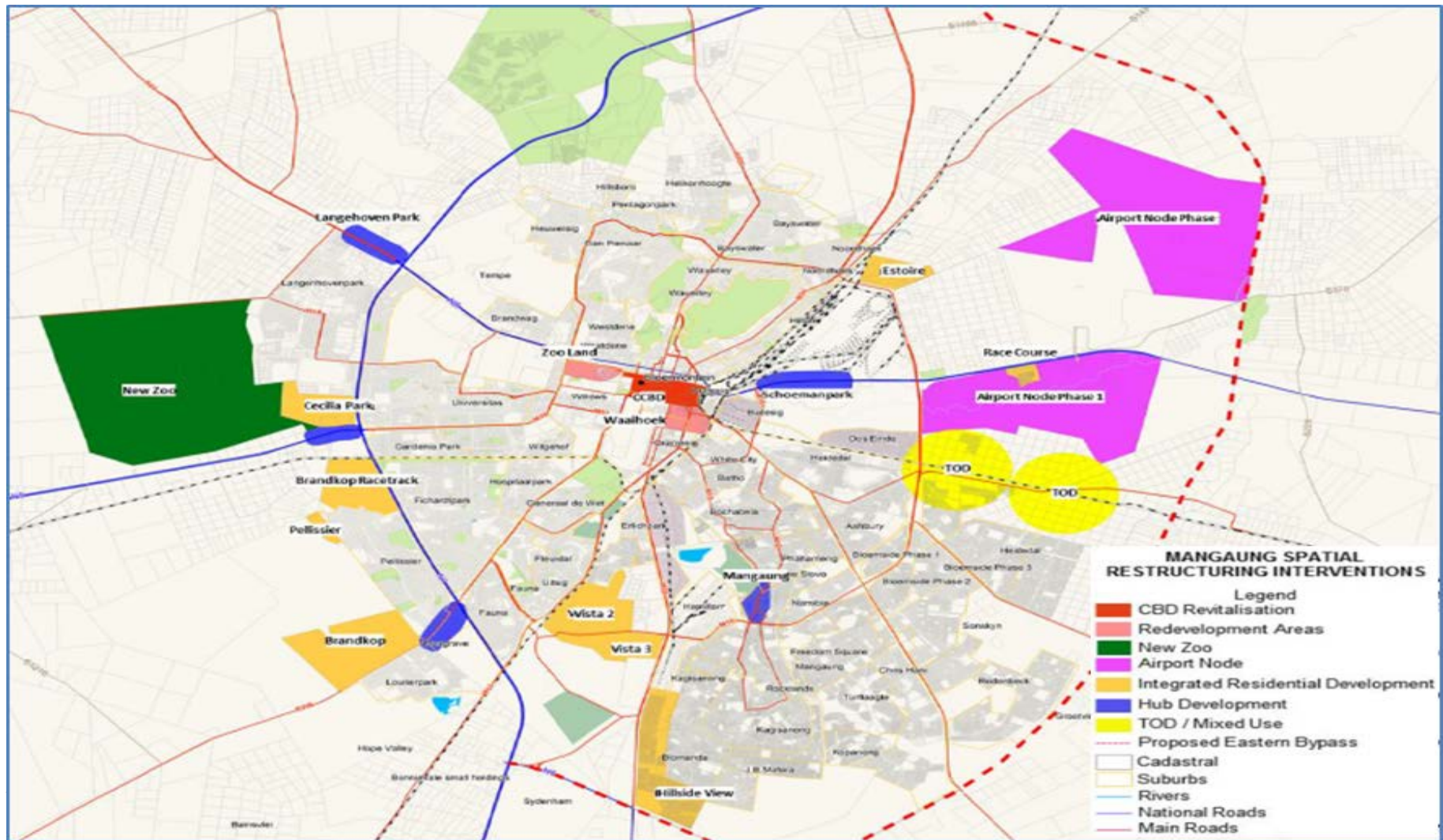
Figure 18 : Catalytic Urban Land Development Phase (National Treasury CSP)

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

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	✓	✓	✗	✗	✗	

Table 21: IPTN Phase 2 Key System Features

- 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).



Map 10: Mangaung Spatial Restructuring Interventions

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

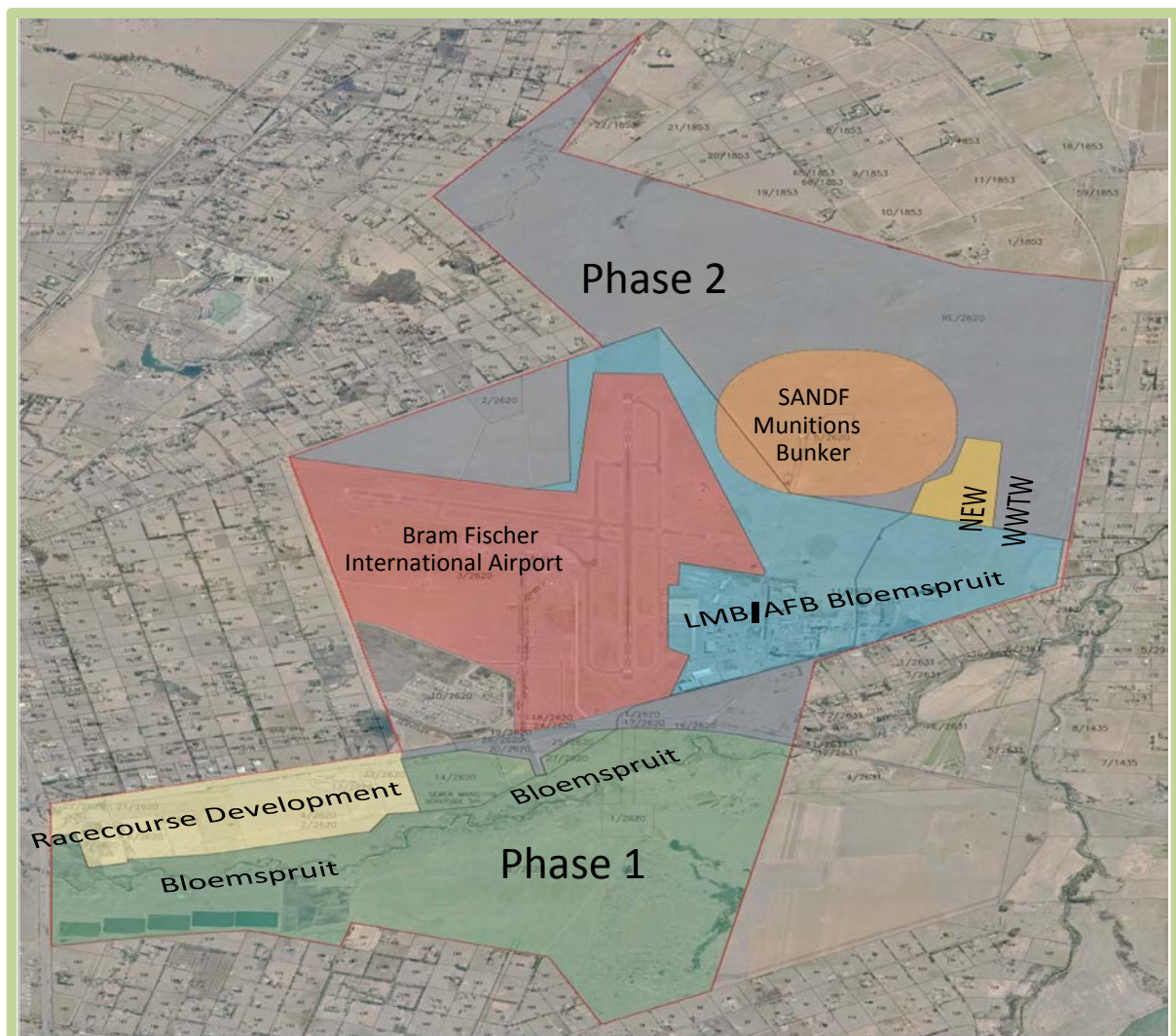


Figure 19: Locality of Airport Development Node : Phase 1 and 2

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.



Figure 21: Conceptual design of the Airport Node Development: Phase 2

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.



Figure 22: Conceptual design of the Airport Node Development: Phase 1

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.



Figure 22: Conceptual design of the Airport Node Development: Phase 1 (Urban Square)

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

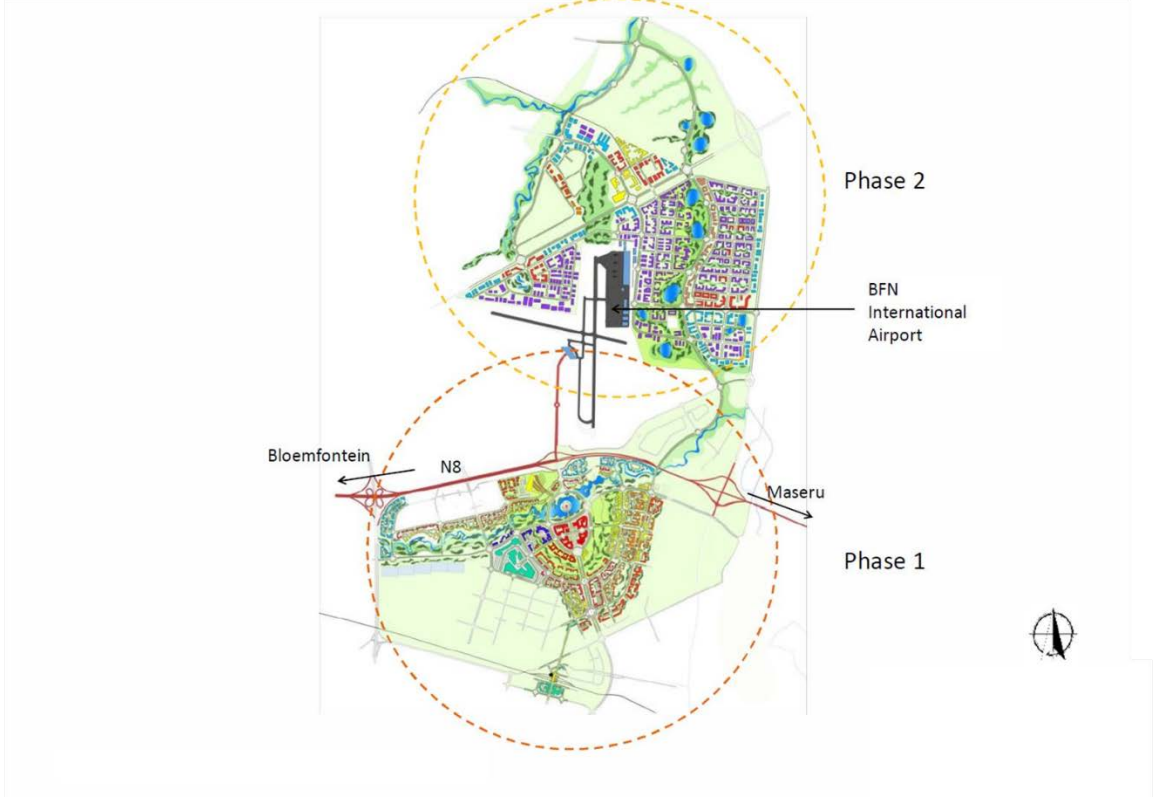


Figure 23: Airport Development Node Masterplan

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:

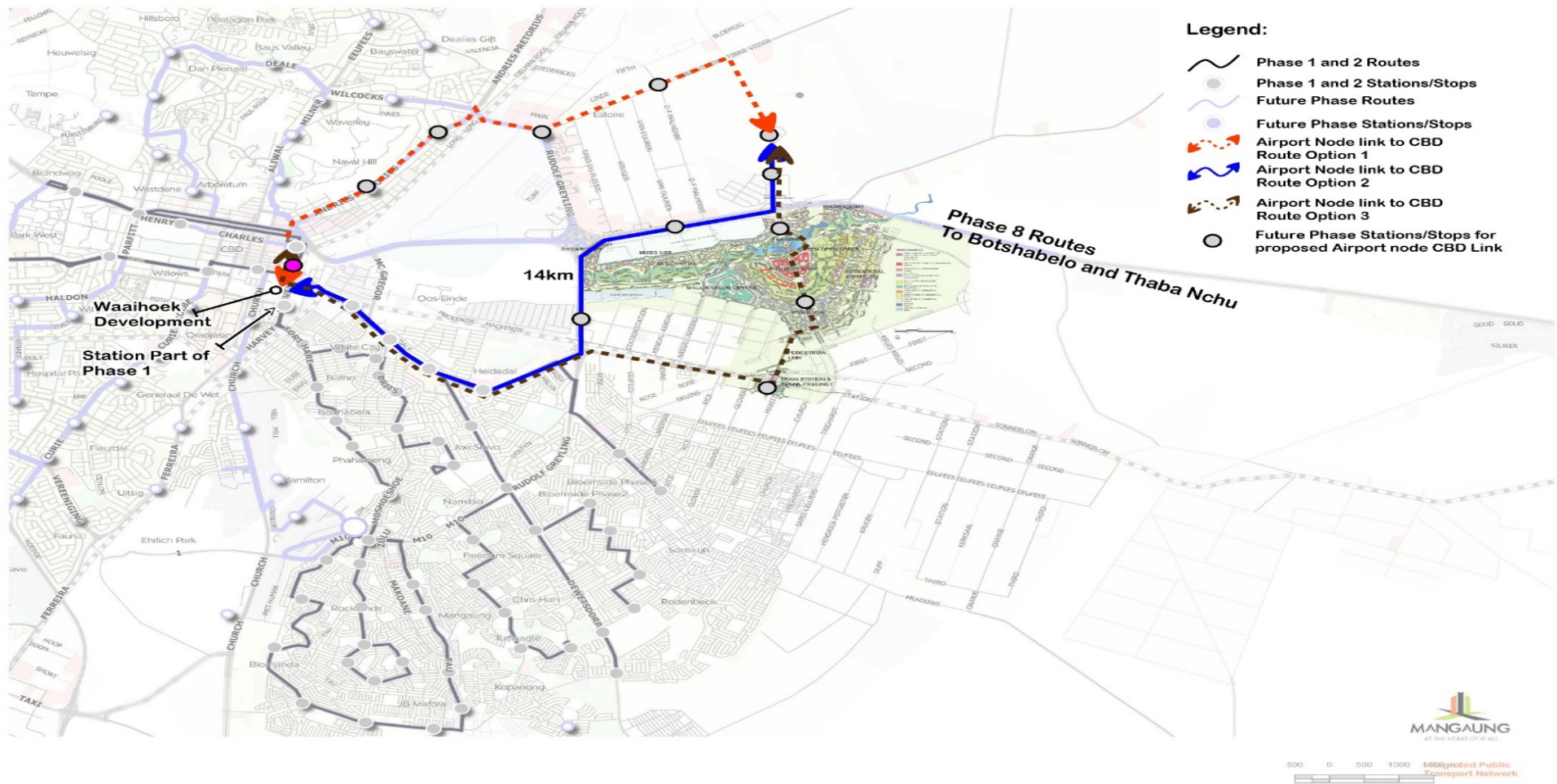
- o LED Solar Street Lighting;
- o a 10MW PV Solar Plant;
- o seamless Natural and Manmade green open space;
- o eradication of invader plant species;
- o rehabilitation of the Bloemspruit; limit storm water infiltration in the sewer system;
- o storm water attenuation;
- o promoting Non-Motorized Transport (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%

Table 22: Airport Development Node Town Planning Progress

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.



Map 11 : Alignment and Linkage of Airport Development Node with IPTN Phase 3

1 Spatial Planning Phase	2.0. Catalytic Programme Inception	2.1. Catalytic Programme Conceptualisation	2.2. Catalytic Programme Pre-feasibility	2.3 Catalytic Programme Feasibility	2.4 Catalytic Programme Preparation Finalisation	3-Catalytic Programme Implementation
<p>Motivation found in IDPs (2001/2002) and most recent IDP (2017-2022) but no funds allocated in recent IDP</p>	<p>Expectation: Clear demarcation of when programme was formally commenced with initial roles and responsibilities identified.</p> <p>Found from Scoping Exercise: No information of programme commencement -only updates of ADN to council</p>	<p>Expectation: Clear objectives and rationale specifically for ADN</p> <p>Full programme management approach (roles and responsibilities, staff resource allocation)</p> <p>Found from Scoping Exercise: No dedicated document outlining the specific objectives for ADN</p> <p>Programme management (roles and responsibilities) clarified by discussions but not documentation</p> <p>Discussed that there is agreement with province on their support of the initiatives</p>	<p>Expectation: High-level options analysis for the development (institutional approach, land-use mix, project typology (private, PPP, public sector) mix</p> <p>Robust risk analysis against all options</p> <p>Found from Scoping Exercise: No dedicated document identifying range of options before deciding on preferred development option</p>	<p>Expectation: Detailed spatial planning concept, full financial analysis for Phase 3: Implementation economic cost-benefit assessment and institutional approach for the preferred option; Detailed engineering master programme for projects within the programme; Clear integration of intergovernmental pipeline</p> <p>Found from Scoping Exercise: Conceptual Spatial Plan completed, Engineering services reports and studies that can serve as informants to the overall Feasibility, limited financial costing for Phase 3: Implementation: no economic cost -benefit assessment</p>	<p>Expectation: Full budget preparation for projects within the programme, Listing of all municipal project budgets on municipal vote, preparation of PPP procurement documents and marketing strategy</p> <p>Found from Scoping Exercise: No preparation for PPP projects, some project briefs for municipal projects</p>	<p>Expectation: The implementation of a master programme of all projects within the CLDP, tied to specific budgets and timeframes</p> <p>Found from Scoping Exercise: Specific infrastructure expenditure</p>

Table 23: Analysis of ADN status related to CLD life-cycle

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	Waaihoek Wesley Church, Bloemfontein

Table 24: Intergovernmental Engagements

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	200000		
	Soetdoring Nature Reserve	Bloemfontein	Planning	construction on Swimming Pools			4000000
	Phillip Sanders Resort	Bloemfontein	Planning	Construction on Swimming Pools	200000		
	Maria Moroka Nature Reserve	Thaba Nchu	Planning	construction on Swimming Pools			4000000
Total DESTEA					400000		8000000
Department of Health	Caleb Motshabi Clinic	Bloemfontein	Planning	Regional Clinic			450000
	Dinaane Clinic	Bloemfontein	Procurement	Clinic Upgrade	1000000	1400000	1450000
	Heidedal Clinic	Bloemfontein	Planning	Clinic Upgrade	200000	350000	8635000
	Mangaung Hospital	Bloemfontein	Planning	Clinic Upgrade		100000	750000
	FS Psychiatric Complex	Bloemfontein	Planning	Upgrade	246000	300000	350000
	Pelonomi: Additions	Bloemfontein	Planning	Upgrade	300000	500000	
	Refrbishment Clinic	Bloemfontein	Planning	Renovations	1514600	987800	9878000
	National Hospital	Bloemfontein	Procurement		7223700	10452600	7631000
Total Dept of Health					10484300	13640400	56144000
Department of Education	Matla Primary School	Bloemfontein	Construction (93%)	New Infra Assets	800000	1200000	
	Grassland Primary	Bloemfontein	Construction (75%)	New Infra Assets	800000	1013000	
	Caleb Motshabi (Thuto Thebe)	Bloemfontein	Construction (51%)	New Infra Assets	800000	11693000	
	Mangaung: Phase 7	Bloemfontein	Feasibility	New Infra Assets			5000000

Department	Project Name	Location	Project Status	Infrastructure Type	2018/19	2019/20	2020/21
	Mangaung Phase 3	Bloemfontein	Feasibility	New Infra Assets			5000000
	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	1000000	1000000
	Grassland Secondary	Bloemfontein	Construction (82%)	New Infra Assets	9000000	9245000	
	Botshabelo (Tholo PS)	Botshabelo	Construction (51%)	New Infra Assets	6000000	1000000	8107000
Total Department of Education					4400000	60502000	4017000
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	Design & 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		
	Thaba Nchu Trans Route	Thaba Nchu	Construction (75%)	Upgrades & additions	1000000	8000000	8000000
	Thaba Nchu Trans Route (EPWP)	Thaba Nchu	Construction (0%)	Upgrades & additions	1000000		

Department	Project Name	Location	Project Status	Infrastructure Type	2018/19	2019/20	2020/21
	P6/1 Detwesdorp-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

Table 25: MTREF Provincial Allocations with Mangaung

D 3.4.3 Resourcing the Metro's Pipeline

The capital budget for the 2018/19 financial year is set at R 1,130 billion (R 1,130,453 million). The budget will thus be reduced by 8.65% (R 107,076 million) as compared to the 2017/18 Adjustment Budget of R 1,155 billion (R 1,155,899 million). The capital budget for the two outer years of the MTREF period has been set at R 1,150 billion (R 1,150,299 million) and R 1,165 billion (R 1,165,281 million) respectively. The capital budget injection in the Metro's economy over the MTREF period will thus be R 3,451 billion (R 3,451,633 million).

In the main the budget will be funded out of Government Grants and subsidies, internally generated fund (own funding) and a fleet lease contract as funding sources. Government grants contribution to the Metro's capital budget is decreasing by R 107,343 million (10.15%) in 2018/19, from the 2017/18 Adjustment Budget amount of R 1,057,376 million to R 950,033 million in 2018/19.

	Financing	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)	58 585 000	31 161 000	32 541 860
18	Revenue	74 879 176	78 997 531	83 342 395
95	Public Contributions/Donations	10 318 000	6 665 490	7 032 092
Grants and Subsidies		953 483 000	1 001 862 819	1 042 383 000
80	Public Transport Infrastructure & Systems Grant	175 000 000	166 444 819	145 000 000
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
77	National Electrification Programme	15 450 000	25 600 000	32 000 000
79	Neighbourhood Development Partnership Grant	13 000 000	17 790 000	30 000 000
		1 130 453 436	1 155 899 486	1 165 299 346

Table 26: Manguang Capital Budget for the MTREF

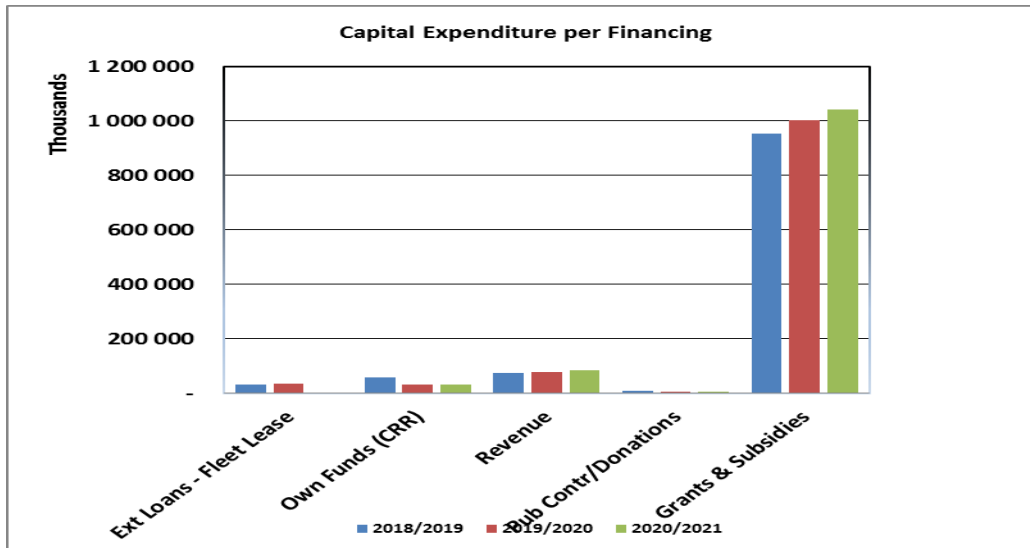


Figure 24: Capital Funding per Source

Grant Funding

Government grants and subsidies makes up 86.77% over the MTREF period. The major grants being the USDG and PTNG

	Capital Grants and Subsidies	2018/2019	2019/2020	2020/2021
80	Public Transport Infrastructure & Systems Grant	175 000 000	166 444 819	145 000 000
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
77	National Electrification Programme	15 450 000	25 600 000	32 000 000
79	Neighbourhood Development Partnership Grant	13 000 000	17 790 000	30 000 000
	Total	953 483 000	1 001 862 819	1 042 383 000

Table 27 : MTREF National Grant Allocations

Utilization of the Funding

The intended utilization of the grants is as follows in terms of main sources:

Urban Settlement Development Grant Funded Projects.

The bulk of the Metro's grants and subsidies allocation from the National Government is in the form of the USDG. The allocation for the MTREF period is R 2,347 billion (R 2.346,852 million), with the position for the 2018/19 budget year being R 742,826 million. The allocations of the two outer years being R 780,652 million and R 823,374 million respectively.

To assist metropolitan municipalities to improve household access to basic services through the provision of bulk, link and internal reticulation infrastructure, with a focus on the poor, urban land production to support broader urban development, spatial integration and inclusion by supplementing the capital budgets of metropolitan municipalities.

The main projects to be undertaken out of the USDG allocation are as outlined on the table below:

	DETAIL OF EXPENDITURE				FINANCING
		2018/2019	2019/2020	2020/2021	
SOCIAL SERVICES					
5631	NEW ROADS AND STORMWATER NALI'S VIEW CEMETERY	-	5 000 000	10 000 000	81
	TOTAL	-	5 000 000	10 000 000	
PLANNING					
6212	TOWNSHIP ESTABLISHMENT FARM KLIPFONTEIN	7 500 000	7 000 000		81
6212	IN FILL PLANNING BOTSHABELO H & G	1 840 660			81
6212	TOWNSHIP ESTABLISHMENT ESTOIRE	7 500 000	4 500 000		81
6212	AIRPORT NODE	1 850 000	-	-	81
6212	INFILL PLANNING BLOEMSIDE 9	300 000			81
6212	INFILL PLANNING BLOEMSIDE 10	300 000			81
6212	TOWNSHIP ESTABLISHMENT BOTSHABELO SEPANE FARMS	5 000 000	5 000 000		81
6212	FORMALISATION OF INFILL PLANNING ALL WARDS	5 000 000			81
6212	LAND SURVEYING LOURIER PARK 1/702	3 000 000	-		81
6212	LAND SURVEYING RODENBECK 2972	1 300 000	-		81
6231	CONSTRUCTION OF A NEW COMMUNITY CENTRE IN THABA NCHU	5 000 000	5 250 000		81
6231	REHABILITATION OF ARTHUR NATHAN SWIMMING POOL	-	3 675 000	-	81
6231	FIRE STATION BOTSHABELO	12 000 000	-		81
	TOTAL	50 590 660	25 425 000	-	
ECONOMIC AND RURAL DEVELOPMENT					
6781	REVITALISING TOWNSHIP ECONOMY (LAND PURCHASING FOR FACTORY SHELLS IN TOWNSHIPS)	-	3 000 000	5 000 000	81
6781	URBAN DESIGN (BOTSHABELO DEVELOPMENT NODE)	-	5 000 000	10 000 000	81
6781	ECONOMIC INFRASTRUCTURE (AIRPORT DEVELOPMENT NODE)	-	4 000 000	50 000 000	81
6781	URBAN DESIGN AND ECONOMIC INFRASTRUCTURE (ESTOIRE DEVELOPMENT NODE)	-	5 000 000	9 000 000	81
6781	SMALL TOWN REGENERATION PROGRAMME (URBAN DESIGN AND ECONOMIC INFRASTRUCTURE)	-	3 000 000	6 000 000	81
	TOTAL	-	20 000 000	80 000 000	
HUMAN SETTLEMENT AND HOUSING					
6502	LOURIERPARK (100 SITES) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	5 000 000	5 000 000	-	81
6571	KHAYELITSHA/ GRASSLAND PHASE 4 (800 HOUSEHOLDS) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	50 000 000	67 600 000	-	81
6574	BOTSHABELO WEST EXT 1 (1000 HOUSEHOLDS) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	42 000 000	40 500 000	-	81
6573	MOROKA (THABANCHU) EXT 27 (290 HOUSEHOLDS) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	14 500 000	5 400 000	-	81
6572	BLOEMSIDE PHASE 7 (1128 HOUSEHOLDS) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	57 000 000	-	-	81
6571	SONDERWATER PHASE 2 (80 HOUSEHOLDS) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	4 000 000	-	-	81
6572	BLOEMSIDE PHASE 9 & 10 (500 HOUSEHOLDS) - INSTALLATION OF WATER AND INTERNAL SEWER RETICULATION	31 200 000	53 000 000	-	81
6571	VISTAPARK 2& 3 - REALIGNMENT (REROUTING) OF BULK WATER PIPE	25 000 000	-	-	81
	TOTAL	228 700 000	171 500 000	-	

WATER					
7612	NAVAL HILL RESERVOIR AND MAINS PHASE 2	-	-	-	81
7612	BOTSHABELO INTERNAL BULK WATER(PIPELINE)	15 000 000	-	-	81
7612	REFURBISHMENT OF WATER SUPPLY SYSTEMS	58 786 889	30 000 000	50 000 000	81
7612	MASELSPOORT WATER RE-USE (PUMP STATION AND RISING MAIN)	1 000 000	3 000 000	5 000 000	81
7612	MASELSPOORT WATER RE-USE (GRAVITY LINE TO MOCKESDAM)	1 000 000	3 000 000	5 000 000	81
7612	MASELSPOORT WATER RE-USE (GRAVITY TO NEWWTW)	1 000 000	3 000 000	5 000 000	81
7612	MASELSPOORT WTW REFURBISHMENT	1 000 000	3 000 000	5 000 000	81
7612	WATER NETWORKS TO STANDS	500 000	700 000	800 000	81
7612	HEUWELSIG WATER TOWER	10 000 000	15 000 000	5 000 000	81
7612	NALEDI: REFURBISHMENT OF WATER SUPPLY SYSTEMS	2 000 000	2 000 000	2 000 000	81
7612	SOUTPAN: REFURBISHMENT OF WATER SUPPLY SYSTEMS	1 000 000	1 000 000	1 000 000	81
7614	REPLACE WATER METERS AND FIRE HYDRANTS	8 000 000	6 000 000	15 000 000	81
7614	METERING OF UNMETERED SITES	8 000 000	6 000 000	15 000 000	81
7614	REFURBISHMENT OF WATER SUPPLY SYSTEMS: REAL LOSS REDUCTION PROGRAMME (WATER)	13 000 000	10 000 000	15 000 000	81
7614	REFURBISHMENT OF WATER SUPPLY SYSTEMS: AUTOMATED METER READING AND PREPAID PROGRAMME	10 000 000	15 000 000	20 000 000	81
7614	REPLACEMENT/REFURBISHMENT OF VALVES	13 000 000	15 000 000	20 000 000	81
	TOTAL	143 286 889	112 700 000	163 800 000	
WASTE AND FLEET MANAGEMENT					
7711	EXTENTION OF WEIGHBRIDGE OFFICE AT NORTHERN LANDFILL SITE	844 000	886 200		81
7711	UPGRADING AND REFURBISHMENT OF BOTSHABELO LANDFILL SITES	2 000 000	2 100 000		81
7711	SIGNBOARDS PROHIBITING ILLEGAL DUMPING	-	98 355	-	81
7721	DEVELOPMENT OF TRANSFER STATION IN THABA'NCHU	7 500 000	7 875 000		81
7721	TWO WEIGHBRIDGES FOR TRANSFER STATION IN THABA NCHU	4 452 100	4 674 705		81
7721	UPGRADING AND UPLIFTING OF EXISTING WEIGHBRIDGES AND OFFICE AT SOUTHERN LANDFILL SITE	-	2 769 375		81
7721	UPGRADING AND REFURBISHMENT OF OF NORTHERN LANDFILL SITES	3 000 000	3 500 000	4 000 000	81
7721	UPGRADING AND REFURBISHMENT OF SOUTHERN LANDFILL SITES	3 000 000	3 500 000	4 000 000	81
7721	NEW FENCE AT NORTHERN LANDFILL SITE	2 500 000	-		81
7721	NEW FENCE AT SOUTHERN LANDFILL SITE	3 000 000	-		81
7721	UPGRADING AND REFURBISHMENT OF SOLID WASTE MANAGEMENT DEPOTS	-	100 000	-	81
7721	REFUSE BINS FOR CBD'S IN METRO	-	1 000 000	-	81
	TOTAL	26 296 100	26 503 635	8 000 000	

ENGINEERING					
7327	T1322B: LESSING STREET: ESTOIRE: UPGRADE	-	-	-	81
7327	T1428A: MAN RD 198, 199 & 200: BOCHABELA(7 DAYS); UPGRADE	3 999 384	-	-	81
7327	T1428B: MAN RD 176, 196 & 197: BOCHABELA(7 DAYS); UPGRADE	2 454 934	-	-	81
7327	T1429A: MAN RD 702, 778 & 68: TURFLAAGTE, BLOMANDA PH2: UPGRADE	3 856 792	-	-	81
7327	T1430A: ROAD K 13 (BOT RD B3 BETWEEN SECTIONS K&J): UPGRADE	957 250	-	-	81
7327	T1430B: BOT RD 719 & 718: SECTION O: UPGRADE	10 032 350	-	-	81
7327	T1430C: 7TH STR: BOTSHABELO SECTION H: UPGRADE	1 175 000	-	-	81
7327	T1522: THA RD 2029, 2044 and 2031: UPGRADE	-	8 303 546	-	81
7327	T1523: Bot Rd 304, 305, 308: SECTION G: UPGRADE	-	5 500 000	-	81
7327	T1524: BOT RD 437: SECTION A: UPGRADE	-	-	21 818 775	81
7327	T1525: BOT RD 601: SECTION D: UPGRADE	-	-	22 100 866	81
7327	T1527A: BOCHABELA STREETS: UPGRADE	-	10 660 847	-	81
7327	T1527B: BOCHABELA: STREETS: UPGRADE	-	12 615 110	-	81
7327	T1527C: BOCHABELA: STREETS; UPGRADE	-	-	12 700 775	81
7327	T1424: SOUTH PARK CEMETERY ENTRANCE ROAD	100 000	-	-	81
7327	T1431: AM LOUW, HOOF, TIBBIE VISSER, SLABBERT STRS: ESTOIRE: UPGRADE	2 932 235	-	-	81
7327	T1432: MAN 10786: BERGMAN SQUARE: UPGRADE	10 082 577	-	-	81
7327	T1528: MAN RD 11388 & 11297: JB MAFORA: UPGRADE	-	-	8 000 000	81
7327	T1529: BOT RD 3824: BOTSHABELO WEST (MAIN ROAD)	-	-	14 730 383	81
7327	T1530: BOT RD B16 & 903: SECTION T: UPGRADE	-	16 667 514	-	81
7327	T1429B; MAN RD 11548: KAGISANONG: UPGRADE	-	10 683 533	-	81
7327	T1531: SEROKI RD: SECTION M: BOTSHABELO: UPGRADE	17 752 351	16 772 815	-	81
7327	CONTRACTOR LEARNERSHIPS: UPGRADING STREETS & STORMWATER	100 000	-	-	81
7327	ROUTE 22: TAXI ROUTES BLOEMSIDE PH 4, 6 & CHRIS HANI PH 3: UPGRADE	40 000 000	20 000 000	-	81
7327	MAPANGWANA STREET: FREEDOM SQ; UPGRADE	500 000	7 000 000	-	81
7327	SAND DU PLESSIS RD: ESTOIRE	-	-	500 000	81
7327	T1526: LEFIKENG & ROMA STR: SECTION U & J: UPGRADE	-	500 000	14 000 000	81
7327	ZIM STREET PHASE 2: KAGISANONG: UPGRADE	500 000	7 000 000	-	81
7327	T1532: VISTA PARK: BULK ROADS AND STORMWATER: UPGRADE	-	-	20 000 000	81
7327	T1533: HILLSIDE VIEW BULK ROADS AND STORMWATER: UPGRADE	4 100 000	5 000 000	-	81
7327	NELSON MANDELA BRIDGE	-	-	500 000	81
7327	T1520: FIRST AVENUE PEDESTRIAN BRIDGE	-	-	500 000	81
7327	T1534: VERENIGING AVENUE EXTENTION: BRIDGE OVER RAIL	20 000 000	40 000 000	12 000 000	81
7327	T1433: BAINSVLEI MOOIWATER BULK STORMWATER: UPGRADE	-	-	500 000	81
7327	STORMWATER REFURBISHMENT	500 000	1 000 000	10 000 000	81
7327	BULK STORMWATER PHASE 5	-	-	500 000	81
7327	BULK STORMWATER ROCKLANDS	-	-	500 000	81
7327	RESEALING OF STREETS/SPEED HUMPS	5 000 000	5 000 000	20 000 000	81
7327	T1536: HEAVY REHABILITATION OF ZASTRON STREET	-	-	10 550 000	81
7327	T1537: HEAVY REHABILITATION OF NELSON MANDELA STREET	-	-	14 000 000	81
7327	T1538: UPGRADING INTERSECTION ST GEORGE ST & PRES BRAND	-	-	10 993 200	81
7327	REPLACEMENT OF OBSOLETE AND ILLEGAL SIGNAGE AND TRAFFIC SIGNALS	1 000 000	1 000 000	1 000 000	81
7327	T1539: UPGRADING OF TRAFFIC INTERSECTIONS	500 000	1 000 000	4 000 000	81
7327	DR BELCHER/MGREGOR INTERCHANGE	-	-	500 000	81
7327	T15238: VICTORIA & KOLBE INTERSECTION	-	-	100 000	81
7327	NALEDI ROADS	-	510 000	520 000	81
7327	NALEDI STORMWATER	-	1 010 000	520 000	81
7327	SOUTPAN ROADS	-	1 010 000	520 000	81
7327	SOUTPAN STORMWATER	-	1 010 000	520 000	81
7327	UPGRADING OF STREET AND STORMWATER MOROJANENG	10 000 000	-	-	81
7327	UPGRADING OF STREET AND STORMWATER SOUTPAN	500 000	-	-	81
7327	REFURBISHMENT MANAGEMENT SYSTEM	100 000	-	-	81
7502	NORTH EASTERN WWTW MECHANICAL AND ELECTRICAL WORKS	1 000 000	14 000 000	-	81
7502	STERKWATER WWTW PHASE 3 CIVIL	24 045 263	9 000 000	5 000 000	81
7502	STERKWATER WWTW PHASE 3 MECH AND ELECTRICAL	36 365 487	27 000 000	5 000 000	81
7502	RAYTON MAIN SEWER	500 000	-	-	81
7502	REFURBISHMENT OF SEWER SYSTEMS	25 000 000	14 000 000	-	81
7502	REFURBISHMENT OF WWTW'S	10 000 000	14 000 000	-	81
7502	EXTENSION BOTSHABELO WWTW CIVIL	25 000 000	59 000 000	140 000 000	81
7502	EXTENSION BOTSHABELO WWTW MECH AND ELECTRICAL	-	29 000 000	85 000 000	81
7502	EXTENSION THABA NCHU WWTW (SELOSESHA) CIVIL	16 000 262	29 000 000	37 000 000	81
7502	EXTENSION THABA NCHU WWTW (SELOSESHA) MECH AND ELECTRICAL	5 000 000	17 000 000	6 000 000	81
7502	WATERBORNE SANITATION(LEANER SHIPS)	100 000	2 205 000	2 000 000	81
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN MANGAUNG	1 000 000	10 025 000	20 000 000	81
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN BOTSHABELO	2 000 000	10 025 000	30 000 000	81
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN THABA NCHU	2 000 000	10 025 000	30 000 000	81
7502	REFURBISHMENT OF SEWER SYSTEMS IN SOUTPAN	500 000	-	-	81
7502	REFURBISHMENT OF SEWER SYSTEMS IN VAN STADENSRSUS	500 000	-	-	81
7502	REFURBISHMENT OF SEWER SYSTEMS IN WEPENER	7 798 466	-	-	81
7502	REFURBISHMENT OF SEWER SYSTEMS IN DE WETS DORP	500 000	-	-	81
7502	NALEDI: REFURBISHMENT OF SEWER SYSTEMS	-	2 000 000	-	81
7502	SOUTPAN: REFURBISHMENT OF SEWER SYSTEMS	-	1 000 000	-	81
7502	REFURBISHMENT MANAGEMENT SYSTEM	500 000	-	-	81
	TOTAL	293 952 351	419 523 365	561 574 000	
	TOTAL USDG ALLOCATION	742 826 000	780 652 000	823 374 000	

Table 28: USDG Project Allocations (MTREF)

Other Grant Funded Projects

Detailed below are the details of the other grant funded projects:

REFNUMBER	DETAIL OF EXPENDITURE			
		2018/2019	2019/2020	2020/2021
2205	BOTSHABELO - NON MOTORIZED TRANSPORT	-	-	-
2205	THABA-NCHU NON MOTORIZED TRANSPORT	-	-	-
2205	MANGAUNG - NON MOTORIZED TRANSPORT	-	-	-
2205	PHASE 2 - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN PHASE 1C MOSHOESHOE - TRUNK ROUTE (MAPHISA TO ROCKLANDS)	35 000 000	20 000 000	-
2205	IPTN PHASE 1D PRESIDENT PAUL KRUGER - TRUNK ROUTE	-	-	-
2205	IPTN PHASE 2 - TRUNK ROUTE (DR. BELCHER)	-	30 000 000	30 000 000
2205	IPTN PHASE INTERMODAL - TRUNK STATIONS	40 000 000	-	-
2205	IPTN PHASE 1B FORT HARE ROAD - TRUNK ROUTE	-	-	-
2205	IPTN PHASE 1 - TRUNK STATION 2	40 000 000	-	-
2205	IPTN PHASE 1B HARVEY ROAD - TRUNK ROUTE	-	-	-
2205	IPTN PHASE 1C MOSHOESHOE - TRUNK STATIONS (MAPHISA TO ROCKLANDS)	-	-	-
2205	IPTN PHASE 2 - TRUNK STATIONS	-	-	-
2205	IPTN BUS DEPOT	20 000 000	51 444 819	50 000 000
2205	IPTN CONTROL CENTRE	-	65 000 000	65 000 000
2205	INTELLIGENT TRANSPORT SYSTEM	-	-	-
2205	IPTN ELLA STREET - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN PARK ROAD - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN BUS STOPS & SHELTERS	-	-	-
2205	IPTN BUS FLEET	40 000 000	-	-
2205	IPTN VICTORIA ROAD - NON MOTORIZED TRANSPORT	-	-	-
2205	IPTN KING EDWARD ROAD - NON MOTORIZED TRANSPORT	-	-	-
		175 000 000	166 444 819	145 000 000

Table 29: PTNG MTREF Allocation

	DETAIL OF EXPENDITURE (NDPG)				FINANCING
		2018/2019	2019/2020	2020/2021	
STRATEGIC PROJECTS					
9513	WAAIHOEK PRECINCT REDEVELOPMENT	13 000 000	17 790 000	30 000 000	79

Table 30: NDPG MTREF Allocation

	DETAIL OF EXPENDITURE (ICDG)				FINANCING
		2018/2019	2019/2020	2020/2021	
ECONOMIC AND RURAL DEVELOPMENT					
6781	HAWKING STALLS BOTSHABELO CBD	3 000 000	4 000 000	5 000 000	83
6781	CONTAINER PARK THABA NCHU	4 207 000	7 376 000	7 009 000	83
	TOTAL	7 207 000	11 376 000	12 009 000	

Table 31: ICDG MTREF Allocation

					FINANCING
DETAIL OF EXPENDITURE		2018/2019	2019/2020	2020/2021	
1442	ELECTRIFICATION CONNECTIONS (INEP)	15 450 000	25 600 000	32 000 000	18

Table 32: INEP MTREF Allocations

Included in the capital budget are projects to the extent of R 58,585 million for the 2018/19 year funded through own funds. The allocation of the two MTREF period outer years is R 31,161 million and R 32,542 million respectively. The detailed capital budgets per vote are as follows:

	DETAIL OF EXPENDITURE				FINANCING
		2018/2019	2019/2020	2020/2021	
CORPORATE SERVICES					
3703	FIRE DETECTION SYSTEM FOR MMM BUILDINGS	3 500 000	3 500 000	4 000 000	26
3703	AIR CON UNIT: BRAM FISCHER: FINANCE	955 000	500 000		26
3702	NEW PASSENGER CARRIER/LIFT: GABRIEL DICHABE	700 000			26
3702	PASSENGER CARRIER/LIFT: THABANCHU REG OFFICE	500 000			26
3902	HARDWARE EQUIPMENT	800 000	1 000 000	1 500 000	26
3902	DESKTOPS AND LAPTOPS	2 000 000	2 500 000	2 800 000	26
3902	TELECOM INFRASTRUCTURE EQUIPMENT	1 800 000	2 000 000	1 000 000	26
3902	ICT NETWORK EQUIPMENT	900 000	1 500 000	2 000 000	26
3902	DATA CENTRE INFRASTRUCTURE	2 500 000	1 500 000	1 500 000	26
3902	WIFI EQUIPMENT	500 000	600 000	1 200 000	26
3902	RADIO LINKS	1 500 000	1 500 000	1 236 000	26
	TOTAL	15 655 000	14 600 000	15 236 000	
FINANCE					
4502	PROCUREMENT OF OFFICE FURNITURE AS PER USER DIRECTORATE REQUIREMENTS	3 850 000	4 081 000	4 325 860	26
4502	PROCUREMENT OF 100 HANDHELD DEVICES FOR FIELD VERIFICATION.	500 000	-	-	26
	TOTAL	4 350 000	4 081 000	4 325 860	
SOCIAL SERVICES					
5621	ESTABLISHMENT OF A NEW ZOO AT KWAGGAFONTEIN	5 000 000	-	-	26
5631	NEW ROADS AND STORMWATER NALI'S VIEW CEMETERY	5 000 000	-	-	26
	TOTAL	10 000 000	-	-	
PLANNING					
6222	TABLETS WITH CONNECTIVITY X 25	200 000			26
6241	GPS INSTRUMENTS	800 000	800 000	800 000	26
6241	LARGE FORMAT PRINTER (PLOTTER)	180 000	180 000	180 000	26
6241	ACQUISITION OF AERIAL PHOTOGRAPHY MMM JURISDICTION	1 500 000			26
6462	FENCING OF THE FRESH PRODUCE MARKET II AND III	1 000 000	1 000 000		26
6462	UPGRADING AND MAINTENANCE OF RIPENING AND COLD ROOMS	-	-	2 000 000	26
6462	MARKET HALL AND ROOF GUTTERS	-	-	2 000 000	26
6462	UNITERRUPTED POWER SUPPLY AND UPS AND INSTALLATION	600 000	-		26
6462	OFFLOADING PLATFORMS	1 500 000	1 500 000		26
	TOTAL	5 780 000	3 480 000	4 980 000	
ECONOMIC DEVELOPMENT					
6741	KLEIN MAGASA HERITAGE PRECINCT REHABILITATION	200 000	-	-	26
6741	UPGRADE BOTSHABELO BOXING ARENA	500 000	-	-	26
6741	NAVAL HILL PARKING AREA	300 000	-	-	26
6741	NAVAL HILL KIOSK	700 000	-	-	26
6741	BATHO MONUMENT	2 000 000	-	-	26
6761	SMALL SCALE EGG PRODUCTION UNITS	800 000	1 000 000	1 200 000	26
6761	PIG FARMING UNIT	1 500 000	1 700 000	2 000 000	26
6761	FENCING OF FARMS AND COMMONAGES	1 000 000	1 700 000	1 800 000	26
6761	MUNICIPAL POUND BOTSHABELO AND WEPENER	1 000 000	1 600 000	1 200 000	26
6761	GROUNDWATER AUGMENTATION(BOREHOLES AND WINDMILLS)	600 000	800 000	1 000 000	26
6781	INFORMAL TRADE DESIGN AND INFRASTRUCTURE(FLEA MARKETS)	500 000	600 000	400 000	26
6781	ARTS AND CRAFT SMME CENTRE	500 000	600 000	200 000	26
6781	INCUBATION CENTRES X 4	1 200 000	1 000 000	200 000	26
	TOTAL	10 800 000	9 000 000	8 000 000	
ENGINEERING					
7327	BATHO UPGRADING OF ROADS AND STORMWATER	12 000 000	-	-	26
	TOTAL	12 000 000	-	-	
TOTAL OWN FUNDS ALLOCATION		58 585 000	31 161 000	32 541 860	

Table 33: Capital Budget: Own Funding

	DETAIL OF EXPENDITURE	2018/2019	2019/2020	2020/2021	FINANCING
1305	TRAINING & DEVELOPMENT	777 641	820 411	865 533	18
1406	UPGRADE AND REFURBISHMENT OF CENTLEC COMPUTER NETWORK	1 444 950	1 524 422	1 608 265	18
1406	METER PROJECT	4 000 000	4 430 218	4 673 880	18
1406	METER PROJECT - BOTSHABELO	2 998 765	2 953 479	3 115 920	18
1406	DIGITAL RADIO SYSTEM	631 800	666 549	703 209	18
1406	BULK METER REFURBISHMENT	800 000	703 209	741 886	18
1406	BULK METER REFURBISHMENT - BOTSHABELO	310 915	468 806	494 590	18
1442	PUBLIC ELECTRICITY CONNECTIONS	5 200 000	3 999 294	4 219 255	18
1442	PUBLIC ELECTRICITY CONNECTIONS	1 118 000	2 666 196	2 812 837	18
1442	ELECTRIFICATION CONNECTIONS (INEP)	15 450 000	25 600 000	32 000 000	18
1442	UPGRADING AND EXTENTION OF LV NETWORK	1 714 301	1 428 332	1 506 890	18
1442	UPGRADING AND EXTENTION OF LV NETWORK	542 147	952 221	1 004 593	18
1442	INSTALLATION OF OF PREPAID METERS (INDIGENTS)	400 000	351 605	370 943	18
1442	INSTALLATION OF OF PREPAID METERS (INDIGENTS)	155 458	234 403	247 295	18
1442	SERVITUDES AND LAND (INCLUDING INVESTIGATION, REMUNERATION, REGISTRATION)	490 000	333 275	351 605	18
1442	SERVITUDES AND LAND (INCLUDING INVESTIGATION, REMUNERATION, REGISTRATION)	36 500	222 183	234 403	18
1442	EXTENSION AND UPGRADING OF THE 11KV NETWORK	9 095 288	9 595 528	10 123 282	18
1442	ELITE SUBSTATION (AIRPORT NODE)	8 950 500	9 442 778	9 962 130	18
1442	BOTSHABELO: 132KV/33/11KV DC SUB F	2 271 848	2 396 799	2 528 623	18
1442	ELECTRIFICATION INTERNAL PROJECTS	5 265 000	5 554 575	5 860 077	18
1442	INSTALLATION OF PUBLIC LIGHTING	3 831 798	6 229 466	6 572 086	18
1442	INSTALLATION OF PUBLIC LIGHTING	6 009 380	4 152 977	4 381 391	18
1443	REFURBISHMENT OF HIGH MAST LIGHTS	2 632 500	2 777 288	2 930 038	18
1443	REPLACEMENT OF LOW VOLTAGE DECREPIT 2,4,8 WAY BOXES	383 266	404 345	426 584	18
1443	REPLACEMENT OF BRITTLE OVERHEAD CONNECTIONS	555 458	586 008	618 238	18
1443	REMEDIAL WORK 132KV SOUTHERN LINES	1 110 915	1 172 015	1 236 476	18
1443	SHIFTING OF CONNECTION AND REPLACEMENT SERVICES	1 842 750	1 944 101	2 051 027	18
1445	REPLACEMENT OF 2&4 WAY FIBREGLAS BOX	703 209	741 886	782 689	18
1445	REPLACEMENT OF DAMAGE SWITCHGEAR AND EQUIPMENT	526 500	555 458	586 008	18
1445	REPLACEMENT OF OIL PLANT	472 139	498 107	525 502	18
1445	REPLACEMENT OF 110V BATTERIES	305 502	322 304	340 031	18
1445	REPLACEMENT OF 110V BATTERIES	305 502	322 304	340 031	18
1445	REPLACEMENT OF 11KV SWITCHGEARS	722 095	761 810	803 710	18
1445	REPLACEMENT OF 32V BATTERIES	277 729	293 004	309 119	18
1445	TRANSFORMER REPLACEMENT & OTHER RELATED EQUIPMENT	4 623 986	4 878 305	5 146 612	18
1445	REFURBISHMENT OF PROTECTION AND SCADA SYSTEMS AT DISTRIBUTION CENTRE AND SUB-STATIONS INCLUDING TEST EQUIPMENT	2 000 000	1 758 023	1 854 714	18
1445	REFURBISHMENT OF PROTECTION AND SCADA SYSTEMS AT DISTRIBUTION CENTRE AND SUB-STATIONS INCLUDING TEST EQUIPMENT	777 288	1 172 015	1 236 476	18
1503	SECURITY EQUIPMENT (CCTV)	1 695 330	1 788 573	1 886 945	18
1505	FURNITURE AND OFFICE EQUIPMENT	398 263	420 167	443 277	18
1505	SOLAR FARM GENERATION PLANT	555 458	586 008	618 238	18
1506	OFFICE BUILDING	5 265 000	5 554 575	5 860 077	18
	TOTAL	96 647 176	111 263 021	122 374 487	

Table 35: CENTLEC Capital Budget

Capital Budget per Vote

The table below provides an overview of the amounts allocated to each directorate for execution

DIRECTORATE	2018/19	2019/20	2020/2021
City Manager	175 000 000	166 444 819	145 000 000
Corporate Services	15 655 000	14 600 000	15 236 000
Finance	4 350 000	4 081 000	4 325 860
Social Services	10 000 000	5 000 000	10 000 000
Planning	53 270 660	26 405 000	980 000
Econ & Rural Dev	18 007 000	40 376 000	100 009 000
Human Settlements	228 700 000	171 500 000	-
Market	3 100 000	2 500 000	4 000 000
Engineering	309 952 351	419 523 365	561 574 000
Water	143 286 889	112 700 000	163 800 000
Waste & Fleet Man	59 484 360	63 716 281	8 000 000
Strategic Projects	13 000 000	17 790 000	30 000 000
Naledi Infrastructure Projects	-	-	-
Electricity	96 647 176	111 263 021	122 374 487
	1 130 453 436	1 155 899 486	1 165 299 346

Table 36: Capital Budget Per Vote

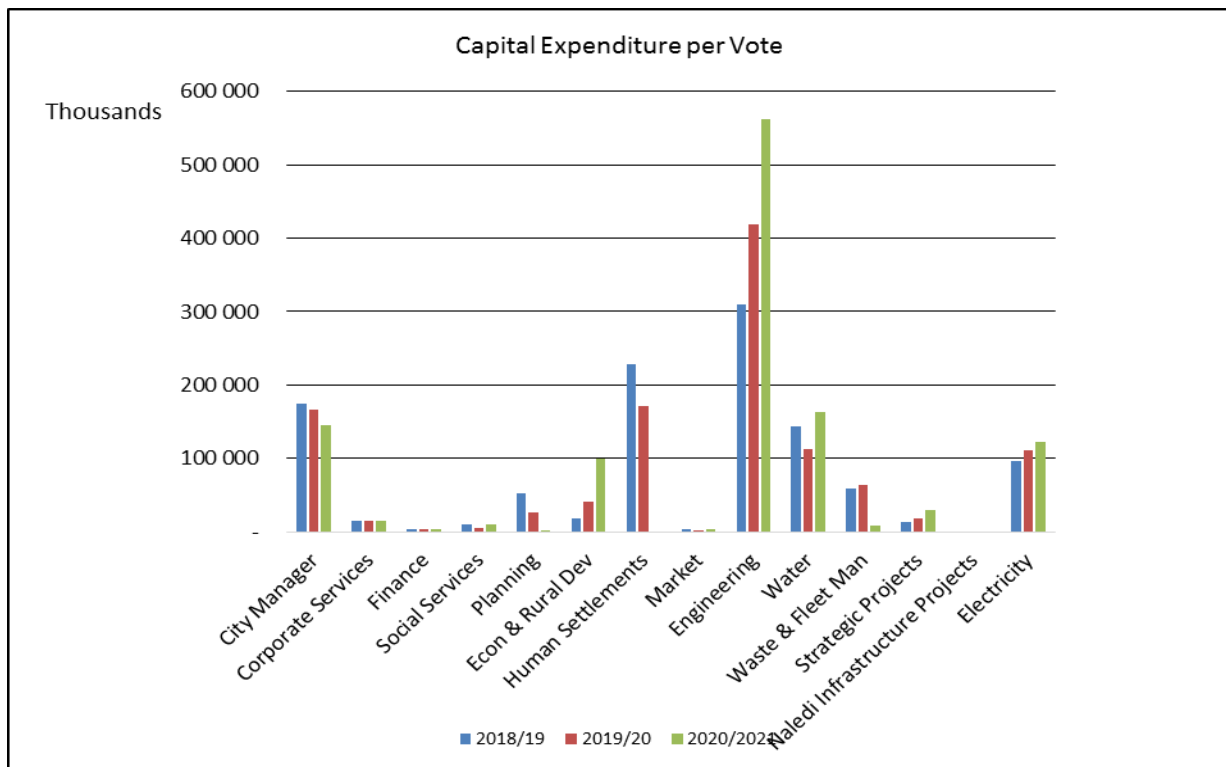


Figure 25: Capital Budget Per Vote

The table below provides the user of the budget document with an indication of the resource allocation. Assessing the infrastructure backlog remains the metro's top priority as regards the capital budget. That is, R 998,271 million (88.58%) of the proposed spending of R 1,130,453 million, will be spending on addressing infrastructure services backlogs and formalization of informal settlements.

MANGAUNG AND CENTLEC		CAPITAL ESTIMATES		
STANDARD CLASSIFICATION PER ASSET CLASSES	Code	BUDGET 2018/2019	BUDGET 2019/2020	BUDGET 2020/2021
INFRASTRUCTURE				
Roads, Pavements, Bridges & Storm Water	0300	152 142 873	172 243 365	201 574 000
Water Reservoirs & Reticulation	0400	143 286 889	112 700 000	163 800 000
Car Parks, Bus Terminals and Taxi Ranks	0500	175 000 000	166 444 819	145 000 000
Electricity Reticulation	0600	96 647 176	111 263 021	122 374 487
Sewerage Purification & Reticulation	0700	386 509 478	418 780 000	360 000 000
Housing	0800	33 790 660	16 500 000	-
Street Lighting	0900	-	-	-
Refuse sites	1000	14 344 000	11 086 200	8 000 000
Gas	1100	-	-	-
Other	1200	-	-	-
COMMUNITY				
Establishment of Parks & Gardens	1500	-	-	-
Sportsfields	1600	7 155 000	5 750 000	-
Community Halls	1700	-	-	-
Libraries	1800	-	-	-
Recreational Facilities	1900	3 500 000	7 175 000	4 000 000
Clinics	2000	-	-	-
Museums and Art Galeries	2100	-	-	-
Other	2200	14 307 000	40 376 000	100 009 000
HERITAGE ASSETS				
Heritage Assets	2311	2 000 000	-	-
INVESTMENT PROPERTIES				
Investment Properties	2321	-	-	-
OTHER ASSETS				
Other motor vehicles	2500	33 188 260	37 212 646	-
Plant & equipment	2600	3 100 000	2 500 000	4 000 000
Computers	2650	2 000 000	2 500 000	2 800 000
Office equipment	2700	14 830 000	13 161 000	13 741 860
Abattoirs	2800	-	-	-
Markets	2900	-	-	-
Airports	3000	-	-	-
Security Measures	3100	10 000 000	5 000 000	10 000 000
Civic Land and Buildings	3110	13 700 000	-	-
Other Land and Buildings	3120	13 000 000	17 790 000	30 000 000
Other	3200	11 952 100	15 417 435	-
SPECIALIZED VEHICLES				
Refuse	3500	-	-	-
Fire	3600	-	-	-
Conservancy	3700	-	-	-
Ambulances	3800	-	-	-
Buses	3900	-	-	-
AGRICULTURAL ASSETS				
Agricultural Assets	4011	-	-	-
BIOLOGICAL ASSETS				
Biological Assets	4021	-	-	-
INTANGIBLES				
Intangibles	4031	-	-	-
		1 130 453 436	1 155 899 486	1 165 299 346

Table 37: Mangaung Consolidated Capital Expenditure per Asset Class

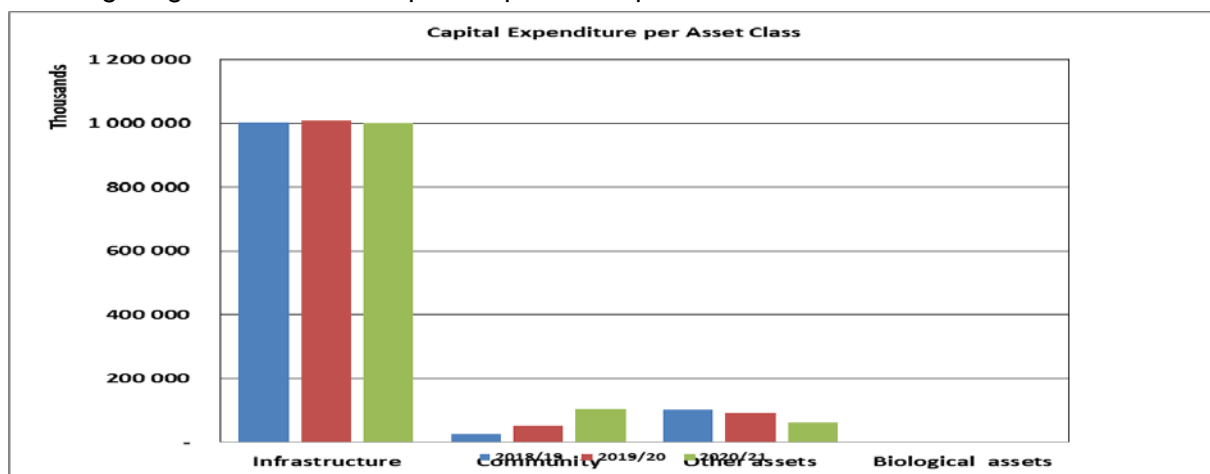


Figure 26: Capital Expenditure per Asset Class

E. Catalytic Urban Development Programme Implementation

At this stage all of the city's catalytic development programmes 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)		Urban Design Framework is in the process of completion.					
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					

Table 37: Catalytic Project Stages

F. Urban Management

The central approach and objective of urban management in the context of Mangaung spatial form is that the legacy of spatial distortions in Mangaung must be diminished and growth to be promoted in a way that is sustainable and integrated spatially. The SDF strategies to achieve the objective are:

- To improve urban intensification, densification and infill to contain sprawl in Bloemfontein;
- To improve urban integration to redress spatial imbalances of the past;
- To strengthen links between urban, town and rural livelihoods;
- To consolidate, contain and maintain Botshabelo;
- To reinforce Thaba Nchu as a rural market town supportive of rural development;
- To establish accountable and proactive management of change in land use and to the development patterns.

In terms of urban management of the city, the approach is expressed at two different levels. The first is at the macro framework level, which deals with the relationship between the various geographical areas and the urban-rural linkages and the second is at the micro framework level which deals in more detail with focused development areas and related strategies identified in the IDP/SDF review process.

The Macro Framework

The macro framework sets forth the future relationship between the various geographical areas and the urban-rural linkages and is described below in terms of the spatial structuring elements:

Urban Centres

Bloemfontein is currently the largest urban centre, followed by the geographic centers of Botshabelo and Thaba Nchu and most public and private investment will be in these areas. It is foreseen that Bloemfontein will remain the focus for future development as it is predicted that Bloemfontein will house approximately 65% of the total population.

Development Nodes

New commercial development nodes have been identified at major intersections, particularly in the previous disadvantaged areas to encourage economic investment in these areas. It is proposed that nodal development be encouraged at the intersection of Kruger Avenue and the N8 road. The race course and the Bloemspruit drainage area lean itself to a mixed land use area. Other development nodes that are proposed in the Bloemfontein area, are at the intersections of the Dewetsdorp road and Inner Ring Road, Moshoeshoe Street/Inner Ring Road and at Highway Supermarket along the Dewetsdorp Road. Further development of the Corobrik site should be encouraged as a node which provide for various mixed land uses.

The strategic location of the N1 is to be utilised more fully and commercial and light industrial activities could therefore be supported along the N1, with the precondition that the visual impact of new developments along the N1 should contribute to enhance the image of the MMM area.

A series of new smaller nodes have been identified along the activity corridor in Moshoeshoe Street and it is foreseen that the existing development centres like Mimosa Mall, Waterfront, Show Grounds and Hyperama, will remain important draw cards for development in future.

In Botshabelo, five decentralised nodes have been identified at strategic localities throughout the urban area to improve accessibility of commercial and other services to the total community of the town.

Two development nodes are proposed for Thaba Nchu, namely at the western access from the N8 to the Thaba Nchu central business area/road to Thaba Nchu Sun, where the focus should be on tourism trade, and a further node on Station Road, at the railway station. However strong emphasis should be placed to contain and maintain the existing urban node with urban renewal projects. The development of a regional taxi rank will be essential to enhance development in Thaba Nchu and movement from the tribal villages and Bloemfontein.

All CBD's will remain high density and high intensity commercial nodes with office development concentrating in and around it.

Social service nodes should be established at strategic locations in the rural areas of Thaba Nchu, based on the number of people in the area and the availability of infrastructure to ensure maximum access.

Corridors

Two high potential corridor development projects are envisaged for the MMM area;

- (a) An Activity Corridor development project along the road section comprising Fort Street, Dr Belcher Road, Mkuhlane Street, Brits Street, Ramatsoele Street and Moshoeshoe Street, to integrate the Mangaung township with the Bloemfontein CBD and to stimulate economic development within the Mangaung township; and
- (b) Commercial/Industrial development along the N8 route between Bloemfontein and Botshabelo / Thaba Nchu, in particular along the road section between the Bloemfontein CBD and the proposed intersection between the N8 and the Eastern Outer Ring road. A comprehensive study with specific recommendations to guide future development along the N8 corridor has been completed and adopted by Council and now serves as the strategic development master plan for the corridor. This study and its recommendations should be read in conjunction with the SDF.

Micro Framework

Neighbourhoods

The micro frameworks of the respective urban centres identify areas for future development for a mix of compatible land uses. The emphasis was on addressing the imbalances of the past while creating a much more sustainable environment in future. Land for new neighbourhood districts has been identified in localities ensuring the compaction of the city. It is therefore foreseen that higher density developments will feature in future in close proximity to the urban core, which will enable more affordable service delivery and improve the viability of a more sustainable public transport network.

In the Bloemfontein region, the following areas have been identified for larger scale residential development:

- (a) West

- Brandkop Motor Race Track Area (Higher density, lower middle class residential units); and
- Parts of Cecilia / Kwaggafontein Area (Higher density, lower middle class residential units).

(b) North

- Rayton and rest of the small-holding area to the north of Heuwelsig, Dan Pienaar and Hillsboro up to the N1 route;
- Infill development on small-holdings in Reynecke Avenue between Tempe Military Base, the N1 route and Frans Kleynhans Road;
- Undeveloped land to the north of Pentagon Park/Helicon Heights on both sides of the Bultfontein Road up to the N1 route;
- Undeveloped land to the north of the Bayswater township, east of the Bultfontein Road up to the Bloemfontein/Johannesburg railway line in the east and the farm Tafelkop 2876 in the north. (Higher density, lower middle class residential units on Council owned land).

(c) North-East

- Small holding area to the north-east of Rudolf Greyling Avenue, between the Bloemfontein/Johannesburg railway line in the north and the N8 route in the south (excluding the first two rows of small holdings adjacent to Rudolf Greyling Avenue and the N8 route)

(d) East

- Grassland area and Bloemspruit smallholdings between the farms Sunnyside 2620 and Elite 2630 (north), the Meadows Road (south) and the future outer ring road (east).

(e) South

- Undeveloped land to the south of the Blomanda/JB Mafora/Turflaagte/Chris Hani townships up the Outer Ring Road in the south and between Blomanda and Church Street extension in the west;
- Infill development of the old Hamilton Rifle Range area.

(f) South-West

- Further development in the Lourierpark area;
- Development on the farm Brandkop 702;

To give effect to the concepts and strategies adopted to guide the future spatial structuring of MMM, applications for township establishment in areas not earmarked for this purpose, will only be considered once proven merits exist that the areas demarcated for urban expansion in the direct vicinity of such applications, have been filled up with development to such extent that the proposed development is warranted and adheres to the development concepts of the SDF. The rezoning process cannot be used as an alternative for the township establishment process and in addition, should not be applied so as to encourage densification or change of land use to commercial or business.

Rezoning will only be applicable to individual erven within an approved township establishment where the supply of bulk infrastructure was satisfactorily addressed in line with the requirements of the Mangaung Metropolitan Municipality. No special use zonings involving multiple land uses will be allowed in a new township establishment. It is important that proactive measures be developed in the urban expansion zone (yellow zone) to secure land for servitudes and social amenities.

It is important to note that the designation of any particular area(s) for future neighbourhood development in the SDF, does not necessarily imply that all or any bulk municipal and/or other required services are available, or will be made available, to accommodate any development in the particular area(s). Specific investigations will have to be conducted as part of the normal planning processes by developers to establish the needs for such services, whereupon the responsibility for the installation of such services will have to be negotiated between the developer and the MMM.

Owing to the limited growth currently taking place in the Botshabelo and Thaba Nchu areas, further residential development (should focus on integrating Bothabelo and Thaba Nchu and introduce urban renewal strategies in the Flenter, Mokwena areas close to the CBD) (in these areas should as far as possible adhere to the principles of infill development), with special emphasis on providing physical linkages and access links between physically separated areas.

Sensitive areas, like the Seven Dams conservancy, an environmental management plan be developed based on the pressure for development vis a vis the protection of the environment in the area.

The existing light industrial area in Botshabelo will be allowed to expand along the N8 route towards the west, while those in Thaba Nchu should be developed to their fullest potential. New access roads from the N8 to both industrial areas in Thaba Nchu should be developed to increase the viability of these areas. It is further proposed that Botshabelo and Thaba Nchu be integrated and a new urban node be established to the north of Botshabelo.

In the Bloemfontein area, new industrial development must be concentrated within the N8 Development Zone where industrial development will be supported on the Transworks land as well as on the land directly adjacent to and on both sides of the N8 route, between the Bloemfontein CBD and the proposed future intersection of the N8 and the Outer Ring Road. Similarly, industrial ribbon development will also be encouraged on both sides along Rudolf Greyling Avenue. Further light industrial be encouraged to the north of Tibbie Visser and in the Noise Zones/ Inner Ring Road between Andries Pretorius Street in the north and the Bloemfontein / Maseru railway line in the south.

Mixed land use, including industrial, should be allowed along the western side of the future Outer Ring road between the N8 route in the north and the Bloemfontein and Maseru railway line in the south. Access to these developments should conform to access requirements pertaining to the relevant road classification of the Ring Road, once implemented.

The city is 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.

The spatial development framework identifies key spatial indicators and targets that the city must work towards in urban management and development of marginalised areas.

Indicator	Proposed 2018/ 2019 target
Amount of investment per m ² of floor area for new industrial and commercial developments in areas demarcated in the SDF for this purpose	10 000 m ²
Average travel times for people in employment	Same in Bloemfontein 5 % decrease between the urban centres
Percentage of public investment in public environment, amenities and facilities in historically black areas	Within 5% of previous financial years expenditure
Average improvement of HDIs access (availability, time and distance) to daily goods and services	60% of HDIs are satisfied with level of access to daily goods and services
Amount of investment per m ² of floor area for new industrial and commercial developments in areas demarcated in the SDF for this purpose	10 000 m ²

Figure 38: MMM SDF Indicators

The strategies for achieving the targets are:

Identifier	Proposed strategies	Target for 2018/2019
SDF 1	Improve urban intensification, densification and infill to contain sprawl in Bloemfontein	5% increase in residential density within the urban edge
		No township establishment recommended for approval beyond urban edge. Densification in the peri-urban area should be discouraged and rezoning to business be restricted to existing mixed land use areas.
SDF 2	Improve urban integration to redress spatial imbalances of the past	Plan and Development of the affordable programme should be effected in the areas earmarked i.e. Vista Park 2 and 3, Hillside, Cecelia , Brandkop 702, Brandkop Race Track and Pellisier.
		All additional transportation linkages needed to give access across the historic buffer strips running north-south and east-west are identified and technically modelled
		Develop precinct plans along De Wetsdorp Road and Meadows Road to stimulate economic development
		1000 formal job opportunities created in close proximity to historically disadvantaged areas
		All additional transportation linkages needed to give access across the historic buffer strips running north-south and east-west are identified and technically modelled
		Develop an Urban Renewal Programme for Mangaung Townships, Heidedal (Ashbury). Redevelop and plan parts of Thaba Nchu, Botshabelo where required.
SDF 3	Promotion of economic opportunities in strategic locations for sustainable development	An implementation programme for the completion of the outer ring road is complete including agreement reached with stakeholders to co-ordinate the N8 development with outer ring road
		10 000 m ² gross leasable area developed for commercial and industrial use in areas identified for growth within the urban edge.
		1500 higher density residential units created in the 3 CBD's
		1000 formal job opportunities created in close proximity to historically disadvantaged areas

Identifier	Proposed strategies	Target for 2018/2019
SDF 4	Strengthen links between urban, town and rural livelihoods	A plan and implementation programme for development to strengthen urban-rural links is agreed by all affected parties
		An urban-rural strategy and implementation programme is agreed by all affected parties
SDF 5	Consolidate, contain and maintain Botshabelo	Development frameworks and implementation programmes for the 5 decentralised development nodes in Botshabelo is finalised
		Management strategies for trading areas in the industrial zone and the central business area is complete and ready for implementation
		All necessary planning actions for implementation of north-south and east-west access routes between sections F & W and S & N respectively is complete and ready for implementation
		Formal township establishment for regularisation of informal settlements is complete
		An investigation and recommendations for infill development in central open space and higher density residential development around the central business area is finalised and ready for implementation
SDF 6	Reinforce Thaba Nchu as a rural market town supportive of rural development	A final comprehensive development and transport plan for the central business area is complete and ready for implementation
		A final economic development plan for livestock activities and beneficiation, mixed land use development related to the N8, and tourism related to historic and environmental sites are complete and ready for implementation
		A final upgrade plan for extensions 19 & 20 is complete and ready for implementation
SDF 7	Establish accountable and pro-active management of change in land use and to the development patterns	Final policies for social amenities, defining the urban edge, contributions to provision of infrastructure for private developments are approved for implementation
		Final Local Area Plans for 3 pilot areas are complete and the strategy and implementation programme is approved for roll-out to other relevant areas in MLM
		Final policy for defining the urban edge, the approach and application is approved
		A land audit of well-located public owned land and buildings in MLM is complete
		10 monthly SDF Management Forum meetings held and actions for co-ordination and facilitation documented and monitored
		The capacity of the Land Use Violations Inspectorate unit is increased by 6 people
		The transfer of all selected land and /or buildings owned by previous and other authorities to MLM in Thaba Nchu is complete

Table 39: MMM SDF Strategies

The following table summarises the projects/activities/services per strategy

Identifier	Strategy and project/activity/service to achieve this
SDF 1	To improve urban intensification, densification and infill to contain sprawl in Bloemfontein
SDF 1.1	Identify main public transport routes that can serve as mixed land use activity spines with higher densities for a variety of income groups.
SDF 1.2	Develop settlement and social housing options and locate sites for development, to accommodate lower income groups including weekly and other migrants working in Bloemfontein

Identifier	Strategy and project/activity/service to achieve this
SDF 1.3	Plan more convenient public transport drop-off points in the CBD with sufficient space for accommodating pedestrians walking and hawkers trading.
SDF 1.4	Develop a Mixed Land Use development plan for the Old Zoo land and this plan should preserve the Rose Garden
SDF 1.5	Investigate alternative locations for middle and upper income development inside the urban edge.
SDF 1.6	Convert vacant and underutilised buildings in the CBD to appropriate accommodation for commercial and residential use in the Urban Development Zone
SDF 1.7	Plan and Develop various Nodes along the N8 , with a priority on Airport Node
SDF 1.8	Reinforce the Moshoeshoe activity strip to more efficiently accommodate safe pedestrian, social and commercial activity
SDF 1.9	Link the Loch Logan Waterfront precinct eastwards into the CBD and southwards into Westdene
SDF 2	To improve urban integration to redress spatial imbalances of the past
SDF 2.1	Upgrade the environmental quality of the public spaces in the south-eastern area
SDF 2.2	Compile an Integrated Transport Plan:
SDF 2.3	Upgrade traffic signage and erect street name signs in entire MMM area
SDF 2.4	Prepare development plans for Hillside 2830, Cecilia, Brandkop Raceway area, Hillside View (Bloemanda), Vista Park 3 and Extension of Ehrlich Park
SDF 3	Promotion of economic opportunities in strategic locations for sustainable development
SDF3.1	Reinforce the Moshoeshoe activity strip to more efficiently accommodate safe pedestrian, social and commercial activity
SDF3.2	Prepare a feasibility study for the area along the N8 between the east of the CBD and the incomplete outer ring road to intensify utilisation of the undeveloped and underdeveloped area for mixed use development
SDF 3.3	Engage with provincial government to complete the outer ring road with interchanges at the existing and proposed intersections. This is required between the Maselspoort and Dewetsdorp roads to improve access to the proposed mixed-use corridor, industrial, residential and environmental areas along the N8 and between the outer ring road and the CBD
SDF 3.4	Convert vacant and underutilised buildings in the CBD to appropriate accommodation for commercial and residential use in the Urban Development Zone as part of the CBD Development Master Plan
SDF 3.5	Investigate the feasibility to extend the Bloemfontein CBD eastwards across the north-south railway line and N8 entrance to the city to integrate the station, Buitesig and areas immediately surrounding it and Mangaung township beyond. Redevelop the station and make it more accessible.
SDF 3.6	Extend development at strategic locations along the N1, at the N8/N1 intersection, at the Jagersfontein/N1 intersection and at the N1/outer ring road (South) intersection to support commercial and light industrial growth through supporting rezoning applications
SDF 3.7	Encourage consolidation of the Moshoeshoe activity corridor at the proposed nodes to stimulate economic activity within Mangaung township through supporting rezoning applications
SDF 4	Strengthen links between urban, town and rural livelihoods
SDF 4.1	Improve spatial planning traffic flow and public transport facilities at the central taxi and bus rank
SDF 4.2	Prepare a feasibility study, plan and implementation programme for the area along the N8 between Bloemfontein, Botshabelo, Thaba Nchu and the rural settlements, to; improve transportation efficiencies, safety and affordability on the N8 and between Thaba Nchu and rural settlements, intensify the land use on land bordering the N8, reinforce nodal development points in close vicinity to the N8, including at entrance routes to Thaba Nchu & Botshabelo, and to create easier and safer pedestrian access across the N8 between Botshabelo and Thaba Nchu

Identifier	Strategy and project/activity/service to achieve this
SDF 4.3	Develop an urban-rural strategy to support rural development, links between the rural settlements and the urban centres and consolidating the provision of social services, facilities, livelihoods strategies and access to limited resources
	(See SDF 4.1 above)
SDF 5	Redevelop Botshabelo
SDF 5.1	Develop a new Node to the north of Botshabelo and integrate with Thaba Nchu
SDF 5.2	Develop an effective public transport system to link the new node with existing suburbs in Botshabelo
SDF 5.3	Plan, design stormwater channels for Botshabelo
SDF 5.4	Prepare a Master Plan for an 'improvement district' to re-organise the central business area and to manage the pollution and conflict of uses between formal & informal traders, pedestrians and vehicles
SDF 5.5	Develop a Tourism Node at Rustfontein Dam for recreation and tourism and build a tarred road as a link with the N8.
SDF 5.6	Upgrade roads in clay areas severely affected by wet conditions, open storm water channels and pit latrines
SDF 5.7	Provide lighting to public areas which are consistently used by pedestrians, especially at the bus and taxi stops and bridges
SDF 5.8	Investigate the establishment of a fresh produce market in the proposed node on the main road, south of the business district
SDF 5.9	Prepare a spatial & economic feasibility study for SMME development along the N8 in the Botshabelo area.
SDF 5.10	Develop Master Plan to encourage higher density residential development on the undeveloped land directly to the south of the central business area and along the western side of the main road between sections J & T
SDF 5.11	Formalise the current informal settlements and prioritize development of human settlements towards new node and along activity corridor towards Thaba Nchu
SDF 5.12	Develop Master Plan for development along Activity Corridor towards Thaba Nchu
SDF 5.13	Develop Regional Power Station between Thaba Nchu and Botshabelo
SDF 5.14	Provide names to suburbs and streetnames to effect the functioning of emergency services
SDF 6	Redevelop Thaba Nchu and Botshabelo as an sustainable independent economic node
SDF 6.1	Prepare a Master Plan: <ul style="list-style-type: none"> • Develop an activity corridor along station road and link with new node in Botshabelo • For an 'improvement district' to regenerate the underutilised land and buildings under the authority of MMM, parastatals/development agencies and the private sector. • Develop Urban Renewal Strategies for priority areas in Thaba Nchu
SDF 6.2	Prepare a traffic management plan to improve traffic flow and bus and taxi rank facilities in the central business area and consider the separation of minibus taxi facilities for local and long distance operations in the central business area as part of the Integrated Transport Plan
SDF 6.3	Define a strategy to consolidate and support livestock activities and the beneficiation of related products
SDF 6.4	Intensify use of land along the N8 around the entrance roads to Thaba Nchu for commercial and industrial mixed land use development
SDF 6.5	Plan dual carriage road to link new Botshabelo Node with Thaba Nchu. Prioritize settlements development in areas to integrate Botshabelo and Thaba Nchu.
SDF 6.6	Prepare a strategy to consolidate and support the eco-tourism opportunities of historic and environmental sites that are underutilised
SDF 6.7	Identify additional cemetery sites that are closer to Thaba Nchu
SDF 6.8	Provide public lighting to public areas which are consistently used by pedestrians
SDF 6.9	Conduct planning investigation to upgrade the informal planning in extensions 19 and 20

Identifier	Strategy and project/activity/service to achieve this
SDF 6.10	Prepare a Master Plan: <ul style="list-style-type: none"> • to reinforce and maintain the central business area through land use management support for infill, densification and intensification of land use in the area and along Main, Excelsior and Station Roads • For an 'improvement district' to regenerate the underutilised land and buildings under the authority of MMM, parastatals/development agencies and the private sector. • Develop Urban Renewal strategies for Flenter, Mokwena areas
SDF 7	To establish accountable and pro-active management of change in land use and to development patterns
SDF 7.1	Develop a social amenities policy for township establishment for sustainable neighbourhood settlement
SDF 7.2	Establish an SDF management forum to co-ordinate the implementation of the SDF projects amongst service units, and monitor progress
SDF 7.3	Develop an Infrastructure Development Master Plan and sustainable financing strategy for MMM to co-ordinate the provision of support services and infrastructure to accommodate change in land use where suitable
SDF 7.4	Transfer land to MMM that is held by the previous authorities in Thaba Nchu
SDF 7.5	Prepare a land audit of well-located public owned land to support project location and strategy of intensification, densification and infill in Bloemfontein
SDF 7.6	Prepare 3 Local Area Plans initially to pilot methodology and develop roll-out strategy for areas under stress and those that hold significant development potential for the future,
SDF 7.7	Regulate shebeens and taverns and identify more suitable locations which are less disturbing to residents and negotiate their relocation as part of Land Use Management System
SDF 7.8	Prepare a policy to define the urban edge for Bloemfontein, Botshabelo and Thaba Nchu
SDF 7.9	Develop a policy to define MMM's and developers' investment contributions towards the provision of bulk and local infrastructure

Table 40: SDF Projects, Activities and Services

G. Reporting and Evaluation

The city is in the process of internalising and consolidating data elements for reporting on indicators. Currently, there is inadequate data to populate most of the indicators. There city is committed to make necessary arrangements and changes so that we begin to report on the indicators in the 2018/19 financial year.

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
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