



**MANGAUNG METROPOLITAN MUNICIPALITY**  
**BUILT ENVIRONMENT PERFORMANCE PLAN (BEPP)**  
**2020/19 – 2021/22**

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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. 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 of the city contain the 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

Following from the Mangaung Spatial Development Framework and Built Environment Performance Plan (BEPP), the city identified 5 key focus areas/ objectives towards achieving a balanced city structure as summarised in the table below and illustrated on :

### Restructuring Objectives and Strategy

Restructuring Objectives and Strategy	
Promote Economic Development	3 Central Business District N8 Corridor (Airport Node) Industrial Development Nodes/ SDZ's Other Nodes (Waihoek, New Botshabelo Node, Soutpan, disadvantaged communities)
De-racialising the built environment	7 Land Parcels (Cecilia/ New Zoo, Pellissier infill, Brandkop, Vista X2, 3, Hillside View X34, 35, Estoire)
Promote Intensification/ Densification	IRPTN Corridor (Phase 1 & CBD) Existing Urban Area
Prevent/ Curb Spatial Fragmentation	Limit expansion Promote spatial integration
Support Rural Development	Enhance rural development in identified nodes

Furthermore, BEPP document of the city is aligned to the spatial strategy (Municipal Spatial Development Framework) of city and is geared towards achieving the spatial restructure and integration of the city. The eight development priorities of the city and the BEPP catalytic projects intersect and correlate. The MTREF of the City is consequently informed by these development priorities and set catalytic projects. The City is alive to a number of strategies that need to be pursued that will potentially put the City on the path of maximising development and these are:

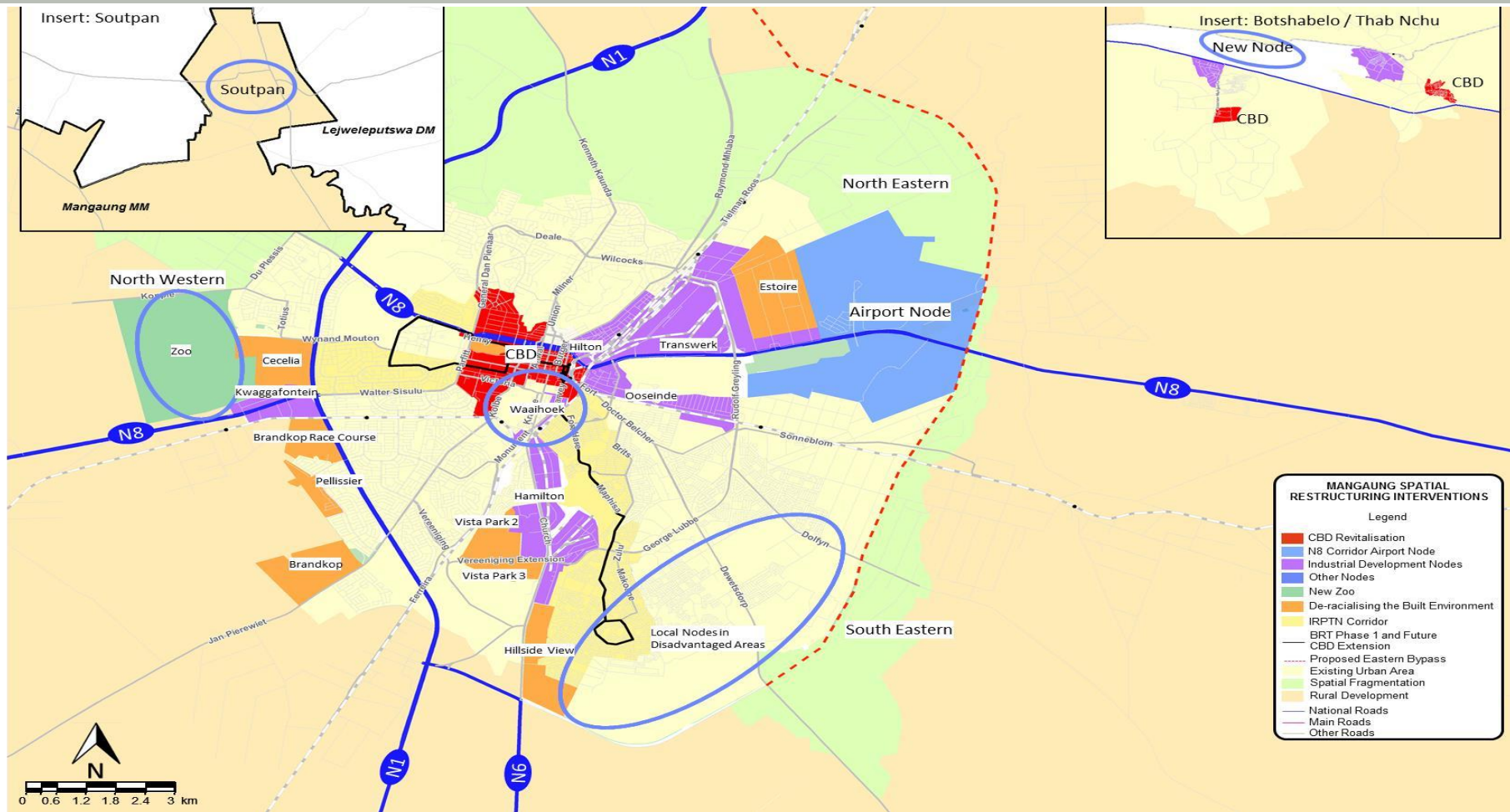
- a) *Using Integrated Transit Oriented Development – facilitating development along transport corridors;*
- b) *Urban Networks*
- c) *Identifying integration zones to crowd-in future investments; and*
- d) *Locating catalytic projects within the integration zones*

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

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

*IDP/BEPP and MSDF Alignment*

# MANGAUNG RESTRUCTURING INTERVENTIONS





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 2019-20
- Mangaung Climate Change and Mitigation Plan

### **A3. Institutional Coordination of the BEPP**

#### **BEPP Coordination**

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.

### ***Institutionalising Climate Responsiveness and Resilience***

The issues of institutionalising of climate responsiveness and resilience (CR&R) are part of the BEPP coordination. The city's Environmental Management Sub-directorate, which falls under the Planning Department, are the custodians of CR&R programme of the city and are part of the BEPP coordinating team. The city has developed a climate change adaptation and mitigation strategy

The city recognises the need to contribute to both national and global efforts to reduce its carbon dioxide and other greenhouse gas (GHG) emissions, particularly with a longer-term view to mitigating the effects of climate change. Equally significant, the city also recognises the need to adapt to the impacts of the unavoidable climate changes occurring in both the shorter and longer term. Planning, preparedness, and innovation will therefore be required to maximise the MMM's adaptive capacity to this global threat. Taking action now will limit damages, loss of life, and costs over the coming decades and, if strategically well considered, will add to the MMM's national competitive edge into the future.

As part of the strategy development process, the Status Quo of MMM was established. MMM comprises of a number of departments that have policies, plans, frameworks, projects, etc. that are linked to climate change mitigation and/or adaptation. Importantly, the city has an Integrated Development Plan (IDP) that guides development and planning within the municipality. In terms of Climate Change Adaptation, Mangaung is prone to a myriad of extreme climate events because of its geographic location. These events are classified under the three climate that are plausible to affect South Africa in the future due to climate change; namely extreme temperature, extreme rainfall and extreme weather. Mangaung suffers from all three. However, MMM has enhanced the city's capacity to adapt to extreme climate events, by preparing for disaster risk reduction and management (i.e. Disaster management plan in place, Early warning systems available, Disaster Management Centre and Research input from university and other research institutions).

A key outcome of the IDP relates to environmental management and climate change with a focus on energy efficiency and clean energy use. In Mangaung, grid-supplied electricity is considered to be the largest contributor to GHG emissions, followed by petrol and diesel use. Notably, the residential, commercial and transport sectors emerge as key users of energy that are responsible for most of the GHG emissions.

**Council Adoption: ( 31 May 2019) Resolution Extract:**

*It is recommended that the Council:*

- 1) *Approve the reviewed IDP 2019/20 for Mangaung Metropolitan Municipality;*
- 2) *Approve the Sector Plans for 2019/20 as enclosed in Chapter 5 as Key Components and Annexures in the document:*

**Chapter Five**

**5.1 Spatial Development Framework (Refer to Annexure [L])**

**5.2 Disaster Management Plan (Refer to Annexure [M])**

**5.3 Institutional Plan**

5.3.1 *PMS in Mangaung*

5.3.2 *Monitoring and Evaluation including the Technical Indicators Descriptions*

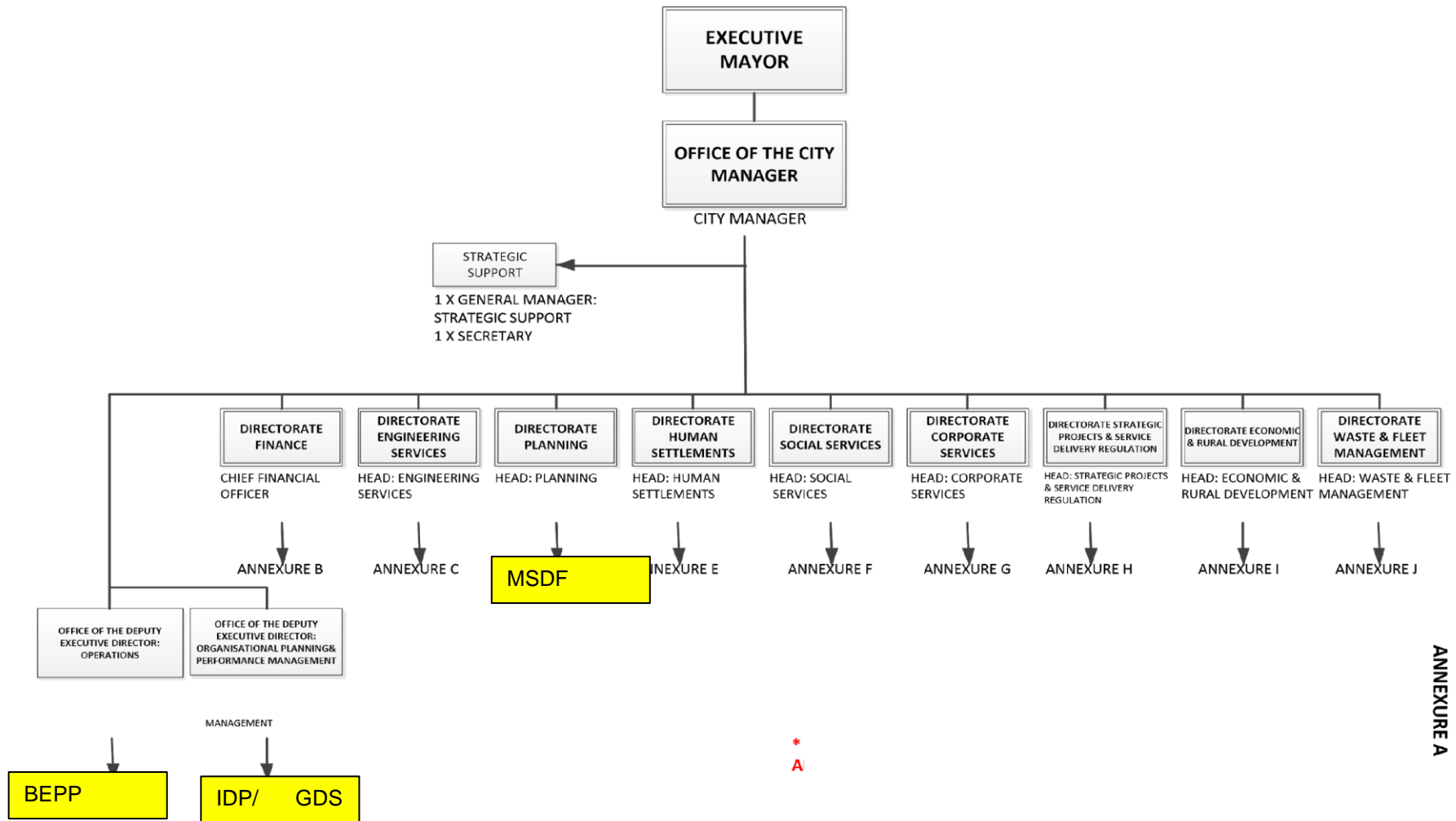
**5.4 Local Economic Development Strategy**

**5.5 Financial Plan (Refer to Budget Pack)**

*Annexures:*

- (A)** *Built Environment Performance Plan*
- (B)** *Integrated Human Settlement Plan*
- (C)** *Climate Change Adaptation and Mitigation Strategy*
- (D)** *Integrated Waste Management Plan*
- (E)** *Ten - Year Water Conservation and Water Demand Management Strategy*
- (F)** *Integrated Public Transport Network Plan*
- (G)** *MMM Ward Demographics Maps*
- (H)** *MMM Organogram*
- (I)** *Technical Indicator Description (TIDs)*
- (J)** *Financial Recovery Plan*
- (K)** *Audit Action Plan*
- (L)** *Spatial Development Framework*
- (M)** *Disaster Management Plan*
- (N)** *Centlec Electricity Plan*
- (O)** *Water Service Development Plan*

- 3) *Notes that copies of the reviewed IDP 2019/20 will be forwarded to provincial and national departments of Treasury and Co-operative Governance and Traditional Affairs*
- 4) *Notes that the reviewed IDP 2019/20 will be published on the municipal.*



## **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.*

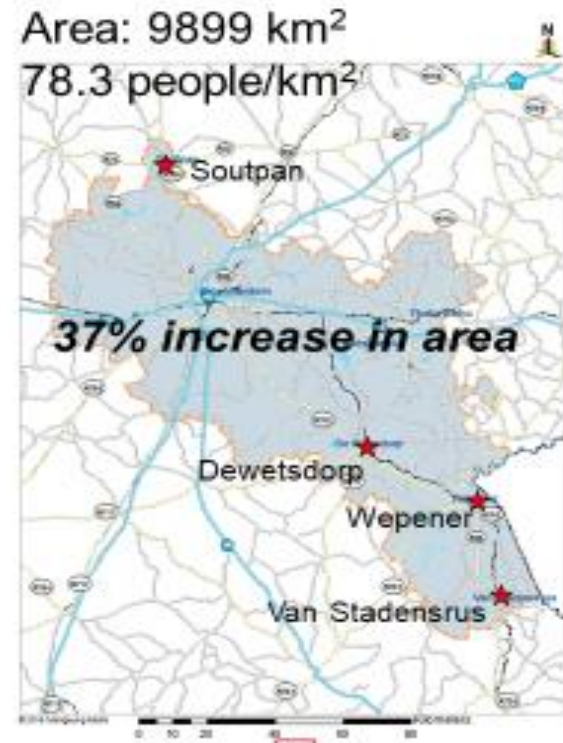
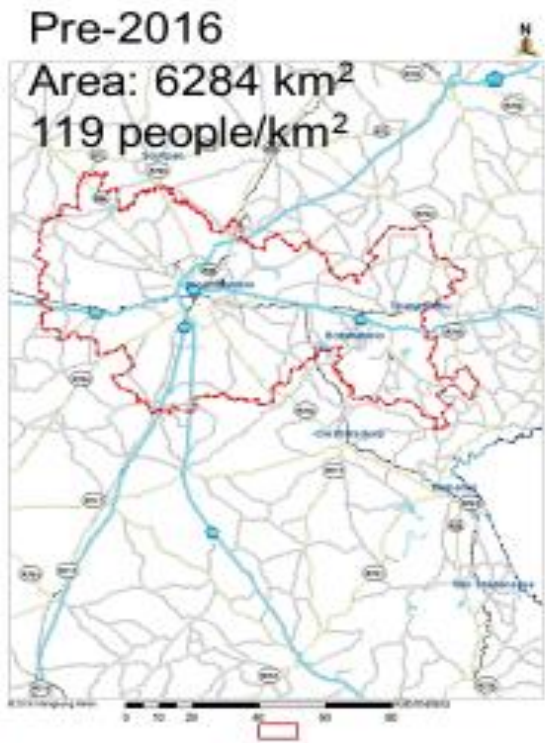
The MSDF states that this approach will reduce the competing pressures between the different areas, reinforce the soundness and inherent strengths and efficiency of the compact basic city structure, and optimise use of limited public and private sector resources. The Mangaung area comprises three (3) 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



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.

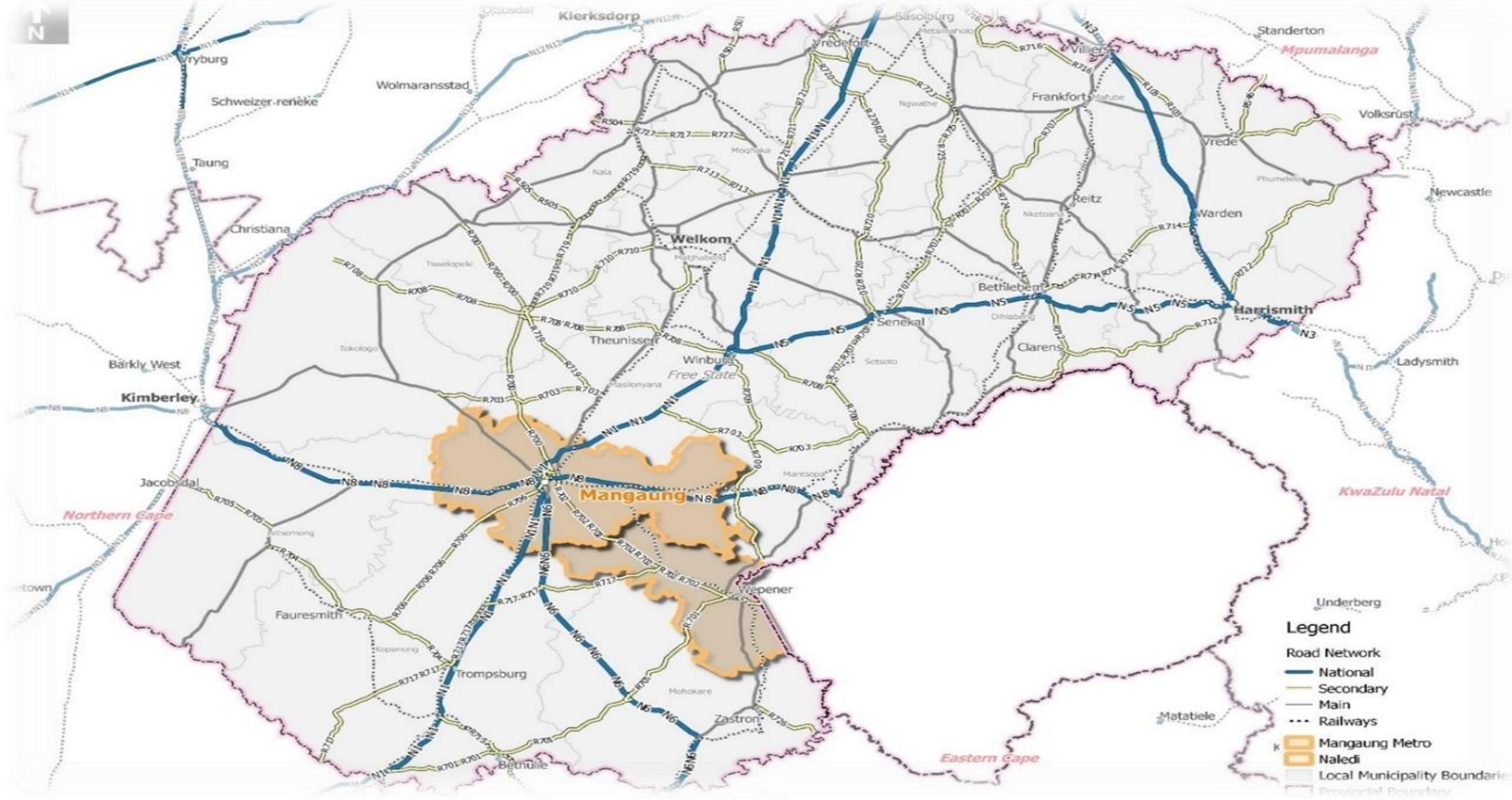
The area is also serviced with an east/west and north/south railway line and a national and municipal airport just outside Bloemfontein. An airport was also developed outside Thaba Nchu, but is currently no longer in operation.

The Municipal area covers **9 887 km<sup>2</sup>** 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 <sup>2</sup>	(%)
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%
<b>TOTAL</b>		<b>207,186</b>	<b>100%</b>	<b>9,887.00</b>	<b>100%</b>

*Number and Size of land units in Mangaung Metro*





Mangaung Regional Locality



Mangaung Metro Boundaries

## Section B1. Integration Zones

As part of the Metro's strategy to achieve Social and Economic restructuring, the City has prepared an Urban Network and Integration Zone Plan. This Plan reinforces the soundness and inherent strengths and efficiency of the compact city structure and identifies several urban network elements.

As part of a major intervention to ensure a compact urban structure and stimulate economic development at the same time, three integration zones have been identified. Furthermore, the City has also identified five **urban hubs** listed below, which are targeted to consolidate mixed economic activities;

- 1. areas surrounding route N8 in Schoemanpark immediately west of the N1-N8 intersection,*
- 2. area surrounding route R64 north of Langenhovenpark and west of the Nelson Mandela Road (R64-N1 interchange).*
- 3. Within the Mangaung Township to the east of the Hamilton-Vista economic activity area;*
- 4. the Schoemans Park (Ooseinde-Transwerk Industrial cluster) located to the east of the CBD along N8 East; and*
- 5. areas surrounding the Jagersfontein – N1 interchange, in between Pellisier and Lourierpark.*

The N8 National Road linking the three secondary nodes (Airport Node, Botshabelo and Thaba Nchu) has been identified as an **activity corridor**, which is aimed at integrating these secondary nodes through several development initiatives. The Urban Network and Integration Zone Plan also give prominence to a number of **secondary activity corridors** linking the Bloemfontein CBD with underserved township areas, as well as creating an activity spine between Botshabelo and Thaba Nchu.

One of the critical factors to the successful development of the ADN is the construction of an **eastern bypass route** through Bloemfontein, which links to the N1 freeway to the north and south of the town. This route will provide regional access to the Airport Node for north-south moving national and local traffic, and will enhance the total viability of the proposal as the local economy of Bloemfontein will not be sufficient to sustain a development of this magnitude.

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.

<b><u>Integration Zone 1</u></b>	<b>Precinct / Project Name</b>	<b>Progress</b>	<b>Funding/ Budget</b>	<b>MTREF Budget (2019/2020 -2021/2022)</b>
	Waaihoek Precinct Development	Designs completed. Commenced with construction of Urban Pocket Park and Pedestrian walkways.	NDPG	R 78 000 000
	IPTN Phase 1	Fort Hare Trunk Route Part A	PTNG	R 52 900 000
		Fort Hare Trunk Route Part B	PTNG	R 23 575 000
		Moshoeshoe Trunk Route Part A	PTNG	R 48 587 500

	Moshoeshoe Trunk Route Part B	PTNG	R 16 635 168
	Chief Moroka Crescent Trunk Route	PTNG	R 25 875 000
	OR Tambo Trunk Route	PTNG	R 46 000 000
	IPTN Bus Stops	PTNG	R 10 350 000
	Intermodal Trunk Station	PTNG	R 37 902 717
Community Residential Units (Dark and Silver City)	Under construction: 812 units.	HSDG	R 22 400 000
	-		
Hillside View Mixed Development	<ul style="list-style-type: none"> <li>o 18 Land Restitution, 50 Military Veterans, 150 IRDP, 100 FLISP</li> <li>o Bulk and Stormwater Upgrade</li> </ul>	HSDG	R 53 860 200
		USDG	R 5 000 000
	o		
Caleb Motshabi Redevelopment	o Caleb Motshabi Redevelopment	HSDG	R 49 390 000
Vista Park 2 & 3 Mixed Development	o Bridge construction and upgrading of Vereeniging road project will commence in the current financial year. Design work is complete.	USDG	R 82 000 000
	o Vista Park 2 Bulk Sewer	USDG	R 7 000 000
	o Vista Park 2 Internal Roads & Stormwater	USDG	R 62 000 000
	o Vista Park 2 Water and Sewer Reticulation	USDG	R 125 000 000
	o Vista Park 3 Water and	USDG	R 83 000 000

		Sewer Reticulation		
		○ Vista Park 3 Internal Roads and Stormwater	USDG	R 72 000 000
		○ Vista Park 3 Electrification	USDG	R 26 075 847

*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.

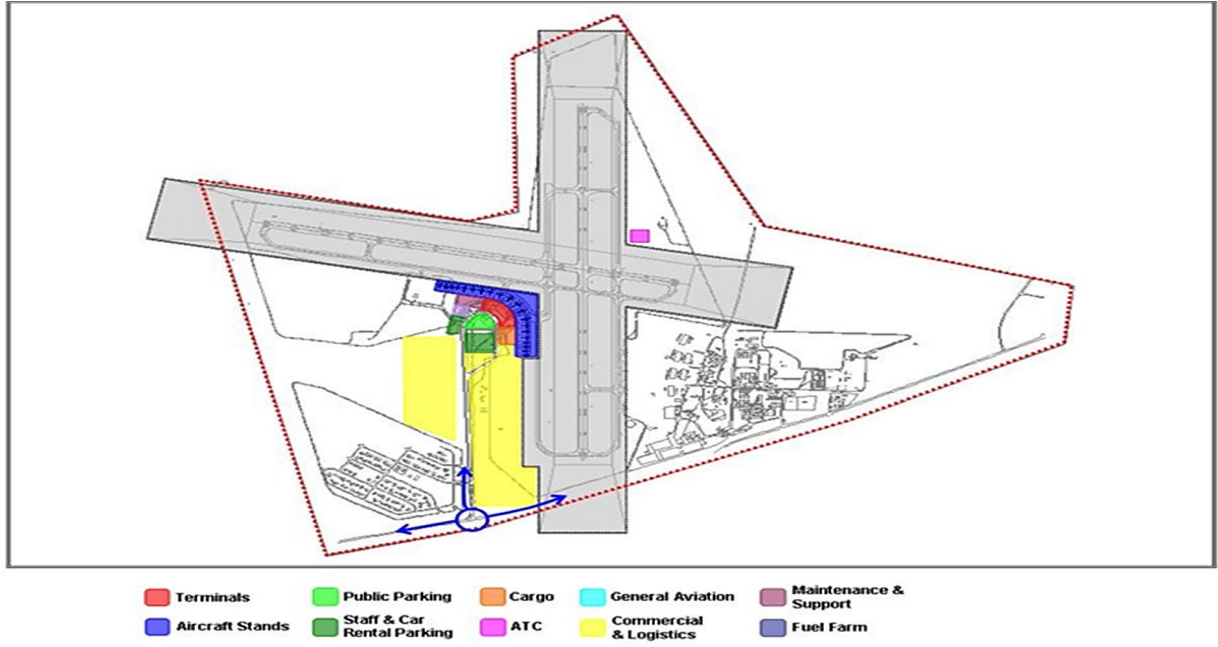
The Airport Development Node is 700ha in extent and is one of the catalytic projects of the city. The development consists of civic buildings, business node, mixed use retail and offices, offices and residential, low density residential, medium density residential, high density residential, a hotel and 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.

<b><u>Integration Zone 2</u></b>	<b>Precinct / Project Name</b>	<b>Progress</b>	<b>Funding/ Budget</b>	<b>MTREF Budget (2019/2020 - 2021/2022)</b>
	Estoire	Upgrading od Sand Du Plessis Rd	USDG	R 14 836 970

## ACSA Bram Fischer Internal Airport Projects

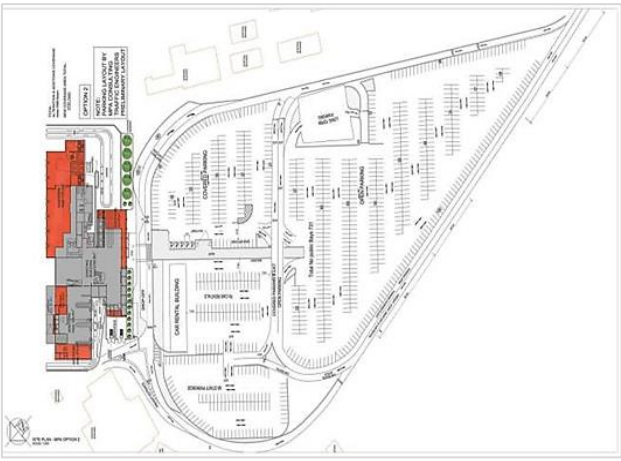
### Bram Fischer Airport Master Plan Review



Project	Description	Indicative date
Master Plan	The airport currently has a land use plan, dated 2007. A Master Plan, taking a number of on and off-airport factors into consideration, will soon be formulated.	2019- 2020

### Bram Fischer International Terminal Expansion

Project	Description	Indicative date
Terminal Expansion	Reconfiguration of the existing terminal to provide additional space for both the lounge and common concourse space.	2020- 2021



Construction of Additional Code C Stand

Project	Description	Indicative date
Code C Stand	The construction of one additional code C stand. This will be achieved by “hardening” the existing General Aviation (GA) area to be able to withstand up to code C aircraft loading. A new GA area will be constructed west of the new stand.	2020- 2021





**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.

<b><u>Integration Zone 3</u></b>	<b>Precinct / Project Name</b>	<b>Progress</b>	<b>Funding/ Budget</b>	<b>MTREF Budget (2019/2020 - 2021/2022)</b>
	Nelson Mandela Bridge	Design	USDG	R 16 000 000
	First Avenue Bridge	Design	USDG	R 11 000 000
	Heavy Rehabilitation Zastron St	Design	USDG	R 23 500 000
	Heavy Rehabilitation Nelson Mandela	Design	USDG	R 23 500 000
	Upgrading Of St George & Pres Brand St	Design	Design	R 7 500 000
	Cecilia Distribution Center	Installation of 11kV cables to primary substation switchgears. Relocate or replace existing protection devises	USDG	R 10 000 000

*Project progress in Integration Zone 3*

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.

The development of non-motorised transport projects along the following routes has been completed:

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

All these routes fall within Integration Zone 3 which is characterised by high density residential accommodation and private sector investment. Within this integration Zone is there a further need for additional 10 000 student accommodation. **Within Integration Zone 3** are also found developments alongside Nelson Mandela Avenue. Alongside this route there are Brandwag Social Housing flats and several guest houses boutique hotels, hotels, offices, the UFS and Tempe Army base. Except for the social housing projects, all developments are private sector driven, such as the extension of Mimosa Mall and linkage with Brandwag Center across Melville Avenue.

The National Department of Sports and Recreation (SRSA) has identified to provide centralized first class sport science expertise, services and infrastructure support to elite national athletes, coaches and administrators for high performance sport and international sport success. To this end the SRSA has decided to establish and construct a National Training Center which will be based in Bloemfontein in Cecilia Park which falls under Integration Zone 3.



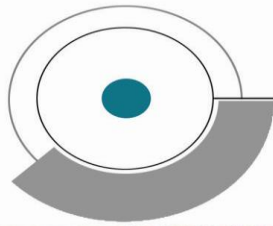
Locality Map of the National Training Center.

The National Training Centre is a joint effort between SRSA, SASCOC and the Free State Department of Sport, Art, Culture and Recreation. Free State Provincial Department of Sport, Art, Culture and Recreation on behalf of SRSA and SASCOC through the Free State Sport Science Institute will house the NTC.

The SRSA has now committed 10% of its annual conditional grant allocation to provinces to the establishment and development of the NTC. The table below illustrates the indicative figures for the establishment of the NTC.

<b>Project</b>	<b>Construction Cost</b>	<b>Professional Fees</b>	<b>Total Cost</b>	<b>Expenses to date</b>
<b>FSSSI Upgrade</b>	R 9 807 538.39	R 2 255 733.83	R 12 063 272.22	R 1 906 193.38
<b>Swimming</b>	R 66 530 511.07	R 15 302 017.55	R 81 832 528.62	R 2 345 880.61
<b>Athletics</b>	R 81 653 896.93	R 18 780 396.29	R 100 434 293.22	R 3 262 720.69
<b>Dormitories</b>	R 30 244 127.00	R 6 956 149.21	R 37 200 276.21	R 3 262 720.69
<b>Basketball</b>	R 14 983 855.00	R 3 446 286.65	R 18 430 141.65	R 1 031 738.76
<b>Squash</b>	R 13 228 073.00	R 3 042 456.79	R 16 270 529.79	R 1 769 919.22
<b>Marshall Arts</b>	R 16 289 481.00	R 3 746 580.63	R 20 036 061.63	R 1 035 563.93
<b>Hockey</b>	R 19 514 965.00	R 4 488 441.95	R 24 003 406.95	R 1 865 744.41
	<b>R 304 996 799.41</b>	<b>R 70 149 263.86</b>	<b>R 375 146 063.27</b>	<b>R 20 860 231.33</b>

The National Steering Committee has been appointed, its constituted by all provinces, SASCOC and coordinated by SRSA. The NTC Master Plan was developed and approved by the steering committee (See below).



NEW URBAN FRAMEWORK PROPOSALS FOR CUT CAMPUS & THE NATIONAL TRAINING CENTRE | BLOEMFONTEIN, FS



SITE 02 | SPORT CITY - HOME OF THE NTC | FRAMEWORK PROPOSAL

MASTERPLAN KEY LEGEND

SPORT CODES:

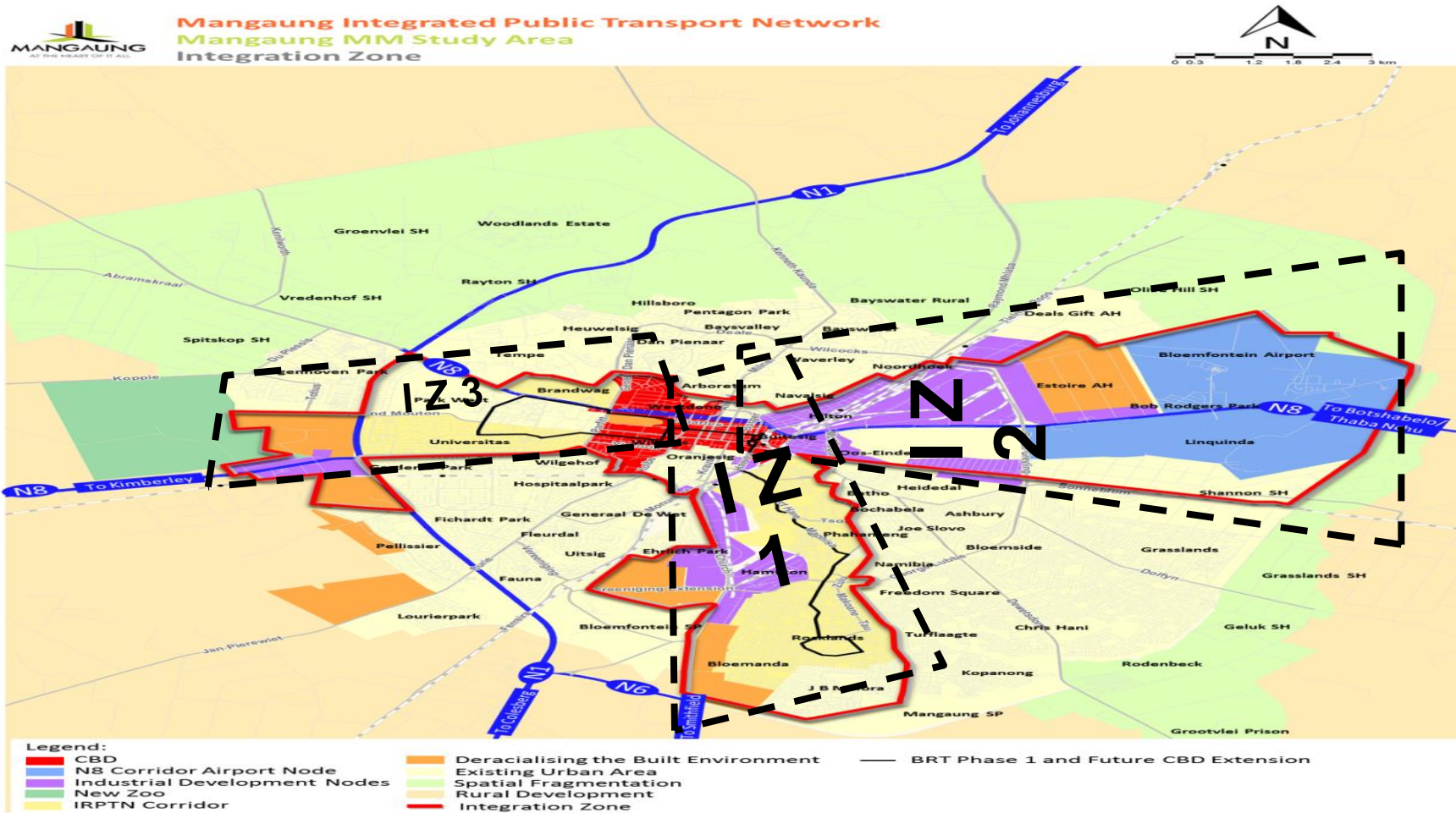
1. Athletics
2. Swimming
3. Diving
4. Squash
5. Soccer Fields
6. Rugby Fields
7. Multi-Purpose Hockey Field
8. Basketball
9. Cycling
10. Rowing
11. Kayak | Canoe
12. Gymnastics
13. Shooting
14. Table Tennis
15. Judo
16. Martial Arts
17. Taekwondo
18. Karate
19. Archery
20. Fencing
21. Boxing
22. Netball
23. Badminton
24. Golf

FSSSI:

25. Administration
26. Auditorium
27. Gymnasiums
28. Rehab Gymnasium
29. Conditioning
30. Testing
31. Biokinetics
32. Physiotherapy

GENERAL:

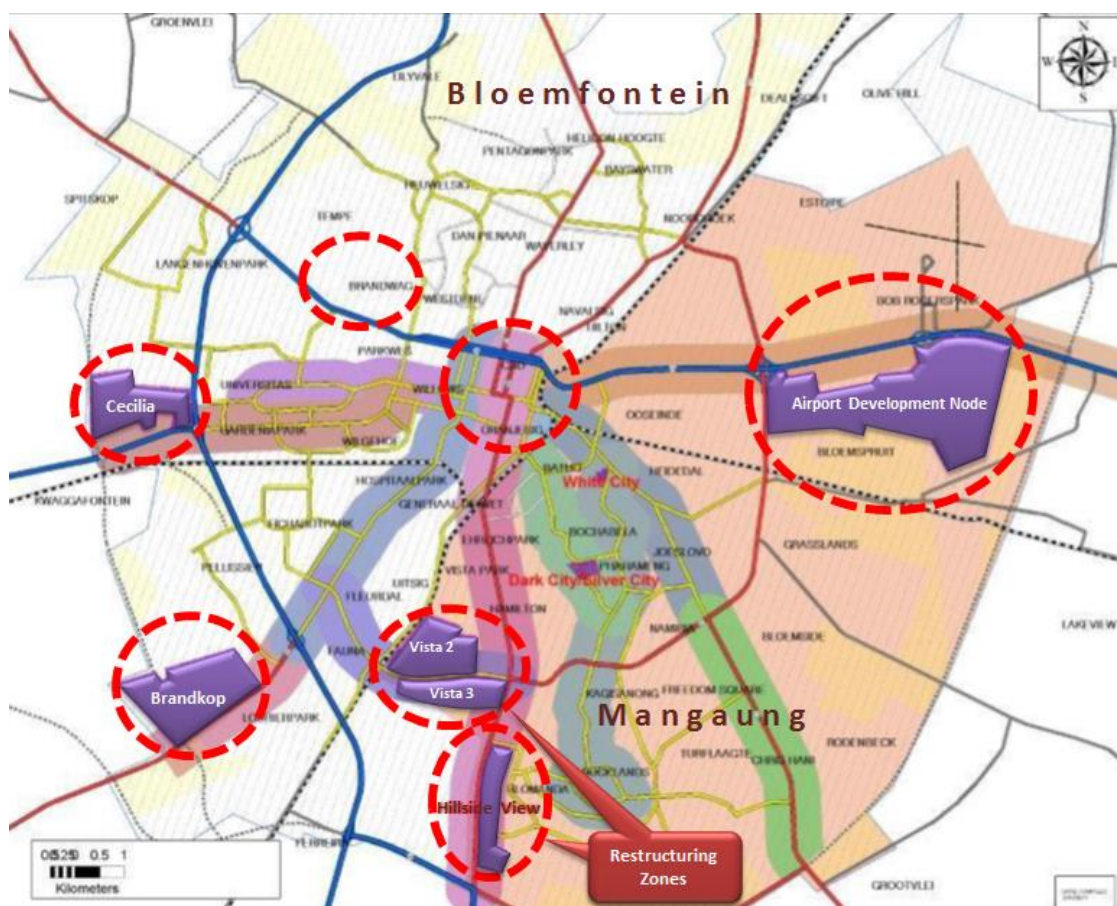
33. Sports Hotel
34. Dormitory Accommodation
35. Restaurants
36. Shopping Centre
37. Commercial Spaces
38. Athlete Recreation Centres
39. Conference & Exhibition Centres



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.

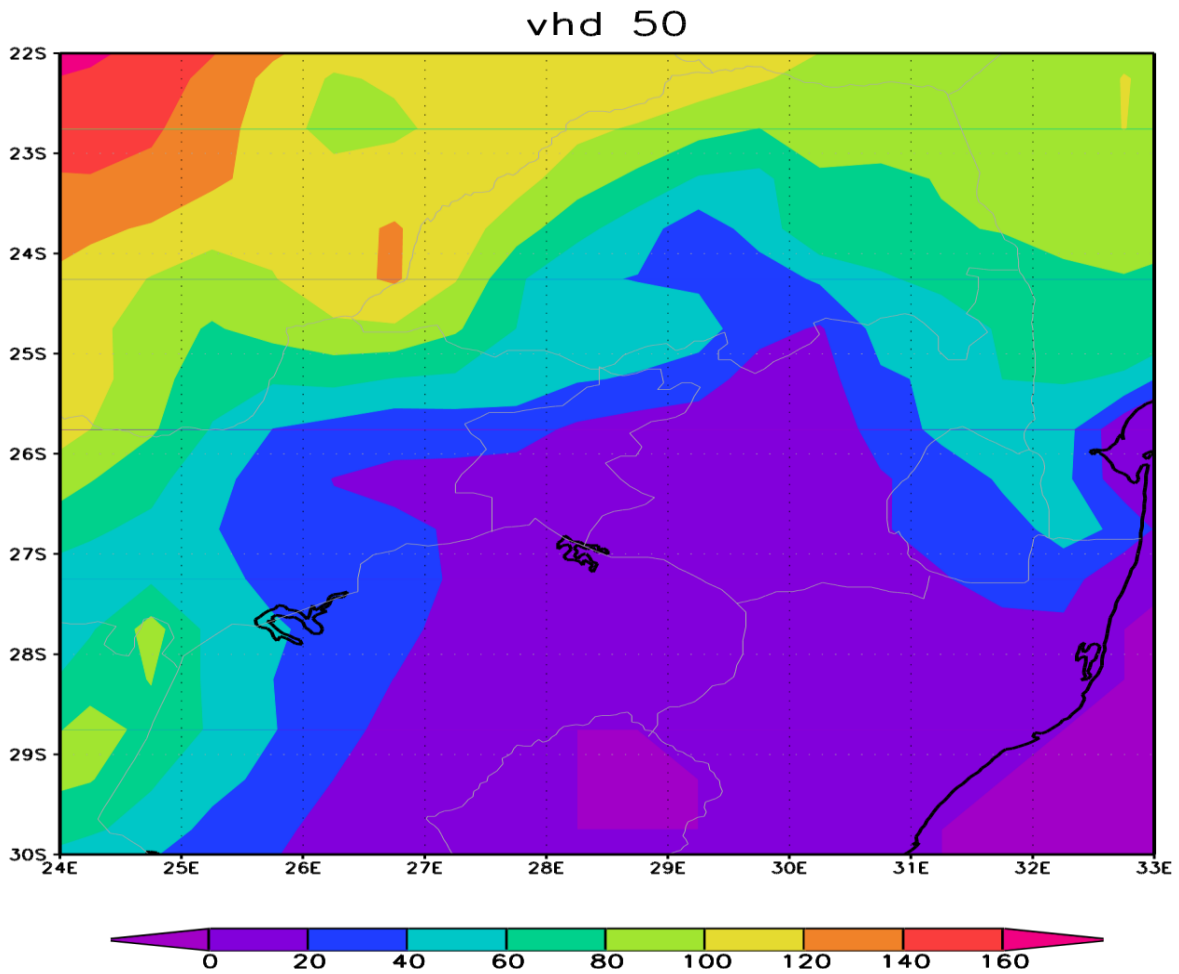


Mangaung Urban Regeneration Areas

### ***Climate Risk and Vulnerability (Identification of associated climate risk zones)***

The climate science projections downscaled represent both high (RCP4.5) and low (RCP8.5) mitigation scenarios. The projections obtained were interpreted within the context of the Global Climate Model (GCM) projections described in the 4<sup>th</sup> Annual Report (AR4) and 5<sup>th</sup> Annual Report (AR5) of the Intergovernmental Panel on Climate Change (IPCC) and the regional projections of the Long Term Adaptation Scenarios (LTAS) of Department of Environmental Affairs (DEA). The projected changes are presented for the period 2021-2050 relative to the 1971-2000 baseline period. Under low mitigation, temperatures are projected to rise drastically, by 1-3 °C over the central South African interior for the period 2020-2050 relative to the baseline period. These increases are to be associated with increases in the number of very hot days, heat-wave days and high fire-danger days over South Africa. Key implications of these changes for Mangaung may include an increased risk for veld fires to occur in the grasslands areas. The household demand for energy in summer is also plausible to increase, to satisfy an increased cooling need towards achieving human comfort within buildings.

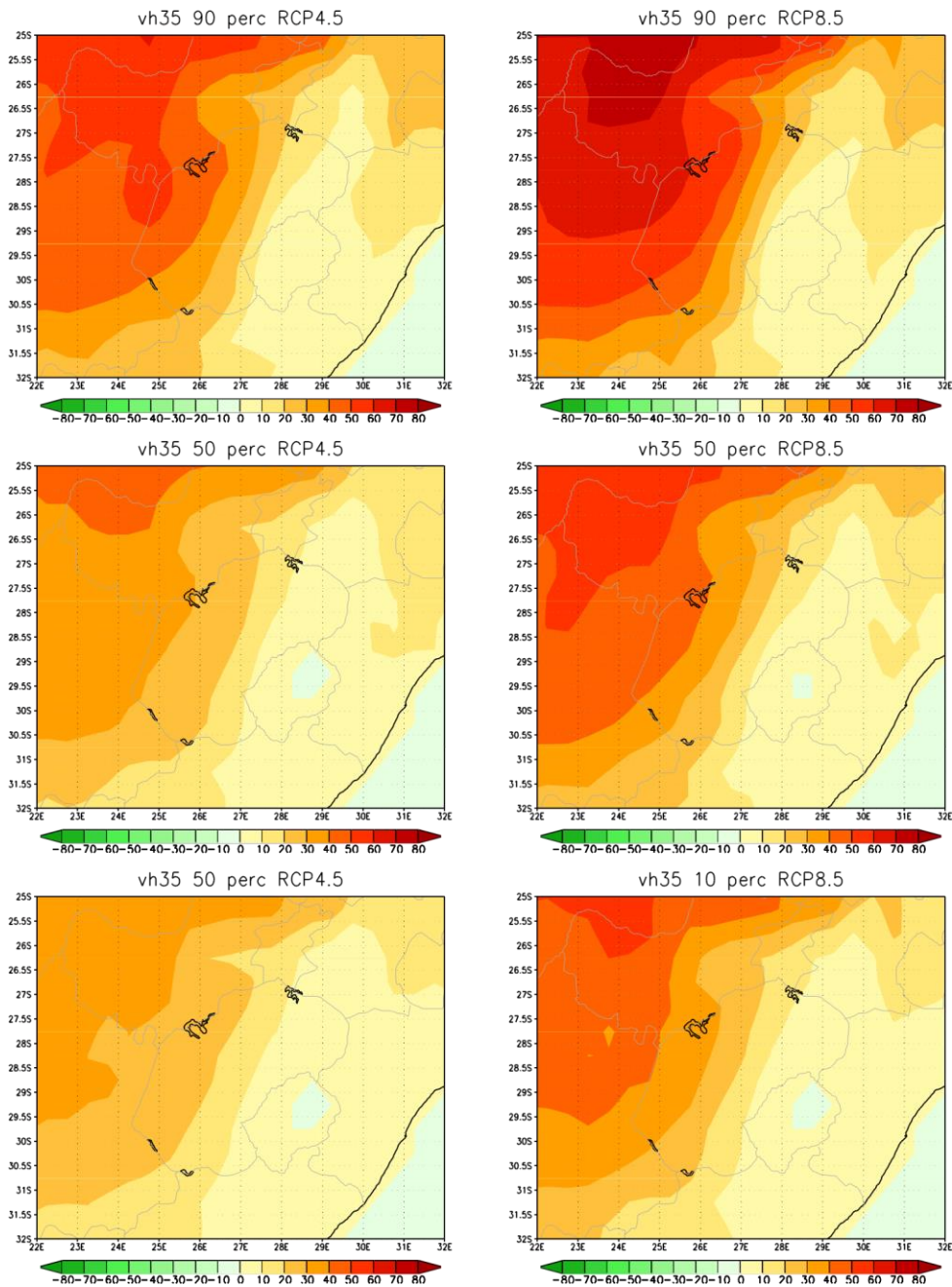
Under high mitigation, the amplitudes of the projected changes in temperature and extreme temperature events are somewhat less, but still significant. The projected changes in rainfall and related extreme events exhibit more uncertainty than the projected temperature changes. A robust signal of increases in dry-spell-day frequencies is evident from the projection. For example, the model-simulated and bias-corrected annual average number of very hot days (days when the maximum temperature exceeds 35 °C, units are number of days per model grid point) are displayed in Figure 0.1, for the baseline period 1971-2000. Over the western Free State, more than 70 very hot days occur on the average annually.



CCAM simulated annual average number of very hot days (units are number of days per grid point per year) over central South Africa, for the baseline period 1971-2000. The median of simulations is shown for the ensemble of downscalings of six GCM simulations.

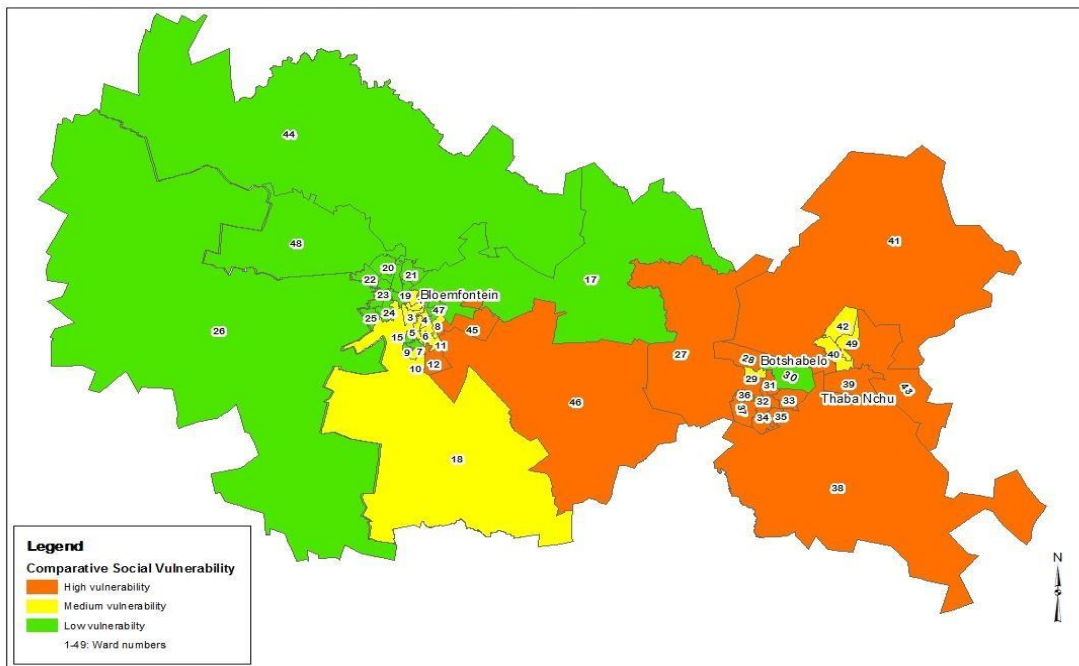
In association with drastically rising maximum temperatures (Figure 0.2), the frequency of occurrence of very hot days is also projected to increase drastically under climate change. For the period 2020-2050 relative to 1971-1990, under low mitigation, very hot days are projected to increase with as many as 40 days per year in the western part of the domain (Figure 0.2). More modest increases are projected for the eastern parts. Even under high mitigation, the increase in the number of very hot days may be as high as 40 days over the western Free State (Figure 0.2).





The vulnerability of both economic and social sectors in the municipality to climate change, both the current climate and the projected climates based on the climate change projections are provided. For example, in terms of economic sectors, Agriculture is one of the most vulnerable sectors in MMM. It has been identified as the biggest consumer of surface water in the country, with at least 60% of the water being used for irrigation as well as a significant amount being sourced from ground water resources. This dependence on water represents an insurmountable amount of vulnerability for all agricultural related activities.

In terms of social Vulnerability, the following wards highlighted are highly vulnerable: 12, 27, 31 – 34, 36 – 39, 41, 45, 46. The wards are highlighted with the orange colour in the map (Figure 0.3) and are mainly located in the south – eastern corner of the municipality, in and around Botshabelo and Thaba Nchu. These wards are characterised by high economic dependency, poor access to transport, poor access to information and physiological factors. Some and not all are also affected by high unemployment, poverty and access to water. Of these wards, ward 27 emerges as one of the most highly vulnerable, showing high ranking in type of housing (informal settlements), poverty, unemployment, education, access to water and economic dependency.



Social Vulnerability in Mangaung

## Section B2. Marginalised Residential Areas

The Mangaung Spatial Development Framework identifies a number of marginalised and underserved townships earmarked for upgrading, consolidation and infill development. Marginalised areas the Grasslands area to the east; Bloemside Phase 1, 2 and 3 to the south thereof; a number of underserved townships representing the southern parts of Mangaung (including Batho, Bochabela, Phahameng, Namibia, Freedom Square, Rocklands, JF Mafora and Kopanong); and Lourierpark to the south-west. Development in these areas includes the upgrading of infrastructure and amenities, promotion of local economic development, and the upgrading/formalisation of informal settlements.

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 Standenus. The following table reflects the status of the marginalized areas and strategies and interventions planned for each:

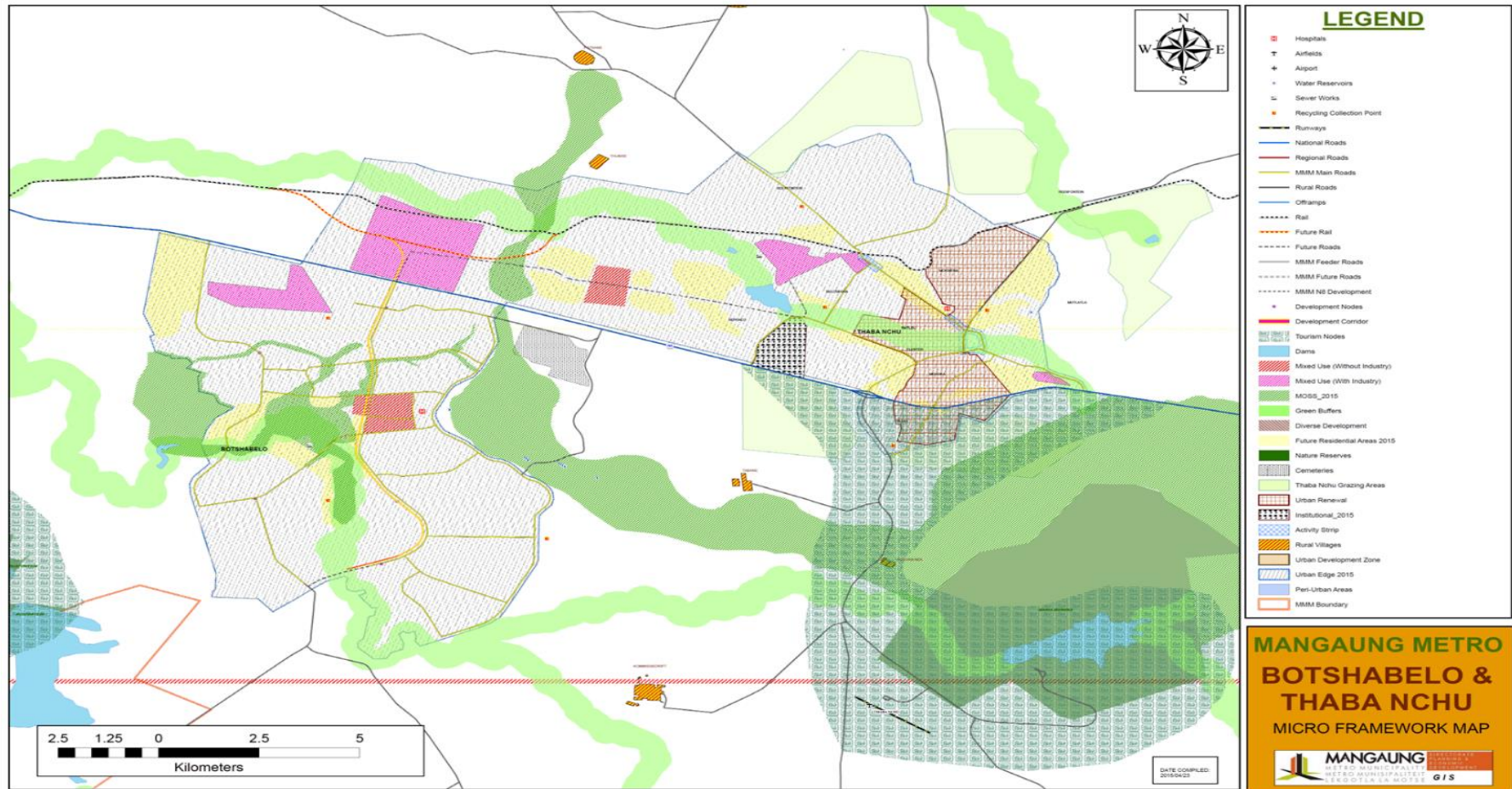
<b>Marginalised Area</b>	<b>Development Strategy and Approach</b>	<b>Sub-programme Interventions</b>
Mangaung Township	<ul style="list-style-type: none"> <li>▪ Densification through Integrated Human Settlements</li> <li>▪ Informal Settlement Upgrading</li> <li>▪ Township Economic Development</li> <li>▪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

Soutpan/ Ikgomotseng	<ul style="list-style-type: none"> <li>▪ Salt Mining and beneficiation</li> <li>▪ Infrastructure Network Upgrading</li> </ul>	<ul style="list-style-type: none"> <li>▪ Salt Mining projects</li> <li>▪ Roads and stormwater</li> </ul>
Dewetsdorp	<ul style="list-style-type: none"> <li>▪ Infrastructure Network Upgrading</li> <li>▪ Agricultural Development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Upgrading of social amenities</li> <li>▪ Upgrading of roads and stormwater</li> </ul>
Wepener	<ul style="list-style-type: none"> <li>▪ Infrastructure Network Upgrading</li> <li>▪ Agricultural Development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Roads and stormwater upgrading</li> <li>▪ Agriculture development</li> </ul>
Van Standensrus	<ul style="list-style-type: none"> <li>▪ Infrastructure Network Upgrading</li> <li>▪ Agricultural Development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Roads and stormwater upgrading</li> <li>▪ Agriculture development</li> </ul>

*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



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 200,000m<sup>2</sup>. 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 000m<sup>2</sup> 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.

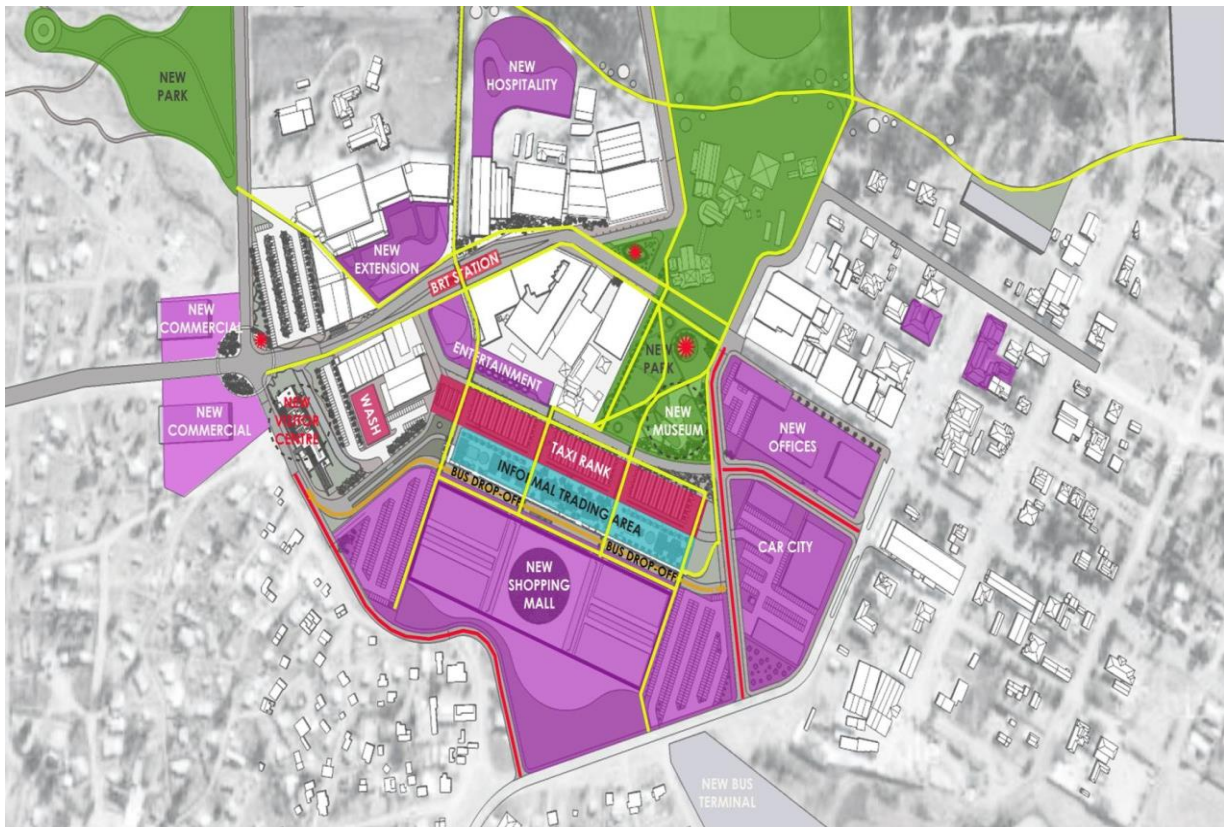
The majority of new urban developments have developed towards the west along Station Road, while the central business district has developed to the east of these extensions. Again, this leads to some urban communities centred on the urban core to be as far as 8 kilometres from these economic opportunities. 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.

As part of the plan to re-vitalise Thaba Nchu, a concept development plan was initiated to reconfigure the layout and land uses in the CBD of Thaba Nchu. In the main the proposed spatial layout include the following additional land uses and developments:

- New commercial precinct
- Motor Retail space
- Offices Accommodation
- New hospitality center
- Informal trading spaces
- Relocated Taxi rank (with linkage to the IPTN system)
- Human Settlements
- Pedestrian Walkways



*Thaba Nchu CBD Revitalisation Masterplan*

### **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.	Kgotsoong & 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

: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.

The Metro has adopted a municipal-wide approach wherein the upgrading process is seen beyond just the provision of housing. By doing this, all the directorates have contributed towards the upgrading of the informal settlements ranging from waste removal, electrification, provision of high mast lights to ensure safety, land packaging, registration of title deeds and provision of Permit to Occupy (PTO) and temporary addresses for security of tenure and the progressive provision of basic services.

To date, all the 34 informal settlements within the Metro have access to electricity, waste removal services, and are at different land development processes. In 2018/2019 financial year, the Metro budgeted a total of R228 million to implement phase 3 of the Informal Settlement Upgrading Programme i.e. provision basic services (individual water and sewer connections) to 14 informal settlements comprising of about 3204 households.

Of the 14 informal settlements, four (4) are in the construction phase with contractors appointed and on site to install water and sewer; one (1) settlement is at practical completion stage; three (3) are at procurement stage for the appointment of Contractor; and six (6) are in the design phase. Already, 1575 households in the settlements of Magashule Square and Kgotsong have been connected with individual water and sewer. In order to ensure that the remaining 3204 households benefit, the Directorate of Human Settlements has put measures in place to ensure that the target of 3204 households have access to water and sewer before the end June 2019.

As part of the strategy for the Metro to curb the continuous proliferation of informal settlements, the Metro has the anti-land invasion strategy implemented through partnership with other internal directorates, external stakeholders such as SAPS and the community. The main objective of the anti-land invasion strategy is to curb land invasion so that the Metro can implement its long-term plans which are focused on development of the land parcels identified for mixed-development purposes in order to ensure a more economical and social integrated and sustainable settlements. Through the implementation of the anti-land invasion strategy, a total of eleven (11) land invasion cases/ incidents have been curbed.

One of the most important aspect of ensuring sustainable human settlements is to ensure that residents in the informal settlements have security of tenure. The Metro is continuously registering title deeds to households with 2191 title deeds already registered and issued to beneficiaries since July 2018. Moreover, the Metro has issued

1063 households in the informal settlements with PTOs to ensure that they have security of tenure. In addition, the Metro is also providing temporary addresses to households living in areas that are not planned for residential purposes. The purpose of this is to ensure that these households are prioritized for relocation to developed areas so that they can have access to adequate housing as required by the constitution of the Republic of South Africa.

The Metro is planning to relocate about 1000 households from Caleb Motshabi who are residing on top of the Bloemwater bulk water pipeline. These households will be relocated to the Matlharantlheng settlement which is in the final stages of the land development process. The HDA was appointed to assist with finalizing the land ownership of land parcels in the area of Thaba-Nchu in order to finalize the land development processes so that these settlements can be upgraded and title deeds can be transferred and issued.

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)	
	• 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	

*Prioritised 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.

<b>Projects/High Level Activities</b>	<b>Target</b>
5 Prioritised Settlements	16,450 Sites
15 In-situ Settlements	10,686 Sites
Relocation Settlements	599 Sites
<b>TOTAL</b>	<b>27,735 Sites</b>

*Informal Settlement Upgrading Plan Summary*

#### **Ringfenced USDG allocation for Informal Settlements**

Included in the USDG allocation grant for Engineering Services (Water & Sanitation and Water Division), are funds set aside for proving services at Informal Settlements. Within this new window an allocation R 161 million in the 2019/20 financial year has been made available, intended to serve as a planning and preparation platform towards the introduction of a new informal settlements upgrading grant. The envisaged projects for implementation by Engineering Services on behalf of the Human Settlement vote are as outlined below:

<b>USDG - RING FENCED INFORMAL SETTLEMENT ALLOCATION</b>	2019/20
	R
BOTSHABELO WEST - INSTALLATION WATER & SEWER (2500 UNITS)	15 000 000
BOTSHABELO SEC R - INSTALLATION WATER (1000 UNITS)	15 000 000
BOTSHABELO SEC M - INSTALLATION SEWER RETICULATION (100 UNITS)	6 000 000
BOTSHABELO SEC D - INSTALLATION SEWER RETICULATION (100 UNITS)	6 000 000
BOTSHABELO SEC A - INSTALLATION SEWER RETICULATION (50 UNITS)	3 500 000
BOTSHABELO SEC L1124 - INSTALLATION WATER & SEWER RETICULATION (441 UNITS)	11 000 000
THABANCHU EXT 27 - INSTALLATION WATER & SEWER RETICULATION (390 UNITS)	18 000 000
BLOEMSIDE 9 & 10 - INSTALLATION WATER & SEWER RETICULATION (200 UNITS)	9 000 000
SONDERWATER 2 (ERF 5975) - INSTALLATION WATER & SEWER RETICULATION (80 UNITS)	5 000 000
BLOEMSIDE 7 - INSTALLATION WATER & SEWER RETICULATION (500 UNITS)	9 000 000
GRASSLAND PHASE 4 - INSTALLATION WATER & SEWER RETICULATION (1000 UNITS)	20 000 000
MKHONTO ERF 32109 - INSTALLATION WATER & SEWER RETICULATION (111 UNITS)	8 900 000
SALIVA ERF 35180 & 8323 - INSTALLATION WATER & SEWER RETICULATION (124 UNITS)	9 900 000
MARIKANA - INSTALLATION WATER & SEWER RETICULATION (80 UNITS)	7 250 000
FREEDOM SQ ERF 37321 (ZUMA) - INSTALLATION WATER & SEWER RETICULATION (117 UNITS)	10 200 000
CHRIS HANI ERF 28747 - INSTALLATION WATER & SEWER RETICULATION (50 UNITS)	7 250 000
	<b>161 000 000</b>

The Urban Settlements Development Grant (USDG) includes a new window from 2019/20. Within this new window an allocation R 161 million in the 2019/20 financial year has been made available, intended to serve as a planning and preparation platform towards the introduction of a new informal settlements upgrading grant. In 2019/20 this window will promote the following outcomes for communities living in informal settlements:

- *Tenure Security: To provide tenure rights to households living in informal settlements*
- *Health and Security: To ensure the provision of healthy and secure living environments for households living in informal settlements*
- *Empowerment: Facilitate community partnership and participation in the development of settlements*

A new informal settlement upgrading grant (ISUG) will be introduced with the following allocations of R 159, 738 million in 2020/21 and R 234, 573 million in the 2021/2022 MTERF.

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:

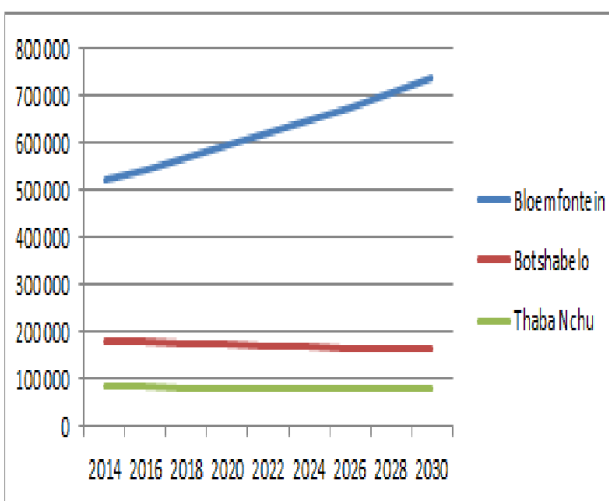


	DETAIL OF EXPENDITURE				FINANCING
		2019/2020	2020/2021	2021/2022	
6574	BOTSHABELO WEST - INSTALLATION WATER & SEWER (2500 UNITS)	-	14 000 000	20 000 000	UIS
6572	BLOEMSIDE 9 & 10 - INSTALLATION WATER & SEWER RETICULATION (200 UNITS)	-	24 000 000	33 000 000	UIS
6572	BLOEMSIDE 7 - INSTALLATION WATER & SEWER RETICULATION (500 UNITS)	-	28 000 000	9 373 000	UIS
6572	GRASSLAND PHASE 4 - INSTALLATION WATER & SEWER RETICULATION (1000 UNITS)	-	22 000 000	22 100 000	UIS
6571	TURFLAAGTE ERF 34222 (RANKIE SQ) - INSTALL WATER & SEWER (23 UNITS)	-	2 600 000	-	UIS
6571	BLOEMSIDE 4 (ERF7138,7139,7140,7141) INSTAL WATER & SEWER (60 UNITS)	-	4 500 000	-	UIS
6571	MATLHARANTLHENG - WATER RETICULATION (600 UNITS)	-	24 000 000	11 000 000	UIS
6571	CHRIS HANI ERF 2924 - INSTALLATION WATER & SEWER RETICULATION (71 UNITS)	-	5 900 000	-	UIS
6571	FARM RONDEBECK - INSTALLATION OF WATER & SEWER RETICULATION (400 UNITS)	-	24 738 000	39 500 000	UIS
6572	BLOEMSIDE ERF 4510 - INTERNAL ROADS	-	10 000 000	27 600 000	UIS
6572	GRASSLAND PHASE 4 - ROADS & STORMWATER	-	-	30 000 000	UIS
6573	THABANCHU EXT 27 - INTERNAL ROADS	-	-	13 000 000	UIS
6572	BLOEMSIDE 7 - INTERNAL ROADS	-	-	29 000 000	UIS
	<b>TOTAL</b>	-	<b>159 738 000</b>	<b>234 573 000</b>	

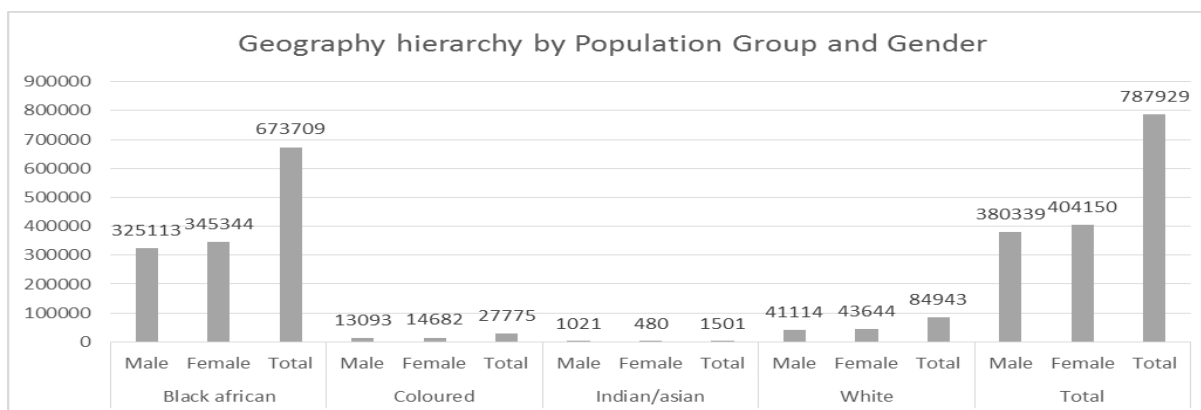
### B3. Economic Nodes

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 below 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+).

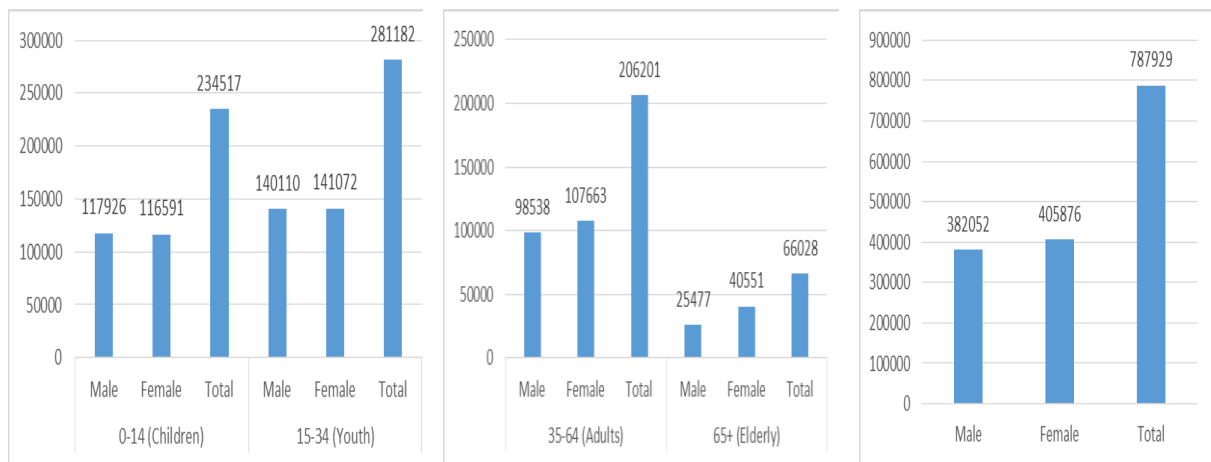
Year	Bloemfontein	Botshabelo	Thaba Nchu	Total Population
2014	522 895	180 435	82 834	786 163
2016	545 728	177 989	82 337	806 054
2018	569 558	175 577	81 844	826 979
2020	594 428	173 197	81 354	848 979
2022	620 385	170 850	80 866	872 101
2024	647 475	168 534	80 382	896 391
2026	675 748	166 250	79 900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



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



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



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.



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

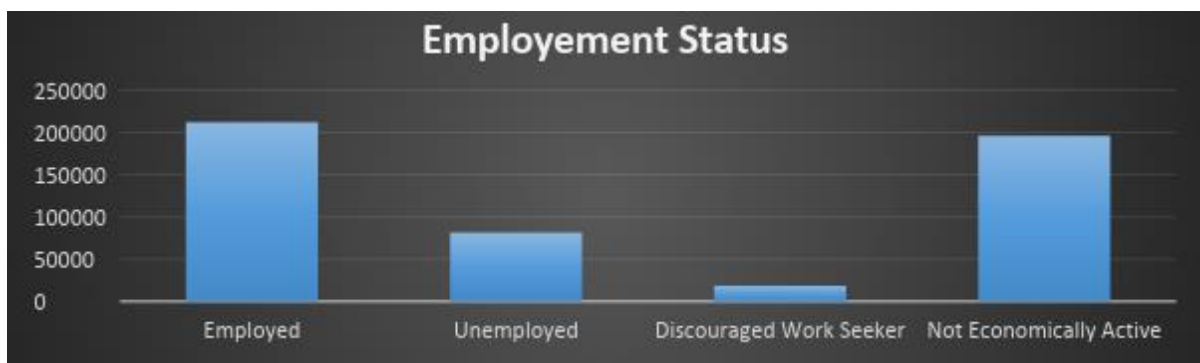


Figure 6 :Mangaung Employment Status Source: Stats SA (Community Survey)

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.

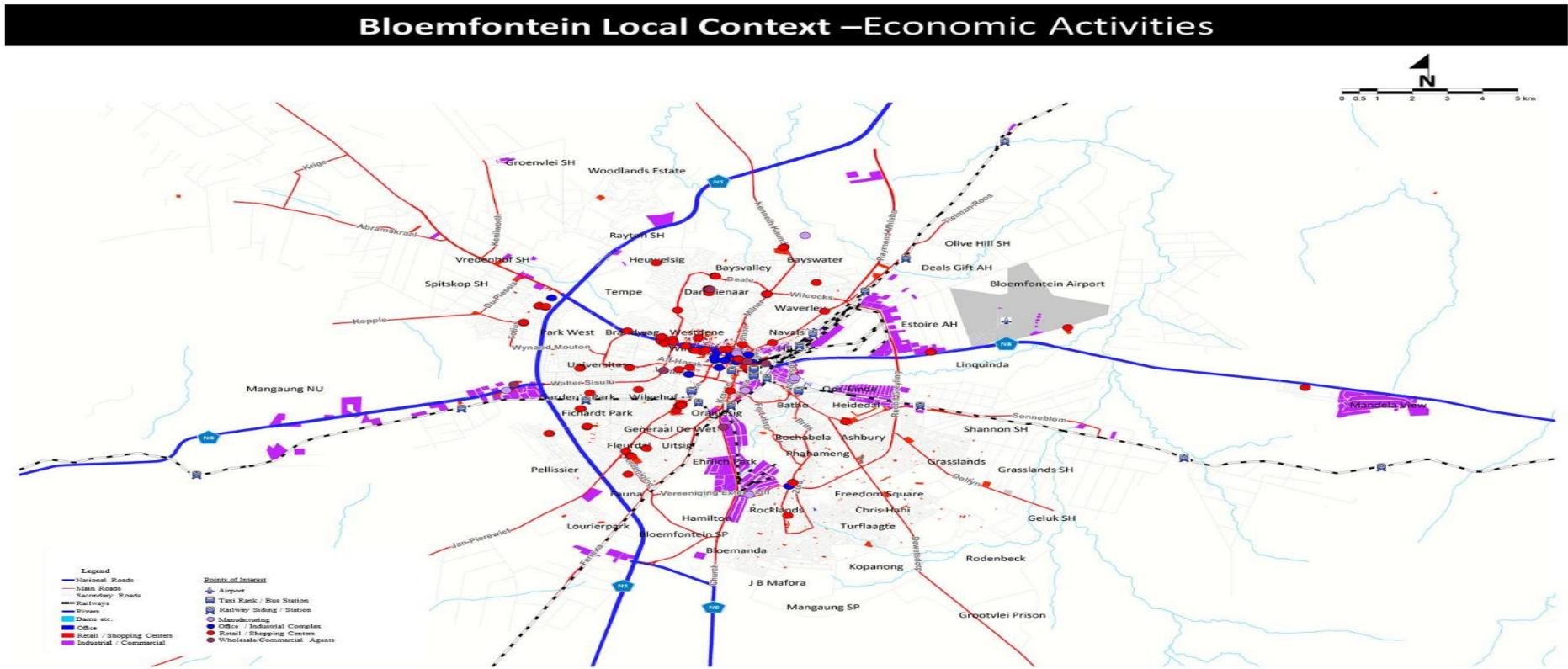
**Botshabelo:** The FDC Industrial Park is the most important node for economic development and consist of 138 warehouses with a total floor area of 200 000m<sup>2</sup> with a rand value of R500 million. Factories manufacture textile, food processing, electrical enclosures, paraffin stoves and minor 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%.

<b>Economic Nodal Category</b>	<b>Spatial areas</b>
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

Mangaung Economic Nodes

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



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.

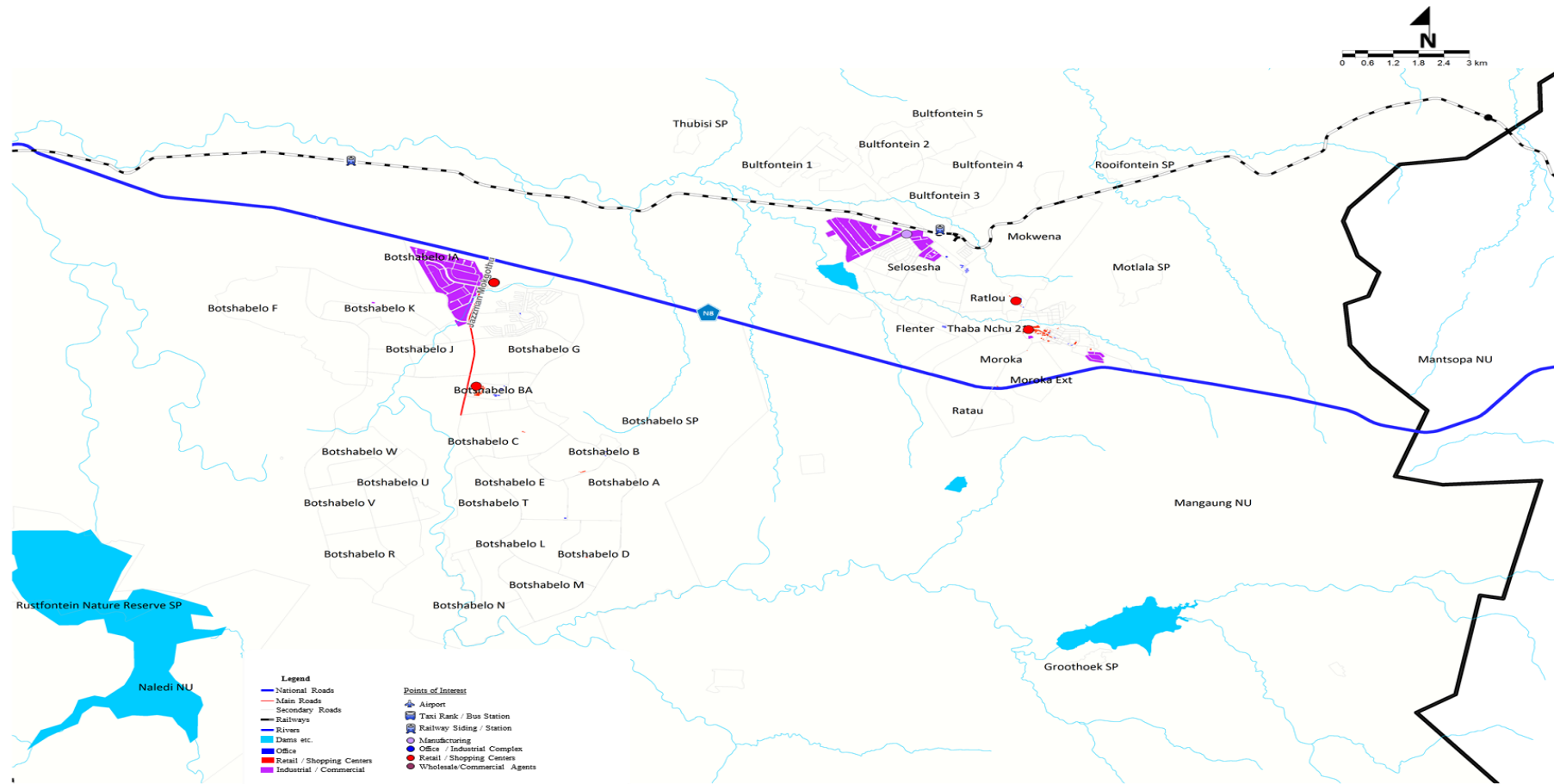
At the moment there is no functional interaction between Botshabelo and the railway line which is located a few kilometres to the north thereof.

### ***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.

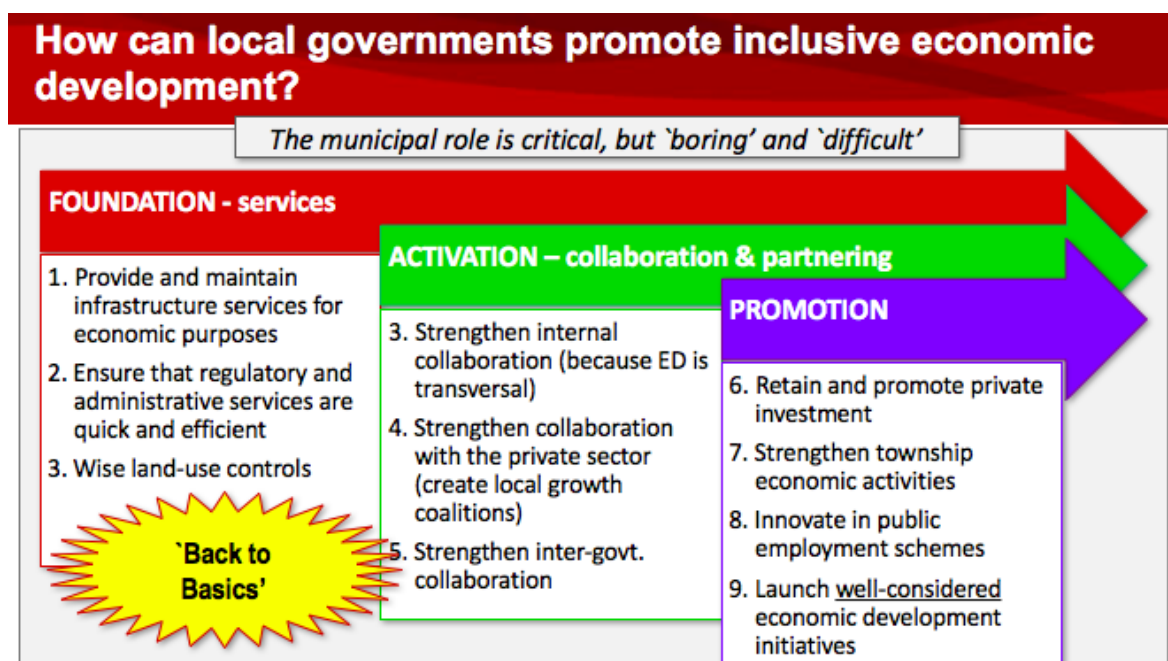
## Botshabelo and Thaba Nchu –Economic Activities



*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*)



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

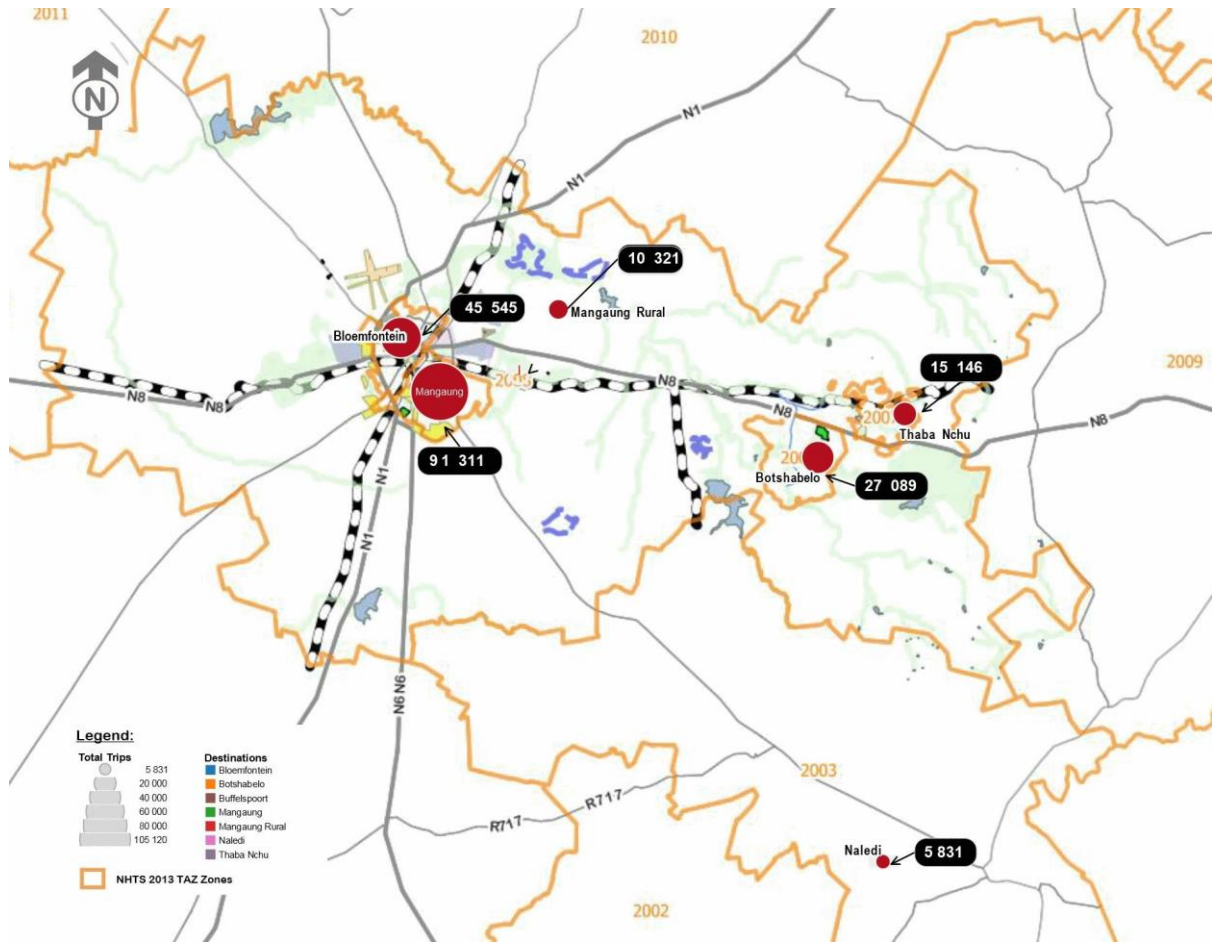


## **Section B4. Alignment of Public Transport, Human Settlements and Spatial Targeting Areas**

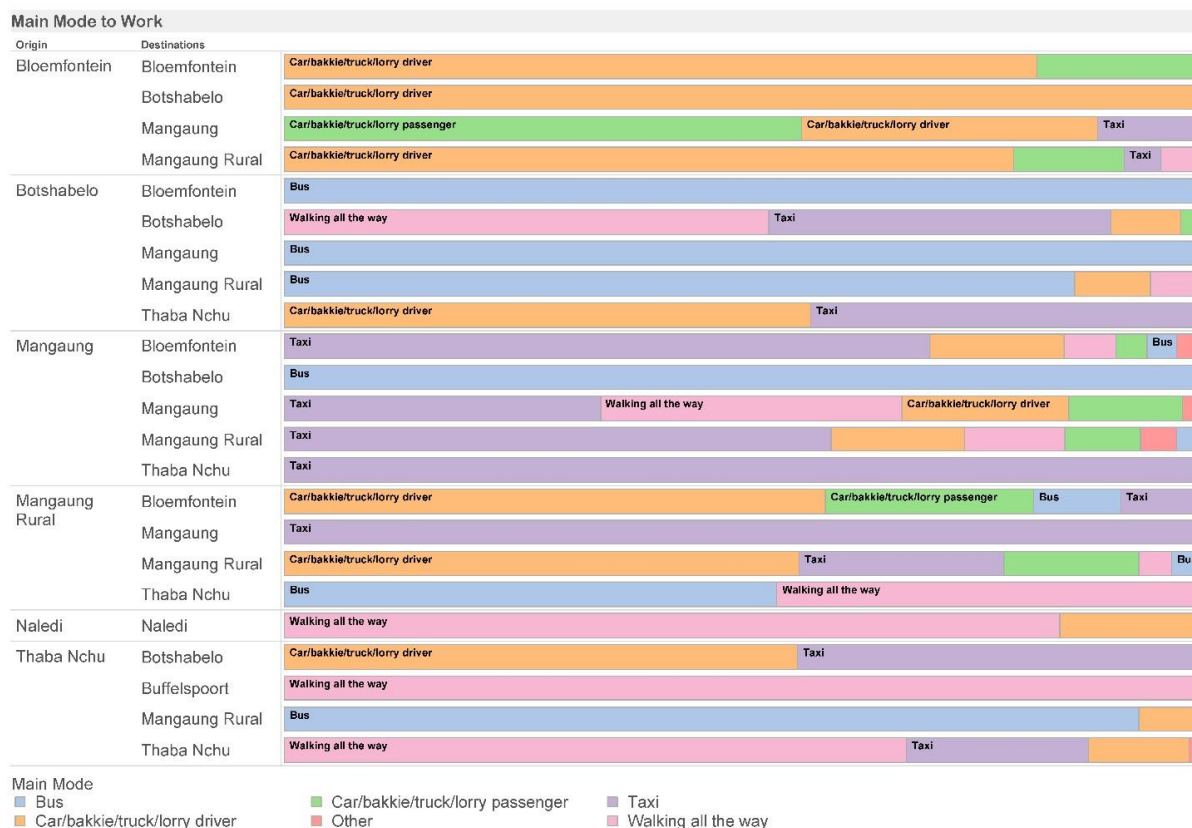
### **B4.1 Mangaung Integrated Public Transport Network**

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.

Mangaung is known as the “walking city” with more than 17% of all work-related trips made by walking all the way from origin to destination (National Household Travel Survey 2013-NHTS 2013). The NHTS 2013 furthermore estimate that approximately 190 000 work-related person trips are made during this period. The map below reflects the total number of trips generated during the morning peak period from each Traffic Analysis Zone (TAZ). The highest number of trips are generated from the Mangaung TAZ (91 000), followed by the Botshabelo/Thaba Nchu (42 235) cluster and Bloemfontein (45 454). The mode mostly used by travellers from Bloemfontein is the private vehicle, whereas most trips from Mangaung and Botshabelo/Thaba Nchu are undertaken by walking and public transport..



**Table 1-1** presents the mode split per origin TAZ with a total mode split for the Mangaung Metropolitan area of 32.56%taxi, 10.55%-bus, 8.44% with lift-clubs or as a passenger, and 29.3% with private vehicles. The mode split per origindestination pair (TAZ pairs) are reflected in **Diagram 1-1**. More than 40% of passenger trips are made by public transport and at least 17% of passengers travelling during the morning peak period walk all the way to work. This demand pattern thus calls for a transportation system that provides safe and reliable services.



Origin	Bus	Car/bakkie/truck/lorry driver	Car/bakkie/truck/lorry passenger	Taxi	Walking all the way	Other
<b>Naledi</b>		15.48%			84.52%	
<b>Bloemfontein</b>		77.24%	16.24%	3.47%	2.59%	0.46%
<b>Mangaung</b>	2.78%	15.10%	8.19%	56.31%	14.27%	3.34%
<b>Botshabelo</b>	43.98%	9.32%	1.09%	18.67%	26.94%	
<b>Thaba Nchu</b>	33.55%	10.35%		13.01%	42.25%	0.85%
<b>Mangaung Rural</b>	7.55%	49.91%	14.49%	22.60%	5.45%	
<b>Total</b>	<b>10.55%</b>	<b>29.53%</b>	<b>8.44%</b>	<b>32.56%</b>	<b>17.16%</b>	<b>1.77%</b>

Main Mode to Work per Origin Zone

The Municipality is currently in the process of finalising the Integrated Public Transport Network (IPTN) Plan 2014, expected to be completed by April 2017. The IPTN aims to bring an affordable public transportation alternative to the citizens in Mangaung and will address trends in demand for transport services by mode and income group; average trip lengths (time, distance, cost, reliability, safety).

The development of a Public Transport System is an iterative process and is refined over time through the development of the IPTN Plan and Operational Plans to implement the phases identified in the IPTN. The planning for IPTN started in 2014 with the development of 1<sup>st</sup> Operational Plan and in 2016 the first Operational Plan was reviewed and surveys done to verify passenger numbers. The identified phases are detailed to determine infrastructure and operational requirements (roadways, stations, services, support systems, etc). These are costed and evaluated to determine the financial viability and sustainability of each phase taking into consideration:

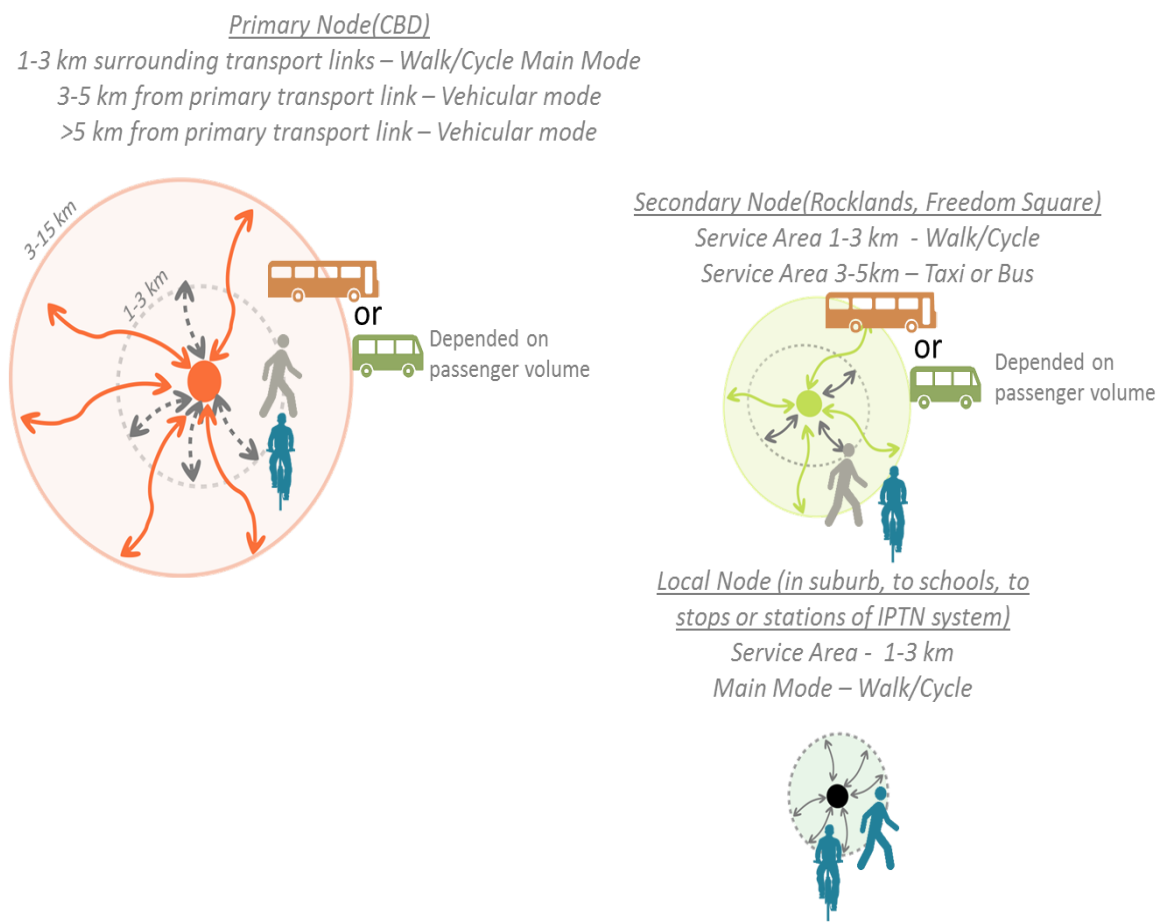
- ✓ *Capital cost and Operational cost,*
- ✓ *Industry transition;*
- ✓ *Business and Financial aspects,*
- ✓ *Marketing and Communication;*
- ✓ *Funding available.*

The IPTN planning process relies on the Guidelines and Requirements set for the qualification for a Public Transport Network Grant. The guidelines stipulate that Operational plans need to include a:









- **Project Management Plan** (project planning coordination, budget management, time management, management information systems, risk assessment, and quality assurance);
- **Operations Plan** (transport technologies and modes evaluated, demand modelling, financial modelling, full network route plan to a conceptual (sketch-plan) level, detailed operational system plan/s for prioritised corridor/s, universal design access policy and plan, operational characteristics, equipment and vehicle specifications, traffic modelling, integration of IPTN with existing transport modes, including rail and informal services, and a NMT integration plan);
- **Business and Institutional Plan** (business structure, institutional plan, industry transition plan, operator contracts, finance plan, economic evaluation including the calculation of benefit-to-cost ratios for development in the priority corridor);
- **Marketing and Communications Plan** (marketing and branding plan, communications plan) ; and
- **Infrastructure Design Plans** (road works, top structures, depot facilities, control centres, non-motorised integration facilities, etc.).

- Full Network Plan for the city providing detail on high level phasing and cost for the total system.

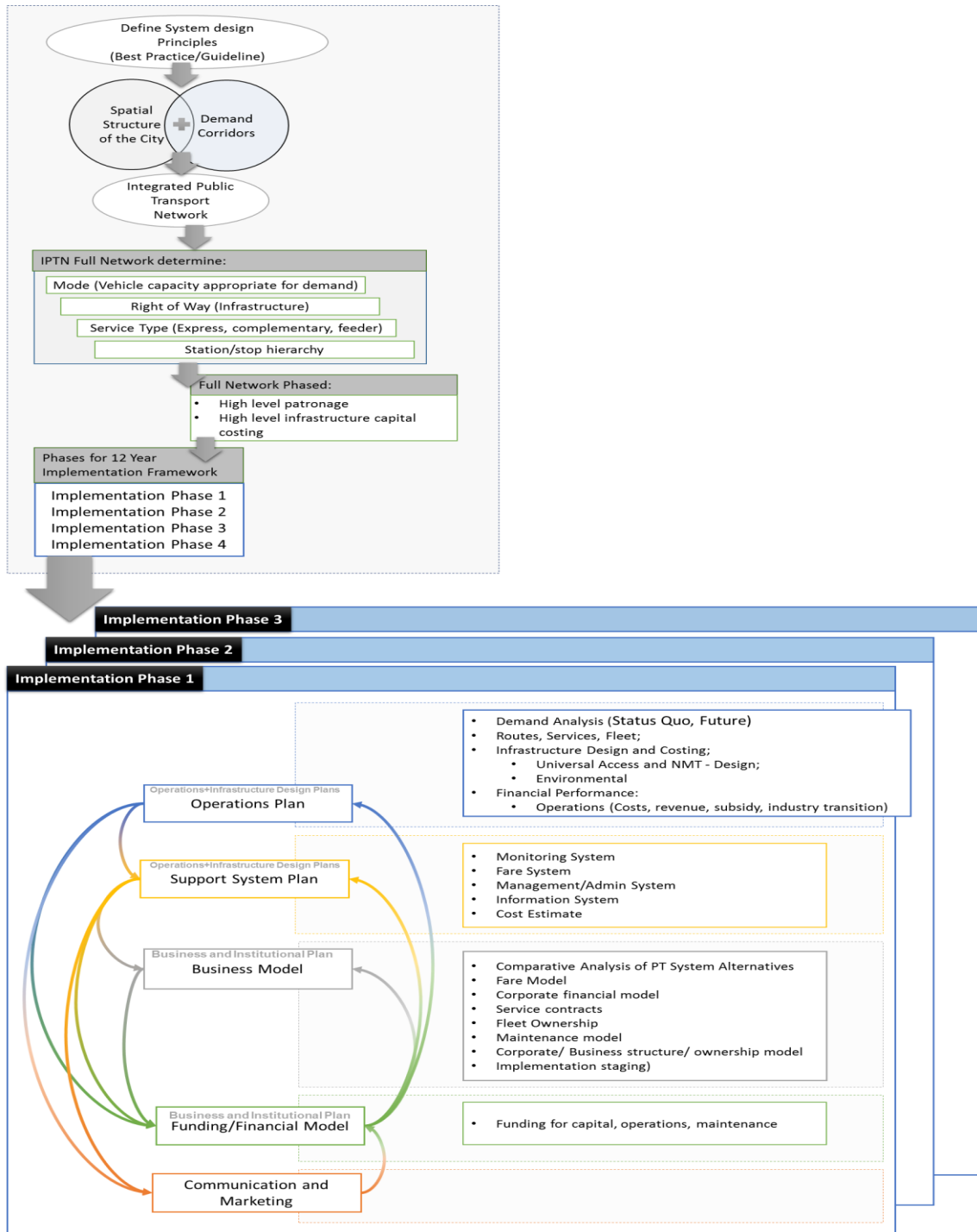
IPTN Mode Strategy : MMM is known as the walking city due to the distance that people walk and the topography of the area. To embrace this culture the mode strategy from the 2014 Operational Plan is retained. The mode strategy is refined by the adoption of a node strategy and the selection of a mode between nodes based on the volume of passengers that will travel using primary and secondary modes. The number of passengers travelling to local nodes or secondary nodes for more than 3 km will determine if a motorised feeder service is required to the node. The mode strategy and catchment area per mode is presented in **the figure below..**



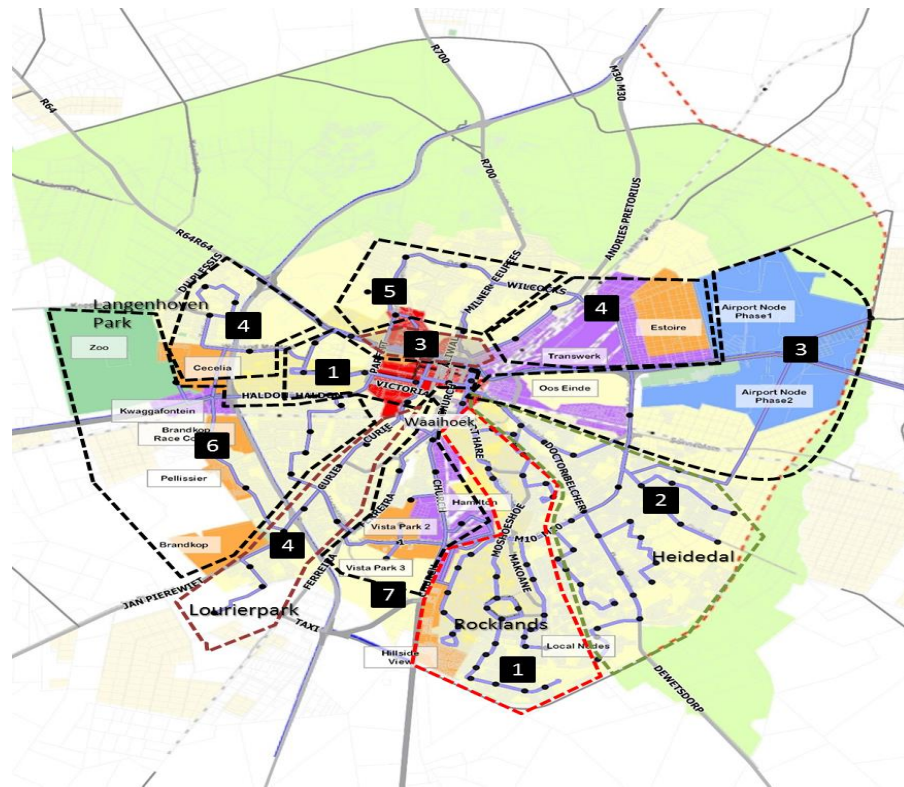
Node hierarchy and associated mode strategy : Vehicular modes can be road or rail based depending on the volume of passengers and the distance between nodes. The selection of the appropriate mode is based on the number of passengers per hour that needs to be transported along a specific corridor. Passenger volumes per mode per the Ops. Plan-2014 are provided in **the table below**. These volumes will be use to evaluate when a motorised service can be implemented along a corridor to ensure long term sustainability and viability.

Non-motorised	Peak Hour Passengers	Distance	BRT - Exclusive Right Distance of Way	Peak Hour kerb lane	Passengers
	<500	1-3 km		3,000 to 6,000	35 km
Mini-bus Taxi - Mixed Traffic			BRT - Exclusive Right of Way	Median/Separate	Bus
	<3,000	10 km		15,000	35 km
Bus -conventional - Mixed Traffic			BRT - Mixed traffic		
	4,000	50 km		6,000	35 km
Quality Bus Service - With signal priority measures			Heavy Rail - Exclusive Right of way		
	6,000	50 km		10,000 to 80,000	15 km

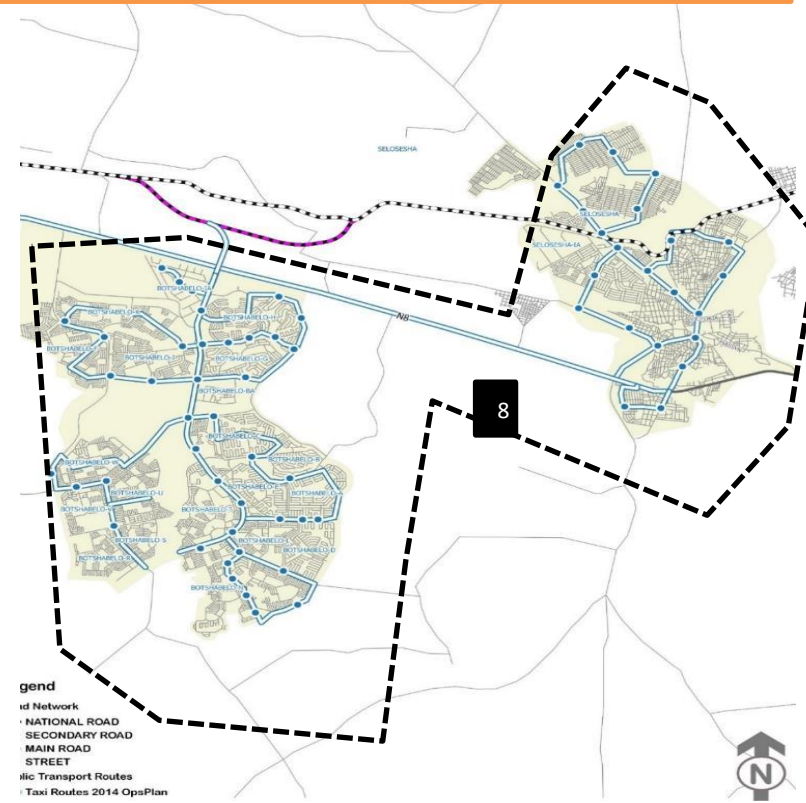
Work is ongoing on the refinement of the system and operations based on completion of household travel surveys, taxi-on-boards, traffic and land use surveys. Parallel process of taxi Industry consultations(monthly) and infrastructure building is continuing.



Bloemfontein



Botshabelo/Thaba Nchu



MMM Full Implementation Phasing – 25 years



In acknowledgement of the above approach the full network was divided into eight (08) 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.

*IPTN Incremental implementation approach :* The phasing of network (Phase 1 -8) is incremental in approach and start with the most densely populated routes. In terms of roadway and routes designs and construction the approach is to commence with mixed traffic and first implement queue jumping lanes, dedicated lanes in peak periods and other methods to provide priority for vehicles part of the system. Once passenger demand increase along feeders and complementary routes the implementation of a trunk route can be considered to ensure acceptable journey times. Stations will be implemented along trunk routes and stops to be implemented along complementary and feeder routes. The stations provide more waiting area and provide mechanisms that enable quicker boarding and alighting (pre-validation).

The Bus depot will be constructed for purposes of providing shelter and maintenance of buses and will be developed in phases linked to budget availability. The Intelligent Transport System (ITS) will be designed in such a manner that it can be developed over time whereby as fleet and passenger numbers increase - the sophistication of the system will be increased to accommodate passenger demand.

The approved 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.

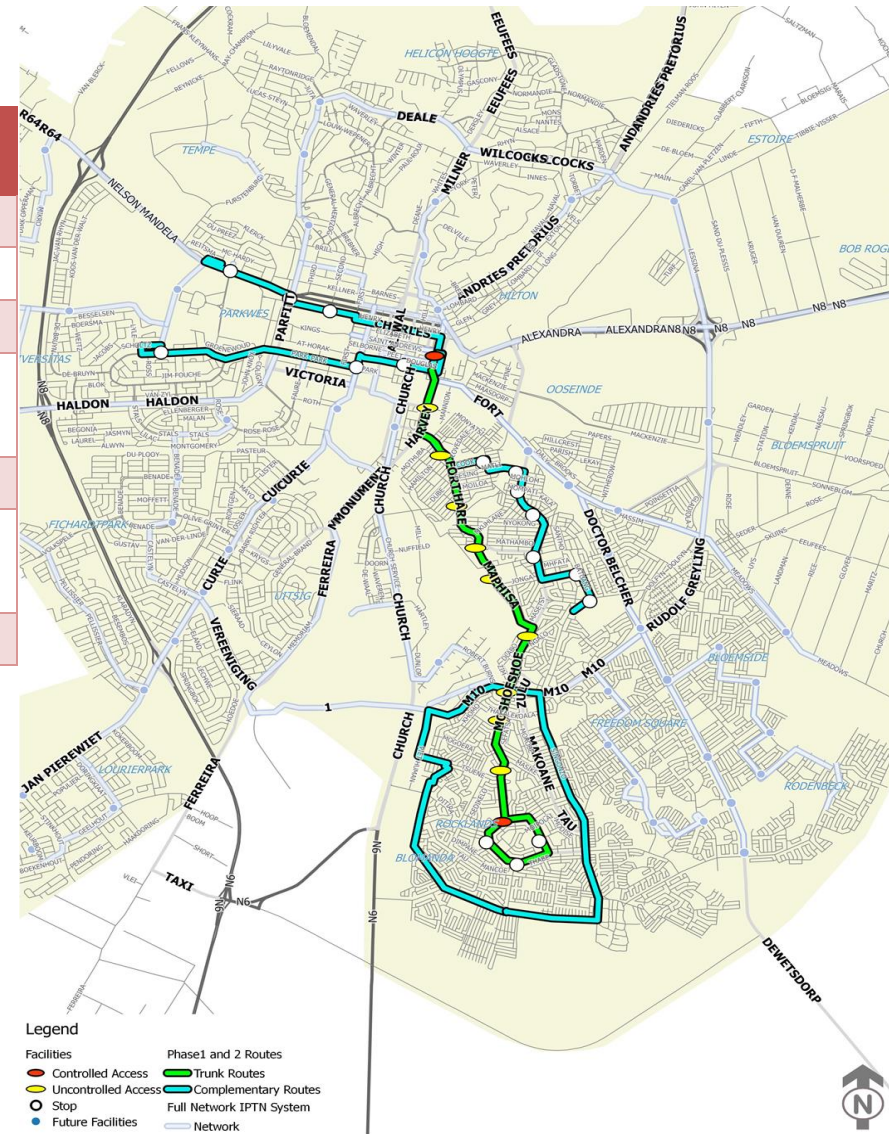
The Phase 1 and 2 of the IPTN System and its infrastructure elements are described in more detail in below:

### 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	<b>Dec 2019</b>

Mangaung IPTN Phase 1 Key System Features

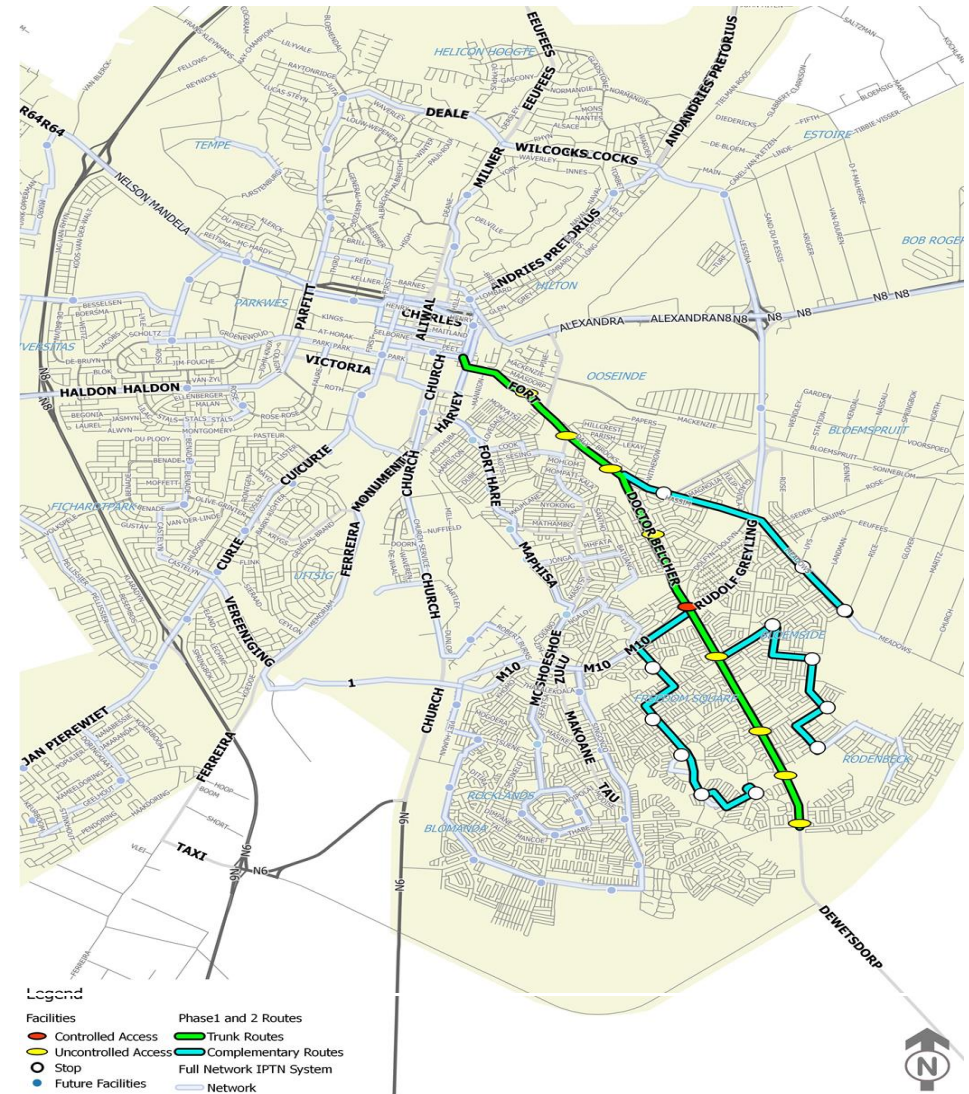


### Ohase 2 IPTN Corridor Network

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	<b>July 2020</b>

*IPTN Phase 2 Key System Features*

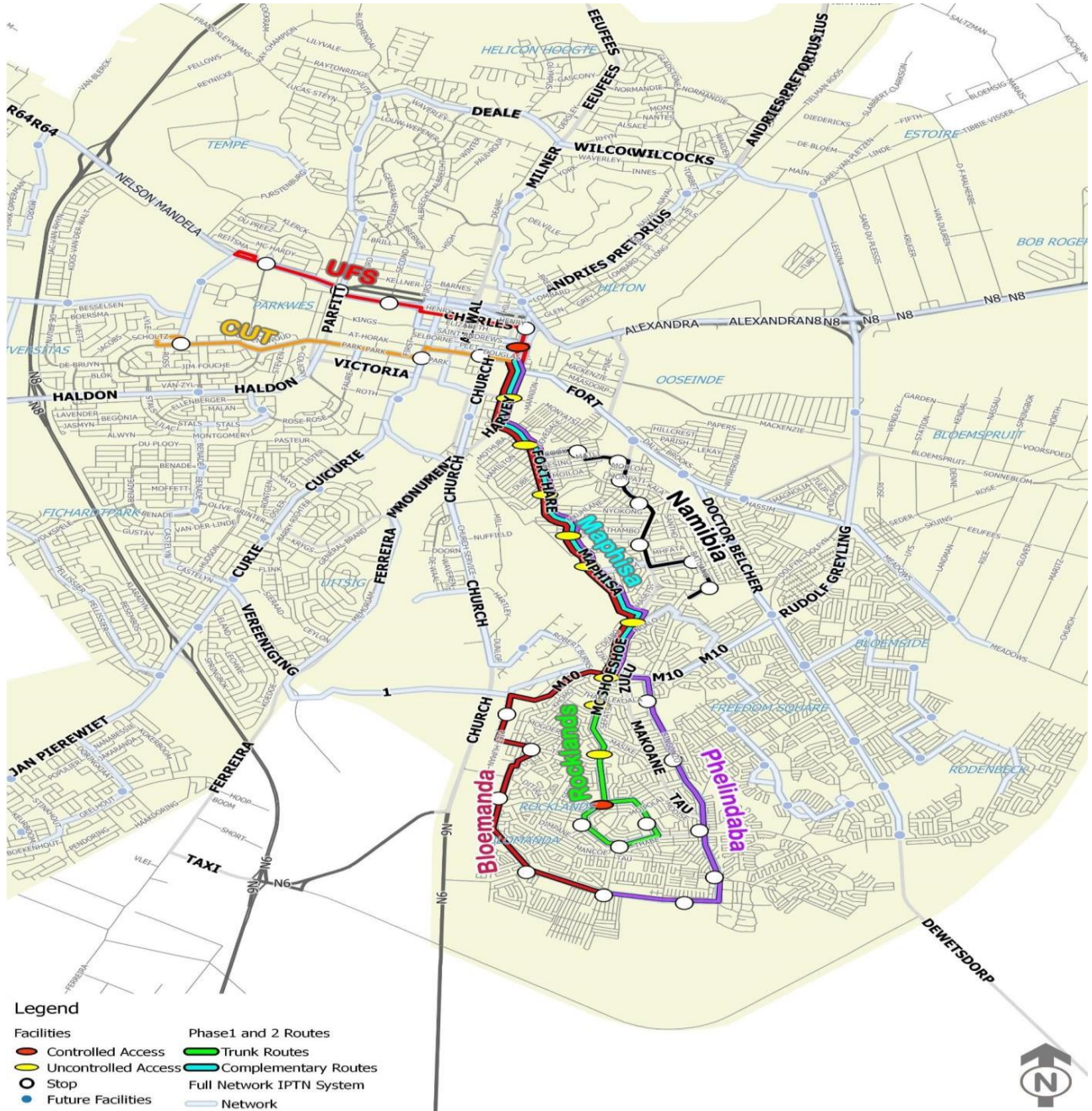


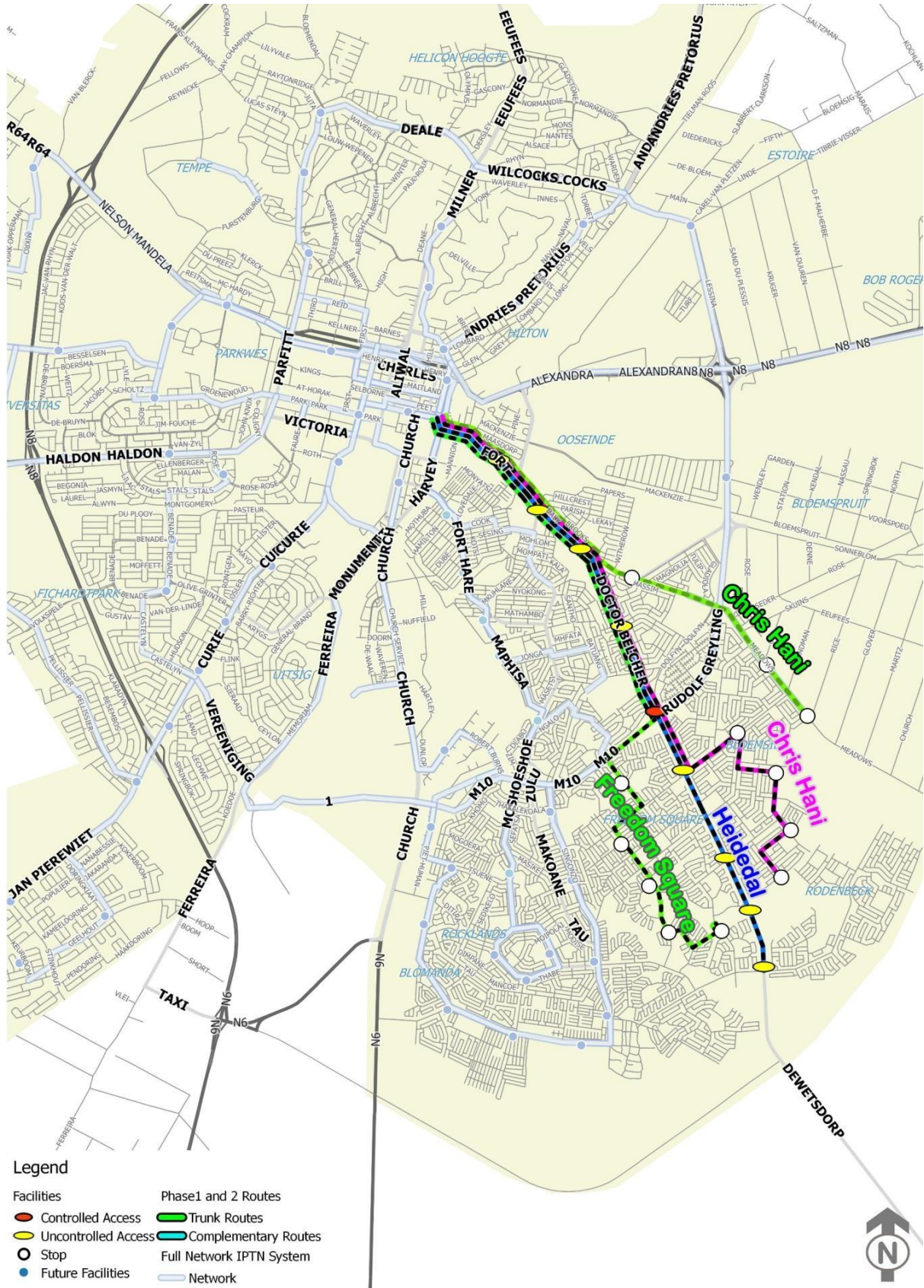
The table below provides a breakdown of the infrastructure elements per phase.

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	<b>July 2019</b>	<b>July 2020</b>

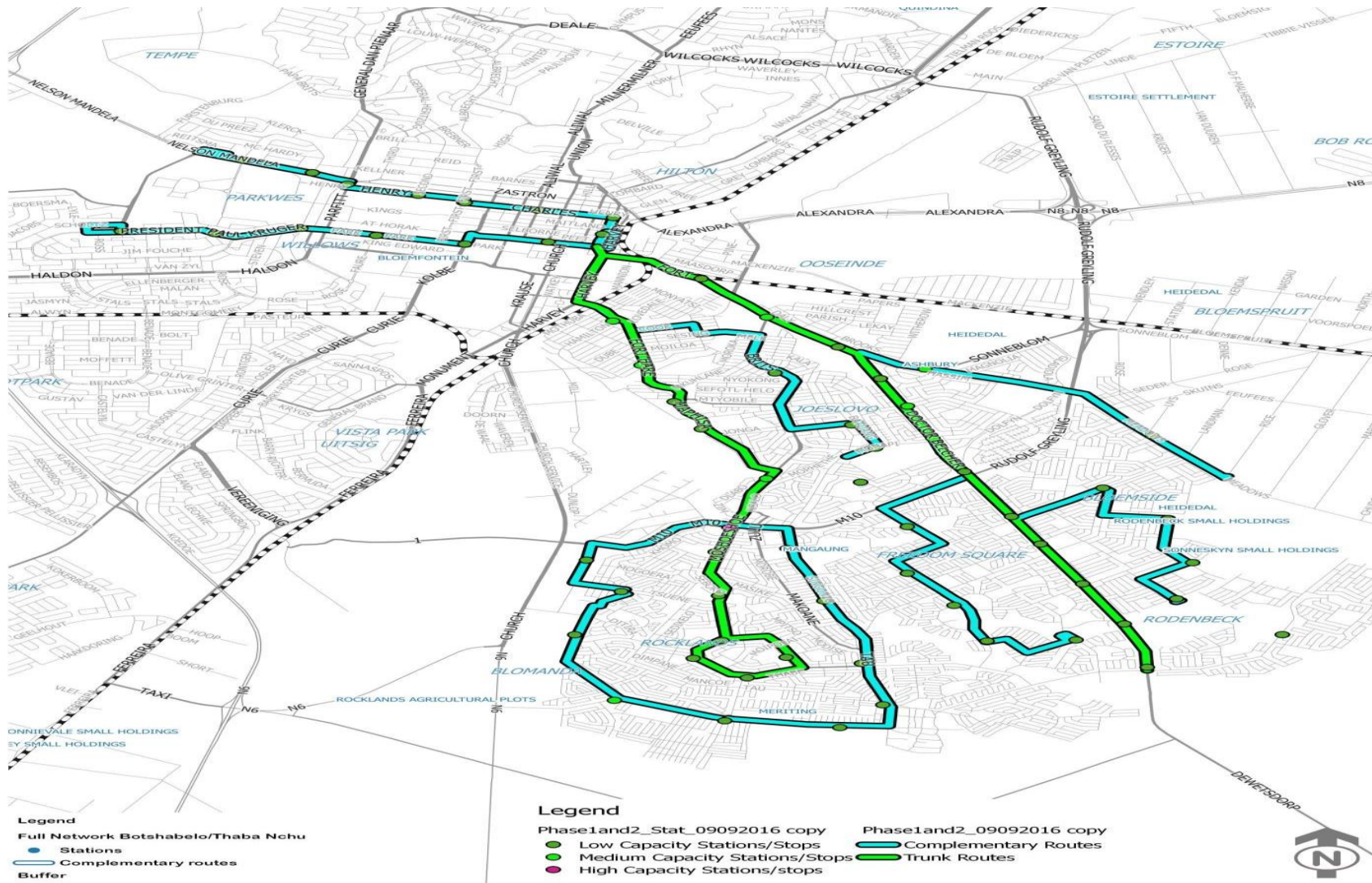
*IPTN Phase 2 Key System Features*

For each of the Planning Phases services were designed per identified route and the services are presented in below. The stations and stops were classified into low, medium and high capacity stations/stops based on total number of passengers per service for Phase 1 and Phase 2. This station hierarchy needs to be adjusted once the on-board surveys and household travel surveys are available. The station/stop hierarchy is presented below.









IPTN Phase 1 and 2 Bus Station and Stop Hierarchy

PROJECT NAME	LENGTH/ QUANTITY (KM)	STATUS
Park Road_Non Motorized Transport	2,55	Completed & Capitalized
King Edward Road_Non Motorized Transport	2,55	Completed & Capitalized
Victoria Road_Non Motorized Transport	2,50	Completed & Capitalized
Ella Street_Non Motorized Transport	0,80	Completed & Capitalized
Harvey Road_Non Motorized Transport	3,00	Completed & Capitalized
Maphisa Road_Non Motorized Transport	2,50	Completed & Capitalized
Botshabelo_Non Motorized Transport	2,60	Completed & Capitalized
Thaba Nchu_Non Motorized Transport	3,00	Completed & Capitalized
<b>TOTAL KM's of NMT</b>	<b>19,50</b>	

## IPNT Completed NMT Projects

PROJECT NAME	LENGTH/ QUANTITY	STATUS
Harvey Road_Trunk Route	1,50	Completed & Capitalized
Maphisa_Trunk Route	1,25	Completed & Capitalized
<b>TOTAL KM's of TRUNK ROUTE</b>	<b>2,75</b>	Completed

## IPTN Completed Trunk Routes Projects

PROJECT NAME	QTY	ESTIMATED PROJECT BUDGET	STATUS
Forthare Trunk Route Contract 1	1,5 km	R 64 196 771,67	Construction Stage
Forthare Trunk Route Contract 2	1,1 km	R 34 684 946,07	Construction Stage
Moshoeshoe Trunk Route Contract 1	2,2 km	R 73 501 739,14	Construction Stage
Moshoeshoe Trunk Route Contract 2	1,1 km	R 37 044 039,43	Construction Stage
Chief Moroka Crescent Trunk Route	2,6 km	R 44 000 000,00	Construction Stage
IPTN Phase 1B Trunk Route (OR Tambo)	3,0 km	TBC	Design Stage
IPTN Bus Depot_Civil Works		R 46 000 000,00	Construction Stage
IPTN Bus Depot_Building Works		R 190 000 000,00	Design Stage

## IPTN Current Infrastructure Projects

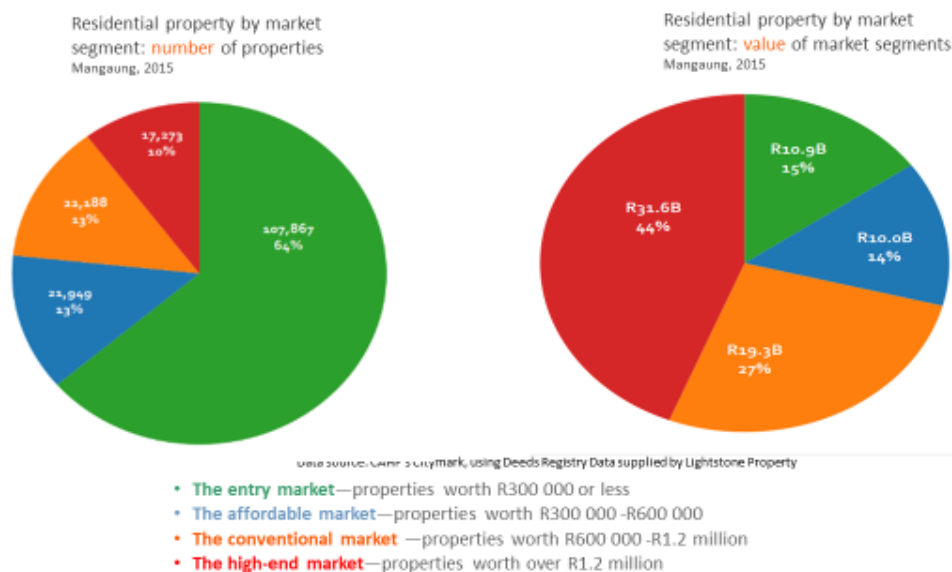
## **B4.2 Mangaung Integrated Human Settlements Plan**

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 2<sup>nd</sup> 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



### 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	

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 city 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**

**Social Housing Program** : Social Housing is acknowledged by MMM as an important mechanism to achieving urban restructuring and urban renewal through integration. More specifically, the contribution of social housing to the restructuring objectives of the City rests on three dimensions: spatial, economic, and social. In MMM the poor live in locations far removed from where vibrant economic growth is occurring. To assist in rectifying this situation, social housing must be located in specific, defined localities (mostly urban) which have been identified as areas of opportunity (largely economic) where the poor have limited or inadequate access to accommodation, and where the provision of social housing can contribute to redressing this situation. Social housing, if provided at sufficient scale and if linked effectively to the policy instruments aimed at boosting the delivery of medium-density housing, will contribute to increasing the equity and efficiency of the City. It will also ensure that the poor are not pushed to distant and marginal locations, whilst a spatially more compact growth form will improve the efficiency of service delivery and reduce the costs of urban governance. Brandwag Social Housing is one of the first Social Housing projects implemented by the MMM, where more than 1 000 rental units were developed with the assistance of the Provincial Department of Human Settlements.

The Municipality realises that the success of Social Housing Projects is often determined by the participation of the private sector. In this regard several other projects are currently being implemented in cooperation with private developers as part cities Mega project approach in Vista Park and Hillside View.

**Community Residential Units** : The Community Residential Units (CRU) Projects are geared towards the refurbishment and construction of new units in partnership with the Free State Department of Human Settlement. A total of 812 CRU units are currently being developed at Dark and Silver City, which are linked to the Phase 1 IPTN route along Maphisa Road. In addition to this, the municipality is also busy developing 40 rental units at White City.



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)	Completed

Implementation status of housing projects



Completed Units of the Brandwag Social Housing Project

Social housing institutions (SHI's) play a significant role in establishing and maintaining a relationship with their residents. The unique support services offered to residents contribute towards providing a sense of belonging and security among residents, stabilize the household members, and builds on efforts to help residents take on leadership roles and new responsibilities within the larger community. This helps to reconnect the residents with

resources in the city and region with resultant integration and market effects from the creation of well-functioning neighbourhoods.

MMM has an existing relationship and has signed a performance agreement with the Free State Social Housing Company (Freshco), who was established to oversee the implementation and management of the Brandwag social housing Project. Part of their responsibilities is to allocate social housing units on the basis of agreement with the Municipality and to prescribe a Social Housing policy. FSHC will be managing 1051 units upon completion of the Brandwag Project.

Looking upon the vast number of social housing units still to be implemented in the City, Mangaung is currently considering additional relationships with other delivery agents, especially taking into consideration the different types of available and future rental stock.

#### **B4.2.2.2 Progress with Mega Mixed Development Projects**

The Mangaung Metropolitan Municipality's Integrated Human Settlements is fundamentally underpinned by a development approach that seeks to integrate Residential, Recreational, Retail, Industrial and Commercial (RRRIC) elements in any given development. The City has identified several strategic land parcels for the implementation of mixed use developments to create integrated human settlements. The City's strategic approach into the future is the "Implementation of Mixed Developments". The strategy departs completely from prioritising the building of houses in isolation; to building more inclusive communities with access to various other amenities such as schools, clinics, sporting facilities and business opportunities.

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

- Vista Park 2 Mixed Development
- Vista Park 3 Mixed Development

o 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;-

<b>MANGAUNG METROPOLITAN MUNICIPALITY</b>		
<b>DEVELOPMENT NAME</b>	<b>COMPONENTS</b>	<b>TOTAL (SITES)</b>
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

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 (Phase 1.1 completed: see below pictures);

Block 1



Block 1



Block 2



*Hillside View Social Housing Progress*

b. Phase 2: 600 BNG/GAP Housing Units;



c. Phase 3: Bonded Housing;





- d. Phase 4: 900 Social Housing Units;
  - : 330 BNG Units;
  - : 1436 Gap/FLISP Housing

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

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

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

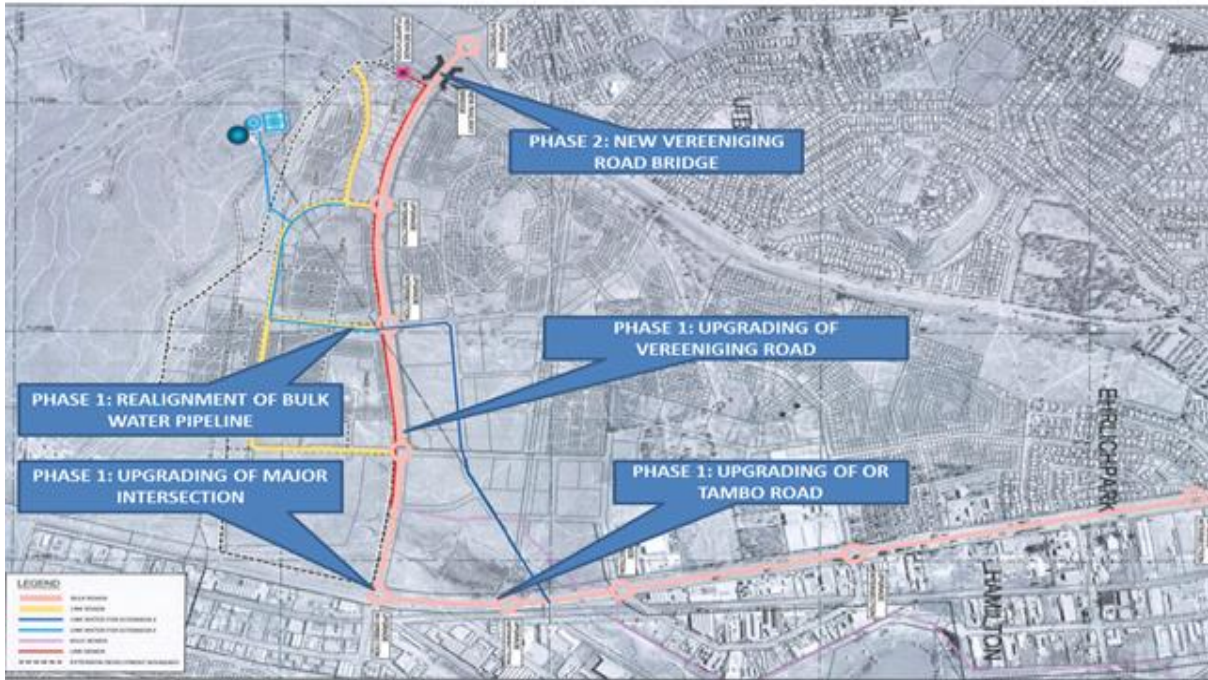
- a. Phase 1: 285 (Affordable/Gap/RDP/Mix);
- b. Phase 2: 612 (Affordable/Gap/RDP/Mix);
- c. Phase 3: 310 (Affordable/Gap/RDP/Mix);
- d. Phase 4: 367 (Affordable/Gap/RDP/Mix);
- e. Phase 5: 109 (Affordable/Gap/RDP/Mix);
- f. Phase 6: 908 (Affordable/Gap/RDP/Mix);
- g. Phase 7: 515(Affordable/Gap/RDP/Mix);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

PROJECT	PERFORMANCE	HIGHLIGHTS / ACHIEVEMENTS
<p>VISTA PARK 2 and 3                      Realignment of Bulk Water and Sewer Pipes</p>	<ul style="list-style-type: none"> <li>Allocation of R 43 m for the realignment of bulk water and sewer pipes</li> </ul>	<ul style="list-style-type: none"> <li>Site has been established</li> <li>Material has been procured</li> <li>Construction has started (bulk water pipe installation)</li> </ul>



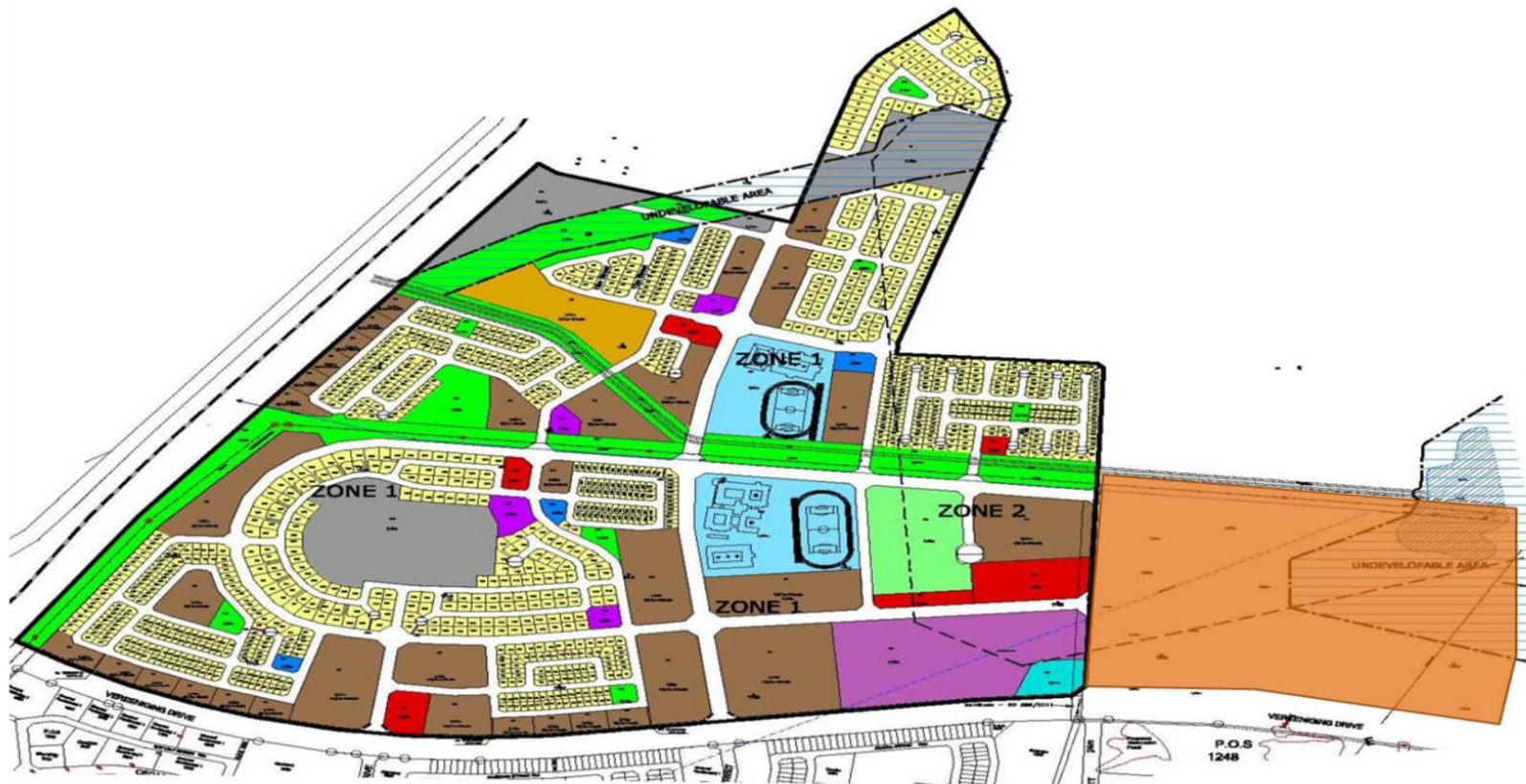
Vista Park 2 & 3 : Realignment of bulk water and sewer line

## KEY INITIAL INFRASTRUCTURE PROJECTS FOR CONSIDERATION

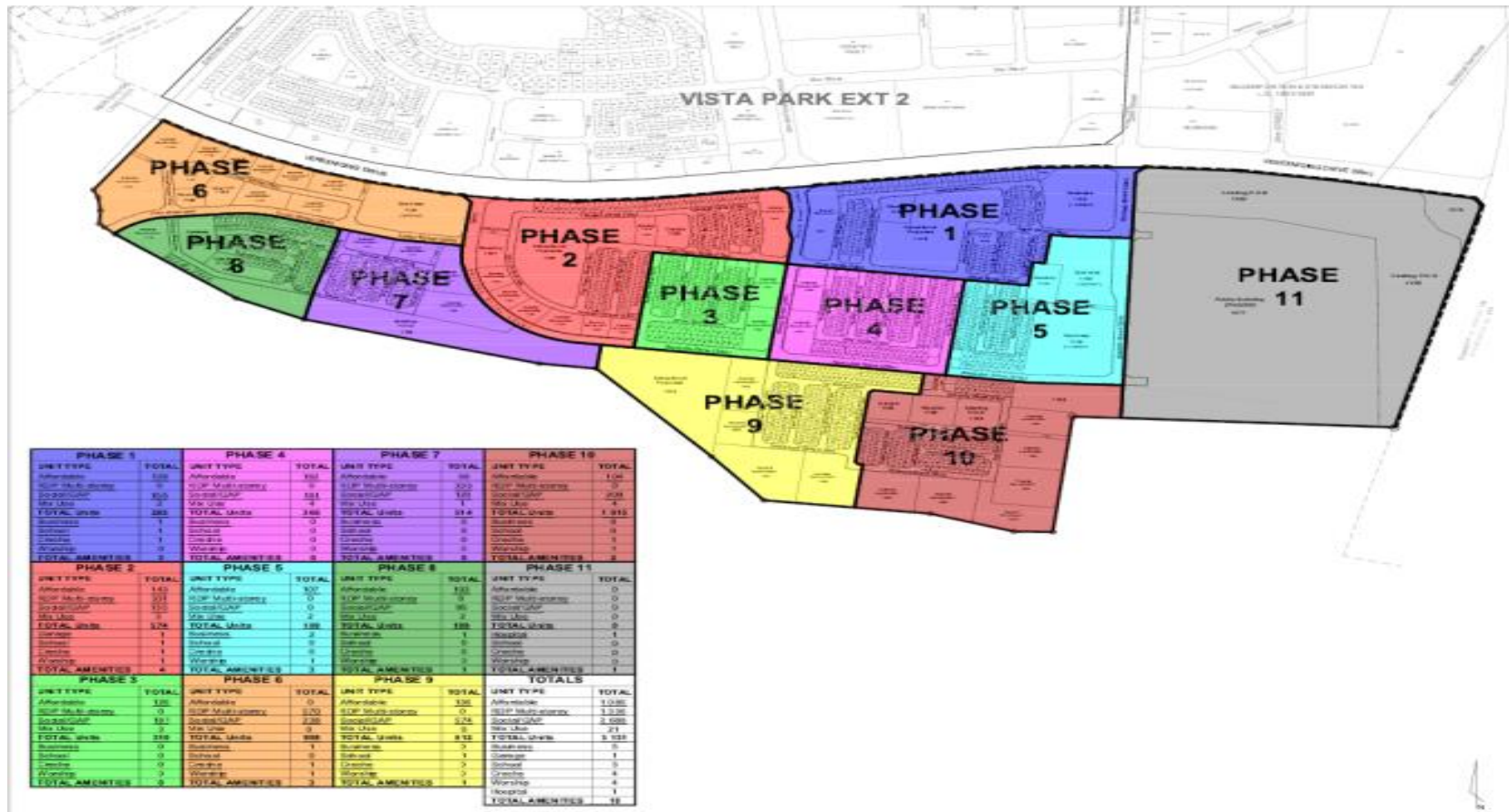




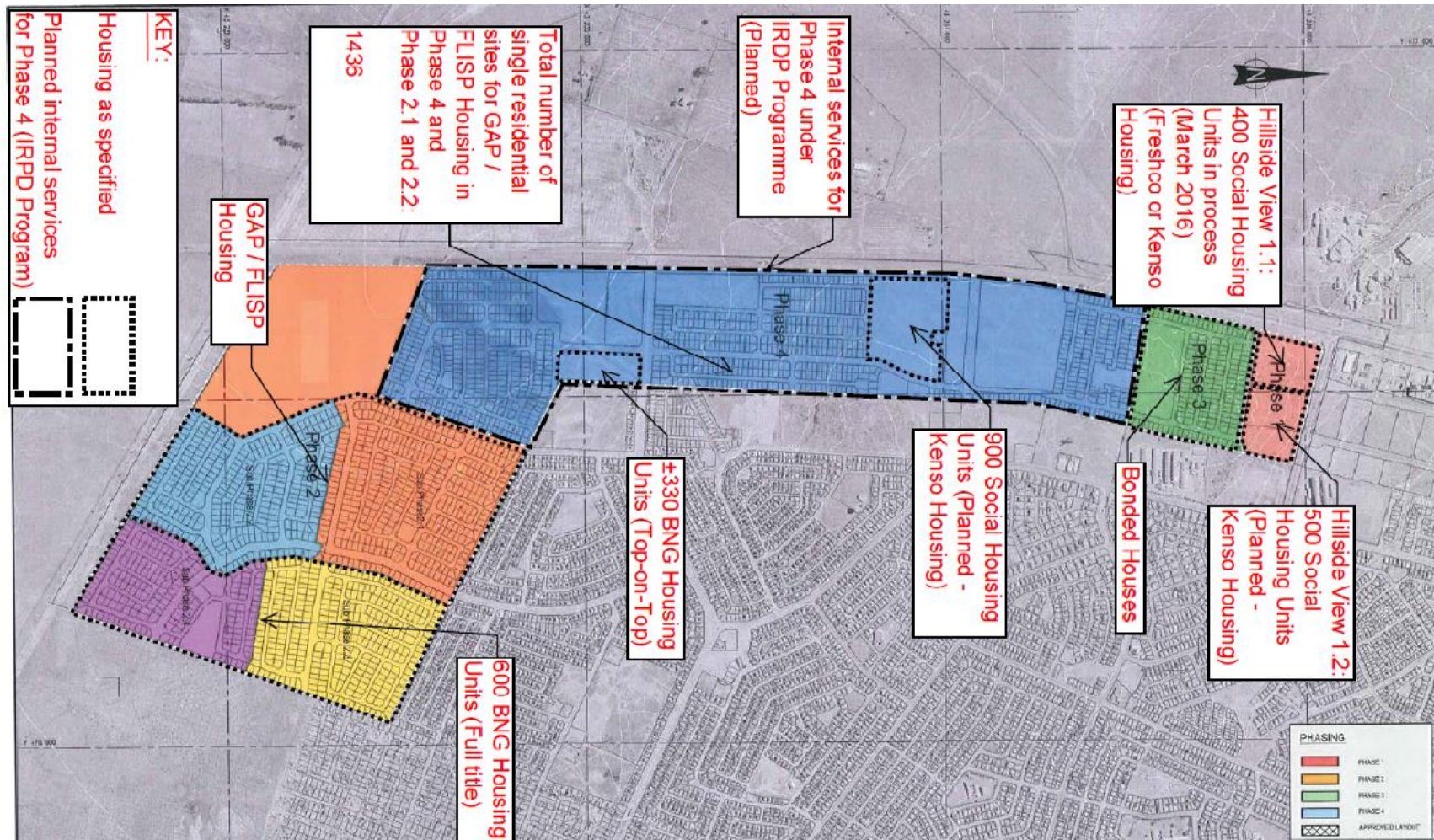
## Vista Park Extension 2



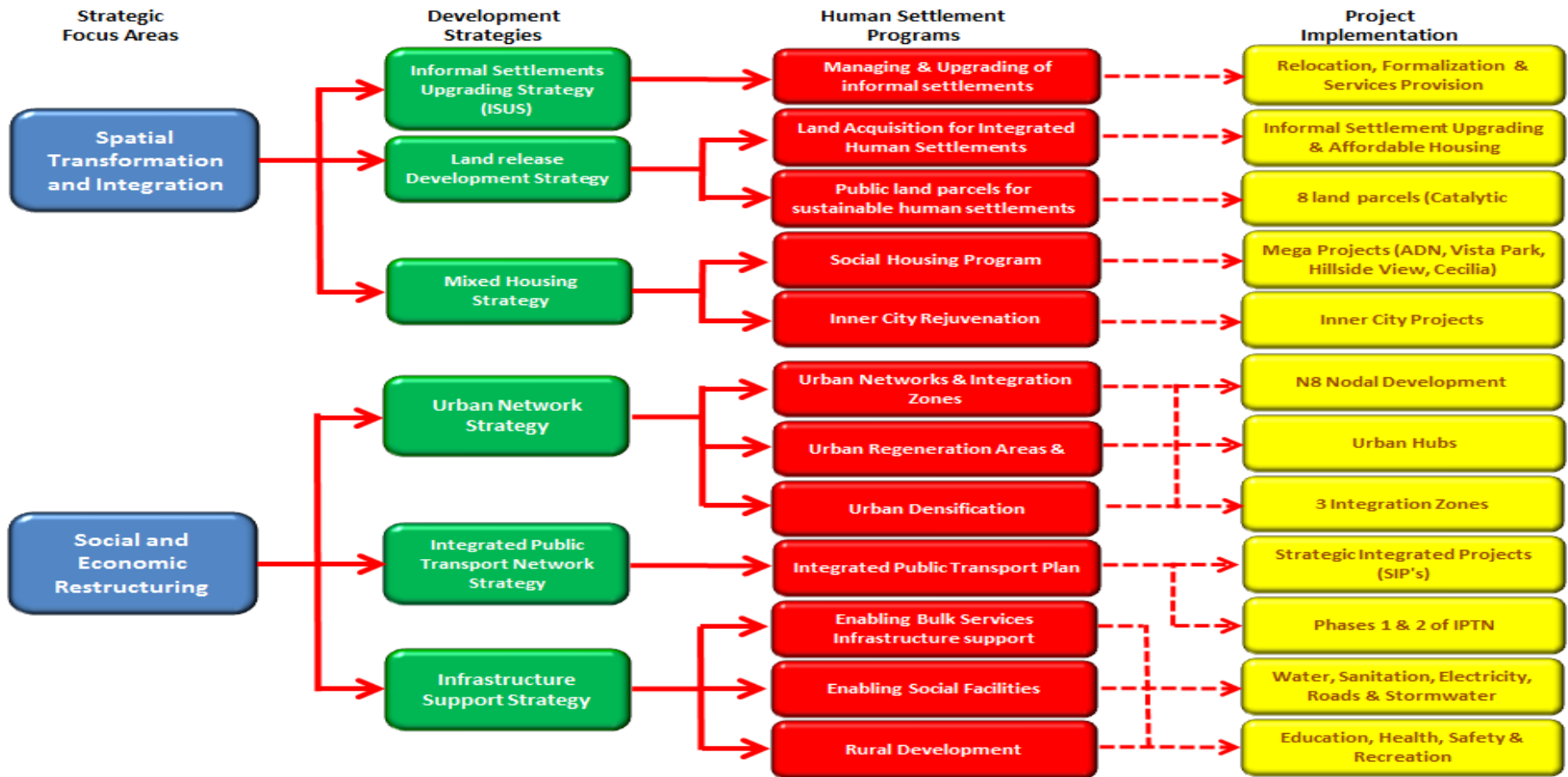
Vista Park 2 Site Development Plan



Vista Park 3 Site Development Plan



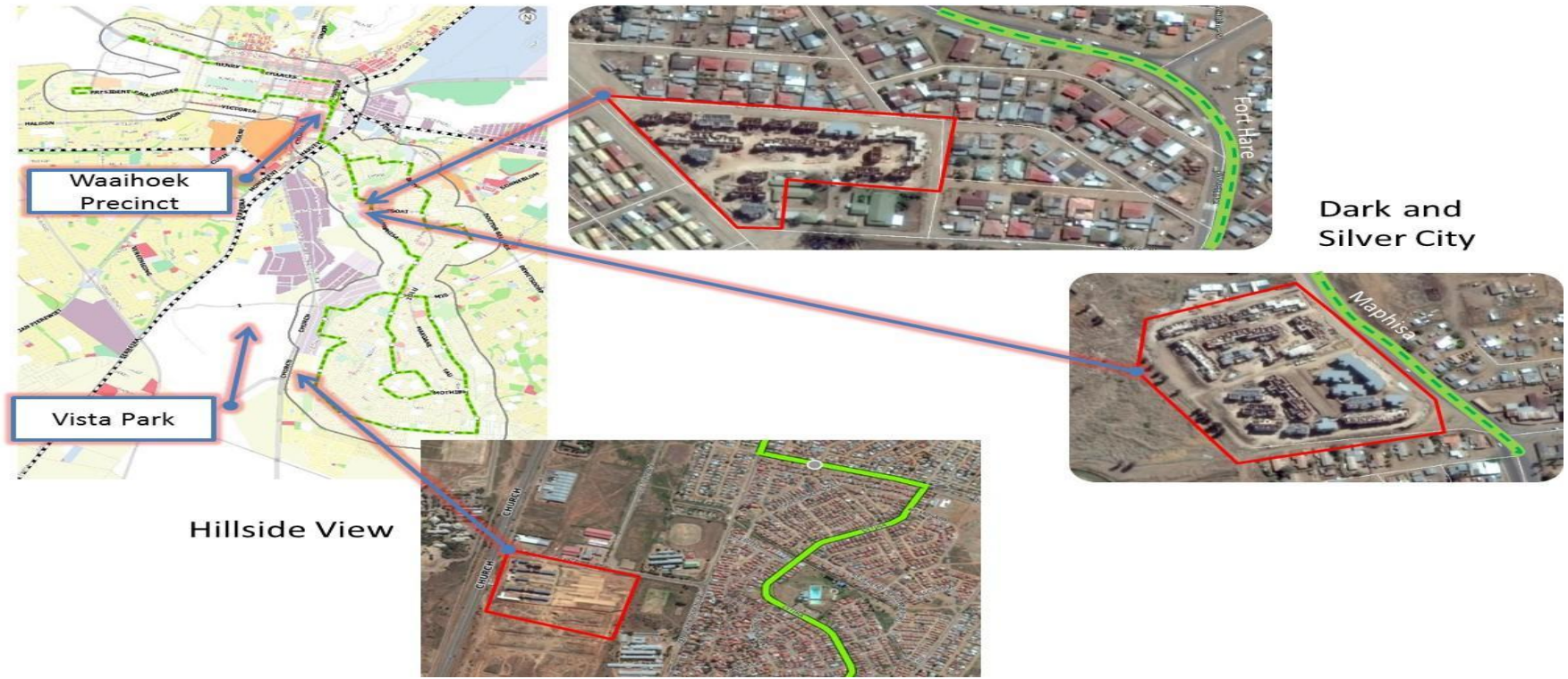
Hillside Hillside View Development Phasing Plan



Mangaung Integrated Human Settlement Strategic Approach

**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..


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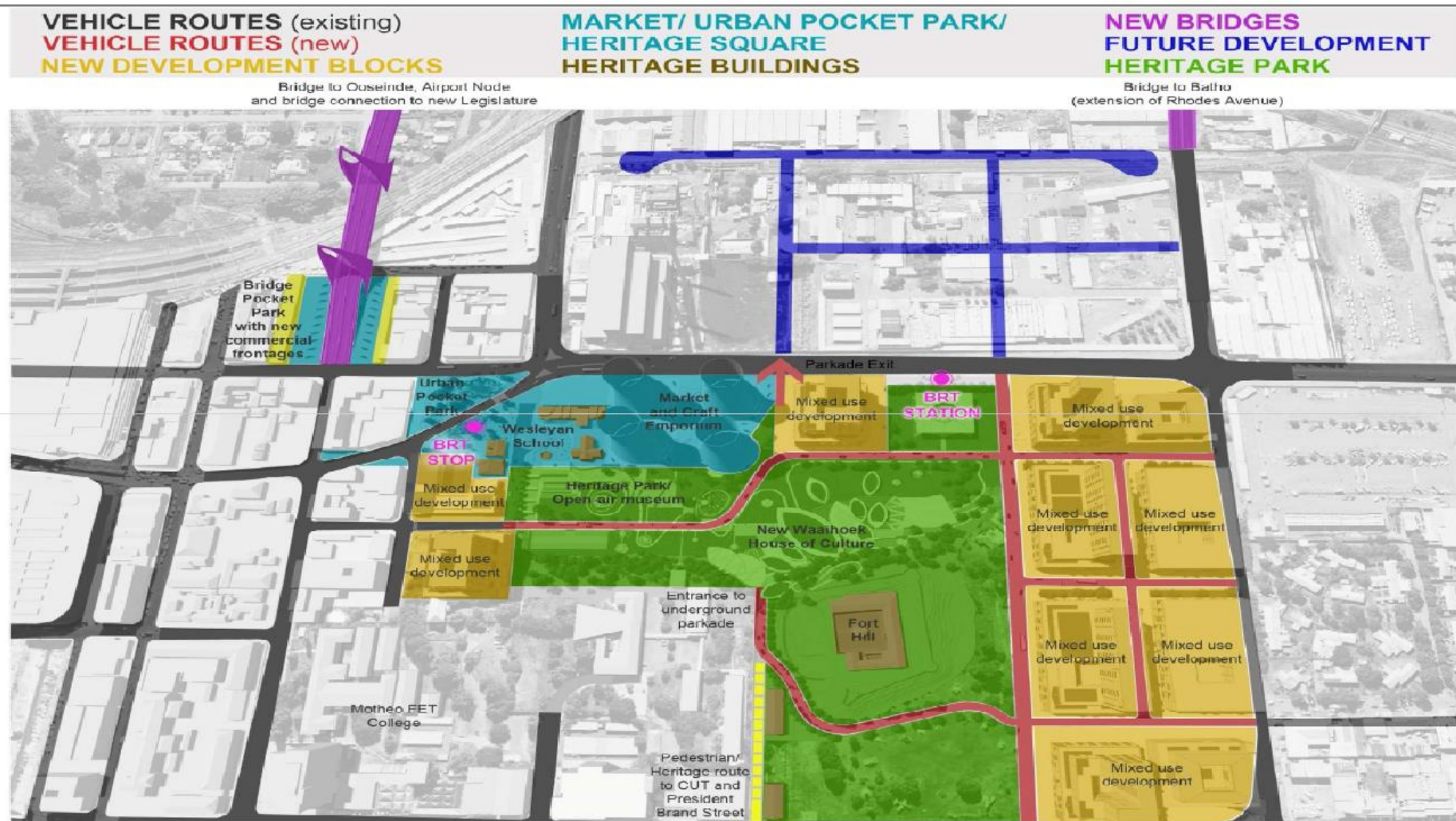
## B 5. Precinct Planning

### 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><b>INVESTMENT</b></p> <ul style="list-style-type: none"><li>• Total Estimated Cost R5,7 billion</li><li>• 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.</li></ul> <p><b>PROJECT INFORMATION</b></p> <ul style="list-style-type: none"><li>• ±4ha of land, in the CBD</li><li>• Integrated mixed use development</li></ul> <p><b>READINESS</b></p> <ul style="list-style-type: none"><li>• Design completed for Phase 1, Final</li></ul> <p>Precinct Plan completed and was presented to NDP.</p>	
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Design layout of the Waaihoek Precinct Development



Waihoek Precinct Development Layout Plan

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			

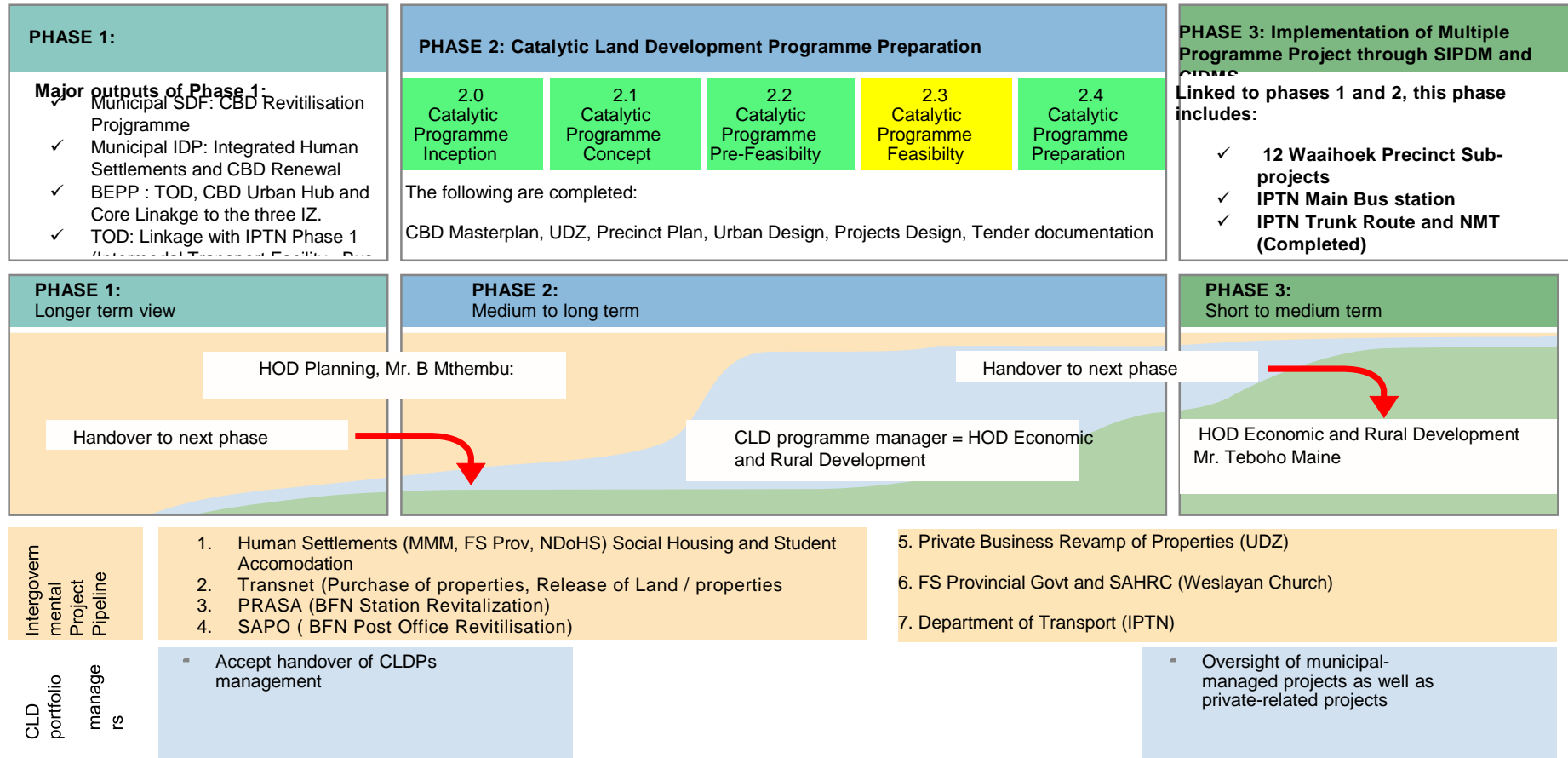


R11 204 205	Pocket Park and walkway link	Phase 2C	Waaiohoek Urban Pocket Park	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R9 776 486	Restoration and rehabilitation of existing structure and site	Phase 3A	Restoration Old Fort Estate	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R10 837 752	Exhibition upgrading only			
R18 270 363	Restoration and renovation of existing artillery stores and Two Residences into tourist facilities			
R22 549 109	Completion of northern portion of public park and amphi-theatre	Phase 3B	Park (Northern Portion)	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R15 061 243	Completion of southern portion of park and extension of landscaping of northern section of park	Phase 3C	Park (Southern Portion)	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R144 839 911	Construction of underground parkade and craft market			

R709 216 748	Construction of "House of Culture"			
R303 536 627	Restoration, rehabilitation and conversion of existing residences in Fort Street including hotel, Police Station and offices	Phase 3D	Mixed-used Development	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R11 271 459	Waste Management and Security of Area			
R20 087 556	Acquisition of properties in this block at present value plus 50%			
R23 968 023	Informal Trading market	Phase 3E	Hawker Trading Zone	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R13 293 734	Management programme and additional security measures			
R46 234 376	Siteworks, services and roads	Phase 3F	Residential Commercial	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R1 726 874 149	New Residential Development			
R1 336 934 825	Housing developments			

R13 850 568	Urban foyer including property acquisition costs	Phase 3G	Education development Parcels	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R27 483 726	Deliverables in incorporating cooling towers	Phase 3H	Power Station and Cooling Towers	The creation of an efficient and effective urban centre that will serve as a catalyst for further private sector development in the area.
R706 755 120	Conversion and rehabilitation of old power station into accommodation facilities, galleries, offices, etc.			
R6 592 839	Pedestrian links between Ramkraal Legislature Precinct, Power Station, Hotel and Urban Park via Bridges and underpasses as well as heritage precinct at President Brand Street			
R10 594 382	Parking Areas			

Waaihoek Precinct Development : Project Phases



### C. Catalytic Urban Development Programme and Preparation

The MSDF 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 follows:

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

The MSDF states that this approach will reduce the competing pressures between the different areas, reinforce the soundness and inherent strengths and efficiency of the compact basic city structure, and optimise use of limited public and private sector resources.

The following key findings and proposals are important to note:

- The N8 corridor linking three secondary nodes (Airport Node, Botshabelo and Thaba Nchu) is identified as an activity corridor focused on integrating these secondary nodes through several development initiatives. This corridor consists of road (National Route N8) and rail infrastructure and is earmarked as a strategic corridor initiative in the

National Development Plan (NDP) as part of the Strategic Integrated Projects (SIP) group 7.

- The Botshabelo-Thaba Nchu Integration Zone/Corridor linking the Botshabelo CBD with the Thaba Nchu CBD, consisting of the following links:
  - Botshabelo main road linking the Botshabelo CBD to the N8 Corridor;
  - N8 Corridor from Botshabelo up to Thaba Nchu;
  - Brand Street in Thaba Nchu linking into the core of Thaba Nchu; and
  - Possible integration of surrounding land uses with the Thaba Nchu railway station.
- As part of a major intervention to stimulate economic development in the eastern parts of Bloemfontein, the proposed Airport Development Node has been identified as a key node to be developed. The proposal is to develop it in two distinct phases. Phase 1 comprises land (700 ha) to the south of route N8 and covers the areas of Shannon and Bloemspruit. The area to the north of route N8 (1100 ha) is intended to be developed as Phase 2 and will cover the area east of the Bram Fisher National Airport up to the alignment of the proposed eastern bypass route, as well as land to the north and north-west of the airport. A critical factor to the successful development of this node would be the construction of the eastern bypass route through Bloemfontein, which links to the N1 freeway to the north and south of the town. This route will provide regional access to the Airport Node for north-south moving national and local traffic, and will enhance the total viability of the proposal, as the local economy of Bloemfontein will not be able to sustain a development of this magnitude.

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 igniting economic growth and development at the same time.

- Identifying appropriately located land which can be serviced cost effectively;
- creating sustainable human settlements through undertaking housing developments with secure tenure, which establish and maintain habitable, stable and sustainable public and private residential environments;
- 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;
- correcting spatial disparities through cautiously planned developments and ensure integration between housing and other service sectors such as the economy,

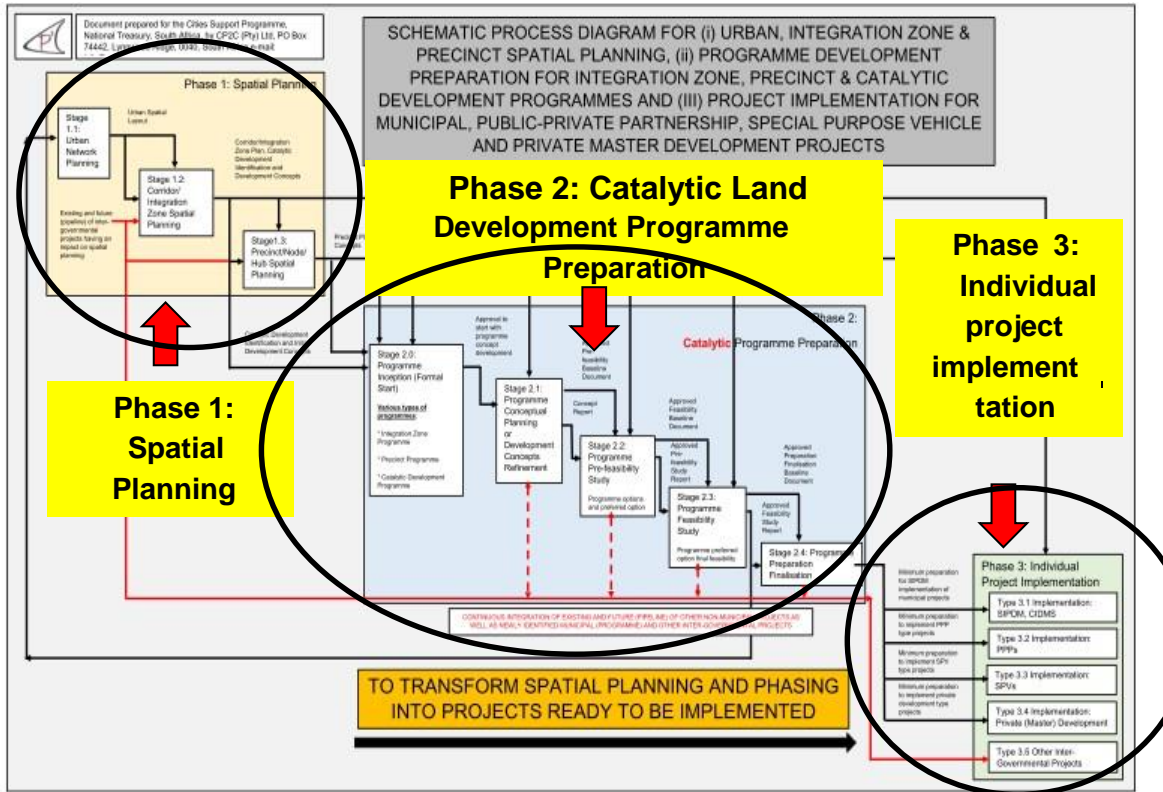
infrastructure development, roads, transport, education, health, safety and security, as well as other myriad municipal services.

The Eight parcels of strategic or priority land owned by the Municipality, and falling within the City's 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.

Catalytic Urban Land Development Phase (National Treasury CSP)

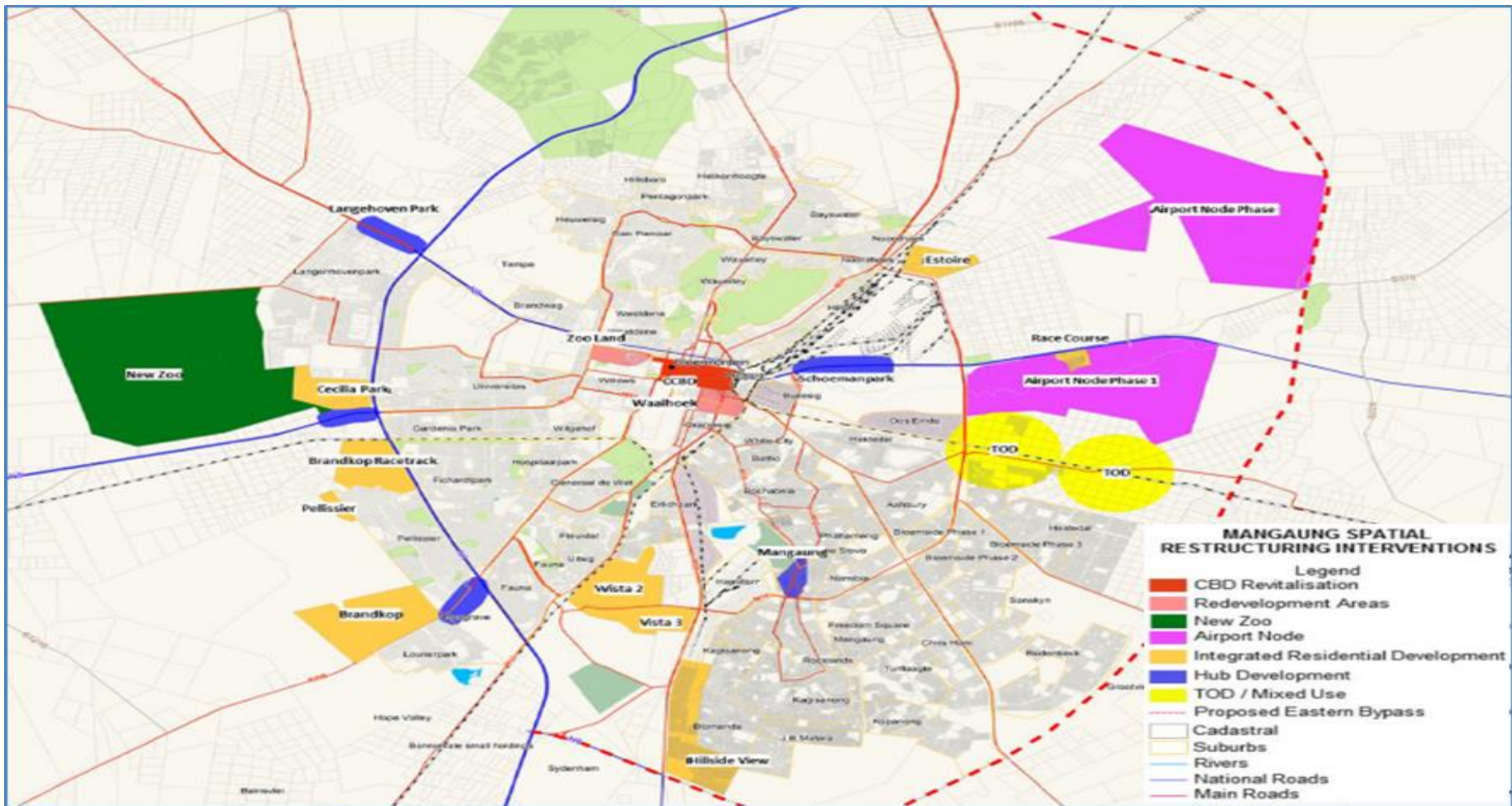
The extent of planning the eight land parcels are listed in the table below:



Urban Development Project Name	Size (Ha)	Expected Output			Land Assembly	Development Status			
		Density	No. Units			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	✓	✓	✗	✗	✗	



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. 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. 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).



Mangaung Spatial Restructuring Interventions

**CR&R Considerations in Identification and Prioritisation of CLDP**

MMM’s Climate Change Mitigation Strategy provides the overarching approach that should be taken towards reducing GHG emissions that will support national and provincial goals for mitigation and developmental growth. The first step in Mitigating climate change in Mangaung is for the Municipality to develop a GHG Inventory - This will provide the baseline of current GHG emissions levels for MMM and will be used in monitoring projects’ implementation progress. The table below presents GHG emissions from energy use and other related sectors in MMM.

Sector	GJ	tCO2e
Residential	2 566 386	686 325
Commercial	2 340 899	666 727
Industrial	608 530	149 964
Transport	9 406 084	647 151
Government	192 091	52 474
Total	15 113 990	2 202 641

*Energy use and related GHG emissions by sector in MMM excluding Eskom distribution data (Adapted from SEA, 2015).*

As part of identification and prioritisation of the CLD the following is the proposed mitigation intervention measures that are proposed for MMM

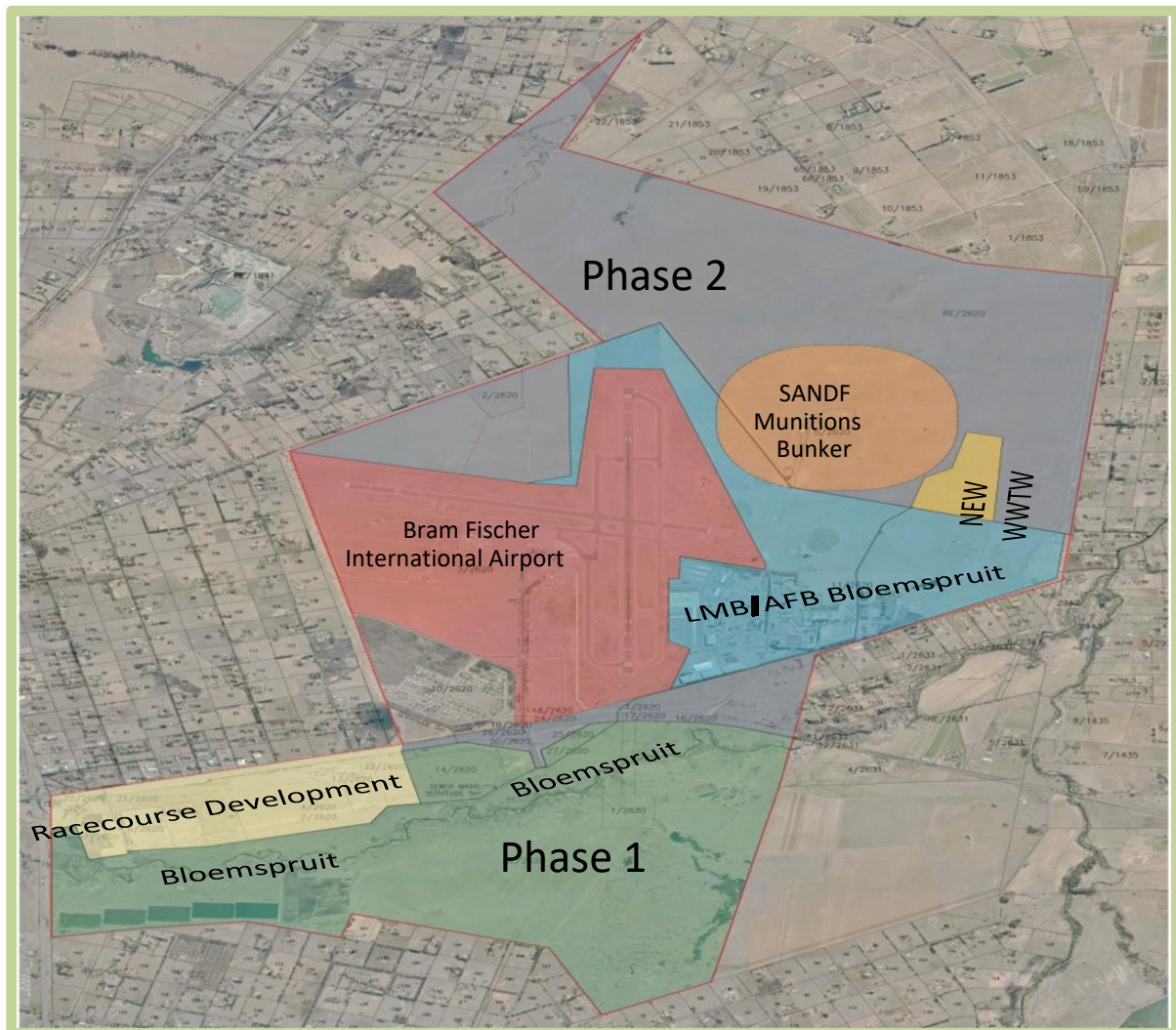
Sector	Proposed Mitigation Interventions/Projects	Details of the Interventions
Energy	Renewable Energy	Build Solar parks that will feed electricity to the National Grid, use of Solar in residential areas and industry
	Energy Efficiency (EE)	Refurbish MMM buildings (Government buildings hospitals, clinics and schools with EE equipment)
		Refurbish street lights with LED lights
	Encourage EE by industry processes	
Human Settlements	Insulate RDP houses	To reduce heating and air conditioning need for human comfort
	Renewable Energy	Install Solar Water Heaters or heat pumps in Residential areas (existing and new houses and RDP houses)
	Energy Efficiency	Refurbish residential areas with LED Lighting

Agriculture	Smart Agriculture	□ Agricultural practices that reduce methane emissions
		Encourage organic farming (Introduce vermiculture – organic manure)
Transport	Public Transport – Bus rapid Transport system	Introduce BRT bus system (similar to Gauteng Province’s Gautrain, „Reya Vaya” and „A re yeng” bus services
	Introduce bicycle lanes	Encourage bicycle use
Waste	Waste to Energy	Convert Landfill gas to electricity
Sector	<b>Proposed Mitigation Interventions/Projects</b>	<b>Details of the Interventions</b>
Management		Use waste to generate biodiesel for MMM bus fleet and Biogas (Biofuels)
	Recycling	Reduction, Recycling, Reuse of waste material
		Separation at Source
		Introduce Manufacturing Plant industries using Recycled materials to create jobs
Biodiversity	Plant indigenous trees to act as carbon emissions sinks	Remove invasive alien plant species and plant indigenous plants
	Protect parks and open spaces to maintain their role as carbon sinks	e.g. Municipal Open Space Services (MOSS) study is currently underway at the municipality
Commercial and Industry	Energy Efficiency	Encourage and incentivise EE initiatives by industries

*MMM Mitigation Projects*

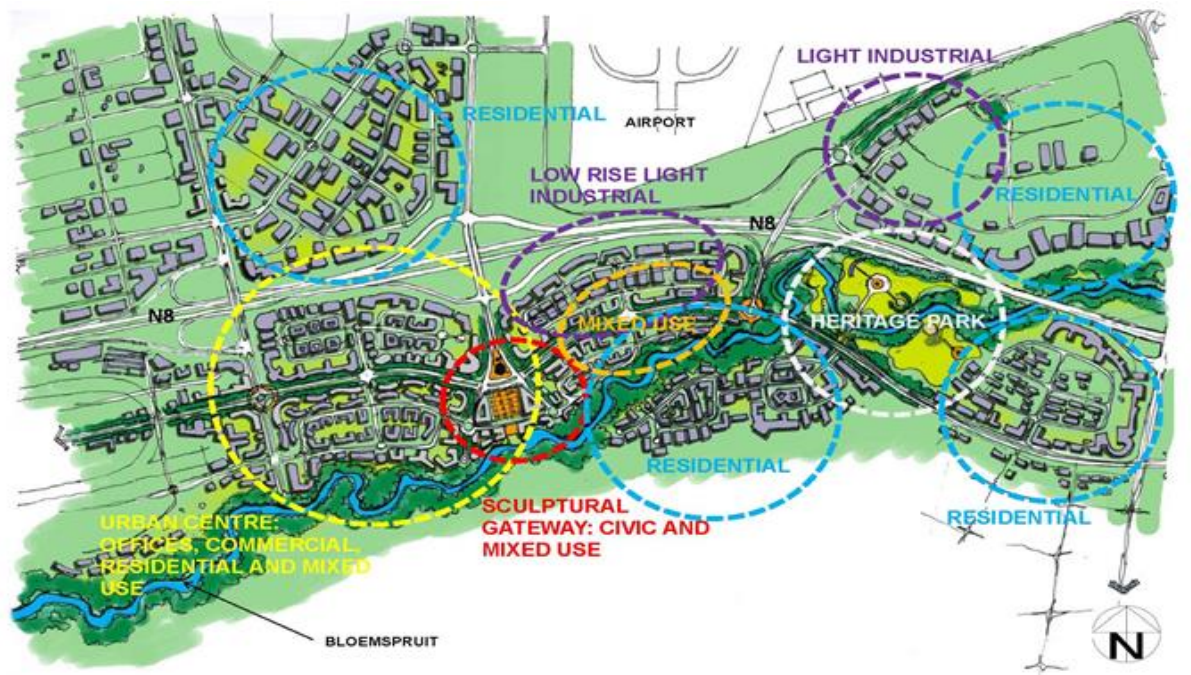
## Prioritised Catalytic Urban Development Programme: Airport Development Node (BEPP Monitoring and Tracking)

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 below.



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.



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.

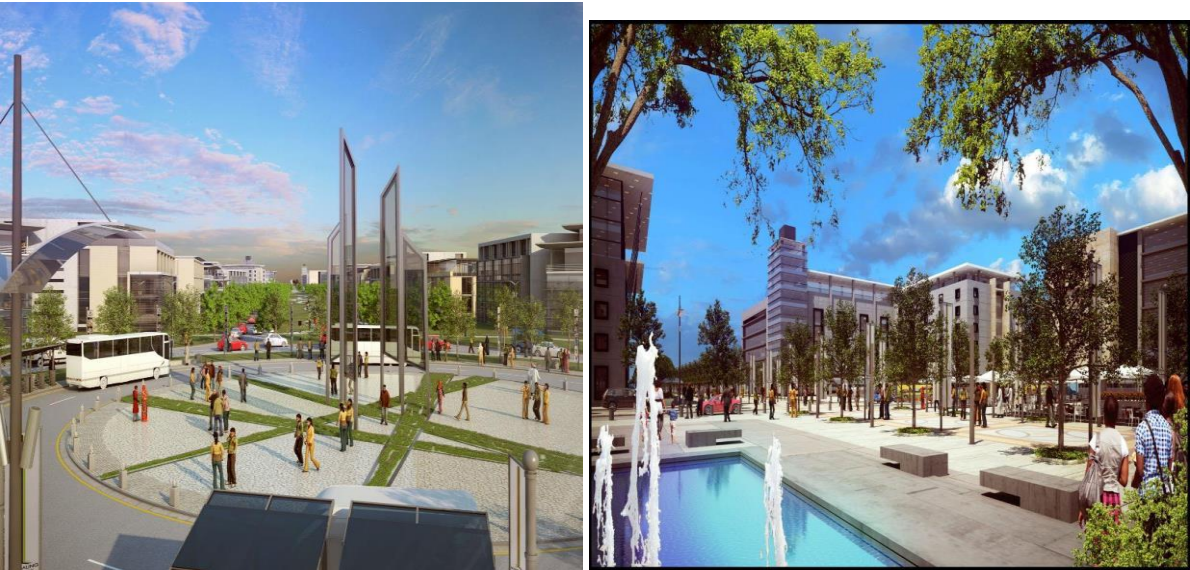
This development is expected to increase mobility and inter-dependence and linkages between the three urban centres of the MMM. In terms of increasing mobility, the provincial government is in the process of resuscitating the underutilised rail network between Bloemfontein and Lesotho. This development 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.



Conceptual design of the Airport Node Development: Phase 1

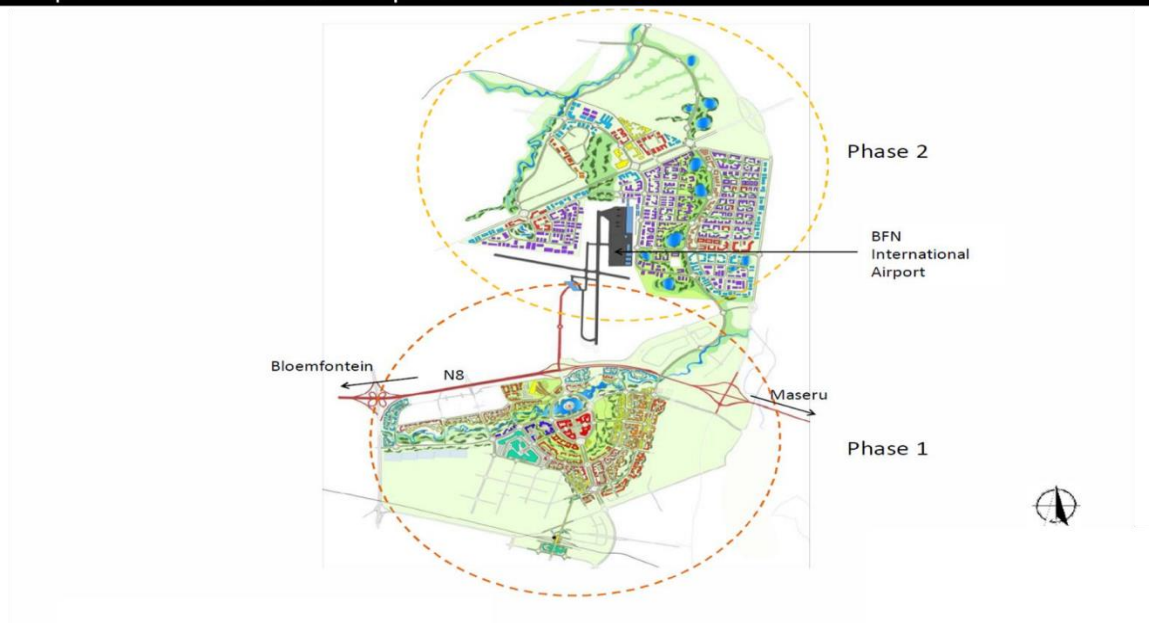
Phase 2 consists of mainly industrial with some residential, commercial, mixed-use, civic, educational, and medical facilities. The residential areas are a mix of medium and high density sectional title units. The commercial areas will be a mix between showrooms retail, business and hotels.



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



*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;



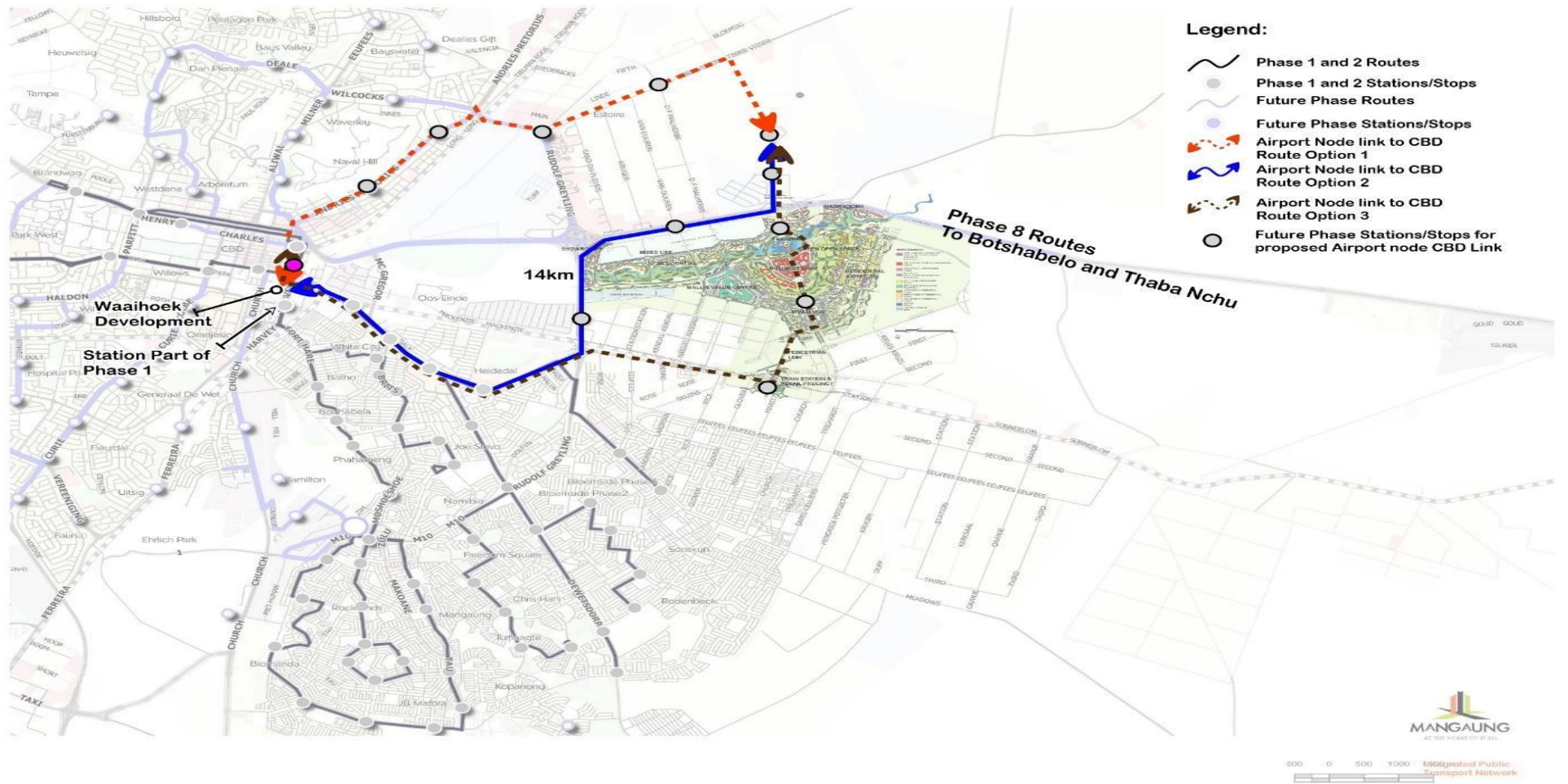
- o storm water attenuation;
- o promoting Non-Motorized Transport (NMT) with dedicated pedestrian and cyclist reserves not only in the road reserves but throughout the entire development;
- o implementation of the Integrated Public Transport Network (IPTN) which will reduce the number of private vehicles 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	100%
Floodline Study	100%
<b>Township Establishment</b>	<b>90%</b>
Topographical Survey	100%
Geotechnical Investigation (General)	100%
Environmental Impact Assessment	100%
Bulk Infrastructure Study	100%
Geotechnical Investigation (Bridges - Core Drilling)	100%
	<b>95%</b>

#### 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.



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
Motivation found in IDPs (2001/2002) and most recent IDP (2017-2022) but no funds allocated in recent IDP	<p><b>Expectation:</b> Clear demarcation of when programme was formally commenced with initial roles and responsibilities identified.</p> <p><b>Found from Scoping Exercise:</b> No information of programme commencement -only updates of ADN to council</p>	<p><b>Expectation:</b> Clear objectives and rationale specifically for ADN</p> <p>Full programme management approach (roles and responsibilities, staff resource allocation)</p> <p><b>Found from Scoping Exercise:</b> 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><b>Expectation:</b> 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><b>Found from Scoping Exercise:</b> No dedicated document identifying range of options before deciding on preferred development option</p>	<p><b>Expectation:</b> 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><b>Found from Scoping Exercise:</b> 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><b>Expectation:</b> 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><b>Found from Scoping Exercise:</b> No preparation for PPP projects, some project briefs for municipal projects</p>	<p><b>Expectation:</b> The implementation of a master programme of all projects within the CLDP, tied to specific budgets and timeframes</p> <p><b>Found from Scoping Exercise:</b> Specific infrastructure expenditure</p>

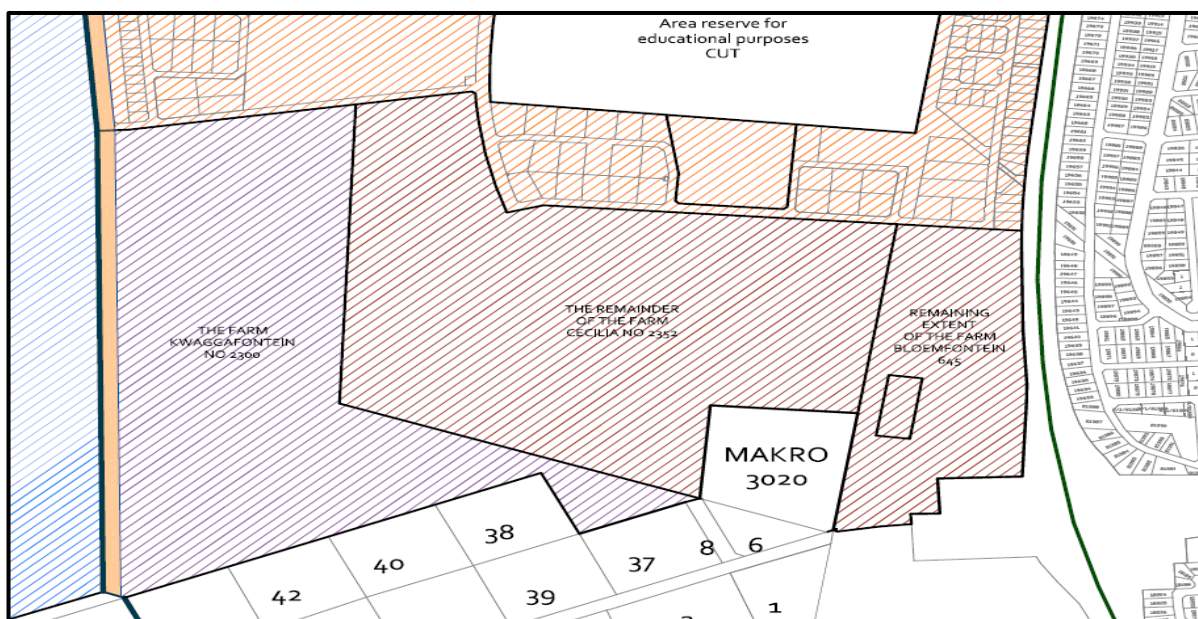
Analysis of ADN status related to CLD life-cycle

## Other Catalytic Urban Land Development Programmes

### Cecilia Park Development

Cecilia Park is a 166 hectare site that has been earmarked for different zonal developments. The site is currently accessed from N8 highway on the southern side and the eastern side is bound by N1 national road. New extension of Langenhoven Park is to the north of the site. The existing residential neighbourhoods are namely Universitas, Gardenia Park, and Langenhoven Park. The small holdings to the south are mainly used for commercial, agricultural and residential purposes.

Business zonings are located to the east and central parts of the proposed development. The western side consists of single residential stands and educational facilities. Figure 2 below shows a layout plan for the proposed development. The development area consist of three land portions namely, The farm Kwaggafontein No.2300, The remainder of the farm Cecilia No.2352 and Remaining extent of the farm Bloemfontein 645.



*Cecilia Park Farm Consolidation*



## 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 08<sup>th</sup> 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
FS Provincial Government Departments	06 December 2018	Mangaung Metro Bunga A, Bloemfontein
FS Provincial Government Departments	06 February 2019	Mangaung Metro Bunga A, Bloemfontein
ACSA	26 February 2019	ACSA Head Office, Germiston
State Owned Entities (Transnet, ACSA, SITA, IDT,	05 March 2019	Mangaung Metro, Committee Room B, Bloemfontein
State Owned Entities	14 March 2018	Mangaung Metro, Committee Room B,

(NYDA, SIFA, NEF, FDC,  
Land Bank)

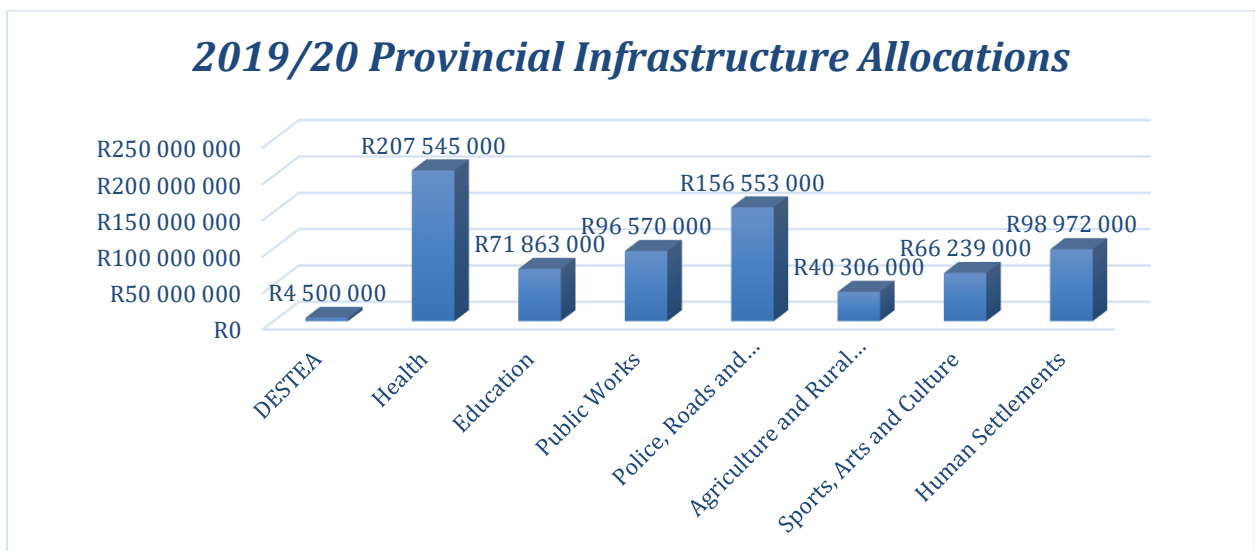
Bloemfontein

### 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 on the implementation of IPTN).

Department	Allocations
<b>DESTEA</b>	R4 500 000
<b>Health</b>	R207 545 000
<b>Education</b>	R71 863 000
<b>Public Works</b>	R96 570 000
<b>Police, Roads and Transport</b>	R156 553 000
<b>Agriculture and Rural Dev</b>	R40 306 000
<b>Sports, Arts and Culture</b>	R66 239 000
<b>Human Settlements</b>	R98 972 000
<b>Total</b>	<b>R742 548 000</b>

### Provincial Infrastructure Allocations



### D 3.4.3 Resourcing the Metro's Capital Investment Pipeline

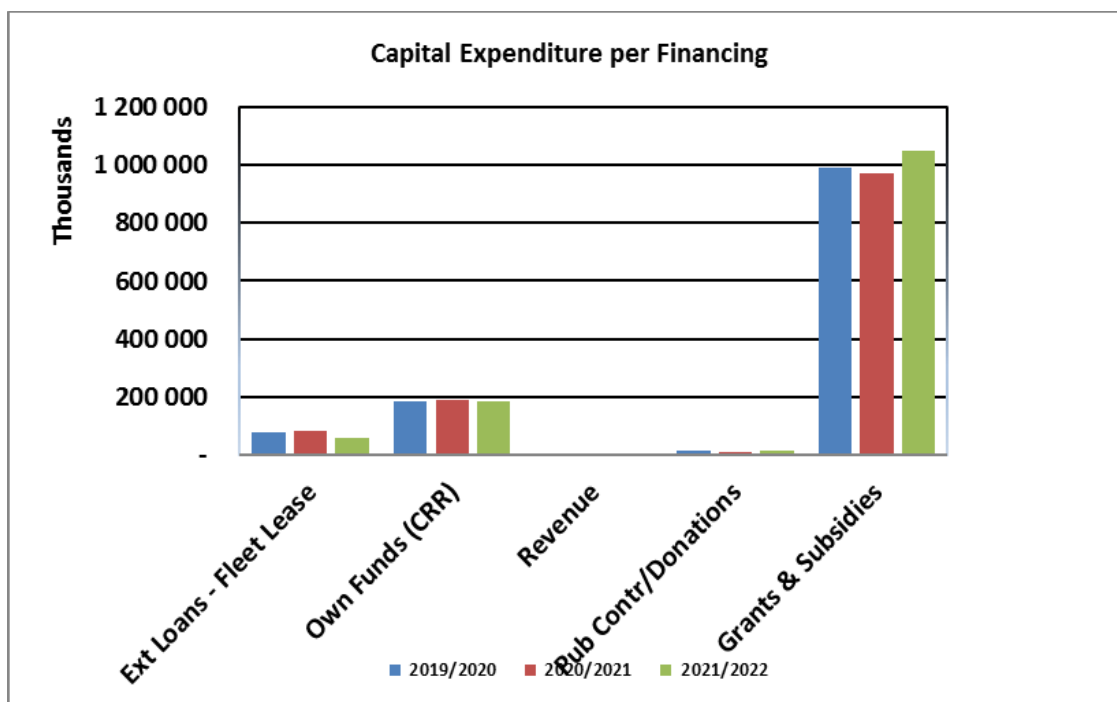
The capital budget of the metro for the 2019/20 financial year is set at R 1,266 billion (R 1,266,261 million). The budget will be reduced by 8.66% (R 120,037 million) as compared to the 2018/19 Adjustment Budget of R 1,386 billion (R 1,386,298 million). The capital budget for the two outer years of the MTREF period has been set at R 1,255 billion (R 1,255,132 million) and R 1,301 billion (R 1,301,140 million) respectively. The capital budget injection in the Metro's economy over the MTREF period will be R 3,822 billion (R 3,822,533 million).

The capital 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 will be increasing by R 31,856 million (3.34%) in 2019/20, from the 2018/19 Adjustment Budget amount of R 953,483 million to R 991,189 million in 2019/20. The allocation for the two outer years of the MTREF period has been set at R 969,913 million and R 1,046,909 million respectively.

Financing	Budget	Budget	Budget
	2019/2020	2020/2021	2021/2022
External Loans			
External Loans - Fleet Lease	77 707 953	85 179 220	56 448 097
Own Funds (CRR)	183 955 535	187 947 304	184 964 243
Revenue	-	-	-
Public Contributions/Donations	13 408 079	12 092 564	12 818 118
<b>Grants and Subsidies</b>	<b>991 189 310</b>	<b>969 913 282</b>	<b>1 046 909 087</b>
Public Transport Infrastructure & Systems Grant	167 252 200	142 751 642	165 552 717
USDG Grant	789 156 110	630 414 640	608 113 370
Informal Settlement Upgrading Partnership	-	159 738 000	234 573 000
Integrated City Development Grant	6 781 000	12 009 000	13 670 000
Draught Recovery Grant	-	-	-
National Electrification Programme	-	-	-
Neighbourhood Development Partnership Grant	28 000 000	25 000 000	25 000 000
	<b>1 266 260 877</b>	<b>1 255 132 371</b>	<b>1 301 139 545</b>

*Capital budget summary*





Capital budget per funding source

**Grant Funding**: Government grants and subsidies makes up 78.69% over the MTREF period. The major grants being the USDG and PTNG.

Financing	Budget	Budget	Budget
	2019/2020	2020/2021	2021/2022
<b>Grants and Subsidies</b>			
Public Transport Infrastructure & Systems Grant	167 252 200	142 751 642	165 552 717
USDG Grant	789 156 110	630 414 640	608 113 370
Informal Settlement Upgrading Partnership	-	159 738 000	234 573 000
Integrated City Development Grant	6 781 000	12 009 000	13 670 000
Neighbourhood Development Partnership Grant	28 000 000	25 000 000	25 000 000
<b>Total Grants and Subsidies</b>	<b>991 189 310</b>	<b>969 913 282</b>	<b>1 046 909 087</b>
<b>TOTAL CAPITAL BUDGET</b>	<b>1 266 260 877</b>	<b>1 255 132 371</b>	<b>1 301 139 545</b>

**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 Urban Settlement Development Grant (USDG) is provided directly to accredited or high capacity Metros and municipalities by means of a DORA transfer for infrastructure development to support the upgrading of informal settlements and increase the provision of serviced land in metropolitan municipalities. The USDG strategic goal is therefore, the creation of sustainable and integrated human settlements that enable improved quality of household life.

The outcomes to be realised in order to promote integrated sustainable urban settlements and improved quality of household life are:

- supporting inclusive densification and transit-oriented urban development integrating existing and new urban developments
- provision of adequate bulk and link infrastructure for mixed income and mixed-use urban developments
- Provide opportunities for leveraging of public funding within partnerships that promote integrated mixed income and mixed-use urban development's projects and funding for broader urban development

The City has been allocated R 789,156 million in the 2019/20 financial year, and R 630,414 million in 2020/21 and R 608,113 million in the two outer MTERF. The following outputs should be funded by the grant to support the improvement of the overall built environment:

- increase in bulk and link infrastructure;
- construction/ provision of internal engineering services;
- increase in the number of serviced sites;
- increase in the provision of individual connections;
- increase in land provision for informal settlement upgrading, subsidised housing, or mixed-use developments in support of approved human settlements and other urban developments;
- increase in access to public and socio-economic amenities; and
- Increase in the number of interim basic services

Funds from the Integrated National Electrification Programme Grant (Municipal) for metropolitan municipalities have been incorporated into the USDG. In 2019/20 financial year the allocation of R 26,0 million has been made available for the City and R 28,080 million in 2020/21 and R 30,326 million in the two outer MTERF.

		DETAIL OF EXPENDITURE			FINANCING
		2019/2020	2020/2021	2021/2022	
<b>SOCIAL SERVICES</b>					
5666	REGIONAL PARK DEVELOPMENT IN GRASSLAND	500 000	5 000 000	10 000 000	81
5667	REGIONAL PARK DEVELOPMENT - BLOEMFONTEIN (MANGAUNG TURFLAAGTE)	500 000	5 000 000	10 000 000	
5631	DEVELOPMENT OF NALISVIEW CEMETERY	5 000 000	7 000 000	9 000 000	
	<b>TOTAL</b>	<b>6 000 000</b>	<b>17 000 000</b>	<b>29 000 000</b>	
<b>PLANNING</b>					
6212	TOWNSHIP ESTABLISHMENT FARM KLIPFONTEIN	5 750 000			81
6212	LAND SURVEING FARM KLIPFONTEIN		7 050 000		81
6212	TOWNSHIP ESTABLISHMENT BOTSHABELO SEPANE FARMS	2 875 000			81
6212	LAND SURVEYING SEPANE FARMS		3 750 000		81
6212	FORMALISATION OF INFILL PLANNING ALL WARDS	5 750 000	3 750 000	5 750 000	81
6212	LAND SURVEYING LOURIER PARK 1/702		3 750 000		81
6212	LAND SURVEYING RODENBECK 2972		3 750 000		81
6212	TOWNSHIP ESTABLISHMENT FARM X2727		3 750 000		81
6212	LAND SURVEYING FARM X2727			4 600 000	81
6212	TOWNSHIP ESTABLISHMENT BOTSHABELO SEPANE FARMS PHASE 2			8 500 000	81
6231	CONSTRUCTION OF A NEW COMMUNITY CENTRE IN THABA NCHU	10 350 000	8 050 000	-	81
6231	REHABILITATION OF ARTHUR NATHAN SWIMMING POOL	-	-	-	81
6231	FIRE STATION BOTSHABELO	20 700 000	5 750 000	-	
	<b>TOTAL</b>	<b>45 425 000</b>	<b>39 600 000</b>	<b>18 850 000</b>	
<b>ECONOMIC DEVELOPMENT</b>					
6781	REVITALISING TOWNSHIP ECONOMY (LAND PURCHASING FOR FACTORY SHELLS IN TOWNSHIPS)	-	-	-	81
6781	URBAN DESIGN (BOTSHABELO DEVELOPMENT NODE)	-	-	-	81
6781	ECONOMIC INFRASTRUCTURE (AIRPORT DEVELOPMENT NODE)	-	-	-	81
6781	URBAN DESIGN AND ECONOMIC INFRASTRUCTURE (ESTOIRE DEVELOPMENT NODE)	-	-	-	81
6781	SMALL TOWN REGENERATION PROGRAMME (URBAN DESIGN AND ECONOMIC INFRASTRUCTURE)	-	-	-	81
	<b>TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>HUMAN SETTLEMENT AND HOUSING</b>					
6571	VISTAPARK 3 - ELECTRICITY (CATALYTIC)	13 075 847	5 000 000	8 000 000	81
	<b>TOTAL</b>	<b>13 075 847</b>	<b>5 000 000</b>	<b>8 000 000</b>	81
<b>ENGINEERING</b>					
<b>ROADS AND STORMWATER</b>					
7327	T1428A: MAN RD 198, 199 & 200: BOCHABELA(7 DAYS); UPGRADE	8 000 000			81
7327	T1428B: MAN RD 176, 196 & 197: BOCHABELA(7 DAYS); UPGRADE	1 000 000			81
7327	T1429A: MAN RD 702, 778 & 68: TURFLAAGTE, BLOMANDA PH2: UPGRADE	6 000 000			81
7327	T1430C: 7TH STR: BOTSHABELO SECTION H: UPGRADE	3 500 000			81
7327	T1522: THA RD 2029, 2044 and 2031: UPGRADE	3 000 000	4 500 000		81
7327	T1523: Bot Rd 304, 305, 308: SECTION G: UPGRADE	2 000 000	3 500 000		81
7327	T1524: BOT RD 437: SECTION A: UPGRADE	500 000	10 000 000	13 000 000	81
7327	T1525: BOT RD 601: SECTION D: UPGRADE	500 000	15 000 000		81
7327	T1527A: BOCHABELA STREETS: UPGRADE	11 000 000			81
7327	T1527B: BOCHABELA: STREETS: UPGRADE	3 000 000			81
7327	T1527C: BOCHABELA: STREETS; UPGRADE	500 000	10 000 000		81
7327	T1432: MAN 10786: BERGMAN SQUARE: UPGRADE	3 000 000			81
7327	T1528: MAN RD 11388 & 11297: JB MAFORA: UPGRADE		7 000 000		81
7327	T1529: BOT RD 3824: BOTSHABELO WEST (MAIN ROAD)	500 000	11 000 000		81
7327	T1530: BOT RD B16 & 903: SECTION T: UPGRADE	500 000	12 000 000		81
7327	T1429B; MAN RD 11548: KAGISANONG: UPGRADE	5 000 000			81
7327	T1531: SEROKI RD: SECTION M: BOTSHABELO: UPGRADE	2 000 000			81
7327	CONTRACTOR LEARNERSHIPS: UPGRADING STREETS & STORMWATER				81
7327	ROUTE 22: TAXI ROUTES BLOEMSIDE PH 4, 6 & CHRIS HANI PH 3: UPGRADE	50 000 000	28 000 000		81
7327	MAPANGWANA STREET: FREEDOM SQ; UPGRADE	500 000			81
7327	SAND DU PLESSIS RD: ESTOIRE	500 000	500 000	13 836 970	81
7327	T1526: LEFIKENG & ROMA STR: SECTION U & J: UPGRADE	500 000	12 000 000		81
7327	ZIM STREET PHASE 2: KAGISANONG: UPGRADE	500 000	7 000 000		81
7327	T1532: VISTA PARK: BULK ROADS AND STORMWATER: UPGRADE	500 000	-	-	81
7327	T1533: HILLSIDE VIEW BULK ROADS AND STORMWATER: UPGRADE	5 000 000			81
7327	NELSON MANDELA BRIDGE	500 000	1 000 000	15 000 000	81
7327	T1520: FIRST AVENUE PEDESTRIAN BRIDGE		1 000 000	10 000 000	81
7327	T1534: VERENIGING AVENUE EXTENTION: BRIDGE OVER RAIL	22 000 000			81
7327	T1534B: VERENIGING AVENUE EXTENTION: ROADS	40 000 000	23 000 000		81
7327	T1433: BAINSVLEI MOOIWATER BULK STORMWATER: UPGRADE	500 000	500 000	5 000 000	81
7327	STORMWATER REFURBISHMENT	500 000	9 000 000		81
7327	BULK STORMWATER PHASE 5	500 000	500 000	10 000 000	81
7327	BULK STORMWATER ROCKLANDS	500 000	500 000	10 000 000	81
7327	RESEALING OF STREETS/ SPEED HUMPS	5 000 000	8 000 000		81
7327	T1536: HEAVY REHABILITATION OF ZASTRON STREET	500 000	8 000 000	15 000 000	81
7327	T1537: HEAVY REHABILITATION OF NELSON MANDELA STREET	500 000	8 000 000	15 000 000	81
7327	T1538: UPGRADING INTERSECTION ST GEORGE ST & PRES BRAND	500 000	7 000 000		81
7327	REPLACEMENT OF OBSOLETE AND ILLEGAL SIGNAGE AND TRAFFIC SIGNALS	1 000 000	1 000 000		81
7327	T1539: UPGRADING OF TRAFFIC INTERSECTIONS	1 000 000	4 000 000		81
7327	DR BELCHER/MGREGOR INTERCHANGE	500 000	500 000	15 000 000	

		DETAIL OF EXPENDITURE			2019/2020	2020/2021	2021/2022	FINANCING
<b>ENGINEERING</b>								81
7327	T1523B: VICTORIA & KOLBE INTERSECTION				100 000	8 000 000		
7327	NALEDI ROADS	510 000			520 000			81
7327	NALEDI STORMWATER	500 000			520 000			81
7327	SOUTPAN ROADS	500 000			520 000			81
7327	SOUTPAN STORMWATER	500 000			520 000			81
7327	UPGRADING OF STREET AND STORMWATER MOROJANENG	500 000			5 000 000			81
7327	UPGRADING OF STREET AND STORMWATER SOUTPAN	500 000			2 000 000			81
7327	REFURBISHMENT MANAGEMENT SYSTEM	5 000 000						81
7327	VISTAPARK 2 - INTERNAL ROADS & STORMWATER (CATALYTIC)	24 000 000			20 000 000	18 000 000		81
7327	VISTAPARK 3 - INTERNAL ROADS & STORMWATER (CATALYTIC)	34 000 000			20 000 000	18 000 000		81
7327	LOURIERPARK - INTERNAL ROADS & STORMWATER	-			1 000 000	15 000 000		81
7327	T1430B:BOT RD 719&718 SECTION 0	2 000 000						
	<b>TOTAL</b>	<b>249 010 000</b>			<b>242 680 000</b>	<b>180 836 970</b>		81
<b>SANITATION</b>								81
7502	NORTH EASTERN WWTW MECHANICAL AND ELECTRICAL WORKS	-			15 000 000	19 000 000		81
7502	STERKWATER WWTW PHASE 3 CIVIL	1 045 263			9 000 000	5 000 000		81
7502	STERKWATER WWTW PHASE 3 MECH AND ELECTRICAL	1 000 000			25 000 000	10 000 000		81
7502	RAYTON MAIN SEWER							81
7502	REFURBISHMENT OF SEWER SYSTEMS	7 500 000						81
7502	REFURBISHMENT OF WWTW'S	5 000 000						81
7502	EXTENSION BOTSHABELO WWTW CIVIL	1 000 000			20 000 000	28 000 000		81
7502	EXTENSION BOTSHABELO WWTW MECH AND ELECTRICAL	1 000 000			10 000 000	23 000 000		81
7502	EXTENSION THABA NCHU WWTW (SELOSESHA) CIVIL	40 000 000			15 000 000	35 000 000		81
7502	EXTENSION THABA NCHU WWTW (SELOSESHA) MECH AND ELECTRICAL	5 000 000			12 000 000	20 000 000		81
7502	WATERBORNE SANITATION(LEANER SHIPS)							81
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN MANGAUNG	15 000 000			18 000 000	20 000 000		81
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN BOTSHABELO	15 000 000			18 000 000	20 000 000		81
7502	WATERBORNE SANITATION AND INTERNAL BULK SERVICES IN THABA NCHU	15 000 000			18 000 000	20 000 000		81
7502	REFURBISHMENT OF SEWER SYSTEMS IN SOUTPAN	1 500 000						81
7502	REFURBISHMENT OF SEWER SYSTEMS IN VAN STADENSURUS	2 000 000						81
7502	REFURBISHMENT OF SEWER SYSTEMS IN WEPENER	5 000 000						81
7502	REFURBISHMENT OF SEWER SYSTEMS IN DE WETSDORP	3 000 000						81
7502	NALEDI: REFURBISHMENT OF SEWER SYSTEMS	-						81
7502	SOUTPAN: REFURBISHMENT OF SEWER SYSTEMS	-						81
7502	REFURBISHMENT MANAGEMENT SYSTEM	-						81
7505	BOTSHABELO SEC M - INSTALLATION SEWER RETICULATION (100 UNITS)	6 000 000			-	-		81
7505	BOTSHABELO SEC D - INSTALLATION SEWER RETICULATION (100 UNITS)	6 000 000			-	-		81
7505	BOTSHABELO SEC A - INSTALLATION SEWER RETICULATION (50 UNITS)	3 500 000			-	-		81
7502	VISTAPARK 2 - BULK SEWER	2 000 000			-	-		81
7502	VISTAPARK 3 - BULK SEWER	5 000 000			-	-		81
	<b>TOTAL</b>	<b>140 545 263</b>			<b>160 000 000</b>	<b>200 000 000</b>		81
<b>WATER</b>								
7612	REFURBISHMENT OF WATER SUPPLY SYSTEMS	2 500 000			-	-		
7612	MASELSPOORT WATER RE-USE (PUMP STATION AND RISING MAIN)	5 000 000			8 000 000	12 000 000		
7612	MASELSPOORT WATER RE-USE (GRAVITY LINE TO MOCKESDAM)	5 000 000			8 000 000			
7612	MASELSPOORT WATER RE-USE (GRAVITY TO NEWWWTW)	5 000 000			8 000 000			
7612	MASELSPOORT WTW REFURBISHMENT	5 000 000			8 000 000	12 000 000		
7612	MASELSPOORT WATER RE-USE (BULK WATER AUGMENTATION - MOCKESDAM)	2 500 000			8 000 000	12 000 000		
7612	MASELSPOORT WATER RE-USE (UPGRADING)	5 000 000			15 000 000	20 000 000		
7612	NALEDI: REFURBISHMENT OF WATER SUPPLY SYSTEMS	-						
7612	SOUTPAN: REFURBISHMENT OF WATER SUPPLY SYSTEMS	-						
7612	REPLACE WATER METERS AND METERING OF UNMETERED SITES	-			-	-		
7612	REFURBISHMENT OF WATER SUPPLY SYSTEMS: REAL LOSS REDUCTION PROGRAMME (WATER)	-			-	-		
7612	REFURBISHMENT OF WATER SUPPLY SYSTEMS: AUTOMATED METER READING AND PREPAID PROGRAMME	10 000 000			15 000 000	18 000 000		
7612	FIRE HYDRANTS (AUDITING, LOCKING, REPLACE AND REPAIR ETC)	-			-	-		
7612	BULK SUPPLY METERS AUDIT, VERIFICATION STUDY, CALIBRATION AND INSTALLATION	-			-	-		
7612	BULK SUPPLY METERS LOCATION, REPLACEMENT, CALIBRATION AND INSTALLATION OF CONTROL METERS	-			-	-		
7614	PRESSURE AND NETWORK ZONE MANAGEMENT (INCLUDING AUDITING OF VALVES AND PRV COMMISSIONING)	-			-	-		
7617	BOTSHABELO WEST - INSTALLATION WATER & SEWER (2500 UNITS)	15 000 000			-	-		
7617	BOTSHABELO SEC R - INSTALLATION WATER (1000 UNITS)	15 000 000			-	-		
7617	BOTSHABELO SEC L1124 - INSTALLATION WATER & SEWER RETICULATION (441 UNITS)	11 000 000			-	-		
7616	THABANCHU EXT 27 - INSTALLATION WATER & SEWER RETICULATION (390 UNITS)	18 000 000			-	-		
7615	BLOEMSIDE 9 & 10 - INSTALLATION WATER & SEWER RETICULATION (200 UNITS)	9 000 000			-	-		
7615	SONDERWATER 2 (ERF 5975) - INSTALLATION WATER & SEWER RETICULATION (80 UNITS)	5 000 000			-	-		
7615	BLOEMSIDE 7 - INSTALLATION WATER & SEWER RETICULATION (500 UNITS)	9 000 000			-	-		
7615	GRASSLAND PHASE 4 - INSTALLATION WATER & SEWER RETICULATION (1000 UNITS)	20 000 000			-	-		
7615	MKHONTO ERF 32109 - INSTALLATION WATER & SEWER RETICULATION (111 UNITS)	8 900 000			-	-		
7615	SALIVA ERF 35180 & 8323 - INSTALLATION WATER & SEWER RETICULATION (124 UNITS)	9 900 000			-	-		
7615	MARIKANA - INSTALLATION WATER & SEWER RETICULATION (80 UNITS)	7 250 000			-	-		
7615	FREEDOM SQ ERF 37321 (ZUMA) - INSTALLATION WATER & SEWER RETICULATION (117 UNITS)	10 200 000			-	-		
7615	CHRIS HANI ERF 28747 - INSTALLATION WATER & SEWER RETICULATION (50 UNITS)	7 250 000			-	-		
7615	DEWETSDORP - INTERNAL WATER & SEWER RETICULATION (100 UNITS)	7 900 000			-	-		
7615	SOUTPAN - INSTALLATION WATER & SEWER RETICULATION (22 UNITS)	3 800 000			-	-		
7615	FLEURDAL INFILL - WATER & SEWANTATION SERVICES (21 UNITS)	3 800 000			-	-		
7615	LOURIERPARK - WATER AND SANITATION SERVICES (100 UNITS)	9 000 000			11 000 000	15 000 000		
7615	BLOEMSIDE ERF 4510 - INSTALLATION WATER & SEWER RETICULATION (90 UNITS)	8 000 000			-	-		
7615	VISTAPARK 2 - INSTAL WATER & SEWER RETICULATION (CATALYTIC)	20 000 000			21 000 000	22 000 000		
7615	VISTAPARK 3 - INSTAL WATER & SEWER RETICULATION (CATALYTIC)	40 000 000			21 000 000	22 000 000		
	<b>TOTAL</b>	<b>278 000 000</b>			<b>123 000 000</b>	<b>133 000 000</b>		

DETAIL OF EXPENDITURE		2019/2020	2020/2021	2021/2022	FINANCING
<b>WASTE AND FLEET</b>					
7711	SIGNBOARDS PROHIBITING ILLEGAL DUMPING	-	-	-	
7721	UPGRADING AND UPLIFTING OF EXISTING WEIGHBRIDGES AND OFFICE AT SOUTHERN LANDFILL SITE	3 200 000	-	-	
7721	UPGRADING AND REFURBISHMENT OF OF NORTHERN LANDFILL SITES	2 500 000	2 500 000	2 700 000	
7721	UPGRADING AND REFURBISHMENT OF SOUTHERN LANDFILL SITES	2 500 000	2 500 000	2 700 000	
7721	SOFTWARE PROGRAMME FOR REVENUE OF WEIGHBRIDGES AND REFURBISHMENT OF WEIGHBRIDGES AT SOUTHERN LANDFI	-	-	-	
7721	SOFTWARE PROGRAMME FOR REVENUE OF WEIGHBRIDGES AND THE REFURBISHMENT OF WEIGHBRIDGES AT NORTHERN LA	-	-	-	
7721	SOFTWARE PROGRAMME FOR REVENUE OF WEIGHBRIDGES AND THE REFURBISHMENT OF WEIGHBRIDGES AT BOTSHABELO I	-	-	-	
7741	REFUSE BINS FOR CBD'S IN METRO	-	-	-	
7781	UPGRADING AND REFURBISHMENT OF BOTSHABELO LANDFILL SITES	2 500 000	2 500 000	2 700 000	
7791	MOBILE OFFICE AND SHELTER IN THABA NCHU TOWN	-	-	-	
7781	CARPOTS AND GATE FOR BOTSHABELO OFFICES	-	-	-	
7741	UPGRADING AND REFURBISHMENT OF SOLID WASTE MANAGEMENT DEPOTS	-	-	-	
7751	MOBILE CHEMICAL TOILETS	-	-	-	
7791	DEVELOPMENT OF TRANSFER STATION IN THABA'NCHU	2 000 000	2 054 640		
7791	TWO WEIGHBRIDGES FOR TRANSFER STATION IN THABA NCHU	2 000 000	2 500 000		
7721	ABLUTION BLOCKS AT WEPENER LANDFILL SITE	800 000	-	-	
7721	GUARD HOUSE AT WEPENER LANDFILL SITE	400 000	-	-	
7721	WEIGHBRIDGE OFFICE AT WEPENER LANDFILL SITE	1 200 000	-	-	
7721	INSTALLATION OF ONE WEIGHBRIDGE AT WEPENER LANDFILL SITE	1 000 000	1 000 000	-	
7721	FENCE AT NORTHERN LANDFILL SITE (Work in progress)	2 500 000	-	-	
7721	FENCE AT SOUTHERN LANDFILL SITE (Work in progress)	3 000 000	-	-	
7721	NEW FENCE AT WEPENER LANDFILL SITE	1 500 000	-	-	
7721	TWO WEIGHBRIDGES AT DEWETSORP LANDFILL SITE	2 000 000	2 000 000	-	
7721	NEW FENCE AT VANSTADENSUS LANDFILL SITE	2 000 000	-	-	
7721	NEW FENCE AT SOUTPAN LANDFILL SITE	2 000 000	-	-	
	<b>TOTAL</b>	<b>31 100 000</b>	<b>15 054 640</b>	<b>8 100 000</b>	
<b>CENTLEC</b>					
1442	ELECTRIFICATION (USDG GRANT)	26 000 000	28 080 000	30 326 400	
	<b>TOTAL</b>	<b>26 000 000</b>	<b>28 080 000</b>	<b>30 326 400</b>	
<b>TOTAL USDG ALLOCATION</b>					
		<b>789 156 110</b>	<b>630 414 640</b>	<b>608 113 370</b>	
<b>DORA ALLOCATION - TOTAL (VAT INCLUSIVE)</b>					
		<b>789 156 110</b>	<b>630 414 640</b>	<b>608 113 370</b>	

**Public Transport Network Grant (IPTN)** : The purpose of the Public Transport Network Grant is to provide funding for accelerated construction and improvement of public and non-motorised transport infrastructure that form part of a municipal integrated public transport network and to support the planning, regulation, control, management and operations of fiscally and financially sustainable municipal public transport network services.

	DETAIL OF EXPENDITURE	2019/2020	2020/2021	2021/2022
2205	BOTSHABELO PHASE 2 - NON MOTORIZED TRANSPORT	-	-	13 800 000
2205	THABA-NCHU PHASE 2 - NON MOTORIZED TRANSPORT	-	23 575 000	-
2205	FORTHARE TRUNK ROUTE - PART A	48 875 000	4 025 000	-
2205	FORTHARE TRUNK ROUTE - PART B	19 550 000	4 025 000	-
2205	MOSHOESHOE TRUNK ROUTE - PART A	46 000 000	2 587 500	-
2205	MOSHOESHOE TRUNK ROUTE - PART B	13 727 200	2 907 968	-
2205	CHIEF MOROKA CRESCENT TRUNK ROUTE	19 550 000	6 325 000	-
2205	IPTN PHASE 1B TRUNK ROUTE (OR TAMBO ROAD)	-	-	46 000 000
2205	IPTN BUS DEPOT - CIVIL WORKS	19 550 000	-	-
2205	IPTN BUS DEPOT - BUILDING WORKS	-	34 500 000	69 000 000
2205	IPTN TRANSFER FACILITIES	-	5 750 000	17 250 000
2205	OPEN BUS STATIONS (BUS STOP WITH SHELTER)	-	5 750 000	3 450 000
2205	BUS STOPS (WITH POLES)	-	-	1 150 000
2205	IPTN INTERMODAL TRUNK STATION	-	23 000 000	14 902 717
2205	IPTN BUS FLEET	-	-	-
2205	IPTN CONTROL CENTRE	-	1 000 000	-
2205	INTELLIGENT TRANSPORT SYSTEM	-	4 200 000	-
2205	IPTN PHASE 2 - TRUNK ROUTE ( DR. BELCHER)	-	25 106 174	-
	<b>TOTAL</b>	<b>167 252 200</b>	<b>142 751 642</b>	<b>165 552 717</b>

**Integrated City Development Grant (ICDG)** : The purpose of this grant is to provide a financial incentive for metropolitan municipalities to achieve a more compact urban spatial form through which integrating and focussing their use of available infrastructure investment and regulatory instruments.

	DETAIL OF EXPENDITURE	2019/2020	2020/2021	2021/2022	FINANCING
6781	HAWKING STALLS BOTSHABELO CBD	2 384 318	4 222 574	4 806 610	83
6781	CONTAINER PARK THABANCHU	4 396 682	7 786 426	8 863 390	83
	<b>TOTAL</b>	<b>6 781 000</b>	<b>12 009 000</b>	<b>13 670 000</b>	

**Neighbourhood Development Partnership Grant (NDPG)** : The purpose of this grant is to plan, catalyse, and invest in targeted locations in order to attract and sustain third party capital investments aimed at spatial transformation, which will improve the quality of life, and access to opportunities for residents in South Africa’s under-served neighbourhoods, generally townships.

					FINANCING
	DETAIL OF EXPENDITURE	2019/2020	2020/2021	2021/2022	
9513	WAAIHOEK PRECINCT REDEVELOPMENT	28 000 000	25 000 000	25 000 000	79
	<b>TOTAL</b>	<b>28 000 000</b>	<b>25 000 000</b>	<b>25 000 000</b>	



## 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 with the exception of Hillside View and Vista Park 2 and 3.

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/analyses 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
<b>6. Mangaung</b>							
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 (Bridges-Core Drilling)	Completed				
Estoire residential development (CSP Catalytic)		Urban Design Framework is in the process of completion.					
Botshabelo / Thaba N'chu link (CSP Catalytic)	Inception						
Cecilia Park	Inception						

Mixed Development							
Brandkop Mixed Development	Inception						
Thaba Nchu CBD Master Plan Implementation	Inception	Masterplan Completed					

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 pro-active 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 14<sup>th</sup> 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 <sup>2</sup> of floor area for new industrial and commercial developments in areas demarcated in the SDF for this purpose	10 000 m <sup>2</sup>
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 <sup>2</sup> of floor area for new industrial and commercial developments in areas demarcated in the SDF for this purpose	10 000 m <sup>2</sup>

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 <sup>2</sup> 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
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 proactive 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
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<b>SDF 1</b>	<b>To improve urban intensification, densification and infill to contain sprawl in Bloemfontein</b>
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
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
<b>SDF 2</b>	<b>To improve urban integration to redress spatial imbalances of the past</b>
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
<b>SDF 3</b>	<b>Promotion of economic opportunities in strategic locations for sustainable development</b>
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
<b>SDF 4</b>	<b>Strengthen links between urban, town and rural livelihoods</b>
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
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)
<b>SDF 5</b>	<b>Redevelop Botshabelo</b>
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
<b>SDF 6</b>	<b>Redevelop Thaba Nchu and Botshabelo as an sustainable independent economic node</b>
SDF 6.1	Prepare a Master Plan: <ul style="list-style-type: none"> <li>● Develop an activity corridor along station road and link with new node in Botshabelo</li> <li>● For an 'improvement district' to regenerate the underutilised land and buildings under the authority of MMM, parastatals/development agencies and the private sector.</li> <li>● Develop Urban Renewal Strategies for priority areas in Thaba Nchu</li> </ul>
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
SDF 6.10	Prepare a Master Plan: <ul style="list-style-type: none"> <li>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</li> <li>For an 'improvement district' to regenerate the underutilised land and buildings under the authority of MMM, parastatals/development agencies and the private sector.</li> <li>Develop Urban Renewal strategies for Flenter, Mokwena areas</li> </ul>
<b>SDF 7</b>	<b>To establish accountable and pro-active management of change in land use and to development patterns</b>
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. The city is committed to make necessary arrangements and changes so that we begin to report on the indicators in the 2019/20 financial year.

<b>Code</b>	<b>Indicator</b>	<b>Category</b>
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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OUTCOME INDICATORS			
VALUATION ROLL - A 1, A5 – Delegated Official : Rutna Fourie			
LAND USE CONTROL : A4 : Delegated Official Ntsikilelo Tyu			
HUMAN SETTLEMENTS : A6, A8, A A11, A13: Delegated official Malefetstane Mokoena			
LAND USE PLANNING : A2, A3, A10 ,A14			
GIS: A7 , A12, A15 : Deleg ated Official – Tilfred Mabuza			
STATS SA : A16			
IPTN : A17, A18 : Delegated Official – Maoetsi Ndlovu			
	Sub-directorate	Indicator	Progress
General	Integration Zones	Determined & Sector Departments briefed (Week 1)	Results
A1	Valuation Roll	Percentage change in the value of properties in Integration Zones	226950 current properties 226950 unchanged properties 83% changed 0.036%
A2	Land Use Planning /SDF	Hectares approved for future development outside the 2015 urban edge as a percentage of Hectares allocated for future development as defined by the 2015 SDF	Work in progress
A3	Land Use Planning	Number of land use applications processed in integration zones as a percentage of the total number of land use applications submitted city-wide	74 Applications 21 Integration Zone 29.57%
A4	Land Use Control	Number of building plan applications processed in integration zones as a percentage of the total number of building plan applications city-wide	Work in progress
A5	Valuation Roll	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 (A5)	Commercial= 0.3%  Industrial=1.01%



A6	Human Settlements	New subsidised units developed in Brownfields developments as a percentage of all new subsidised units city-wide (A6)	Work in progress		
A7	GIS	Gross residential unit density per hectare within integration zones (A7)	73932 Stands 59631 Residential stands 80.66% of residential		
A8	Human Settlements	Ratio of land use types (residential, commercial, retail, industrial) in integration zones (A10)	Work in progress		
A9	GIS	Ratio of housing tenure status in integration zones (A9)	Work in progress		
A10	Land Use Planning	Ratio of land use types (residential, commercial, retail, industrial) in integration zones (A10)	Work in progress		
A11	Human Settlements	Percentage of households accessing subsidy units in integration zones that come from informal settlements (A11)	Work in progress		
A12	GIS	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 (A12)	Total of 29 268 Residential sites 12.9 %		
A13	Human Settlements	Percentage of households accessing subsidy units in integration zones that come from informal settlements(A13)	Work in progress		
A14	Planning	Ratio of land use types (residential, commercial, retail, industrial) in integration zones (A14)	Residential=16.5% Commercial=0.3% Retail/Business=0.5% Industrial=1.01% Municipal=0.1%		
A15	GIS	Ratio of housing tenure status in integration zones(A15)	3 Housing Tenure (Brandwag Flats)		

A16	Stats SA	Percentage share of household income spent on transport costs for different household income quintiles city-wide(A16)	Work in progress			
A17	IPTN	Capital expenditure on integrated public transport networks as a percentage of the municipal capital expenditure(A17)				
A18	IPTN	Percentage of learners travelling longer than 30 minutes to an education institution(A18)				