



# REGION 5: REGIONAL INTEGRATED DEVELOPMENT PLAN 2014-15



# REGIONAL INTEGRATED DEVELOPMENT PLAN: REGION 5

## CONTENTS

1	INTRODUCTION.....	7
2	SITUATIONAL OVERVIEW .....	8
2.1	Socio-Economic Profile .....	9
2.1.1	Population Size and Composition.....	9
2.1.2	Levels of Education .....	10
2.1.3	Employment.....	11
2.1.4	Accommodation.....	12
2.2	Spatial Characteristics .....	13
2.2.1	Main Components .....	13
2.2.2	Regional Characteristics.....	14
2.3	SWOT Analysis .....	15
3	STRATEGIC DIRECTION.....	16
3.1	City of Tshwane Vision and Mission.....	16
3.2	Working Towards Strong Regions.....	17
4	REGIONAL GOVERNANCE .....	18
4.1	Administrative Structures .....	18
4.2	Functional Responsibilities.....	19
4.2.1	Health and Social Development and Sports and Recreational Services ...	19
4.2.2	Customer Walk in Centre.....	20
4.2.3	Transport Services .....	21
4.2.4	Energy and Electricity Services .....	22
4.2.5	Water and Sanitation .....	22
4.2.6	Urban Management.....	23
4.3	Political Representatives.....	24
4.4	Ward Committees .....	25
5	REGIONAL SPATIAL PLANNING.....	26
5.1.1	Regional Nodes .....	26
5.1.2	Transport Proposals for the Region.....	27
6	WARD PRIORITIES.....	28
6.1	Verification and confirmation of Ward Priorities for 2014/15 .....	28

7	PLANNED IMPLEMENTATION .....	32
7.1	Planned Capital Projects .....	32
7.2	Operational Expenditure .....	33
7.3	Indicators and Targets .....	35
8	CONCLUSION .....	36
9	INPUT DOCUMENTS / INFORMATION .....	36

## LIST OF TABLES

Table 1:	Population per Ward .....	9
Table 2:	SWOT Analysis.....	15
Table 3:	Ward Councillors.....	25
Table 4:	Dominant Service Delivery Areas .....	28
Table 5:	Issues per Service Delivery Area .....	28
Table 6:	Detail issues raised.....	<b>Error! Bookmark not defined.</b>
Table 7:	Planned Capital Projects.....	32
Table 8:	Indicators and Targets .....	35

## LIST OF FIGURES

Figure 1:	Locality Map .....	8
Figure 2:	Population Density per Ward .....	9
Figure 3:	Population Pyramid .....	10
Figure 4:	Education Levels .....	10
Figure 5:	Employment Status .....	11
Figure 6:	Dwelling Units .....	12
Figure 7:	Developmental Overview .....	14
Figure 8:	Position of Regions.....	16
Figure 9:	Organisational Structure .....	18
Figure 10:	Distribution of Wards: Region 5 .....	24
Figure 11:	Issues per Service Delivery Area.....	29
Figure 12:	Pro-Active Management Approach .....	34

## ABBREVIATIONS

BRT	Bus Rapid Transit
CoT	City of Tshwane
CBD	Central Business District
GAUTRANS	Gauteng Department of Transport

IDP	Integrated Development Plan
MSDF	Metropolitan Spatial Development Framework
RIDP	Regional Integrated Development Plan
RSDF	Regional Spatial Development Framework
STATSSA	Statistics South Africa

## **GLOSSARY OF TERMS**

**ACTIVITY NODES:** Areas of concentration of mixed land uses.

**ACTIVITY SPINES:** Mobility routes connect a number of nodes or mixed use areas, serving as the main public transport channels of the region. These routes could support linear development although not necessarily continuous along its length. Higher order land uses should be accommodated in the nodes, but lower order land uses could develop in a linear fashion subject to alternative access opportunities. Densification along these spines should be encouraged to maximise the public transport opportunities provided by these routes.

**ACTIVITY STREETS:** Local collector roads supporting lower order land uses in a linear fashion along its length. Direct access to land uses is provided compromising mobility for activity. Development along activity streets should be permitted in accordance with a local spatial development framework.

**BLUE IQ:** Refers the Provincial Unit set up through the provincial Department of Finance and Economic Affairs to implement key economic projects in the Gauteng Province.

**CAPITAL CORE:** The Tshwane Inner city is identified as the Capital Core as it is the city's first order node amongst all metropolitan nodes. Traditionally, the inner city is also the Central Business District (CBD) of major cities. Tshwane is no different. Historically, the inner city was the geographic heart and centre of what is now the Tshwane area. Over time, though, due to the extension of the Tshwane boundaries, the Inner City is no longer geographically central, but still plays a very important role with regards to the concentration of retail, office and government buildings to be found in the area.

**CAPITAL PROJECTS:** Projects funded out of the capital budget of the municipality, in order to purchase assets or develop fixed infrastructure or structures such as roads, pipelines, buildings, recreation equipment, etc.

**ECONOMICALLY ACTIVE POPULATION:** Those members of the working age population (all those aged between 15 and 65 years), who are either employed or unemployed according to the official definition of unemployment (see above).

**INTEGRATED DEVELOPMENT PLAN:** A plan to integrate development and management of municipal areas as stipulated in the Municipal Systems Act, 2000. All metropolitan councils are required to formulate and implement an Integrated

Development Plan incorporating metropolitan land use planning, transportation planning, infrastructure planning and the promotion of economic development, taking cognisance of the needs and priorities as determined by the metropolitan council concerned.

**MOBILITY ROAD:** Primarily serves intra-metropolitan traffic. While this route is characterised by through traffic, trends indicate pockets of mixed use developments located alongside. It serves as the most important linkages between the Metropolitan Activity Areas (Capital Core/Metropolitan Cores/Urban Cores/Specialised Activity Areas).

**MOBILITY SPINE:** A Mobility Spine is an arterial along which through traffic flows with minimum interruption (optimal mobility). Much smaller than highways, Mobility Spines are usually made of two lanes of opposite vehicle flow. It serves the purpose of inter-regional and metropolitan movement.

**METROPOLITAN /DEVELOPMENT CORRIDOR:** A development strip located between a first or second order mobility route providing visual exposure and a parallel activity route providing access.

**METROPOLITAN CORES:** These are primary nodes of the highest order. These nodes accommodate the highest degree of service specialisation and offer the widest range of services. Often, metropolitan nodes will have regional/provincial relevance. In the Tshwane context, Metropolitan nodes are those nodes within the City (economically) benefiting primarily from the investment of the private sector. Equally important is that these nodes serve as economic hubs and focal points for employment opportunities. The role of the public sector in such nodes is to manage the rate of growth, provide infrastructure in line with the growth management plan and maintain the urban environment.

**OPERATIONAL PROJECTS:** Projects funded out of the municipality's operational budget, commonly used to pay running costs e.g. salaries, rent, social /education programmes, planning projects, etc.

**NODES:** A node is a place where both public and private investment tends to concentrate. Nodes are usually associated with major road intersections, or with public transport nodes such as railway stations and taxi ranks. It offers the opportunity to locate a range of activities, from small to large enterprises and is often associated with mixed-use development including high density residential uses. Nodes differ in size, the types of activity that occur within them, the size of the areas served and the significance within the city.

**SPATIAL DEVELOPMENT FRAMEWORK:** A framework that seeks to guide overall spatial distribution of current and desirable land uses within a municipality in order to give effect to the vision, goals and objectives of the municipal IDP, as contemplated in the Spatial Planning and Land Use Management Act, 16 of 2013.

**UNEMPLOYMENT:** According to the official definition used by StatsSA, the unemployed are those people within the economically active population who: did not work during the seven days prior to the interview; want to work and are available to start work within two weeks of the interview; and have taken active steps to look for work or to start some form of self-employment in the four weeks prior to the interview.

**URBAN CORE:** Former township areas were developed as a result of forced relocation programmes. Inevitably, these townships grew to accommodate large populations of low income or unemployed people. The economic circumstance was clearly evident in the quality of the physical environment. Under the new government which was established in 1994, these township areas were identified, not as a blight in the urban fabric as previously thought of, but as beacons of opportunity, through the human capital that was concentrated within the various communities of the townships. Due to the great need that often belies such nodes, the government has to play a more active role in social and economic restructuring, especially in view of the limited private investment, relative to Metropolitan cores. The Neighbourhood Development Programme (NDPG) is a Nationally funded programme that aims to address the improved quality of environment in urban cores.

**WARD COMMITTEE:** Structures created to assist the democratically elected representative of a ward (the councillor) to carry out his or her mandate, established in terms of the Local Government: Municipal Structures Act (Act No. 117 of 1998).

**WARD COUNCILLORS:** Elected representative, directly elected per ward, who serves as a member of the municipal (metropolitan) council.

# REGIONAL INTEGRATED DEVELOPMENT PLAN: REGION 5 2014-15

## 1 INTRODUCTION

The City's regional services model and regional structures are an integral part of its rationale to bring services closer to the people and to transform regions into superb places to live, work and stay while capitalising on each regions' uniqueness to create strong, resilient and prosperous areas.

The City of Tshwane adopted its Integrated Development Plan (IDP) in 2011 which maps out the delivery agenda of the current term of office of the City for the period 2011 to 2016. As part of the process of establishing the seven (7) service delivery regions, the City have embarked on a process to develop Regional Integrated Development Plans (RIDPs) which complement the City-wide IDP. These plans are taking their guidance from the City's IDP but relates it in more detail at Regional level.

The regionalisation of service delivery refers to the decentralisation of certain operational and maintenance functions to regional offices. While functions such as strategic planning and the implementation of capital projects will remain the responsibility of the CoT Departments, daily functions such as maintenance and repairs, information desks, etc. will be delivered directly in the different regions.

The process of regionalisation is in the first of four stages, moving from the establishment of the region to the stabilisation, consolidation and sustaining of Regional services.<sup>1</sup>

The **Region 5** Regional Integrated Development Plan (RIDP) focusses on presenting a concise view of the current situation in the region and its unique characteristics, current planning for the region, and planned project / budget implementation by CoT Departments in the region.

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<sup>1</sup> City of Tshwane. Accelerated Service Delivery Implementation: Regionalisation & Transformation Strategic Plan 2012 – 2016

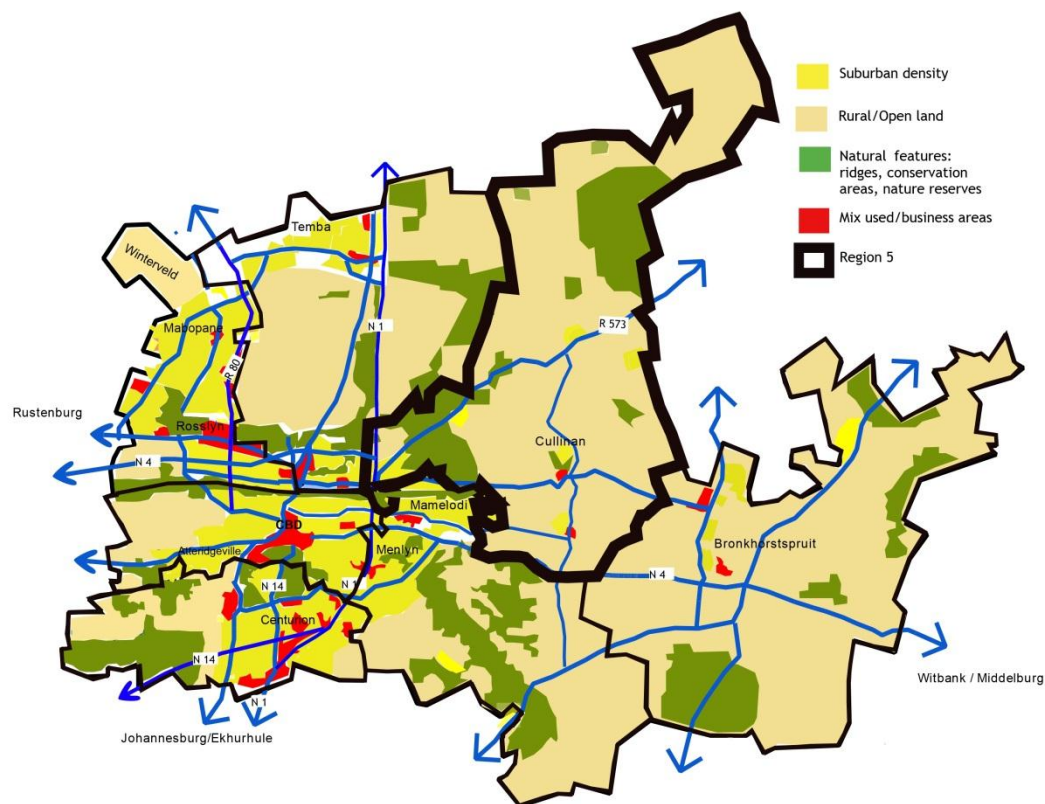
## 2 SITUATIONAL OVERVIEW

This section presents a brief overview of the current situation in the region in terms of its socio-economic profile and spatial development.

The main elements of the Region 5 development concept are to improve linkages; the creation of job opportunities; residential development and agricultural development.

The map below shows the location of Region 5 in the City of Tshwane:

Figure 1: Locality Map



Region 5 is a rural area characterized with nature conservation (including the Dinokeng Blue IQ project of Gauteng), tourism and agricultural land uses. This area serves as a through corridor for the commuters along the Moloto Corridor to reach the employment areas in Gauteng. The ridges, outcrops and natural areas are important for the region. They form part of regional wide systems and a coherent management approach is needed for example the Development Guidelines for Ridges as developed by the Department of Agriculture and Rural Development.



## 2.1 Socio-Economic Profile

In this section, the main aspects of Region 5's socio-economic profile are discussed.

### 2.1.1 Population Size and Composition

Region 5 had a total population of 90898 people in 2011 (Stats SA Census 2011). This is the lowest population figure in the City. The table below shows the population per ward:

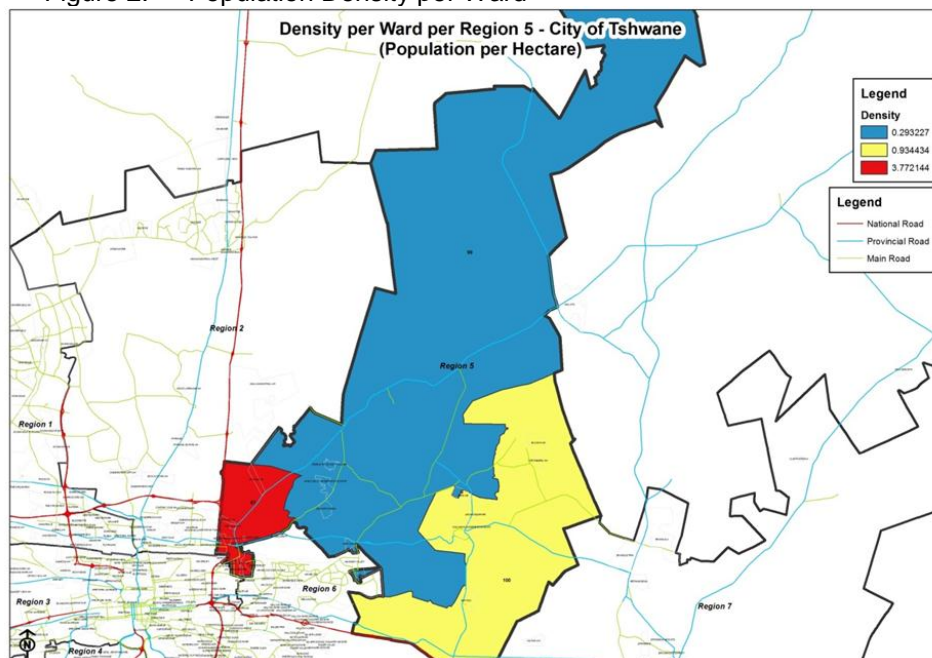
Table 1: Population per Ward

Ward	Population	Density per Ha	Dwelling Units	Average Household Size
87	24861	3.77	7522	3.31
99	33414	0.29	10761	3.11
100	32623	0.93	8995	3.63
<b>Total</b>	<b>90898</b>	<b>0.58</b>	<b>27278</b>	<b>3.33</b>

Although the population figures are higher for wards 99 and 100, it is important to note that the highest population density is in ward 87. Even with Rayten and Cullinan in ward 100, ward 87 has a higher population density due to the inclusion of areas such as parts of Eersterust and Derdepoort .

The population density per ward is shown in the figure below:

Figure 2: Population Density per Ward

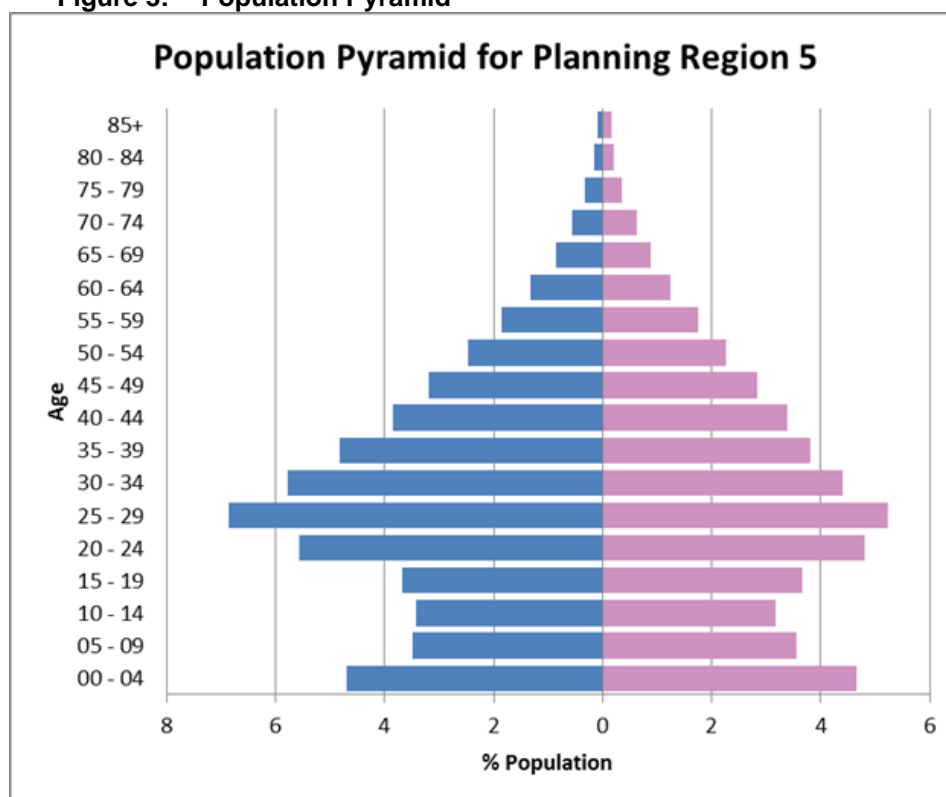


(Source: StatsSA Census 2011)

The region is mostly rural with a low population density.

A detailed breakdown of population per age group and gender is shown in the population pyramid:

**Figure 3: Population Pyramid**



(Source: StatsSA Census 2011)

The age groups from 20 to 39 years are the largest. The majority of people in this region is within the economically active age group (16 to 54 years of age). This means a relatively low dependency ratio, as most people in this area should be able to access employment. The latter however depends on the number of job opportunities and access to areas of economic activity.

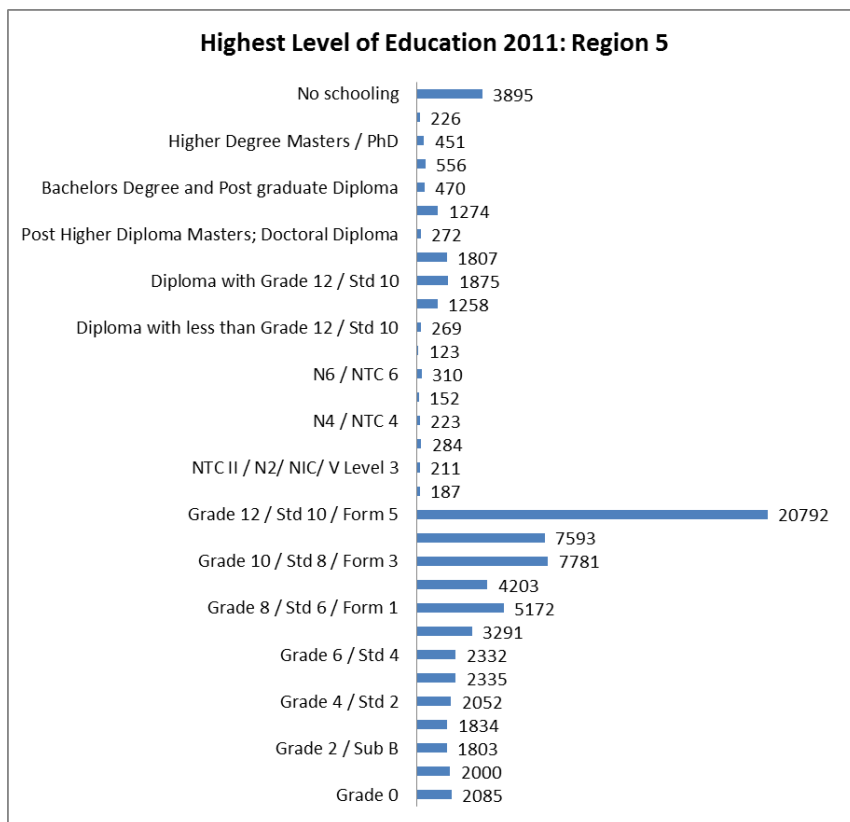
### 2.1.2 Levels of Education

In summary, in Region 5:

- 4% of adults have no schooling.
- 23% of adults are schooled up to grade 12.

A more detailed breakdown of the education levels are shown in the figure below:

**Figure 4: Education Levels**

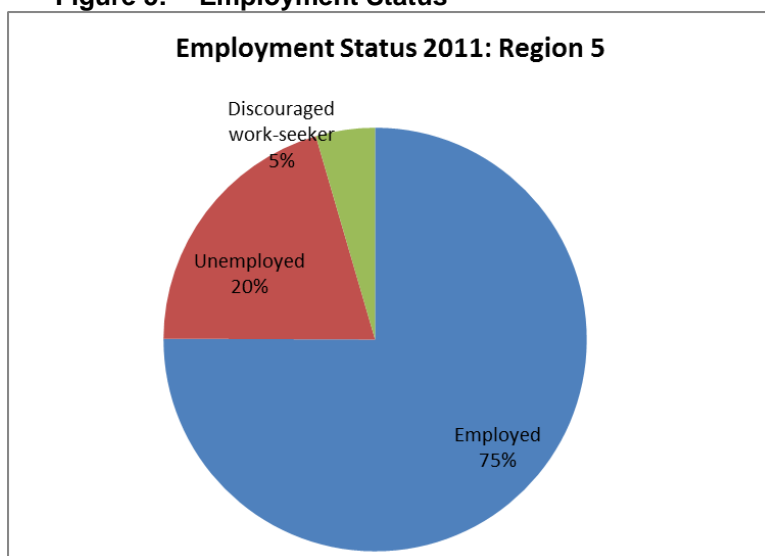


(Source: StatsSA Census 2011)

### 2.1.3 Employment

Approximately 20% of economically active persons are permanently unemployed.

**Figure 5: Employment Status**

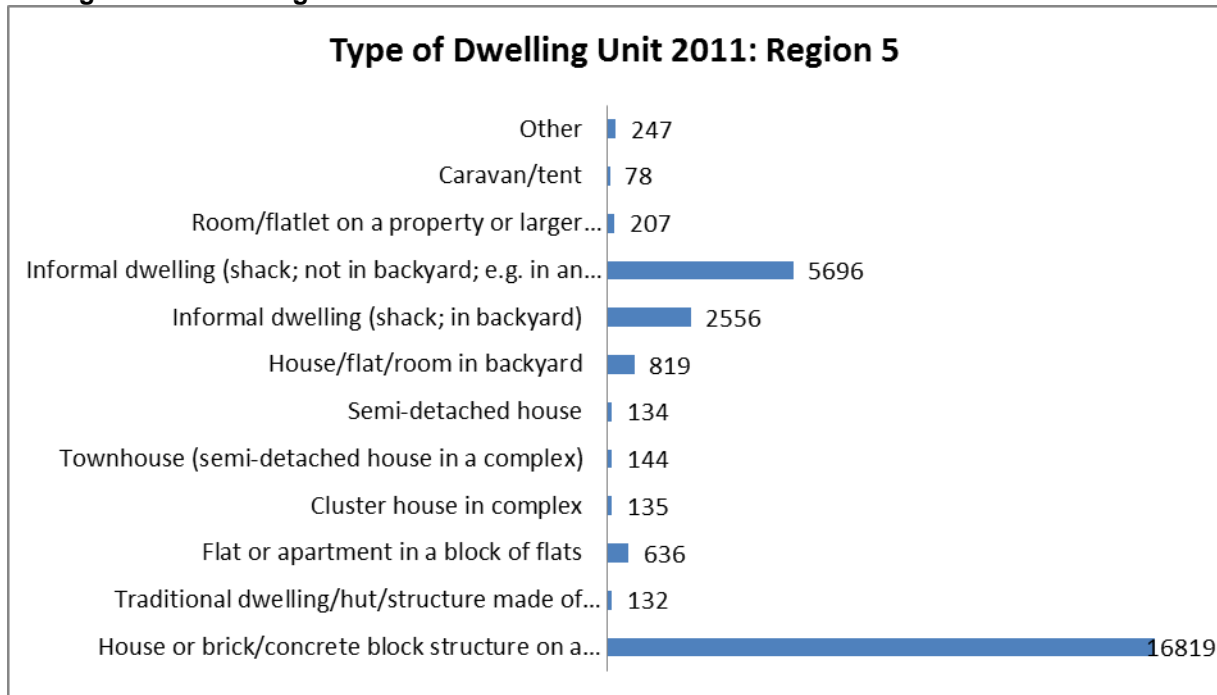


(Source: StatsSA Census 2011)

### 2.1.4 Accommodation

A total of 8452 dwellings, which is approximately 30% of the dwelling units in the region, are informal. A more detailed breakdown of dwelling units is shown below:

**Figure 6: Dwelling Units**



(Source: StatsSA Census 2011)

In conclusion, Region 5 has one of the smallest populations in the CoT, and consists of substantial rural areas. Unemployment is relatively high, and a third of dwelling units in the region is still informal.

## **2.2 Spatial Characteristics**

### **2.2.1 Main Components**

The figure below indicates the key developmental features of the region, including main structuring elements such as nodes and main roads, future investment areas and natural features such as ridges.<sup>2</sup>

Region 5 consists of the bulk of the former Nokeng Tsa Taemane Local Municipality, with the inclusion of a small area from the former Kungwini area in the south, and the exception a north western portion, that currently forms part of the newly formed Region 2.

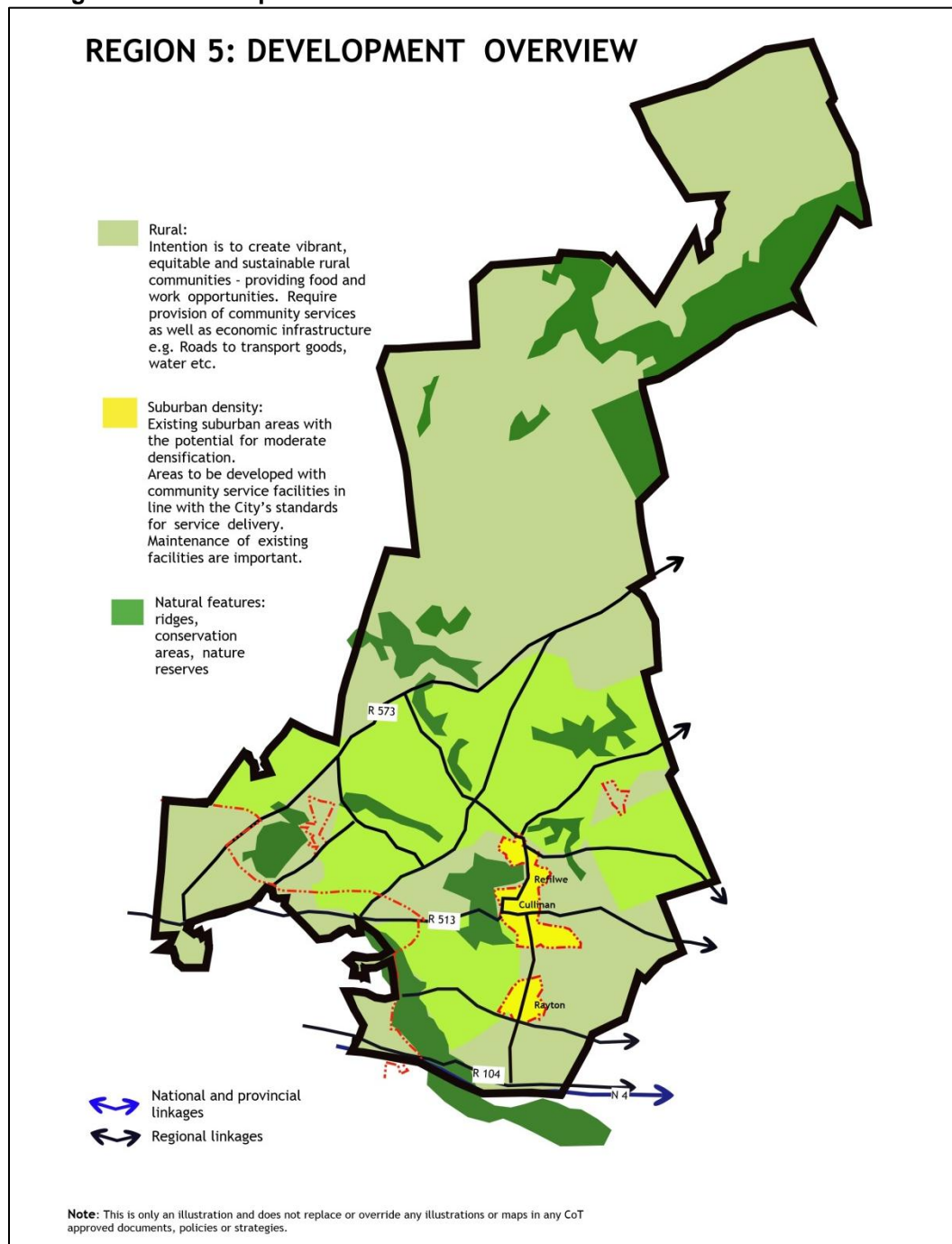
It is bordered by the Magaliesberg Mountain range and the N1 to the west and the N4 freeway to the south. Region 5 borders on Mpumalanga to the east and Limpopo to the north. It is accessible via:

- The N1 freeway which links the region to from the south to Centurion, Midrand and Johannesburg further south and Polokwane to the North.
- The N4 Freeway entering through the east of the City to the region, giving access to Mpumalanga.
- The N4 forms a dominant central mobility spine within the region;
- The region is accessible from a regional point of view as it is served by both north-south and east-west first order roads linking it to the rest of Gauteng and the broader region.

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<sup>2</sup> This is based on the current development status in the region and regional spatial planning documents (e.g. RSDF).

**Figure 7: Developmental Overview**



## 2.2.2 Regional Characteristics

Region 5 is characterised by the following:

- Significant ridge systems and small hills are prevalent through the whole region, notably the Magaliesberg range in the south. The Magaliesberg range forms the southern boundary of the region and is a major city structuring feature with high ecological value.
- The rural area is characterized with nature conservation (including the Dinokeng Blue IQ project of Gauteng), tourism and agricultural land uses.
- Significant watercourse systems throughout the area, most notably the Skinner Spruit and its tributaries, and Hartebeesspruit;
- The municipal area has vast open spaces that are mainly natural in the northwest and cultivated in the eastern part.
- Apart from the pristine natural environment is the Roodeplaat Dam.

## 2.3 SWOT Analysis

In summary, the strengths, weaknesses, opportunities and threats facing the Region are the following:

**Table 2: SWOT Analysis**

STRENGTHS	OPPORTUNITIES
<ul style="list-style-type: none"> <li>• Dinokeng can serve as an important marketing tool and anchor for further development in the area.</li> <li>• Agriculture: central location and access to markets.</li> <li>• Global centre for diamond mining.</li> <li>• History of this area has contributed to the tourism potential of the area.</li> </ul>	<ul style="list-style-type: none"> <li>• East-west transport linkages and proximity to the urban centres within Gauteng.</li> <li>• Access to Johannesburg International Airport: more than 50% of specialty produce are shipped via air transport.</li> <li>• Proximity to Moloto, because of the large population and potential market base. From IDP 2006/2007</li> <li>• Potential for greater tourism activity resulting from the investments in the Dinokeng Initiative.</li> <li>• Key opportunities relate to tourism and related services, agriculture, transport, and human services</li> <li>• Opportune land for future development for both business and residence</li> <li>• Improved economic activity within the regional nodes will yield increased job opportunities which in turn will promote the model for mixed income housing projects resulting in self-sustaining urban communities</li> </ul>
WEAKNESSES	THREATS
<ul style="list-style-type: none"> <li>• Low skilled labour force</li> <li>• High level of Unemployment</li> <li>• Access to municipal services</li> <li>• Illegal buildings, uses and townships</li> </ul>	<ul style="list-style-type: none"> <li>• Service delivery demands and challenges differ from the predominantly urban areas. The service delivery model should therefore include satellite service centres to be accessible to the communities situated across this region.</li> <li>• Cullinan and Rayton are identified as less stable economic growth areas that need to be stabilised.</li> <li>• Formalization limited to informal settlements without exploring mixed housing projects to lure middle income earning society.</li> </ul>

The current socio-economic and developmental situation in the region, and its opportunities, strengths, weaknesses and threats, should inform a service delivery

response that is specifically tailored to be relevant for the unique regional conditions and respond to the City's overall vision.

### 3 STRATEGIC DIRECTION

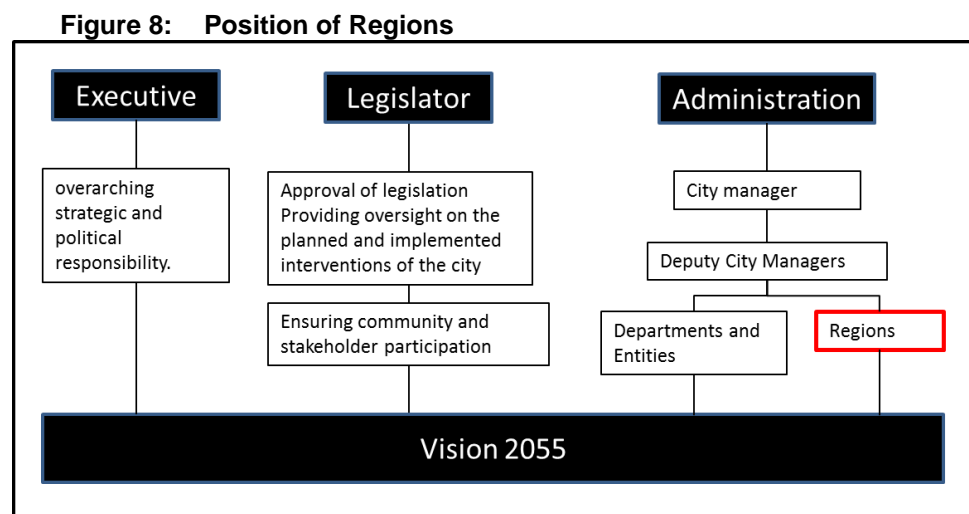
#### 3.1 City of Tshwane Vision and Mission

The CoT set its long-term, developmental vision as follows (Vision 2055):

*In 2055, the City of Tshwane is liveable, resilient and inclusive whose citizens enjoy a high quality of life, have access to social, economic and enhanced political freedoms and where citizens are partners in the development of the African Capital City of excellence.*

*Tshwane, my City, our Capital*

Figure 8 illustrates the positions of the regions in the overall administrative structure of the City.



The City's administration has an important role in not only planning and administratively leading the City and its communities to fulfil the vision, but also to implement the vision through strong and well managed regions.



### 3.2 Working Towards Strong Regions

The City of Tshwane is aiming to achieve a vision for regions as superb areas to live, work and visit, which capitalise on their unique strengths, creating strong, resilient and prosperous centres.<sup>3</sup>

To achieve the vision for stronger regions, city wide and regional actions are implemented based on the following four regionalisation priorities:

- Infrastructure and services: Ensuring Regional Tshwane emerges more resilient from natural disasters and anticipates future growth to improve productive capacity and sustain long-term growth.
- People: Promote Regions as centres offering residents the full range of areas of opportunities in life through career and education, as well as the amenities that contribute to liveability.
- Business: Supporting business to attract new investment to generate sustained employment areas of opportunities and strengthen the economic base.
- Partnerships: Fostering partnerships at local, national and provincial levels to promote coordination and drive local leadership

Regions also provide service delivery differently. The following Strategic Initiatives support this statement:

- IDP Focus: The IDP became Regionalisation Focused
- Planning Level: The level of Planning takes a different direction towards optimum Regionalisation
- Ward Based Services Delivery: Redirect Service Delivery through a Ward Based System, effective participation and bringing services nearer to the community
- Optimum Maintenance: Pro and Reactive maintenance through speed, agility and innovation initiatives
- Norms and Standards: Norms and standards were developed and introduced to ensure effective and efficient service delivery and turnaround times

There are also specific things that Regions do differently:

- Quantity: Services are supplied in sufficient volume and diversity to sustain basic needs
- Quality: Services are of such quality that they will last for an appropriate period of time so that they do not have to be re-supplied at additional cost
- Batho Pele Standards: Services and systems will enhance the Batho Pele Pledge of the City
- Time / Timeliness: Services will be rendered on time so that customers can derive maximum benefit from them
- Equity: Services and products will be provided without discrimination.

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<sup>3</sup> Most of this section was sourced from the City of Tshwane. Accelerated Service Delivery Implementation: Regionalisation & Transformation Strategic Plan 2012 – 2016

The regional approach to service delivery facilitates a region-specific focus, with service delivery directly responding to the specific reality of each region. For example, the CBD is very different in character and requires a different focus and approach than e.g. developing residential areas or rural areas. In the next section, an overview is provided of the current situation in the region, illustrating the specific characteristics of the region.

In order to achieve the above, a specific regional governance rationale is followed.

## 4 REGIONAL GOVERNANCE

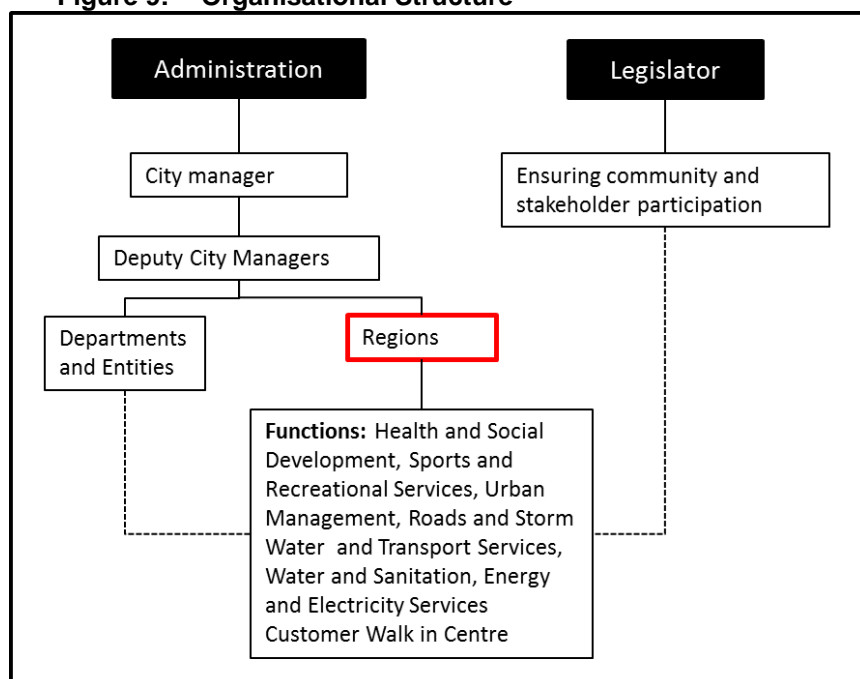
This section gives an overview of the current administrative structures set up for the region, the functions the region has to perform, and the region's political representatives and structures (e.g. Ward Councillors and Ward Committees)

### 4.1 Administrative Structures

The Regional Executive Director (RED) is the administrative head directly responsible for the management of the Region. In Region 5, the RED is Adv. F Lekwane.

The Region in the context of the greater CoT organisation is shown on the diagram below.

**Figure 9: Organisational Structure**



While functions such as strategic planning and the implementation of capital projects will remain the responsibility of the CoT Departments, daily functions such as maintenance and repairs, information desks, etc. is delivered directly in the different regions via the performance of the following functions:

- Health, Social Development, Sports and Recreational Services that includes :
  - Health
  - Community development
  - Environmental health
  - Sport and Recreation
  - Arts and Culture
- Urban Management that includes:
  - Parks, horticulture, nature conservation and resorts
  - Waste management
  - Cemeteries
  - Housing and human settlements
- Roads, Storm Water and Transport Services that includes the following functions:
  - Roads and storm water maintenance operations and traffic signs
  - Reactive maintenance of roads, storm water, traffic signs and road markings
- Water and Sanitation Services that includes the following functions:
  - Water Distribution
  - Waste Water Collection
  - Clearing of sewer blockages.
  - Construction repair work on sewer infrastructure.
  - Operation and maintenance of sewer pump stations and reticulation network.
  - Repair of water leaks.
  - Addressing no-water and low water pressure issues
  - Operation and maintenance of water distribution network.
- Energy and Electricity Services that includes:
  - Streetlights and Distribution Operations
  - Electricity Systems Control
  - Advisory and Reporting Control Services
- Customer Walk in Centre.

More detail regarding the functions of the Region are described below.

## **4.2 Functional Responsibilities**

### **4.2.1 Health and Social Development and Sports and Recreational Services**

The Health and Social Services Section comprises of four functions: Clinic Operations, Community Development, Sports and Recreational, Culture and Library services and Environmental Health Services.

#### **Clinic Operations**

Stanza Bopape II clinic is situated in the Region, but in terms of operations reports to Region 6. It renders primary health care services like immunisations, family planning, tuberculosis care, curative care, HIV/Aids services

Environmental Health responsibility is to enforce By-Laws by doing health surveillance of premises and issuing compliance certificates, Prevention of communicable diseases, Environmental Pollution control Approval of building & site development plans.

Community Development when fully staffed will co-ordinate and facilitate projects and programmes that address community focus group's needs, render counselling/therapeutic services to clients with social problems and facilitates and coordinates Early Childhood Development services. They also attend to poorest of the poor (Indigent) cases.

Sports and Recreational sub-section has 2 sports facilities; Refilwe sports facility and Onverwacht All Weather Courts. There are 4 community halls: Rayton, Refilwe, Onverwacht, and Roodeplaat. The sub-section focuses on the development of sports in communities like Gauteng North Netball Association, Gauteng North Netball Association, Onverwacht Provincial Hub, Gauteng North Netball Association Community Development Workers (CDWs) and Region 5 Sports Council.

Arts & Culture and Library has 5 libraries; Rayton, Refilwe, Onverwacht, Roodeplaat (not opened officially) and Cullinan Library (still under construction). There are no arts and culture facilities. The programmes performed by Arts and Culture are dance show case, battle of DJs for the youth and theatre development and choir festivals for general community. Libraries are doing educational support, marketing and awareness of services and Storytelling.

#### **4.2.2 Customer Walk in Centre**

This function involves the management of customer walk in centres and the provision of customer services through a Customer Care Walk-in Centre in Region 5. At present the only walk in centre is in Rayton, with the planned rebuilding of the Refilwe Customer Care Centre in 2014/2015.

Customer Care is the first point of contact for customers on behalf of departments within the municipality or region. Customer interactions are resolved immediately unless the intervention of the service delivery department is warranted to effectively resolve a complaint or service request. All information and service requests are recorded electronically by logging it onto the SAP CIC or SAP CRM reporting system.

All CoT customers can interact with the City of Tshwane by means of the Customer Care Walk in centre in Rayton. Although Customer Walk-in centres are situated within a specific region, it serves walk-in customers from all areas within Tshwane. The Customer Care Walk in Centre handles face-to-face interactions with walk-in customers only, and no e-mails, faxes or telephone calls are encouraged since the municipality has two contact centres for this purpose. A hotline has been established to handle e-mails from Councillors in the region only.

The Rayton walk in centre also has an information kiosk on the premise where customers can easily access their own accounts and log queries. Future customer interaction points are planned for Onverwacht, Lethabong, Refilwe and Kameeldrift which may include a fully-fledged walk in centre, a satellite office or an information kiosk, depending on the needs of the customers in the identified areas.

At Rayton more than 90% of all customer interactions are resolved within the first contact with the customer. The centre serves its customers by being professional and adhering to Batho Pele principles.

#### **4.2.3 Transport Services**

Regional Transport Services is solely responsible for Reactive/Routine Maintenance of Roads and Stormwater Municipal Assets within Region 5, which entails the following:

- To address typical defects of gravel roads such as dustiness, potholes, stoniness, corrugations, ruts, cracks, formation of loose material, erosion, slipperiness, impassability and loss of surfacing or wearing course.
- To address typical defects of paved roads in order to sustain the maximum life span of road infrastructure in the region; thus ensuring mobility optimization.
- To ensure effective maintenance operations of Road traffic signs and remarking thereof within the Region.
- To ensure quick responses in light of stormwater/floods disaster maintenance work or any disaster related to roads & stormwater infrastructure services (subject to funding establishment and support staff acquisition).

The above are achieved by executing the following functions:

- Temporary access provision to informal settlements (Gravel Roads)
- Patching of potholes
- Edge breaks
- Cleaning of roads
- Spot re-gravelling of roads
- Cleaning storm water pipes
- Maintenance of storm water pipes
- Cleaning and maintenance of open storm water systems (open channels).
- Cleaning and maintenance of storm water inlet structures (catch pits, etc.)
- Replacement of missing lids for manholes
- Painting of intersections
- Painting of speed humps and pedestrian crossings
- Repainting road markings long lines
- Replacing and maintenance of Traffic Signs

#### **4.2.4 Energy and Electricity Services**

Distribution Operations Services Region 5 is one of the sections within the city responsible for streetlights and distribution operations in Region 5 and its functions involves the maintenance of electrical infrastructure within the region which includes Substations, Overhead lines (medium and low voltage), Cables (medium and low voltage), Streetlights and high mast lights and low voltage kiosks. The performance of maintenance activities performed by the section includes corrective maintenance, preventive maintenance and improvement (upgrades) maintenance within the region.

Corrective maintenance is performed after a failure of equipment has occurred; preventive maintenance is performed before a failure of equipment can occur in relation to the time-based and condition-based of the equipment or system, whereas the improvement maintenance is performed to improve the reliability and maintainability in order to improve the technical performance of the system.

The section also executes maintenance projects in upgrading of the existing infrastructure to improve its reliability and sustainability. The wards and areas serviced by Nokeng Section includes ward 87, 99 and 100.

Region 5 Energy and Electricity Depot consists of consumer connections and has MV (Medium Voltage) & LV (Low Voltage) electrical networks.

#### **4.2.5 Water and Sanitation**

The regional function for Water and Sanitation is mainly related to the maintenance of water and sanitation networks. This relates to fixing of water leaks and replacement of water meters and unblocking of Municipal sewer systems. In brief, the following functions are carried out by the regional water and sanitation directorate.

Water Distribution:

- Repair water leakages on the municipal network
- Repair leakages on the meter
- Move water meter from one place to another
- Replace damaged pipes and valves
- Investigating and making recommendations to Revenue regarding complaints of irregular water meter readings

Waste Water Collection:

- Maintenance and operation of sewer pump stations
- Unblocking of Sewer Blockages.
- Repair of Sewer pipes and Manholes.
- Installation of new sewer connections.

#### **4.2.6 Urban Management**

The Region's Urban Management Section comprises of four functions i.e. sub-section for parks, horticulture, nature conservation and resorts; sub-section for waste management; sub-section for cemeteries; and sub-section for housing and human settlements.

Parks, Horticulture, Nature Conservation and Resorts:

- Facilitate the development of parks
- management and maintenance of all parks (developed, semi-developed and undeveloped parks)
- Promotion and management of horticultural services
- Manage and ensure the conservation, maintenance and utilisation of nature areas,
- Promote and maintain outdoor leisure facilities, such resorts and swimming pools

Waste Management:

- Execute public cleansing - including but not limited to - the eradication of illegal dumping through public education campaigns, prohibition signage and implementation of fines for offenders
- management of contract waste collection contracts and management of waste collection operations at formal townships and informal settlements within the Region

Cemeteries:

- ensure cemetery services i.e. burial orders, tombstone applications and indigent burial, at all cemeteries within the Region
- maintenance of administration and ablution buildings
- ensure vegetation control through grass cutting at cemeteries

Housing and Human Settlements:

- ensuring housing demand data base, subsidy and beneficiary administration
- ensuring hostel and units rental administration
- ensuring high rise buildings and free standing houses administration
- overseeing and managing housing sales, property registration and transfers management
- ensuring system operations and general buildings maintenance – limited to municipal owned buildings
- informal settlements management
- managing and ensuring community liaison and rudimentary services provision

### 4.3 Political Representatives

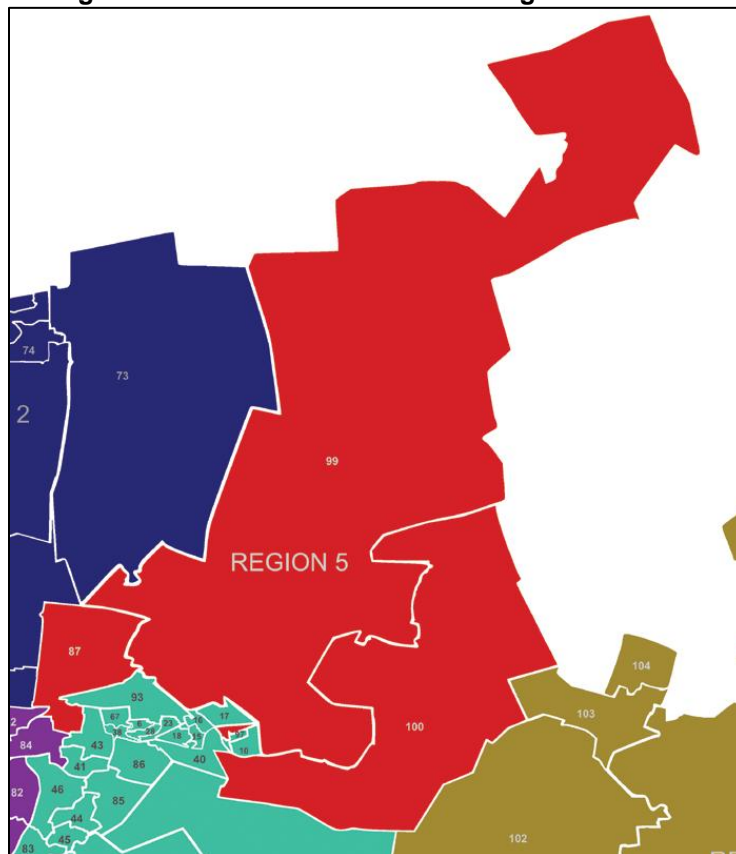
A member of the Mayoral Committee (MMC) has been allocated to oversee the Region in terms of the CoTs MAYCO oversight structure, i.e. Cllr T Mmoko.

This role of the MMC entails the following interactions:

- Monthly Councillor's Forum meetings are held in the Region where service delivery issues are discussed, prioritized and resolved.
- The RED and the MMC also do public participation meetings with the community and project visits in cases where communities require to be addressed by the political leadership for service delivery.
- The MMC and the RED interact daily on matters relating to the Region.
- The MMC also attends regional top management meetings chaired by the RED.

Region 5 has 3 wards. The overall distribution of wards in the region is indicated on the map below:

**Figure 10: Distribution of Wards: Region 5**



The following ward councillors are the representatives of the three wards in the region:



**Table 3: Ward Councillors**

Ward	Ward Councillor	Contact	Suburb, Township
87	Boshoff CH	082 413 1986	Derdepoort AH, Eersterust (west of Hans Covendale), Jan Niemandpark, Kameeldrift East AH and Montana Park/Gardens
99	Matshela P	072 459 3205	Beynespoort, Boekenhoutskloof, Boschkloof, De Wagendrift, Doornfontein, Hartebeestfontein, Kameelfontein and Leeuwfontein
100	Mahlase CM	083 744 9139	Brandbach, Cullinan, De Haven East, De Tweedespruit, Ellison AH, Jacaranda Park, Pienaarspoort, Rayton and Refilwe

#### 4.4 Ward Committees

A Ward Committee is a public committee elected in terms of Part 4 of the Municipal Systems Act. Each Ward Committee must comprise of the Ward Councillor as the chairperson and between 10 en 6 members elected by, and from, the ward community members. Ward Committee members must be legitimate residents, employers / employees, business or property owners in the ward, or representatives of an interest group located in the ward.<sup>4</sup>

The role of a Ward Committee is to:

- make recommendations on matters affecting their ward through the ward councillor;
- act in an advisory capacity to the ward councillor;
- act as a resource through which the Council and its departments, provincial and national governments must consult with, and obtain community opinion on any matter;
- act as a resource for NGOs and CBOs to consult with ward communities, with no resultant liability to the municipality; and
- in consultation with the councillor co-opt non-voting members with specialist skills to the ward committees.

An important component that assists and guides the regions' political and administration offices in terms of the development direction of the region, is the Regional Spatial Development Frameworks (RSDFs).

<sup>4</sup> Source (and more information about Ward Committees and related regulations and legislation can be obtained from): City of Tshwane By-Law on Public Participation: Ward Committees, Petitions, Meetings and Hearings.

## 5 REGIONAL SPATIAL PLANNING

In this section, the spatial planning for the Region is summarised. For a more detailed view, please consult the approved RSDF (see <http://www.tshwane.gov.za> then follow: [Home](#) > [About Tshwane](#) > [City Management](#) > [City Departments](#) > [City Planning and Development](#) > RSDF 2013 (Approved 27 March 2014)) for the region.

The far northern areas play an important role in the provision of regional open space in the metropolitan area with ridges and wetlands defining the area in the north and south. It holds as a resource large strategically under developed land parcels, which could in future accommodate effective focused development.

The main development objectives for the region to fulfil its metropolitan role and function have been identified and are represented in a development concept. The main elements of the development concept are to improve linkages; the creation of job opportunities; residential development and agricultural development. The following summarises the proposals:

- Access to the second order road system from the N1 and N4.
- Improved east-west linkage to CBD.
- Further develop the Dinokeng initiative.
- Improve linkage to the N1 and N4.
- Improved public transport via possible new rail system or road to the Moloto area.
- Development of new nodes and the expansion of existing nodes.
- Densification around the nodes.
- Conservation and development of agricultural potential in the area in far east.

### 5.1.1 Regional Nodes

The following regional nodes are proposed in the RSDF:

#### ***Cullinan Node***

Cullinan Town is located 45km from the Pretoria City Centre. Cullinan is an existing emerging node within the City of Tshwane which has been identified by Blue IQ as one of the tourism hubs within the Dinokeng Nature Reserve.

There is a need to expand engineering infrastructure provision into the Cullinan Fourways and Lewzene Agricultural holdings in order to attract both public and private sector investment in the area. Currently the eastern part of road K169 requires provision and extension of engineering services which are only located in the main town of Cullinan.

Densification of this emerging node is supported to ensure proper functioning of the node and to develop into a mixed use node. The future Cullinan node should include variety of land uses such as light industrial, high density residential development and commercial uses. The integration of Cullinan node with Refilwe Township which is

located 3km from the Cullinan Fourways Crossing is critical. Future residential development should be located in the Lewzene Agricultural Holdings based on sound development principles and supported by engineering services.

### ***Rayton Node***

Rayton is one of the emerging nodes within the City of Tshwane. Rayton is located 55km from the City centre and has a history of an agricultural town. The area is characterised by retail, light industries, motor workshops and low density residential developments. Rayton provides easy access to the N4 National road within 4km and provides linkages with the Bapsfontein-R21 movement system.

The provision of Engineering services within the Rayton area need improvement especially to increase electricity, sewer and water networks for future development in the area.

Densification within the town of Rayton is supported to ensure that public transport is enhanced in the area. Most of the erven in Rayton are larger (1000 m<sup>2</sup>) and infill development is possible. There is a need to promote Rayton as an agro-industrial processing area because of its location to the major routes as well as presence of land for such purposes.

### ***Refilwe Node***

Refilwe Township is mainly a residential node although with limited retail activities taking place in the area. One of the challenges in Refilwe is Land ownership and security of tenure. City of Tshwane owns more than 700 properties where people currently reside and more than 65 are owned by De Beers Consolidated Mine. There is a need to transfer these properties to current occupiers in order to increase economic value of the properties but also to allow small business initiatives to take place. The Refilwe Precinct Plan indicates the desired and future development of the area.

## **5.1.2 Transport Proposals for the Region**

### ***Movement Network***

In terms of mobility, the following roads are critical for the Region: N1, N4, R575, R25, R42, R104, R513, R573 and R515. These mobility roads and rail also play an important role in improving mobility of goods and services in the area.

### ***Public transport***

Public transport in the Region is roads-based in the form of predominantly minibus taxis. The maintenance of the movement network is as such of high importance.

## 6 WARD PRIORITIES

### 6.1 Verification and confirmation of Ward Priorities for 2014/15

During the public participation process in preparation of the 2014/15 IDP, the three top priorities per ward in terms of community needs / service delivery were compiled and confirmed.

In summary, the following were the key priorities which were raised in Region 1 during the 2014 process:

Table 4: Dominant Service Delivery Areas

<b>Dominant Service Delivery Areas per Region</b>	
<b>Service Delivery Department</b>	<b>Community Issue / Concern</b>
Service Infrastructure	Infrastructure for rural areas (basic services)
Housing and Human Settlements	Formalisation of informal settlements

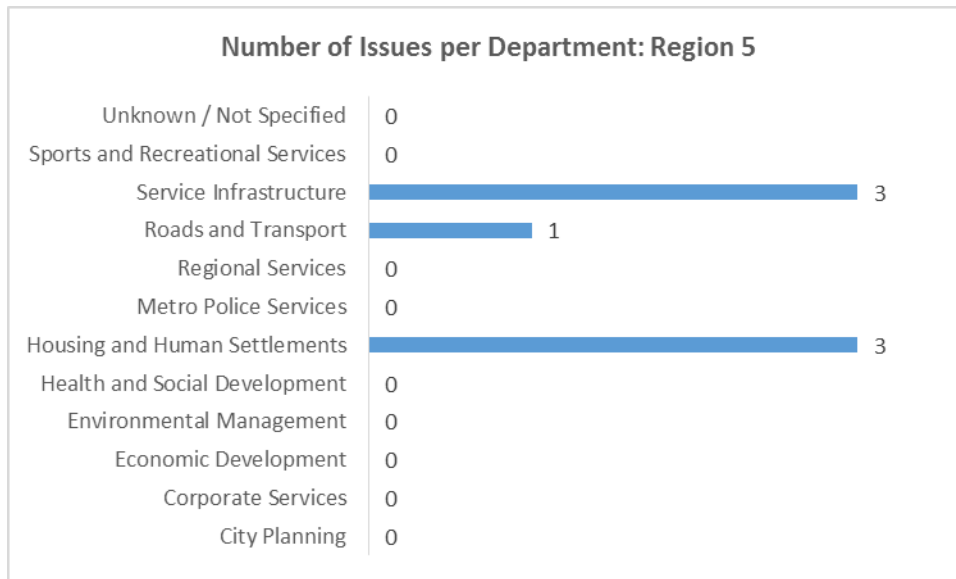
A more detailed indication of issues per service delivery area is given below.

Table 5: Issues per Service Delivery Area

<b>Issued Raised per Department: Region 5</b>	<b>No of Issues</b>	<b>% of Total Issues</b>
City Planning	0	0,0%
Corporate Services	0	0,0%
Economic Development	0	0,0%
Environmental Management	0	0,0%
Health and Social Development	0	0,0%
Housing and Human Settlements	3	42,9%
Metro Police Services	0	0,0%
Regional Services	0	0,0%
Roads and Transport	1	14,3%
Service Infrastructure	3	42,9%
Sports and Recreational Services	0	0,0%
Unknown / Not Specified	0	0,0%
<b>Total</b>	<b>7</b>	<b>100,0%</b>

This is summarised graphically below, giving an indication of the dominance of certain service delivery areas:

Figure 11: Issues per Service Delivery Area



Both Table 5 and Figure 11 indicate that infrastructure and housing are the most mentioned issues in the region. As mentioned in the situation overview, a total of 8452 dwellings, which is approximately 30% of the dwelling units in the region, are informal which is probably the reason for raising the issue.

The following table sets out in more detail the confirmed priorities for 2014/15:

**Table 6: Ward priorities 2014/15**

<b>Ward No</b>	<b>Code</b>	<b>Issues Raised</b>	<b>Responsible Department</b>	<b>How will you deliver on this request (also mention if feasible)</b>	<b>Comments provided during 2013/14 if the issue can be addressed</b>
87	50871	Formalization of informal plots 171 (Roodeplaat Hall) and 175 Kameeldrift, either in situ or on alternative suitable land. This can be done through the implementation of a formalization plan	Housing & Human Settlement	Housing & Human Settlement	
87	50872	Roll out of new infrastructure in the rural area of the ward. The area is under severe development pressure. Completion of Zeekoegat sewerage treatment works, completion of water pipeline and sewerage pipeline and implementation of further lines. improvement of bulk electricity supply to the area of Kameeldrift	Service Infrastructure (Energy and Electricity)	Water and Sewer infrastructure master plan is in place. Identified projects get implemented as funds become available	
87	50873	Replacement of faulty and old infrastructure in Jan Niemand Park (water) and Eersterust West (electricity and Street Lighting). A program of replacement coupled to timeframes and budgets should be developed	Service Infrastructure (Energy and Electricity)	The limited available budget means that replacement must be prioritised. The Pipe Replacement Program priorities replacement by remaining useful life. This area is not likely to be on the program in the 2013.2018 period	
99	50991	Streets need to be tarred	Roads and Transport	Construction of Roads that meets requirements as per IDP No. 712944	YES

Ward No	Code	Issues Raised	Responsible Department	How will you deliver on this request (also mention if feasible)	Comments provided during 2013/14 if the issue can be addressed
99	50992	Upgrading of Refilwe Ward 99 Sports facilities in free and fair. Mamelodi phase 05, Dewagensdrift Plot 79, Leeuwnfontein Plot 123/124 so far Petra diamond mine has donated a portion of land to Ward 99; Refilwe to be upgraded for sporting facility.	Sports & Recreational Services		
99	50993	Formalization of informal settlements in Ward 99, specifically Refilwe Ext 2,3,5-Stoffelpark in Mamelodi Ext 15, Leeuwnfontein Plot 123/124 and Dewagensdrift Plot 79	Housing & Human Settlement		
100	51001	Formalization of the informal settlements: Machaka View, Refilwe, Phumzile Park Rayton, Lethabong Donkerhoek, Plot 45 - Donkerhoek, Ext 5 Refilwe, Onverwacht	Housing & Human Settlement	Planned relocation to Refilwe Manor. Refilwe Manor currently in implementation	YES
100	51002	Electrification in all informal settlements pending formalization and installation of high masts	Service Infrastructure (Energy and Electricity)	The request will be responded to as part of the Electrification for All Programme in the medium term. Currently there are limited funds approved however additional funding has been requested through adjustment.	Yes, Provided the requested funds are allocated
100	51003	Tarring of internal Roads	Roads and Transport	712.945	YES

## 7 PLANNED IMPLEMENTATION

### 7.1 Planned Capital Projects

The planned capital projects from the draft budget that has direct relevance for Region 5 are indicated below.<sup>5</sup>

**Table 7: Planned Capital Projects**

Strategic Units	Project Name	Project Number	Fund Code	Draft Budget 2014/15	Draft Budget 2015/16	Draft Budget 2016/17	Ward	Benefit Ward	New or Renewal
Health and Social Development	Replacement of Rayton Clinic	712684	015	500 000	500 000	500 000	100	100	New
Service Delivery and Transformation Management	Cullinan Library Park	712936	015	20 000 000	-	-	100	100	New
Service Infrastructure	Bulk Sewer Supply-Franspoort	712876	005	1 500 000	-	-	99	99	New
Transport	Upgrading of roads and stormwater systems in Refilwe	712944	015	-	6 000 000	4 000 000	99,100	99,100	New
Transport	Upgrading of roads and stormwater systems in Rayton	712945	015	-	8 000 000	6 000 000	100	100	Renewal
Transport	Upgrading of roads and stormwater systems in Cullinan	712946	015	-	8 000 000	6 000 000	100	100	Renewal
<b>TOTAL</b>				<b>22 000 000</b>	<b>22 500 000</b>	<b>16 500 000</b>			

Multi-Region Projects									
Environmental Management	Atmospheric Pollution Monitoring Network	711562	001	-	2 000 000	2 000 000	1-99	1-99	Renewal
Environmental Management	Atmospheric Pollution Monitoring Network	711562	015	1 000 000	-	-	1-99	1-99	Renewal
Environmental	Bulk Containers	712090	001	-	5 000 000	5 000 000	1-99	1-99	

<sup>5</sup> Please note: some general projects e.g. operational funded from capital not shown; Tshwane-wide projects not shown.



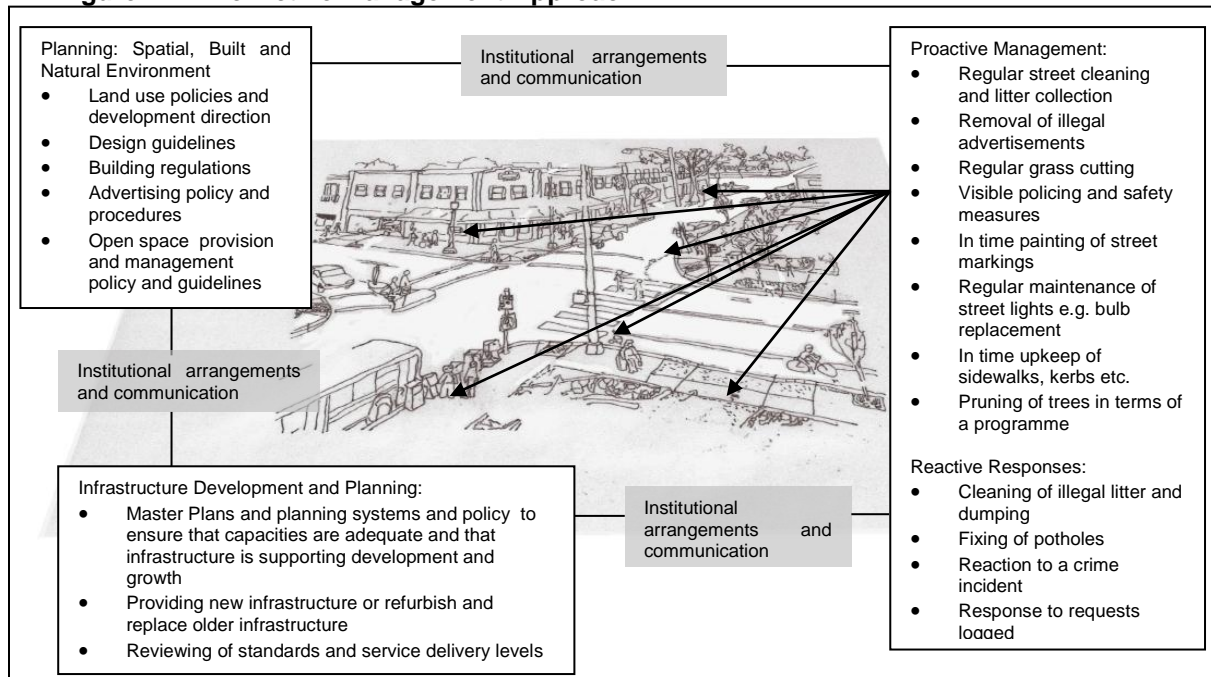
Management									Renewal
Environmental Management	240 Litre Containers	712092	001	-	5 000 000	5 000 000	1-99	1-99	Renewal
Environmental Management	1000 Litre Containers	712093	001	-	4 000 000	4 000 000	1-99	1-99	Renewal
Environmental Management	Swivel Bins	712094	001	-	3 500 000	3 500 000	1-99	1-99	Renewal
Service Infrastructure	Township Water Services Developers: Tshwane Contributions	710022	016	2 171 429	-	-	1 - 98	1 - 98	Renewal
Service Infrastructure	Lengthening Of Network & Supply Pipelines	710023	001	-	-	2 400 000	1 - 98	1 - 98	Renewal
Service Infrastructure	Lengthening Of Network & Supply Pipelines	710023	016	5 000 000	1 000 000	-	1 - 98	1 - 98	Renewal
Service Infrastructure	Upgrading Of Networks Where Difficulties Exist	710024	001	-	1 400 000	3 000 000	1 - 98	1 - 98	Renewal
Service Infrastructure	Upgrading Of Networks Where Difficulties Exist	710024	016	3 000 000	-	-	1 - 98	1 - 98	Renewal
Service Infrastructure	Water Supply To Agricultural Holdings	710025	001	-	857 098	3 000 000	1 - 98	1 - 98	Renewal
Service Infrastructure	Water Supply To Agricultural Holdings	710025	016	3 000 000	1 971 429	-	1 - 98	1 - 98	Renewal
Service Infrastructure	Replacement Of Worn Out Network Pipes	710026	001	-	-	26 028 570	1 - 98	1 - 98	Renewal
Service Infrastructure	Replacement Of Worn Out Network Pipes	710026	015	5 071 429	20 000 000	-	1 - 98	1 - 98	Renewal
Service Infrastructure	Replacement Of Worn Out Network Pipes	710026	016	15 428 571	6 028 571	-	1 - 98	1 - 98	Renewal
Service Infrastructure	Reduction Water Losses: Water Networks	711542	016	4 000 000	4 000 000	4 000 000	1-98	1-98	Renewal
Service Infrastructure	Tshwane Electricity Control Room Reconfiguration	712872	015	5 000 000	5 000 000	5 000 000	1-92	1-92	New

## 7.2 Operational Expenditure

Currently, the planned operational expenditure is not focussed in terms of specific strategic projects. General provision is made for annual maintenance and repairs per function (e.g. roads and stormwater, water and sanitation, parks, etc.). In future, with the consolidation of regional service delivery, operational budgets should become more region-specific and more focussed on unique regional priorities and issues.

A process should be established where a portion of the operational budget for maintenance and operations be directly guided by unique regional priorities and conditions, and spatial and infrastructure planning. As such, that part of the operational budget should consist of targeted, pro-active spending / projects.

**Figure 12: Pro-Active Management Approach**



### 7.3 Indicators and Targets

In order to measure delivery and the impact of projects, a multi-year Service Delivery and Budget Implementation Plan (SDBIP) is compiled. The SDBIP contains a series of overall targets and indicators per function, as shown below:

**Table 8: Indicators and Targets**

#	Regional Function	Outcome indicator	Indicator	Baseline	Targets			Region 5			
					2014/15	2015/16	2016/17	Q1	Q2	Q3	Q4
1	Waste Management	Upgrading of informal settlements	# of informal settlements provided with weekly minimal waste removal services.	149	0	149	149	12	12	12	12
2	Waste Management	Improved access to basic services: waste removal	# of hh with weekly kerb-side waste removal.	691612	0	0	0	11643	11643	11643	11643
3	Waste Management	Improved access to basic services: waste removal	% of illegal dumping incidents/sites resolved.	new indicator	90%	100%	100%	90%	90%	90%	90%
4	By-Law enforcement	Promote Safer City	% of complaints/ reported incidents received for illegal use of land and illegal advertising responded to	new indicator	90%	90%	90%	90%	90%	90%	90%
5	Cemeteries	Increased access to cemeteries	% of maintenance as per OM Plan of Cemeteries.	new indicator	100%	100%	100%	100%	100%	100%	100%
6	Council facilities' resorts, etc.	Increased access to facilities and participation. Improve public safety and liveability	% of maintained as per OM Plan developed and semi-developed parks, Council facilities, Resorts, Swimming Pools and traffic islands Road reserves and Public open space Zoned as undeveloped parks and Spruit areas.	new indicator	100%	100%	100%	100%	100%	100%	100%
7	Urban Management: Cemeteries	Increased access to cemeteries	% of customer complaints or queries regarding cemeteries resolved	81%	85%	85%	85%	90%	90%	90%	90%
8	Urban Management: Parks & Horticulture	Increase access to recreational facilities	% of horticulture complaints/incidents resolved	new indicator	100%	100%	100%	100%	100%	100%	100%
9	SRAC	Increased access to libraries	# of regional specific library development programmes implemented.	214	0	269	269	12	12	12	12

#	Regional Function	Outcome indicator	Indicator	Baseline	Targets			Region 5			
					2014/15	2015/16	2016/17	Q1	Q2	Q3	Q4
10	SRAC	increase in access to sports, heritage and cultural facilities for targeted communities	% maintenance programmes as per OM plan of all SRAC facilities, e.g. Libraries / Arts and Culture/ Sport & Recreation.	new indicator	<b>100%</b>	100%	100%	100%	100%	100%	100%
11	SRAC	3(n)% increase in access to library services	# of new memberships	26400	<b>0</b>	52480	52480	95	95	95	95
12	Customer Care	customers who have indicated they have received a quality service	% of customer Interactions resolved within 7 working days.	85%	<b>85%</b>	85%	85%	85%	85%	85%	85%
13	Customer Care	Customers who have indicated they have received a quality service	% of compliance to the Batho Pele Blue Print per quarter.	100%	<b>100%</b>	100%	100%	100%	100%	100%	100%
14	Energy & Electricity:	Improved access to basic services: electricity	% adherence to the planned maintenance schedule (SAP PM)	61,7%	<b>100%</b>	100%	100%	100%	100%	100%	100%
15	Transport Services:	Roads and Storm water Provision	% of km gravel roads bladed. (reactive maintenance - N&S)	new indicator	<b>80%</b>	90%	100%	80%	80%	80%	80%
16	Transport Services:	Roads and Storm water Provision	% of Roads re-gravelled as per routine maintenance plan	new indicator	<b>80%</b>	80%	80%	80%	80%	80%	80%
17	Transport Services:	Roads and Storm water Provision	% of complaints reacted to <2 days for dangerous road user situation	62,4%	<b>100%</b>	100%	100%	100%	100%	100%	100%

The above overall indicators and targets will form the basis of developing region-specific targets.

## 8 CONCLUSION

This Regional IDP is a first step towards a more focussed approach to regional service delivery in the City of Tshwane. It represents the basis of the Regional IDP concept that will be expanded and refined during future IDP review cycles.

## 9 INPUT DOCUMENTS / INFORMATION

- Regional Spatial Development Frameworks

- Regional submissions on organisational structures, KPAs etc.
- Draft Capital Budget
- Accelerated Service Delivery Implementation: Regionalisation & Transformation Departmental SDBIP
- Ward Councillor and Ward Committee information as supplied by Office of the Speaker
- Ward Priorities as identified during IDP / budget public participation process
- City of Tshwane. Accelerated Service Delivery Implementation: Regionalisation & Transformation Strategic Plan 2012 – 2016
- City of Tshwane By-Law on Public Participation: Ward Committees, Petitions, Meetings and Hearings.