



REGION 6: REGIONAL INTEGRATED DEVELOPMENT PLAN 2014-15



REGIONAL INTEGRATED DEVELOPMENT PLAN: REGION 6

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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 6 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 will complement the City-wide IDP. These plans are taking their guidance from the City's IDP but will relate 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. are 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.¹

The **Region 6** 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.

2 SITUATIONAL OVERVIEW

This section will present a brief overview of the current situation in the region in terms of its socio-economic profile and spatial development. It will give information on: the region locality in context in the Cot, its developmental characteristics, and socio-economic conditions.

Region 6 is located in the south east of the City. It includes developed urban areas in the north- west and rural areas in the remainder of the region.

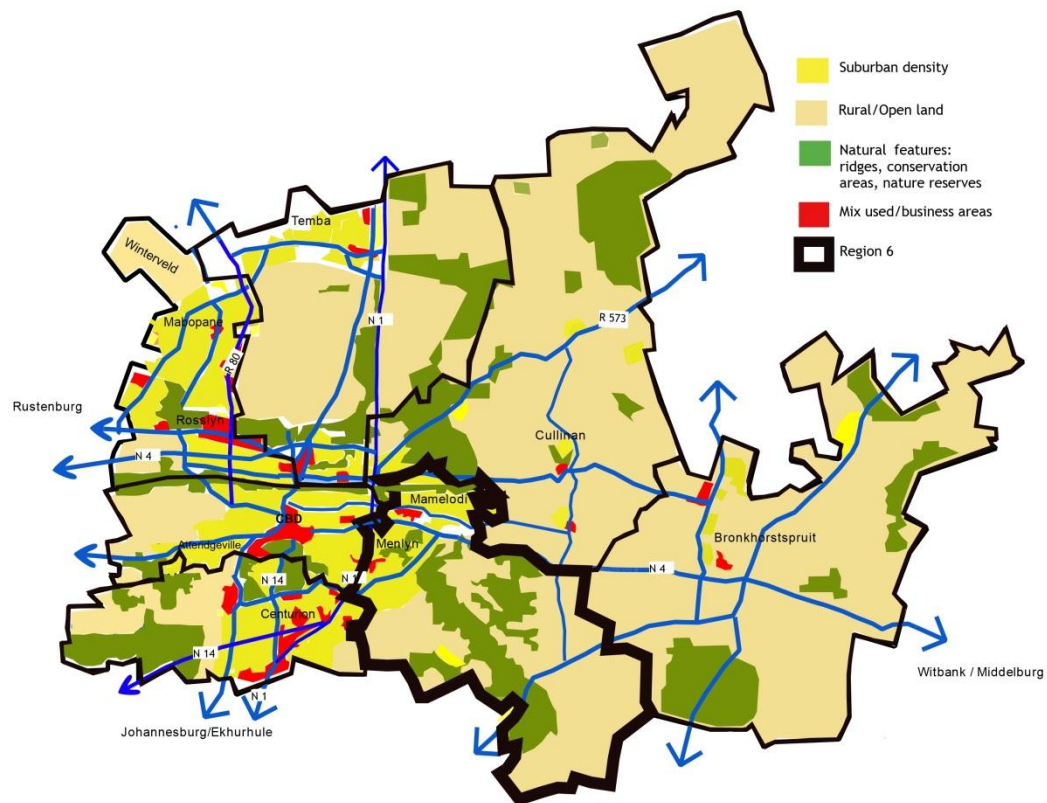
¹ City of Tshwane. Accelerated Service Delivery Implementation: Regionalisation & Transformation Strategic Plan 2012 – 2016

The south-eastern section of this region has the highest income per capita and could be considered the fuel injection of the city. However, there is also a huge concentration of people in the north east quadrant, representing low and no- income groups.

It is also one of the regions with the greatest development pressure. There is a high dependency on private motor vehicles, from the southern section of the region, placing a high demand on the road infrastructure.

The map below shows the location of Region 6 in the City of Tshwane.

Figure 1: Locality Map



2.1 Socio-Economic Profile

In this section, the main aspects of Region 6's socio-economic profile will be discussed.

2.1.1 Population Size and Composition

Region 6 had a total population of 605 556 people in 2011 (Stats SA Census 2011). The table below shows the population per ward:

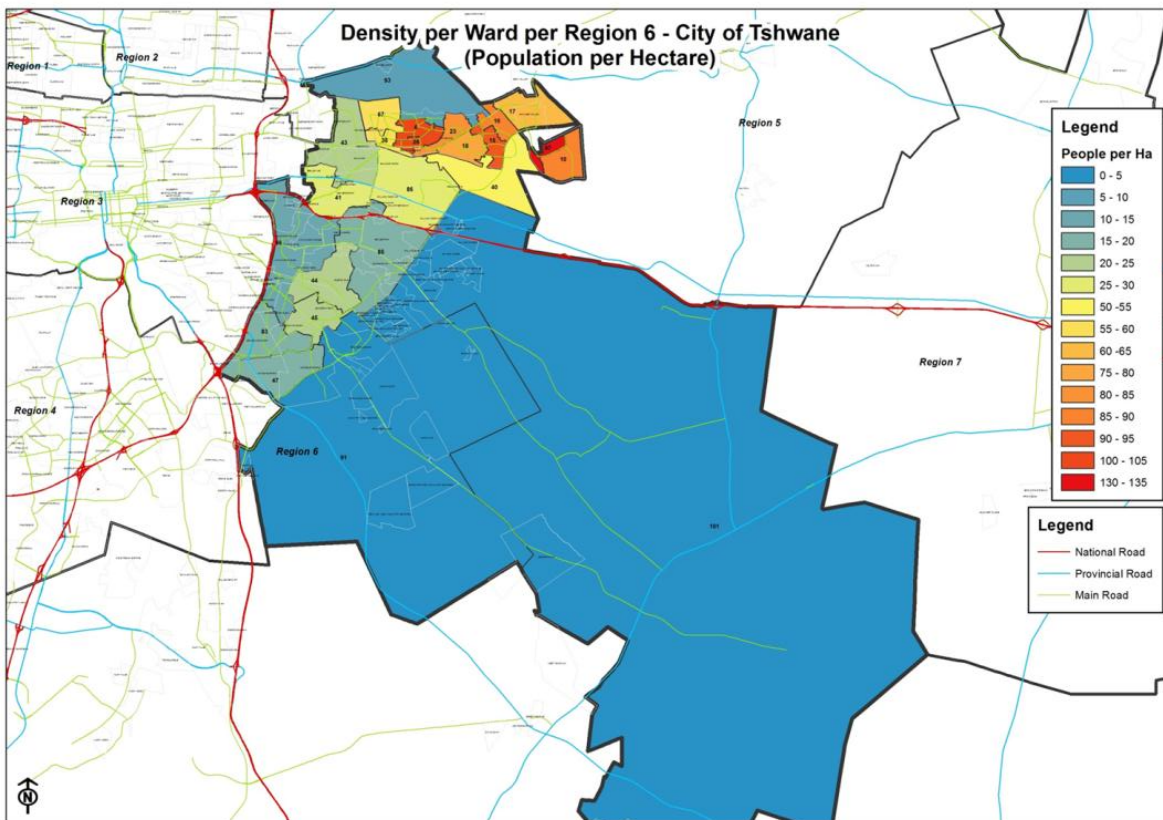
Table 1: Population per Ward

Wards	Population	Density per Ha	Dwelling Units	Average Household Size
6	17174	101.1	5420	3.2
10	39968	87.3	15792	2.5
15	19511	90.7	5181	3.8
16	21083	87.8	5807	3.6
17	40771	62.6	12742	3.2
18	24578	79.8	6271	3.9
23	21469	81.4	6041	3.6
28	17856	102.4	5332	3.3
38	9362	56.9	3350	2.8
40	62241	53.0	23440	2.7
41	18416	26.5	6312	2.9
43	26157	23.9	6832	3.8
44	18094	22.7	6874	2.6
45	11122	21.4	3695	3.0
46	20701	11.6	7821	2.6
47	16408	17.9	5814	2.8
67	20642	55.8	6020	3.4
83	12097	16.8	4553	2.7
85	34627	19.9	13626	2.5
86	43585	29.5	12908	3.4
91	40480	2.4	14465	2.8
93	17785	8.1	5416	3.3
97	21060	131.6	7844	2.7
101	30369	0.6	11039	2.8
Total:	605556	6.8	202592	3.0

Wards 40, 85, 86, 91 and 101 have the highest population. These high population and density (see figure below) wards are located in a previously disadvantaged area, requiring a specific focus in terms of service delivery and the creation of sustainable human settlements.

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

Figure 2: Population Density per Ward

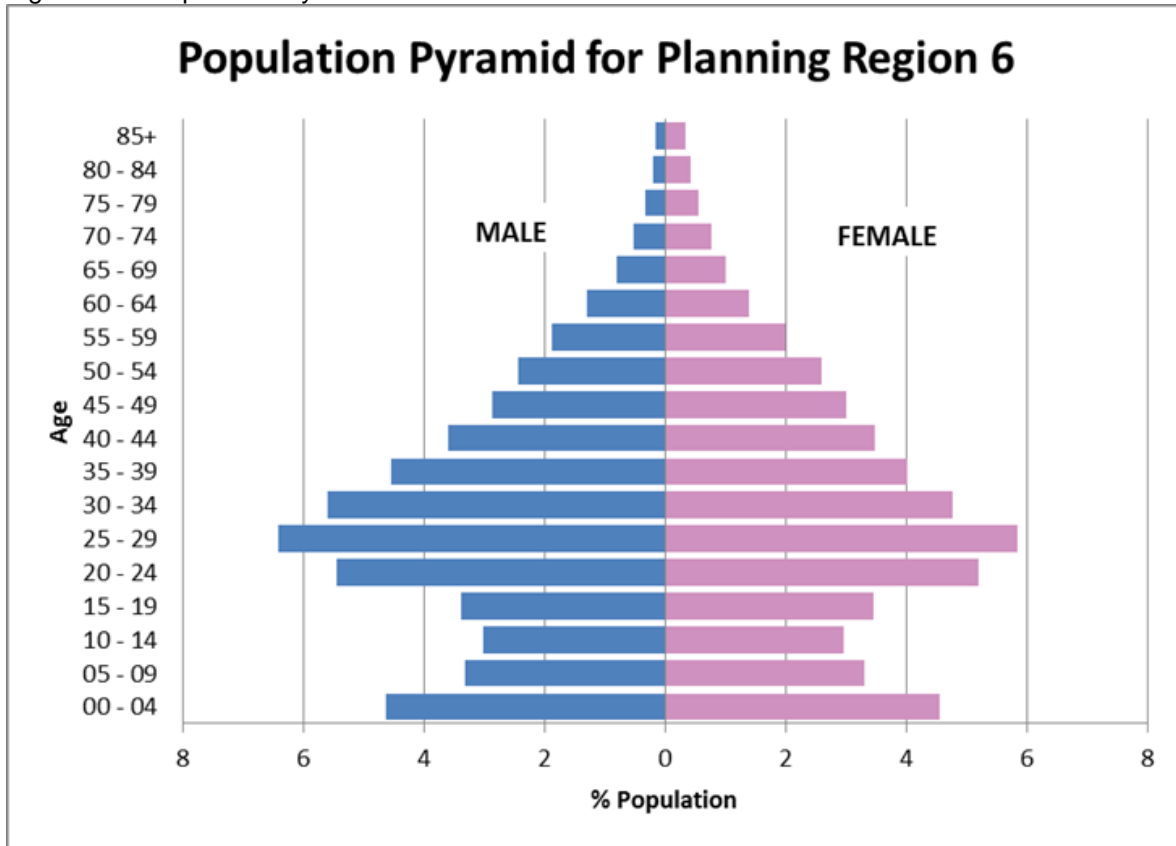


(Sources: StatsSA Census 2011)

The urban areas in the north west of the region have the highest densities. The remainder of the region is predominantly low density and rural in nature.

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, with a substantial portion of the population being under 4 years of age. The majority of people in this region are within the economically active age group. 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. The level of employment will also depend on the levels of education in the region.

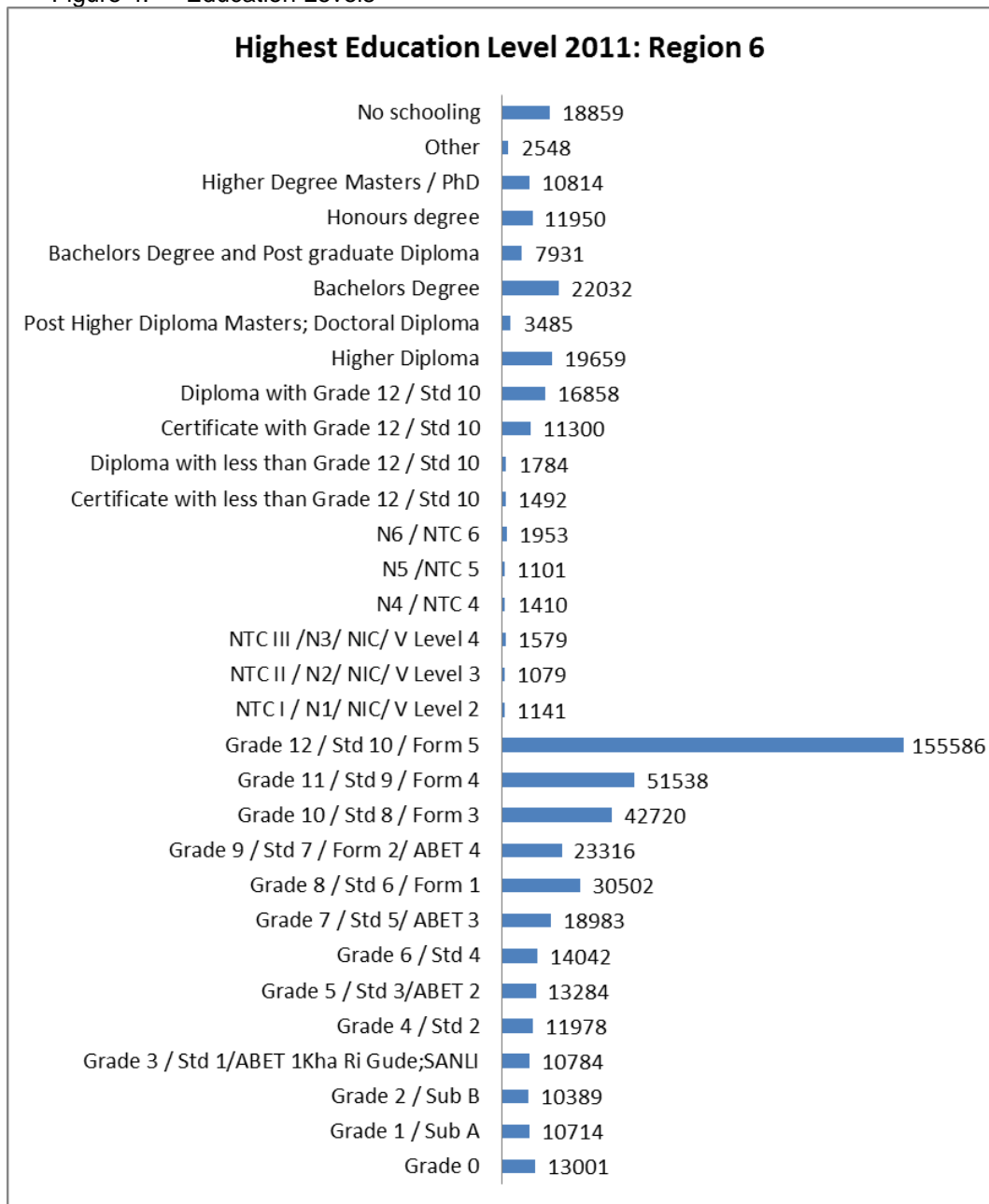
2.1.2 Levels of Education

In summary, in Region 6:

- 3% of adults have no schooling.
- 26% 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

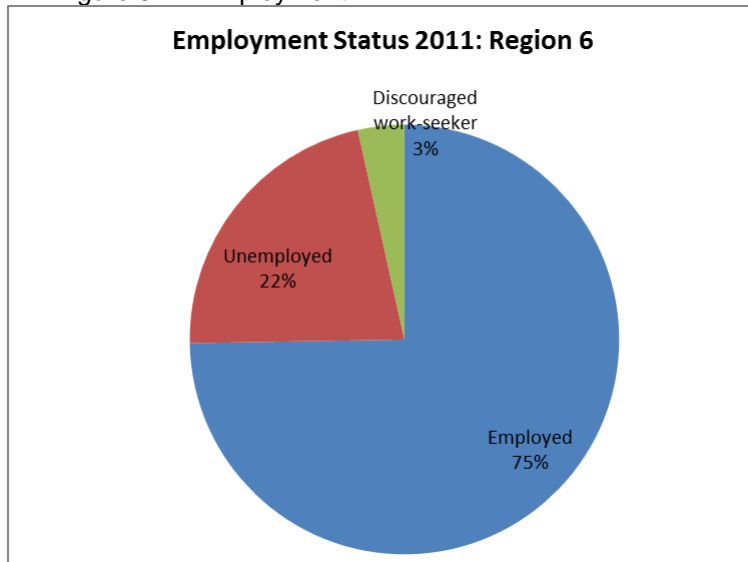


(Source: StatsSA Census 2011)

2.1.3 Employment

Around 22% of the economically active population in the region is unemployed, as shown in the figure below:

Figure 5: Employment

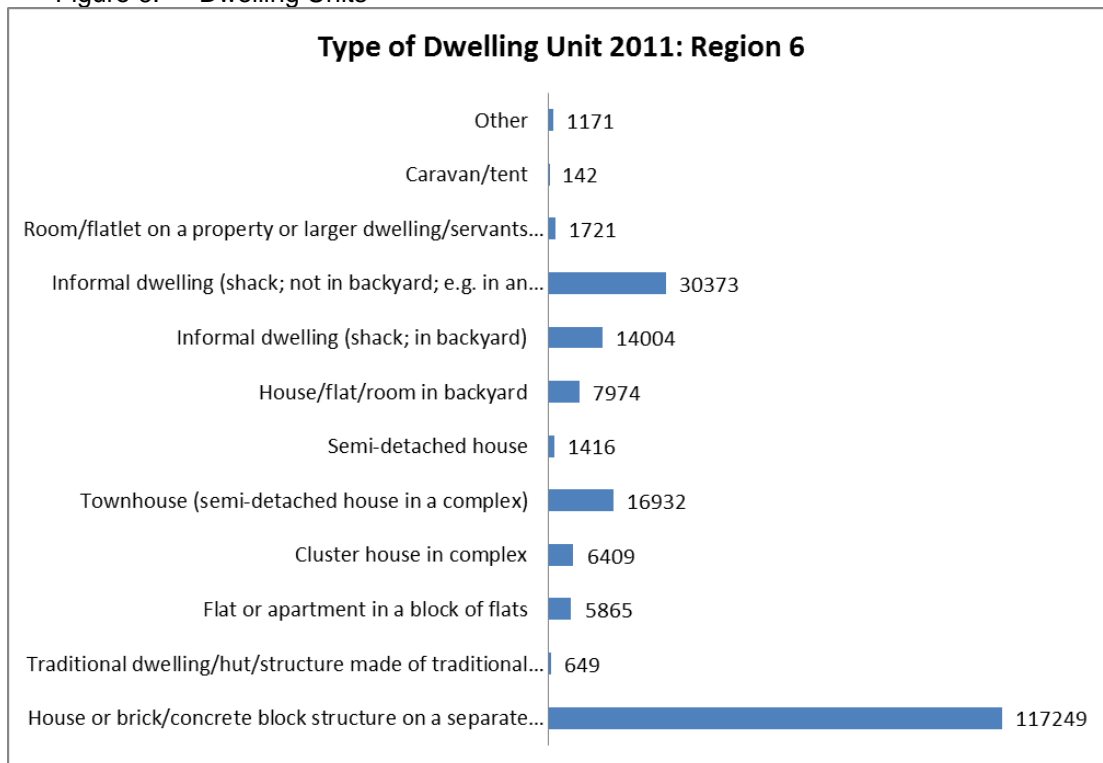


(Source: StasSA Census 2011)

2.1.4 Accommodation

A total of 44377 dwelling units, around 22% of dwelling in the region, are informal. The figure below shows a more detailed breakdown of dwelling units:

Figure 6: Dwelling Units



(Source: StatsSA Census 2011)

In conclusion, Region 6 is a mix of low density rural areas and high density urban areas. Education and employment levels are close to the average for most of the other regions in the CoT. There is however an internal duality, with some of the highest income areas in the CoT being combined with low income and extensive rural areas.

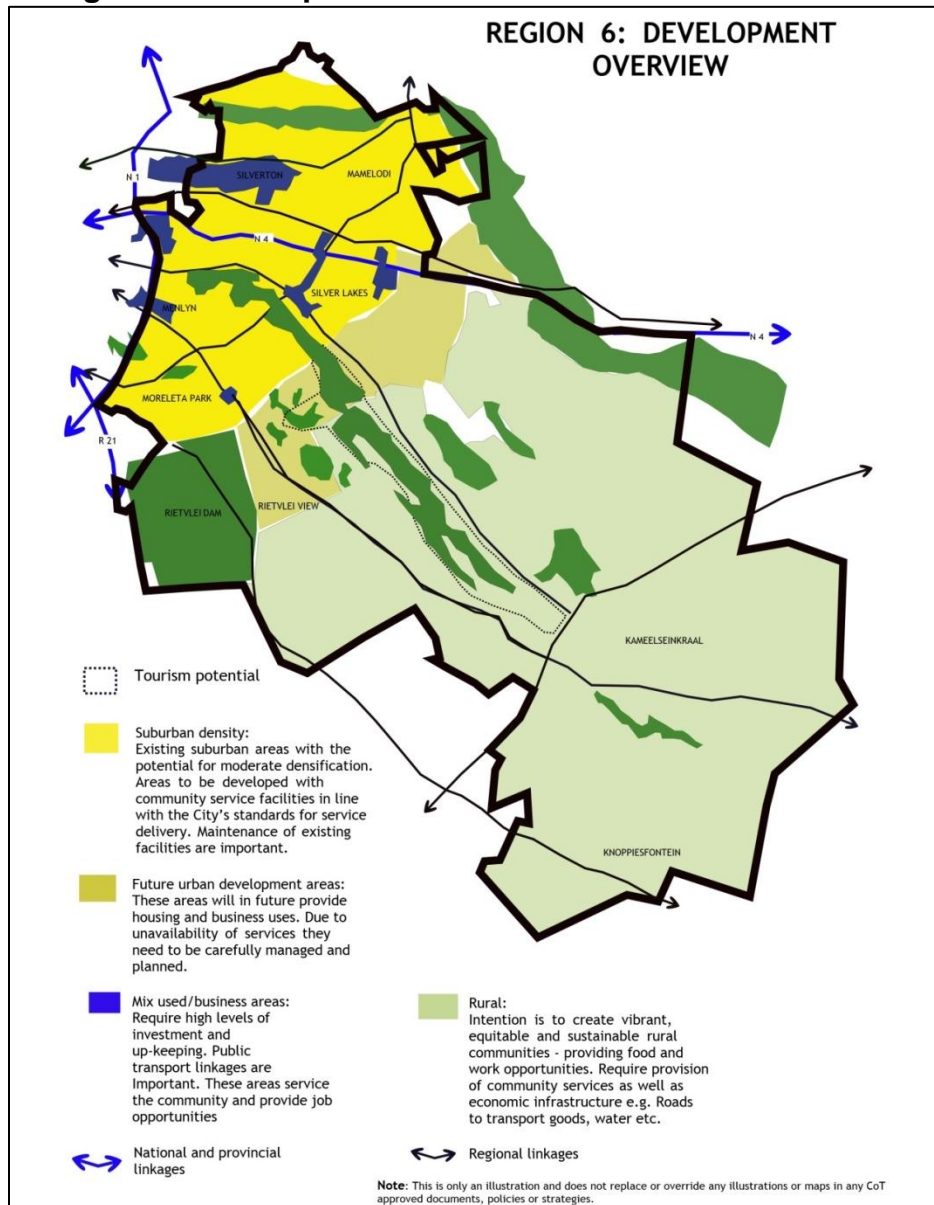
2.2 Spatial Characteristics

2.2.1 Main Components

Region 6 is located in the south east of the City. It includes developed urban areas in the north west and rural areas in the remainder of the region. 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.²

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

Figure 7: Developmental Overview



The main characteristics of Region 6 are:

- The south-eastern section of this region has the highest income per capita and could be considered the fuel injection of the city.
- However, there is also a huge concentration of people in the north east quadrant, representing low and no- income groups.
- It is the region with the greatest development pressure.
- Decentralised nodes accommodate a wide range of urban facilities.
- The region is popular in terms of retail as well as office functions as many of the higher category retail and office functions of the City have relocated to this region over the past few years. Further to this is also the second most important

industrialised area in Tshwane situated in Silverton/ Silvertondale/ Waltloo/ Bellevue-area.

- Suburban areas are mostly low density in nature and the region accommodates a number of Golf and Life Style Estates such as Woodhill, The Hills and Silver lakes. However, there is also a high density area to the north of the region with large areas planned for RDP type development and informal settlements invaded the land before construction of services took place.
- The east-west transportation linkages between nodes are saturated during peak hours.
- The historical radial linkages to the CBD are prominent.
- There is a high dependency on private motor vehicles, from the southern section of the region, placing an impossible demand on the road infrastructure. Further to this is a high rail related dependency of the north eastern quadrant to the City Centre. No south connection is possible.
- There are also an unusually high dependency on bus travel through the area from the far outlying rural areas e.g. Moutse and Moloto.
- The Bronberg and the Magaliesberg Mountain range is a major environmental feature running east to west in the northern part of the region. It provides limited thoroughfare, with only two major crossing points.
- The Moreleta Spruit and its tributaries cover virtually the entire area to the south of the Bronberg, contributing to the well-defined regional open space system of the southern part of the region.
- Further to the south of the region is the Rietvlei Dam and Nature reserve which is one of the larger open space assets of the City.
- The region contains a number of strategic land uses including the CSIR, South African National Intelligence Service and the Menlyn Park Retail Node which has a metropolitan function in terms of facilities.
- The Hatherley landfill site has a metropolitan function in terms of its Strategic nature and size. No other sites are known for future development in the Metro as yet.
- The region contains three large private hospitals as well as the Pretoria East Cemetery.
- Almost all the developable land within the southern section of the Region has been developed and the uncontrolled development in the old Kungwini area places a burden on the existing saturated road infrastructure.
- The north-eastern section of the region accommodates mostly low-income communities and industrial land uses.
- The middle and south-western section of the region accommodates medium to high-income areas with large institutional uses.
- The northern section of the region includes a number of strategically located undeveloped areas in terms of accessibility and infrastructure which offer significant development potential

2.2.2 Characteristics of Region

Region 6 is characterised by the following geographic features:

- Significant ridge systems in the northern parts, notably the Magaliesberg system ((the Magaliesberg in this region is not formally protected as a PNE), Silverton Ridge.
- Significant watercourse systems throughout, most notably the Pienaars River, Moreleta, Vlaktefontein, Hatherley, Hartebeest, Edendal, De Moot north and De Moot south Spruite;
- Significant ridge systems and hills in the southern part, most notably the Bronberg, Moreleta Kloof, CSIR, Equestria and Rietvlei systems.
- Significant watercourse systems in the southern part, most notably the Moreleta Spruit and all its tributaries (Tweefontein, Waterkloof, Garstfontein, Constantiapark, Philadelphia Spruit);
- Several dams, that being the Rietvlei, Struben, Boardwalk and Marais Dam, as well as wetlands at the Rietvlei and Cussonia Loop, etc
- Protected Areas at Faerie Glen, Moreleta Kloof and Rietvlei Nature Reserves;
- Ecologically sensitive areas north of Rietvlei Nature Reserve, north of Bronberg Ridge.

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"> • The region enjoys good regional accessibility via the N4, N1 and R21 routes. • The region offers good quality residential opportunities. • The region accommodates a number of well - developed nodes. • The region has access to private sector investment. • Good rail infrastructure in the northern part of the region. • The region has a strong industrial sector with job opportunities at Waltloo, Silverton, East Lynn and Koedoespoort. 	<ul style="list-style-type: none"> • The introduction of a rail or Bus Rapid Transit route in support of the promotion of public transport in the region opens many opportunities for focused development. • The utilisation of the development energy and momentum associated with the Menlyn node together with the CSIR node provides opportunities for development. • The Koedoespoort Transnet land is an equally strategic location and could possibly accommodate a significant number of residential units in a mixed use environment. • New development opportunities along the N4 corridor. • No suitable land to accommodate expansion of Mamelodi will require re-development and urban re-generation projects.
WEAKNESSES	THREATS
<ul style="list-style-type: none"> • Poor internal linkages and traffic congestion. Limited access to first order road system. • Poorly developed public transport facilities, with no rail services in the south. • Too few interchanges especially on the N4 on the first order road network to effectively benefit the region. 	<ul style="list-style-type: none"> • No suitable land to accommodate expansion of Mamelodi. • Lack of private sector investment in low income areas. • Traffic congestion could lead to the “choking” of the southern areas, which could push economic development away from the region to

<ul style="list-style-type: none"> • Poor linkages to the north and south. • Poverty, in the northern section with more than a third of the population having no income at all. • Uncontrolled development in the eastern section (Old Kungwini area). • Large estate and retail developments that are currently not economically viable and that have only developed partially due to the economic recession 	<ul style="list-style-type: none"> less congested regions. • Uncontrolled and uncoordinated development in the old Kungwini area, placing pressure on the internal movement system and engineering services of the region. • Illegal township developments in the old Kungwini area that are not taken up in the system and that are not paying rates and taxes.
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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

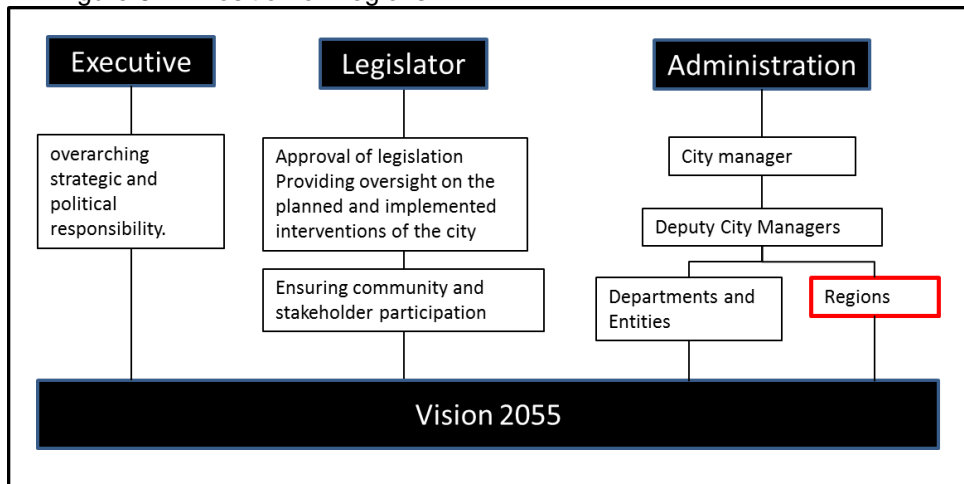
The CoT set its long-term, developmental vision as follows (Vision 2055):

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.

Figure 8: Position of Regions



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.³

To achieve the vision for stronger regions, city wide and regional actions will be 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 will provide service delivery differently. The following Strategic Initiatives support this statement:

- IDP Focus: The IDP became Regionalisation Focused

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

- 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 will do differently:

- Quantity: Services will be supplied in sufficient volume and diversity to sustain basic needs
- Quality: Services will be 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.

A regional approach to service delivery will facilitate 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 will be given 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

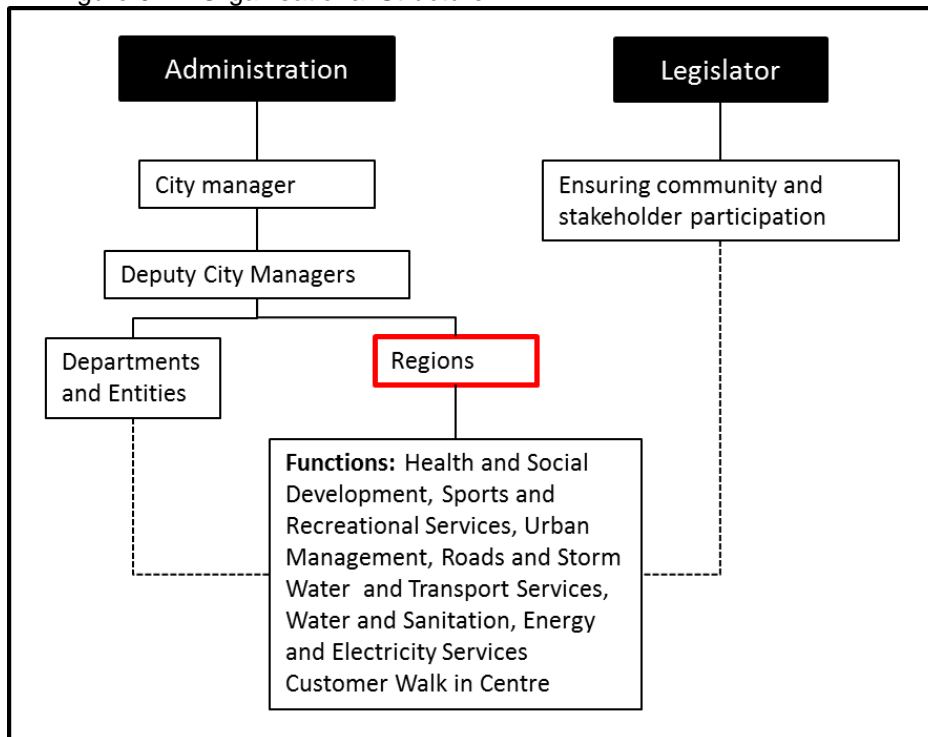
This section gives an overview of the current administrative structures set up for the region, the functions the region has to perform, and the region's political representatives and structures (e.g. Ward Councillors and Ward Committees)

4.1 Administrative Structures

The Regional Executive Director (RED) is the administrative head directly responsible for the management of the Region. In Region 6, the RED is Mr N Pillay.

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. will be delivered directly in the different regions via the performance of the following functions:

- Sports and Recreational Services that includes :
 - Sports and Recreation
 - Arts, Culture and Libraries
 - Parks, Horticulture, Urban Forestry
 - Nature Conservation and Resorts
- Urban Management that includes:
 - Waste collection / management
 - By law Enforcement
 - Cemeteries
 - Housing and Human Settlements
 - Urban Agriculture and Rural Development
 - Health and Social Services (this function also resorts under the Urban Management function in Region 6 as per special arrangement)
- 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 Recreational Services

The Following functions are part of Recreational Services in Region 6:

- Sports and Recreation
- Arts, Culture and Libraries
- Parks, Horticulture, Urban Forestry
- Nature Conservation and Resorts

Sports and Recreational Services focuses on the development of sports and sporting facilities, maintenance of community facilities, provision of arts and culture programmes and the provision of Library Services. The following facilities is available in the region: Nellmapius Soccer and Tennis and indoor sports hall, Eersterust Community Centre, Eersterust Stadium, Stanza Bopape Cricket, Stanza Bopape Soccer, Stanza Bopape Community Centre, Ikgageng Community Hall, Mamelodi West Community Hall, Mamelodi Combination, Rethlabile Community Hall, Rethlabile Soccer and Tennis, Mamelodi East Soft Ball, Mamelodi West Soft Ball, Central Ground – Soccer Mamelodi, Mamelodi West Cricket, Mamelodi Rugby, Silverton Tennis, Meyerspark Bowls, Murrayfield Tennis, Eersterust Rugby, Eersterust Cricket, Elardus Park Tennis, Silwil Tennis, Lynnwood Bowls (still maintaining), Jan Niemand Park Rugby & Cricket, Mamelodi Rondavels Sports Field (Tennis, soccer), Eersterust Netball , Silver Valke Rugby and Silverton Soccer.

Cultural and Library Services includes the running of 10 Libraries in the Region (Abram Makolane, Alkantrant, East Lynne, Eersterust, Glenstantia, Mahlasedi Masana, Mamelodi West, Silverton, Stanza Bopape Library and IT Centre, Stanza Bopape Satellite Library) as well as the implementation of library and cultural services programmes.

The Conservation and Resort Facilities include the Moretele Resorts/ Reserve, Rietvlei Nature Reserve / Resort. All Conservation and Resort Facilities are managed and Maintained by the Regional office.

The Parks, Horticulture and Forestry Service include the following services:

- Maintenance of existing Parks
- Cutting of grass / trees on Servitudes and CoT property

4.2.2 Customer Walk in Centre

This function involves the management of customer walk in centers and the provision of customer care services. The Directorate renders first point of contact customer services on behalf of departments within the municipality or region. Complaints and or enquiries are resolved immediately unless the intervention of the service delivery department is warranted to effectively resolve a complaint or enquiry. All complaints and enquiries are recorded electronically through notifications and contacts logged onto the SAP CIC reporting system.

The walk-in center is multi-optional access points where the Tshwane community can interact with the Municipality by means of a letter, fax, email, telephone or a personal visit. Improving the quality of life of all citizens and free the potential of each person. The creation of a people-centered and a people-driven public service that is characterized equity, quality, timeous and a strong code of ethics

4.2.3 Roads, Storm water and Transport Services

Regional Transport Services is solely responsible for Reactive/Routine Maintenance of Roads and Storm water Municipal Assets within the region, with the main purpose of executing the following functions:

- Patching of potholes
- Edge breaks
- Cleaning of roads
- Selective gravelling of roads
- 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 lanes
- Replacing and maintenance of Traffic Signs

4.2.4 Energy and Electricity Services

Distribution Operations Services the region is one of the sections within the city responsible for streetlights and distribution operations 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 and preventive 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 City of Tshwane is only responsible for the maintenance of street lights and High Mast lights in the following Eskom areas:

- Mooikloof Glen
- The Hills
- Grootfontein Country Estates
- Mooikloof Heights

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:

- Repair of water leakages.
- Replacement of water pipes and valves.
- Replacement of faulty water meters.
- Investigating and making recommendations regarding complaints of irregular water meter readings.
- Installation of new water connections.
- Maintenance of Reservoirs, Pump Stations and Boreholes (Specialized Services – Mechanical and Electrical).

Waste Water Collection:

- Attending to Sewer Blockages.
- Repair of Sewer pipes and Manholes.
- Inspections of work in cases where a private contractor works on municipal sewer infrastructure.
- Preventative maintenance.
- Installation of new sewer connections.
- Maintenance and Operation of Sewer Pump Stations (Specialized Services – Mechanical and Electrical currently rendered centrally through contractors and COT personnel).

4.2.6 Urban Management

Urban Management comprises of the following functions:

- Waste collection / management
- By law Enforcement
- Cemeteries
- Housing and Human Settlements
- Urban Agriculture and Rural Development
- Health and Social Services (this function also resorts under the Urban Management function in Region 6 as per special arrangement)

Waste Collection include the residential collection of waste, collection of waste from bulk containers and the distribution and collection of bags in informal areas.

By Law Enforcement includes the management and policing of, amongst others the town planning schemes in Region 6, as well as the outdoor advertising bylaw. It also renders the issuing of legal documents regarding infringements of Municipal By-laws.

Cemeteries are responsible for the maintenance of the cemeteries in Region 6, for the digging of graves in the Regional graveyards and for the management of informal burial sites in the region.

Housing and Human Settlements are responsible for the maintenance of Regional Hostels and rental stock. The regional office assists with the centralised function in terms of housing and relocation projects.

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

The Social Development section provides integrated community development to the community, targeting previously disadvantaged groups namely women, older persons, people with disabilities, youth and children. Programmes that are offered are the following; Reduction of drugs, alcohol and substance abuse, psychosocial counselling with individuals and families, group work, crisis intervention and trauma debriefing , facilitate and coordinate community based projects, mobilisation of communities and target groups, monitoring and evaluation of privately managed crèches funded by CoT, managing of five crèches namely Mmagobatho, Tiendhleleni, Itireleng, Mxolisi and Mahlatsi, and outreach programme for empowerment of disadvantaged crèches.

The Region has the following Clinics: East Lynne, Mamelodi, Nellmapius, Phahameng, Pretorius Park, Silverton and Stanza II, which provides Primary Health Care to the community as well as the implementation of health programmes. Clinics in the area are delivering the full Comprehensive Primary Health Care Service package (Mother and Child Health, Women's Health, Tuberculosis, Sexually Transmitted Disease, Acute and Chronic Disease, HIV/AIDS). Clinic Hours are Monday to Friday 07:30-16:00. Extended hours on a Saturday from 08:00 to 13:00 at Mamelodi West, Nellmapius, Phahameng and Stanza II.

Environmental Health Services provides the function of Municipal Health Services, which is responsible for Water Quality Monitoring, Food Safety, Waste Management, Health Surveillance of premises, Communicable disease Management, Vector Control, Environmental Pollution, Air Quality, Noise Control, Disposal of the Dead, and Chemical Safety.

4.3 Political Representatives

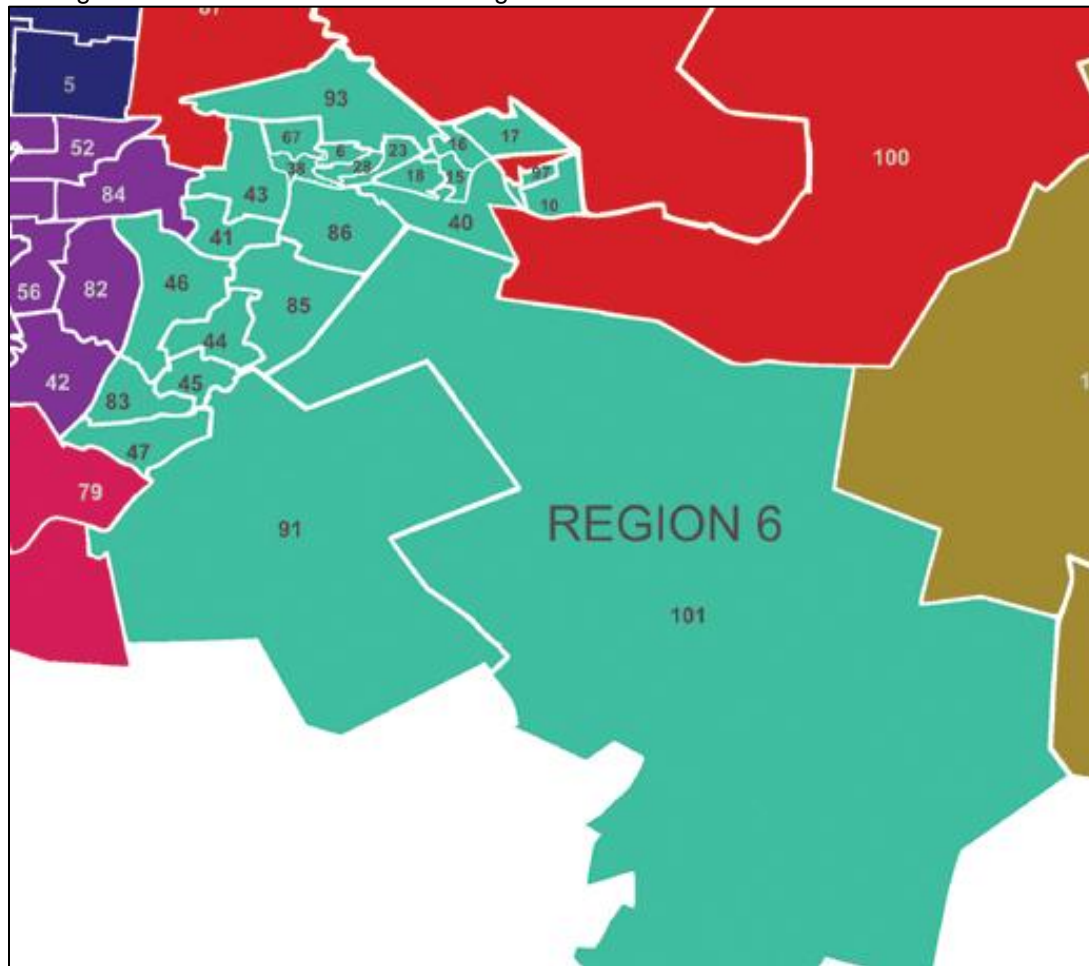
A member of the Mayoral Committee (MMC) has been allocated to oversee the Region in terms of the CoTs MAYCO oversight structure, i.e. Cllr P. Zitha.

This role of the MMC entails the following interactions:

- Overall Political, Strategic and Executive responsibility for the Region and implementation of Regional plans;
- Provide guidance and review performance of the RED jointly with DCM and CM;
- Ensure Service Delivery Co-ordination and Integration between the Region on cross cutting issues and priorities;
- Ensure that the RED implements the Inter-Governmental Relations Strategy of the Municipality;
- Consider recommendations on conditional donations, associates membership of institutions, bodies/ organizations on behalf of the Region and the City;
- Ensure financial oversight of the Region and municipal entities for the Region;
- Approval of any initiatives that promote economic opportunities, development, investment in the City;
- Enter into Service Level Agreement with other MMC's or Departments through the RED;
- Provide feedback on matters of concern/disputes raised by the community or constituency;
- Assist in the repositioning of the Regional role and refocus towards SMME and Informal sector interventions;
- Increase Public Profile of the Region; and
- Chairing of the Regional Ward Councillors meeting and monitor progress on issues raised by individual Councillors.

Region 6 has 24 wards. The overall distribution of wards in the region is indicated on the map below:

Figure 10: Distribution of Wards: Region 6



The following ward councillors are the representatives of the 24 wards of the region:

Table 3: Ward Councillors

Ward	Ward Councillor	Contact	Suburb, Township
6	Sibonyoni JN	083 352 3157	Mamelodi (East)
10	Nkabutsana Mogoboya	072 207 4050	Mahube Valley (Mamelodi)
15	Marishane C	072 474 1966	Mamelodi (far north-east)
16	Matentjie J	083 743 0541	Mamelodi (East)
17	Boroto A	084 340 9014	Mahube Valley (Mamelodi)
18	Mbele F	082 427 3454	Mamelodi (far south-east)
23	Sebata TA	082 827 5576	Mamelodi (Rethabile)
28	RH Mokgothadi	082 632 1007	Moretele View (Mamelodi South)
38	Sebotsane P	078 323 1158	Mamelodi Sun Valley (X 13 and X 14)
40	Masilela JK	083 435 8770	Heatherley, Mamelodi Green View, Mamelodi X 6 and Nellmapius X 8
41	Chapman B.W	078 394 9962	Bellevue, Meyerspark, Murrayfield, Salieshoek, Silverton and Val de Grace
43	Singh I	076 354 7690	Dispatch, Eersterust, Silverton (north of Pretoria Avenue), Silvertondale and Waltloo
44	Meyer K	082 373 7662	Die Wilgers X 14,54, 60, 68, 70, 79, 83 – 85, Faerie Glen X 1 - 3, 7, 8, 15,18, 44, 46, 47, 49, 50 – 52, 55, 56, 58, 59, 61, 67, 69, 73 and 81 and Garsfontein X 1,

Ward	Ward Councillor	Contact	Suburb, Township
			8 and 15
45	Nick Pascoe	083 589 2393	Constantia Park X 1 – 3, 10, 16, 29, 32, 34, Garsfontein X 2 – 7, 12 and 14 - 17
46	Baker DC	082 714 5185	De Beers, Die Wilgers (West Zorba, Laver, Janine, Mary, Lynnwood Glen, Manor, Park or Ridge, Menlyn, Newlands, Murrayfield and Val de Grace [South N4 Waterkloof Glen])
47	Aucamp MGW	083 629 0315	Elardus Park X 1, 4, 22, 27, Moreleta Park X 2, 4, 5, 7 17, 19, 20, 23, 27 and 28, Wingate Park X1 and 30
67	D Mathopa	082 442 3400	Mamelodi Sun Valley-North
83	Bekker F	073 087 6999	Erasmuskloof, Moreleta Park (North from Rubinstein) and Newlands
85	Louw E	082 972 0388	Die Wilgers, Equestria, La Montagne, Wapadrand and Willow Park Manor (south of Trollope)
86	Marole P	078 362 7182	Nellmapius, Samcor Park, Willow Brae AH, Willow Park AH and Willow Park Manor
91	Middelburg AWF	083 627 3713	Country View Estate, Mooikloof Estate or Ridge, Moreletapark (east of M31), Pretorius Park, Rietvlei Heights (north of nature reserve entrance road and The Hills)
93	Moshupha R	084 797 5679	Derdepoort AH, Kameeldrift, Malaka Mamelodi (north of Sibande, Ncube, Modise, Ndebele, Ringa) and Vlakfontein
97	Malapane N	072 015 3083	Mamelodi (Legora Primary School, Meetse A Bophelo, Open Ground Ext 11 Block (TVS), Barak Education Foundation)
101	PA van der Walt	083 462 5928	Boschkop, Dorstfontein, Elandsvalley, Kleinzonderhout, Klipkop, Mooiplaats, Silverlakes, Tiegerpoort and Witpoort

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.⁴

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;

⁴ 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.

- 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 will assist and guide the regions' political and administration offices in terms of the development direction of the region, is the Regional Spatial Development Frameworks (RSDFs).

5 REGIONAL SPATIAL PLANNING AND DELIVERY

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 main development constraint of the region is the poor secondary road network, which leads to major congestion during the peak periods. The development concept includes proposals to alleviate congestion on the second order road network, by promoting higher densities around nodes along the major roads.

The strengthening of existing nodes and the introduction of new nodes at strategic areas in the region forms part of the development concept. Nodal concentration as opposed to linear development is supported as it facilitates a more effective public transport system, through the creation of economies of scale.

The ecological and recreational value of the Magaliesberg Mountain Range, Rietveldam and the Bronberg conservation area should be maintained.

The east-west linkage of the region must be improved and linkage with the Zone of Choice must be upgraded.

In the northern part of the region, the north- south linkage of the region must be improved.

5.1 Urban Cores

The Metropolitan Spatial Framework (MSDF) proposes a number of Metropolitan Cores and Urban Cores. The intention is to group economic, social and residential opportunities in mixed-use environments within these core areas.

The following core areas are highlighted in terms of the MSDF:

Menlyn Metropolitan Core

The Menlyn precinct is a Metropolitan Core and besides the CBD is the strongest node of the Metropolitan area. The Menlyn Shopping Centre, Menlyn Maine and surrounding

office parks, motor city, including the Water Glen Shopping Centre and Oberon Park office area has a cumulative floor area in excess of 500 000m². Infill development to accommodate high intensity mixed land uses up to the Genl. Louis Botha Drive (January Masilela) as well as the provision of high density residential should complete this metropolitan node. In addition to the above it is proposed that areas surrounding the node be considered for provision of higher density housing.

Mamelodi Urban Core

The MSDF indicates an urban core in Mamelodi which includes Solomon Mahlangu Precinct, T Section and Eerste Fabrieke Precinct.

The focus of this core is on the provision of social facilities, higher density residential development and provision of a public realm.

In terms of this core area, the following is noted in the RSDF:

- Eerste Fabrieke to be developed as the Urban Core of Mamelodi/Nellmapius.
- All modes of transport to be concentrated at Eerste Fabrieke.
- Eerste Fabrieke forms the geographical centre of gravity of Mamelodi.
- Need for higher density residential developments in the vicinity of Mamelodi CBD.
- Eersterust has very limited retail facilities; there is scope for expansion.

5.2 Transport Proposals for the Region

Movement Network

The Menlyn Node has experienced much growth in the recent years. This necessitated the improvement of the road system in order to improve the accessibility of the node:

- January Masilela Drive
- Garstfontein Road
- Atterbury Road

Other priorities include:

- The extension of the K16 to cross the railway line is supported.
- The upgrading of the Baviaanspoort Road could improve the service level of public transport entering the city from the north-east.
- An additional link from the planned future K16/Tsamaya Road intersection across the railway line passing to the east of SAMCOR and joining Simon Vermooten Road should be considered.
- In order to improve the accessibility of the eastern part of Mamelodi (Mahube Valley) from the primary network, the extension of the K54 from Mamelodi to the N4 should be prioritised.
- East-west road capacity is limited and demand outstrips capacity during the peak hours. A large portion of this traffic has destinations south of Tshwane and an additional north south mobility route such as the K54 will alleviate the east west traffic load to an extent.

The following major roads serve the Rural Component of Region 6:

- N4 (existing)
- R54 (proposed)
- R25 (existing)
- R50 Delmas Road)(existing)
- M11 Atterbury extensions (proposed)

Public transport

Rail:

The rail system extends into Mamelodi, with Denneboom and Eerstefabrieke being the major commuter stations.

Road Based:

A substantial proportion of public transport is road based, putting further pressure on the road network referred to above.

BRT Public Transport:

Phase 2A consists of the corridor from Klipkruisfontein Node /Akasia Node to Pretoria CBD, with a further extension to Hatfield, Menlyn and Mamelodi.

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

Dominant Service Delivery Areas per Region	
Service Delivery Department	Community Issue / Concern
Roads and Transport	Construction of roads / tarring roads Storm water management Bridge construction Road upgrades in nodal areas
Housing and Human Settlements	Formalisation of informal settlements Need for rental units / hostel upgrades

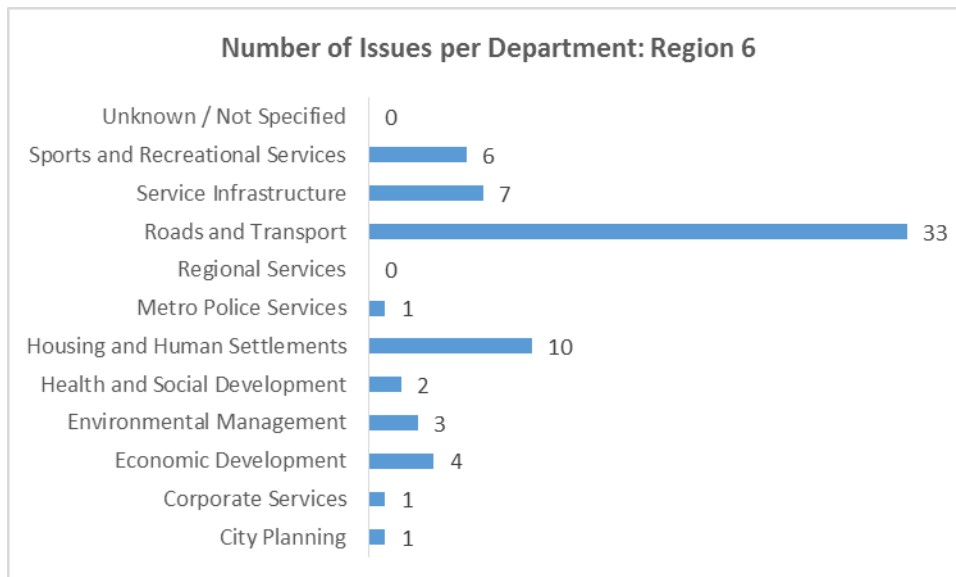
A more detailed indication of issues per service delivery area is given below. In addition to roads and housing, service infrastructure (e.g. water and sanitation, electricity) and sports and recreation facilities were raised in a high number of wards.

Table 5: Issues per Service Delivery Area

Issued Raised per Department: Region 6	No of Issues	% of Total Issues
City Planning	1	1,5%
Corporate Services	1	1,5%
Economic Development	4	5,9%
Environmental Management	3	4,4%
Health and Social Development	2	2,9%
Housing and Human Settlements	10	14,7%
Metro Police Services	1	1,5%
Regional Services	0	0,0%
Roads and Transport	33	48,5%
Service Infrastructure	7	10,3%
Sports and Recreational Services	6	8,8%
Unknown / Not Specified	0	0,0%
Total	68	100,0%

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

Figure 11: Issues per Service Delivery Area



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

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
6	60061	Mini Mall and Industrial site.	Economic Development	Sector Support & Analysis Division - Identify and attract investors into the area.	NO
6	60062	Roads and Storm water drainage	Roads and Transport	Construction of Roads & Storm water that meets requirements as per IDP No. 712 223	YES
6	60063	Rental Flats	Housing & Human Settlement	The Department is currently developing Community Residential Units (CRU) in Mamelodi for rental purposes, 30 more are planned for 2013/2014 financial year. The demand for rental flats has not been established and will be done in 2013/2014 in collaboration with HCT.	Only determination of the demand and facilitation of partnerships with private sector / developers.
10	60101	Formalization of informal settlement.	Housing & Human Settlement	Yes, Planning in progress	NO
10	60102	Main roads to be tarred at ext. 18 so that busses can operate in the area	Roads and Transport	Will be investigated and prioritized in consultation with Ward Councillor.	NO
10	60103	Clinic required in the ward	Health & Social Development	Hopefully it will be included in the next MTREF	NO
15	60151	Construction of Roads and Stormwater infrastructure, flooding, dust and has a negative impact on the value of properties in : Rammalia str 14822, Kgagodi Drive 14858, Inyathi str 9054, Phala str 9367, Phiri str 9207, Morula str 9391, Ponzi str 8774, Kubu str 8793, Motlopi str 8958, Ehuhu str 9070, Ujojo str	Roads and Transport		

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
		9165, Ntsu str 9301, Kgomo str 9333, Mohama str 22576, Peo str 22539, Nawa str 22559, Shiba str 22675, Moruku str 22630, Ntwa Dumela str 22656, lerole str 22614, Mahlomola str 22858, Segwete str 22831, Sedimo str 22786, Selalelo str 22941, Sekhorokhoro str 22928, Mbhanzima str 23012, Senaka Ngwedi 23297, Mosegare str 23306, Sereledi str 23164, Thloya str 23156, Moba str 23146, Ngingya str 23260, Honga str 23327, Rathlaga str 23340, Seruto St 23439, Sekanama str 23390, Leselo str 23495, Lefele str 23454, Leraka str 23551, Leraga str 23261, x4Road 7 23611, Shamkwanga str 23640, Mahlodi str 23688, Shiezaeza str 23673, Extension 3 Ikageng, Shimoko str 21387, Ndambi St 21341, Puleng str 21360, Madolo str 21611, Ranamane str 21515, Sebata kgomo 21930, Mohube str 21903, Jabulani str 21964, Malamulela 21970, Dlaulale str 21712, Sepere-pere str 21989, Lehlogonolo str 22014, Wisani str 22034, Tonki Tshaka 22091			
16	60161	Permanent stands at Phase 1, Ward 16.	Housing & Human Settlement	Planning in Progress	NO

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
16	60162	Proper roads in all roads at Ward 16.	Roads and Transport	Construction of Roads that meets requirements as per IDP No. 712 223	YES
16	60163	To renovate all transformers in the municipality as promised from the previous budget.	Service Infrastructure (Energy and Electricity)	The issue is noted. The city has emphasized the need for repairs of infrastructure. The issue will be dealt with as part of infrastructure management	
17	60171	Housing (formalization) completion of ext. 10 houses.	Housing & Human Settlement	The issue is noted and will be addressed within the MTREF allocation	
17	60172	Roads and Bridges	Roads and Transport	Construction of Roads that meets requirements as per IDP No. 710129	YES
17	60173	Installation of prepaid meters in Mahube Village EXT 02803	Service Infrastructure and Electricity)	The issue will be dealt with as part of the city wide roll out of smart meters. No funds has been provided this financial year. Finance Department will be implementing the project as part of Security of Revenue (SoRP)	NO
18	60181	Roads and Storm water (Tarring of internal roads)	Roads and Transport	Construction of Roads that meets requirements as per IDP No. 712 223	YES
18	60182	Multipurpose facility	Sports & Recreational Services	Rethabile Sport Ground and Rethabile Mini Stadium are in close proximity to the area in question. The number of sport facilities provided is in line with City planning guidelines	No
18	60183	Agricultural Centre	Environmental Management	Not feasible	Not Applicable
23	60231	Construction of proper streets with side caps, storm water drainage, speed humps/calmers, especially in front of schools	Roads and Transport	Planning	NO

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
23	60232	Building of motorist bridge and pedestrian bridge over Moretele River. Motorist bridge with pedestrian bridges on either side of the bridge. Along Sibande Street.	Roads and Transport	Will be investigated and prioritized in consultation with Ward Councillor	NO
23	60233	Widen/ expand Sibande street from Tsamaya str past Tsomo Str to motorist bridge over Moretele River. Four lane street to Mamelodi west, cemetery, Denlyn shopping Centre, train station and taxi rank.	Roads and Transport	Will be investigated and prioritized in consultation with Ward Councillor	NO
28	60281	Develop proper roads as per engineering standards. Stop placing black top on roads. Areas: Sections: U, V, P, O	Roads and Transport	Construction of Roads that meets requirements as per IDP No. 712223	YES
28	60282	Overcrowding at Mams West clinic. Build/convert Ezazi school into Multi-purpose Centre. Extend Mams clinic to form integral part of the Centre - 24 hr. operations. Lack of facilities for adult and youth recreation.	Health & Social Development	This will involve extensive discussions with the GP province	NO
28	60283	Develop hostel units into family units through institutional - social housing. Poor condition of hostels	Housing & Human Settlement	30 more family units will be developed in Mamelodi as part of the hostel redevelopment	YES
38	60381	Building of an overhead bridge	Roads and Transport	Location to be determined and feasibility to be investigated	NO
38	60382	Old Traffic department building – other rooms to be converted into IT and Information Centre	Corporate and Shared Services	The issue will be investigated	

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
38	60383	Houses	Housing & Human Settlement		
40		No issues raised	None		
41	60411	Traffic calming in Water Meyer street	Metro Police Services	Request is currently being investigated – traffic calming not feasible due to function of road – law enforcement cameras to be considered	Depends on study outcome
41	60412	Water and sewerage pipes upgrades/replacement due to constant water leakages in Cnr Kritzing Le Roux, 229 Kritzing, Amstel complex cnr Garden/Jan Meyer str, 298 Desimaal Str, cnr Erasmus Anne-Marie street	Service Infrastructure (Water and Sanitation)	The limited available budget means that replacement must be prioritized. The Pipe Replacement Program prioritizes replacement by remaining useful life. The water network replacement in Meyers park is schedule to start in 2015/16 and will be done by an annual contractor	NO
41	60413	Traffic congestion in Dykor and Pretoria Road, Silverton. An investigation should be conducted by the City Engineers to come up with a solution. The surrounding areas, i.e. the industrial economic hub of Silverton, has been neglected for years, with business owners threatening to move to other areas should the situation not improve. This area is also a crime hotspot.	Roads and Transport	An investigation to be conducted	NO
43	60431	Training and Skills development Centre	Economic Development	Sector Support & Analysis Division - Partner with Sephaku and Petra Diamond Mine to establish technical training centers.	NO

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
43	60432	Upgrade of the Eersterust soccer stadium	Sports & Recreational Services	Some funding for the establishment of an additional field will be made available during the 2013/14 financial year.	YES
43	60433	A flea market for traders	Economic Development	Business Support Operations Division - A flea market is organized half yearly to promote SMME's..	2013/2014
44	60441	Widening of Atterbury Road, Fairie Glen throughout ward 44	Roads and Transport	Will be investigated and prioritized in consultation with Ward Councillor	NO
44	60442	Widening of Jacqueline Drive, Garsfontein throughout the ward	Roads and Transport	Will be investigated and prioritized in consultation with Ward Councillor. A study is been conducted	NO
44	60443	Serious traffic congestion around Garsfontein Laerskool. This will be significantly addressed throughout the area by installing a drop-off zone for parents and busses in Petronella str. Additionally erecting traffic circles on all four corners of the school and ensuring proper parking and sidewalks around the school. The possibility of one-ways might be investigated around the school.	Roads and Transport	Measures will be prioritized for the next financial year depending on the allocated budget	NO
45	60451	Traffic congestion situation in ward 45 has grown in an out of hand where the general public safety of all roads users is compromised. With the addressing of the problems as stipulated there will be a definite alleviation of traffic congestion fewer accidents and fewer	Roads and Transport	An investigation to be conducted	NO

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
		fatalities			
45	60452	Large numbers of commuters enter and leave ward 45 by Taxi's going to their place of work/school and they are residents outside of peak hours taxi have no standing over area thus forcing them to park at illegal places disrupting traffic and elevating collision potential	Roads and Transport	Planning	NO
45	60453	A large number of illegal handcraft and illegal food stall sellers are doing business long Garsfontein drive. Situation of increased crime tendencies	Economic Development	The matter relates to by-law enforcement. The ward is encouraged to report similar incidents to the Regional Office	
46	60461	Construction of a new visitors Centre at Faerie Glen Nature reserve. The current visitors Centre must move to a safer location due to a flood risk	Environmental Management		
46	60462	Construct a second lane between King's Highway and Lyn burn road due to traffic congestion	Roads and Transport	The matter will be investigated	NO
46	60463	Water pipes in the areas of the Ward, esp. the older well established suburbs, are badly corroded. These burst and result in considerable inconvenience for ratepayers and residents. Must identify areas where the greatest number of leaks are occurring and priorities replacement of pipes in terms of the areas with the	Service Infrastructure (Water and Sanitation)	The limited available budget means that replacement must be prioritized. The Pipe Replacement Program prioritizes replacement by remaining useful life. Replacement projects of water networks not identified in this ward.	

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
		greatest risk of leaks			
47	60471	Rehabilitation of the Gartskloof Landfill Site. Gartskloof landfill site already reached its capacity. The current status of the landfill site holds a serious safety risk due to the possibility of landslides, etc. This also contributes to the attraction of criminal elements which makes the situation very volatile	Environmental Management	The municipality finalising plans for closure of the site, which will include the construction of a multi-purpose facility in order to continue with service delivery in the area.	YES
47	60472	Taxis servicing the Moreleta Park, Wingate Park and Elardus Park areas do not have an area to rest, service and maintain their vehicles while resting or waiting for their shift to start again. Currently these vehicles park anywhere which creates a problem	Roads and Transport	The matter will be investigated	NO
47	60473	Traffic congestion out of and entering the Moreleta Park area is a problem. De Villa Bouis Muriel Drive contributes to traffic to Delmas Road to the west and Garsfontein road in the East to create a very important traffic flow. Unfortunately De Villa Bouis Drive between Wekker and Delmas Road is single lane road. This contributes to traffic congesting as soon as it enters this section of the road.	Roads and Transport	An investigation to be conducted	NO

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
67	60671	Need for quality roads and storm water at A3, B, B2, C4, D, E, and K.	Roads and Transport	Construction of Roads & Stormwater that meets requirements as per IDP 712 223	YES
67	60672	Bridge between C4 and B1 for pedestrians via H M Pitje Stadium	Roads and Transport	Planning	NO
67	60673	Need for additional street lights	Service Infrastructure (Energy and Electricity)	The issue is noted and will be dealt with as part of the street lighting of the city	No. Additional funding requested during the adjustment. The project will depend on approval of additional funds
83	60831	Improving of roads by the broadening of it and other traffic interventions to address the traffic congestion experienced in Lois Avenue leading to Solomon Mahlangu drive, Rubenstein road from Solomon Mahlangu and Boing str crossing with Solomon Mahlangu. These roads and intersections can hardly carry the present traffic flow and will get worse if not addressed.	Roads and Transport	Basic Planning and ROD for Solomon Mahlangu Drive completed – need a detail design	NO
83	60832	A sports facility for the community to be used by the community in general and schools in the area	Sports & Recreational Services	There is need for sport and recreation facilities.	NO
83	60833	The rehabilitation and proper maintenance of all spruit areas, especially the Moreleta Spruit area, as well as storm water arrangements related to spruit areas	Roads and Transport	To be included in the Rehab programme	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
85	60851	Make Lynwood Road a double road with intersections with traffic lights and set the right turn flicker at the intersection of Solomon Mahlangu to accommodate the traffic that have to turn right a bit longer, as this is one of the reasons that the traffic queues all the way to Equestria Street.	Roads and Transport	The issue will be investigated	NO
85	60852	Speed reducing measures in Equestria in furrow road and Ouklipmuur Avenue. Speed humps needed in these areas as well as rebuilding of the roads in Equestria to normal standard for a suburb with traffic lights, and double lanes where traffic studies can justify it. Exact location: Meerlust Street, Cura Avenue, Glen Road, Libertas Road, Ouklipmuur Road, Griffiths Street (partial), Stellenberg Road.	Roads and Transport	Two speed humps were constructed in Ouklipmuur street this year. Furrow street is a high order road with lots of estates and business ,and therefore we cannot construct isolated humps	NO
85	60853	Two right turn lanes from Olympus drive into Solomon Mahlangu Drive and a left turn lane from Old Farm Road into Solomon Mahlangu Drive in Faerie Glen, the current situation cannot handle the traffic flow and the traffic queues a long way back especially in the morning.	Roads and Transport	The issue will be investigated	NO
85	60854	Tarring of road at Boloa str. Bridge at Stoffel Park needs to be upgraded	Roads and Transport	Planning Informal bridge at Stoffel Park is not in a road reserve, no planning to cross the .Housing	NO

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
				formalization	
86	60861	Sports Centre Facilities	Sports & Recreational Services	There are no multipurpose sport and recreation facilities in the area.	NO
86	60862	Development of mixed housing to accommodate people who do not qualify for RDP houses	Housing & Human Settlement	Planning in Progress	NO
86	60863	Illegal gates to be removed as they are restricting movement of the community in the area	City Planning	Covered by land use legislation and town planning scheme. Gate communities are approved on application basis. More exact details are required in order to instigate investigations.	Depends on detail complaints logged
91	60911	The development of +/- km stretch of gravel road in Grootfontein and Rietvlieview country estate include the storm water drainage around the road. This includes the pedestrian pavement on Sinovich road.	Roads and Transport	The issue will be investigated	NO
91	60912	Lighting 9km stretch along Garsfontein road between Woodlaand Boulevard and Tierpoort shopping Centre	Service Infrastructure (Energy and Electricity)	The issue will be addressed as part of the street lighting programme of the city	
91	60913	Water provisioning to plot 259 Swavelpoort and lighting of the street from Lynwood (Graham road) to plot 259	Service Infrastructure (Water and Sanitation)	Water and Sewer infrastructure master plan is in place. Identified projects get implemented as funds become available	NO
93	60931	Housing and flat units. There is a pressing need of housing generally in the ward. Convert old Vista school into family unit flats. Exact area is at Modise West,	Housing & Human Settlement	Yes, negotiations with Vista Management to be implemented	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
		next to Flakfontein school.			
93	60932	Multipurpose Centre with the following: elders Centre; skills center; libraries; drop in Centre; crèche; computer Centre. Engage with the Dept. of Education to convert one of the unused schools in the area into the proposed MPCC	Sports & Recreational Services	Request to be investigated	
93	60933	Most of internal streets are not tarred, Hence community complain at every meeting	Roads and Transport	The issue is noted and will be addressed as part of the medium term planning based on fund availability	NO
97	60971	Formalization	Housing & Human Settlement		
97	60972	Storm Water Drainage	Roads and Transport		
97	60973	Community Centre or Multi-Purpose Centre	Sports & Recreational Services	Need acknowledged. Planning and land availability in process.	N
101	61011	The Kanana community lives in an informal settlement on private land. There is a current court order pending on an eviction order. The city cannot develop anything on private land. This court case and/or possible appeals could take years. An alternative needs to be developed for the residents. A few options are available but we could not get a clear direction from Tshwane if this is even a priority. We need	Housing & Human Settlement	Planning in Progress	NO

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
		action now.			
101	61012	Silverlakes Drive is serving thousands of residents in about 5 major complexes. The road surface degraded to such extent that engineer reports recommended a rebuild of the road. This, together with alternative routes into Lynwood and Solomon Mahlangu Road to alleviate traffic congestion, is one of the high priorities. This will be a high visibility project to residents paying their taxes. Pressure should also be put on Sanral to complete the Hazeldean off-ramp.	Roads and Transport	An investigation to be conducted	NO
101	61013	Achilles road (Olympus) and Catherine Street (Shere) are major streets in build-up areas with high traffic loads due to various reasons. Both are gravel roads and the dust levels reached a dangerous health concern. Tshwane could not provide any option for traffic calming and law enforcement is absent. Residents conducted privately funded health studies with shocking results. No developer will pave the roads since most developments are approved without condition (Achilles). The total length is less than 4 km. Alternative is traffic	Roads and Transport	This section does not construct traffic calming measures on gravel road	NO

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
		control/ closing of roads for public access.			

7 IMPLEMENTATION: DETAILED PROJECTS AND PROGRAMMES

7.1 Planned Capital Projects

The planned capital projects from the draft budget that has direct relevance for Region 6 are indicated below.⁵

Table 6: 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
Emergency Services	Capital Funded from Operating	712765	007	3 036 756	3 000 000	3 000 000	43	43	New
Health and Social Development	Upgrading Of Clinic Dispensaries	712278	015	2 000 000	5 000 000	15 000 000	28, 48	48	New
Service Delivery and Transformation Management	Redevelopment Of Hostels: Mamelodi	711713	015	25 000 000	25 000 000	20 000 000	38, 67	38, 67	Renewal
Service Infrastructure	Moreletaspruit: Outfall sewer	712121	015	16 500 000	15 000 000	6 000 000	41, 42, 43, 44, 45, 46, 47, 52	41, 42, 43, 44, 45, 46, 47	Renewal
Transport	Major Stormwater System, Mamelodi X 8	710129	005	-	2 000 000	15 000 000	17	17	New
Transport	Real Rover Road To Serapeng Road	710936	015	8 000 000	10 000 000	-	15, 18, 23, 40	15, 18, 23, 40	Renewal
Transport	Stormwater Drainage Mahube Valley	711213	005	-	-	25 000 000	10, 17	10, 17	New
Transport	Stormwater Drainage Mahube Valley	711213	015	-	5 000 000	-	10, 17	10, 17	New
Transport	Doubling Of Simon Vermooten	711800	002	136 000 000	25 000 000	-	6, 10, 15, 16, 17, 18, 23, 28, 38, 40, 41, 43, 44, 46, 67	6, 10, 15, 16, 17, 18, 23, 28, 38, 40, 41, 43, 44, 46, 67	New

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

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
Transport	Flooding Backlogs: Mamelodi, Eersterust & Pta Eastern Area	712223	005	-	25 000 000	25 000 000	6, 10, 15, 16, 17, 18, 23, 28, 38, 40, 67, 97, 99	6, 10, 15, 16, 17, 18, 23, 28, 38, 40, 67, 97, 99	New
Transport	Flooding Backlogs: Mamelodi, Eersterust & Pta Eastern Area	712223	015	19 000 000	-	-	6, 10, 15, 16, 17, 18, 23, 28, 38, 40, 67, 97, 99	6, 10, 15, 16, 17, 18, 23, 28, 38, 40, 67, 97, 99	New
Transport	Flooding backlog: Drainage canals along Hans Strydom Dr, Mamelodi x 4 and 5	712518	015	-	100 000	7 000 000	10, 15, 16, 18, 40, 97, 99	10, 15, 16, 18, 40, 97, 99	New
Transport	Collector Road Backlogs: Mamelodi	712521	015	17 500 000	-	-	86	86	New
Transport	Upgrading of Sibande Street, Mamelodi	712612	015	-	100 000	5 000 000	6,23	6,23	New
Transport	Upgrading of Sibande Street, Mamelodi	712612	005	-	100 000	5 000 000	6,24	6,24	New
Transport	Upgrading of Garsfontein road	712956	018	12 000 000	-	-	46	41, 42, 43, 44, 45, 46, 47, 52, 53, 54, 57, 58, 79, 83, 84, 86	Renewal
TOTAL				239 036 756	115 300 000	126 000 000			

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
Multi-Region Projects									
Health and Social Development	Upgrading of ECD centres and Day Care Centre	712691	015	6 000 000	5 000 000	8 000 000	6, 18, 23, 28, 38, 51, 62, 63	6, 18, 23, 28, 38, 51, 62, 63	New
Office of the Speaker	Capital Funded from Operating	712772	007	500 000	500 000	500 000	2, 43, 60	Tshwane Wide	New
Service Delivery and Transformation Management	Installation of generators in all LG clinics	712835	001	-	1 000 000	1 000 000	1, 3, 4, 7, 18, 28, 40, 41, 43, 45, 48, 60, 61, 62, 64, 65, 66, 68, 69, 71, 72	1, 3, 4, 7, 18, 28, 40, 41, 43, 45, 48, 60, 61, 62, 64, 65, 66, 68, 69, 71, 72	New

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
Service Delivery and Transformation Management	Installation of generators in all LG clinics	712835	015	1 000 000			1, 3, 4, 7, 18, 28, 40, 41, 43, 45, 48, 60, 61, 62, 64, 65, 66, 68, 69, 71, 72	1, 3, 4, 7, 18, 28, 40, 41, 43, 45, 48, 60, 61, 62, 64, 65, 66, 68, 69, 71, 72	New
Service Infrastructure	Electricity for All	710178	005	260 000 000	38 079 580	40 000 000	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	Renewal
Service Infrastructure	Electricity for All	710178	006	32 000 000	30 000 000	40 000 000	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	Renewal
Service Infrastructure	Electricity for All	710178	001	-	24 920 420	31 755 000	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	Renewal
Service Infrastructure	Electricity for All	710178	015	-	-	57 744 500	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	12, 15, 16, 17, 20, 21, 24, 32, 33, 35, 40, 43, 44, 45, 47, 48, 49, 71, 74, 75	Renewal
Service Infrastructure	Replacement, Upgrade, Construct Waste Water Treatment Works Facilities	710411	001	-	6 601 006	3 000 000	1, 2, 4, 5, 7, 40, 41, 42, 43, 44, 45, 46, 47, 48, 57, 61, 64, 65, 66, 69, 70	1, 2, 4, 5, 7, 40, 41, 42, 43, 44, 45, 46, 47, 48, 57, 61, 64, 65, 66, 69, 70	Renewal
Service Infrastructure	Replacement, Upgrade, Construct Waste Water Treatment Works Facilities	710411	005	44 000 000	-	2 000 000	1, 2, 4, 5, 7, 40, 41, 42, 43, 44, 45, 46, 47, 48, 57, 61, 64, 65, 66, 69, 70	1, 2, 4, 5, 7, 40, 41, 42, 43, 44, 45, 46, 47, 48, 57, 61, 64, 65, 66, 69, 70	Renewal
Service Infrastructure	Replacement, Upgrade, Construct Waste Water Treatment Works Facilities	710411	015	151 992 062	203 121 431	208 094 153	1, 2, 4, 5, 7, 40, 41, 42, 43, 44, 45, 46, 47, 48, 57, 61, 64, 65, 66, 69, 70	1, 2, 4, 5, 7, 40, 41, 42, 43, 44, 45, 46, 47, 48, 57, 61, 64, 65, 66, 69, 70	Renewal
Service Infrastructure	Upgrading of Pump Stations	712147	015	-	-	500 000	42, 45, 47, 65, 69, 101	42, 45, 47, 65, 69, 101	Renewal
Service Infrastructure	Reservoir Extensions	712534	015	57 500 000	45 000 000	43 000 000	4, 5, 8, 22, 41, 42, 47, 50, 65	4, 5, 8, 22, 41, 42, 47, 50, 65	New
Transport	Shova Kalula Bicycle Project	710609	015	-	10 000 000	10 000 000	18, 23, 28, 48	18, 23, 28, 48	Renewal

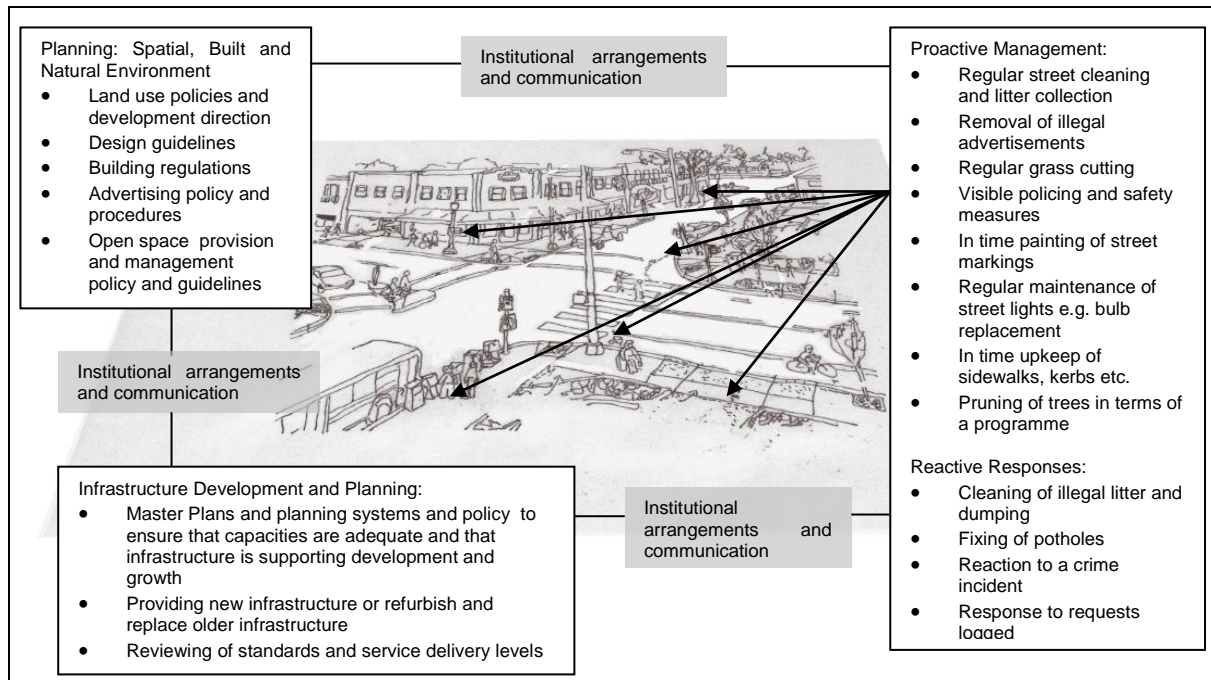
Strategic Units	Project Name	Project Number	Fund Code	Draft Budget 2014/15	Draft Budget 2015/16	Draft Budget 2016/17	Ward	Benefit Ward	New or Renewal
Environmental Management	Upgrade of entrance control and booking systems at Recreation facilities	712963	015	5 000 000	-	-	54,59,69,91,46, 102,90,1,3,62,6 6,69,5,6,2,34,74 ,50,92,56,54,50, 55,61,43,9,86,1 03	Tshwane Wide	New
Service Infrastructure	New Bulk Infrastructre	712279	015	130 000 000	148 378 569	130 000 000	2, 4, 10, 40, 50, 57	2, 4, 10, 40, 50, 57	New
Service Infrastructure	New Bulk Infrastructre	712279	001	-	21 621 476	-	2, 4, 10, 40, 50, 57	2, 4, 10, 40, 50, 57	New
Transport	Traffic Lights/Traffic Signal System	710395	015	3 000 000	11 000 000	11 000 000	3, 4, 11, 40, 42, 45, 51, 55, 57, 6, 69, 70,	3, 4, 11, 40, 42, 45, 51, 55, 57, 6, 69, 70,	Renewal

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 7: Indicators and Targets

#	Regional Function	Outcome indicator	Indicator	Baseline	Targets			Region 6			
					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	28	28	28	28
2	Waste Management	Improved access to basic services: waste removal	# of hh with weekly kerb-side waste removal.	691612	0	0	0	243242	243242	243242	243242
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%	95%	95%	95%	95%
9	SRAC	Increased access to libraries	# of regional specific library development programmes implemented.	214	0	269	269	1	1	1	1
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	100%	100%	100%	100%	100%	100%	100%
11	SRAC	3(n)% increase in access to library services	# of new memberships	26400	0	52480	52480	2500	2500	2000	2500

#	Regional Function	Outcome indicator	Indicator	Baseline	Targets			Region 6			
					2014/15	2015/16	2016/17	Q1	Q2	Q3	Q4
12	Customer Care	customers who have received a quality service	% of customer Interactions resolved within 7 working days.	85%	85%	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%	100%	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%	100%	100%	100%	60%	60%	60%	60%
15	Transport Services:	Roads and Storm water Provision	% of km gravel roads bladed. (reactive maintenance - N&S)	new indicator	80%	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	80%	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%	100%	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.