**C 3796/05/2026**
**SMC A/6872/05/2026**

## 9.A.3 [DP]: FINAL MIDVAAL 2026/2027 INTEGRATED DEVELOPMENT PLAN REVIEW INCLUDING SPATIAL DEVELOPMENT FRAMEWORK

**2/9/2**

**COMPETENCY: COUNCIL**

**IT WAS UNANIMOUSLY RESOLVED:**

That the final Midvaal 2026/2027 Integrated Development Plan Review and final Spatial Development Framework, including **ALL** Annexures, be approved as final.

**C 3796/05/2026**
**SMC A/6872/05/2026**

## 9.A.3 [DP]: FINAL MIDVAAL 2026/2027 INTEGRATED DEVELOPMENT PLAN REVIEW INCLUDING SPATIAL DEVELOPMENT FRAMEWORK

**2/9/2**

**COMPETENCY: COUNCIL**

**PURPOSE**

The purpose of the report is to table the following to be approved as Final by Council:

- Final Midvaal 2026/2027 Integrated Development Plan (IDP), including the following Annexures:
  - Annexure "A": Final Community Needs
    - Annexure "A1": Priority Projects per Ward
    - Annexure "A2": Non-Municipal Competency
    - Annexure "A3": Municipal Competency
  - Annexure "B": Final Midvaal 2026/2027 Spatial Development Framework (2022-2027)
  - Annexure "C": Final Disaster Management Plan (2026/2027)
  - Annexure "D": Local Economic Development Strategy (2023)
  - Annexure "E": Water Conservation and Water Demand Management Strategy and Business Plan (2020)
  - Annexure "F": ICT Strategy (2021-2026)
  - Annexure "G": Midvaal Integrity Management Strategy Implementation Strategy (2026 - 2027)
  - Annexure "H": Human Settlement Plan 2022 – 2027 (Review 2026)
  - Annexure "I": Integrated Waste Management Plan (2021)
  - Annexure "J": Final Performance Management Policy (2026/2027)
  - Annexure "K": Final Performance Management and Development System Policy (2026/2027)
  - Annexure "L": Core Reporting Indicator Report
  - Annexure "M": Letter received from MEC: COGTA on the 2025/2026 IDP
  - Annexure "N": MEC:COGTA Response Letter to the 2025/2026 IDP
  - Annexure "O": Midvaal Electricity Master Plan 2021
  - Annexure "P": Midvaal Roads and Stormwater Master Plan 2024
  - Annexure "Q": Work Place Skills Plan 2026 - 2027

**RECOMMENDATION**

That the final Midvaal 2026/2027 Integrated Development Plan Review and final Spatial Development Framework, including **ALL** Annexures, be approved as final.

## REPORT

Section 34 of the Municipal Systems Act, 2000 requires a municipal council to annually review the IDP in accordance with an assessment of its performance and to the extent that changing circumstances so demand. This report provides an overview of the public consultation process conducted after the approval of the Final 2026/2027 IDP by Council, the submission to the MEC COGTA and the changes effected to the document to be considered as final.

Section 29 (i) and (ii) of the Municipal Systems Act, 2000 requires that the local community be consulted on its development needs and priorities and participate in the drafting of the integrated development plan. The Draft 2026/2027 IDP was made available on the municipal website for public comment till 6th May 2026. A notice was published in the local newspapers with the Draft 2026-2027 Budget. Notices were also placed at libraries, on the municipal website and social media accounts. Interested and affected parties were invited to comment on the draft 2026/2027 IDP via email or through the Office of the Speaker. Three comments were received.

The Draft 2026/2027 IDP was submitted to MEC: COGTA. The department circulated the document to Gauteng province sector departments. During the IDP Analysis Week Meeting hosted by COGTA the Gauteng sector departments provided their comments on the draft 2026/2027 IDP and changes were effected where possible.

As a result of the annual review, the table below lists all changes that have been effected to the 2026/2027 IDP document only:

| Chapter | Page Number | Status |
|---|---|---|
| Message from the Executive Mayor | 8-11 | Office of the Executive Mayor provided an updated message. |
| Message from the Municipal Manager | 12 | Office of the Municipal Manager provided an updated message. |
| Chapter 1.1 Background, Legislative Framework and Mandate | 13 | Urban Planning Section included a sentence to highlight that this is the fourth revision of the 2022-2027 5-year IDP. |
| Figure 1 - Council Structure | 17 | Corporate Services – Marketing and Communications Section provided an updated Council Structure image. |
| Table 2 - 2026/2027 IDP Review Process Plan | 18-21 | Urban Planning Section included the key deadlines as adopted in August 2025 (C 3614/08/2025). |
| 2.4.1 Committees | 35-37 | Office of the Municipal Manager – Performance Management Section provided an update to the section. |
| 2.4.3 Institutional Achievements | 40 | Office of the Executive Mayor provided an update to the section. |

| | | |
|---|---|---|
| Chapter 2.5 Assessment of Existing Level of Development and Service Delivery | 41-61 | All departments were provided with the chapter to provide their own assessment for each line item. The assessment is based on the current status of the line item to assist with budget allocations and is not an assessment in terms of performance management. Updated smiley faces were received from each department in the 2026/2027 column which is the year of the IDP review. |
| Chapter 2.8 Community Participation Assessment | 71-73 | Urban Planning Section updated information as per the public engagements held. Table 9 includes the number of responses and community needs received in each review period. |
| Chapter 4 Financial Plan | 86 - 107 | Financial Services – Financial Reporting Section provided an updated chapter. |
| Section 5 Human Resource Strategy | 108 -120 | Corporate Services Department – Human Resources Section provided an updated chapter. |
| Chapter 6: Spatial Development, Local Economic Development and Disaster Management Support Plans | 121-122, 126-131 | Development and Planning – Urban Planning Section and LED Section provided an update to their relevant sections in the chapter . |

The table below indicates the status of the IDP Sector Plans and lists any changes that have been affected to the Annexures of the 2026/2027 IDP:

| Chapter | Status |
|---|---|
| Annexure A – Community Needs | Urban Planning Section included all community needs received in Annexure A. Gauteng Provincial Department Expenditure Estimates included in A2. |
| Annexure B – Final Midvaal 2026/2027 Spatial Development Framework (2022-2027) | Urban Planning Section provided a revised document to be considered as final<br><br>The document is to be considered as final. |
| Annexure C – Final Disaster Management Sector Plan (2026/2027) | Public Safety and Roads Department - Protection Services (Fire) provided a revised document to be considered as Final.<br><br>The document is to be considered as final. |
| Annexure D – Local Economic Development Strategy (2023) | The Strategy was adopted by Council in 2023 and was included as an Annexure to the IDP as a recommendation from COGTA. The document was provided by Development and Planning – LED Section. |

| | |
|---|---|
| Annexure E – Water Conservation and Water Demand Management Strategy and Business Plan (2020) | The Strategy was adopted by Council in 2020 and was included as an Annexure to the IDP as a recommendation by COGTA. The document was provided by Engineering Services |
| Annexure F – ICT Strategy (2021-2026) | The Strategy was adopted by Council in 2021 and was included as an Annexure to the IDP as a recommendation by COGTA. The document was provided by Corporate Services – ICT Section. |
| Annexure G – Final Midvaal Integrity Management Strategy (2026-2027) | Office of the MM – Performance Management Section provided a revised document to be considered as final.<br><br>No amendments were made to the final document. |
| Annexure H – Final Human Settlement Plan (2025-2026) | Development and Planning – Housing Section provided a document to be considered as final<br><br>The document is to be considered as final. |
| Annexure I – Integrated Waste Management Plan (2021) | The Plan was adopted by Council in 2021 and was included as an Annexure to the IDP as a recommendation by COGTA. The document was provided by Community Services – Waste Management Section. |
| Annexure J – Final Performance Management Policy (2025-2026) | Office of the MM – Performance Management Section provided a revised document to be considered as draft.<br><br>No amendments were made to the final document. |
| Annexure K – Final Performance Management and Development System Policy (2026/2027) | Office of the MM – Performance Management Section provided a revised document to be considered as draft.<br><br>No amendments were made to the final document. |
| Annexure L – Core Reporting Indicator Report (2025) | Office of the MM – Performance Management Section provided the latest report. |
| Annexure M – Letter received from MEC: COGTA on the 2026/2027 IDP | Letter included as received from MEC: COGTA |
| Annexure N – MEC:COGTA Response Letter to the 2025/2026 IDP | Response Letter included input provided by all relevant departments sent to MEC: COGTA |
| Annexure O – Midvaal Electricity Master Plan (2021) | The Plan was included as an Annexure to the Final IDP as a recommendation by COGTA during the IDP Analysis Week in April 2025. The document was provided by Engineering Services – Electrical Section. |

| | |
|---|---|
| Annexure P – Midvaal Roads and Stormwater Master Plan (2024) | The Plan was adopted by Council in 2024 and included in the as an Annexure to the Final IDP as a recommendation by COGTA during the IDP Analysis Week in April 2025. The document was provided by Public Safety and Roads – Roads and Stormwater Section. |
| Annexure Q – Midvaal 2026-2027 Workplace Skills Plan | The Plan was included as an Annexure to the Final IDP as a recommendation by COGTA during the IDP Analysis Week in April 2025. The document was provided by Corporate Services – Human Resources Section |

## CONCLUSION

The final IDP, once adopted by Council, will be submitted to the MEC: COGTA in line with the requirements of Section 32 of the Municipal Systems Act (Act 32 of 2000).

## ANNEXURES

- Final Midvaal 2026/2027 Integrated Development Plan (IDP), including the following Annexures:
  - Annexure “A”: Final Community Needs
    - Annexure “A1”: Priority Projects per Ward
    - Annexure “A2”: Non-Municipal Competency
    - Annexure “A3”: Municipal Competency
  - Annexure “B”: Final Midvaal 2026/2027 Spatial Development Framework (2022-2027)
  - Annexure “C”: Final Disaster Management Plan (2026/2027)
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  - Annexure “L”: Core Reporting Indicator Report
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  - Annexure “O”: Midvaal Electricity Master Plan 2021
  - Annexure “P”: Midvaal Roads and Stormwater Master Plan 2024
  - Annexure “Q”: Workplace Skills Plan 2026 - 2027

**COMMENTS: MEETING OF THE MUNICIPAL MANAGER AND HEADS OF DEPARTMENT: 11 MAY 2026**

**Resolved to Recommend**

The Item is supported and referred to the Joint Section 80 Finance Services & Development & Planning Portfolio Committee.

**COMMENTS: JOINT SECTION 80 DEVELOPMENT & PLANNING & FINANCE PORTFOLIO COMMITTEE: 18 MAY 2026**

The recommendation is supported.

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review (2022-2027)

**May 2026**



## Contents

*Message from the Executive Mayor* ..... 8
*Message from the Municipal Manager* ..... 12
Chapter 1: Introduction ..... 13
1.1 Background, Legislative Framework & Mandate ..... 13
1.2 Political Vision ..... 14
1.3 Governance and Council Structure ..... 16
1.4 Process Plan ..... 18
Chapter 2: Situational Analysis ..... 22
2.1 Spatial Analysis ..... 22
2.2 Demographic Analysis ..... 28
2.3 Economic Analysis ..... 32
2.4 Institutional Analysis ..... 35
2.4.1 Committees ..... 35
2.4.2 Management and Operational Systems ..... 37
2.4.3 Institutional Achievements ..... 40
2.5 Assessment of Existing Level of Development and Service Delivery ..... 41
2.6 SWOT Analysis ..... 61
2.7 Legislative Analysis ..... 62
2.7.1 The 2030 Agenda for Sustainable Development - Sustainable Development Goals ..... 62
2.7.2 Agenda 2063: The Africa We Want ..... 63
2.7.3 National Development Plan ..... 64
2.7.4 Medium Term Strategic Framework ..... 64
2.7.5 Integrated Urban Development Framework ..... 65
2.7.6 Growing Gauteng Together ..... 66
2.7.7 Sedibeng Integrated Development Plan & Growth & Development Strategy ..... 67
2.7.8 District Development Model & One Plan ..... 67
2.8 Community Participation Assessment ..... 71
2.9 Identify Areas of need ..... 73
Chapter 3: 5-Year Integrated Development Plan ..... 75
3.1 Vision & Mission ..... 75

3.2 Values ..... 75
3.3 Development Priorities & Objectives ..... 76
3.4 Operational Strategies ..... 77
3.5 Alignment to National and Provincial Policies and Plans ..... 82
Chapter 4: Financial Plan ..... 86
4.1. Introduction ..... 86
4.2 Financial Framework ..... 87
4.3 Financial Strategies ..... 91
4.4 Budget Assumptions ..... 97
4.5 Operating Revenue ..... 98
4.6 Operating Expenditure ..... 100
4.7 Capital Expenditure ..... 103
4.8 Capital Expenditure Funding ..... 104
4.9 Conclusion ..... 106
Chapter 5: Human Resources Strategy ..... 107
5.1. Introduction ..... 107
5.2. Legislative and Strategic Alignment ..... 107
5.3. Organisational Operating Context - Macro Organisational Overview 108
5.3.1. Staff Establishment and Workforce Planning ..... 108
5.3.2. Role Classification of functions ..... 109
5.4. Workforce Overview and Demographics ..... 110
5.5. Employment Equity Profile ..... 111
5.6. Human Resources: Responsibilities and Oversight ..... 112
5.7. Critical Analysis Informing The 2026/2027 Strategy ..... 113
5.7.1. Internal Environment/Factors Impacting on The 2026/2027 Human Resources Strategy ..... 114
5.7.2. Moratorium on Filling of Posts ..... 114
5.8. The 2026/2027 Human Resources Management Strategy ..... 115
5.9. The Human Resources Service Delivery Model (HR Objectives) ..... 116
5.10. Strategic Design and Review of HR Portfolios ..... 118
5.11. Resources, Support and Key Dependencies ..... 119
5.12. Conclusion ..... 119

Chapter 6: Spatial Development, Local Economic Development and Disaster Management Support Plans ..... 120
6.1 Spatial Development Framework & Land Use Management ..... 120
6.2 Climate Change Adaptation and Mitigation ..... 123
6.3 Human Settlement Plan ..... 124
6.4 Local Economic Development ..... 125
6.5 Disaster Management Plan ..... 130
Chapter 7: Performance Management ..... 135
Chapter 8: Alignment to Municipal Systems Act ..... 136
Annexures ..... 139

Annexure A Community Needs

- Annexure A1: Priority Projects per Ward
- Annexure A2: Community Needs - Non-Municipal Competency
- Annexure A3: Community Needs - Municipal Competency

Annexure B Final 2026/2027 Spatial Development Framework Review (2022-2027)

Annexure C Final Disaster Management Sector Plan (2026/2027)

Annexure D Local Economic Development Strategy (2023)

Annexure E Water Conservation and Water Demand Management Strategy and Business Plan (2020)

Annexure F ICT Strategy (2021-2026)

Annexure G Final Midvaal Integrity Management Strategy (2026/2027)

Annexure H Final Human Settlement Plan (2026/2027)

Annexure I Integrated Waste Management Plan (2021-2026)

Annexure J Final Performance Management Policy (2026/2027)

Annexure K Draft Performance Management and Development System Policy (2026/2027)

Annexure L Core Reporting Indicator Report (2024)

Annexure M Letter received from MEC: COGTA on the 2025/2026 IDP

Annexure N MEC: COGTA Response Letter to the 2025/2026 IDP

Annexure O Midvaal Electricity Master Plan (2021)

Annexure P Midvaal Roads and Stormwater Master Plan (2024)

Annexure Q Midvaal 2026-2027 Workplace Skills Plan

## Figures

Figure 1: Governance & Council Structure ..... 17
Figure 2: Regional Context ..... 22
Figure 3: Heat Map of Municipal Accounts (Midvaal GIS 2022) ..... 23
Figure 4: Population and Households in Midvaal (StatsSA Census 2011 & Census 2022) ..... 29
Figure 5: Population Groups in Midvaal (StatsSA Census 2022) ..... 29
Figure 6: Midvaal Age Profile (StatsSA Census 2022) ..... 30
Figure 7: Gender Profile of Midvaal (Stats SA Census 2011 & Census 2022) ..... 30
Figure 8: Highest Level of Education (Stats SA Census 2022) ..... 31
Figure 9: Average Monthly Household Income (Stats SA Census 2011) ..... 31
Figure 10: Municipality contribution to district GVA (Midvaal Economic Analysis 2021) ..... 32
Figure 11: Economic activity by sector (Midvaal Economic Analysis 2021) ..... 33
Figure 12: Average Sectoral Growth Rate (Midvaal Economic Analysis 2021) 34
Figure 13: Sustainable Development Goals ..... 63
Figure 14: Integrated Urban Development Framework (IUDF) – Vision, Strategic Goals, and Policy Levers. ..... 65
Figure 15: Projected Revenue ..... 99
Figure 16: Projected Revenue ..... 99
Figure 17: Operating Revenue Distribution for the 2025/26 Financial Year ..... 100
Figure 18: Expenditure budget ..... 101
Figure 19: Operating Revenue Distribution for the 2025/26 Financial Year ..... 102
Figure 20: Repairs and Maintenance vs Depreciation ..... 103
Figure 21: Capital Expenditure per Department for the 2025/2026 financial year ..... 104
Figure 22: Capital Budget ..... 104
Figure 23: Capital Expenditure per Funding Source for the 2025/2026 financial year ..... 105
Figure 24: External Borrowings vs Total Operating Revenue ..... 106
Figure 25 Role Classification and alignment to DCOG Norms and Standards for Municipalities ..... 109
Figure 26 Qualification Ratio per Department ..... 111
Figure 27 EE profile per job level ..... 111
Figure 28: Human Resource Functions ..... 112
Figure 29: MLM Service Delivery Model – Staff Establishment 2025-2026 ..... 116
Figure 30: Human Resources Proposed Structure ..... 118
Figure 31: Spatial Development Framework Composite Map ..... 122

## Tables

Table 1: Councillors per political party ..... 16
Table 2: Process Plan ..... 18
Table 3: Spatial Structure (Midvaal GIS 2022) ..... 23
Table 4: Access to Basic Services ..... 32
Table 5: GVA - Local municipalities of Sedibeng District Municipality, 2001 to 2018, share and growth (Midvaal Economic Analysis 2021) ..... 33
Table 6: SWOT Analysis ..... 61
Table 7: District Development Model Goals ..... 68
Table 8: Sedibeng District Strategic Goals ..... 69
Table 9: Public Engagements ..... 72
Table 10: Community Need Responses Received ..... 73
Table 11: Municipal Key Performance Areas and Strategic Objectives ..... 76
Table 12: Political Promises aligned to Key Performance Areas ..... 77
Table 13: Municipal Key Performance Areas Linked to Key Focus Area ..... 78
Table 14: Municipal Key Performance Areas Linked to Key Focus Areas and operation objectives ..... 79
Table 15: Municipal Key Performance Areas Aligned to National, Provincial & District Policy ..... 82
Table 16: MLM Departments and Functions ..... 109
Table 17: Workforce Profile ..... 110
Table 18: : Human Resources Goals and Achievements ..... 113
Table 19: Staff Turnover ..... 114
Table 20: Priority Areas ..... 115
Table 22: Rand Value spent towards Township Economic Revitalisation ..... 128

**Acronyms and Abbreviations**

| | |
|---|---|
| COGTA | Department of Corporate Governance and Traditional Affairs |
| CPI | Consumer price index |
| CWP | Community Work Programme |
| DDM | District development model |
| DoRA | Division of Revenue Act |
| EAP | Employee Assistance Programme |
| ECD | Early Childhood Development |
| EPWP | Extended Public Works Programme |
| GDS3 | Sedibeng Integrated Development Plan & Growth & Development Strategy |
| GGT 2030 | Growing Gauteng Together |
| GRAP | Generally Recognised Accounting Practice |
| GVA | Gross Value Added |
| HR | Human resources |
| HSP | Human Settlement Plan |
| ICT | Information and Communications Technology |
| IDP | Integrated Development Plan |
| IUDF | Integrated Urban Development Framework |
| IWMP | Integrated Waste Management Plan |
| KFA | Key focus area |
| KPA | Key performance area |
| KPI | Key performance indicator |
| LED | Local Economic Development |
| MEC | Member of the Executive Council |
| MFMA | Municipal Finance Management Act |
| MMC | Member of the Mayoral Committee |
| MLM | Midvaal Local Municipality |
| MPAC | Municipal Public Accounts Committee |
| mSCOA | Municipal Standard Chart of Accounts |
| MSTF | Medium Term Strategic Framework |
| MTREF | Medium Term Revenue and Expenditure Framework |
| NDP 2030 | National Development Plan |
| NERSA | National Energy Regulator of South Africa |
| NKPA | National KPA |
| PCF | Premier's Co-ordinating Forum |
| PDO | Predetermined development objectives |
| PMS | Performance management system |
| SALGA | South African Local Government Association |
| SAPS | South African Police Service |
| SDF | Spatial Development Framework |
| SDGs | Sustainable Development Goals |
| SHEQ | Safety, health, environment and quality |
| SMME | Small, medium and micro enterprise |
| SPLUMA | Spatial Planning and Land Use Management Act |
| SWOT | Strengths, Weaknesses, Opportunities, Threats |
| TER | Township Economic Revitalisation |



# Message from the Executive Mayor

I am honoured to present the 2026/2027 Integrated Development Plan (IDP) of Midvaal Local Municipality. This plan sets out a clear and practical strategic roadmap for how we will sustain and build on the strong governance and service delivery record that Midvaal is known for.

The IDP outlines our commitment to improving the lives of our residents, not only through the continued delivery of reliable, high-quality services, but also through concerted efforts to grow the local economy, unlock opportunities, and create sustainable jobs for the people of Midvaal.

Our vision remains anchored and underpinned by our five mayoral undertakings:

1. Investing in safety and security for all people of Midvaal.
2. Creating opportunities for all.
3. Providing excellent service delivery.
4. Solving challenges through innovation and creativity.
5. Listening to the people we serve, which is non-negotiable.

These undertakings are not merely aspirational; they are embedded in the municipality's policy direction, budget allocations, strategic planning, and the performance of every department.

**1. Investing in Safety and Security for All People of Midvaal**

We remain committed to enhancing community safety. Each financial year, the municipality invests over R5 million towards safety and security initiatives, recognising that safe communities are the foundation for growth and prosperity.

This investment has enabled us to significantly expand our surveillance capacity, with more than 600 cameras installed across the municipality. These include SNIPR licence plate recognition cameras, high-site and solar-powered units, as well as thermal cameras that monitor municipal properties, critical infrastructure, and key traffic routes.

In addition, we continue to support our Community Policing Forums (CPFs) and local patrollers by providing essential equipment such as portable radios, torches, and reflective vests. This has allowed us to strengthen partnerships that are vital in the fight against crime.

We will continue to prioritise and expand these investments to ensure that all residents of Midvaal feel safe and protected.

## 2. Creating Opportunities for All

We have invested over R2.6 million in funding students through the Mayoral Student Financial Aid programme, enabling greater access to higher education and opening doors to future opportunities.

We have also prioritised the empowerment of the Forgotten Generation (people aged 35 years and above) through targeted skills development initiatives, thus equipping individuals with the tools to secure employment and to earn an income.

Through strategic partnerships with the private sector and institutions of higher learning, we have expanded access to learnerships, internships, skills development programmes, and meaningful job placement opportunities. We continue to meet our commitment of creating opportunities for all, thereby ensuring that our residents are better positioned to participate in and contribute to the local economy.

## 3. Providing excellent service delivery

Midvaal has a strong track record of delivering high levels of service delivery. This performance has been recognised by institutions such as Ratings Afrika, which ranked us as the best-performing municipality in Gauteng. Even the Auditor-General has commended Midvaal for achieving 89% of its service delivery targets. This is made possible by our firm commitment to directing the majority of our budget towards service delivery projects that directly improve the lives of our residents.

As a result of this, over 94% of Midvaal households have access to proper sanitation through toilets connected to sewerage systems, 94.8% of residents have access to piped water, and 93% of areas are electrified. We recently completed a multi-phased electrification project in Sicelo, bringing electricity to 1,200 households and improving the quality of life for many families.

We have also made significant investments in our water infrastructure, including the upgrading and replacement of ageing pipelines. These interventions are not only aimed at reducing water losses but also at strengthening the reliability of our supply and safeguarding our communities from the water disruptions that continue to plague many municipalities.

Midvaal is a municipality that is committed and capable. We will continue working tirelessly to meet the needs of our people.

## 4. Solving challenges through innovation and creativity

As the world changes rapidly and technology advances, we as a municipality must continually reassess how we deliver services. We must look at how we engage with our communities and how we embrace innovation to build a more sustainable, responsive, and inclusive municipality.

To improve how residents access municipal services, the municipality has introduced a WhatsApp Chatbot platform, providing a quick and convenient channel for assistance and information. This complements existing platforms

such as the Call Centre and the MyMidvaal app. All these innovative platforms are enhancing accessibility for residents and improving responsiveness from the municipality.

We have also made targeted investments to modernise and expand our operational fleet. Our upgraded, GPS-enabled vehicles support faster response times and improved efficiency. These enhancements are transforming how we deliver services such as waste collection, road maintenance, sanitation repairs, and fire response.

Our commitment to innovation also drives our approach to addressing water and electricity losses. We are advancing this effort through the rollout of smart metering technology to improve monitoring and sustainability.

In the area of public safety, we have digitised our fire stations and enhanced our CCTV surveillance systems. These systems enhance security, enable real-time monitoring, and support coordinated emergency responses. Through these innovations, we are building a smarter, more responsive, and future-ready municipality.

**5. Listening to the people we serve as a non-negotiable principle**

As an institution, we understand that it is vital that all policy directions and strategic objectives are informed by our residents. We do this by listening to the people we serve. We continue to hold public participation engagements. This is done through IDP meetings and budget meetings. Councillors and Members of the Mayoral Committee (MMCs) also host various public participation meetings to address specific issues in their areas or pertaining to their respective departments.

In addition to these, we also launched the Mayoral Imbizos. The Mayoral Imbizo meetings are aimed at addressing the concerns of residents who live in the peripheral parts of our municipality, particularly those who may not be able to attend regular ward meetings.

We also regularly run surveys to gauge what our residents need and identify areas for improvement. We remain committed to this, as we know that we were elected by the people to advance their service delivery interests.

In conclusion, this Integrated Development Plan reflects our unwavering commitment to building a municipality that delivers, innovates, and listens. It is a plan grounded in the needs of our residents and driven by a vision of inclusive growth and sustainable development.

We will continue to position Midvaal as the investment destination of Gauteng. We are deliberate in our efforts to attract investors by continuously refining our policies, reducing red tape, and investing in infrastructure that makes our municipality an attractive and competitive place to do business. We still aspire to make our municipality a leading tourist destination. Through ongoing engagement with the tourism sector, we work to identify challenges and implement solutions that enable businesses to grow and thrive.

As we implement this IDP, we will continue to strengthen good governance, enhance service delivery, and create meaningful opportunities for all who call Midvaal home. We recognise that challenges remain, but we are confident in our ability to address them through strong political will, collaboration and innovation. Together with our residents, we will continue working to ensure that Midvaal remains a place of opportunity, dignity, and progress.

***Yours in Service Excellence***

***Executive Mayor***

***Alderman Peter J Teixira***



# Message from the Municipal Manager

The Integrated Development Plan (IDP) serves as the Midvaal Local Municipality's comprehensive five-year strategic roadmap for the period 2022–2027. As a legally mandated planning framework, it is a critical instrument that guides the Municipality's developmental priorities, operational performance, and service delivery mandate. The IDP is closely aligned with the annual municipal budget as well as national and provincial development strategies, ensuring coherence, accountability, and sustainable governance.

The IDP clearly defines the Municipality's developmental direction, creating a conducive environment for economic growth, sound financial management, and strategic infrastructure investment. It further reflects the Municipality's commitment to inclusive governance through extensive public and stakeholder participation across all wards within the municipal area.

The current administration assumed office during a period characterized by various micro- and macro-economic challenges that adversely affected service delivery. Despite these constraints, including broader national and global socio-economic pressures, this IDP has been carefully formulated with strategic interventions aimed at mitigating these challenges. The Municipality remains resolute in its commitment to implementing IDP-aligned service delivery and infrastructure development. Our focus remains on ensuring the continuous provision of quality services, improving the standard of living for residents, and fostering a resilient, sustainable environment conducive to business and community development.

Mr. Phumudzo Magodi

Municipal Manager

# Chapter 1: Introduction

## 1.1 Background, Legislative Framework & Mandate

A municipality is compelled by legislation, the Local Government: Municipal Systems Act (No. 32 of 2000), to prepare an Integrated Development Plan (IDP) after the establishment of a newly elected Council for a five-year electoral term. Midvaal Local Municipality (MLM) adopted a 5-year IDP in May 2022 that provided detail on how it will manage and administer its affairs to meet the service delivery needs of its communities during the 2022-2027 term. The Act further stipulates that the municipality shall review the IDP on an annual basis as changing circumstances deem necessary. The 2022-2027 Midvaal IDP was first reviewed in May 2023 and thereafter was reviewed in May 2024 and May 2025. This version of the IDP is compiled as the fourth revision of the 2022-2027 IDP for the 2026/2027 IDP review.

The 2022-2027 IDP was formulated within the difficult state that the country finds itself. The triple challenges of unemployment, poverty and inequality continue to direct the economic development trajectory and compromise the gains made to build a sustainable economy. Covid-19 and its negative impacts have exacerbated the socioeconomic conditions due to strict lockdown restrictions which closed some sectors of the economy and restricted movement of goods and people. These impacts have resulted in unemployment and the closing of offices, industries and retail facilities. South Africa continues to be a dual economy with deeper inequality measured at a Gini coefficient of 0.63. It is important to note that the high inequality and poverty are the consequences of the structural colonial legacy of segregation and exclusion.

Communities have lost hope in the ability of municipalities to deliver services due to poor governance, corruption and maladministration. The Auditor-General of South Africa highlights these challenges on an annual basis but the situation has deteriorated with some municipalities indebted, unable to render services, owing service providers and unable to pay salaries. In recent years, the number of protest actions for municipal services has increased across the country. Property developers are exploring developments that will independently provide and maintain their own infrastructure without the involvement of municipalities.

It is within this context and status quo that the 5th Generation IDP should be a beacon of hope to disgruntled and destitute communities. The IDP needs to

introduce innovative and creative means and ways to render service delivery while improving the living conditions of these communities. The programmes and projects introduced should be labour-intensive and create job opportunities while also intensifying employment efforts of the Expanded Public Works Programme (EPWP) and Community Work Programme (CWP). The 4th Industrial Revolution presents the opportunity to take advantage of technology to improve service delivery, communication and digitisation of systems and processes. MLM needs to ensure that it creates an environment conducive for business to thrive by reducing red tape and improving the ease of doing business. To leverage partnership and collaboration, the municipality should build strong stakeholder relationships and interventions to attract new investments and retain existing investments. It is important for the municipality to remain people-centred, ensure continuous communication and further involve communities in decision-making.

Given the challenges above, it is important that the 5th Generation IDP give hope and instil confidence in the communities that municipalities can improve their socioeconomic conditions, grow the economy and create jobs.

## 1.2 Political Vision

The political vision is derived from the six electoral promises made by the Executive Mayor to the Midvaal community during elections campaign. They are outlined as follows:

**Promise 1: Investing in Safety and Security**

Our administration is committed to fully implementing the 'Outside-In Community Safety Plan' which will have two components: a policing strategy and a social empowerment plan. This means we will be tough on crime and tougher on the causes of crime. We will strengthen relations with the South African Police Service (SAPS) and providing them with the data, information and intelligence resources to keep our residents safe.

**Promise 2: Housing, Land Invasions and By-Law Enforcement**

The provision of housing is not our competency; however, the need for safe, structured and fairly allocated housing with formal services is a reality in Midvaal. We will work with the Department of Human Settlements to complete the housing development established in the area.

**Promise 3: Create Opportunities for all the People of Midvaal**

Our administration is committed to leading Midvaal's recovery from the front by focusing on the following:

- *Protecting existing jobs.*
- *Driving and facilitating an enabling environment for the creation of new jobs.*
- *Creating opportunities for skills development for all Midvaal's people.*

**Promise 4: Providing Excellent Service Delivery**

Getting the basics right is non-negotiable and it is the biggest contribution we can make to growing the local economy.

**Promise 5: Solving Challenges Through Creativity and Innovation**

New challenges require thinking differently and adapting quickly. We pledge to:

- *support and grow our agricultural sector to its former glory,*
- *drive agroprocessing partnerships and agribusinesses, which expand agricultural opportunities while promoting sustainable environmental protection,*
- *embrace new technologies to significantly lower our reliance on Eskom, and make load reduction a thing of the past, and*
- *investigate alternative methods of supplying reliable energy to all areas of Midvaal.*

**Promise 6: Listening to the People We Serve**

We want to improve our communication networks and accessibility. We also want to capacitate and resource our ward councillors to be our eyes and ears in our communities. In this way, we will

- *bring services to all communities, including those on the outermost boundaries of this municipality, and*
- *continually monitor the performance of our ward councillors, by measuring their responsiveness and issue driving impact.*

It is evident that there is an urgent need to focus efforts and thoughts on economic recovery, job creation and economic growth. It will be this administration's vision and objective to render services in an efficient manner

to communities while we also introduce interventions to improve their socioeconomic conditions.

## 1.3 Governance and Council Structure

In terms of the provisions of the Local Government: Municipal Structures Act (No. 117 of 1998) and the Local Government: Municipal Systems Act (No. 32 of 2000), the council performs both legislative and executive functions. The council focuses on legislative, oversight, decision-making (policies and by-laws), budget and participatory roles and has delegated other matters regarding the executive function to the Executive Mayor. Its primary role is to debate issues publicly and to facilitate political debates and discussions. Apart from their functions as decision-makers, councillors are also actively involved in community development programmes and various social programmes in the municipal area. They are the interface between the municipality and its communities. The council comprises 30 councillors. Councillors per political party are listed in the table that follows.

Table 1: Councillors per political party

| Political Party | Number of Councillors |
|---|---|
| Democratic Alliance (DA) | 19 |
| African National Congress (ANC) | 6 |
| Economic Freedom Fighters (EFF) | 2 |
| Freedom Front Plus (FF+) | 2 |
| Transformative Youth Movement (TYM) | 1 |

The Municipal Manager is the Chief Accounting Officer of MLM. As the head of the administration, the Municipal Manager primarily serves as chief custodian of service delivery and implementation of political priorities assisted by executive directors reporting directly to the Municipal Manager. The figure that follows, illustrates the structure of the Mayoral Committee and the Administration.




Figure 1: Governance & Council Structure

## 1.4 Process Plan

Section 28 of the Local Government: Municipal Systems Act (No. 32 of 2000), requires that each municipal council, within a prescribed period after the start of its elected term, adopts a process plan that would guide the planning, drafting, adoption and review of the IDP. The process plan should have clear and established mechanisms, procedures and processes to ensure proper consultation with the local communities.

In August 2025, after a period of public consultation, the municipality adopted the 2026/2027 IDP Process Plan. The process plan indicates how the IDP will be implemented, the roles and responsibilities of all stakeholders, timeframes, milestones to be achieved and alignment with the budget processes.

The following table highlights the key deadlines listed in the process plan:

Table 2: Process Plan

| Proposed Date | Activity |
|---|---|
| **19 August 2025** | Final Virements for the 2024/2025 financial year to be approved by the Mayoral Committee. |
| **August 2025** | Approval of Key Deadlines as required by Section 21 of the MFMA as well as the IDP Process Plan as required by the Municipal Systems Act. |
| **21 August 2025** | Roll over adjustment budget approved by Council |
| **21 August 2025** | Council approval of the Annual Financial Statements and Draft Annual Report for the 2024/2025 financial year. |
| **31 August 2025** | Submission of Annual Financial Statements and Draft Annual Report for the 2024/2025 financial year to the Auditor General for auditing. |
| **September - October 2025** | Public Engagement in terms of sections 28 and 29 of the Municipal Systems Act. |
| **7 November 2025** | Finance department to submit requests for any adjustments to the 2025/2026 Adjustments Budget |
| **21 November 2025** | Departmental submissions of Adjustments Budget for 2025/2026 |

| | |
|---|---|
| **2 December 2025** | MM / HOD's meeting to discuss Adjustments Budget for 2025/2026 financial year |
| **January 2026** | Accounting Officer to assess the performance of the municipality during the first half of the financial year and make recommendations as to whether an adjustments budget is necessary and recommend revised projections for revenue and expenditure to the extent that this may be necessary. |
| **January 2025** | Corporate Services to confirm all tariff submissions and by-laws for legal compliance. |
| **20 January 2026** | Budget Steering Committee to review 2025/2026 Adjustment budget submissions. |
| **23 January 2026** | Finance department to submit Draft Budget for 2026/2027 to departments for comments (including proposed tariffs) including Draft Capital budget. |
| **29 January 2026** | The tabling of Annual Report (inclusive of Final AFS and AG report) and MPAC Report for the 2024/2025 financial year to Council:<br>- Tabling of Annual report to Council<br>- Annual report made public<br>- Oversight report made public.<br>- |
| **10 February 2026** | Budget Steering Committee to finalise 2025/2026 Adjustment budget, as well as the approval of parameters for the compilation of the 2026/2027 budget |
| **24 February 2026** | Budget Steering Committee to consider Draft Operating Budget for 2026/2027 (inclusive of tariff increases) & Draft Capital Budget |
| **26 February 2026** | Council to approve main adjustments budget for the 2025/2026 financial year. |
| **12 March 2026** | Budget Steering Committee to consider final balanced budget and budget-related policies, IDP and SDBIP (final consideration, weekly meetings). |
| **March 2026** | Formal tabling of Draft IDP, Budget and SDBIP to Council in terms of the MFMA and the Municipal Systems Act. |

| | |
|---|---|
| **April 2026** | Advertise and publish the final draft of IDP and Budget for public comment and submit to the National and Provincial Treasury and others as prescribed by the MFMA and Municipal Systems Act.<br><br>Submission of IDP to MEC for Comments.<br><br>Submission of Budget to NT for Comments (Including upload files in printed and electronic format).<br><br>Submission of draft IDP / Budget to organs of state. |
| **April 2026** | Engagements with National and Provincial Treasury regarding the tabled IDP, Budget and Draft SDBIP. |
| **April 2026** | Workshop with all councillors regarding the IDP and Budget. |
| **April 2026** | IDP and Budget Hearings in terms of section 16 of the Municipal Systems Act and section 23 of the MFMA:<br>- Conduct IDP/Corporate Scorecard / Budget Public Hearings to obtain public comment and inputs from communities, the provincial government, and other relevant stakeholders (performed through ward councillors)<br>- Comments to be provided in writing<br>- Acknowledgement of comments received<br>- Response to public comment i.r.o. Budget, tariffs and policies (to Budget Steering Committee).<br>- |
| **12 May 2026** | Budget Steering Committee to consider final IDP, Budget and Draft SDBIP. |
| **May 2026** | Section 80 Committee to recommend final IDP, Budget and Draft SDBIP. |
| **May 2026** | Mayoral Committee to recommend final IDP, Budget and Draft SDBIP. |
| **May 2026** | Council to approve final IDP and Budget. Draft SDBIP to be noted by Council.<br><br>Council must give final approval of the IDP/Draft Organisational Scorecard and Budget document by resolution, setting taxes and tariffs, approving changes to the IDP and budget-related policies, and approve measurable performance objectives for revenue by |

| | |
|---|---|
| | source and expenditure by vote before the start of the financial year as required by sections 23 and 24 of the MFMA and section 25 of the MSA. |
| **June 2026** | Making public of approved IDP / Budget as per the MFMA and MSA requirements.<br><br>Tariff and By-law Promulgation.<br><br>Submission of approved IDP to MEC for Local Government and Housing.<br><br>Submission of approved IDP and Budget to NT (Including upload files in printed and electronic format). |
| **June 2026** | Submission of Draft SDBIP to Executive Mayor:<br>- Executive Mayor to receive Draft Municipal SDBIP within 14 days after approval of the budget. |
| **June 2026** | Approval of SDBIP by Executive Mayor:<br>- Executive Mayor to approve Municipal SDBIP within 28 days after approval of the budget<br>- Place all Directorate Executive Summaries and SDBIPs and Department Business Plans and SDBIPs on the website. |
| **June 2026** | Section 57 (MSA) Performance Agreements:<br>- Submit Draft Performance Agreements to the Executive Mayor within fourteen days after the approval of the budget. |
| **July 2026** | - Council to approve Performance Agreements of Municipal Manager and senior managers within one month after the beginning of the financial year (MSA – Section 57(2)(b)(ii) |

# Chapter 2: Situational Analysis

## 2.1 Spatial Analysis

MLM (GT422) is a Category B municipality as defined in the Municipal Structures Act (No. 117 of 1998). It comprises 15 wards and is one of three local municipalities which constitute the Sedibeng District Municipality. The other two being Emfuleni Local Municipality (GT421) and the Lesedi Local Municipality (GT423).




Figure 2: Regional Context

MLM covers an area of approximately 1 722 km$^2$ compared to approximately 966 km$^2$ and 1484 km$^2$ respectively for the neighbouring Emfuleni and Lesedi municipalities. MLM is characterised by the following spatial structures·

Table 3: Spatial Structure (Midvaal GIS 2022)

| Areas | Total number |
|---|---|
| Townships | 56 (31 314 stands) |
| Farms | 80 (3 235 portions) |
| Agricultural/small holdings | 33 (4 169 small/agricultural holdings) |
| Informal settlements | 29 |
| Nature reserves | 1 |
| Conservancies | 10 |

The heat map that follows is derived from all the rates and taxes accounts applicable to MLM. The purpose of this map is to indicate where these accounts are concentrated spatially. The areas with the highest concentrations are within the townships (urban areas) and include suburbs such as Meyerton, Eye of Africa, Savanna City, Henley on Klip, Lakeside Estates, Vaal Marina, Klipriver, among others. This is, however, to be expected, considering that urban areas feature higher densities. This also provides an indication of where services, people and activities are concentrated in comparison to Midvaal as a whole.

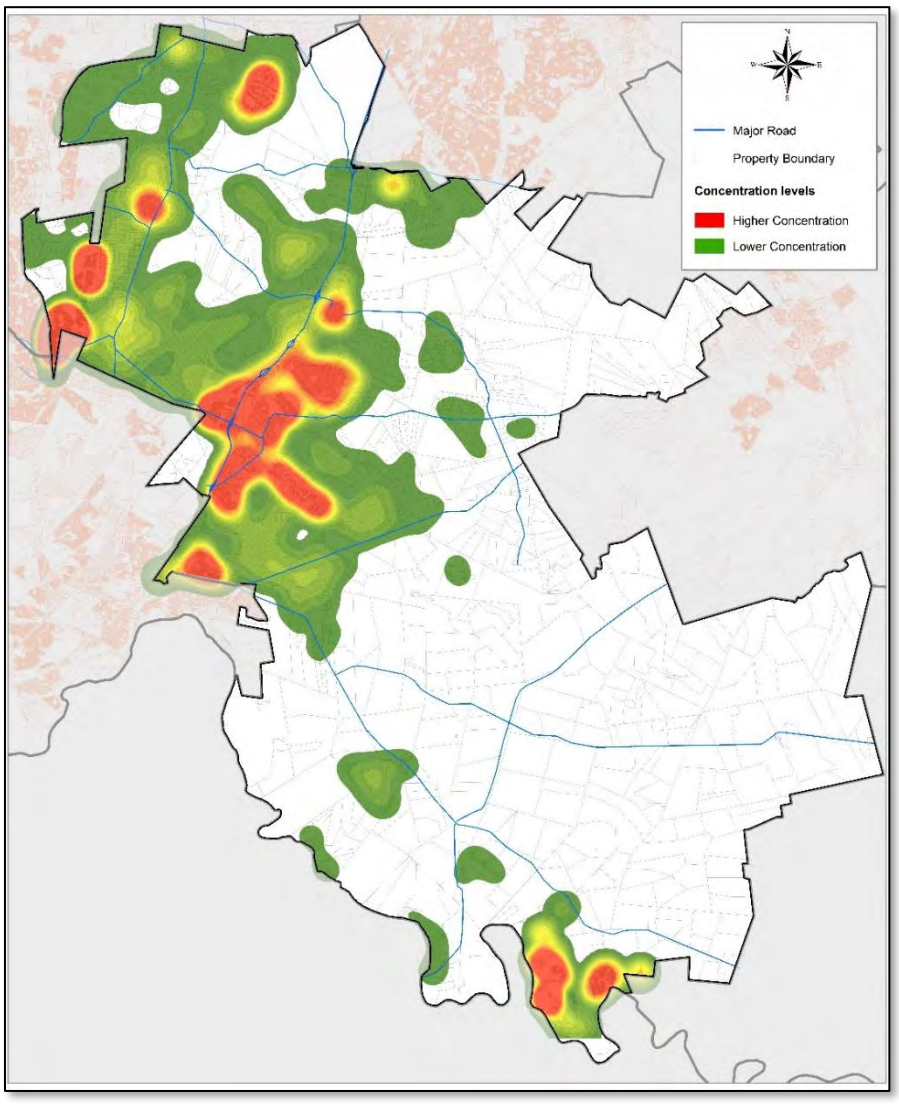



Figure 3: Heat Map of Municipal Accounts (Midvaal GIS 2022)

**Environmental Features**

- Natural Features

Midvaal encompasses various natural features such as rivers, spruits, dams, ridges and wetlands. The Klip River is one of the main tributaries to the Vaal River in Gauteng. The municipality has ten formalised conservancies and includes the Suikerbosrand Nature Reserve. The area is predominantly rural in nature with the majority of land dedicated to farming. The municipality is guided by the Gauteng Province Environmental Management Framework in terms of development requirements based on the Environmental Management Zones.

- Air Quality

Midvaal forms part of the Vaal Triangle Air Priority Area. The National Environment Management: Air Quality Act (No. 39 of 2004) determines metropolitan and district municipalities to be the licensing authority for all listed activities. The Sedibeng District Municipality is therefore responsible to ensure that companies comply with licence conditions in their atmospheric emissions licences and that pollution reduction strategies are implemented by all such listed industries.

The control of dust, noise, offensive odours and indoor air pollution is managed and controlled by MLM. All related complaints are handled and resolved by the municipality. All non-compliance issues and complaints in relation to the listed activities are referred to the Air Quality Officer at the Sedibeng District Municipality for investigation. The current complaint system of MLM allows for all air pollution complaints to be registered with the municipality.

- Dolomite

The majority of the built-up areas in Midvaal are underlain by dolomite soil conditions. Dolomite land is defined as land underlain by dolomite at depths of no more than:

- 60 m in areas where no dewatering has taken place and the local authority has jurisdiction, is monitoring and has control over the groundwater levels in the areas under consideration; or
- 100 m in areas where dewatering has taken place or where the local authority has no jurisdiction or control over groundwater levels.

Dolomite land is susceptible to sinkhole and subsidence formation, primarily through groundwater level drawdown and ingress of water. The draft Dolomite Risk Management Policy and By-law outlines MLM's approach to dolomite risk management and gives effect to the associated procedural requirements as

outlined in the South African National Standard, SANS 1936, titled *Development of dolomite land, Parts 1 to 4*, published on 12 October 2012.

MLM has developed guidelines to building on dolomite land and has also entered into a Memorandum of Understanding with the Council for Geoscience to further engage in studies to ensure the safety of developments on dolomite land. Discussions and consultations are ongoing to implement affordable and cost-effective dolomite studies.

- Waste Management

MLM has adopted an Integrated Waste Management Plan (IWMP) and is awaiting endorsement by Gauteng Department of Agriculture and Rural Development. A total of seven goals to be achieved were identified as:

1. Effective waste information management and reporting
2. Improved waste education and awareness
3. Improved institutional functioning and capacity
4. Provision of efficient and financially viable waste management services
5. Increased waste minimisation and recycling
6. Improved compliance and enforcement
7. Improved future planning.

**Transport & Mobility Routes**

The R59 and R82 are the main transport corridors within Midvaal. The R59 is earmarked as a development corridor linking the City Deep logistics hub and OR Tambo International Airport in the north to the Vereeniging-Vanderbijlpark complex in the south. The R82 is a mobility corridor connecting Johannesburg in the north via Tedderfield AH, Walkerville and De Deur from Johannesburg to Vereeniging in the south.

The main railway line, running parallel to the R59, is a freight line connecting Vereeniging to Germiston. Along the eastern boundary of Midvaal lies a commuter railway line from Emfuleni to the City of Johannesburg.

The Gauteng Department of Transport will be commencing with the construction of the R59 bridge in Meyerton Farms and the extension of the R82 in De Deur.

## Economic Growth

MLM's Central Business District (CBD) is Meyerton which is surrounded by residential developments. Smaller service centres are found in in De Deur and Walkerville.

Several industrial townships have been established historically, of which Sybrand Van Niekerkpark, Noldick and Witkop Industrial are the most prominent. Graceview Extensions and Klipriver Business Park have been established more recently. The farm Kookfontein, referred to as Meydustria, is the only area in Midvaal where noxious industrial activities take place.

Development along the R82 has increased rapidly over the past decade with areas such as De Deur becoming the second largest economic centre in Midvaal.

## Residential Development

Historically residential settlements have been established along the major transport routes. The railway line between Germiston and Vereeniging as well as the R59 has resulted in the development of Meyerton, Rothdene, Meyerton Farms, Sicelo, Klipriviersdorp (Kookrus), Golfpark, Henley on Klip, Witkop (Daleside) and Klipwater.

Similarly, the R82 has been the main arterial route between De Deur, Vereeniging and Johannesburg. This road has given rise to residential developments such as De Deur Estates, Ohenimuri, Walkerville and Tedderfield.

Other notable residential settlements in Midvaal are Risiville, Riversdale, Vaal Marina, Eye of Africa and Savanna City.

## Spatial Transformation

In the urban environment, economic and social inequities manifest in embedded spatial imbalances, characterised by labour living far from work, suffering long and expensive commutes; racially and class-distinct neighbourhoods; black peripheries and inner cities characterised by poor and informal housing and environments; and economies that follow historical patterns and are concentrated far from the poor majority. In response to these imbalances, the mantra has been 'spatial transformation'.

The National Development Plan (NDP 2030) acknowledges quite explicitly that a fundamental reshaping of the colonial and apartheid geography may take decades. For this to happen, the country must:

- clarify and relentlessly pursue a national vision for spatial development,
- sharpen the instruments for achieving this vision, and
- build the required capabilities in the state and among citizens. (NPC 2011: 260)

Spatial transformation in Midvaal is guided by a variety of policies such as the Spatial Development Framework, Local Area Precinct Plans and the Midvaal Human Settlement Plan. Development pressures resulting in spatial transformation are internal and external. External development pressure is exerted from the north and the west from the cities of Johannesburg and Ekurhuleni and Emfuleni Local Municipality.

**Tourism Development**

Midvaal is blessed with an abundance of physical features, such as rivers, dams and ridges, which lends itself to tourism. Key tourism sites include the Suikerbosrand Nature Reserve (the highest point above sea level in Gauteng), the Vaal Dam, Vaal River, Suikerbos River and the Klip River. Added to this is a number of cultural sites such as the Block House near Witkop (Daleside). Other tourism activities include birding, fishing, water sports, cycling (road and mountain biking), hiking, game viewing, scuba diving and business tourism (conference venues and business hotels, to name a few. Food and beverage outlets and entertainment are other key contributors to the tourism value offering.

Midvaal also attracts motor sport through the facilities such as the Midvaal Racecourse and the Oval Track at the Walkerville Show Grounds. Due to its close proximity to Johannesburg and Ekurhuleni, Midvaal is the ideal venue for music and arts festivals.

**Industrial/Commercial Development**

Growing Gauteng Together identified Sedibeng District Municipality, which includes MLM, as the Southern Development Corridor. One of the overarching themes of the corridor is the 'Reindustrialisation of the South'. The R59 Development Corridor has since 2000 been the premier industrial corridor of the municipality.

The corridor is anchored in the north by the Klipriver Business Park, and Graceview and by the Meydustria Industrial Park in the south. The corridor has seen significant growth on the eastern side of the corridor over the past two decades. The western side of the corridor has excellent prospects for development due to the saturation levels experienced on the eastern side.

The future growth of the municipality is dependent on its ability to attract new investment in the industrial and commercial sector as this will create sustainable employment opportunities in the entire value chain.

**Agricultural Development**

MLM is one of the largest municipalities in Gauteng covering approximately 1 722 km$^2$, but with a population density of only 64 people per km$^2$. This low population density indicates that there are extensive tracts of land, which are undeveloped. Linked to the good soil conditions, the moderate rainfall and gentle gradient means that there are large portions of the municipality that lends itself to agricultural production.

The bulk of this land lies to the east of the R59. Of this, roughly 50% is arable and suitable for crop production. The balance is better suited for livestock and game farming. Midvaal is also characterised by a high number of agricultural holdings. Although less suitable for commercial farming, these holdings do play a role in food security. At the entry level, these holdings are ideal for subsistence farming. These holdings are also well suited for intensive agricultural practices such as green house and tunnel farming and hydroponics.

The close proximity of these small holdings to residential areas means that they enjoy potential markets in close proximity.

## 2.2 Demographic Analysis

MLM is predominantly rural in nature with extensive farming constituting approximately 90% of the total area of jurisdiction. The municipality does not conduct demography surveys and relies on Statistics South Africa as the official source of demographic data. The demographic data outlined below are derived from the Census 2022[1] as provided by Statistics SA. The Census 2011 and Community Survey 2016 data were used in previously IDPs and where Census 2022 data is not yet available, these data sources have been retained.

**Population & Household Profile**

As of 2022, Midvaal has a population of 112 254, from a base of 95 301 in 2011 with an annual growth rate of 1.6%. The number of households has also grown significantly from a base of 29 964 to 36464 as of 2022[2].

[1] It should be noted that Statistics South Africa has report a 31% undercount of Census 2022 data.
[2] Community Survey 2016 were previously used for Population and Household statistics at 111612 and 38064 respectively.

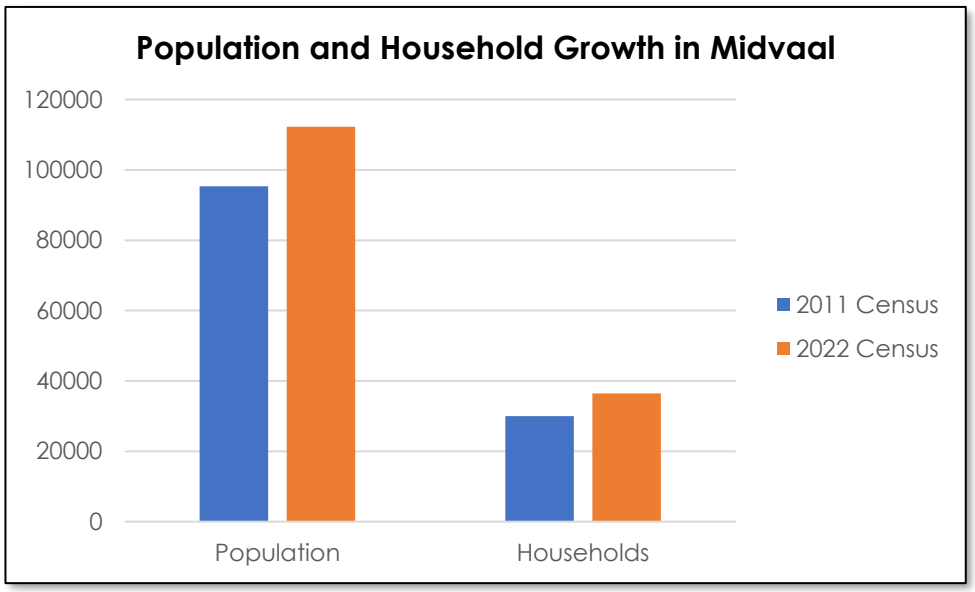



Figure 4: Population and Households in Midvaal (StatsSA Census 2011 & Census 2022)

## Population Groups

The population groups of the Midvaal is largely dominated by African black and white populations, together making up more than 97% of the population.

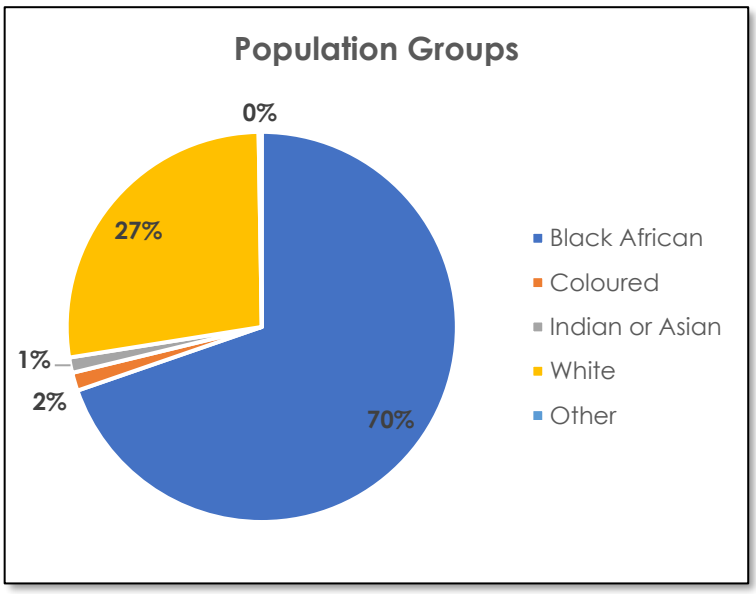



Figure 5: Population Groups in Midvaal (StatsSA Census 2022)

## Age Profile

The age profile of the population falls largely within the youth group which is approximately 58% of the total population. In addition, approximately 70% of the population falls within the working age group (people aged between 15 and 64).

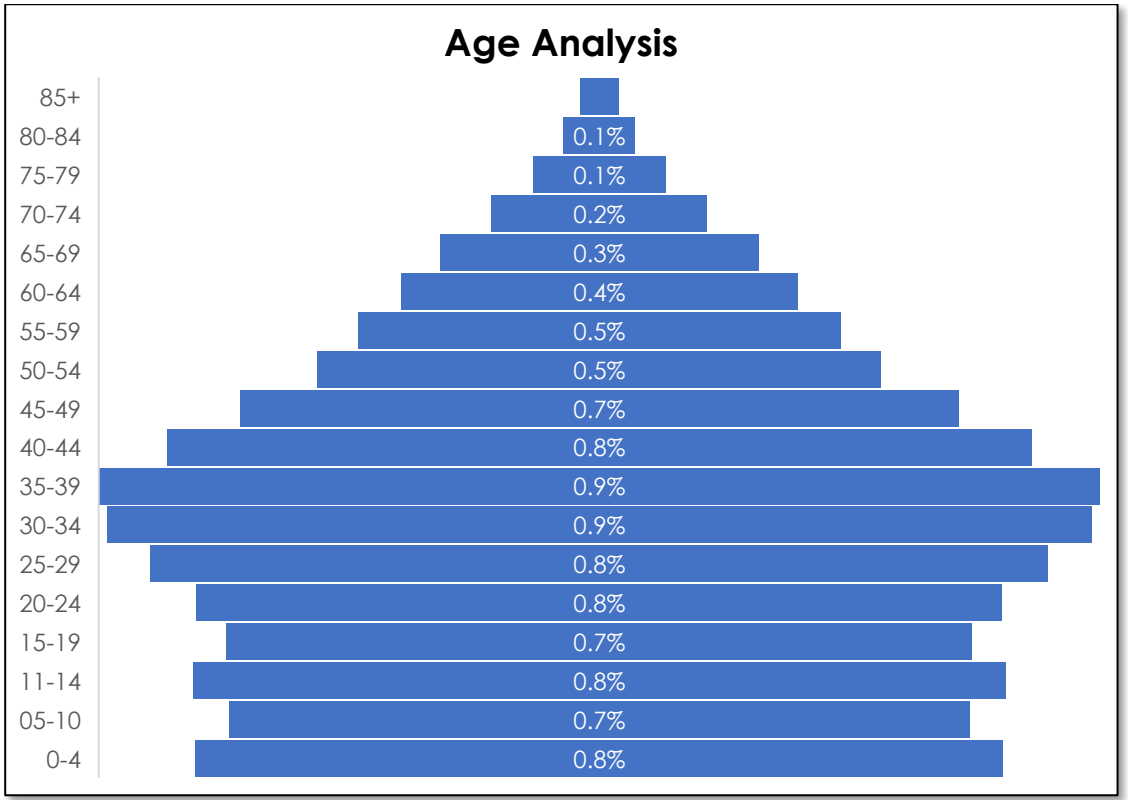



Figure 6: Midvaal Age Profile (StatsSA Census 2022)

## Gender Profile

The gender profile of Midvaal marginally favours males over females; 52% of the population is male and only 48% is female (as per 2016). This is consistent with the profile as per 2016 with less than 1% shift in profile since 2011.

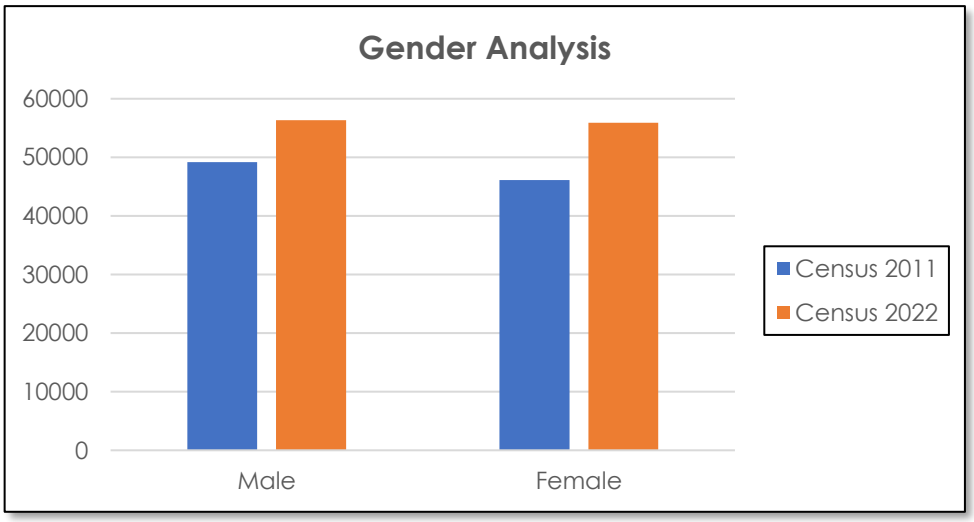



Figure 7: Gender Profile of Midvaal (Stats SA Census 2011 & Census 2022)

## Educational Profile

The educational profile of the Midvaal area shows that most of the total population have had some form of secondary education and upwards, amounting to 53% of the total population, with 13% of the population having qualified at higher institutions of learning.

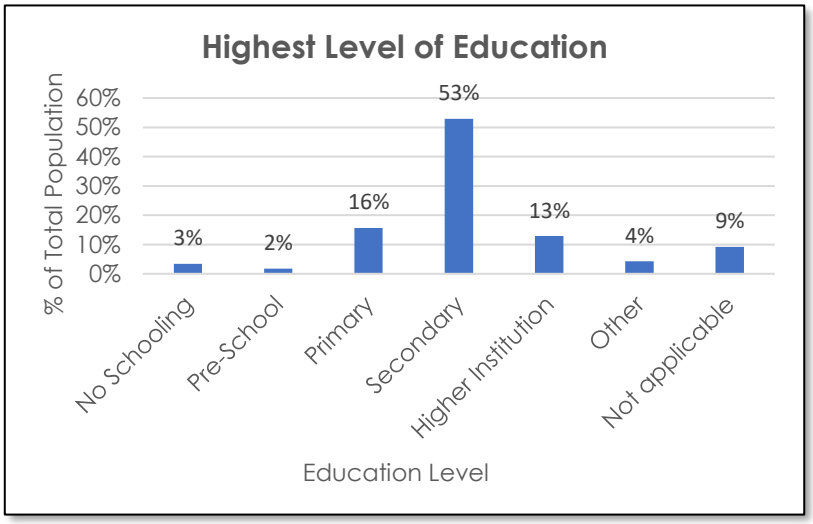



Figure 8: Highest Level of Education (Stats SA Census 2022)

## Household Income Profile

There is a broad distribution of incomes across the households in Midvaal with the largest portion of household in the R21 350–R42 698 per annum bracket. Significantly, 13,9% of all households earn no income.

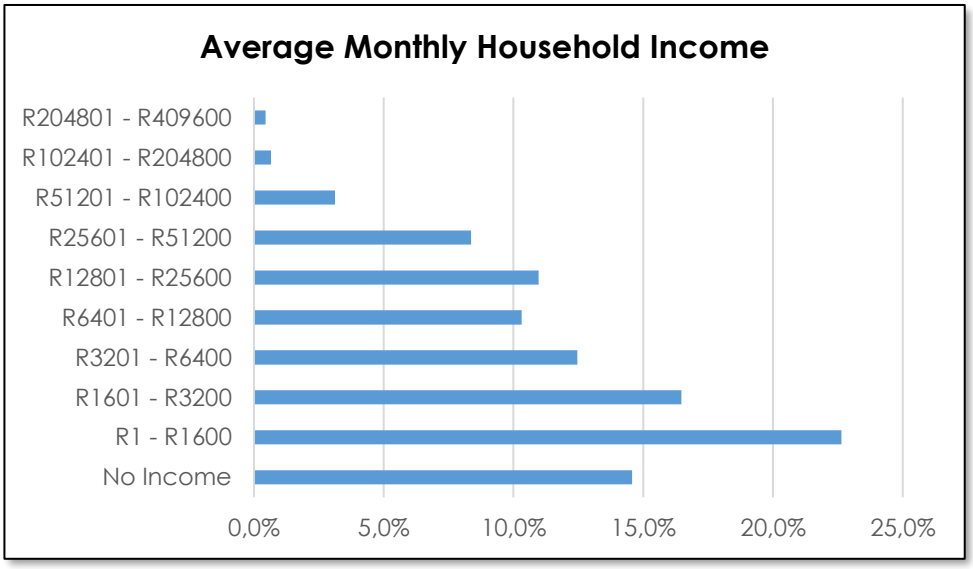



Figure 9: Average Monthly Household Income (Stats SA Census 2011)

## Service Delivery

The table below indicates the percentage growth of population with access to basic services from the 2011 Census to the 2022 Census.

Table 4: Access to Basic Services

| Service Delivery Item | 2011 | 2022 | % Growth |
|---|---|---|---|
| Flush toilets connected to sewerage | 58.00% | 94.10% | 36.10% |
| Weekly refuse disposal service | 82.10% | 86.60% | 4.50% |
| Access to piped water on the site | 82.90% | 94.80% | 11.90% |
| Electricity for lighting | 79.30% | 93.40% | 14.10% |

## 2.3 Economic Analysis

The economic indicators of an area form the basis for current demand for residential and commercial product offering and also serve as the drivers for future growth in demand. An improving economy has positive implications for disposable income growth and thus residential purchasing power in the short term.

### Economic Growth

MLM falls within the Sedibeng District alongside two other municipalities, Emfuleni and Lesedi. Emfuleni is the largest municipality within the district, contributing 72.81% to its Gross Value Added (GVA), while Midvaal and Lesedi contributed 14.98% and 12.21%, respectively. GVA measures output (total production) of a region in terms of the value that was created within that region. GVA indicates the level of economic activity within a region.

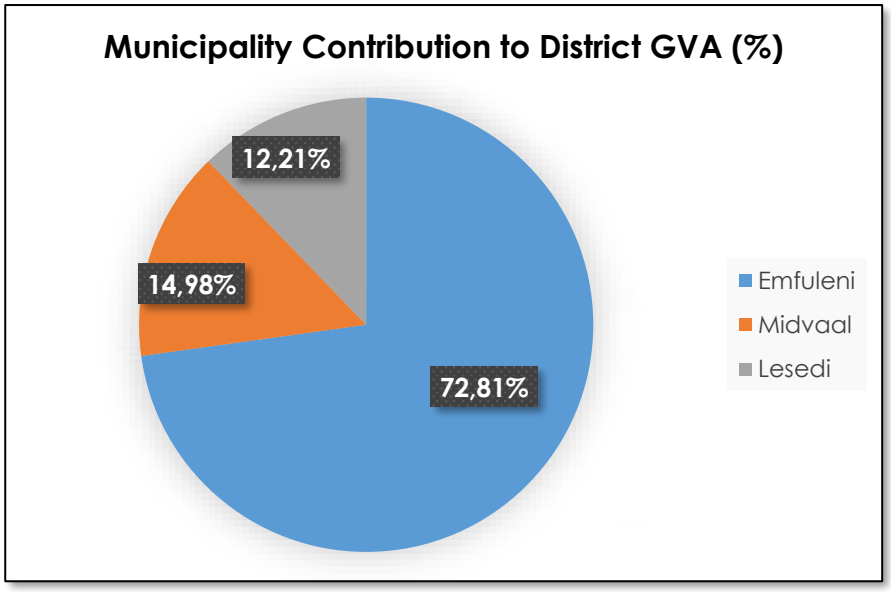



Figure 10: Municipality contribution to district GVA (Midvaal Economic Analysis 2021)

According to the Midvaal Economic Analysis (2021), the total GVA for Sedibeng was R49 billion in 2018, of which Midvaal contributed R7 billion, Lesedi

R6 billion and Emfuleni 36 billion. Midvaal had the second highest GVA growth rate of 2.79% between 2001 and 2018. Lesedi's growth in GVA was 3.07%, and Emfuleni's 2.03%.

Table 5: GVA - Local municipalities of Sedibeng District Municipality, 2001 to 2018, share and growth (Midvaal Economic Analysis 2021)

| District | GVA (2001–2018) (R '000) | Share of district municipality | Average annual growth rate |
|---|---|---|---|
| Emfuleni | 36.025 | 72.81% | 2.03% |
| Midvaal | 7.141 | 14.98% | 2.79% |
| Lesedi | 6.042 | 12.21% | 3.07% |
| Sedibeng | 49.626 | | |

### Economic Activity by Sector

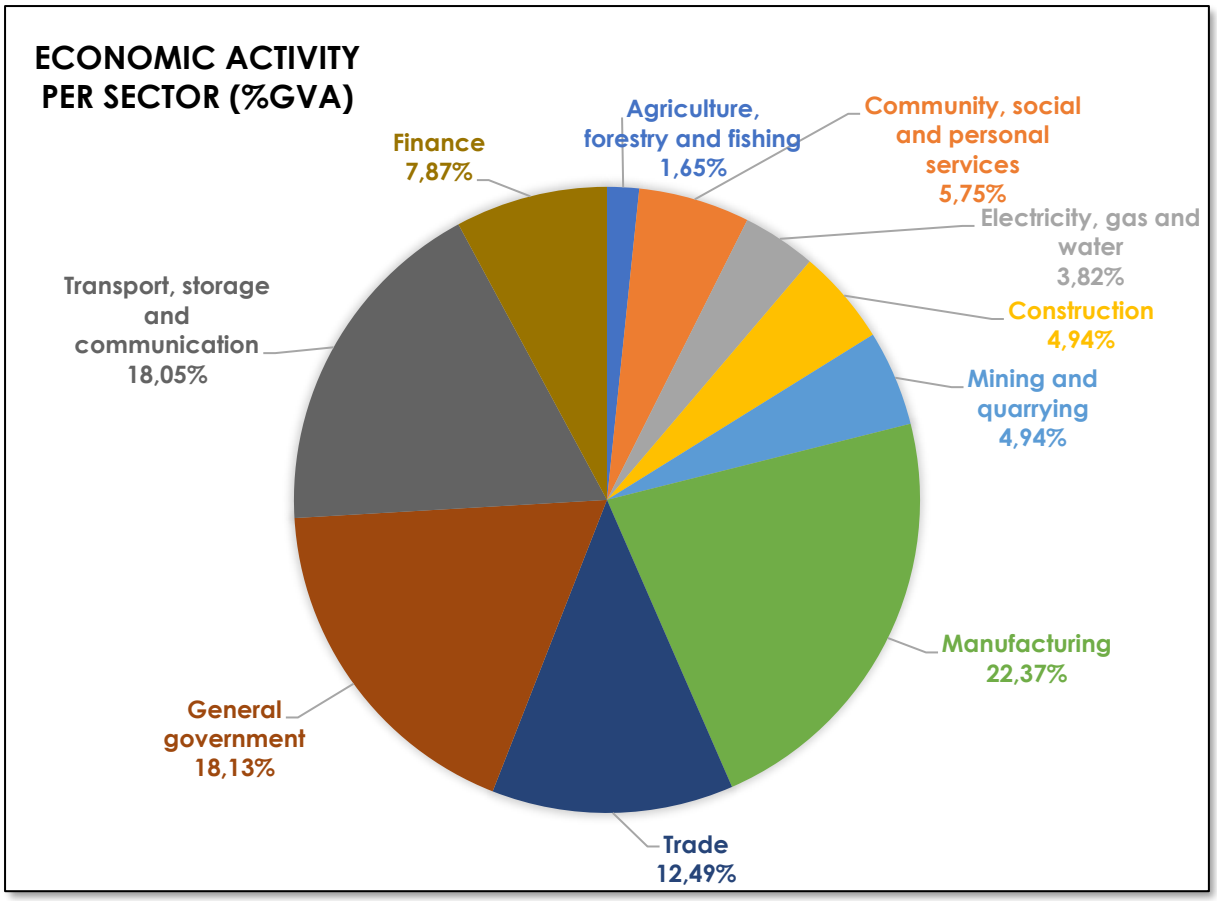



Figure 11: Economic activity by sector (Midvaal Economic Analysis 2021)

As seen in Figure 11, the pillars of the local economy are manufacturing, general government, transport, storage and communication and trade. These sectors contribute cumulatively 71.04% of GVA to the local economy·

The following list ranks the sectors from highest to lowest:

1. Manufacturing 22,37%

2. General government 18,13%
3. Transport, storage and communication 18,05%
4. Trade 12,49%
5. Finance 7,87%
6. Community, social and personal services 5,75%
7. Construction 4,94%
8. Mining and quarrying 4,94%
9. Electricity, gas and water 3,82%
10. Agriculture, forestry and fishing 1,65%

In terms of average sectoral growth, Midvaal's strongest sectors included mining and quarrying (6,88%), construction (5,31%) and transport and logistics (4,43%). Both Emfuleni and Lesedi had similar sector growth trends, with mining and quarrying and construction exceeding the 5% average annual growth.

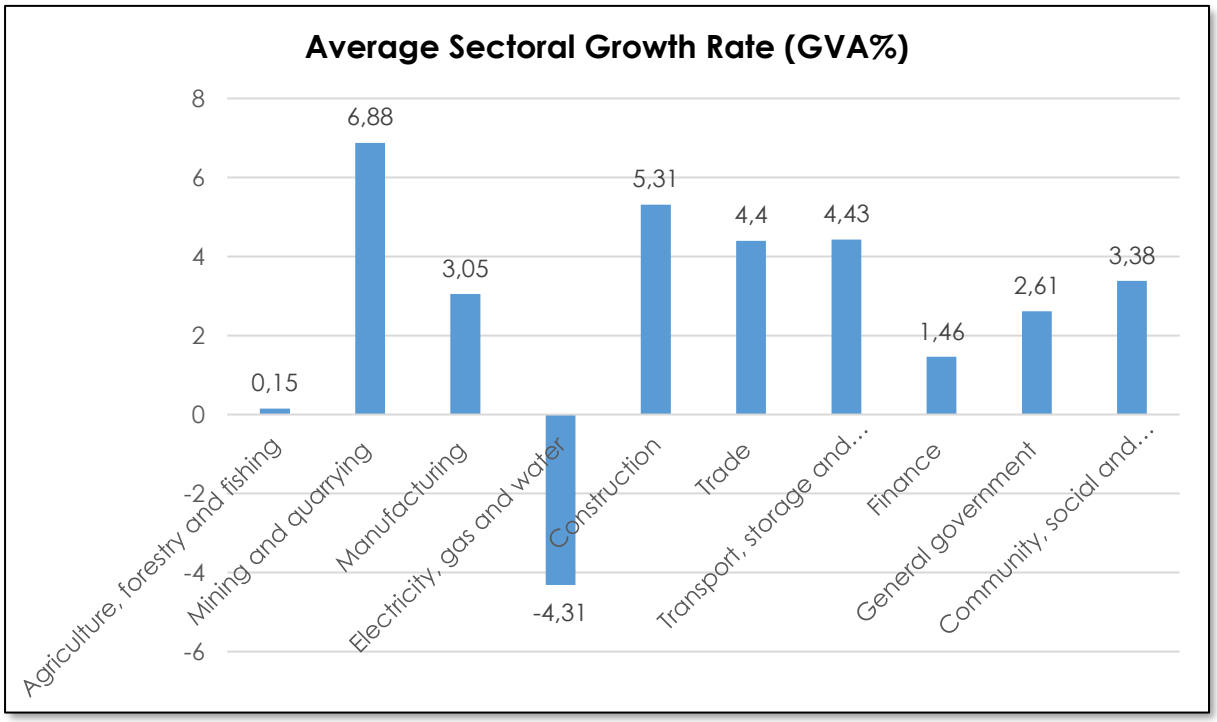



Figure 12: Average Sectoral Growth Rate (Midvaal Economic Analysis 2021)

Due to the stagnation in economic activity and the rising unemployment facing South Africa and its provincial, district and local economies, interventions are needed for MLM to industrialise, create jobs and grow the economy.

Midvaal has mainly agricultural and rural/township land with important natural structures and conservation areas. The area along the R59 Development Corridor has a competitive advantage and offers transport and distribution opportunities.

The manufacturing sector is the best-performing sector and has a relatively high comparative advantage; however, the sector's vulnerability to external factors and global pressures must be considered in future development. This is one of the reasons why MLM must focus on diversifying its economy. Other potential sectors and activities identified for development include the following:

- Those which are labour-intensive (specifically those that can grow by drawing on unskilled and semiskilled workers) with strong backward and forward linkages.
- Those with rapidly growing comparative advantage (e.g., mining) and investor interest.
- Those which the broader economy is moving towards, such as green industries.

Agricultural activities could be increased significantly by promoting the efficient use of vast arable land. This sector could further stimulate other high-growth and job-generating industrial activities, particularly agroprocessing. Agroprocessing has the potential to enhance agricultural production and create markets for farmers.

Industrialisation remain a key intervention to transition the Midvaal economy towards higher value-added activities and technological innovation, particularly for advanced manufacturing activities. Clustering of industrial activities and building value chains are crucial as suppliers can leverage their proximity to one another to partner and collaborate to achieve cost reductions. However, the economic conditions and the required time and effort must be recognised as increased industrialisation cannot be attained merely with the existing industrial structure. Thus, proper planning is essential to ensure that industrialisation strategies are realised and impacts are maximised.

## 2.4 Institutional Analysis

MLM is dedicated to improving as an institution by ensuring alignment and adherence to legislation as well as using innovation and technology to enhance operations. The following section highlights operational structures and institutional achievements.

### 2.4.1 Committees

The Council has the following committees that assist in its legislative functions:

- **Section 80 Committees**

Section 80 committees are established to assist the Executive Mayor and Mayoral Committee. The Executive Mayor appoints the chairperson and may delegate power to these committees. The Mayoral Committee may vary or cancel any decisions taken by these committees. All Section 80 committees report to the Mayoral Committee. MLM has five Mayoral Committee Members and thus five Section 80 portfolio committees: Corporate and Finance Services, Engineering Services, Community Services and Development and Planning.

- **Mayoral Committee**

The Mayoral Committee is the committee of the Executive Mayor and members of the Mayoral Committee. Council may delegate certain functions to the Mayoral Committee, through the system of delegations. The Mayoral Committee must report all decisions taken to Council. The functions that are not delegated, must then be recommended to the full Council.

- **Council**

Council is represented by all councillors in the municipality. It is chaired by the Speaker of Council.

- **Municipal Public Accounts Committee**

The Section 79 the Municipal Public Accounts Committee (MPAC) was established with specific terms of reference to assist Council with its oversight function. The MPAC functions as the oversight committee of Council in respect of the Annual Report, and its oversight report is submitted and published in accordance with the MFMA requirements and guidance. The MPAC consists of members of the majority and opposition parties and is chaired by a member of the opposition.

- **Financial Disciplinary Board**

The Financial Disciplinary Board was established as required by the Municipal Regulations of Financial Misconduct Procedures and Criminal Proceedings, 2014.vThe objective of the Financial Misconduct Regulations is to set out processes and procedures municipalities must follow, when dealing with allegations of financial misconduct. The Regulations, amongst others, requires of the Municipal Council to establish a financial disciplinary board.

The board is an independent advisory body that assist the Council with the investigation of allegations of financial misconduct and provide recommendations on further steps to be taken regarding disciplinary proceedings. The Financial Disciplinary Board is functional and is executing its functions in terms of the relevant legislation and regulations.

- **Audit, Performance, Integrity & Risk Management Committee**

This committee is established in terms of Section 166 of the MFMA. Council approved the establishment of the committee per Council Resolution C3224/11/2023 dated 30 Nov 2023.

- **Bid Adjudication Committee**

The Bid Adjudication Committee's input concludes the procedure for dealing with bids of the MLM; the committee is responsible for the final decisions regarding the adjudication of a bid.

Proposals regarding the applicable and qualifying bids for each tender are submitted by the Bid Evaluation Committee to the Bid Adjudication Committee, where the adjudication is finalised. The chairperson of the Bid Adjudication Committee is appointed by the Municipal Manager who is not allowed to serve on or be involved in the Bid Evaluation Committee at any stage.

- **ICT Steering Committee**

This committee is chaired by the Municipal Manager and consists the Heads of Department. This committee manages the purchase of information and communications technology (ICT) equipment and is also a channel for resolving ICT issues within the departments.

- **Section 79 Place Name Committee**

This committee was established to deal with changing of street names.

- **Section 79 Petitions Committee**

This committee was established to deal with petitions.

- **Section 79 Ethics Committee**

The Section 79 Ethics & Disciplinary Committee was established to assist the Speaker with the performance of the delegated functions, particularly relating to investigating misconduct of councillors, and with enforcing the Code of Conduct for Councillors and the Standing Orders of Council

### 2.4.2 Management and Operational Systems

The Council has the following operational and management systems in place:

## Risk Management

Enterprise-wide risk management is a priority of the municipality and as such, it is a standing item on the weekly management agenda. This creates the opportunity for the early identification and mitigation of risks.

## Integrity Management – Anti-fraud and Anti-corruption Strategy

MLM subscribes to the principles of good corporate governance, which requires conducting business in an honest and transparent fashion. Consequently, MLM is committed to fighting fraudulent behaviour at all levels within the organisation.

In addition to promoting ethical conduct within MLM, the Anti-Fraud and Anti-Corruption Policy and Plan is intended to assist in preventing, detecting, investigating and sanctioning fraud and corruption. This dynamic policy and plan details the steps that have been and will continually be taken by MLM to promote ethical conduct and address fraud and corruption.

The efficient application of instructions contained in the policies and procedures of MLM is one of the most important duties of every employee in the execution of daily tasks.

Issues raised by employees, ratepayers, members of the public or providers of goods and/or services, and the action taken, will depend on the nature of the concern.

Council's stance on fraud and corruption is one of zero tolerance.

Apart from other mechanisms in place for the reporting of any unethical, fraudulent or corrupt activities, the outsourced fraud reporting hotline can be contacted at 0860-268-624.

## Change Management

The municipality has implemented the following automated systems:

- Automated/Electronic Recruitment Functions, replacing the manual application process
- Automated/Electronic Employee Self-Service Function, replacing the manual leave application process
- Biometric Time & Attendance Clocking system.

### Customer Service (Call Centre)

The Call Centre facilitates and fulfils the role of accurate information distribution from the public to the relevant internal service departments.

A high level of service and professionalism is required when dealing with two-way inbound and outbound communication between various stakeholders for the purpose of complaints resolution. Customer satisfaction surveys to measure satisfaction levels are important, as is continuous staff training on how to conduct professional service which adheres to Batho Pele principles.

All complaints logged via the MLM Call Centre, email, and My Midvaal App, notwithstanding those processed through the Smart Field Application, will be subject to the turnaround escalation times approved by relevant service departments.

The Call Centre is operational between 06:00 and 22:00, seven days a week. Customer complaints are dealt with as follows:

- Verbal customer complaints shall be responded to within the time stipulated by each service delivery department in line with their turnaround times.
- Written customer complaints shall be acknowledged within three working days, with a detailed written response within ten working days, inclusive of proof of escalation to the appropriate level of management for a decision.
- Service delivery complaints needing immediate attention (such as a burst pipe) are to be channelled through the Call Centre.

### My Midvaal App

The My Midvaal App is a digital platform that brings municipal services to communities through mobile technology. The app provides a tool to enable improved interaction and communication between the municipality and communities. The My Midvaal App can be downloaded on the Google Play Store and Apple App Store.

### 2.4.3 Institutional Achievements

MLM is proud to highlight the following achievements:

- An unqualified clean audit report for the 12th consecutive year.
- PMR Awards in 2025 won in the categories:
    - A Gold Award for Municipalities doing most: To clean the environment and to develop and enhance infrastructure.
    - A Gold Award for Municipalities doing the most: for job creation, social upliftment, to attract foreign investment, to attract tourism and to fight crime.
    - The Executive Mayor, Alderman Peter Teixeira received Outstanding – 1st overall award for Pro-active Mayors.
- Ratings Afrika Most Financially Sustainable Municipality won for 3 years in a row.
- Eskom Best Gauteng Client – Zero debt won for 2 years in a row.
- Randwater Best Gauteng Client – Zero debt won for 2 years in a row
- Department of Water and Sanitation - Three (3) awards - blue drop, green drop, and no drop awards - best performing municipality in Gauteng
- SALGA 2023 – 4 awards including clean audit, best collection rate, second for capital spending, best records, and archives
- SALGA 2024 – 6 awards – implementation of consequence management, capital spending, clean audit, archives and records, all invoices paid within 30 days and BEST OVERALL MUNICIPALITY
- 2025 Municipal Performance Awards hosted by the South African Property Owners Association, in partnership with Ratings Afrika and the Banking Association of South Africa (BASA).
    - Midvaal Local Municipality named the best-performing municipality in Gauteng.
- National Good Governance Awards hosted by the Department of Cooperative Governance and Traditional Affairs (CoGTA) as part of the annual Local Government Indaba (LGA)
    - Outstanding Achievement Award for achieving clean audits and adopting funded budgets for ten years or more.
    - Outstanding achievement for receiving clean audits for more than ten consecutive years.
    - Certificate for achieving a clean audit outcome for the 2023–2024 financial year.

## 2.5 Assessment of Existing Level of Development and Service Delivery

An assessment of the existing level of development and service delivery is conducted to provide status quo of a municipality, as required in terms of Section 26(b) of the Municipal Systems Act, Act 32 of 2000. The approach undertaken considers the assessment of the municipality though its strategic and operational objectives. The key benefit of this assessment is the ability to rapidly monitor the areas of strengths and weaknesses within the municipality, at the start of the IDP review. Moreover, it provides the ability to evaluate trends, and allows decisions to be made on areas which require immediate intervention.

The assessment is presented as a rating system with three evaluation criteria as follows:

| | |
|---|---|
| 😊 | No major intervention required.<br>Implementation of existing processes, procedures, programs are effective. |
| 😐 | Some intervention required.<br>Implementation of existing processes, procedures, programs face challenges.<br>(Insufficient budget, human resource or infrastructure capacity, etc) |
| ☹️ | Major intervention required.<br>No existing processes, procedures, programs in place<br>(No budget or human resource/ infrastructure capacity, etc) |

Assessments for each line item below are conducted prior to the adoption of the IDP to understand the status of the municipality. The year column is indicative of the IDP being reviewed to compare year on year changes. Therefore, the assessment provided in the 2024/2025 column indicates the status of the line item prior to the start of the 2024/2025 financial year. The year columns of previously adopted IDPs are greyed out. Infrastructure related items are in addition assessed in terms of both the capacity (CAP) and condition (CON).

The line items below provide an assessment of the level of development and service delivery in Midvaal linked to each Key Performance Area (KPA) which are the strategic objectives of the municipality and Key Focus Areas (KFA) ) which are the operational objectives of the municipality. The assessment however is not a performance assessment in term of the SDBIP but rather a point of departure to determine areas where intervention is required.

## KPA 1: Good Governance

KFA 1: Governance Structures

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Council has been duly elected and is fully functional | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Executive Mayor and Mayoral Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Section 80 Committees | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Section 79 Ethics Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Section 79 Municipal Public Accounts Committee (MPAC) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Section 79 Naming Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Section 79 Petitions Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. Section 79 Gender Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Audit, Performance, Integrity & Risk Management Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 10. IDP Representative Forum | 😊 | 😊 | 😊 | 😊 | 😊 |
| 11. Office of the Speaker | ☹ | ☹ | 😊 | 😊 | 😊 |
| 12. Ward committees in all 15 wards | 😊 | 😊 | 😊 | 😊 | 😊 |
| 13. Office of the Chief Whip | 😊 | 😊 | 😊 | 😊 | 😊 |
| 14. Municipal Planning Tribunal | 😊 | 😊 | 😊 | 😊 | 😊 |
| 15. Appeals Planning Tribunal | 😊 | 😊 | 😊 | 😊 | 😊 |
| 16. Budget Steering Committee | 😊 | 😐 | 😊 | 😊 | 😊 |
| 17. Financial Disciplinary Board | - | - | - | - | 😊 |

KFA 2: Risk Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Integrity Management (Anti-fraud and Anti-corruption) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Risk Matrix | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Risk Management Policy | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Risk Register (Strategic & Operational) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Incident Register | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Disaster Management Plan / Risk Management Plan / Business Continuity Plan | 😐 | 😐 | 😊 | 😊 | 😊 |

| | | | | | |
|---|---|---|---|---|---|
| 7. Integrity Management Strategy | - | - | - | - | 😊 |
| 8. Integrity Management Strategy Implementation Plan | - | - | - | - | 😊 |
| 9. Ethics Risk Register | - | - | - | - | 😐 |
| 10. Fraud Risk Assessment | - | - | - | - | 😐 |

KFA 3: Stakeholder Participation

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Petitions Policy | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Petitions Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Resources and Procedures | 😊 | 😊 | 😊 | 😊 | 😐 |
| 4. Functional ward committees in all 15 wards | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Participation in IDP and Budget Process | 😐 | 😐 | 😊 | 😊 | 😊 |
| 6. Annual People's Assembly/ SOMA | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7 Stakeholder Engagements | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 4: Intergovernmental Relations

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. SALGA | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. District Engagements | - | - | 😊 | 😊 | 😊 |
| 3. Provincial Engagements | - | - | 😊 | 😊 | 😊 |
| 4. National Engagements | - | - | 😊 | 😊 | 😊 |

**KPA 2: Safe & Healthy Environments**

KFA 5: Safety and Security

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Traffic Administration | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Community Training/ Projects | 😊 | 😊 | 😊 | ☹️ | ☹️ |
| 3. Community Policing Forum (Expansion of the coverage and operation of CCTV cameras & enhanced communication, between all sector policing forums) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. CCTV Project | 😊 | 😊 | 😊 | 😊 | 😊 |

| | | | | | |
|---|---|---|---|---|---|
| 5. Crime Prevention | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Fire By-law Enforcement | 😐 | 😐 | 😐 | 😊 | 😊 |
| 7. Traffic Law Enforcement | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. Speed Law Enforcement | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 6: Emergency Services

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Meyerton Fire Station SANS 090-Standard | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Vaal Marina Fire Station SANS 090-Standard | 😐 | 😊 | 😐 | 😊 | 😊 |
| 3. Fire Prevention | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Community Training /Projects | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 7: Disaster Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Disaster Management Plan | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Disaster Management Centre (District Function) | ☹ | 😐 | 😐 | 😐 | 😐 |

KFA 8: Environmental Heath

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Environmental Management Framework | 😐 | 😊 | 😊 | 😊 | 😊 |
| **Executing the 9 elements under the National Health Act:** | | | | | |
| 1. Water Quality Monitoring and sampling of water | - | - | 😊 | 😊 | 😊 |
| 2. Food Control<br>• Milk and milk products sampling<br>• Formal Food trading<br>• Food sampling<br>• Informal food trading<br>• Fresh Fish and Meat | - | - | 😊 | 😊 | 😊 |
| 3. Waste Management<br>• Domestic waste, illegal dumping<br>• Domestic waste generation<br>• Recycling | - | - | 😊 | 😊 | 😊 |

| | | | | | |
|---|---|---|---|---|---|
| 4. Communicable Disease Control<br>• Cholera<br>• Malaria | - | | 😊 | 😊 | 😊 |
| 5. Surveillance of Premises<br>• Private premises<br>• Public premises | - | - | 😊 | 😊 | 😊 |
| 6. Vector Control<br>• Private premises<br>• Public premises | - | - | 😊 | 😊 | 😊 |
| 7. Environmental Pollution Control<br>• Domestic pollution | - | - | 😊 | 😊 | 😊 |
| 8 Disposal of the Dead<br>• Funeral undertakers | - | - | 😊 | 😊 | 😊 |
| 9. Chemical Safety<br>• Domestic chemicals | - | - | 😊 | 😊 | 😊 |
| 10. General:<br>• Administration duties<br>• Complaints investigations<br>• Meetings | - | - | 😊 | 😊 | 😊 |

**KPA 3: Community Development**

KFA 9: Parks and Sports & Recreation

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Sicelo community facility, Sport Hall with ablutions and kitchen & Basketball & Netball court, Soccer field with ablutions office rooms and kitchen. Caretaker house | 😐 | 😐 | 😐 | 😊 | 😊 |
| 2. Bantu Bonke community facility, Hall with ablution and kitchen & Soccer field with ablutions | 😐 | 😐 | ☹ | ☹ | ☹ |
| 3. Meyerton Swimming Pool office and ablutions & Caretaker house | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Meyerton Sports Club, Cricket field with ablutions, Soccer & Rugby field with ablutions, Ring Ball Courts & Clubhouse with ablutions, Bowling greens & Clubhouse | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Lakeside Estate Park, Lakeside Estate | 😐 | 😐 | ☹ | ☹ | ☹ |

| | | | | | |
|---|---|---|---|---|---|
| 6. Ohenimuri Park, Ohenimuri | 😐 | 😐 | 😊 | 😊 | 😊 |
| 7. Riversdale Park, Riversdale | 😐 | 😐 | 😊 | 😊 | 😊 |
| 8. Danie Mclean Park, Rothdene | 😐 | 😐 | 😐 | 😐 | 😐 |
| 9. Park in Pierneef Street , Meyerton Town | 😐 | 😐 | 😐 | 😊 | 😊 |
| 10. Park at cnr Pierneef and Shippard Str, Meyerton | 😐 | 😐 | 😐 | 😐 | 😐 |
| 11. Japonica Str. Park Golf Park | 😐 | 😐 | 😐 | 😊 | 😊 |
| 12. Oval Park Henley on Klip | 😐 | 😐 | 😐 | 😊 | 😊 |
| 13. Frasier Park Henley On Klip | 😐 | 😐 | 😐 | 😐 | 😊 |
| 14. Henry Str. Park Risiville | 😐 | 😐 | 😐 | 😐 | 😐 |
| 15. Annet Str. Park Risiville | 😐 | 😐 | 😐 | 😐 | 😐 |
| 16. Cypress str. Park Noldick | 😐 | 😐 | 😐 | 😐 | 😐 |
| 17. Park cnr Meyer and Morris Street | - | - | 😊 | 😊 | 😊 |
| 18. Parks at Sicelo | - | - | 😊 | 😊 | 😊 |

KFA 10: Libraries, Arts & Culture and Special Programmes

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Meyerton | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Henley on Klip | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Randvaal | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Sicelo | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. De Deur | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Lakeside | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Mamello | ☹ | 😐 | 😐 | 😐 | 😐 |
| 8. Savanna City | ☹ | 😐 | 😐 | 😐 | 😐 |
| 9. Required Additional Libraries | 😐 | 😐 | ☹ | 😐 | 😐 |

KFA 11: Heath, ECD and Social Programmes

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Meyerton Clinic | 😊 | 😊 | 😊 | 😊 | 😐 |
| 2. Randvaal Clinic | 😊 | 😊 | 😊 | 😊 | 😐 |
| 3. Kookrus Clinic | 😊 | 😊 | 😊 | 😊 | 😐 |
| 4. Gender programmes | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Elderly programmes | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Youth programmes | 😊 | 😊 | 😊 | 😊 | 😐 |

| | | | | | |
|---|---|---|---|---|---|
| 7. Disabled programmes | 😊 | 😊 | 😊 | 😊 | 😐 |
| 8. ECD Facilities (52) Formalised | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Day Mothers (94) | 😐 | 😊 | 😊 | 😊 | 😊 |

KFA 12: Cemeteries

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Meyerton | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Kookrus | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Riversdale | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Required Additional Cemeteries/Crematoria | 😐 | 😐 | 😊 | 😐 | 😐 |

**KPA 4 Institutional Development**

KFA 13: Human Resources & Skills Development

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| Organisational Structure | | | | | |
| 1. Functional Organisational Structure (Organogram) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Number of Vacancies | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Staff Turn-over | 😊 | 😊 | 😐 | 😊 | 😐 |
| 4. Employment Equity | 😊 | 😊 | 😐 | 😊 | 😊 |
| 5. Vetting | 😊 | 😊 | 😊 | 😊 | 😊 |
| Human Capital and Skills Development | | | | | |
| 6. Submission of Workplace Skills Plan (WSP) and Annual Training Report (ATR) to Department of Labour | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Succession Plan | 😐 | 😐 | 😐 | 😐 | 😐 |
| 8. Study Assistance Scheme | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Implementation of Annual Training Plan (ATP) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 10. Staff Morale | 😐 | 😐 | 😐 | 😊 | 😐 |

KFA 14: Monitoring & Evaluation and Performance Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Performance Management Policy | 😊 | 😊 | 😊 | 😊 | 😊 |

| | | | | | |
|---|---|---|---|---|---|
| 2. Performance Management System | 😐 | 😐 | 😐 | 😐 | 😐 |
| 3. Cascading of Performance Management System | 😐 | 😐 | 😐 | 😐 | 😐 |
| 4. Regular review of institution | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Regular review of service providers and contractors | 😊 | 😐 | 😐 | 😐 | 😐 |

KFA 15: Information Communications Technology (ICT)

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Strategic Capability | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Resources (Budget, Staff & Equipment) | 😐 | 😐 | 😐 | 😐 | ☹ |
| 3. ICT Strategy | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. ICT Helpdesk and Technical Support | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Financial Management System | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Human Resources Management Plan | 😊 | 😊 | 😊 | 😊 | ☹ |
| 7. Consumer Account Management (Printing & Distribution) | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 16: Policies, Processes and Procedures

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Regular internal management meetings | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Departmental meetings | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Regular Mayoral Strategic Sessions | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Processes and procedures are in place to address and implement Council policies | 😐 | 😐 | 😊 | 😊 | 😊 |
| 5. Processes and procedures are reviewed or developed departmentally as and when required based on changed circumstances | 😐 | 😐 | 😊 | 😊 | 😊 |
| 6. Policy Register | 😐 | 😐 | 😊 | 😊 | 😊 |
| 7. Regular review of policies & by-laws | 😐 | 😐 | 😊 | 😊 | 😊 |
| 8. System of Delegations | 😐 | 😐 | 😊 | 😊 | 😊 |
| 9. Municipal By-Laws | 😐 | 😐 | 😐 | 😊 | 😊 |

**KPA 5 Financial Stability**

KFA 17: Financial Management (Expenditure, Budget & Reporting)

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| Financial Management | | | | | |
| 1. Capital Expenditure | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Operating Expenditure | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Cost Containment | 😊 | 😊 | 😊 | 😊 | 😊 |
| Financial Reporting | | | | | |
| 1. Section 71-monthly reporting | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Section 52-quarterly reporting | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Mid-year Performance Reporting | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Annual Report | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Annual Financial Statements | 😊 | 😊 | 😊 | 😊 | 😊 |
| Budgeting | | | | | |
| 1. Budget Policy | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Budget Steering Committee | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Operational Budget | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Capital Budget | 😊 | 😊 | 😊 | 😊 | 😊 |
| Funding | | | | | |
| 1. Own Funding | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Grant Funding | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. External Loans | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 18: Revenue Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Outstanding Debt | 😐 | 😐 | 😐 | 😐 | 😐 |
| 2. Registered Indigents | 😐 | 😐 | 😐 | 😐 | 😊 |
| 3. Revenue Collection | 😐 | 😐 | 😐 | 😐 | 😐 |

KFA 19: Supply Chain Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Supply Chain Management | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 20: Asset, Equipment & Fleet Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| Assets | | | | | |
| 1. Movable Assets | 😐 | 😐 | 😐 | 😐 | 😊 |
| 2. Infrastructure Assets | 😐 | 😐 | 😐 | 😐 | 😊 |
| Fleet | | | | | |
| Total of the Midvaal LM Fleet: 235 vehicles, excluding trailers and equipment | | | | | |
| Average age of the Council's vehicles: 11 years | | | | | |
| 1. Condition of fleet - 70% | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Condition of fleet - 15% | 😐 | 😐 | 😐 | 😐 | 😐 |
| 3. Condition of fleet - 15% | ☹ | ☹ | ☹ | ☹ | ☹ |
| Equipment | | | | | |
| 1. Slashers | ☹ | 😐 | 😐 | 😊 | 😊 |
| 2. Bush-cutters | 😐 | 😐 | 😊 | 😐 | 😊 |
| 3. Kudu's /Ride on Mowers | 😐 | 😊 | 😊 | 😊 | 😊 |
| 4. Chainsaw | 😐 | 😊 | 😊 | 😊 | 😊 |
| 5. Pole Pruners | 😐 | 😊 | 😊 | 😊 | 😊 |
| 6. Water Carts | ☹ | 😐 | 😐 | 😐 | ☹ |
| 7. Firearms (Traffic) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. Computers/ Laptops | 😊 | 😐 | 😐 | 😐 | 😊 |
| 9. Printers | 😊 | 😊 | 😊 | 😊 | 😊 |
| 10. Switches | 😊 | 😊 | 😐 | 😐 | 😊 |
| 11. Software | 😊 | 😊 | 😊 | 😊 | 😊 |

**KPA 6 Infrastructure & Sustainable Living Environments**

KFA 21: Electricity, Energy Efficiency and Renewable Energy

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Energy Efficiency | ☹ | 😐 | 😐 | 😐 | 😐 |

The MLM supply area as approved by National Energy Regulator of South Africa (NERSA) consists of the following major areas:

- Blue Rose City Development
- Vaal Marina area
- Farm Doornkuil
- R59 corridor
- Meyerton
- Kookrus

- Riversdale
- Golf Park
- Risiville
- McKay Estates
- Risiville Small Farms (Waldrift).

| Description | 22/23 | | 23/24 | | 24/25 | | 25/26 | | 26/27 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAP | CON | CAP | CON | CAP | CON | CAP | CON | CAP | CON |
| **Substation** | | | | | | | | | | |
| 1. M1-main Sub-station (60 MVA-capacity) | 😊 | 😊 | 😊 | ☹ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 2. Eye of Africa (Main Sub-station 80 MVA) | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 3. The Grace Sub-station | ☹ | ☹ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 4. Risiville Eskom 4 Emfuleni Sub-station (5 000 kVA) | 😊 | 😊 | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 5. Sybrand Van Niekerk Switching Sub-station (10000kVA) | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 6. Riversdale R1 Switching Station | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 7. Riversdale RI 3 Switching Station | 😊 | 😊 | 😊 | ☹ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 8. Switching Sub-stations in Kookrus | 😐 | 😐 | 😐 | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 9. Switching Station Vaal Marina | 😐 | 😐 | 😐 | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 10. Switching Stations Golf Park | 😊 | 😊 | 😊 | ☹️ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 11. Switching Stations Sicelo and Meyerton farms | 😐 | 😐 | ☹️ | ☹️ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 12. Switching Sub-stations Meyerton area | 😐 | 😐 | ☹️ | ☹️ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 13. Switching Sub-stations Risiville area | 😊 | 😐 | 😐 | ☹️ | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 14. Minor Sub-stations | 😐 | 😐 | 😐 | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| Network | | | | | | | | | | |
| 1. Midvaal HV 88kV | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 2. Riversdale MV | 😐 | 😐 | 😐 | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 3. Meyerton MV | 😊 | 😐 | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 4. Golf Park MV | 😊 | 😊 | 😐 | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 5. Kookrus , Rothdene MV | 😊 | 😊 | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 6. Meyerton Farms MV | 😐 | 😐 | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 7. Sicelo MV | ☹️ | ☹️ | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 8. Valley Settlements MV | 😐 | ☹️ | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 9. Risiville MV | 😊 | 😊 | 😐 | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 10. McKay Estates MV | 😐 | 😐 | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 11. Vaal Marina MV | 😊 | 😐 | ☹️ | ☹️ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12. Glen Donald MV | ☹ | ☹ | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 13. Risiville Small Farms MV | 😐 | 😊 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 | 😊 | 😐 |
| 14. Chrissiesfontein MV | ☹ | ☹ | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 15. Vaal Marina LV | 😐 | 😐 | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 16. Riversdale LV | 😐 | 😐 | 😐 | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 17. Meyerton LV | 😐 | 😐 | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 18. Golf Park LV | 😊 | 😊 | 😐 | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 19. Kookrus, Rothdene LV | ☹ | ☹ | 😐 | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 20. Meyerton Farms LV | 😐 | 😐 | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 21. Sicelo LV | 😐 | ☹ | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 22. Valley Settlements LV | 😐 | ☹ | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 23. Risiville LV | 😐 | 😐 | 😐 | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |
| 24. McKay Estates LV | 😐 | ☹ | ☹ | ☹ | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |

Electricity for the area is purchased in bulk by the Midvaal Local Municipality from Eskom and reticulated throughout the licensed area. Some backlogs exist in the Mamello and Sicelo areas which will only be reticulated once they are formalised. In the following areas the internal reticulation is provided directly by Eskom:

- Ironsyde Agricultural Holdings;
- Homestead Apple Orchards;
- Blue Saddle Ranches;
- Blignautsrus;
- De Deur;
- Golfview;
- Hartzenbergfontein;

- Henley-on-Klip;
- Highbury;
- Kliprivier;
- Parts of Walkerville.

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| **Substation** | | | | | |
| 1. Households without electricity connections | 😐 | 😐 | 😐 | 😐 | 😐 |
| **Network** | | | | | |
| 1. Electricity (Paid) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Electricity (Free) | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 22: Roads & Stormwater Infrastructure

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| Roads | | | | | |
| 1. National Roads - None | | | | | |
| 2. Provincial Roads - General in poor condition and require upgrading. Freight transport and lack of maintenance contribute to deterioration of infrastructure. Gautrans busy with upgrading of R82. | ☹️ | ☹️ | ☹️ | ☹️ | ☹️ |
| 3. Municipal Roads – Paved 756.37km | 😐 | 😐 | 😐 | 😐 | 😐 |
| 4. Municipal Roads – Unpaved 451.22km | 😐 | 😐 | 😐 | 😐 | 😐 |
| Stormwater | | | | | |
| 1. Limited storm-water infrastructure exists. Stormwater is mainly drained in surface drains and channels which are cleaned on an annual basis. | 😐 | 😐 | 😐 | 😐 | 😐 |

KFA 23: Water & Sanitation Infrastructure

| Description | 22/23 | | 23/24 | | 24/25 | | 25/26 | | 26/27 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | CAP | CON | CAP | CON | CAP | CON | CAP | CON | CAP | CON |
| **Water Service infrastructure Network** | | | | | | | | | | |
| 1. The bulk network | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 | 😐 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| (asbestos cement pipes) total length of 640.59km | | | | | | | | | | |
| Reservoirs | | | | | | | | | | |
| 1. Blue Saddles High Level | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 |
| 2. Drumblade | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Eye of Africa | 😐 | 😐 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Kliprivier Reservoir (Heineken) | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Meyerton Reservoir (X2) | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Randvaal Reservoir (Valley Settlements) | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Vaal Marina Reservoir (X2) | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. Foothill Road Reservoir (NEW) | - | - | 😐 | 😐 | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 |
| Sanitation Infrastructure | | | | | | | | | | |
| The network consists of 391.41 km pipe in a fair condition | 😐 | 😐 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| Sewer Pump Stations | | | | | | | | | | |
| 1. Pilkington | 😐 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Kliprivier No5 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Kliprivier No6 | 😊 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Leeuw Street | 😊 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Adelaar Street | 😊 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Varty Street | 😐 | 😐 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 7. Brockett Street | 😐 | 😊 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. Gordon Street | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Bekker Street | ☹ | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 10. Rothdene | 😊 | 😊 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 11. Van Riebeeck Street | 😊 | 😊 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 12. Meyerton Sports Club | 😐 | 😐 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 13. Ribbok Street | 😐 | 😐 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 14. Keurboom Street | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 15. Ewelme Street | ☹ | 😊 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 16. Church Street | 😐 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 17. Assemblies of God Street | 😐 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 18. Regatta Street | 😐 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 19. Heineken Pump Station | 😊 | ☹ | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 20. Roshnee/Rus-ter-vaal | 😊 | 😐 | 😐 | 😐 | 😊 | 😊 | 😊 | 😐 | 😊 | 😐 |
| 21. Anchovy Street | 😊 | 😊 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 22. Cormorant Bay | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 23. Harbour Town | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 24. Marina Letata | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 25. Perlemoen Pump Station | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 26. Port O'Call Pump Station | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 27. Sunset Cove Pump Station | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 28. Misty Bay Pump Station | 😐 | 😐 | 😊 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 29. Banana Bay Pump Station | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 30. Sewer Plant Pump Station | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| Treatment Works | | | | | | | | | | |
| 1. Ohenimuri Treatment Plant | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Vaal Marina Treatment Plant | 😊 | 😊 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Bantu Bonke Treatment Plant | 😊 | 😊 | 😐 | 😐 | 😊 | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Meyerton Treatment Plant | ☹️ | 😊 | 😐 | ☹️ | 😐 | 😐 | 😐 | ☹️ | 😐 | ☹️ |

| Water & Sanitation Services | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Water Services Development Plan | 😐 | 😐 | 😐 | 😐 | 😐 |
| 2. Water: Blue Drop (84,1 %) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Sewer: Green Drop (53,5 %) | 😐 | 😐 | 😐 | 😐 | 😐 |
| 4. Households without formal housing | 😐 | 😐 | 😐 | 😐 | 😐 |
| 5. Households without hygienic toilets | 😐 | 😐 | 😐 | 😐 | 😐 |
| 6. Households without piped water at or above RDP level | 😐 | 😐 | 😐 | 😐 | 😐 |

KFA 24: Solid Waste Management

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| Landfill Sites | | | | | |
| 1. Walkerville Landfill Site | 😐 | ☹️ | ☹️ | 😐 | 😐 |
| 2. Henley-on-Klip Landfill Site | 😊 | ☹️ | ☹️ | ☹️ | ☹️ |
| 3. Vaal Marina Landfill Site | 😊 | 😊 | 😊 | 😐 | 😐 |
| Transfer Stations | | | | | |
| 1. Galloway Transfer Station | 😊 | 😊 | 😐 | 😐 | 😊 |
| 2. Kliprivier Transfer Station | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Blackwood Transfer Station | 😐 | 😐 | 😐 | 😐 | 😊 |
| Solid Waste Removal | | | | | |
| 1. Townships | 😐 | 😐 | 😐 | 😊 | 😊 |
| 2. Agricultural and other settlements | 😐 | 😐 | 😐 | 😊 | 😊 |
| 3. Farms | 😐 | 😐 | 😐 | 😊 | 😊 |
| 4. Business and Industrial | 😐 | 😐 | 😊 | 😊 | 😊 |

KFA 25: Project Management and Public Facilities

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Civic Centre (Administrative Buildings) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Vaal Marina Municipal Buildings | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Randvaal Engineering Offices | 😐 | 😐 | 😐 | 😐 | 😐 |
| 4. De Deur Administrative Offices | 😐 | 😐 | 😐 | 😐 | 😐 |
| 5. Depot & Stand-by Quarters (Galloway Street – Engineering & Community Services) | 😐 | 😐 | 😐 | 😐 | 😐 |
| 6. Meyerton Fire Station | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Mechanical & Electrical Workshop | 😐 | 😐 | 😐 | 😐 | 😐 |
| 8. Vaal Marina Fire Station (New) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Project Management Unit | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 26: Climate Change Adaptation and Mitigation

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Climate Change Adaptation and Mitigation Strategy | ☹️ | 😐 | 😐 | 😐 | 😐 |

## KPA 7 Communication & Customer Care

KFA 27: Communications & Marketing

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Communications Policy | 😐 | 😐 | 😊 | 😊 | 😊 |
| 2. Communications Plan | 😐 | 😐 | 😐 | 😊 | 😊 |
| 3. Marketing Plan | 😐 | 😐 | 😐 | 😊 | 😊 |
| 4. Communications and Marketing Unit | ☹ | 😊 | 😊 | 😊 | 😊 |
| 5. Budget and Resources (PR & Marketing) | ☹ | 😐 | 😐 | 😐 | 😐 |
| 6. Internal Newsletter | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. External Newsletter | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. Media Releases | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Branding | 😊 | 😊 | 😊 | 😊 | 😊 |
| 10. Corporate Identity Manual | 😊 | 😊 | 😊 | 😊 | 😊 |
| 11. Advertising and Marketing | 😊 | 😊 | 😊 | 😊 | 😊 |
| 12. Events | 😐 | 😊 | 😊 | 😊 | 😊 |
| 13. Functional Website and Compliance with Section 75 of the MFMA | 😊 | 😊 | 😊 | 😊 | 😊 |
| 14. Internal Communications Email | 😊 | 😊 | 😊 | 😊 | 😊 |
| 15. Social Media Accounts | 😊 | 😊 | 😊 | 😊 | 😊 |
| 16 People's Assembly/SOMA | 😊 | 😊 | 😊 | 😊 | 😊 |

KFA 28: Customer Relations

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Customer Service System | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Internal Toll-free complaints hotline | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Call Centre | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. My Midvaal App | 😊 | 😊 | 😊 | 😊 | 😊 |

## KPA 8 Economic Growth & Spatial Transformation

KFA 29: Municipal Planning & Built Environment

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Informal Trading By-Law Enforcement | 😊 | 😐 | 😐 | 😐 | ☹ |
| 2. Poster Management | 😊 | 😊 | 😊 | 😊 | ☹ |
| 3. Building and Land Use Enforcement | 😐 | 😐 | 😐 | 😐 | 😐 |

| | | | | | |
|---|---|---|---|---|---|
| 4. Outdoor Advertising Enforcement | 😐 | 😐 | 😐 | 😐 | ☹️ |
| 5. Adherence to National Building Regulations | 😊 | 😊 | 😊 | 😊 | 😐 |
| 6. SPLUMA Compliance | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Monitoring of attorney performance on matters handed over | 😊 | 😊 | 😊 | 😊 | 😐 |
| 8. Land Use Management Scheme (SLUMS) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 9. Turn-around times on Land Use Applications | 😊 | 😊 | 😊 | 😊 | 😊 |
| 10. Turn-around times on Building Plan Applications | 😊 | 😊 | 😊 | 😊 | 😊 |
| 11. Turn-around times: Complaints received in respect of National Building Regulations, Land Use Scheme and Outdoor Adverting | 😊 | 😊 | 😊 | 😊 | 😊 |
| 12. Electronic Application Tracking and Processing System (City Solve) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 13. Electronic Building Plan Tracking and Processing System (City Solve) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 14. Dolomite Risk Management Plan | 😐 | 😐 | 😐 | 😐 | 😐 |

KFA 30: Spatial Planning and Investment

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. Comprehensive Rural Development Programme | 😐 | 😊 | 😊 | 😊 | 😐 |
| 2. Spatial Development Framework | 😊 | 😊 | 😊 | 😊 | 😊 |
| 3. Annual revision of SDF | 😊 | 😊 | 😊 | 😊 | 😊 |
| 4. Regular revision of precinct plans and other development policies | 😐 | 😐 | 😐 | 😐 | 😐 |
| 5. Geographic Information System | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. Integrated Sustainable Human Settlement Plan (HSP) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 7. Monitoring of Land Invasions | 😊 | 😊 | 😊 | 😊 | 😊 |
| 8. CBD Revitalisation Programme | 😐 | 😊 | 😊 | 😊 | 😐 |

KFA 31: Local Economic Development

| Description | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 |
|---|---|---|---|---|---|
| 1. LED Strategy | 😊 | 😊 | 😊 | 😊 | 😊 |
| 2. Food Security Programmes | 😐 | 😐 | 😐 | 😐 | 😐 |
| 3. Improved IGR with other Provincial and National Sector Departments | 😊 | 😊 | 😊 | 😊 | 😐 |
| 4. SMME Database | 😊 | 😊 | 😊 | 😊 | 😊 |
| 5. Midvaal Economic Analysis | 😊 | 😊 | 😊 | 😊 | 😊 |
| 6. LED Projects | 😊 | 😊 | 😊 | 😊 | 😐 |
| 7. Agriculture | 😊 | 😊 | 😊 | 😊 | 😐 |
| 8. Farmers Support (Access to Municipal Owned Land) | 😐 | 😐 | 😐 | 😐 | ☹ |
| 9. Capacity Building Programmes for Job Creation | 😐 | 😐 | 😐 | 😐 | 😐 |
| 10. Expanded Public Works Programme (EPWP) | 😊 | 😊 | 😊 | 😊 | 😊 |
| 11. SMME development | 😊 | 😊 | 😊 | 😊 | 😊 |

## 2.6 SWOT Analysis

Table 6: SWOT Analysis

| Strengths | Weaknesses |
|---|---|
| • Clean Audit for nine consecutive financial years 2013/14 to 2024/2025<br>• Good governance and strategic political leadership<br>• Financial stability<br>• Ranked as the top performing municipality in Gauteng<br>• Large youth population<br>• Lowest unemployment rate in Gauteng<br>• Enabling and conducive workplace environment | • Funding and finance constraints<br>• Retention of skilled staff and high staff turnover<br>• Lack of effective supervision and performance monitoring of lower levels<br>• Low staff morale<br>• Working in silos<br>• Feedback on complaints<br>• Currently at a tipping point to provide service based on current resources<br>• Poor internal efficiencies<br>• Poor internal and external communication<br>• Inequality in socioeconomic conditions within the municipality<br>• Limited mandate as a local municipality |
| **Opportunities** | **Threats** |
| • Innovation and adaptability<br>• Industrial and business investments | • Grading of the municipality<br>• Demand for overtime remuneration (staff relying on overtime) |

| | |
|---|---|
| • Good service delivery to our community<br>• Growth in a diversification of sectors, incl. manufacturing, agriculture, and tourism<br>• Improve the image of MLM<br>• Large portion of undeveloped land<br>• Tourism and agricultural potential<br>• Moving off the Eskom grid | • Less revenue collection from Savanna City<br>• Land invasion threats<br>• Slow economic growth<br>• Illegal build and land uses<br>• In-migration from neighbouring municipalities<br>• Cross-border service delivery charges<br>• Telecommunications connectivity<br>• Electrical cable theft |

## 2.7 Legislative Analysis

Section 40 of the Constitution of the Republic of South Africa, 1997, states that the three spheres of government are distinctive, interdependent and interrelated. They are autonomous but must co-exist and have to co-operate on decision-making, and co-ordinate budgets, policies and activities, particularly for those functions that cut across the government spheres.

Co-operative governance means that national, provincial, and local government should work together to provide citizens with a comprehensive package of services. They have to assist and support one another, share information and co-ordinate their efforts. Implementation of policies and government programmes particularly require close co-operation between the three spheres of government.

A number of policies, strategies and development indicators have been developed in line with the prescriptions of legislation to ensure that all government activities are aimed at meeting the developmental needs of local government.

The following sections outline the national, provincial and district policy directives, sector plans and legislation, which set the strategic direction to which MLM must align for coherent planning, budgeting and implementation of programmes and projects.

### 2.7.1 The 2030 Agenda for Sustainable Development - Sustainable Development Goals

In 2015 all member states of the United Nations adopted the 2030 Agenda for Sustainable Development. The 17 Sustainable Development Goals (SDGs) are a call for action by all countries developed and developing in a global partnership. The SDGs recognise that ending poverty and other deprivations

must go hand in hand with strategies that improve health and education, reduce inequality, and spur economic growth including addressing the effects of climate change and working to preserve our natural assets. The figure that follows highlights the SDGs that must be used as a guideline for all planning directives in South Africa.




Figure 13: Sustainable Development Goals

### 2.7.2 Agenda 2063: The Africa We Want

The African Union, in its effort to transform Africa into a global powerhouse, has developed the Agenda 2063. The Agenda 2063 is a strategic framework for the continent to achieve inclusive and sustainable development and a pan-African drive for unity, self-determination, freedom, progress, and collective prosperity pursued under Pan-Africanism and the African Renaissance. The Agenda 2063 encompasses aspirations for the Africa we want, which are:

1. A prosperous Africa based on inclusive growth and sustainable development.
2. An integrated continent, politically united and based on the ideals of Pan-Africanism and the vision of Africa's Renaissance.
3. An Africa of good governance, democracy, respect for human rights, justice, and the rule of law.
4. A peaceful and secure Africa.
5. An Africa with a strong cultural identity, common heritage, shared values, and ethics.
6. An Africa whose development is people-driven, relying on the potential of African people, especially its women and youth and caring for children.
7. Africa as a strong, united and influential global player and partner.

The Agenda 2063 captures Africa's aspirations for the future and identifies key flagship programmes which can boost Africa's economic growth and lead to the rapid transformation of the continent. Agenda 2063 outlines key activities to be undertaken in its ten-year implementation plans which will ensure that Agenda 2063 delivers both quantitative and qualitative transformational outcomes for Africa's people.

### 2.7.3 National Development Plan

The South African Government through the Presidency published the NDP 2030 in 2012. The plan aims to eliminate poverty and reduce inequality by 2030. The plan has the target of developing people's capabilities to improve their lives through education and skills development, healthcare, better access to public transport, jobs, social protection, rising income, housing and basic services, and safety. It proposes to the following strategies to address the above goals:

1. Creating jobs and improving livelihoods;
2. Expanding infrastructure;
3. Transition to a low-carbon economy;
4. Transforming urban and rural spaces;
5. Improving education and training;
6. Providing quality healthcare;
7. Fighting corruption and enhancing accountability; and
8. Transforming society and uniting the nation.

At the core of the plan is to eliminate poverty and reduce inequality and the special focus on the promotion of gender equity and addressing the pressing needs of the youth. More importantly for efficiency in local government, the NDP 2030 proposes eight targeted actions listed as follows:

1. Stabilise the political-administrative interface;
2. Make public service and local government careers of choice;
3. Develop technical and specialist professional skills;
4. Strengthen delegation, accountability and oversight;
5. Improve interdepartmental co-ordination;
6. Assume a proactive approach in improving national, provincial and local government relations;
7. Strengthen local government; and
8. Clarify the governance of state-owned enterprises (SOEs).

### 2.7.4 Medium Term Strategic Framework

The Medium Term Strategic Framework (MSTF 2019–2024) is the implementation plan for the NDP 2030, highlighting the national development priorities for the

sixth administration. This is built on three fundamental pillars: a strong and inclusive economy, capable South Africans and a capable developmental state. The framework aims to address the triple challenges of poverty, inequality and unemployment through seven priorities highlighted as follows:

- Priority 1: Building a capable, ethical and developmental state
- Priority 2: Economic transformation and job creation
- Priority 3: Education, skills and health
- Priority 4: Consolidating the social wage through reliable and quality basic services
- Priority 5: Spatial integration, human settlements and local government
- Priority 6: Social cohesion and safe communities
- Priority 7: A better Africa and world

### 2.7.5 Integrated Urban Development Framework

The Integrated Urban Development Framework (IUDF) responds to the post-2015 SDGs, in particular to Goal 11: Making cities and human settlements inclusive, safe, resilient and sustainable. It also builds on various chapters of the NDP 2030 and extends Chapter 8: Transforming human settlements and the national space economy and its vision for urban South Africa. The vision, strategic goals and policy levers are listed in the figure that follows:

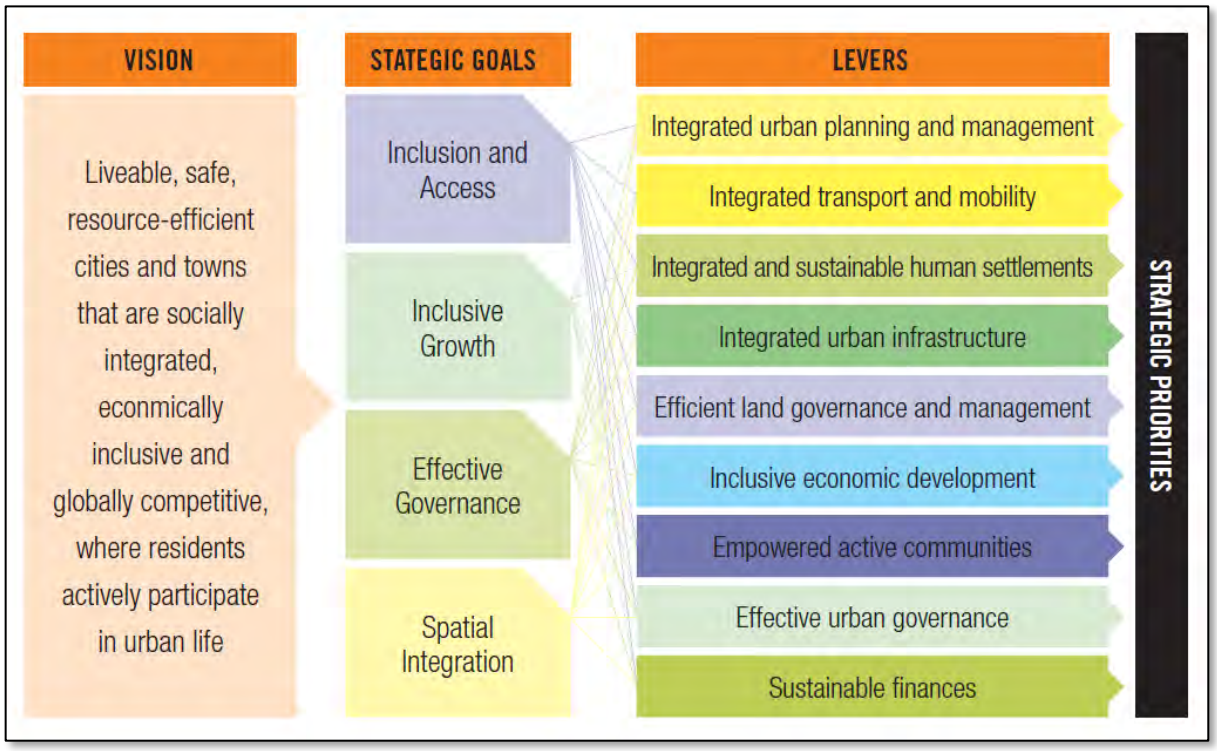



Figure 14: Integrated Urban Development Framework (IUDF) – Vision, Strategic Goals, and Policy Levers.

Three cross-cutting IUDF priorities are intended to be included in the conceptualisation and implementation of the IUDF policy levers.

- Rural-urban interdependency: This concept recognises the need for a more comprehensive integrated approach to urban development that responds to both the urban and the rural environments.
- Urban resilience: This describes urban environmental sustainability as well as disaster risk reduction and mitigation interventions in the planning and management of urban areas.
- Urban safety: This refers to the importance of people's safety in public spaces, which is an essential ingredient for creating liveable and prosperous cities.

### 2.7.6 Growing Gauteng Together

Growing Gauteng Together (GGT2030) (the Gauteng we want) uses the Indlulamithi Scenarios 2030 of Nayi Le Walk, rephrased as 'A province in step with itself and the Nation', to best describe the execution of the seven priorities and 162 interventions. The seven priorities are:

1. The economy, jobs and infrastructure
2. Education, skills revolution and health
3. Integrated human settlements and land release
4. Safety, social cohesion and food security
5. A capable, ethical and developmental state
6. Towards a better Africa and a better world
7. Sustainable development for future generations.

The GGT 2030 vision is to be implemented along five corridors within Gauteng. Midvaal is represented in the Southern Development Corridor described as Sedibeng, which has suffered significant deindustrialisation due to the collapse of the steel industry. The catalytic investment projects listed will unlock investment into the Vaal economy:

- Savanna City
- Vaal River City and the Vaal University Village precinct to include:
    - Cargo airport and logistics hub
    - Vaal Special Economic Zone
    - AB InBev investment project
    - Vaal Marina development and logistics and mining investments in Lesedi
    - Gauteng Highlands projects.

### 2.7.7 Sedibeng Integrated Development Plan & Growth & Development Strategy

The Sedibeng Integrated Development Plan & Growth & Development Strategy (GDS3) highlights seven key priority areas (KPAs) to achieve the district's vision.

- **KPA 1: Reinventing the economy** from an old to a new by consolidating existing sectors and exploring new sectors of growth and in this way, build local economies to create more employment and sustainable livelihoods.
- **KPA 2: Renewing our communities** from low to high quality through the provision of basic services, improving local public services and broadening access to them, and regenerating and property development to improve the quality of living.
- **KPA 3: Reviving a sustainable environment** from waste dumps to a green region, by increasing the focus on improving air, water, and soil quality and moving from being a producer and receiver of waste to a green city.
- **KPA 4: Reintegrating the region with the rest of Gauteng**, South Africa and southern Africa to move from an edge to a frontier region, through improving connectivity and transport links.
- **KPA 5: Releasing human potential**; from low to high skills and build social capital through building united, non-racial, integrated and safer communities.
- **KPA 6: Good and financially sustainable governance** through building accountable, effective and clean government, with sound financial management, functional and effective councils, and strong, visionary leadership. It is about compliance and competence.
- **KPA 7: Vibrant democracy** through enabling all South Africans to progressively exercise their constitutional rights and enjoy the full dignity of freedom. Promoting more active community participation in local government, including further strengthening the voice of communities and making sure that community-based structures such as ward committees, police forums, school governing bodies are legislatively supported to function effectively.

### 2.7.8 District Development Model & One Plan

The Sedibeng District One Plan is based on the District Development Model (DDM) Theory of Change which is supported by six transformation areas to change from the current, problematic situation to a desired, future state. The

DDM guideline provides the standardised format that is aligned to the themes, analysed according to the impacted development areas. Some themes are cross-cutting which indicates a level of integration between themes. These six DDM transformation focal areas/goals are as follows:

Table 7: District Development Model Goals

| DDM Six Goals | Brief Description |
|---|---|
| Demographics / People Development | • Assess the level of human capacity and development.<br>• The main focus is the reduction of the triple challenge of poverty, unemployment and inequality, and uplifting the vulnerable members of society. |
| Economic Positioning | • Identify key economic drivers.<br>• Identify barriers and constraints to unlocking opportunities and potentials. |
| Spatial Restructuring and Environment Development | • Assess land development, land release and land-use management systems.<br>• Prioritise township development initiatives and incentives. |
| Infrastructure Development | • Assess the state and adequacy of infrastructure to support addressing current service backlogs and future growth of the district.<br>• Identify alternative and innovative infrastructure programmes and project. |
| Integrated Service Provision | • Identify current state of service delivery across all sectors.<br>• Improve quality and standardised service within the district. |
| Governance Development | • Assess state of governance regarding intergovernmental relations and co-ordination.<br>• Assess state of financial governance and management.<br>• Promote good governance and ethical leadership. |

The Sedibeng District One Plan adopted the following vision for the plan: '*A leading and developmental metropolitan river city by 2030*'.

In preparing the Sedibeng District One Plan, the diagnostic assessment, vision setting, strategy formulation and implementation framework formulating exercises set the following strategic goals:

Table 8: Sedibeng District Strategic Goals

| DDM Focal Area | Sedibeng District Strategic Goals |
|---|---|
| Demographics / People Development Goal | • To maximise the impact of people development inclusive of business support on skills development for caring and self-reliant society |
| Economic Positioning Goal | • To enhance sectoral support for agriculture, rural development, tourism, manufacturing and re-industrialisation<br>• To promote township economic revitalisation with supporting infrastructure allocations<br>• To promote sustainable development of industrial hubs, economic hubs and auto/digital hubs, focusing on access for the youth and vulnerable communities<br>• To provide legal framing for commercial rapid land release initiative to release publicly owned land for best, most developmental use in township areas<br>• To establish Special Economic Zone to ensure growth, revenue generation, job creation, attract foreign direct investment and foster international competitiveness<br>• To augment sectoral support for agriculture, rural development, tourism and manufacturing towards reindustrialisation and rural development<br>• To promote and develop economic hubs within townships: Review and revise legislation, policies and regulation that govern the township business<br>• To enhance and promote socioeconomic stakeholder engagements and participation<br>• To improve heritage potential of the district<br>• To introduce development guidelines that reduces red tape and improves ease of doing business. |
| Spatial Restructuring and Environmental Goal | • To create a sustainable, interlinked urban and rural region through sustainable and well-located developments. |
| Infrastructure Engineering Goal | • To develop sustainable regional bulk infrastructure capacity.<br>• To provide stable and sustainable infrastructure<br>• To conduct research in innovative and alternative infrastructure delivery mechanism<br>• To encourage partnership with private sector in the infrastructure provision. |

| | |
|---|---|
| Integrated Service Provisioning Goal | • To promote effective and Integrated service that addresses the socioeconomic and environmental development imperatives of the region<br>• To harness the use of technology and artificial intelligence<br>• To promote effective and integrated services that address the socioeconomic and environmental development imperatives of the region<br>• To introduce the 'smart city' concept to optimise the district's functions and promote economic growth while also improving the quality of life for citizens by using smart technologies and data analysis. |
| Integrated Service Provisioning Goal | • To promote effective and Integrated service that addresses the socioeconomic and environmental development imperatives of the region<br>• To harness the use of technology and artificial intelligence<br>• To introduce the 'smart city' concept to optimise the District's functions and promote economic growth, while also improving the quality of life for citizens by using smart technologies and data analysis. |
| Governance Goal | • To ensure good financial management inclusive of stakeholder partnership<br>• To promote ethical, accountable governance with integrity<br>• To enhance and promote socioeconomic stakeholder engagements and participation<br>• To implement a rigorous system of consequence management. |

Emanating from the above, a number of catalytic projects were identified. Only the projects that affect MLM (directly and indirectly) are included as follows:

**Regional Economic Vision:** The Case for a Vaal Regional Master Plan

- The regional economy has suffered significant deindustrialisation due to the collapse of the steel industry.
- Thus, the government's goal will be to build a new economy in the Vaal, on both the Gauteng and Free State sides of the Vaal River.
- Southern Corridor's catalytic investment projects is to be supported by catalytic infrastructure:
    - Savanna City
    - Vaal River City and the Vaal University Village Precinct
    - A cargo airport and logistics hub

- The Vaal Special Economic Zone
- An AB InBev investment project
- The Vaal Marina development
- Logistics and mining investments in Lesedi
- The Gauteng Highlands projects
- Sebokeng Precinct.

- Gauteng working with the national government, the private sector, SOEs and universities to direct infrastructure initiatives and human capital development interventions towards the same vision.
- Collectively, these projects will unlock over R20 billion investment in the Vaal economy.

**Midvaal Local Municipality Catalytic Projects**

• Vaal Marina: Investors have been asking the municipality to develop the area. Investors are interested in putting a hotel or a resort in the area. MLM negotiating with the Department of Public Works to donate the land. After donation of the land, the municipality plans to develop the area. The cost of development is R 1.3 billion (infrastructure costs).

• Doornkuil: Land belongs to Sedibeng. MLM is proposing that District Municipality in partnership with Midvaal Local Municipality develop the property in line with the findings of the feasibility study being conducted. The land is suitable for a regional cemetery, social and research facilities, agricultural development, business and industrial activities. Midvaal Local Municipality wish, as soon as the agreements with Sedibeng District has been Concluded, to proceed with the necessary studies to develop the regional cemetery and Wate Disposal Sites.

MLM supports the DDM as a model to improve service delivery efficiencies, a focused planning and budgeting process, and monitoring of projects/programmes implementation. However, the municipality does not support the DDM vision of Sedibeng District to be a metropolitan municipality by 2030.

## 2.8 Community Participation Assessment

Section 16(1) and Section 29(1) of the Local Government: Municipal Systems Act (No. 32 of 2000) outline the processes and procedures to be adhered to in terms of community participation.

Based on the legislative requirements, public participation forms an integral part of the Midvaal IDP process. Communities were afforded the right to make

representations and engage on the drafting of the IDP considering the needs of their communities.

Notwithstanding the provisions of the Act, MLM utilises several communication channels to convey information to the community. The approved traditional methods of communication have changed over time; however, MLM adheres as far as possible to the stated provisions of the act.

During October 2025, the municipality conducted public engagements with communities to ensure its planning is aligned to community needs to budget accordingly. The table that follows outlines the public engagements held per ward:

Table 9: Public Engagements

| Ward | Councillor | Date | Venue | Number of Attendees |
|---|---|---|---|---|
| 1 | P Swart | 18/10/2025 | Vaal Marina Community Hall | 68 |
| | | 18/10/2025 | Jakkalsdraai Hall | 12 |
| 2<br>4<br>13 | SMA Janse van Rensburg<br>M Myburgh<br>JG Viljoen | 29/10/2025 | AGS Kerk | 56 |
| 3<br>9 | BJ Jordaan<br>RJ Hubbard | 07/10/2025 | Meyerton Town Hall | 23 |
| 4 | M Myburgh | 30/10/2025 | Daleside Firehouse Gym | 95 |
| 5<br>11 | P Hutcheson<br>MA Maimane | 21/10/2025 | De Deur Primary School | 26 |
| 6 | T Sithole | 13/10/2025 | Lakeside Multipurpose Centre | 107 |
| 5<br>7 | P Hutcheson<br>LTH Visser | 20/10/2025 | Walkerville Showgrounds | 66 |
| 8 | MM Ndebele | 14/10/2025 | White House (Marquee Tent) | 339 |
| 10 | DT Mokhomo | 27/10/2025 | Sicelo Community Hall | 22 |
| 11 | MA Maimane | 15/10/2025 | Savanna City Ext 3 (Marquee Tent) | 191 |
| | | 25/10/2025 | Savanna City Bonded (Curro Academy) | 55 |
| 12 | MC Kruger | 11/10/2025 | Final Turning Point Ministries International | 97 |
| 14<br>15 | PC Pretorius<br>AH Dickinson | 28/10/2025 | Destinata School | 23 |
| **Total** | | | | **344** |

The numbers listed on the table above are as per the attendance registers filled out on the day of the meeting, however it should be noted that many participants did not fill out the register and as a result the turn out represented on the table are lower than the actual numbers at the event.

Towards the compilation of the 2022-2027 IDP, public participation engagements were first held in January/February 2022 were the municipality conducted an extensive exercise to collect community needs. A total of 857 community needs assessment forms were collected. Operational and customer care related issues were sent to the relevant sections within the municipality. IDP projects were captured as listed under Annexure A: Community Needs. During the 2023/2024 IDP Review, and 2024/2025 Review public engagements were held during January and February 2023 and 2024 respectively. In October 2024 and 2025 engagements were held for the 2025/ 2026 and 2026/2027 IDP Review respectively. Communities were provided progress on the implementation of the IDP. The communities were encouraged to peruse Annexure A: Community Needs of the IDP and any additional community needs could be submitted to their respective Ward Councillor or via idp@midvaal.gov.za for inclusion in Annexure A: Community Needs.

The table below provides a breakdown of responses received and number of community needs identified in each review of the 2022-2027 IDP:

*Table 10: Community Need Responses Received*

| | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 |
|---|---|---|---|---|
| Written Responses Received | 12 | 22 | 15 | 12 |
| Number of Community Needs | 45 | 86 | 60 | 61 |

Community Needs received were incorporated as new or existing needs within Annexure A: Community Needs.

## 2.9 Identify Areas of need

The core services that local government provides (clean drinking water, sanitation, electricity, shelter, waste removal and roads) are basic human rights, and essential components of the right to dignity enshrined in our Constitution and Bill of Rights, according to the Back-to-Basics Programme.

MLM strive to provide each resident with the same level of services. The objective is difficult to achieve due to a number of reasons.

The areas that are in the most serious need are the various informal settlements, as contained in the Midvaal HSP.

The majority of these settlements do not have access to electricity. Sanitation is provided through a number of chemical toilets and VIP toilets, whereas roads do not meet the minimum requirements of gravel roads. Drinking water is provided through standpipes and in some instances by transporting water by tankers.

These settlements include:

- Boitumelo
- Khayelitsha
- Piel's Farm
- Sicelo
- Mamello.

The following settlements benefited from a sanitation upgrading project:

- Sicelo Informal Settlement 1 050 chemical toilets
- Kromdraai Informal Settlement 19 chemical toilets
- Khayelitsha Informal Settlement 120 chemical toilets
- Piels Farm Informal Settlement 104 chemical toilets
- Mamello Informal Settlement 188 chemical toilets
- Skansdam Informal Settlement 11 chemical toilets
- Boitumelo Informal Settlement 49 chemical toilets
- Kwa Brown Informal Settlement 1 honey sucker (vacuum truck),

MLM covers a large rural area comprising many small and agricultural holdings. Most of these areas have access to basic services such as drinking water, electricity and roads. These properties rely on onsite sanitation systems such as VIP and biochemical toilets.

Residents residing on farms have seldom access to piped water and rely on boreholes for the supply of drinking water and onsite disposal systems such as VIP and biochemical toilets for sanitation. Roads are seldom surfaced as the majority of roads are gravel roads maintained by either the municipality or Gautrans.

The majority of households in MLM do, however, have access to basic services.

Community needs received as part of the IDP consultation process have been captured in Annexure A.

# Chapter 3: 5-Year Integrated Development Plan

## 3.1 Vision & Mission

MLM prides itself on being a stable institution able to provide services to its residents efficiently while improving their socioeconomic conditions. The municipal vision for the 2022–2027 IDP is:

***Achieve excellence in service delivery***

To achieve this vision the municipality strives to:

- Enhance service delivery through innovative technologies
- Enable a safe, healthy community and environment
- Promote local economic development and tourism
- Adopt clean, renewable energy
- Build strong partnerships, and
- Be a people-centred, compassionate institution.

## 3.2 Values

Values reflect the core guidelines of the organisation and by following them ensures, we remain on the right path. A customer-centric approach shapes the values of the MLM. This defines the character of the municipality and the foundation on which leadership and employees behave and conduct themselves and guides the way in which decisions are made. Furthermore, our change in approach requires for us to prioritise values that create a new behaviour within the municipality. MLM's values are as follows:

- Equity
- Accessibility and communication
- Collaboration
- Innovation
- Safety and security
- Forward-thinking
- Decisive decision-making.

## 3.3 Development Priorities & Objectives

The MLM's vision, mission, values, and political promises culminate in development priorities and objectives set out in the municipality's KPAs. Each KPA is specifically crafted to address the main strategic objectives of the municipality. The table that follows indicates the municipality's KPAs and objectives:

Table 11: Municipal Key Performance Areas and Strategic Objectives

| Key Performance Area | Strategic Objective |
|---|---|
| KPA 1: Good Governance | To promote increased participation and improved communication with all key internal and external stakeholders |
| KPA 2: Safe & Healthy Environments | To create a sustainable environment safe from harm |
| KPA 3: Community Development | To create an environment focused on uplifting the youth, the poor and the most vulnerable |
| KPA 4: Institutional Development | To transform and align the people, processes, and systems of the municipality to achieve its objectives |
| KPA 5: Financial Stability | To improve the financial sustainability and capacity of the municipality, while adhering to statutory requirements |
| KPA 6: Infrastructure & Sustainable Living Environments | To ensure efficient infrastructure and energy supply that will improve the quality of life of the community |
| KPA 7: Communication & Customer Care | To deliver inclusive and excellent services to the community |
| KPA 8: Economic Growth & Spatial Transformation | To facilitate sustainable economic empowerment for all communities within Midvaal and through the development of partnerships and innovation |

The political promises highlighted in section 1.2 are aligned to the KPAs in the table that follows:

*Table 12: Political Promises aligned to Key Performance Areas*

| | KPA 1 | KPA 2 | KPA 3 | KPA 4 | KPA 5 | KPA 6 | KPA 7 | KPA 8 |
|---|---|---|---|---|---|---|---|---|
| Promise 1: Investing in Safety and Security | | X | | | | X | | |
| Promise 2: Housing, Land Invasions and By-Law Enforcement | | | | | | | | X |
| Promise 3: Create Opportunities for all the People of Midvaal | X | | X | | X | | | |
| Promise 4: Providing Excellent Service Delivery | | | | | | X | X | |
| Promise 5: Solving Challenges Through Creativity and Innovation | | | | X | | X | X | X |
| Promise 6: We Must Listen to the People We Serve | X | X | X | | | X | X | X |

## 3.4 Operational Strategies

Based on the KPAs above, the municipality has crafted corresponding key focus areas (KFAs) to outline the operational strategies of the municipality. Operational strategies are further defined as KPIs in the municipality's SDBIP. The SDBIP will be approved by the Executive Mayor 30 days after the adoption of the final IDP. The figures that follow illustrate the linkage between KPAs and KFAs and listed the objectives of the KFAs that is the foundation of the operational strategies for Midvaal.

Table 13: Municipal Key Performance Areas Linked to Key Focus Area

| KPA 1: Good Governance | KPA 2: Safe & Healthy Environments | KPA 3: Community Development | KPA 4: Institutional Development | KPA 5: Financial Stability | KPA 6: Infrastructure & Sustainable Living Environments | KPA 7: Communications & Customer Care | KPA 8: Economic Growth & Spatial Transformation |
|---|---|---|---|---|---|---|---|
| KFA 1: Governance Structures | KFA 5: Safety and Security | KFA 9: Parks and Sports & Recreation | KFA 13: Human Resources & Skills Development | KFA 17: Financial Management | KFA 21: Electricity, Energy Efficiency and Renewable Energy | KFA 27: Communication & Marketing | KFA 29: Municipal Planning & Built Environment |
| KFA 2: Risk Management | KFA 6: Emergency Services | KFA 10: Libraries, Arts & Culture and Special Programmes | KFA 14: Monitoring & Evaluation and Performance Management | KFA 18: Revenue Management | KFA 22: Roads & Stormwater Infrastructure | KFA 28: Customer Relations | KFA 30: Spatial Planning and Investment |
| KFA 3: Stakeholder Participation | KFA 7: Disaster Management | KFA 11: Heath, ECD and Social | KFA 15: Information Technology | KFA 19: Supply Change Management | KFA 23: Water & Sanitation Infrastructure | | KFA 31: Local Economic Development |
| KFA 4: Intergovernmental Relations | KFA 8: Environmental Heath | KFA 12: Cemeteries & Crematoria | KFA 16: Policies, Processes and Procedures | KFA 20: Assets Equipment & Fleet Management | KFA 24: Solid Waste Management | | |
| | | | | | KFA 25: Project Management & Public Facilities | | |
| | | | | | KFA 26: Climate Change Adaptation and Mitigation | | |

Table 14: Municipal Key Performance Areas Linked to Key Focus Areas and operation objectives

| Key Performance Area | Strategic Objective | Key Focus Area | Operational Objective |
|---|---|---|---|
| KPA 1: Good Governance | To promote increased participation and improved communication with all key internal and external stakeholders | KFA 1: Governance Structures | To promote sound and sustainable governance |
| | | KFA 2: Risk Management | To co-ordinate activities to identify, assess, manage, and monitor risks in a systematic and formalised manner |
| | | KFA 3: Stakeholder Participation | To increase active stakeholder participation |
| | | KFA 4: Intergovernmental Relations | To improve intergovernmental relations |
| KPA 2: Safe & Healthy Environments | To create a sustainable environment safe from harm | KFA 5: Safety and Security | To improve the safety of the community in both rural and suburban areas |
| | | KFA 6: Emergency Services | To ensure adequate prevention measures as well as prompt response to emergencies |
| | | KFA 7: Disaster Management | To outline policy and procedures for proactive disaster prevention and mitigation |
| | | KFA 8: Environmental Heath | To ensure healthy living environments |
| KPA 3: Community Development | To create an environment focused on uplifting the youth, the poor and the most vulnerable | KFA 9: Parks and Sports & Recreation | To create an ecosystem of sports and recreation activities |
| | | KFA 10: Libraries, Arts & Culture and Special Programmes | To promote the development of cultural and social programs to uplift the community |
| | | KFA 11: Heath, ECD and Social | To promote the wellbeing of communities through provision of adequate social facilities and community development programmes |
| | | KFA 12: Cemeteries & Crematoria | To provide accessible and adequate cemeteries and crematoria |

| Key Performance Area | Strategic Objective | Key Focus Area | Operational Objective |
|---|---|---|---|
| KPA 4: Institutional Development | To transform and align the people, processes and systems of the municipality to achieve its objectives | KFA 13: Human Resources & Skills Development | To ensure adequate internal capacity and capability to deliver on the municipality's objectives |
| | | KFA 14: Monitoring & Evaluation and Performance Management | To develop and implement an effective and efficient performance management system |
| | | KFA 15: Information Technology | To enhance systems and technology to enable the municipality to deliver excellent customer experience |
| | | KFA 16: Policies, Processes and Procedures | To write and review processes and procedures to ensure the objectives of the municipality are achieved |
| KPA 5: Financial Stability | To improve the financial sustainability and capacity of the municipality, whilst adhering to statutory requirements | KFA 17: Financial Management | To manage the finances of the municipality in a manner that will enhance its financial viability and maintain sustainability |
| | | KFA 18: Revenue Management | To protect and enhance revenue position of the position to enable the objectives of the municipality |
| | | KFA 19: Supply Change Management | To develop and maintain an effective supply chain which uplifts local business and the youth |
| | | KFA 20: Assets Equipment & Fleet Management | To adequately maintain the assets of the municipality |
| KPA 6: Infrastructure & Sustainable Living Environments | To ensure efficient infrastructure and energy supply that will improve the quality of life of the community | KFA 21: Electricity, Energy Efficiency and Renewable Energy | To plan, construct and maintain electricity networks and to improve energy efficiency. To provide sustainable, reliable and affordable electricity to all residents |
| | | KFA 22: Roads & Stormwater Infrastructure | To plan, construct and maintain roads and stormwater infrastructure |

| Key Performance Area | Strategic Objective | Key Focus Area | Operational Objective |
|---|---|---|---|
| | | KFA 23: Water & Sanitation Infrastructure | To plan, construct and maintain water and sanitation infrastructure. To provide sustainable, reliable and affordable water and sanitation services to all residents |
| | | KFA 24: Solid Waste Management | To provide sustainable, reliable and affordable waste disposal services to all residents.<br>To plan, construct and maintain landfill sites and transfer stations |
| | | KFA 25: Project Management & Public Facilities | To plan, construct and maintain municipal and public facilities |
| | | KFA 26: Climate Change Adaptation and Mitigation | To provide a framework for the municipal response to climate change mitigation and adaptation |
| KPA 7: Communication & Customer Care | To deliver inclusive and excellent services to the community | KFA 27: Communication & Marketing | To improve internal and external communication to enhance the perception of the municipality |
| | | KFA 28: Customer Relations | To provide a user-friendly platform for citizens to engage with the municipality |
| KPA 8: Economic Growth & Spatial Transformation | To facilitate sustainable economic empowerment for all communities within MLM and through the development of partnerships and innovation | KFA 29: Municipal Planning & Built Environment | To improve land use and building developments in line with legislation and policy |
| | | KFA 30: Spatial Planning and Investment | To develop an effective spatial framework to promote development in the municipality, focused on enabling and aligning development objectives |
| | | KFA 31: Local Economic Development | To facilitate and promote local economic growth |

## 3.5 Alignment to National and Provincial Policies and Plans

A core element of an IDP is to ensure alignment of the municipality's development objectives to national and provincial policies and plans. The table that follows provide an indication of alignment to:

- National KPAs for Municipalities & Back to Basics
- NDP 2030 and MSTF
- IUDF
- GGT 2030
- Sedibeng IDP and District DDM One Plan

Table 15: Municipal Key Performance Areas Aligned to National, Provincial & District Policy

| National KPAs for Municipalities | |
|---|---|
| **National KPAs** | **Midvaal KPAs** |
| NKPA 1: Municipal Transformation & Development | KPA 8: Economic Growth & Spatial Transformation |
| | KPA 3: Community Development |
| | KPA 2: Safe & Healthy Environments |
| NKPA 2: Basic Service Delivery | KPA 6: Infrastructure & Sustainable Living Environments |
| | KPA 7: Communication & Customer Care |
| NKPA 3: Local Economic Development | KPA 8: Economic Growth & Spatial Transformation |
| NKPA 4: Municipal Financial Viability & Management | KPA 5: Financial Stability |
| NKPA 5: Good Governance & Public Participation | KPA 1: Good Governance |
| | KPA 4 Institutional Development |
| **Back to Basics** | |
| **5 Pillars of Back to Basics** | **Midvaal KPAs** |
| 1. Putting people and their concerns first | KPA 2: Safe & Healthy Environments |
| | KPA 3: Community Development |
| | KPA 8: Economic Growth & Spatial Transformation |
| 2. Supporting the delivery of municipal services to the right quality and standard | KPA 6: Infrastructure & Sustainable Living Environments |
| | KPA 7: Communication & Customer Care |
| 3. Promoting good governance, transparency and accountability | KPA 1: Good Governance |

| | |
|---|---|
| 4. Ensuring sound financial management and accounting | KPA 5: Financial Stability |
| 5. Building institutional resilience and administrative capability | KPA 4: Institutional Development |
| **National Development Plan 2030** | |
| **NDP 2030 Strategies** | **Midvaal KPAs** |
| 1. Creating jobs and improving livelihoods | KPA 8: Economic Growth & Spatial Transformation |
| 2. Expanding infrastructure | KPA 6: Infrastructure & Sustainable Living Environments |
| 3. Transition to a low-carbon economy | KPA 6: Infrastructure & Sustainable Living Environments |
| 4. Transforming urban and rural spaces | KPA 8: Economic Growth & Spatial Transformation |
| 5. Improving education and training | KPA 3: Community Development |
| 6. Providing quality healthcare | KPA 2: Safe & Healthy Environments |
| | KPA 3: Community Development |
| 7. Fighting corruption and enhancing accountability | KPA 1: Good Governance |
| | KPA 5: Financial Stability |
| | KPA 4: Institutional Development |
| 8. Transforming society and uniting the nation | KPA 8: Economic Growth & Spatial Transformation |
| **Medium Term Strategic Framework** | |
| **MTSF Priorities** | **Midvaal KPAs** |
| Priority 1: Building a capable, ethical and developmental state | KPA 1: Good Governance |
| | KPA 5: Financial Stability |
| Priority 2: Economic transformation and job creation | KPA 8: Economic Growth & Spatial Transformation |
| Priority 3: Education, skills and health | KPA 3: Community Development |
| | KPA 4: Institutional Development |
| Priority 4: Consolidating the social wage through reliable and quality basic services | KPA 6: Infrastructure & Sustainable Living Environments |
| Priority 5: Spatial integration, human settlements and local government | KPA 8: Economic Growth & Spatial Transformation |
| Priority 6: Social cohesion and safe communities | KPA 2: Safe & Healthy Environments |
| Priority 7: A better Africa and world | |
| **Integrated Urban Development Plan** | |

| IUDF Strategic Goals | Midvaal KPAs |
|---|---|
| Inclusion and Access | KPA 8: Economic Growth & Spatial Transformation |
| | KPA 6: Infrastructure & Sustainable Living Environments |
| | KPA 7: Communication & Customer Care |
| | KPA 3: Community Development |
| Inclusive Growth | KPA 8: Economic Growth & Spatial Transformation |
| | KPA 6: Infrastructure & Sustainable Living Environments |
| Effective Government | KPA 1: Good Governance |
| | KPA 5: Financial Stability |
| | KPA 4: Institutional Development |
| Spatial Integration | KPA 8: Economic Growth & Spatial Transformation |
| | KPA 6: Infrastructure & Sustainable Living Environments |
| | KPA 2: Safe & Healthy Environments |
| **Growing Gauteng Together 2030** | |
| **GGT 2030 Priorities** | **Midvaal KPAs** |
| 1. The Economy, Jobs and Infrastructure | KPA 8: Economic Growth & Spatial Transformation |
| 2. Education, Skills Revolution and Health | KPA 3: Community Development |
| 3. Integrated Human Settlements and Land Release | KPA 8: Economic Growth & Spatial Transformation |
| 4. Safety, Social Cohesion and Food Security | KPA 2: Safe & Healthy Environments |
| 5. A Capable, Ethical and Developmental State | KPA 1: Good Governance |
| | KPA 5: Financial Stability |
| | KPA 4 Institutional Development |
| 6. Towards A Better Africa and a Better World | KPA 6: Infrastructure & Sustainable Living Environments |
| 7. Sustainable Development for Future Generations | KPA 8: Economic Growth & Spatial Transformation |
| | KPA 6: Infrastructure & Sustainable Living Environments |
| The Premier's Elevated Priorities in the Growing Gauteng Together (GGT2030) action plan is:<br>• Economic recovery and reconstruction;<br>• Strengthening the battle against crime, corruption, vandalism, and overcoming lawlessness; | |

- Changing the living conditions in townships, informal settlements, and hostels;
- Prioritisation of the health and wellness of people; and
- Strengthening the capacity of the state.

The elevated priorities are in line with the municipalities Key Performance Areas (KPAs) and are therefor supported and welcomed.

| Sedibeng Integrated Development Plan | |
|---|---|
| **Sedibeng KPA** | **Midvaal KPAs** |
| KPA 1: Reinventing the Economy | KPA 8 Economic Growth & Spatial Transformation |
| KPA 2: Renewing our communities | KPA 2: Safe & Healthy Environments |
| KPA 3: Reviving a Sustainable Environment | KPA 6 Infrastructure & Sustainable Living Environments |
| KPA 4: Reintegrating the region with the rest of Gauteng | KPA 8 Economic Growth & Spatial Transformation |
| KPA 5: Releasing Human Potential | KPA 4 Institutional Development |
| | KPA 3 Community Development |
| KPA 6: Good and Financially Sustainable Governance | KPA 1: Good Governance |
| | KPA 5: Financial Stability |
| KPA 7: Vibrant Democracy | KPA 1: Good Governance |
| | KPA 7: Communications & Customer Care |

| District Development Model | |
|---|---|
| **DDM Goals** | **Midvaal KPAs** |
| Demographic / People Development | KPA 3: Community Development |
| | KPA 2: Safe & Healthy Environments |
| Economic Positioning | KPA 8: Economic Growth & Spatial Transformation |
| Spatial Restructuring and Environment Development | KPA 8: Economic Growth & Spatial Transformation |
| Infrastructure Development | KPA 6: Infrastructure & Sustainable Living Environments |
| Integrated Service Provision | KPA 7: Communication & Customer Care |
| Governance Development | KPA 1: Good Governance |
| | KPA 5: Financial Stability |
| | KPA 4: Institutional Development |

# Chapter 4: Financial Plan

## 4.1. Introduction

The purpose of this chapter is to outline a comprehensive multiyear financial plan that will ensure long-term financial sustainability for MLM. The financial plan is essential to ensure that the municipality continues to implement its mandate effectively without impairing its capital base and to move towards self-sufficiency in meeting the growing demands of service delivery.

The multiyear financial plan is prepared for a planning period of five years, paying particular attention to infrastructure investment which is an important developmental component of the IDP. Through this plan MLM will focus on greater financial health and sustainability, making collaboration of capital investment projects with other levels of government and private sector investors much easier. It is of the utmost importance that MLM stimulates the macroeconomic environment to attract the private sector to investment in Midvaal. Through this approach MLM will enhance its ability to have access to much needed financial resources to invest in new infrastructure as well as maintain its current infrastructure assets.

This plan will also focus on the expansion of MLM's revenue sources in relation to its costs to ensure that the municipality stays a financially viable and sustainable going concern. MLM must utilise available financial resources in an effective, efficient and economical way to ensure that outputs have the desired outcomes, as set out in Chapter 3 of the IDP. The financial strategies detailed in this plan must contribute to the achievement of these objectives.

It is important to note that this multiyear financial plan will cover key focus areas over the next five years and even longer. However, due to the fact that budgets in terms of the National Treasury's Municipal Budget and Reporting Regulations only covers a planning period of the next financial year and the two financial years thereafter, budget information supplied in this chapter will only cover the next three financial years.

A discussion follows on key focus areas, consisting of a financial framework, financial strategies, financial policies, budget assumptions, operating revenue, operating expenditure, capital expenditure, capital expenditure funding and a concluding statement.

## 4.2 Financial Framework

It must be noted that not all municipalities are the same and this should be kept in mind when assessing the financial health of and the setting of benchmarks for a municipality. A municipality can be categorised as a developed or a developing municipality. MLM can be categorised as a developing or growing municipality.

Developing municipalities will require significant additional resources and funding to conduct the growth that is expected of them. With the demands for growth come risks that need to be managed. The priority from the financial perspective is the viability and sustainability of the municipality. This financial plan and related strategies will need to address a number of key areas in order to achieve this goal. The areas identified are detailed below.

### Revenue adequacy and certainty

It is essential that MLM has access to adequate sources of revenue from its own operations and intergovernmental transfers to enable it to carry out its functions. It is furthermore necessary that there is a reasonable degree of certainty with regard to the source, amount and timing of revenue. The Division of Revenue Act (DoRA) has laid out the level of funding from the national government that will be received for the 2026/2027 to 2028/2029 financial years and these amounts have been included in the budget. The Provincial Gazette has not been received at the time of tabling of the IDP and Budget and as such, estimates from the last published gazette was used.

It is important to track the respective sources of revenue received by the municipality as they can be quite different and can vary substantially depending on the phase that the municipality is in. Knowledge of the sources of funds will illustrate the municipality's position more accurately, and its ability to secure loans relative to its income and its borrowing capacity.

### Cash / liquidity position

Cash and cash management is vital for the short-term and long-term survival and good management of any organisation. This is also the case with MLM. The appropriate benchmarks (formulas aligned to the National Treasury MFMA Circular 71) which can assist in assessing the financial health of the municipality are as follows:

- The current ratio, which expresses the current assets as a proportion to current liabilities. A current ratio in excess of one to one (1.5:1) is considered to be healthy.

  The annual liquidity ratio was as follows for the previous years:

  | | |
  |---|---|
  | 30 June 2021 | 3.06:1 |
  | 30 June 2022 | 2.91:1 |
  | 30 June 2023 | 3.23:1 |
  | 30 June 2024 | 2.92:1 |
  | 30 June 2025 | 2.84:1 |

These improved liquidity levels are the result of a revised cash management strategy implemented in the last budget cycles. The operating budget needs to produce yearly operating surpluses to improve our cash back reserves position and all collectable revenue needs to be collected on an ongoing basis.

- **Debtor's turnover ratio (net debtors),** which have a great impact on the liquidity of the municipality. This ratio measures the time it takes the municipality to recover its outstanding debts.

The debtors collection period is still significantly high at 99 days (2023-24: 95 days) and the debtors impairment provision has increased to R578 511 793 (2023-24: R510 180 818). This remains as an area of concern and is an indication of the municipality's inability to collect on all monies owed by debtors. This impacts negatively on the cash resources that are required to continuously provide service delivery.

The financial viability of the municipality is mainly affected by the revenue collection which can be justified by the tough economic conditions affecting the majority of the households in the country. The bank balance of the municipality is favourable. This is an indication that the municipality does not have challenges as a going concern at this stage and it can still be self-sustainable.

The collection rate has a great impact on the liquidity of the municipality and has been averaging at 90% in the past. Due to the current economic climate, it is anticipated that the collection rate will remain under pressure for the Medium-Term Revenue and Expenditure Framework (MTREF) period.

| | |
|---|---|
| 30 June 2021 | 94% |
| 30 June 2022 | 92% |

| | |
|---|---|
| 30 June 2023 | 97% |
| 30 June 2024 | 89.6% |
| 30 June 2025 | 90.35% |

Collection rates are under pressure as the increasing tariffs and the cost of services become more unaffordable to households. All debt older than 90 days have been provided for. The non-collectable portion are provided for in the operating budget as a debt impairment expense.

**Sustainability**

MLM ensures that its budget is fully funded. As there are limits on revenue, it is necessary to ensure that services are provided at levels that are affordable; and that the full costs of service delivery are recovered. However, to ensure that households that are too poor to pay for even a portion of their basic services at least have access to these basic services; there is a need for the subsidisation of these households through an indigent support subsidy.

**Effective and efficient use of resources**

In an environment of limited resources, it is essential that the municipality make maximum use of the resources at its disposal by using them in an effective and efficient manner. Efficiency in operations and investment facilitates poor people's access to basic services as more services can be rendered with the scarce resources. Only absolutely necessary allocations are given consideration in the budget.

**Accountability, transparency and good governance**

The municipality is accountable to the people for what they do with these resources. The budgeting process and other financial decisions are thus open to public scrutiny and participation. In addition, the accounting and financial reporting procedures are designed to minimise opportunities for corruption. Accurate financial information is produced within acceptable timeframes.

**Equity and redistribution**

The municipality must treat people fairly and justly when it comes to the provision of services. In the same way the municipality should be treated equitably by national and provincial government when it comes to inter-

governmental transfers. The 'equitable share' from the national government will be used primarily for targeted subsidies to indigent households. In addition, the municipality will continue to cross-subsidise between high income and low-income consumers within a specific service or between services.

**Development and investment**

In order to deal effectively with backlogs in services, there is a need for the municipality to maximise its investment in municipal infrastructure. Due to our financial constraints, the underlying policies encourage the maximum degree of private sector investment.

**Macroeconomic investment**

As the municipality plays a significant role in the economy of Gauteng, it is essential that it operates efficiently within the national and provincial macroeconomic framework. MLM's financial and developmental activities should therefore support national and provincial fiscal policy.

**Borrowing**

The strong capital market in South Africa (commercial banks and other lending institutions like the Development Bank of Southern Africa provides an additional instrument to access financial resources. However, the municipality may not borrow to balance its operating budget and to finance any operating expenditure. MLM has a policy in place that ensures borrowing in a responsible way. In order to access this market, the municipality will continue to maintain accurate and appropriate financial accounting and reporting systems and ensure that enough cash is generated to honour repayment commitments.

The manner in which the municipality manages debt or takes on new debt to finance investment activities will have a significant impact on the solvency and long-term viability of the municipality. MLM aims at a maximum borrowing level of external loans that will not exceed 40% of the total operating revenue over the short and medium term. New borrowings are recommended for the 2026/2027 financial year as well as the outer years of the budget. The borrowings will be used to finance new infrastructure as well as new operational vehicles.

## 4.3 Financial Strategies

With the above framework as a background, strategies and programmes have been identified and form part of the financial plan to achieve the desired objective which is the financial viability and sustainability of the municipality.

**Revenue raising strategies**

The following are some of the more significant programmes that have been identified:

The annual review and implementation of the credit control and debt collection policy.

a) The annual review and implementation of the credit control and debt collection policy. This policy and the relevant procedures detail all areas of customer care, credit control and debt collection of amounts billed to customers, including procedures for non-payment.
b) The annual review and maintenance of a uniform tariff policy. This policy will ensure that fair tariffs are charged in a uniform manner throughout the municipal area.
c) The annual review and maintenance of an indigent policy. This policy defines the qualification criteria for an indigent household and the level of free basic services enjoyed by indigent households.
d) The annual review and maintenance of a property rates policy. This will ensure that a fair rates policy and an updated valuation roll are applied to the entire municipal area and will aim to ensure that all properties are included in the municipality's records. Furthermore, the policy will ensure that valuations are systematically carried out for all properties on a regular basis. It must be noted that the valuation roll has been implemented as from 1 July 2025 and will be valid until 30 June 2030.
e) Prescribed debt will be considered for write-off on an annual basis.

**Asset management strategies and programmes**

The following are some of the more significant programmes that have been identified:

a) The ongoing maintenance of an integrated asset management system. This programme involves the ongoing updating of a suitable integrated asset management system. It also includes the capturing of all assets on the system, the maintenance of this system and the production of a

complete asset register in terms of the Generally Recognised Accounting Practice (GRAP).

b) The review and update of asset and risk insurance procedures and the renewal of the insurance portfolio. This programme will involve the identification of risks in conjunction with insurers and all heads of departments. It will also include the review of the existing insurance portfolio (inclusive of self-insurance where appropriate) and the renewal of the insurance policy as per renewal terms.

**Financial management strategies and programmes**

The following are some of the more significant programmes that have been identified:

a) The implementation of the MFMA Regulations – Municipal Standard Chart of Accounts (mSCOA) - The municipality is in compliance with the mSCOA Regulations, and ongoing improvements to the systems are done on an annual basis.

b) The annual review of the entire organogram of the Finance Department, ensuring that adequate capacity exists to optimise service delivery.

c) Integration of all computerised systems and acquisition of hardware and software required. The integration of computerised systems and acquisition of the required hardware and software within the municipality is important to ensure that information is accurate, relevant and prompt, which in turn will facilitate the smooth running and effective management of the municipality. This is done in compliance with the mSCOA regulations.

d) Development of a GRAP-compliant medium-term revenue and expenditure framework compliant with the National Treasury's Municipal Budget and Reporting Regulations.

e) Implementation of integrated development planning and budgeting using community consultation processes.

f) Reviewing and updating of asset, budget and accounting policies and procedures.

g) Training and development of financial and other staff. The aim of this project will be to constantly ensure that the financial and other staff members receive the training they require to ensure a cost-effective and efficient service to the municipality and its customers and to ensure full compliance with the MFMA regulations on minimum competency levels.

h) Enhancing budgetary controls and timeliness of financial data and building the capacity of the Budget and Treasury Office to ensure that

financial information for reporting purposes is generated timeously. It will also include the monitoring and reporting on budget variances.

**Capital financing strategies and programmes**

The following are some of the more significant programmes that have been identified:

a) The annual review and implementation of a borrowing policy. This policy will ensure that any borrowings taken by the municipality will be done in a responsible manner and that the repayment and servicing of such debt will be affordable.
b) The annual review and implementation of a policy on donor funding.
c) The development of a capital investment framework.

**General financial philosophy**

The financial philosophy of MLM is to provide a sound financial base and the resources necessary to sustain a satisfactory level of municipal services for the citizens of Midvaal.

It is the goal of the municipality to achieve a strong financial position with the ability to withstand local and regional economic impacts; to adjust efficiently to the community's changing service requirements; to effectively maintain, improve and expand the municipality's infrastructure; to manage the municipality's budget and cash flow to the maximum benefit of the community; to prudently plan, co-ordinate and implement responsible and sustainable community development and growth; and to provide a high level of fire and other protective services to assure public health and safety.

It is the goal of the municipality to achieve a strong financial position with the ability to withstand local and regional economic impacts; to adjust efficiently to the community's changing service requirements; to effectively maintain, improve and expand the municipality's infrastructure; to manage the municipality's budget and cash flow to the maximum benefit of the community; to prudently plan, co-ordinate and implement responsible and sustainable community development and growth; and to provide a high level of fire and other protective services to assure public health and safety:

a) To keep the municipality in a fiscally sound position in both the long and short term;
b) To maintain sufficient financial liquidity through regular reviews and adjustments to meet normal operating and contingent obligations;

c) To apply credit control policies which maximise collection while providing relief to the indigent;
d) To implement credit control policies that recognise the basic policy of customer care and convenience;
e) To maintain and protect existing infrastructure and capital assets;
f) To provide a framework for the prudent use of debt financing; and
g) To direct the municipality's financial resources to meet the goals of the municipality's IDP.

**Budget-related policies**

The annual budget is the central financial planning document, directed by the IDP, which embodies all revenue and expenditure decisions. It establishes the level of services to be provided by each department. The budget will be subject to monthly scrutiny and reporting to Council with recommendations of actions to be taken to achieve the budget goals. The budget will be subject to a midyear review, which will result in an Adjustments Budget if required.

Adequate maintenance and replacement of the municipality's assets (property, plant and equipment) will be provided for in the annual budget. It will be informed by Council's Asset Management Policy. The municipality will aim to achieve a target of allocating 10% of the operating budget to repairs and maintenance over the next five-year period.

The budget shall balance recurring cash operating expenses to recurring cash operating revenues. The budget will have revenue plans based on realistically expected revenue to be collected and expenditure figures. Plans will be included to achieve maximum revenue collection percentages.

**Capital infrastructure investment policies**

The municipality will establish and implement a comprehensive three-year capital budget. This budget will be updated annually to ensure that bulk infrastructure services and internal infrastructure services together with the foreseen funding sources are planned in an integrated and co-ordinated manner.

An annual capital investment budget will be developed and adopted by MLM as part of the annual budget. The municipality make all capital improvements in accordance with the IDP. MLM also has a Developer Contribution Policy aimed to generate additional funding from developers to assist in the upgrading of bulk infrastructure services.

Unexpensed capital project budgets shall not be carried forward to future fiscal years unless the project expenditure is committed or funded from grant funding and approved external loans, with all relevant approvals. Routine capital needs will be financed from current revenues as opposed to the issuance of long-term debt. The municipality will maintain all assets at a level adequate to protect the municipality's capital investment and to minimise future maintenance and replacement costs.

**Revenue policies**

MLM will estimate annual revenues through a conservative, objective and analytical process based on realistically expected revenue to be collected. The municipalities will set tariffs at a level that balances the total direct and indirect costs of operations, and the affordability for the consumer. Tariffs will be set to reflect the developmental and social policies of Council. These principles will be embedded in the Tariff Policy that will be updated on an annual basis.

MLM will maintain a valuation system based on market values of all properties within its boundaries as well as periodically review the cost of activities supported by user fees to determine the impact of inflation and other cost increases. The valuation roll will be reviewed every five years in light of the new review due in the next financial year. Fees will be adjusted where appropriate to reflect these increases. These principles and the raising of property rates are contained in the Property Rates Policy.

The municipality will continue to identify and pursue grants and appropriations from province, central government and other agencies, which are consistent with the municipality's goals and strategic plan and to eradicate unfunded mandates.

**Credit control policies and procedures**

MLM will follow an aggressive policy of collecting revenues from those who can afford to pay for their services. For this purpose, a Credit Control and Debt Collection Policy has been adopted by Council. As the recoverability of all outstanding debt is questionable, the writing off of prescribed debt is considered by Council on an annual basis.

### Supply chain management

MLM will follow an aggressive policy of collecting revenues from those who can afford to pay for their services. For this purpose, a Credit Control and Debt Collection Policy has been adopted by Council. As the recoverability of all outstanding debt is questionable, the writing off prescribed debt is considered by Council on an annual basis.

### Investment policy

In terms of Section 13(2) of the MFMA each municipality must establish an appropriate and effective cash management and investment policy. Investments of the municipality shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The portfolio shall remain sufficiently liquid to enable the municipality to meet daily cash flow demands and conform to all state and local requirements governing the investment of public funds. The preservation of principal is the foremost objective of the investment programme. MLM will continue the current cash management and investment practices, which are designed to emphasise safety of capital, sufficient liquidity to meet obligations, and the highest possible yield (listed in order of priority). These principles are embedded in the Cash Management and Investment policies of Council.

### Debt management policies

MLM shall issue debt only when necessary to meet a public need and when funding for such capital projects is not available from current revenues, reserves or other sources. Long-term borrowing will be used to finance capital improvements as approved in the municipality's Capital Budget. Capital projects financed through the issuance of debt shall be financed for a period not exceeding the expected useful life of the project. The municipality will not incur debt to finance current operations. Financial lease obligations, capital outlay notes or other debt instruments may be used as a medium-term method of borrowing for the financing of vehicles, other specialised types of equipment, or other capital improvements. All these principles are embedded in the Borrowing Policy of Council.

Borrowing should be limited to 40% of the total operating budget rand value. If not, the municipality will become overborrowed and a risk to banking institutions and this will result in loans over shorter terms and at higher interest rates. This would not be fair to the current customer base.

### Asset management policies

The objective of the asset management policy is to prescribe the accounting and administrative policies and procedures relating to property, plant and Equipment, which are immovable and movable assets of MLM and computer software and servitudes, which are intangible assets of MLM. The principles and policy statements are embedded in the Asset Management Policy of Council.

### Accounting policies

The objective of the asset management policy is to prescribe the accounting and administrative policies and procedures relating to property, plant and Equipment, which are immovable and movable assets of MLM and computer software and servitudes, which are intangible assets of MLM. The principles and policy statements are embedded in the Asset Management Policy of Council.

## 4.4 Budget Assumptions

Based on the financial framework, financial strategies and financial policies the MTREF budget was compiled. Key assumptions relating to the MTREF budget also included the following:

a) National government grants for the years 2026/27 to 2028/29 are as per the DoRA promulgated on 26 February 2026.
b) Provincial government grants for the years 2026/27 to 2028/29 are as indicated by user departments. The new Provincial Gazette is awaited and should be received before final budget is approved.
c) Inflation has been estimated in line with the National Treasury Budget Circular 134, with the consumer price index (CPI) projected to be 3.4% in 2026/27, 3.3% in 2027/28 and 3.2% in 2028/29. Current CPI for 2025/26 is estimated to be 3.2%.
d) The salary bill cost-of-living increase budgeted for 2026/27 amounts to 5.5%, with 5.5% and 5.5% increases for the next two indicative years.
e) Bulk electricity purchases increased with 9.01% for the 2026/27 financial year and projected at 8.83% and 9% for the next two indicative years.
f) Bulk water purchases increased with 10.0% for the 2026/27 financial year. A decrease of 8.20% and 8.20% is estimated for the next two indicative years.
g) Property rates will increase by 6.5% for 2026/27 financial year and with the projected increase of 6% for the two outer years.
h) Electricity tariffs will increase with 10% for the 2026/27 financial year. Increases of 9.5% and 9.% have been budgeted for the next two outer

financial years. These increases are still subject to final NERSA announcements of the bulk increase to municipalities.

i) Water tariffs increase with 10% for the 2026/27 financial year and a projected 8.2% and 8.2% increase for the next two outer financial years.
j) Sanitation tariffs increase with 6.5% for the 2026/27 financial year. A decrease of 6% is estimated for the next two indicative years.
k) Refuse tariffs increase with 7.5% for the 2026/27 financial year. A decrease of 7% is estimated for the next two indicative years.

The budget is based on current service levels with no provision for growth in property rates and other services.

## 4.5 Operating Revenue

In order to serve the community and to render the services needed, revenue generation is fundamental for financial sustainability. The reality is that we are faced with developmental backlogs and poverty challenging our revenue-generation capacity. The needs (either capital or operational) always exceed the available financial resources. This becomes more obvious when compiling the annual budget and comparing it with the community's needs as recorded in the IDP. This is a worldwide problem and therefore available financial resources should be utilised where it delivers the biggest impact on outcomes that will improve the quality of life of our local communities.

The operating revenue are discussed and analysed in the following section.

### Operating revenue by source

The operating revenue including capital revenue for 2026/2027 is budgeted at R2 140 458 609, which is an increase of 6.57% from the 2025/2026 adjusted budget.

Only registered indigent households (inclusive of deemed indigent households) receive 6 kl free water per month.

The Income Budget has been compiled based on projected billing; however, provision has been made for a 90% collection rate through the provision of funds for the impairment of debtors.

The projected revenue is as follows:

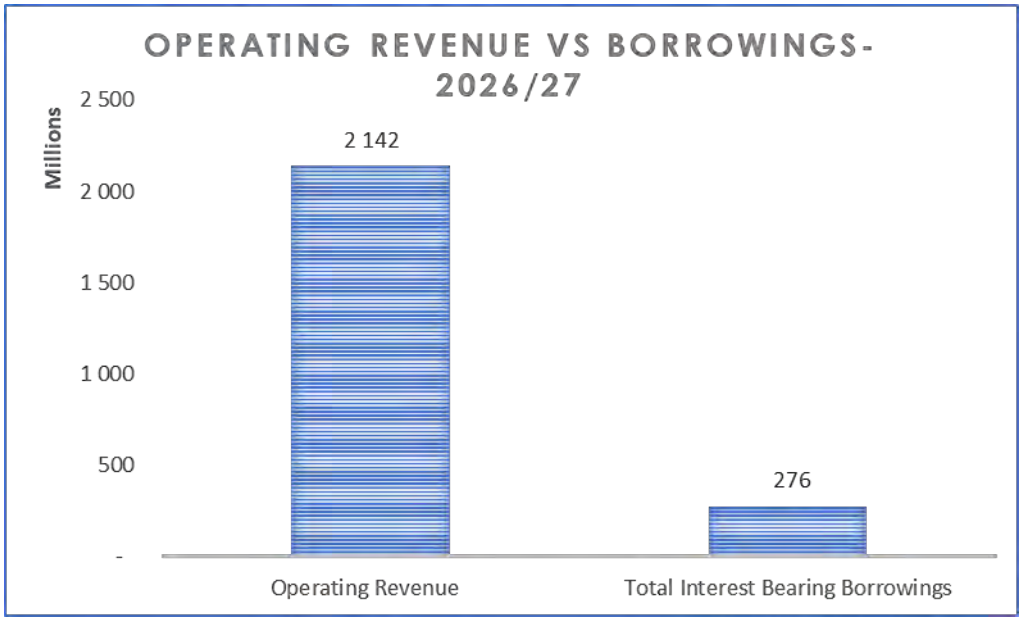



Figure 15: Projected Revenue

| Statement of Financial Performance | PROPOSED BUDGET 2627 | PROPOSED BUDGET 2728 | PROPOSED BUDGET 2829 |
|---|---|---|---|
| **Income** | | | |
| **Revenue from Non-Exchange Transactions** | | | |
| PROPERTY RATES | - 435 448 203 | - 461 575 095 | - 489 269 601 |
| FINES PENALTIES AND FORFEITS | - 61 979 615 | - 65 698 392 | - 69 640 295 |
| INTEREST NON -EXCH PROP RATES | - 22 501 438 | - 22 501 438 | - 22 501 438 |
| OPERATIONAL : MONETARY | - 234 291 786 | - 242 456 103 | - 245 441 625 |
| CAPITAL : MONETARY | - 95 953 200 | - 126 190 700 | - 132 634 700 |
| CAPITAL TRANSFERS DEVELOPERS | - 3 000 000 | - | - |
| **Revenue from Exchange Transactions** | | | |
| SERVICE CHARGES ELECTRICITY | - 775 682 717 | - 837 142 922 | - 895 237 832 |
| SERVICE CHARGES WASTE | - 80 561 344 | - 86 200 638 | - 92 234 682 |
| SERVICE CHARGES WASTE WATER | - 79 441 786 | - 84 174 093 | - 89 190 339 |
| SERVICE CHARGES WATER | - 354 034 046 | - 382 854 134 | - 414 029 453 |
| INTEREST EXCH | - 29 406 522 | - 30 376 937 | - 31 349 000 |
| INTEREST INVESTMENTS | - 50 628 062 | - 52 298 788 | - 53 972 349 |
| OTHER REVENUE | - 5 216 670 | - 5 388 753 | - 5 561 128 |
| RENTAL OF FACILITIES AND EQUIPMENT | - 2 364 247 | - 2 506 102 | - 2 656 468 |
| SALES OF GOODS AND RENDERING OF SERVICES | - 10 254 970 | - 10 793 520 | - 11 358 912 |
| **TOTAL REVENUE** | **- 2 240 764 606** | **- 2 410 157 615** | **- 2 555 077 822** |
| **Total Income Excluding Capital Revenue** | **- 2 141 811 406** | **- 2 283 966 915** | **- 2 422 443 122** |

Figure 16: Projected Revenue

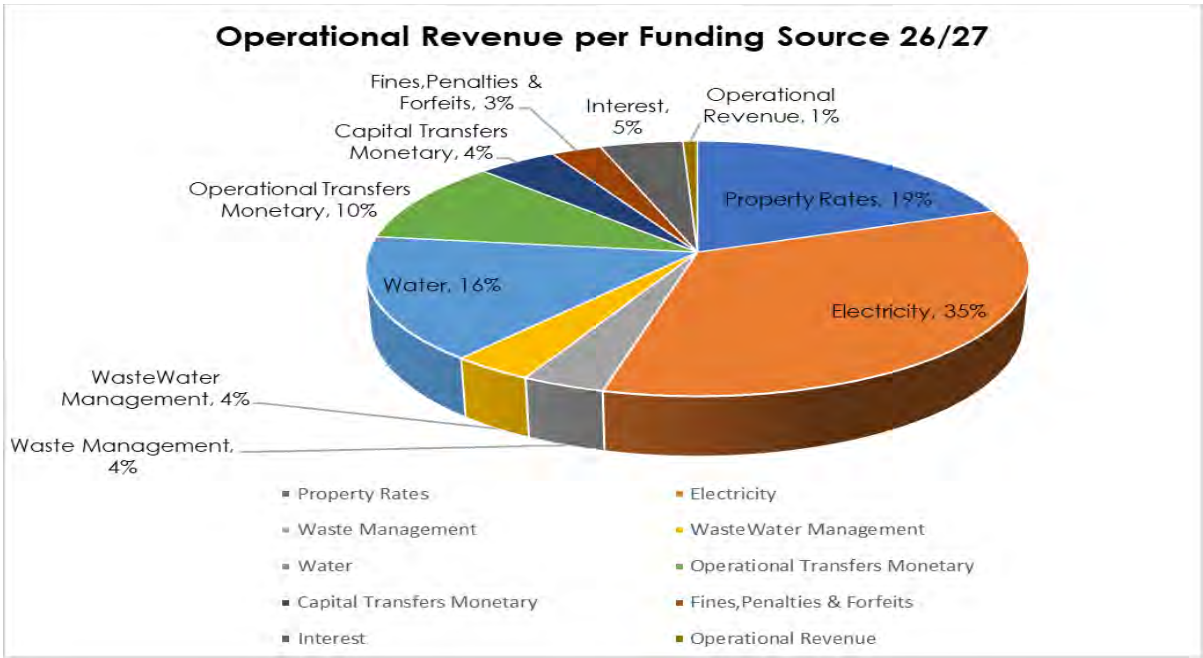



Figure 17: Operating Revenue Distribution for the 2025/26 Financial Year

**Analysis of projected operating revenue**

Property Rates: All properties are rated in terms of the Municipal Property Rates Act and levied accordingly. Residential properties benefit from a residential reduction in their rate in that the first R300 000 of their property values are exempted from property rates. This benefit is accounted for as Income Foregone.

Service Charges for Services: This category comprises sale of electricity, water, sanitation and solid waste (refuse collection). This is the main municipal services and accounts for 60% of the operating income of Council.

Operating Grants and Subsidies have been budgeted for as per the DoRA. The Regional Bulk Infrastructure Grant intended for the construction of the regional sewer network is an indirect grant (the project is to be implemented by Rand Water) and is thus not included in the budget.

Developer Contributions are expected for the MTREF period and the bulk of this will be utilised for the provision of infrastructure for new developments.

## 4.6 Operating Expenditure

The operating expenditure for 2026/2027 is budgeted at R2 222 401 583 (an increase of 6.29% from the 2025/2026 adjusted budget). This includes a provision for salary increases of 5.5%, increase in repairs and maintenance

expenditure of 4.68%, operating cost of 0.79% and a decrease in contracted services of 1.8%. Bulk purchases have been increased as follows:

- Water purchases from Randwater 10.00%
- Electricity purchases from Eskom 9.01%

The expenditure budget is as follows:

| Expenditure | PROPOSED BUDGET 2627 | PROPOSED BUDGET 2728 | PROPOSED BUDGET 2829 |
|---|---|---|---|
| **Salaries and Allowances** | | | |
| SENIOR MANAGERS | 12 310 392 | 12 987 466 | 13 701 784 |
| MUNICIPAL STAFF | 490 202 173 | 517 445 601 | 545 176 103 |
| COUNCILLOR ALLOWANCES | 16 443 248 | 17 100 978 | 17 785 017 |
| **Contracted Services** | | | |
| OUTSOURCE SERVICES | 93 201 574 | 93 586 491 | 96 152 756 |
| CONSULTANTS AND PROFESSIONAL SERVICES | 38 654 739 | 34 606 278 | 34 466 057 |
| CONTRACTORS | 104 682 381 | 108 410 166 | 110 818 134 |
| OPERATIONAL COST | 136 252 181 | 139 520 711 | 139 419 748 |
| INVENTORY | 35 411 166 | 37 069 997 | 37 630 793 |
| **BULK PURCHASES** | | | |
| ELECTRICITY | 695 588 951 | 761 669 901 | 834 028 542 |
| WATER | 236 169 237 | 255 535 114 | 276 488 993 |
| INTEREST DIVIDENDS AND RENT ON LAND | 31 370 012 | 28 568 301 | 25 913 720 |
| DEBT IMPAIRMENT | 141 297 765 | 162 568 926 | 167 206 203 |
| TRAFFIC FINE IMPAIRMENT | 58 637 772 | 62 156 038 | 65 885 399 |
| TRANSFERS AND SUBSIDIES | 1 846 920 | 1 846 920 | 1 846 920 |
| DEPRECIATION & AMORTISATION | 130 333 072 | 136 849 731 | 140 727 453 |
| **TOTAL EXPENDITURE** | **2 222 401 583** | **2 369 922 619** | **2 507 247 622** |

Figure 18: Expenditure budget

### Operating expenditure by type

The detail of the operating budget is contained in the MTREF for the period 2026/2027–2028/2029.

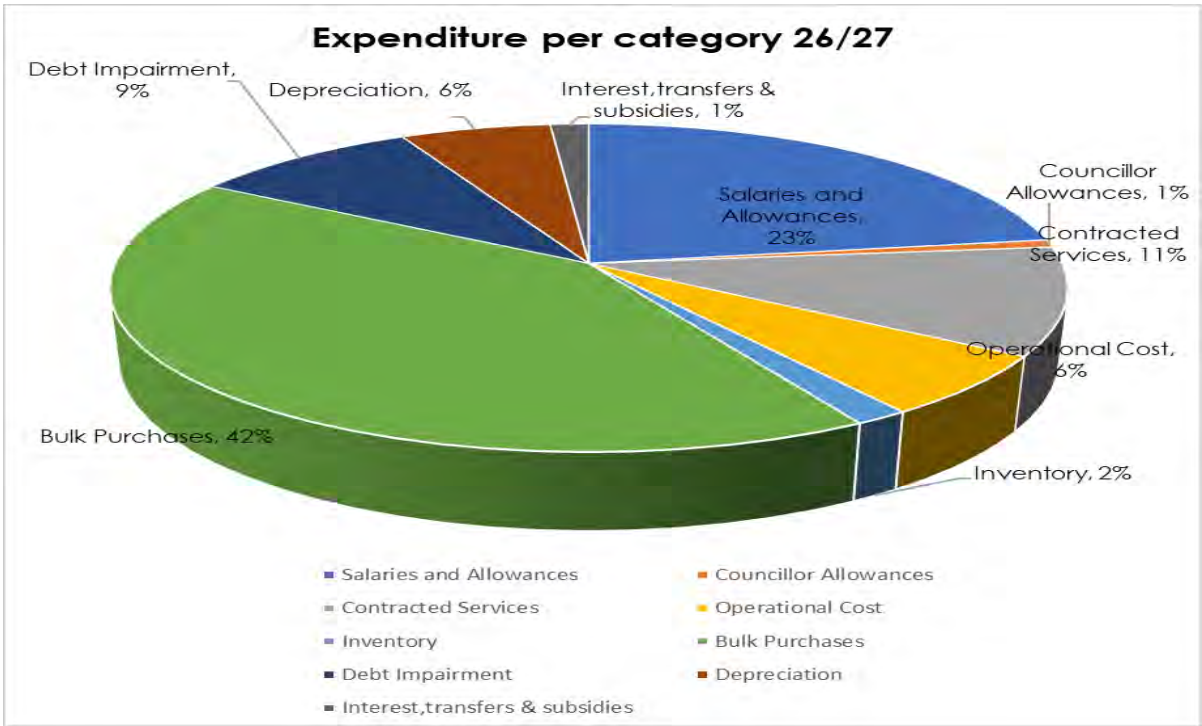



Figure 19: Operating Revenue Distribution for the 2025/26 Financial Year

**Analysis of operating expenditure**

The main sections of the expenditure in the operating budget are the following: -

- **Salaries**

The increases includes a projected general salary increase of 5.5% to all staff members. The total salary package of the Council amounts to 23% of the total expenditure.

- **Bulk Purchases**

This category was increased by the tariff increases for Rand Water and Eskom.

The Council has little control over the above-mentioned expenditure; bulk purchases represent 42% of the expenditure budget.

- **Depreciation**

Depreciation accounts for 6% of the expenditure budget. Depreciation is the systematic expensing of the value of an asset as it is used up and does not relate to any cash payment made (nor is the money owed to anyone for that matter). A road can last for 40 years and every year 1/40th of the road is 'used up'; that must be shown as an expenditure item called depreciation. The

intention is to set these funds aside so that there is cash available at the end of the useful life of the asset to replace the asset. This budget also provides for offset depreciation. This is done to avoid increasing rates and taxes to provide for assets that were revalued with the implementation of GRAP 17. This will be reviewed as part of the long-term financial plan to ensure that there is a balance between amounts provided for asset renewals and affordability of rates and taxes.

- **Repairs and Maintenance**

With the implementation of mSCOA, repairs and maintenance are no longer shown as a separate line item, but the expenditure must be classified according to the nature of the expenditure (i.e., salaries, materials, contractors, etc.) with a project segment showing that the expenditure is related to repairs and maintenance. This new categorisation has led to the budget for repairs and maintenance now being 10.72% of the operating budget.

The figure that follows illustrates the relationship between depreciation and repairs and maintenance:

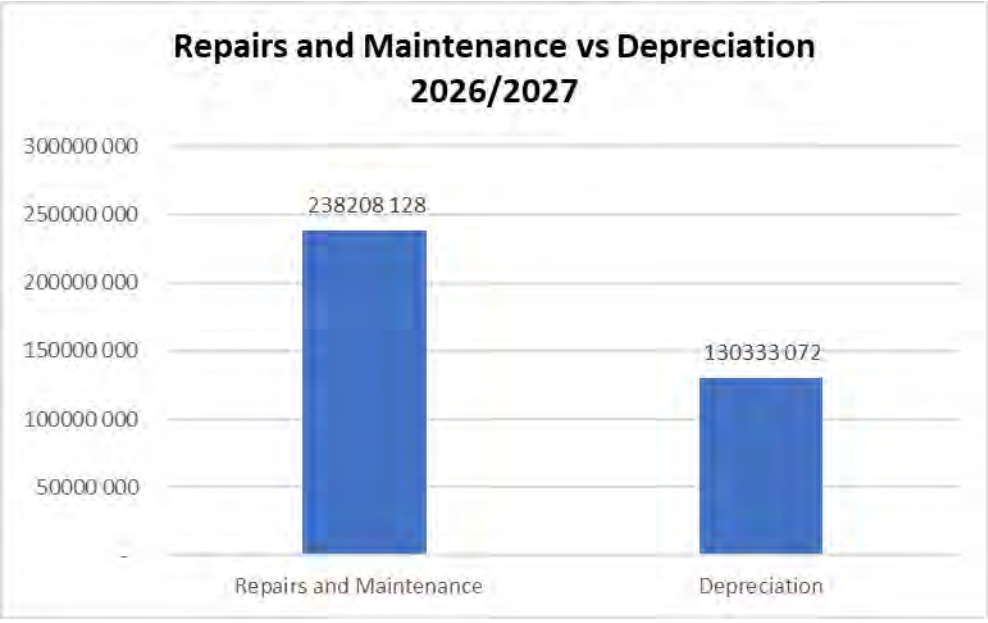



Figure 20: Repairs and Maintenance vs Depreciation

## 4.7 Capital Expenditure

A three-year capital budget has been prepared which has been based on the IDP document.

### Capital expenditure per Department

Figure 21 depicts the capital budget per department.

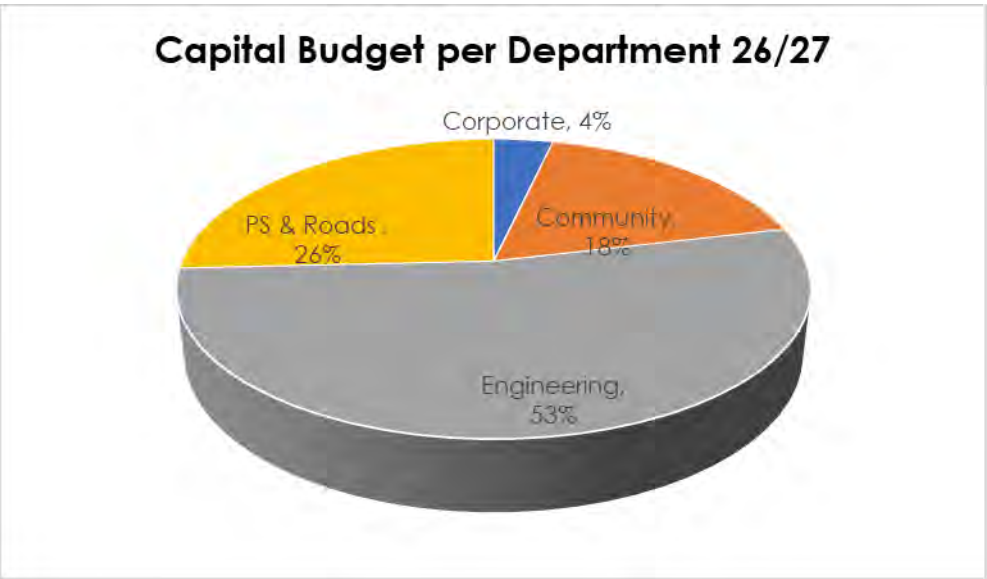



Figure 21: Capital Expenditure per Department for the 2025/2026 financial year

### Analysis of capital expenditure

The capital amount proposed for 2026/2027 amounts to R170 472 782.

MLM mainly spends its capital expenditure on infrastructure services and for the 2026/27 financial year 79% of the capital budget is allocated to the Engineering Services and roads department.

## 4.8 Capital Expenditure Funding

The capital budget will be funded as follows:

| Total Capital Expenditure | FINAL BUDGET REQUESTS 2627 | FINAL BUDGET REQUESTS 2728 | FINAL BUDGET REQUESTS 28/29 |
|---|---|---|---|
| LEASES | 23 150 000 | 28 700 000 | 13 900 000 |
| OWN FUNDING | 60 520 000 | 32 270 000 | 39 650 000 |
| MIG | 30 774 086 | 31 402 348 | 32 316 261 |
| INEP | 8 139 130 | 18 893 913 | 18 757 391 |
| WSIG | 42 089 566 | 56 521 739 | 67 521 738 |
| DAC | 1 800 000 | 3 350 000 | 3 900 000 |
| DEVELOPER CONTRIBUTIONS | 3 000 000 | - | - |
| FUNCTIONAL FIRE RESCUE GRANT | 1 000 000 | - | - |
| | **170 472 782** | **171 138 000** | **176 045 390** |

Figure 22: Capital Budget

The National Treasury benchmark of 39% to 40% of the capital budget to be spent on renewal projects were considered and the impact of proposed projects on the operational budgets of future years was evaluated. It is not sustainable to construct facilities where there are not sufficient operating funds available to operationalise the facilities and as such, no facilities that cannot be operationalised with the current available resources were budgeted for.

The capital expenditure funding trends are set out in Figure 23 which follows. The detailed capital budget is contained in the MTREF for the period 2026/2027–2028/2029.

In Figure 23 it is clear that grants are becoming the main sources of funding of capital expenditure.

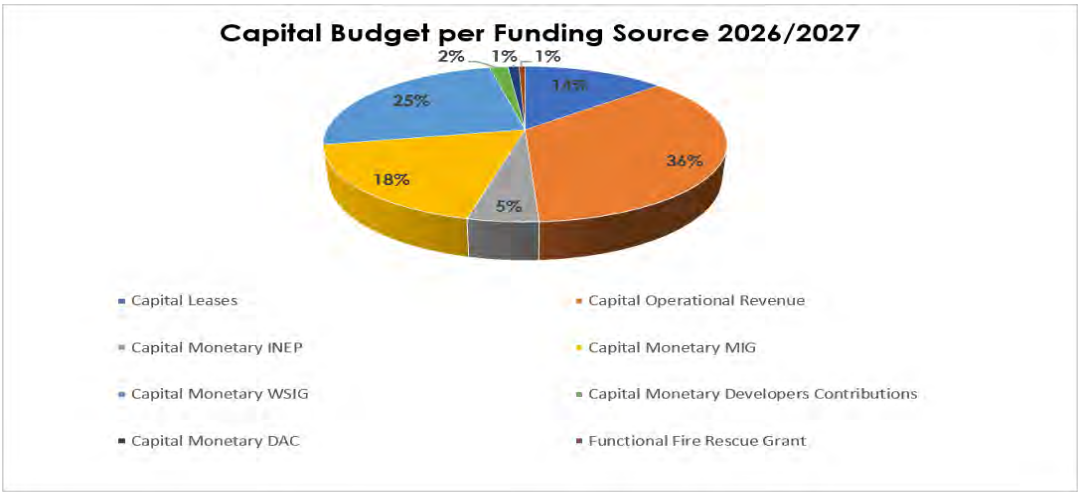



Figure 23: Capital Expenditure per Funding Source for the 2025/2026 financial year

External borrowing as a funding source must be capped at 40% of total operating expenditure. If not, MLM will become overborrowed and the municipality will become a risk for borrowing agencies; this will certainly lead to higher borrowing interest rates. In Figure 24 that follows, it is clearly shown that MLM has not yet reached its external borrowing limit in terms of this indicator; however, the impact of borrowings on the affordability of tariffs must be considered when considering new borrowings.

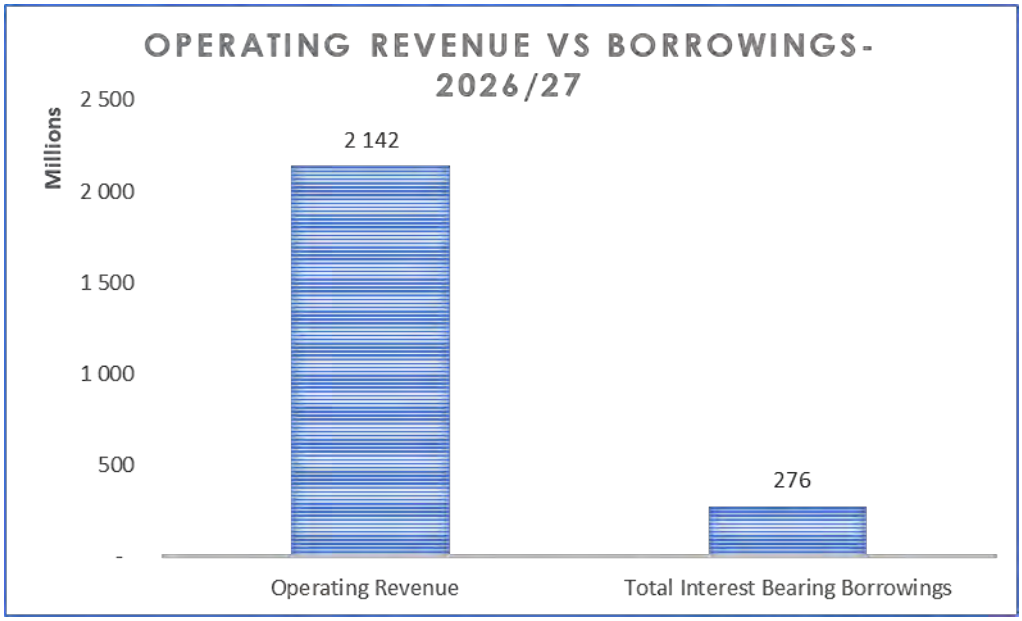



Figure 24: External Borrowings vs Total Operating Revenue

## 4.9 Conclusion

The continued improvement and development of an effective financial planning process aids the actualisation of fulfilling its facilitating role to capacitate the community to build a prosperous future for all. This Financial plan with its financial framework, financial strategies and financial policy framework contribute to ensuring that MLM remains financially viable and sustainable and that quality municipal services are provided economically to all communities within its area of jurisdiction.

The multiyear financial plan contains realistic and credible revenue and expenditure forecasts, which should provide a sound basis for improved financial management and institutional development as well as service delivery improvements and implementation. The strategy towards cash backing and cash-funded budgets will certainly ensure the sustainability of the municipality over the short, medium and long term.

# Chapter 5: Human Resources Strategy

## 5.1. Introduction

The mandate of the Midvaal Local Municipality is to provide a democratic and accountable government to Midvaal residents. In addition, the municipality must ensure equitable and sustainable services to communities, promote social and economic development, and promote a safe and healthy working environment. To achieve this, the municipality must structure and manage its administration, budgeting, and planning processes to prioritise the community's basic needs by building the capacity to perform its functions and to exercise its powers.

The Midvaal Local Municipality's Human Resources department is a key enabler in supporting the municipality to build and retain the service delivery human resources capacity through effective, agile and compliant Human Resources policies, practices and procedures. The Midvaal Local Municipality's 2026/2027 Human Resources' Strategy is underpinned by its value system aimed at providing a quality integrated human resources service thereby creating a supportive environment where staff feel valued, are developed and retained. Values also include relationship management through good employee relations.

To support the strategic objectives defined in the Integrated Development Plan and prioritised through the Service Delivery Budget Implementation Plan, the 2025/2026 Human Resources Management Strategy aims to ensure that key organisational drivers articulated in this document are met.

## 5.2. Legislative and Strategic Alignment

This strategy is informed by the legislation commonly directing Human Resources practices including:

- The Labour Relations Act (Act 66 of 1995)
- Basic Conditions of Employment Act (Act 75 of 1997)
- Employment Equity Act (Act 55 of 1998)
- Skills Development Act (Act 97 of 1998) and the Skills Development Levies Act (Act 9 of 1999)
- Local Government Municipal Systems Act (Act 32 of 2000)
- Municipal Staff Regulations (20 September 2021)
- Related collective agreements and regulations applicable

The strategy aligns with the Municipality's five-year integrated development plan and focuses predominantly on the key performance area number 4, which deals with institutional transformation. The municipality will review the Human Resources Strategy

annually to ensure alignment with operational changes and compliance with legislative amendments which emerged during the applicable period.

## 5.3. Organisational Operating Context - Macro Organisational Overview

### 5.3.1. Staff Establishment and Workforce Planning

Human Resources as the custodian of the institutional staff establishment, annually reviews its structures and service delivery model to inform any organisational design changes. These changes are informed by the Integrated Development Plan projects identified, to ensure that sufficient human capacity is available to implement projects accordingly. The Human Resources Strategy assist the municipality to develop a workforce profile to ensure a mix of internal and external talent is available with the necessary skills and expertise to carry out the organisation's primary service delivery operations.

The Midvaal Local Municipality reviewed its 2025/2026 Staff Establishment and identified that there are no changes to the structure. Notwithstanding, amendments to the structure based on service delivery demands and motivation aligned to priority needs are permitted. During the 2025/2026 review, the following restructuring to the organisational structures were approved and is in the process of being implemented

- Review of the structure of the Office of the Municipal Manager (Corporate Services)
- Review of the structure of the Corporate and Public Safety and Roads departments.

## 5.3.2. Role Classification of functions

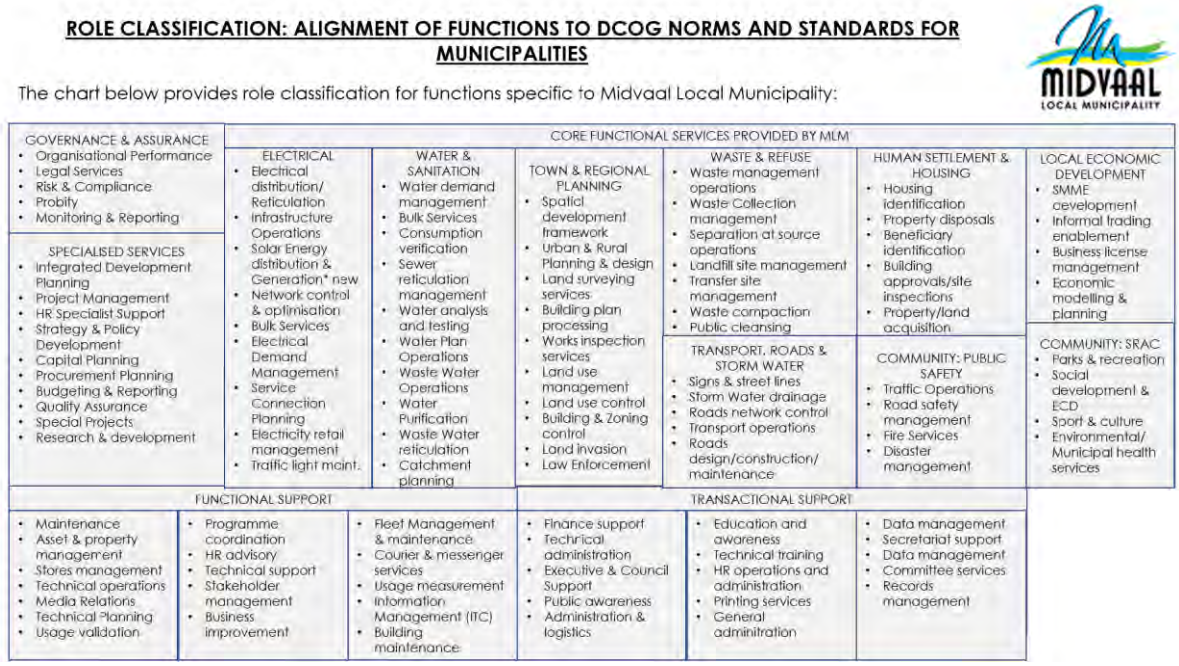



*Figure 25 Role Classification and alignment to DCOG Norms and Standards for Municipalities*

To distinguish the classification of functions, different departments are responsible for functions outlined:

*Table 16: MLM Departments and Functions*

| Department | Functions: | |
|---|---|---|
| **Office of the Municipal Manager** | • Strategy & Performance<br>• Risk & Compliance<br>• Internal Audit & Forensics | |
| **Corporate Services Cluster** *(Render Corporate Support, ICT and Human Resources Services)* | • Secretarial Services<br>• Legal Services<br>• IT Services<br>• Human Resources<br>• Work Archives/Records | • Communication<br>• PR & Marketing<br>• Citizen Engagement<br>• Building Maintenance |
| **Financial Services** *(Manage the Finances of the municipality)* | • Budget & Treasury Services<br>• Revenue Management<br>• Expenditure Management<br>• Accounting, Asset & reporting services | • Procurement and Supply Chain Management<br>• Property Valuation<br>• Internal Control |
| **Engineering Services** *(Provide Public Works and Basic Services to communities)* | • Water provision<br>• Sanitation Services<br>• Electricity & Energy Services | • Technical Consumption Services<br>• Capital Projects |
| **Community Services** *(Provide Community & Public Safety Services)* | • Waste Management Services<br>• Social Development<br>• Parks & Recreation<br>• | • Sport, Arts & Culture<br>• Primary Health Care (Clinics)<br>• Municipal & Environmental Health Services<br>• |
| **Development & Planning** | • Integrated Development Planning (IDP) | |

| | | |
|---|---|---|
| *(Development & Town Planning, Local Economic Development and Human Settlement Services)* | • Spatial Planning & Land Use Management<br>• Economic Development & Tourism<br>• Housing | |
| **Public Safety & Roads Department** *(Provide Traffic & Fire Emergency Services and Roads Maintenance)* | • Roads & Storm Water<br>• Roads Marking<br>• Street signs and names<br>• Mechanical Workshop<br>• Fleet Management | • Traffic Services<br>• Fire & Emergency Services<br>• Disaster Management<br>• Crime Prevention |

## 5.4. Workforce Overview and Demographics

The holistic overview of the basic demographics of Midvaal employees (current workforce) inclusive of Gender, Age and Qualifications per department and occupational level are reflected in the table and graphs below. The workforce breakdown (per department) is inclusive of all employment contracts (permanent, temporary, fixed and part-time). The table and graphs exclude participants in the Expanded Public Works Program (EPWP workers).

The gender ratio at Midvaal Local Municipality (current workforce) is divided between 63% Male representation and 37% female representation.

*Table 17: Workforce Profile*

| Department | No. of Employees | Temp/Contract/Fixed Term | Permanent |
|---|---|---|---|
| **Corporate Services Cluster** | **98** | **22** | **76** |
| **Financial Services** | **81** | **8** | **73** |
| **Engineering Services** | **199** | **1** | **198** |
| **Community Services** | **221** | **4** | **217** |
| **Development & Planning** | **48** | **5** | **43** |
| **Public Safety & Roads** | **188** | **24** | **164** |
| **Totals** | **835** | **64** | **771** |

Age categories are divided into youth (ages between 18 and 35) and non-youth (ages above 35), per occupational level.

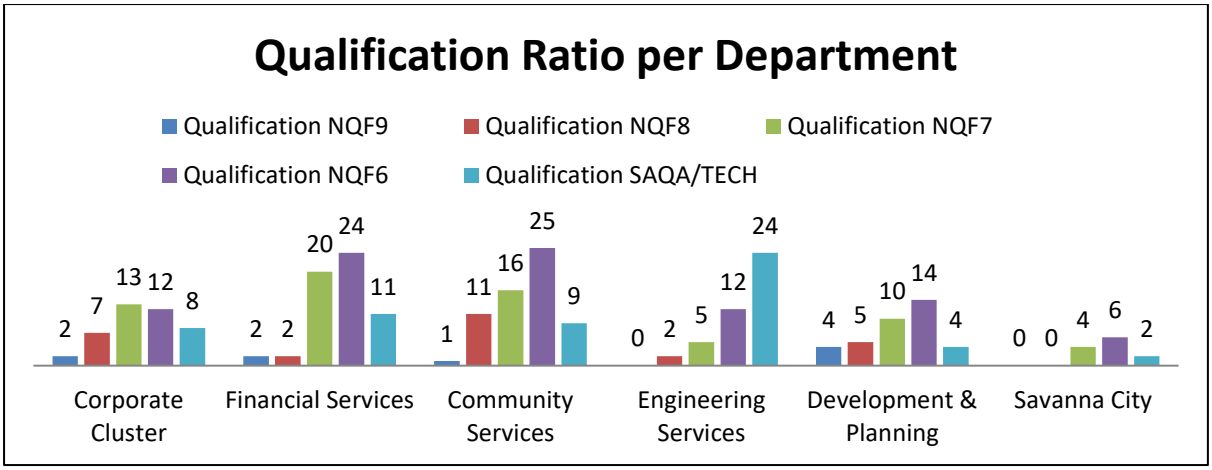



*Figure 26 Qualification Ratio per Department*

Qualifications reflected is indicative of professional formal qualifications obtained by employees for the different occupational levels.

## 5.5. Employment Equity Profile

The workforce profile is expressed in different occupational levels as Midvaal's equity profile:

| (ANNEXURE A) EE TARGETS JANUARY 2026 | MALE | | | | FEMALE | | | | FOREIGN | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| OCCUPATIONAL LEVEL - TOTALS | A | C | I | W | A | C | I | W | M | F | TOTAL |
| **TOP MANAGEMENT** | **2** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **4** |
| TARGET | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | | | |
| MLM REPRESENTATION | 50,0 | 25,0 | 25,0 | 25,0 | 25,0 | 0,0 | 25,0 | 0,0 | | | |
| NATIONAL DEMOGRAPHICS | 42,8 | 5,3 | 1,8 | 5,3 | 35,1 | 4,5 | 1,0 | 4,2 | | | |
| **SENIOR MANAGEMENT** | **10** | **1** | **0** | **6** | **10** | **2** | **3** | **0** | **0** | **0** | **32** |
| TARGET | 4 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | | | |
| MLM REPRESENTATION | 43,8 | 6,3 | 3,1 | 25,0 | 37,5 | 6,3 | 9,4 | 0,0 | | | |
| NATIONAL DEMOGRAPHICS | 42,8 | 5,3 | 1,8 | 5,3 | 35,1 | 4,5 | 1,0 | 4,2 | | | |
| **MIDDLE MANAGEMENT** | **67** | **2** | **2** | **18** | **64** | **4** | **3** | **8** | **0** | **0** | **168** |
| TARGET | 3 | 8 | 2 | 1 | 3 | 5 | 1 | 2 | | | |
| MLM REPRESENTATION | 41,7 | 6,0 | 2,4 | 11,3 | 39,9 | 5,4 | 2,4 | 6,0 | | | |
| NATIONAL DEMOGRAPHICS | 42,8 | 5,3 | 1,8 | 5,3 | 35,1 | 4,5 | 1,0 | 4,2 | | | |
| **SKILLED** | **143** | **2** | **1** | **15** | **95** | **1** | **1** | **11** | **0** | **0** | **269** |
| TARGET | 0 | 10 | 4 | 0 | 0 | 10 | 2 | 0 | | | |
| MLM REPRESENTATION | 53,2 | 4,5 | 1,9 | 5,6 | 35,3 | 4,1 | 1,1 | 4,1 | | | |
| NATIONAL DEMOGRAPHICS | 42,8 | 5,3 | 1,8 | 5,3 | 35,1 | 4,5 | 1,0 | 4,2 | | | |
| **SEMI-SKILLED** | **104** | **0** | **0** | **3** | **24** | **0** | **0** | **0** | **0** | **0** | **131** |
| TARGET | 0 | 7 | 3 | 2 | 24 | 6 | 2 | 6 | | | |
| MLM REPRESENTATION | 79,4 | 5,3 | 2,3 | 3,8 | 36,6 | 4,6 | 1,5 | 4,6 | | | |
| NATIONAL DEMOGRAPHICS | 42,8 | 5,3 | 1,8 | 5,3 | 35,1 | 4,5 | 1,0 | 4,2 | | | |
| **GENERAL** | **123** | **0** | **0** | **1** | **58** | **1** | **0** | **0** | **0** | **0** | **183** |
| TARGET | 0 | 9 | 5 | 9 | 5 | 8 | 3 | 8 | | | |
| MLM REPRESENTATION | 67,2 | 4,7 | 2,7 | 5,5 | 34,4 | 4,9 | 1,6 | 4,4 | | | |
| NATIONAL DEMOGRAPHICS | 42,8 | 5,3 | 1,8 | 5,3 | 35,1 | 4,5 | 1,0 | 4,2 | | | |
| **TOTAL PERMANENT** | **449** | **6** | **3** | **44** | **251** | **8** | **7** | **19** | **0** | **0** | **787** |
| TEMPORARY | 24 | 0 | 0 | 0 | 23 | 0 | 0 | 1 | 0 | 0 | 48 |
| **TOTAL** | **473** | **6** | **3** | **44** | **274** | **8** | **7** | **20** | **0** | **0** | **835** |

*Figure 27 EE profile per job level*

## 5.6. Human Resources: Responsibilities and Oversight

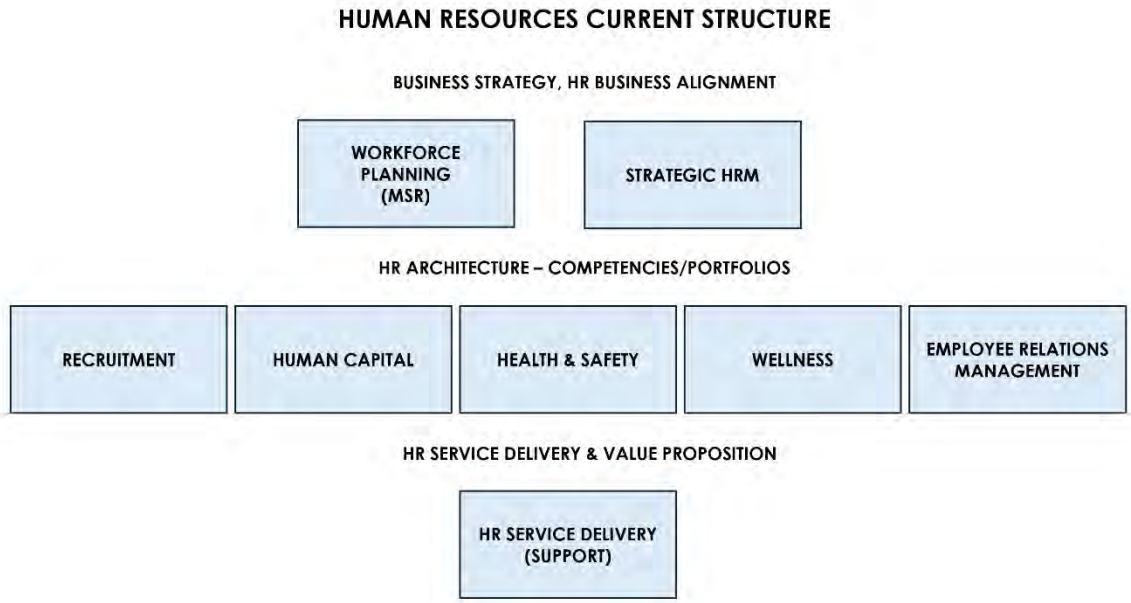



*Figure 28: Human Resource Functions*

The current alignment of the Human Resources structure primarily covers all functions related to Human Resources practice. However, there is a need for shift to accommodate a progressive human resources approach. The current structure does not specifically allow for optimal monitoring and review of organisational development, performance and data analytics functions.

Part of the 2026/2027 Human Resources Strategy includes a review of the organisational structure. The 2025/2026 strategy set activities and objectives to be achieved. These activities and objectives allowed for procedures and processes to operate within the working environment. These procedures and processes also align with legislative requirements and compliance with statutory reporting to external bodies and government institutions. Controls and oversight procedures/processes are in place. The review of the strategy therefore is an approach to improve and allow further enhancement of these functions and controls within the Human Resources function, in the municipality.

The human resources goals and achievements of the 2025/2026 strategy include:

Additional achievements during the 25/26 financial year for Human Resources include:

- Review of existing HR Policies
- Human Resources has managed to reduce number of incidents relating to Motor vehicle accidents (MVA) and loss of assets during the period under review in the claims register.

## 5.7. Critical Analysis Informing The 2026/2027 Strategy

Within an ever-changing work environment, an organisation must be adaptive and agile to transition and manage change effectively. An increasingly competitive environment and operating within budget constraints affect staffing requirements, development and retention. Human Resources is a centralised support functions within the municipality. It operates within a complex and dynamic framework where a range of internal and external challenges intersect with the unique culture of the municipality. Therefore, the Human Resources strategy must be conducive to service both the internal and external environment in which the organisation exists.

*Table 18: Human Resources Goals and Achievements*

| Priority Area | Organisational Outcome | Achieved / Not Achieved |
|---|---|---|
| **HR Business Processes** | HR Data Management (data driven approach) | Achieved - Review of T&A system and overtime dashboards |
| | HR Information System review | Review pending termination of existing contract with existing service provider – 30 June 2026 |
| **Talent Management** | Employee Engagement (on-boarding process to be reviewed) | Not Achieved – implementation of SAP system was halted due to operational requirements. |
| | HR Communication to improve | Achieved – functional Local Labour Forum and sub committees. Increased roadshow and information sharing session across all HR vocations. |
| **HR Customer Centric** | Customer Satisfaction Index (conduct survey) | Planned for 2025/2026 FY |
| | HR internal culture change and change management | Achieved, continuous information sessions and roadshows are conducted with staff. |
| **Employee Value Proposition** | Retention Strategy to be implemented. | Review of Allowance Policy (renamed Remuneration Policy); policy drafted for implementation, subject to approval 01 July 2026. |
| | Midvaal Brand (Proudly Midvaal) | Linked to retention/review of remuneration policy |
| | Organisational Culture and Change Management | Consequence Management Number of Cases:<br>**Tribunals** (32) Finalized (23); Pending (09)<br>**Departmental Enquiries** (20); Finalized (14); Pending (06) |
| **Organisational Structure/Service Delivery Model** | Review Organisational Structure to address strategic and business needs. | Structures reviewed specific to Corporate Services and Public Safety and Roads |
| | Work-study and workforce planning | Not Achieved – cost constraints, from RFQ process quotation received was too costly. |
| **Policy Review** | Review/Develop, Engage, Approve and Implement Policies | Polices reviewed aligned to Policy Register |

| | | |
|---|---|---|
| | Awareness (workshops with employees including unions) | Quarterly roadshow/ information sessions across all HR vocations. |
| **Improved Turn-Around time of HR Business Support** | Review and Implement Standard Operating Procedures for HR business units | SOP's reviewed and implemented – T&A. |

### 5.7.1. Internal Environment/Factors Impacting on The 2026/2027 Human Resources Strategy

**Staff Turnover**

Staff turnover has increased exponentially with a significant increase in resignations due to more competitive and attractive salary packages offered by neighbouring municipalities. Staff retention is an identified strategic risk that must be mitigated as it may have serious implications on loss of institutional knowledge, and could possibly affect audit outcomes, due to key/critical vacancies due to resignations.

Staff turnover placed higher demand and pressure on existing staff to ensure that performance goals and objectives are met. Hight turnover also affects loss of institutional knowledge.

*Table 19: Staff Turnover*

| Financial Year | Turn-Over Rate | Total Terminations | Resignations |
|---|---|---|---|
| **2021/2022** | 5.9% | 47 | 12 (32%) |
| **2022/2023** | 6.7% | 54 | 31 (57%) |
| **2023/2024** | 8.9% | 74 | 31(42%) |
| **2024/2025** | 7.7% | 65 | 30(46.2%) |

Intended Action – review of allowance policy aka Remuneration Policy.

### 5.7.2. Moratorium on Filling of Posts

The moratorium on filling of positions continues which affects the 2026/2027 Staff Establishment report.

Additional positions required throughout the financial year, shall be considered by separate items to council for consideration and approval. Any material change will be confirmed during the 2025/2026 adjustment budget period. For this purpose, the Accounting Officer will be authorised to fill permanent and temporary vacancies that may arise due to operational requirements, subject to available budget and due process followed.

## 5.8. The 2026/2027 Human Resources Management Strategy

The 2026/2027 Human Resources Strategy contains short-, medium- and long-term objectives and activities that translate into specific deliverables that will influence organisational outcomes, the strategy is informed by the service delivery model and aligns to the staff establishment report and will focus on strategic focus areas that will inform:

- The design of HR services
- Data analytics of HR services
- Upgrading HR capabilities and service delivery to user departments
- Establishing HR operations and delivery models

The strategic focus/key priority areas included for the 2026/2027 strategy includes:

*Table 20: Priority Areas*

| Priority Area | Organisational Outcome |
|---|---|
| **HR Business Processes** | HR Data Management (data driven approach) |
| | HR Information System review |
| **Talent Management** | Employee Engagement (on-boarding process to be reviewed) |
| | HR Communication to improve |
| **HR Customer Centric** | Customer Satisfaction Index (conduct survey) |
| | HR internal culture change and change management |
| **Employee Value Proposition** | Retention Strategy to be implemented. |
| | Midvaal Brand (Proudly Midvaal) |
| | Organisational Culture and Change Management |
| **Organisational Structure/Service Delivery Model** | Review Organisational Structure to address strategic and business needs. |
| | Work-study and workforce planning |
| **Policy Review** | Review/Develop, Engage, Approve and Implement Policies |
| | Awareness (workshops with employees including unions) |
| **Improved Turn-Around time of HR Business Support** | Review and Implement Standard Operating Procedures for HR business units |

## 5.9. The Human Resources Service Delivery Model (HR Objectives)

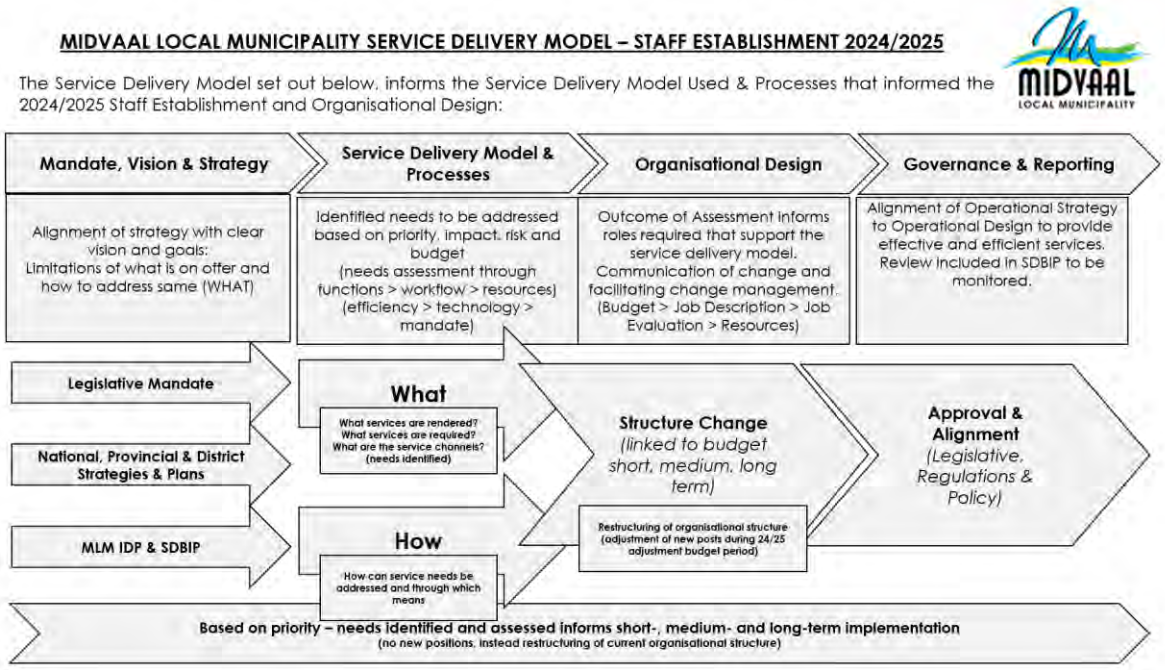



*Figure 29: MLM Service Delivery Model – Staff Establishment 2025-2026*

The Human Resources Service Delivery Model informs the HR objectives set for 2024/2025, specific to re-alignment of the organisational structure and linking related functions accordingly and to address limitations identified in the 2023/2034 strategy. One of the major findings from the service delivery assessment and restructuring of functions within the municipality includes:

| **Performance Management of Staff (PMDS) – levels 5 to 13** | |
|---|---|
| **The 2023/2024 HR strategy included the Performance Management of staff on levels 5 to 13, as defined below:** | |
| **Purpose** | Translate and cascade organisational objectives into team and individual performance targets (levels 5 to 13); link performance to other HR practice(s) including reward and recognition and staff development to attract, retain and motivate employees. |
| **Review** | The performance management system will be centralised within the office of the Municipal Manager. Implementation and roll-out is scheduled effective 01 July 2026. |

The service delivery assessment therefore re-aligns and informs functions on the organisational structure as follows:

| | |
|---|---|
| **Workforce planning (Staff Regulations)** | Ensure an adequate supply and pipeline of appropriately qualified staff through sourcing staff and building the future supply of the right skills to meet the needs of the organisation – including preparing the institution for change management and technology advancement in systems/services/goods and practice. |
| **Strategic HRM** | Ensure that HR Strategy aligns to organisational objectives; analyse internal and external environment and recommend/provide proactive business solutions; strategic direction for innovation and sustainable people practices; determine appropriate HR structure, allocate tasks and monitor |

| | |
|---|---|
| | (performance and development) and HR competence to deliver on strategic objectives. |
| **Talent Management** | Build a talent culture defines an integrated approach; leverage diversity; clearly defined career path and succession plans for staff. Linked to strategic positions/roles that will determine the sustainability and growth of the institution; align and set-up processes that will aid in talent acquisition, management and retention. |
| **HR Risk Management** | Risk mitigation – proactive approach instead of reactive to risk; risk assessment and controls linked to practice and procedures relating to people factors; engagement of staff through surveys on possible risk mitigation through practice/process(es) and activities. |
| **Human Capital (Capacity)** | More intense focus on Career Development, support and accelerate skills development; encourage organisational learning; coaching and mentoring initiatives and incentives; capture and replicate critical knowledge within the organisation; ensuring that learning and development is a catalyst for continuous improvement, change and innovation. |
| **Wellness** | Further enhance opportunities that enable employees to engage in effective management of their own physical, mental, spiritual, financial land social well-being; to reduce employee risk emanating from health and wellness issues. Employee surveys; impact analysis of interventions with data driven interventions |
| **Employee Relations Management** | Create a climate of trust, cooperation and stability within the organisation; promote and facilitate conflict resolution and healthy engagement; continued training and innovative intervention to ensure capacity building and compliance to legislation and collective agreements. |
| **Organisational Development** | Building relevant Organisational development capacity to meet the organisational needs. |
| **HR Service Delivery (Support)** | Ensure timeous, consistent, credible delivery of HR services across the institution; HR service model and system review; establish functional standards for accurate HR records keeping enabling data management; measure employee engagement and satisfaction with HR services. |
| **HR Analytics and Technology** | Leverage technology to allow easy access to relevant data; consolidate HR data/information and streamline HR management systems and its associated processes for effective and efficient usage. Including change management. |
| **HR Metrics** | Determine measurement approaches and metrics to assess effectiveness and efficiency of HR practice; provide a clear framework for measuring HR impact on the bottom-line of the organisation. |

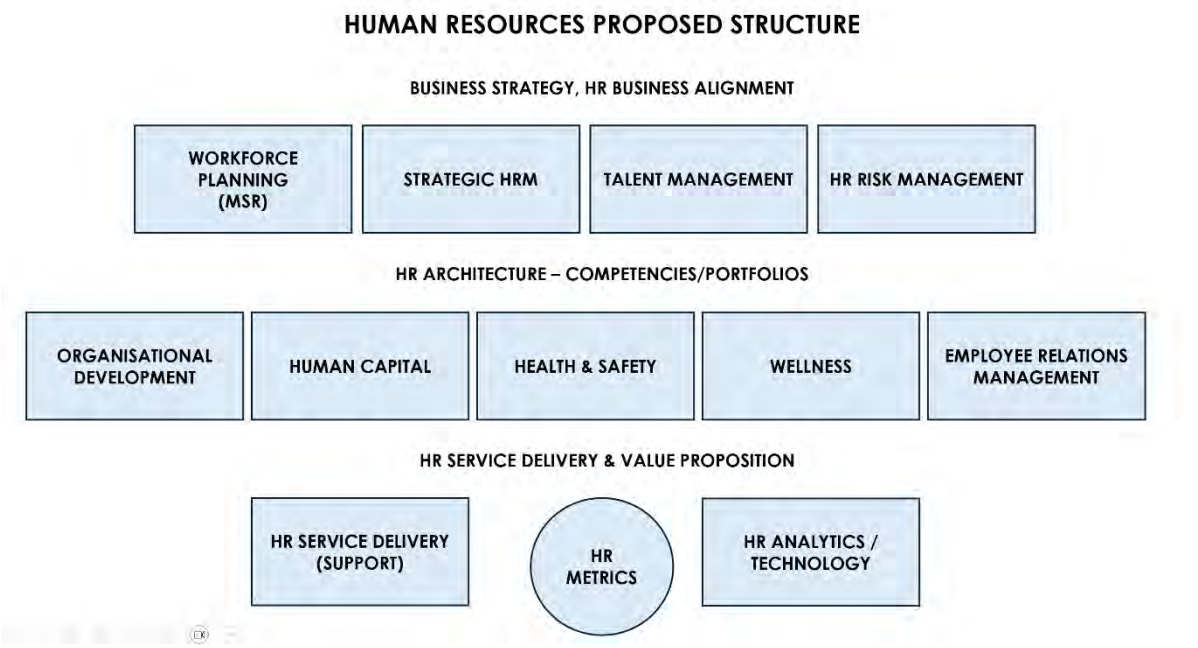



*Figure 30: Human Resources Proposed Structure*

## 5.10. Strategic Design and Review of HR Portfolios

To facilitate identified strategic focus areas, a slightly different approach and re-alignment of processes and functions are required. The re-alignment is informed by the promulgated Municipal Staff Regulations and further aligns to Human Resources Service Standards across the HR fraternity. Within this framework, human resources services are facilitated to ensure continued staff learning and development, improve communication, improve oversight and accountability, increased consultation and collaboration with all stakeholders.

The re-aligned Human Resources portfolios as defined are central to achieve the intended organisational outcomes, close gaps that have been identified in current processes and services.

In addition, findings from the 2025/2026 assessment that remain applicable for implementation (medium term) include:

| **Organisational Development (OD)** | |
|---|---|
| **Purpose** | To provide consultation in change management, performance and working in partnership with support functions and client teams to orchestrate the development of a culture of engagement and institutional health and bring about organisational change initiatives that addresses institutional goals and strategies. |
| **Remuneration and Benefits Role** | |
| **Purpose** | Responsible for developing, implementing and administering Midvaal's total remuneration strategies. This role is responsible to ensure alignment of the remuneration practices and partner with relevant stakeholders to ensure alignment of remuneration practices that enable attraction and retention of talent. The role will also be responsible |

| | |
|---|---|
| | for the development, implementation and management of all employee benefits and ensure compliance and minimisation of risk related to remuneration and benefits. |
| **HR Service Delivery Role** | |
| **Purpose** | To implement a human resources function for various departments to assist with the generic HR processes including leave and time management, attendance, and grievances (HR generalist functions). |
| **HR Operations** | |
| **Purpose** | To provide service excellence leadership to the organisation in building organisational capabilities for sustainability by building a culture and operating environment informed by HR data analysis that is conducive for talent management and ensuring implementation of the HR strategy short-, medium-, and long term. |

## 5.11. Resources, Support and Key Dependencies

Annually the outcomes of the annual Executive Strategic Session, key performance indicators and other programs and projects that are reviewed regularly informs the direction in which the organsiation is moving and outcomes where included in the Human Resources Strategy is therefore supported. In this way, the HR function supports the administrative structure in achieving the political priorities and objectives.

## 5.12. Conclusion

The goal with any Strategy is to outline clear directed objectives that are measurable and will have the desired impact on the business. The 2026/2027 Human Resources Strategy highlights responsibilities and accountability of its implementation amongst HR management and employees. The objectives ensures that the Strategy supports all strategic objectives of the organisation and corresponds to related and relevant needs identified.

In order to achieve the objectives, a collective effort is required to manage change.

Midvaal requires a workforce that is more flexible, high performing and fully trained to accept and execute their professional challenges. A high quality organisation is dependent upon the quality, reputation, and productivity of its staff. The Human Resources Directorate will continue to engage with relevant stakeholders in regular analysis and planning to ensure its services address the short, medium and long term needs of the organisation.

# Chapter 6: Spatial Development, Local Economic Development and Disaster Management Support Plans

## 6.1 Spatial Development Framework & Land Use Management

In terms of Section 20 of the Spatial Planning and Land Use Management Act (No. 16 of 2013) as well as Section 26 of the Municipal Systems Act (No. 32 of 2000), the municipality has adopted a Municipal Spatial Development Framework 2022-2027 to guide development in Midvaal. The SDF has adopted a spatial vision as:

***"The Midvaal Local Municipality offers a unique spatial composition of urban and rural development located along strategic economic corridors and spines. The rural character is protected by means of consolidated and well-designed urban areas and managed urban-rural cross-over zones. Urban expansion is consolidated along the R59 Corridor and R82 Mobility Spine, with east-west spines becoming more prominent."***

The development drivers formulated to support this vision include:

1. Strive towards consolidated compact urban areas.
2. Pursue alternative clean energy and reduce the cost to industrial and commercial consumers.
3. Implement and manage corridor and spine development initiatives.
4. Encourage agricultural production and processing.
5. Stimulate tourism.
6. Foster walkable nodes and transit-oriented development.
7. Ensure connectivity through a considered movement network.
8. Support quality human settlement development.
9. Prioritise environmental management.
10. Streamline targeted engineering infrastructure investment.
11. Implement local area plans (precinct plans)

The 2022-2027 Midvaal SDF is a critical tool to accelerate robust spatial transformation and enable the Midvaal LM to realise its developmental vision.

In terms of Section 156, read with Part B of Schedule 4 of the Constitution of South Africa (No. 108 of 1996), land use management is a competency of municipalities. Land use planning is mainly informed by the Spatial Planning and Land Use Management Act (No. 16 of 2013) and its regulations. The MLM adopted the Midvaal Spatial Planning and Land Use Management By-law and

the Midvaal Land Use Scheme as the premier planning tools for land use management in the municipality.

The purpose of the Midvaal Land Use Scheme is to give effect to and be consistent with the municipal spatial development framework and determine the use and development of land within the municipal area to which it relates in order to promote the following:

- Economic growth;
- Social inclusion;
- Efficient land development; and
- Minimal impact on public health, the environment and natural resources.

The figure below is the composite map of the SDF depicting the culmination of all 11 Development Drivers.

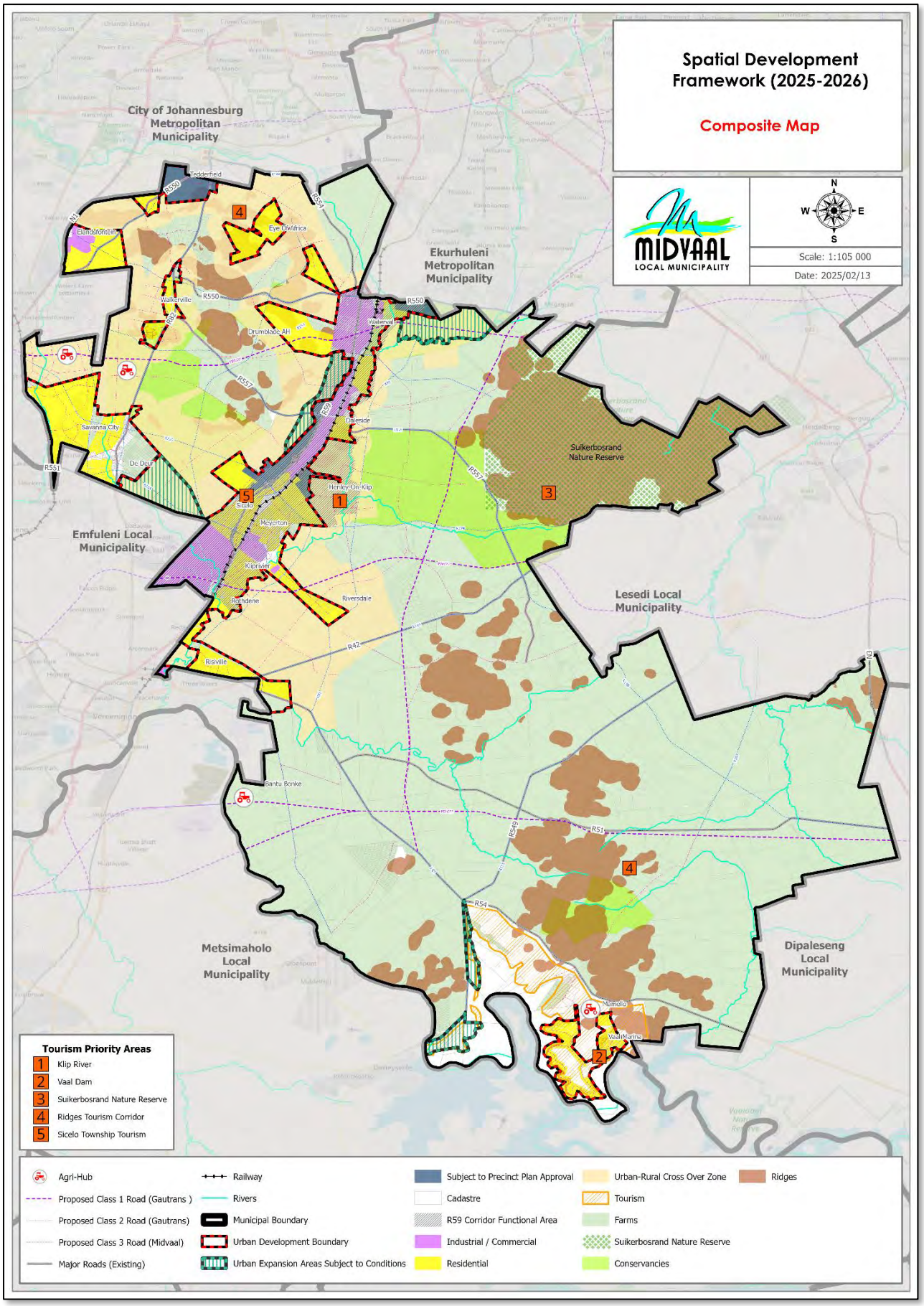



Figure 31: Spatial Development Framework Composite Map

## 6.2 Climate Change Adaptation and Mitigation

Climate change is an undisputable reality based on observations made, such as increases in global average air and ocean temperatures, widespread melting of snow and ice and the rising of the global average sea level (IPCC, 2007:30). The consequences of climate change will vary from food and water scarcity to migration, political instabilities, economic decline, physical environment degradation and natural disasters. Climate change is a danger to the environment and if not mitigated, its consequences will undermine the investments of the government on poverty alleviation, equal distribution of wealth, job creation, economic growth and development, HIV/AIDS, spatial inequality and sustainable human settlements.

MLM has adopt the draft Sedibeng Climate Change Response Plan and acknowledges the need to compile a Climate Change Implementation Plan for the municipality. The municipality has, however, embarked on the following initiatives in an effort to mitigate the effects of climate change:

- The Community Services Waste Department has compiled an Integrated Waste Management Plane (IWMP) that has been endorsed by the Gauteng Department of Agriculture and Rural Development (GDARD). This has been included as an annexure to the IDP. The department has also initiated a Separation at Source and Recycling pilot project in Risiville and will then implement the project in other residential areas in Midvaal.
- The Electrical Department has begun interventions to adopt a Small-Scale Embedded Generation (SSEGs) Policy as an enabler of private sector participation.
- The municipality has a multiyear IG project for EPWP that includes maintenance of grass cutting, flowerbed and trees. Through this project alien species are being removed daily.
- Food garden programmes have been initiated in Sicelo and Mamello to encourage small-scale agricultural initiatives. Farmers are also supported in line with the programmes development by GDARD.
- The municipality adopted a Five-Year Water Demand Management & Water Conservation Plan in 2020. This is included as an annexure to the IDP.
- The municipality has approved a draft Green Buildings Policy and Implementation Plan that aims at providing guidelines on energy efficient buildings and the benefits thereof.

The municipality is aware that more interventions are required to make a positive impact on the effects of climate change. Additional interventions will be planned and budgeted for.

## 6.3 Human Settlement Plan

In accordance with the Municipal Systems Act (2000), municipalities are required to prepare a Housing Sector Plan (HSP) as part of their Integrated Development Plan (IDP). The HSP is guided by the National Housing Act, 1997 (Act No. 107 of 1997), which obliges municipalities to take reasonable and necessary measures within the framework of national and provincial housing legislation and policy to:

- Set housing delivery targets within their jurisdiction.
- Identify and allocate land for housing development.
- Establish and maintain a public environment conducive to housing development that is financially and socially sustainable.
- Initiate, plan, coordinate, promote, and enable appropriate housing development.
- Provide bulk engineering and revenue-generating services where these are not supplied by specialist utility providers.
- Plan and manage land use and development effectively.
- Facilitate the resolution of disputes arising during housing development.

Housing demand in the Midvaal Local Municipality (MLM) is substantial, with provision ranging from fully subsidised housing (RDP units) to partially subsidised housing under the Financially Linked Subsidy Programme (FLISP), as well as gap housing and freehold residential options. While government supports subsidised housing, the private sector plays a key role in delivering gap and freehold housing through partnerships.

Currently, government housing delivery in MLM is the responsibility of the Gauteng Department of Human Settlements, as the municipality is not accredited to directly implement housing projects. As such, MLM plays a facilitative, coordinating, and supportive role in the housing delivery process by:

- Fast-tracking township applications.
- Coordinating housing stakeholder forum meetings.
- Building partnerships with both public and private sectors to support housing delivery across income groups.

- Convening project steering committee meetings.
- Resolving housing construction challenges promptly.

The HSP serves as a strategic framework to ensure that housing initiatives within MLM contribute to the creation of vibrant, sustainable, and integrated communities. It demonstrates how housing projects can advance the development of inclusive and resilient human settlements.

## 6.4 Local Economic Development

The Midvaal Local Municipality's objective is to plan and prioritise strategies that will enable economic growth and development to ultimately intensify the fight against poverty, inequality, and unemployment. To enhance the quality of life for all Midvaal citizens through the development of an innovative, inclusive, and competitive local economy. The LED strategy proposes the following Development thrusts to create impetus and critical mass in the local economic environment to generate momentum in the economy:

- Development Thrust 1: Agriculture development, support & value-adding.
- Development Thrust 2: Tourism & Green-economy development & promotion.
- Development Thrust 3: Business development, support & promotion.
- Development Thrust 4: Township & Informal Economy Revitalisation.
- Development Thrust 5: Business Retention and Investment Attraction.

The formulated thrusts cut across different sectors that are imperative for building Local Economic Development within the municipality, within each thrust, several programmes have been identified which are aimed on specific areas of development. These programmes were formulated specifically to obtain the overall goals set for the LED Strategy. Furthermore, each programme has various projects and facilitation issues that need to be implemented and addressed. These projects and facilitation actions are aimed specifically at enabling the municipality to achieve the targets that have been set by the various development programmes and thrusts.

### Township Economic Development Act (TEDA)

The Municipality's Local Economic Development Strategy was formulated to include a thrust specifically speaking on Township and Informal Economy Revitalisation, these were to give effect to TEDA. Programmes and projects have been formulated as part of the Township and informal economy

revitalization thrust aimed at achieving a more conducive, innovative, and developmentally orientated regulatory environment at the Midvaal Local Municipality's level to revitalise the local township and informal economies of the municipality.

The programmes forming the basis of this thrust include:

- Provision of an adequate regulatory and policy environment
- Economic infrastructure
- Business skills development and entrepreneurship
- Provision of market support and business linkages through partnerships and collaboration

- **Midvaal Land Use Scheme, 2023**

The reviewed Midvaal Land Use Scheme, 2023, makes special reference to an Economic Revitalisation Overlay Zone. This overlay zone makes provision for the protection and management of diverse economic activities in disadvantaged areas.

Economic revitalisation areas include areas such as Mamello, Savanna City, Lakeside, Sicelo on the fully subsidised houses and Ohenimuri. Erven zoned 'Residential 1' benefit from rebates on development application and documentation tariff fees to decrease development cost and red tape for underprivileged communities. By reducing the strain on development, communities can develop and conduct businesses legally which in turn allows the municipality to manage and control all activities in the area ensuring a more harmonious built environment.

Activities such as spaza shop, home enterprises and urban agriculture are accommodated as a primary use in Transitional Residential Zones. This is effective for Sicelo informal settlements.

- **Township Economies by-law**

The Municipality recognises the key role that informal trading plays in poverty alleviation, economic and entrepreneurial development and the positive impact that informal trading has on historically disadvantaged individuals and communities and as such, the municipality has finalized and gazetted he Township economies by-laws on the 18 June 2025

The by law seeks to:

(a) facilitate inclusive spatial and economic development in townships.

(b) harmonise the township ecosystem and provide norms and standards for

the establishment and management of township-based enterprises both formal and informal.

(c) raise awareness of applicable laws and regulations affecting township businesses; and

(d) support small businesses to grow and participate in mainstream economic activities.

**Economic Infrastructure**

For businesses to prosper there need to be suitable infrastructure which includes access to electricity, roads and water, suitable lighting, adequate public transport, transport facilities, access to reliable internet and sufficient security.

The Municipality has already introduced projects to address the above, by constructing informal trading stalls for informal traders within the Meyerton CBD, this project will be rolled out even in the Sicelo and Lakeside Townships in the following years.

Furthermore, the municipality has implemented a project to construct a pedestrian link and paved (asphalt) road from Sicelo to Meyerton CBD along Station Road and address entrenched spatial disparities connectively between Meyerton CBD and the community of Sicelo caused by the separation caused by the R59 and railway line.

**Business Skills Development and Entrepreneurship**

The Midvaal Local Municipality established the Midvaal Skills Development Centre, which was officially launched on 1 September 2025. The Centre was created as a community-based development facility aimed at promoting inclusive local economic growth, strengthening community capacity, and supporting long-term sustainable development initiatives within the municipality.

Furthermore, the Centre serves as a catalyst for skills training, entrepreneurial development, and collective socio-economic advancement in under-resourced communities. It offers a structured and coordinated framework designed to facilitate targeted business support initiatives, mentorship, and development programmes for enterprises operating in both the formal and informal sectors, with the objective of enhancing sustainability, competitiveness, and job creation.

### Institutional Transformation

To achieve the required impact regarding TER, MLM continues to implement the initiatives of incorporating local suppliers in the supply chain database. The aim of this initiative is to actively source goods from local suppliers based in our township areas. Furthermore, the municipality has committed 5% of its annual procurement expenditure on township economies and 3% on youth enterprises. This has been put in place to ensure that businesses in the townships and those owned by the youth benefit from the municipal procurement services and to reiterate the municipality's commitment and promise to revitalising the township and businesses owned by the youth.

The table that follows, indicates the rand value spent towards TER by MLM from July 2024 to June 2025.

Table 21: Rand Value spent towards Township Economic Revitalisation

| Midvaal Local Municipality | | | | | |
|---|---|---|---|---|---|
| Month | Total Spend on Goods, Services and Construction: All Suppliers | Proportion Spent on Township Based Suppliers | % Ter Spend | Total Number of Suppliers Used | Number of Township-Based Suppliers Used |
| Jul-24 | R55 811 216,85 | R117 317,76 | 0,21% | 155 | 3 |
| Aug-24 | R31 451 372,62 | R108 267,13 | 0,34% | 82 | 3 |
| Sept-24 | R52 919 310,61 | R738 246,54 | 1,40% | 133 | 8 |
| Oct-24 | R72 291 814,29 | R170 590,52 | 0,24% | 161 | 8 |
| Nov-24 | R66 089 724,80 | R424 697,74 | 0,64% | 161 | 6 |
| Dec-24 | R56 599 426,64 | R373 659,74 | 0,66% | 164 | 9 |
| Jan-25 | R16 024 376,17 | R5 038,11 | 0,03% | 105 | 2 |
| Feb-25 | R37 357 612,21 | R1 417 248,26 | 3,8% | 141 | 8 |
| Mar-25 | R69 422 515,47 | R 765 247,55 | 1,1% | 147 | 3 |
| Apr-25 | R 97 103 443,29 | R1 011 635,56 | 1,0% | 122 | 6 |
| May-25 | R38 466 650,46 | R215 644,18 | 0,6% | 149 | 4 |
| Jun-25 | R112 134 209,89 | R749 518,37 | 0,7% | 237 | 8 |
| **Total** | **R705 671 673,30** | **R6 097 111,46** | **0,9%** | **1 757** | **68** |

### Agriculture

The agricultural sector is a key component of the Midvaal Local Municipality (MLM) economy. The future of agricultural production particularly maize, red meat, and other key commodities as well as Agro processing, is critical to the sustainability and growth of the area. Agriculture not only contributes significantly to employment, given its labour-intensive nature, but also plays a vital role in ensuring food security.

The Municipality's Local Economic Development (LED) Strategy 2023–2027 identifies agriculture as one of the priority sectors, with a strong focus on value addition. This is to be achieved through the establishment of local manufacturing and Agro-processing facilities that utilise locally produced raw materials and resources as primary inputs.

The following programmes have been identified under the agricultural development, support, and value-adding thrust:

- Sustainable and diversified agricultural development
- Emerging farmer support and skills development
- Agro-processing and niche produce development
- Market development and the creation of an enabling environment

The Municipality hosts both active and inactive farmers, including subsistence, small-scale, and commercial producers. Most farmers operate on a small scale from individual plots or farms. To achieve sustained agricultural growth, MLM must prioritise support for small-scale farmers through targeted training and access to appropriate expertise. This support will enable farmers to become self-reliant and transition from subsistence farming to commercial operations developing them into "Agro-Preuners."

The ultimate vision is for these farmers to contribute meaningfully to regional agricultural production within MLM and to share their knowledge and expertise with other struggling farmers. As such, MLM remains a critical agricultural resource for Sedibeng District and the wider Gauteng Province in terms of food production.

**Tourism**

Midvaal has significant potential to position itself as a niche tourism destination, supported by its diverse natural landscapes, rich cultural heritage, and strategic proximity to major economic centres such as Johannesburg and Tshwane. The area's rural character, river systems, agricultural activities, and heritage assets provide a strong foundation for the development of eco-tourism, green tourism, Agri-tourism, and a range of outdoor recreational experiences.

Through targeted investment in tourism infrastructure, skills development, and destination marketing, tourism can be leveraged as a catalyst for local economic growth, employment creation, and small business development within Midvaal. Strategic partnerships between the municipality, local communities, and the private sector will further unlock inclusive and sustainable tourism opportunities, particularly within under-resourced areas,

while enhancing the overall appeal of the region to visitors.

In recognition of this potential, the Municipality's Local Economic Development (LED) Strategy 2023–2027 identifies tourism as a key contributor to the local economy and outlines focused programmes aimed at strengthening the sector and diversifying economic activity by developing and supporting underdeveloped areas and industries.

The following programmes have been identified under the Tourism and Green Economy Development and Promotion Thrust:

- Tourism Industry Growth and Development
- Tourism Marketing, Promotion and Awareness
- Green Economy and Eco-Tourism Development and Promotion

The new Tourism Strategy was approved by Council as a draft in November 2025 and is expected to be finalised by June 2026. The Strategy clearly defines tourism strategic priorities, streamlines tourism-related activities within Midvaal, and responds to the evolving tourism landscape and broader economic environment. An implementation plan accompanies the Strategy to ensure effective execution of the identified strategic priorities.

## 6.5 Disaster Management Plan

This Disaster Management Plan and its supporting appendices and annexures (Provincial Disaster Management Booklet for Disaster) encompasses the response, declaration, classification and funding in terms of the Disaster Management Act (No. 57 of 2002), as amended. It also serves as the Guideline on the Development and Structure of a Disaster Management Plan in terms of Section 12(1) (a) read with Section 22(a) of the Disaster Management Act. with guidance in terms of the development and structure of a disaster management plan.

This MLM Disaster Management Plan for disaster response, declaration, classification, and funding is applicable to the Gauteng provincial department, the Sedibeng District as well as all departments in the MLM, which are responsible for the co-ordination and management of disasters in this area of jurisdiction.

The Disaster Management Plan is a sector plan of the MLM's IDP and is inclusive of the following:

## Disaster Management Sector Plan

This plan speaks to the Status of the Municipal Institutional Capacity to handle disasters in it area of jurisdiction covering the Control Centre the two Fire Stations and their capacity it addressed the Municipal Disaster Management Policy Framework as per the Disaster Management Act 57 of 2002-section 41 covering the responsibilities of stakeholders the Municipal Disaster Management Advisory Forum, Recovery and Rehabilitation phases.

It consists of a list of priority risks registers as identified during a risk assessment as well as the Risk Rating Maps identifies the Risk Reduction programs, response and recovery and the required Contact numbers.

## The Emergency Preparedness and Response Plan

The purpose of the emergency response preparedness procedure is to ensure immediate, proper, and coordinated response to mitigate and minimise consequences from safety and environmental incidents. The plan is used as follows:

- To identify potential for, and respond to actual emergency situations, and for preventing and mitigating the safety, health, environment and quality (SHEQ) hazards/impacts and non-conformances associated with the activities.
- To ensure that the site emergency coordinator is appointed.
- To ensure that all the necessary precautions are taken to prevent or mitigate potential SHEQ aspect/hazards and non-conformance resulting from the site operational activities.
- To ensure that all emergencies are promptly acted on to prevent loss of lives, damage to property and environment and quality of the products produced on site.

## The Flood Contingency Plan

The purpose of this plan is to ensure the availability of an action plan that would assist in curbing the consequences that may be caused by floods.

The recent heavy rains have caused havoc in the Gauteng area. Municipalities have been alerted to put flooding action plans in addressing floods effects.

The municipality has Flooding By-Laws which have been approved by Council and are enforced. Applications that are within the demarcated flood line area

are refused by the Land Use and Building Control officials. There are some areas within the MLM that are low lying and along flood lines, which may be flooded by heavy continuous rains.

**The Veld Fire Response Contingency Plan**

It is important to briefly reflect on key contextual factors that impact in one way or another on response to veldfires. Currently, there are several stakeholders involved in responding to veldfires. These includes amongst others, Municipal Fire Services, Fire Protection Associations (FPAs), Department of Agriculture, Forestry and Fisheries (DAFF), Working on Fire (WoF), nature conservation agencies, to mention but a few.

Veldfires have recently been on the increase in Midvaal and the following are some of the fires that ravaged since 2015:

- De Deur – Walkerville fire in 2015;
- Suikerbos Nature Reserve fire in 2017;
- Vaal Marina word Ward 1 fire in 2022.

These veldfires continue to undermine the abilities of communities to prosper as they impact negatively on their livelihoods. The adverse impacts of these veldfires are mostly felt by poor communities who depend mainly on land-use for their sustenance. Smoke from veldfires also represent a serious hazard to road safety often leading to closure of roads during fires which leads to vehicle accidents.

Changes in climate will influence the future occurrence of wildfire and the area burned through various pathways that involve weather conditions conducive to combustion, fuels to burn and ignition agents. Climate Change affects the duration and severity of dry seasons, thus having an impact on the incidence and severity of fires.

The following strategic principles identified by the FAO will be considered when dealing with disastrous veldfires in the context of climate change:

- Defining the impacts of regional climate change on ecosystem properties and fire regimes.
- Modifying fire management plans and policies to consider observed and anticipated changes in fuel and vegetation type, burning conditions and additional fire risk because of climate change.
- Minimizing greenhouse gas emissions that occur because of large-scale, unwanted fire by restoring and maintaining ecologically appropriate fire regimes.

In view of this, future strategies to deal with fires must reflect on effects brought about by Climate Change on veld fires. As outlined in the White Paper on Climate Change, 2012, climate change will require more effective disaster management to deal with the increased number of extreme weather events. The increase in extreme weather events will strain public resources due to the need to declare and support disaster areas in an immediate crisis as well as during long-term recovery.

**The Incident Command System working procedure**

This document is used as a Glance document and quick reference resource for remembering core concepts related to IMTs and the planning process.

**The Midvaal contingency plan for Dolomite**

The contingency plan provides the various responsible authorities and agencies with an overview of the current arrangements that are in place for the response to sinkhole hazards in Midvaal.

It contains an overview of preparedness to respond and defines capabilities as well as response arrangements. It also reflects an integrated approach and shared responsibility for the management of response to sinkhole hazards between local municipality, agencies, communities, and individuals.

**Midvaal Relief Policy**

The Midvaal Fire and Rescue Service recognised that relief measure does exist in other administrations which is covered in the Disaster Management Act of 2002. The relief measure captured in this policy is aimed for Midvaal community (residents) to ensure consistent and fair application of relief measures to all members. The Fire and Rescue Service is a complex operation, and it is therefore imperative that set standards and single policies and guidelines are provided for members of the service to ascribe to and prevent any inconsistencies in their operation.

**Registers**

The registers attached as part of the Disaster Management Plan are aligned to KPI 2 of the NDMF and outlines the requirements for implementing disaster risk assessments and monitoring, development and identifying risk reduction strategies for organs of state within all spheres of government. Furthermore, it shows that the outcomes of disaster risk assessments directly inform

the development of disaster risk management plans. The registers are as follow:

- The Hazard Register
- The Critical Facility Register
- The Societal Analyses Register
- The Economic Analyses Register
- The Environmental Analysis Register
- The Political Analysis Register
- The High-risk Area Sheet
- The Risk Summary Sheet
- Risk Reduction Projects.

**SUMMER SEASON CONTIGENCY PLAN**

The scope of this plan covers preparedness and response mechanisms that may be employed if a major incident(s) occurs across Midvaal Area of jurisdiction and may escalates into a disaster during this summer season. All the necessary mechanisms may be employed by all Local Municipalities including the private sector managing some of the hazards upon notification by the SAWS.

The plan specifies applicable and relevant legislation, institutional arrangements, as well as the escalation mechanisms for response coordination and resource mobilisation to be employed to deal with any occurrence across Midvaal. This plan, however, does not replace contingency plans of all the stakeholders expected to deal with the respective hazards in line with their legislative mandates.

The scope of this plan is built upon the following set of principles:

- Risk Assessment and Hazard Analysis for the Season:
- Institutional arrangements and key structures for coordination
- Roles and Responsibilities of Key Stakeholders:
- Available Resources and Logistics
- Communication Plan:
- Response Procedures:
- Evacuation Plans:
- Financial Management and Funding:

# Chapter 7: Performance Management

Effective performance management is fundamental to the delivery of excellent local services. Local government has achieved improvements in recent years, however, councils are recognising that they need to continue to develop and embed their approaches if they are to achieve further improvements.

Integrated Development Planning and Performance Management were introduced to realise the developmental role of local government. Whilst the Integrated Development Plan (IDP) provides a framework for strategic decision-making, performance management must ensure that the desired results are achieved during implementation to ensure the correctness of the strategic direction of the objectives, strategies and projects put forward by the IDP.

Performance management is a strategic approach to management, which equips leaders, managers, workers and stakeholders at different levels with a set of tools and techniques to:

- regularly plan;
- continuously monitor;
- periodically measure; and
- review performance,

of the organisation in terms of indicators and targets for:

- efficiency;
- effectiveness; and
- impact.

A Performance Management System (PMS) entails a framework that describes and represents how the municipality's process of performance planning, monitoring, measurement review, reporting and improvement will be conducted, organised and managed, including determining the different role players. The policy document guides the development of a PMS for the Midvaal Local Municipality (MLM). It also forms the basis of aligning the IDP with the operational Service Delivery & Budget Implementation Plan (SDBIP), performance areas and performance indicators of the various departments of the MLM.

The Performance Management Policy is attached as Annexures J and K.

# Chapter 8: Alignment to Municipal Systems Act

| Core Components of Integrated Development Plans | Section in Midvaal IDP |
|---|---|
| (a) The municipal council's vision for the long-term development of the municipality with special emphasis on the municipality's most critical development and internal transformation needs. | Chapter 3.1 |
| (b) An assessment of the existing level of development in the municipality, which must include an identification of communities that do not have access to basic municipal services. | Chapter 2.5 & 2.9 |
| (c) The council's development priorities and objectives for its elected term, including its local economic development aims and its internal transformation needs. | Chapter 3.3 & Section 4.3 |
| (d)The council's development strategies which must be aligned with any national or provincial sectoral plans and planning requirements binding on the municipality in terms of legislation. | Chapter 2.7 & Section 3.5 |
| (e) A spatial development framework which must include the provision of basic guidelines for a land use management system for the municipality. | Chapter 6.1 & Annexure B |
| (f) The council's operational strategies. | Chapter 3.4 |
| (g) Applicable disaster management plans. | Chapter 6.4 & Annexure C |
| (h) A financial plan which must include a budget projection for at least the next three years. | Chapter 4 |
| (i) The KPIs and performance targets determined in terms 35 of section 41. | Chapter 7 & Annexures J, K & L |

**Status of Municipal Sector Plans – Midvaal Local Municipality**

| No. | KEY PERFORMANCE AREA | SECTOR PLAN/S* | STATUS & REMARKS (Adoption & Review Dates) |
|---|---|---|---|
| 1. | Local Economic Development | Local Economic Development Strategy | Adopted in 2023.<br>Included as Annexure D |
| 2. | Service Delivery & Infrastructure Development | Disaster Management Plan | Annual review to be adopted with the 2026/2027 IDP as Annexure C. |
| | | Water Conservation and Water Demand Management Strategy and Business Plan | Adopted in 2020.<br>Five-year plan currently being implemented.<br>Included as Annexure E |
| | | Integrated Waste Management Plan | Adopted in 2021<br>Five-year plan currently being implemented.<br>Included as Annexure I |
| | | Midvaal Local Municipality Electricity Master Plan | Adopted in 2021<br>Five-year plan currently being implemented.<br>Included as Annexure O |
| | | Midvaal Local Municipality<br>Roads and Stormwater Master Plan | Adopted in 2024<br>Five-year plan currently being implemented.<br>Included as Annexure P |
| 3. | Spatial Planning & Sustainable | Midvaal Spatial Development Framework | Annual review to be adopted with the 2026/2027 IDP as Annexure B. |

| | | | |
|---|---|---|---|
| | Environmental Development | Human Settlement Plans | Annual review to be adopted with the 2026/2027 IDP as Annexure H. |
| 4. | Financial Viability & Management | Financial Plan | Annual review to be adopted in the 2026/2027 IDP as Chapter 4 |
| | | ICT Strategy (2021-2026) | Adopted in 2021<br>Five-year plan currently being implemented.<br>Included as Annexure F |
| 5 | Good Governance & Institutional Development | Chapter 4.2 – Human Resource Strategy | Annual review to be adopted in the 2026/2027 IDP as Chapter 5 |
| | | Performance Management Policy | Annual review to be adopted with the 2026/2027 IDP as Annexure J&K. |
| | | Midvaal Integrity Management Strategy | Annual review to be adopted with the 2026/2027 IDP as Annexure G. |
| | | Midvaal Workspace Skills Plan | Annual review adopted with the 2026/2027 IDP as Annexure Q. |

# Annexures

Annexure A Community Needs

- Annexure A1: Priority Projects per Ward
- Annexure A2: Community Needs - Non-Municipal Competency
- Annexure A3: Community Needs - Municipal Competency

Annexure B Final 2026/2027 Spatial Development Framework Review (2022-2027)

Annexure C Final Disaster Management Plan (2026/2027)

Annexure D Local Economic Development Strategy (2023)

Annexure E Water Conservation and Water Demand Management Strategy and Business Plan (2020)

Annexure F ICT Strategy (2021-2026)

Annexure G Final Midvaal Integrity Management Strategy (2026/2027)

Annexure H Final Human Settlement Plan (2026/2027)

Annexure I Integrated Waste Management Plan (2021-2026)

Annexure J Final Performance Management Policy (2026/2027)

Annexure K Final Performance Management and Development System Policy (2025/2026)

Annexure L Core Reporting Indicator Report (2026)

Annexure M Letter received from MEC: COGTA on the 2025/2026 IDP

Annexure N MEC: COGTA Response Letter to the 2025/2026 IDP

Annexure O Midvaal Electricity Master Plan (2021)

Annexure P Midvaal Roads and Stormwater Master Plan (2024)

Annexure Q Midvaal 2026-2027 Workplace Skills Plan

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# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure A: Community Needs

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# Final 2026/2027 Integrated Development Plan (IDP) Review

## Annexure A1:

## Priority Projects per Ward

| Ward 1 | Community Need | Department | Status | Comment |
|---|---|---|---|---|
| **Ward 1** | | | | |
| Priority Project 1 | Rebuild gravel Roads with G5 material in Mooilande, Helderstrome, Uitvlucht, Vaalmarina and other areas in Ward 1 Midvaal. | Public Safety and Roads | In Progress | Only Wilge Street in progress, and the rest of the street are unfunded |
| Priority Project 2 | Provide and link more security equipment to Midvaal control centre and CPFs in the Ward 1 area. | Public Safety and Roads | Completed | cameras were installed and is monitored |
| Priority Project 3 | Change power supply in Ring Road Vaal Marina from ESKOM to Midvaal power supply. | Engineering Services | Unfunded | No Budget |
| Priority Project 4 | Increase water pressure to Mamello with booster pump. | Engineering Services | In Progress | Investigation will be done to check pressure in all stand pipes by 9 November 2022. Department will consider installing a second pipeline to boost pressure by 30 June 2024 |
| Priority Project 5 | Open stormwater drainage system in all Ward 1 areas. | Public Safety and Roads | In Progress | |
| **Ward 2** | | | | |
| Priority Project 1 | Sewage to be re-directed to Rothdene pump station as ELM sewage system has collapsed. And Risiville sewage line is linked to ELM. | Engineering Services | Unfunded | Long term project Planning and funding. |
| Priority Project 2 | Flood lights Glen Donald. Solar lights for Risiville. | Engineering Services | Unfunded | No Budget |
| Priority Project 3 | Upgrade of Henry Street Park for the children. | Community Services | Unfunded | Parks has few equipment, motivation has made for budget allocation |
| Priority Project 4 | Speed Bumps or calming in Risiville especially at all stop streets like in Golf Park. | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Cycling/ running track around Risiville that kids and adults can run and cycle without been knocked down. | Community Services | Unfunded | funds ae not available for this financial year . |
| **Ward 3** | | | | |
| Priority Project 1 | Gravel to tar CR Swart, Pres Steyn and | Public Safety and Roads | Unfunded | |
| Priority Project 2 | Kerbstones in Kookrus | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Danie McClean park, upgrade roads, moving play equipment, upgrade ablution facilities and build new braai facilities from brick and mortar. | Community Services | Unfunded | Parks has few equipment, motivation has made for budget allocation |
| Priority Project 4 | Rothdene Circle, rehabilitation, trees, footpaths, permanent stalls and waterpark for children. | Community Services | In Progress | funding motivation will be made for budget allocation. |
| Priority Project 5 | Upgrade Rothdene Town hall with library and modern kitchen and parking facilities. | Community Services | Unfunded | |

| Ward 1 | Community Need | Department | Status | Comment |
|---|---|---|---|---|
| **Ward 4** | | | | |
| Priority Project 1 | Continuation of Sewer installation | Engineering Services | In Progress | Papegai and Mew Street are planned to be done end of this financial year 2022/23. Kraai and Peacock completed in November 2023 |
| Priority Project 2 | Speed humps after the bridge at the R557 and Kroonarend Rd 3-way stop. Speed humps on Karee Rd and Kroonarend Rd | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Tar/resealing Grens Rd and Kroonarend Rd | Public Safety and Roads | Unfunded | |
| Priority Project 4 | Public Hall | Community Services | Unfunded | |
| Priority Project 5 | Recreational Park/Play Ground | Community Services | Unfunded | funds ae not available for this financial year . |
| **Ward 5** | | | | |
| Priority Project 1 | Gravel to Tar - Boskat Road, Valley Settlements & Bloubok Street, Highbury. | Public Safety and Roads | Unfunded | |
| Priority Project 2 | Upgrade and widening Malcolm Road, Valley Settlements & South Road, Walkers Fruit Farms. | Public Safety and Roads | Unfunded | |
| Priority Project 3 | High mast lights/street light in Ophir AH. | Engineering Services | Unfunded | No Budget |
| Priority Project 4 | Number plate recognition CCTV cameras at cnr Joan and Irene, Drumblade. Cnr Joan & Randvaal Road, Drumblade. Ohenimuiri entrances x2 and Homestead Apple Orchards | Public Safety and Roads | Completed | Cameras were installed is monitored |
| Priority Project 5 | Expand sewer network in Ohenimuiri | Engineering Services | Long term project Planning and funding. | Unfunded |

| Ward 1 | Community Need | Department | Status | Comment |
|---|---|---|---|---|
| **Ward 6** | | | | |
| Priority Project 1 | Tar Road from Mathura to Savanna City (St. Patricks Rd) | Public Safety and Roads | Unfunded | |
| Priority Project 2 | V-Drains | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Speed humps | Public Safety and Roads | In Progress | Could only afford to do 14 speedhumps in various areas of MLM |
| Priority Project 4 | Dustbins | Community Services | In Progress | Distribution of wheelie bins in savanna resumed |
| Priority Project 5 | Street Lights | Engineering Services | Unfunded | No Budget |
| **Ward 7** | | | | |
| Priority Project 1 | Youth Centre - media centre, sports centre, library with possible clinic | Community Services | Unfunded | Youth Centre (Unfunded) Library (In progress) Sports Centre (Unfunded) Plans to establish a centralised youth office that will look into all youth related projects/programmes are underway. Library - The area will be considered for the mobile bus services which is in process. They can also utilise the Walkerville / De Deur library. Sport centre - Funds are not available and motivation has been done. Land to be identified for Sport centre. |
| Priority Project 2 | Street lights at main intersections (starting Tedderfield West) | Engineering Services | Unfunded | No Budget |
| Priority Project 3 | Sidewalks along 3 & 4th Streets walkerville | Public Safety and Roads | Unfunded | |
| Priority Project 4 | Concrete gutters - Alabaster/Lous road Hartz Valley (or storm water alternative) | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Traffic circle at "Spar Walkerville" with rumble strips before | Public Safety and Roads | Unfunded | |

| Ward 1 | Community Need | Department | Status | Comment |
|---|---|---|---|---|
| **Ward 8** | | | | |
| Priority Project 1 | Tarring of Sebra Str, Bontebok Str & Njala Str and Repaving of Bell Rd. | Public Safety and Roads | Unfunded | |
| Priority Project 2 | Speed humps at Meyerton Farms (Nkandla) | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Skip bins at illegal dump sites | Community Services | Completed/ Addressed | Three bins supplied to Sicelo |
| Priority Project 4 | Stormwater Management in Sicelo Ext 4 & Ext 5. | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Establish buy-back for recycling programme on Cnr Mossie & Bell Rd | Community Services | In Progress | |
| **Ward 9** | | | | |
| Priority Project 1 | Sports ground & Recreational Facility in Meyerton Park | Community Services | Unfunded | Sicelo multipurpose centre and Meyerton sport club are in 5 km radius and a park was established at cnr Meyer and Morris |
| Priority Project 2 | Additional security cameras and lighting in Meyerton Park and Noldick | Public Safety and Roads | Unfunded | No Budget |
| Priority Project 3 | Public toilets in town, Loch street. | Corporate Services | Completed/ Addressed | Not in Loch Street but in close proximity to Loch (Only sewer connection point outstanding) Project will be commissioned before end of 2022/23 financial year |
| Priority Project 4 | Tarred roads for Railway Street and Takbok Street | Public Safety and Roads | In progress | Only Railway. Plein & Gawie are in progress |
| Priority Project 5 | Precinct or shelter for homeless people in town | Community Services | Unfunded | There has not been any developments in this regards from provincial Department of Social Development. |
| **Ward 10** | | | | |
| Priority Project 1 | Speed Humps - Geelbooi Str, Steve Biko Str, Ngobeni Str, Sobukwe Str, Mphithiweli Str, Leloko Str, Station Rd, Bell Rd, Seymour Str, Kraanvoel Str. | Public Safety and Roads | Unfunded | |
| Priority Project 2 | Gravel to Tar - Alma Str, Papegaai Str, Gampon Str | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Paving of Gravel Road - Dasie Str, Apie Str, Fox Str, Kiewiet Str. | Public Safety and Roads | Unfunded | |
| Priority Project 4 | Park Cnr Bell Rd & Seymour Str. | Community Services | In Progress | park developed at Sebra street which is near the selected site. |
| Priority Project 5 | Street Curbs -Sebra Str, Ballantyne Str, Njala Str, Bull-bull Str. | Public Safety and Roads | Unfunded | |

| Ward 1 | Community Need | Department | Status | Comment |
|---|---|---|---|---|
| **Ward 11** | | | | |
| Priority Project 1 | Clinic | Provincial Government Competency | Not Municipal Competency | Not Municipal Competency |
| Priority Project 2 | School | Provincial Government Competency | Not Municipal Competency | Not Municipal Competency |
| Priority Project 3 | Speed humps | Public Safety and Roads | Unfunded | |
| Priority Project 4 | Shops | Private Sector Driven | Not Municipal Competency | Privately driven. Applications for land use rights must be approved by Council. |
| Priority Project 5 | Sports centre | Community Services | Unfunded | Application for MIG sport Infrastructure funding was rejected by SRSA |
| **Ward 12** | | | | |
| Priority Project 1 | Housing/Land for informal residents of Kliprivier and surrounds including Drumblade, Everite, Zwartkoppies and Silver Glen. Providing tenure and secure safe and good conditions. Sustainable water and power supply for all informal settlements regardless of property stipulations. | Provincial Government Competency | Not Municipal Competency | Midvaal is not accredited to provide housing however the municipality provides support to Department of Human Settlement to assist with housing development in Midvaal. |
| Priority Project 2 | Gravel to Tar Roads - Klipwater: Klip Rd. Gardenvale: Edge, Marlborough, Nelson, Honibal, Napoleon and Eisenhower Rds, Repair Roads, Klipview: Malcolm Rd, Rietspruit: All roads Nooitgedacht All roads Santa Fe Boulevard Piel's Farm Entrance Khayelitsha Entrance Zwartkoppies entrance | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Jobs and Business Opportunities for everyone. Address the employment of people from outside Midvaal over Midvaal residents within our Municipal Boundaries | Private Sector Driven | Not Municipal Competency | Not Municipal Competency |
| Priority Project 4 | Repair Eisenhower Bridge Realign Eisenhower Rd | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Security: Cameras at the M61 and R550 Intersection. Camera at Joan Irene. Camera at Joan and R557 (Randvaal Rd) Camera at M61 and R557 Daleside | Public Safety and Roads | Completed/ Addressed | Cameras were installed and monitored. |

| Ward 1 | Community Need | Department | Status | Comment |
|---|---|---|---|---|
| **Ward 13** | | | | |
| Priority Project 1 | Community Hall, Gym, improvements to the park | Community Services | In Progress | a park was developed , with outdoor gym equipment and children's play area. |
| Priority Project 2 | Gravel to tar on Caledon st, Klipriver st, Bloedrivier St, Chris Kotze St. | Public Safety and Roads | Unfunded | |
| Priority Project 3 | Gravel to tar Steynberg St, Riversdale Rd. | Public Safety and Roads | Unfunded | |
| Priority Project 4 | Jan Neethling St. extension over the river as a alternative route to Meyerton | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Street Names | Public Safety and Roads | Unfunded | |
| **Ward 14** | | | | |
| Priority Project 1 | Drop-off zone and parking at Hoerskool Dr Malan cnr Leyds & Galloway | Public Safety and Roads | Unfunded | |
| Priority Project 2 | Footpath and plastic play equipment at Vlei Park with fence around the Vlei. | Community Services | Unfunded | funding not available and motivation has been done. |
| Priority Project 3 | New Clearview fence for the Meyerton Golf Course | | Unfunded | facility is leased out. |
| Priority Project 4 | Resin stick on humps at every stop sign in Ward 14 | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Community Centre | Community Services | Unfunded | Meyerton town hall is within 5 km radius to the ward. |
| **Ward 15** | | | | |
| Priority Project 1 | Street lights. Shiplake, Winchester, Hearn, Windsor. | Engineering Services | Unfunded | No Budget |
| Priority Project 2 | Upgrade and security of Sewage pump station. | Engineering Services | Unfunded | No Budget |
| Priority Project 3 | Circle/upgrade at C/O the Drive and Blougras. This intersection is dangerous and getting busier by the month. | Public Safety and Roads | Unfunded | |
| Priority Project 4 | Pave intersections where trucks and cars turn. | Public Safety and Roads | Unfunded | |
| Priority Project 5 | Speed bumps/dips or circles to slow down traffic. | Public Safety and Roads | Unfunded | |

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# Final 2026/2027 Integrated Development Plan (IDP) Review

## Annexure A2:

## Non-Municipal Competency

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10000 | ABET Facilities | Sicelo Ext 4 & 5 | 8 | Gauteng Department: Education | 2022-2027 |
| IDP10001 | ABET Facilities | Kliprivier | 12 | Gauteng Department: Education | 2022-2027 |
| IDP10002 | Agricultural school | Klipriver | 12 | Gauteng Department: Education/ Gauteng Department: Agriculture and Rural Development/ DALRRD | 2022-2027 |
| IDP10003 | Air Pollution Control | Daleside | 4 | Sedibeng District Municipality | 2022-2027 |
| IDP10004 | Ambulance Service | Riversdale | 13 | Gauteng Department: Health | 2022-2027 |
| IDP10005 | Ambulance Service | Nelsonia | 13 | Gauteng Department: Health | 2022-2027 |
| IDP10006 | Boundary Wall/Barrier along R59 | Meyerton Park | 9 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10007 | Upgrade of Eisenhower Bridge | Gardenvale | 12 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10008 | New Bridge end of Jan Neethling Rd | Riversdale | 13 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10009 | Upgrade of Rebstein Bridge | Henley on Klip | 15 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10010 | Ring Road Entrance to Vaalmarina | Vaal Marina | 1 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10011 | Bridge across the weir | Henley on Klip | 15 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10012 | Clinic | Riversdale | 13 | Gauteng Department: Health | 2022-2027 |
| IDP10013 | Clinic | Piels Farm | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10014 | Clinic | Kliprivier | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10015 | Clinic | Walkerville | 7 | Gauteng Department: Health | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10016 | Clinic | Meyerton Farms | 10 | Gauteng Department: Health | 2022-2027 |
| IDP10017 | Clinic | Lakeside Estates | 6 | Gauteng Department: Health | 2022-2027 |
| IDP10018 | Clinic | Extend Bantu Bonke Clinic | 1 | Gauteng Department: Health | 2022-2027 |
| IDP10019 | Clinic | Mooilande | 1 | Gauteng Department: Health | 2022-2027 |
| IDP10020 | Clinic | Vaalmarina | 1 | Gauteng Department: Health | 2022-2027 |
| IDP10021 | Clinic | Daleside | 4 | Gauteng Department: Health | 2022-2027 |
| IDP10022 | Clinic | Henley on Klip | 15 | Gauteng Department: Health | 2022-2027 |
| IDP10023 | Clinic | Sicelo Ext 4 & 5 | 8 | Gauteng Department: Health | 2022-2027 |
| IDP10024 | Clinic | Buycelia or Bolton Wold | 4 | Gauteng Department: Health | 2022-2027 |
| IDP10025 | Clinic | Boitumelo | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10026 | Clinic or Mobile Clinic | Savanna City | 11 | Gauteng Department: Health | 2022-2027 |
| IDP10027 | Completion of Mamello Ext 1 | Vaalmarina | 1 | Gauteng Department: Health | 2022-2027 |
| IDP10028 | Construction of K154 between R 59 and N1 | Elandsfontein | 7 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10029 | Day Hospital/Health Care Facility | Golfpark | 14 | Gauteng Department: Health | 2022-2027 |
| IDP10030 | Disability Centre | Savanna City | 11 | Gauteng Department: Social Development / Gauteng Department: Health | 2022-2027 |
| IDP10031 | Disability Centre | De Deur | 11 | Gauteng Department: Social Development / Gauteng Department: Health | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10032 | Disability Centre | Lakeside Estates | 6 | Gauteng Department: Social Development / Gauteng Department: Health | 2022-2027 |
| IDP10033 | Disability Centre | Kliprivier | 12 | Gauteng Department: Social Development / Gauteng Department: Health | 2022-2027 |
| IDP10034 | Fencing of railway at Lakeside | Lakeside Estates | 6 | Gauteng Department: Social Development / Gauteng Department: Health | 2022-2027 |
| IDP10035 | Dam Drainage of water following from Ekurhuleni causing flooding | Ekhuruleni | 12 | City of Ekhuruleni | 2022-2027 |
| IDP10036 | Health Care Facilities | Lakeside Estates | 6 | Gauteng Department: Health | 2022-2027 |
| IDP10037 | High School | No Specified Location | 2 | Gauteng Department: Education | 2022-2027 |
| IDP10038 | High School | Lakeside Estates | 6 | Gauteng Department: Education | 2022-2027 |
| IDP10039 | Library | Riversdale | 13 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10040 | Library | Meyerton Park | 9 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10041 | Library | Kliprivier | 12 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10042 | Library | Savanna City | 11 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10043 | Library | Vaalmarina | 1 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10044 | Library | Mooilande | 1 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10045 | Library | Walkerville | 7 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10046 | Library | Sicelo Ext 4 & 5 | 8 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10047 | Library | Boitumelo | 12 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10048 | Library | Ohenimuri | 5 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10049 | Mobile Library | Rothdene | 3 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10050 | Mobile Library | Mamello | 1 | Gauteng Department: Sport, Arts, Culture and Recreation | 2022-2027 |
| IDP10051 | Need for Land/Housing | Lakeside Estates | 6 | Gauteng Department: Health | 2022-2027 |
| IDP10052 | Need for Land/Housing | Khayelisha | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10053 | Need for Land/Housing | Piels Farm | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10054 | Need for Land/Housing | Bolton Wold AH | 4 | Gauteng Department: Health | 2022-2027 |
| IDP10055 | Need for Land/Housing | Meyerton Farms | 10 | Gauteng Department: Health | 2022-2027 |
| IDP10056 | Need for Land/Housing | Daleside | 4 | Gauteng Department: Health | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10057 | Need for Land/Housing | Mamello | 1 | Gauteng Department: Health | 2022-2027 |
| IDP10058 | Need for Land/Housing | Boitumelo | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10059 | Need for Land/Housing | Sicelo Ext 4 & 5 | 8 | Gauteng Department: Health | 2022-2027 |
| IDP10060 | Old Age Homes /Retirement Centres | Various Areas | All | Gauteng Department: Social Development | 2022-2027 |
| IDP10061 | Pedestrian Bridge over the R59 at Station Road | Meyerton Farms | 10 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10062 | Pedestrian Bridge over the R59 at Station Road | Meyerton Farms | 8 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10063 | Pedestrian bridge over the railway at Lakeside. | Lakeside Estates | 6 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10064 | Pension Pay Point | Savanna City | 11 | SASSA | 2022-2027 |
| IDP10065 | Pension Pay Point | Henley on Klip | 15 | SASSA | 2022-2027 |
| IDP10066 | Pension Pay Point | Lakeside Estates | 6 | SASSA | 2022-2027 |
| IDP10067 | Pension Pay Point | Sicelo | 8 | SASSA | 2022-2027 |
| IDP10068 | Police Station or Satellite Station | Savanna City | 11 | SAPS | 2022-2027 |
| IDP10069 | Police Station or Satellite Station | Walker's Fruit Farm AH | 5 | SAPS | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10070 | Police Station or Satellite Station | Mooilande | 1 | SAPS | 2022-2027 |
| IDP10071 | Police Station or Satellite Station | Savanna City | 11 | SAPS | 2022-2027 |
| IDP10072 | Police Station or Satellite Station | Walkerville | 7 | SAPS | 2022-2027 |
| IDP10073 | Police visibility | Whole Area | 15 | SAPS | 2022-2027 |
| IDP10074 | Police visibility | Riversdale | 13 | SAPS | 2022-2027 |
| IDP10075 | Police visibility | Walkerville | 7 | SAPS | 2022-2027 |
| IDP10076 | Police visibility | Meyerton Farms | 10 | SAPS | 2022-2027 |
| IDP10077 | Police visibility | Lakeside Estates | 6 | SAPS | 2022-2027 |
| IDP10078 | Police visibility | Savanna City | 11 | SAPS | 2022-2027 |
| IDP10079 | Police visibility | Sicelo Ext 4 & 5 | 8 | SAPS | 2022-2027 |
| IDP10080 | Post Office | Klipriver | 12 | SAPO | 2022-2027 |
| IDP10081 | Public Transport | Savanna City | 11 | Sedibeng District Municipality | 2022-2027 |
| IDP10082 | R550 bridge over R59 to be upgraded | Kliprivier | 12 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10083 | Rehabilitations Centre | Sicelo Ext 4 & 5 | 8 | Gauteng Department: Social Development / Gauteng Department: Health | 2022-2027 |
| IDP10084 | Remove Railway Line on Donald Rd (Not in Use) | Donald Road | 2 | TRANSNET | 2022-2027 |
| IDP10085 | Road widening of M61 | Ward 9, 5, 12 | | Gauteng Department: Roads and Transport | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10086 | Rollout of Fibre | Meyerton Park | 9 | | 2022-2027 |
| IDP10087 | Rollout of Fibre | Walker's Fruit Farm AH | 5 | | 2022-2027 |
| IDP10088 | Rollout of Fibre | Lakeside Estates | 6 | | 2022-2027 |
| IDP10089 | Rollout of Fibre | Savanna City | 11 | | 2022-2027 |
| IDP10090 | Rollout of Fibre | WFF | 5 | | 2022-2027 |
| IDP10091 | Rollout of Fibre | Vaalmarina | 1 | | 2022-2027 |
| IDP10092 | School for Disabled | Lakeside Estates | 6 | Gauteng Department: Education / Gauteng Department: Social Development | 2022-2027 |
| IDP10093 | Schools | Kliprivier | 12 | Gauteng Department: Education | 2022-2027 |
| IDP10094 | Schools | Vaalmarina | 1 | Gauteng Department: Education | 2022-2027 |
| IDP10095 | Schools | Sicelo | 8 | Gauteng Department: Education | 2022-2027 |
| IDP10096 | Schools | Golfpark | 14 | Gauteng Department: Education | 2022-2027 |
| IDP10097 | Schools | Riversdale | 13 | Gauteng Department: Education | 2022-2027 |
| IDP10098 | Schools | Daleside | 4 | Gauteng Department: Education | 2022-2027 |
| IDP10099 | Schools | Walkerville | 7 | Gauteng Department: Education | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10100 | Schools | Savanna City | 11 | Gauteng Department: Education | 2022-2027 |
| IDP10101 | Sedibeng Regional Sewer Scheme | Various Areas | All | Gauteng Department: Water and Sanitation | 2022-2027 |
| IDP10102 | Formalized taxi rank and formal bus & Taxi Shelters | Daleside | 4 | Sedibeng District Municipality | 2022-2027 |
| IDP10103 | Formalized taxi rank and formal bus & Taxi Shelters | Lakeside Estates | 6 | Sedibeng District Municipality | 2022-2027 |
| IDP10104 | Formalized taxi rank and formal bus & Taxi Shelters | Walkerville | 7 | Sedibeng District Municipality | 2022-2027 |
| IDP10105 | Formalized taxi rank and formal bus & Taxi Shelters | Meyerton Farms | 6 | Sedibeng District Municipality | 2022-2027 |
| IDP10106 | Formalized taxi rank and formal bus & Taxi Shelters | Henley on Klip | 15 | Sedibeng District Municipality | 2022-2027 |
| IDP10107 | Formalized taxi rank and formal bus & Taxi Shelters | Kliprivier | 12 | Sedibeng District Municipality | 2022-2027 |
| IDP10108 | Formalized taxi rank and formal bus & Taxi Shelters | Savanna City | 11 | Sedibeng District Municipality | 2022-2027 |
| IDP10109 | Formalized taxi rank and formal bus & Taxi Shelters | De Deur | 9 | Sedibeng District Municipality | 2022-2027 |
| IDP10110 | Traffic Lights | Entrance to Gardenvale AH off R550 | 12 | Gauteng Department: Roads and Transport | 2022-2027 |
| IDP10111 | Train Station at Lakeside to be Upgraded | Lakeside Estates | 6 | TRANSNET/ PRASA | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10112 | Upgrade Magistrate Court to a Multipurpose Centre/Community Hall | Klipriver | 12 | | 2022-2027 |
| IDP10133 | Bus stop at Destinata School | Golfpark | 14 | Gauteng Department: Education | 2022-2027 |
| IDP10172 | Electrical network upgrade in Walker's Fruit Farms | WFF | 5 | ESKOM | 2022-2027 |
| IDP10164 | Early Childhood Development Centre | Golfpark | 14 | Gauteng Department: Social Development | 2022-2027 |
| IDP10165 | Early Childhood Development Centre | Noldick | 9 | Gauteng Department: Social Development | 2022-2027 |
| IDP10166 | Early Childhood Development Centre | Klipview | 12 | Gauteng Department: Social Development | 2022-2027 |
| IDP10167 | Early Childhood Development Centre | Savanna City | 11 | Gauteng Department: Social Development | 2022-2027 |
| IDP10168 | Early Childhood Development Centre | Mamello | 1 | Gauteng Department: Social Development | 2022-2027 |
| IDP10169 | Early Childhood Development Centre | Rothdene | 3 | Gauteng Department: Social Development | 2022-2027 |
| IDP10170 | Early Childhood Development Centre | Lakeside Estates | 6 | Gauteng Department: Social Development | 2022-2027 |
| IDP10171 | Early Childhood Development Centre | Walkerville | 7 | Gauteng Department: Social Development | 2022-2027 |
| IDP10181 | Emergency Services | Savanna City | 11 | Gauteng Department: Health | 2022-2027 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10182 | Emergency Services | Kliprivier | 12 | Gauteng Department: Health | 2022-2027 |
| IDP10183 | Emergency Services | Walkerville | 7 | Gauteng Department: Health | 2022-2027 |
| IDP10184 | Emergency Services | Daleside | 4 | Gauteng Department: Health | 2022-2027 |
| IDP10185 | Emergency Services | Walker's Fruit Farms | 5 | Gauteng Department: Health | 2022-2027 |
| IDP10342 | Klip River Purification | Meyerton Park | 15 | Gauteng Department: Water and Sanitation | 2022-2027 |
| IDP10158 | Correct layout of Klipriver-Suikerboschrand Conservancy | Kliprivier | 12 | Gauteng Department: Agriculture and Rural DevelopmentE | 2022-2027 |
| IDP10473 | New street signs. Large sign indicating "Walkerville" or "CBD" along the R82. | Walkerville | 12 | Gauteng Department: Roads and Transport | 2023/2024 |
| IDP10487 | Potholes on M61. | Waterval | 12 | Gauteng Department: Roads and Transport | 2023/2024 |
| IDP10491 | Detailed study and evaluation of the Klip River catchment area to ascertain the impact of development upstream, with the aim of understanding how this will ultimately impact the residents of Henley on Klip. | Henley on Klip | 15 | Gauteng Department: Water and Sanitation | 2023/2024 |
| IDP10492 | Complete the removal of the Kidson weir as this weir negatively impacts the waterflow, especially when the river is flooded. | Henley on Klip | 15 | Gauteng Department: Water and Sanitation | 2023/2024 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10493 | Repairs to the Rebstein bridge which has been structurally damaged by all of the floods and thus poses a risk to residents either driving or walking across the bridge. | Henley on Klip | 15 | Gauteng Department: Roads and Transport | 2023/2024 |
| IDP10529 | Traffic on the R550 to be addressed with 2 x 2 lane roads | Klipriver/Waterval Area | 12 | | 2024/2025 |
| IDP10530 | Bad smell in the area | Klipriver/Waterval Area | 12 | Gauteng Department: Agriculture and Rural Development | 2024/2025 |
| IDP10531 | Sewer spillages into the Klip River | Klipriver/Waterval Area | 12 | Gauteng Department: Water and Sanitation | 2024/2025 |
| IDP10532 | Support and protect all Conservancies | All Areas | All | Gauteng Department: Agriculture and Rural Development | 2024/2025 |
| IDP10533 | Accommodation of informal settlements in Ward 12 in The Grace Development | Klipriver/Waterval Area | 12 | Gauteng Department: Human Settlement | 2024/2025 |
| IDP10534 | Dead animals being washed down the Klip River | GreenValley. | 12 | Gauteng Department: Water and Sanitation | 2024/2025 |
| IDP10535 | Need for school transport | GreenValley. | 12 | Gauteng Department: Education | 2024/2025 |
| IDP10536 | Realign the Eskom poles on Eisenhower Road so that Midvaal can realign the road accordingly. | Gardenvale | 12 | ESKOM | 2024/2025 |

| Annexure A2 - Non-Municipal Competency Community Needs | | | | | |
|---|---|---|---|---|---|
| **IDP Ref** | **Community Need** | **Location** | **Ward** | **Dept/SOE** | **Year Captured** |
| IDP10538 | Tarring of road from Heineken intersection to Walkerville. | Walkerville | 5 | Gauteng Department: Roads and Transport | 2024/2025 |
| IDP10540 | Additional High School and Primary School | De Deur | 11 | Gauteng Department: Education | 2025/2026 |
| IDP10541 | Court | De Deur | 11 | Department of Public Works | 2025/2026 |
| IDP10542 | Post Office | De Deur | 11 | SAPO | 2025/2026 |
| IDP10543 | Municipal court in Midvaal | Walkerville | 7 | Department of Public Works | 2025/2026 |
| IDP10594 | Households Solar Geyser | Bantu Bonke | 1 | Gauteng Department: Human Settlement | 2026/2027 |
| IDP10600 | Bantu Bonke Clinic Extension | Bantu Bonke | 1 | Gauteng Department: Health | 2026/2027 |
| IDP10603 | Build Panfontein School extra classes. | Bantu Bonke | 1 | Gauteng Department: Education | 2026/2027 |
| IDP10604 | Fix Panfontein School Toilets. | Bantu Bonke | 1 | Gauteng Department: Education | 2026/2027 |
| IDP10605 | Build a School Guard Room. | Bantu Bonke | 1 | Gauteng Department: Education | 2026/2027 |

# Integrated Development Plan: Annexure A - Community Needs

## Annexure A2
## Non-municipal Competency

MIDVAAL LOCAL MUNICIPALITY

N W E S

Scale: 1:105 000

Date: 2023/03/23

City of Johannesburg Metropolitan Municipality

Ekurhuleni Metropolitan Municipality

Emfuleni Local Municipality

Lesedi Local Municipality

Metsimaholo Local Municipality

Dipaleseng Local Municipality

Suikerbosrand Nature Reserve

Tedderfield
Elandsfontein
Eye Of Africa
Walkerville
Waterval
Drumblade AH
Piel's Farm Informal Settlement
Khayelitsha Informal Settlement
Boitumelo Informal Settlement
Savanna City
Daleside
De Deur
Henley-On-Klip
Sicelo Ext 4 & Ext 5 Informal Settlement
Sicelo
Meyerton
Kliprivier
Rothdene
Riversdale
Risiville
Bantu Bonke
Mamello
Mamello Informal Settlement
Vaal Marina

R550 R554 R82 R557 R59 R551 R42 R549 R51 R54

Non-municipal Competency
Areas of Need
Major Roads
River
Midvaal Municipal Boundary
Cadastre
Suikerbosrand Nature Reserve

# Integrated Development Plan: Annexure A - Community Needs

## Annexure A3
## Municipal Competency

MIDVAAL
LOCAL MUNICIPALITY

N
W E
S

Scale: 1:105 000

Date: 2023/03/23

City of Johannesburg Metropolitan Municipality

Ekurhuleni Metropolitan Municipality

Emfuleni Local Municipality

Lesedi Local Municipality

Metsimaholo Local Municipality

Dipaleseng Local Municipality

Tedderfield
Elandsfontein
Eye Of Africa
Walkerville
Waterval
Drumblade AH
Savanna City
De Deur
Daleside
Henley-On-Klip
Sicelo
Meyerton
Kliprivier
Rothdene
Riversdale
Risiville
Bantu Bonke
Mamello
Vaal Marina
Suikerbosrand Nature Reserve

R550 R554 R557 R82 R59 R551 R42 R549 R51 R54

Municipal Competency
Major Roads
River
Midvaal Municipal Boundary
Suikerbosrand Nature Reserve
Cadastre

**Concentration of Community Needs**
Higher Concentration
Lower Concentration

# Gauteng Provincial Departments Estimates of Capital Expenditure - 2025/26

## Department of Education

| No. | Project Number | Project Name | Project Description | Project Status | Latitude | Longitude | Municipality | Development Corridor | Township | Type of Infrastructure | Total Job Creation Target | Project Start Date | Project End Date | Implementing Agent | Source of Funding | Budget Programme Name | Total Project Cost | Total Available | MTEF Forward Estimates | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | GDE00328 | Savanna City PS (No EMIS yet) SE | Construction of a new Brick and Mortar Primary School | Stage 5 Works | -26,31968816 | 27,64118981 | SEDIBENG DISTRICT MUNI. | Southern | N/A | 6.2 POS | 130 | 2019-11-19 | 2027-07-31 | GDID | EIG | Programme 6: Infrastructure Development | 161 459 | 44 000,00 | 58 759,00 | 12 700,00 |

## Department of Social Development

| No. | Project no. | Project / Programme Name | Type of Infrastructure | IDMS Gate | District Municipality | Development Corridor | Local Municipality | Source of Funding | Budget Programme Name | Coordinates: Latitude | Coordinates: Longitude | Nature of investment | Delivery mechanism | Project Start Date | Project End Date | Total Project Cost | Total Available | MTEF Forward Estimates | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 114 | Bantubonke Early Childhood Centre | Early Childhood Development Centre | Stage 5: Works | Sedibeng | Southern Corridor | Midvaal | Equitable Share | Programme 3 - Children and Families | -26,7197 | 28,0194 | New or Replaced Infrastructure | Individual Project | 01-Apr-15 | 30-Jun-25 | 27 265 | 1 000 | - | - |

## Department of Human Settlement

| Project no. | Project Unique no. | Project / Programme Name | Type of Infrastructure | IDMS Stage | Coordinates: Latitude | Coordinates: Longitude | District Municipality | Local Municipality | Development Corridor | Type of Infrastructure | Delivery mechanism | Project Start Date | Project End Date | Source of Funding | Budget Programme Name | Total Project Cost | Total Available | MTEF Forward Estimates | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | 2025/26 | 2026/27 | 2027/28 |
| | | | | | | | | | | | | | | | | R'000 | R'000 | R'000 | R'000 |
| **1. New or Replacement Assets** | | | | | | | | | | | | | | | | | | | |
| 11 | G24090005/1 | 3 D Mamello Ext 1 Formalization Townplanning - Phase 1 | Building/structures | Stage 3: Design Developm ent | -26.8729 | 28.2520 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2020 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | - | 1 400 | - | - |
| 12 | G03090018/1 | 3 D Mamello/Boschkop - Phase 1 | Building/structures | Stage 3: Design Developm ent | -26.426369 | 28.092919 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2020 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | 22 720 | 1 000 | 88 230 | 84 022 |
| 90 | G24090010/1 | 3 D Sicelo Shiceka Formalization Planning - Phase 1 | Building/structures | Stage 5: Works | -26.553 | 27.9865 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2021 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | 400 | 1 200 | - | - |
| 102 | G17100004/1 | 3 D Sicelo Shiceka Erf 78 Meyerton Farm/ Erf 56 - Phase 1 CALIPER | Building/structures | Stage 5: Works | -26.552505 | 28.000555 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2021 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | - | - | 500 | 3 000 |
| 119 | G20100002/1 | 3 D Langkuil Portion 77 - Phase 1 | Building/structures | Stage 5: Works | -26.525039 | 27.996586 | Sedibeng | Emfuleni | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2021 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | 11 000 | 2 426 | 2 000 | 5 000 |
| 126 | G13100003/2 | 5 AA Sicelo Shiceka Ext 5-erf 78 - Phase 2 | Building/structures | Stage 5: Works | -26.552505 | 28.000555 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2021 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | 1 200 | 174 975 | - | - |
| 86 | G17100003/1 | 3 D Sicelo Shiceka Erf 72 - Phase 1 | Building/structures | Stage 3: Design | -26.551814 | 27.996789 | Sedibeng | Sedibeng | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2021 | 31 Mar 2028 | Human Settlements Development Grant | Programme 3 - Housing Development | | | | |
| **2. Upgrades and Additions** | | | | | | | | | | | | | | | | | | | |
| 170 | G24010004/1 | Mamello (Mamello Development) | Building/structures | Stage 5: Works | 28.253386 | -26.872342 | Sedibeng | Emfuleni | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2027 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | - | 783 | 658 | 800 |
| 181 | G03090017/1 | Sicelo Shiceka Ext.5 - Phase 1 | Building/structures | Stage 5: Works | 28.070472 | -26.472722 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2026 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 70 000 | 5 497 | 1 818 | 1 006 |
| 182 | G20100013 | Skansdam (Foundry) | Building/structures | Stage 5: Works | 28.070472 | -26.472722 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2027 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 5 000 | 4 197 | 1 572 | 1 040 |
| 197 | G03090018 | Put Put (Khayelitsha) | Building/structures | Stage 5: Works | 28.092919 | -26.426369 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2027 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 30 000 | 9 302 | 3 265 | 1 967 |
| 213 | G20100006 | Piels Farm | Building/structures | Stage 5: Works | 28.066997 | -26.442556 | Sedibeng | Emfuleni | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2027 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 30 000 | 8 672 | 3 026 | 2 264 |
| 215 | G20100010 | Kwa Brown | Building/structures | Stage 5: Works | 28.061508 | -26.371442 | Sedibeng | Emfuleni | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2028 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 100 000 | 5 328 | 1 884 | 1 204 |
| 216 | G03030106 | Kromdraai | Building/structures | Stage 5: Works | 28.042797 | -26.347156 | Sedibeng | Emfuleni | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2028 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 5 000 | 4 721 | 1 691 | 407 |
| 222 | G20100019 | Boitumelo Informal Settlement | Building/structures | Stage 5: Works | 27.820881 | -26.568117 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2027 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 50 000 | 1 443 | 528 | 357 |
| 228 | G19110026 | Small farm | Building/structures | Stage 5: Works | 27.837222 | -26.558889 | Sedibeng | Midvaal | Southern | Housing Units/Serviced Stands | Individual Project | 01 Apr 2022 | 31 Mar 2027 | Informal Settlements Upgrading Partnership Grant | Programme 3 - Housing Development | 15 000 | 225 | 149 | 233 |

**Department of Roads and Transport**

| Project Number | IRM Number | Project / Programme Name | Project Description | Project Status | IDMS Stage | Start | | Finish | | Municipality | Development Corridor | Economic Classification (Buildings and Other fixed Structures, Goods & Services, Plant, Machinery & Equipment, COE) | Type of Infrastructure | Total Job Creation Target | Project Start Date | Project End Date | Source of Funding | Budget Programme Name | Sub-Programme | Project Cost | 2025 Medium Term Estimates | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | | D1321 | The upgrade of existing Gravel Road, D1321 (from Batsoeneng Street at km 5.7 to Km 12 towards D359) to a Paved Surfaced Road. Distance approximately 6.0 | Design | procurement | -26,706521 | 28,028285 | -26,807122 | 28,058894 | Mid Vaal Local Municipality | Southern | Other Fixed Structures | New or replacement assets | 120 | Not Yet Available | Not Yet Available | Equitable Share | Transport Infrastructure | Design | Not Yet Available | 50 | 50 | |
| 51 | 346 | R59 Pedestrian Bridge (Nitrihisano Project) | R59 Pedestrian Bridge (Nitrihisano Project) | Initiation | Design Development | -26,555837 | 28,003506 | 26,555837 | 28,003506 | Sedibeng District Municipality | Southern | Other Fixed Structures | Upgrades and additions | Not Applicable | 05 February 2021 | 04 July 2025 | Equitable Share | Transport Infrastructure | Construction | 25 430 | 50 | - | - |
| 52 | 22 | R82 phase 3 between Road D1073 (Walkerville) and K164 (De Deur) | Upgrading of road R82 phase 3 between Road D1073 (Walkerville) and K164 (De Deur) | Constructio n | Design Development | -26,429 | 27,962 | -26524 | 27927 | Sedibeng District Municipality | Southern | Other Fixed Structures | Upgrades and additions | 300 | 01 July 2022 | 30 July 2027 | Equitable Share | Transport Infrastructure | Construction | 711 426 | 150 000 | 150 000 | - |

**Department of Infrastructure development**

| Project No | Project / Programme Name | Project Description | Project Status | Latitude | Longitude | Municipality | Development Corridor | Township | Total Job Creation Target | Type of Infrastructure | Project Start Date | Project End Date | Source of Funding | Budget Programme Name | Total Project Cost | Total Available | MTEF Forward Estimates | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | 2025/26 | 2026/27 | 2027/28 |
| | | | | | | | | | | | | | | | R'000 | R'000 | R'000 | R'000 |
| **2. Maintenance and Repairs** | | | | | | | | | | | | | | | | | | |
| 19 | Vaal Dam | General Building maintenance | On-going | -26.89472 | 28.14555 | Sedibeng Municipality | Southern | N/A | Not Available yet | Office Buildings | 01 April 2021 | 31 March 2028 | Equitable Share | Public Works Infrastructure | Not Applicable | 570 | 1 582 | 1 600 |

**Gauteng Department of Environment**

| Project Number | Project Unique Number | Project / Programme Name | Project Description | Project Status | Latitude | Longitude | Municipality | Development Corridor | Economic Classification (Buildings & Other fixed Structures, Goods & Services, Plant, | Type of Infrastructure | Total Job Creation Target | Project Start Date | Project End Date | Source of Funding | Budget Programme Name | Total Project Cost | Total Available | MTEF Forward Estimates | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | 2025/26 | 2026/27 | 2027/28 |
| | | | | | | | | | | | | | | | | R'000 | R'000 | R'000 | R'000 |
| **1. Upgrades and Additions** | | | | | | | | | | | | | | | | | | | |
| 3 | SNR201702 | Suikerbosrand Nature Reserve: Upgrading of Bulk Infrastructure | Upgrading of Bulk Infrastructure | Design Development | -26,4826 | 28,2118 | Sedibeng District Municipality | Southern | Buildings and Other Fixed Structures | Nature Reserve Bulk Infrastructure | 253 | 01-Mar-18 | 31-Mar-29 | Equitable Share | Programme 5 | 63 314 | 1 000 | 12 463 | 6 470 |
| 4 | SNR202401 | Suikerbosrand Nature Reserve: Upgrading and additions of the boreholes | Upgrading and additions of the boreholes | Projection Initiation | -26,482 | 28,2139 | Sedibeng District Municipality | Southern | Buildings and Other Fixed Structures | Water infrastructure | 36 | 30-Sept-24 | 01-Feb-27 | Equitable Share | Programme 5 | 9 000 | 5 | 4 995 | - |
| **2. Rehabilitation, Renovations and Refurbishments** | | | | | | | | | | | | | | | | | | | |
| 9 | SNR202301 | Suikerbosrand Nature Reserve: Maintenance at the Suikerbosrand Nature Reserve | Maintenance at the Suikerbosrand Nature Reserve | Initiation | -26,4826 | 28,2118 | Sedibeng District Municipality | Southern | Buildings and Other Fixed Structures | Buildings | 25 | 01-Apr-23 | 31-Mar-29 | Equitable Share | Programme 5 | 6 304 | 5 | 1 575 | 1 575 |
| **3. Maintenance and Repairs** | | | | | | | | | | | | | | | | | | | |
| 26 | SNR202301 | Suikerbosrand Nature Reserve: Maintenance and Repairs. | Maintenance at the Suikerbosrand Nature Reserve | Initiation | -26,4826 | 28,2118 | Sedibeng District Municipality | Southern | Goods and Services | Buildings | 12 | 01-Apr-23 | 31-Mar-26 | Equitable Share | Programme 5 | 850 | 400 | - | - |

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure A3: Municipal Competency

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| **IDP Ref** | **Community IDP Need** | **Year Captured** | **Location** | **Ward** | **Department** | **Status** | **Comment** |
| IDP10113 | Access to the Dam for recreational purposes | 2022-2027 | Vaalmarina | 1 | Community Services | | |
| IDP10114 | Acquisition of White House and Implementation of development plan | 2022-2027 | Sicelo | 8 | Development & Planning | To be considered | The property has been identified as one of the priority properties that the municipality are considering to acquire. |
| IDP10115 | Bulk Sewer Connection & Reticulation | 2022-2027 | East and West of Klip River , Henley on Klip | 15 | Engineering Services | Completed/ Addressed | 1. New sewer reticulation completed on the western side of HOK in June 2023.<br>2.Funding required for upgrading of Ewelme Pump station and some streets not covered |
| IDP10116 | Bulk Sewer Connection & Reticulation | 2022-2027 | Blue Saddle Ranch | 12 | Engineering Services | Unfunded | No bulk treatment facilities in the area |
| IDP10117 | Bulk Sewer Connection & Reticulation | 2022-2027 | Daleside | 4 | Engineering Services | Completed/ Addressed | Bulk sewer and Sewer reticulation available. Investigation for completeness to implemented in the 2024/2025 FY |
| IDP10118 | Bulk Sewer Connection & Reticulation | 2022-2027 | Meyerton Farms | 10 | Engineering Services | Completed/ Addressed | 1.Sewer extension completed in Kraai and Peacock streets.<br>2. Budget constraints |
| IDP10119 | Bulk Sewer Connection & Reticulation | 2022-2027 | De Deur | 11 | Engineering Services | Unfunded | No bulk treatment facilities in the area |
| IDP10120 | Bulk Sewer Connection & Reticulation | 2022-2027 | Balmoral Estates | 11 | Engineering Services | Unfunded | No bulk treatment facilities in the area |
| IDP10121 | Bulk Sewer Connection & Reticulation | 2022-2027 | Ohenimuri | 5 | Engineering Services | Unfunded | Sewer reticulation still required in the new extension |
| IDP10122 | Bulk Sewer Connection & Reticulation | 2022-2027 | Vaalmarina | 1 | Engineering Services | Completed/ Addressed | 1. Sewer reticulation available.<br>2. Sewer extensions required |
| IDP10123 | Bulk Sewer Connection & Reticulation | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Engineering Services | Unfunded | Unfunded |
| IDP10124 | Bulk Sewer Connection & Reticulation | 2022-2027 | Garthdale | 12 | Engineering Services | Unfunded | Unfunded |
| IDP10125 | Bulk Sewer Connection & Reticulation | 2022-2027 | Ophir | 5 | Engineering Services | Unfunded | Unfunded |
| IDP10126 | Bulk Sewer Connection & Reticulation | 2022-2027 | Risiville/Uitvlucht/McKay | 2 | Engineering Services | Unfunded | Unfunded |
| IDP10127 | Bulk Sewer Connection & Reticulation | 2022-2027 | Highbury | 5 | Engineering Services | Unfunded | Unfunded |
| IDP10128 | Bulk Water Connection & Reticulation | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Engineering Services | Unfunded | Unfunded |
| IDP10129 | Bulk Water Connection & Reticulation | 2022-2027 | Mamello | 1 | Engineering Services | Unfunded | Unfunded |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10130 | Bulk Water Connection & Reticulation | 2022-2027 | Khayelisha | 12 | Engineering Services | Unfunded | 1. x2 Jojo tanks installed.<br>2. Additional Jojo tanks required |
| IDP10131 | Bulk Water Connection & Reticulation | 2022-2027 | Boitumelo | 4 | Engineering Services | Unfunded | 1. x1 Jojo tanks installed.<br>2. Additional Jojo tanks required |
| IDP10132 | Bulk Water Connection & Reticulation | 2022-2027 | Tedderfield AH | 7 | Engineering Services | Unfunded | Unfunded |
| IDP10134 | CCTV Cameras Rollout | 2022-2027 | Henley on Klip | 15 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10135 | CCTV Cameras Rollout | 2022-2027 | Risiville | 2 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10136 | CCTV Cameras Rollout | 2022-2027 | Noldick | 9 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10137 | CCTV Cameras Rollout | 2022-2027 | Meyerton Farms/ Meyerton Park | 9 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10138 | CCTV Cameras Rollout | 2022-2027 | Kliprivier | 12 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10139 | CCTV Cameras Rollout | 2022-2027 | Daleside | 4 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10140 | CCTV Cameras Rollout | 2022-2027 | Savanna City | 11 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10141 | CCTV Cameras Rollout | 2022-2027 | De Deur | 11 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10142 | CCTV Cameras Rollout | 2022-2027 | Ohenimuri | 5 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10143 | CCTV Cameras Rollout | 2022-2027 | Vaalmarina | 1 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10144 | CCTV Cameras Rollout | 2022-2027 | Kookrus | 3 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10145 | CCTV Cameras Rollout | 2022-2027 | Rothdene | 3 | Public Safety and Roads | In progress | Planned for 24-25 Fin. Year |
| IDP10146 | Cemetery | 2022-2027 | Mamello | 1 | Community Services | To be considered | Item still on going, previous land acquisition attempts were unsuccessful. |
| IDP10147 | Cemetery | 2022-2027 | Vaalmarina | 1 | Community Services | To be considered | Item still on going, previous land acquisition attempts were unsuccessful. |
| IDP10148 | Cemetery | 2022-2027 | Savanna City | 11 | Community Services | In progress | Application for use of Doornkuil is still be considered by Sedibeng District Municipality. |
| IDP10149 | Community Hall | 2022-2027 | Henley on Klip | 15 | Corporate Services | | |
| IDP10150 | Community Hall | 2022-2027 | Sherman Park AH | 13 | Corporate Services | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10151 | Community Hall | 2022-2027 | Nelsonia | 13 | Corporate Services | | |
| IDP10152 | Community Hall | 2022-2027 | Hartz Valley | 7 | Corporate Services | | |
| IDP10153 | Community Hall | 2022-2027 | Daleside | 4 | Corporate Services | | |
| IDP10154 | Community Hall | 2022-2027 | Savanna City | 11 | Corporate Services | | |
| IDP10155 | Community Hall | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Corporate Services | | |
| IDP10156 | Community Hall | 2022-2027 | Riversdale | 13 | Corporate Services | | |
| IDP10157 | Sewer line in Okapi street, Meyerton Farms | 2022-2027 | Meyerton Farms | 10 | Engineering Services | Unfunded | Unfunded |
| IDP10159 | Cycle Path in Golfpark | 2022-2027 | Golfpark | 14 | Public Safety and Roads | To be considered | Not yet done |
| IDP10160 | Cycle Path in Henley in Klip | 2022-2027 | Henley in Klip | 15 | Public Safety and Roads | To be considered | Not yet done |
| IDP10161 | Cycle Path in Meyerton | 2022-2027 | Meyerton | 14 | Public Safety and Roads | To be considered | Not yet done |
| IDP10162 | Cycle Path on Pierneef Blvd | 2022-2027 | Meyerton | 14 | Public Safety and Roads | To be considered | Not yet done |
| IDP10163 | Drainage System of Langkuilspruit within the Meyerton Golf course | 2022-2027 | Meyerton Golf Course | 14 | Public Safety and Roads | To be considered | Not yet done |
| IDP10173 | Electricity Connection | 2022-2027 | Savanna City (FSH and RDP) | 11 | Engineering Services | In progress | Tender awarded: BID 8/2/2/381RE |
| IDP10174 | Electricity Connection | 2022-2027 | Mamello | 1 | Engineering Services | Not Municipal Competency | MLM has ceded the right to electrify to Eskom |
| IDP10175 | Electricity Connection | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Engineering Services | In progress | Project in progress: Kuvukiland is completed, Silahliwe is in progress. |
| IDP10176 | Electricity Connection | 2022-2027 | Khayelisha | 12 | Engineering Services | Not Municipal Competency | Eskom Area of Supply |
| IDP10177 | Electricity Connection | 2022-2027 | Piels farm | 12 | Engineering Services | Not Municipal Competency | Eskom Area of Supply |
| IDP10178 | Electricity Connection | 2022-2027 | Boitumelo | 4 | Engineering Services | Not Municipal Competency | Eskom Area of Supply |
| IDP10179 | Electricity Transformer | 2022-2027 | Lakeside Estates | 6 | Engineering Services | Not Municipal Competency | Eskom Area of Supply |
| IDP10180 | Electricity Transformer | 2022-2027 | Sicelo | 10 | Engineering Services | In progress | City Power as the implementing agent is still waiting for the finalization of the Service Level Agreement with COGTA. |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| **IDP Ref** | **Community IDP Need** | **Year Captured** | **Location** | **Ward** | **Department** | **Status** | **Comment** |
| IDP10186 | Expansion of Urban Development Boundary for Ward 5 and 12 | 2022-2027 | Ward 5 and 12 | | Engineering Services | To be considered | Consideration will be based on existing planning documents and need. |
| IDP10187 | Feeder Supply to Riversdale | 2022-2027 | Riversdale | 13 | Engineering Services | In progress | Sourcing funding |
| IDP10188 | Feeder Supply to Rothdene | 2022-2027 | Rothdene | 3 | Engineering Services | In progress | Sourcing funding |
| IDP10189 | Feeder Supply to S16 (Sicelo) | 2022-2027 | Sicelo Ward 8 & Ward 10 | 8 | Engineering Services | Unfunded | Need to have a ring feed, No Budget |
| IDP10190 | Feeder Supply to Glen Donald AH | 2022-2027 | Glen Donald AH | 2 | Engineering Services | In progress | The first phase has been completed. We are in procurement stage for the second phase |
| IDP10191 | Fence along Johan Le Roux between R59 and Boundary Road | 2022-2027 | Meyerton Farms/Sicelo | 10 | Public Safety and Roads | To be considered | Not yet done |
| IDP10192 | Fence along to Erna Church St to the Langkuilspruit | 2022-2027 | Meyerton | 14 | Public Safety and Roads | To be considered | Not yet done |
| IDP10193 | Fence around Bantu Bonke Cemetery | 2022-2027 | Bantu Bonke | 1 | Community Services | Unfunded | There is a land issue that's need to be resolved |
| IDP10194 | Fence around municipal park in Meyerton | 2022-2027 | Meyerton | 9 | Community Services | Completed/ Addressed | Project completed |
| IDP10195 | Fence around park in Nelsonia | 2022-2027 | Nelsonia | 13 | Community Services | Unfunded | Funds proposal made for outer year budget |
| IDP10196 | Fence around parks in Risiville | 2022-2027 | Risiville | 2 | Community Services | Unfunded | Funds proposal made for outer year budget |
| IDP10197 | Fence around sports centre in Bantu Bonke | 2022-2027 | Bantu Bonke | 1 | Community Services | Unfunded | There is a land issue that's need to be resolved |
| IDP10198 | Fence around the Meyerton Golf course | 2022-2027 | Meyerton | 14 | Community Services | Not Municipal Competency | The property is on a long term lease. The lessee is responsible for the fencing. |
| IDP10199 | Fire station | 2022-2027 | Savanna City | 11 | Public Safety and Roads | In progress | Awaiting MIG approval to continue |
| IDP10200 | Gravel to Tar | 2022-2027 | Joan Road to BSR, | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10201 | Gravel to Tar | 2022-2027 | Rugby, Shiplake, Wargrave, Heron, Road 3 - Henley on Klip | 14 | Public Safety and Roads | To be considered | To be considered |
| IDP10202 | Gravel to Tar | 2022-2027 | Annie Rd, Charles Rd | 2 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10203 | Gravel to Tar | 2022-2027 | All Roads, Chris Kotze rd, Caledon Rd, Kliprivier Rd, Bloedrivier Rd, Kappertjie St, Kotie Steyn, Limpopo St, Sandrivier St, Gamtoos Rd | 13 | Public Safety and Roads | To be considered | To be considered |
| IDP10204 | Gravel to Tar | 2022-2027 | All Roads | 13 | Public Safety and Roads | To be considered | To be considered |
| IDP10205 | Gravel to Tar | 2022-2027 | Riversdale Rd, Steenberg Str | 13 | Public Safety and Roads | To be considered | To be considered |
| IDP10206 | Gravel to Tar | 2022-2027 | Meyerton Park | 9 | Public Safety and Roads | To be considered | To be considered |
| IDP10207 | Gravel to Tar | 2022-2027 | King Fisher Rd, Bosduif | 9 | Public Safety and Roads | To be considered | To be considered |
| IDP10208 | Gravel to Tar | 2022-2027 | Elm Str | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10209 | Gravel to Tar | 2022-2027 | Edge Road, Marlborough Road, Nelson Rd (both ends), Eisenhower Road, Napoleon Road, Honibal Road, Klipview Road, Nooitgedacht Road,Santa Fe Blvd | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10210 | Gravel to Tar | 2022-2027 | Alabaster Rd | 7 | Public Safety and Roads | To be considered | To be considered |
| IDP10211 | Gravel to Tar | 2022-2027 | Mossie, Vlei Loerie - Daleside | 4 | Public Safety and Roads | To be considered | To be considered |
| IDP10212 | Gravel to Tar | 2022-2027 | All | 4 | Public Safety and Roads | To be considered | To be considered |
| IDP10213 | Gravel to Tar | 2022-2027 | All | 4 | Public Safety and Roads | To be considered | To be considered |
| IDP10214 | Gravel to Tar | 2022-2027 | Bolton Wold AH | 4 | Public Safety and Roads | To be considered | To be considered |
| IDP10215 | Gravel to Tar | 2022-2027 | Highbury | 4 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10216 | Gravel to Tar | 2022-2027 | Takbok Street, Blopi , Langa, Leloko, Papegraai, Apie, Kiewiet, Njala and the completion of Alma Road - Meyerton Farms | 10 | Public Safety and Roads | To be considered | To be considered |
| IDP10217 | Gravel to Tar | 2022-2027 | St Andrew, St Patrick's, Lakeside Estates | 6 | Public Safety and Roads | To be considered | To be considered |
| IDP10218 | Gravel to Tar | 2022-2027 | Kraal - De Deur | 11 | Public Safety and Roads | To be considered | To be considered |
| IDP10219 | Gravel to Tar | 2022-2027 | Balmoral Estates | 11 | Public Safety and Roads | To be considered | To be considered |
| IDP10220 | Gravel to Tar | 2022-2027 | Rooijakkals Street WFF | 5 | Public Safety and Roads | To be considered | To be considered |
| IDP10221 | Gravel to Tar | 2022-2027 | Ohenimuri | 5 | Public Safety and Roads | To be considered | To be considered |
| IDP10222 | Gravel to Tar | 2022-2027 | Mooilande AH | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10223 | Gravel to Tar | 2022-2027 | Bantu Bonke | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10224 | Gravel to Tar | 2022-2027 | Vaalmarina | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10225 | Gravel to Tar | 2022-2027 | Mamello | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10226 | Gravel to Tar | 2022-2027 | Park, Njala, Zebra , Bontebok - Meyerton Farms | 8 | Public Safety and Roads | To be considered | To be considered |
| IDP10227 | Gravel to Tar | 2022-2027 | Kookrus - CR Swart Rd, Bobby Lock Av | 3 | Public Safety and Roads | To be considered | To be considered |
| IDP10228 | Gravel to Tar | 2022-2027 | Blouvalk, Takbok-Highbury | 5 | Public Safety and Roads | To be considered | To be considered |
| IDP10229 | Gravel to Tar | 2022-2027 | Ophir, Ohio Rd | 5 | Public Safety and Roads | To be considered | To be considered |
| IDP10230 | Henley Dumpsite Rehabilitation | 2022-2027 | Henley Dumpsite | 15 | Community Services | In progress | Partially closed. Enviro-legal process underway. To be closed completely until licence processes have been resolved. Possibility of extension of airspace as next phase |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10231 | High Mast Lights | 2022-2027 | Morris Rd - Meyerton Park | 9 | Engineering Services | In progress | City Power as the implementing agent is still waiting for the finalization of the Service Level Agreement with COGTA. |
| IDP10232 | High Mast Lights | 2022-2027 | MJ Malia Bridge | 8 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10233 | High Mast Lights | 2022-2027 | Entrances to Henley on Klip, Henley Station and The Oval | 15 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10234 | High Mast Lights | 2022-2027 | Daleside Industrial Area | 4 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10235 | High Mast Lights | 2022-2027 | Mamello | 1 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10236 | High Mast Lights | 2022-2027 | Peil's Farm | 12 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10237 | High Mast Lights | 2022-2027 | Khaylisha | 12 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10238 | High Mast Lights | 2022-2027 | Main & 4th street, Walkerville | 7 | Engineering Services | In progress | The request sent to PMU to apply for MIG grant |
| IDP10239 | Investment in Agriculture Equipment and Initiatives | 2022-2027 | Daleside | 4 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |
| IDP10240 | Investment in Agriculture Equipment and Initiatives | 2022-2027 | Mooilande AH | 1 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |
| IDP10241 | Investment in Agriculture Equipment and Initiatives | 2022-2027 | Mamello | 1 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |
| IDP10242 | Investment in Agriculture Equipment and Initiatives | 2022-2027 | De Deur | 11 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |
| IDP10243 | Investment in Agriculture Equipment and Initiatives | 2022-2027 | Savanna City | 11 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10244 | Investment in Agriculture Equipment and Initiatives | 2022-2027 | Kliprivier | 12 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |
| IDP10245 | Job Creation | 2022-2027 | Riversdale | 13 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10246 | Job Creation | 2022-2027 | Noldick | 9 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10247 | Job Creation | 2022-2027 | Kliprivier | 12 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10248 | Job Creation | 2022-2027 | All Areas in the Ward | 12 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10249 | Job Creation | 2022-2027 | All Areas in the Ward | 4 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10250 | Job Creation | 2022-2027 | Meyerton Farms | 10 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10251 | Job Creation | 2022-2027 | Lakeside Estates | 6 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10252 | Job Creation | 2022-2027 | Savanna City | 11 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10253 | Job Creation | 2022-2027 | Savanna City | 11 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10254 | Job Creation | 2022-2027 | Mooilande AH | 1 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10255 | Job Creation | 2022-2027 | Vaalmarina | 1 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10256 | Job Creation | 2022-2027 | Mamello | 1 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10257 | Job Creation | 2022-2027 | Sicelo | 8 | | Not Municipal Competency | Municipal job opportunities are available for all Midvaal residents to apply , across the various programmes and municipal capital projects. |
| IDP10258 | Landfill Site | 2022-2027 | Daleside | 4 | Community Services | | |
| IDP10259 | Local Economic Development | 2022-2027 | Daleside | 4 | Development & Planning | Unfunded | Job opportunities are for all Midvaal Residents, across the different programmes and municipal capital projects |
| IDP10260 | Midvaal Electricity Supply | 2022-2027 | Vaalmarina | 1 | Engineering Services | Unfunded | No budget |
| IDP10261 | Multi Purpose Centre | 2022-2027 | Daleside | 4 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10262 | Multi Purpose Centre | 2022-2027 | Savanna City | 11 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10263 | Multi Purpose Centre | 2022-2027 | Ohenimuri | 5 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10264 | Multi Purpose Centre | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10265 | Multi Purpose Centre | 2022-2027 | Henley on Klip | 15 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10266 | Multi Purpose Centre | 2022-2027 | Kliprivier | 12 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10267 | Multi Purpose Centre | 2022-2027 | Rothdene | 3 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10268 | Multi Purpose Centre | 2022-2027 | Ohenimuri | 5 | Community Services | Unfunded | Project to be considered if feasible |
| IDP10269 | Multi Purpose Centre | 2022-2027 | De Deur | 11 | Community Services | Unfunded | Project to be considered if feasible |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10270 | Municipal Court | 2022-2027 | Meyerton | 9 | Corporate Services | To be considered | Provision is made for a purpose built municipal court as part of the Government Precinct building in De Deur |
| IDP10271 | Municipal offices/Depot for Engineering and Community services on Municipal owned stands in Savanna City | 2022-2027 | Savanna City | 11 | Corporate Services | | |
| IDP10272 | Outdoor Gym | 2022-2027 | Japonica Street Park, Golf park | 14 | Community Services | Completed/ Addressed | Funds proposal made for outer years. |
| IDP10273 | Outdoor Gym | 2022-2027 | Sherman Park AH | 13 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10274 | Outdoor Gym | 2022-2027 | Meyerton Park | 9 | Community Services | Completed/ Addressed | Project done |
| IDP10275 | Outdoor Gym | 2022-2027 | Noldick | 9 | Community Services | To be considered | Funds proposal made for outer years. |
| IDP10276 | Outdoor Gym | 2022-2027 | Lakeside Estates | 6 | Community Services | Completed/ Addressed | Outdoor gym equipment installed at Lakeside sport grounds |
| IDP10277 | Outdoor Gym | 2022-2027 | Savanna City | 11 | Community Services | To be considered | Funds proposal made for outer years. |
| IDP10278 | Outdoor Gym | 2022-2027 | Bantu Bonke | 1 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10279 | Outdoor Gym | 2022-2027 | Henley on Klip | 15 | Community Services | Completed/ Addressed | Project done |
| IDP10280 | Outdoor Gym | 2022-2027 | Kookrus | 3 | Community Services | Completed/ Addressed | Project done |
| IDP10281 | Park, Play ground and Recreational Facilities | 2022-2027 | Henley on Klip | 15 | Community Services | In progress | Funds proposal made for outer years. |
| IDP10282 | Park, Play ground and Recreational Facilities | 2022-2027 | Risiville | 2 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10283 | Park, Play ground and Recreational Facilities | 2022-2027 | Riversdale | 13 | Community Services | Completed/ Addressed | Project done |
| IDP10284 | Park, Play ground and Recreational Facilities | 2022-2027 | Meyerton Park | 9 | Community Services | To be considered | Project done |
| IDP10285 | Park, Play ground and Recreational Facilities | 2022-2027 | Noldick | 9 | Community Services | To be considered | Funds proposal made for outer years. |
| IDP10286 | Park, Play ground and Recreational Facilities | 2022-2027 | Kliprivier | 12 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10287 | Park, Play ground and Recreational Facilities | 2022-2027 | Hartz Valley | 7 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10288 | Park, Play ground and Recreational Facilities | 2022-2027 | Daleside | 4 | Community Services | Unfunded | Funds proposal made for outer years. |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10289 | Park, Play ground and Recreational Facilities | 2022-2027 | Meyerton Farms | 10 | Community Services | Completed/ Addressed | Project done |
| IDP10290 | Park, Play ground and Recreational Facilities | 2022-2027 | De Deur | 11 | Community Services | To be considered | Funds proposal made for outer years. |
| IDP10291 | Park, Play ground and Recreational Facilities | 2022-2027 | Savanna City | 11 | Community Services | Completed/ Addressed | Project done |
| IDP10292 | Park, Play ground and Recreational Facilities | 2022-2027 | Vaalmarina | 1 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10293 | Park, Play ground and Recreational Facilities | 2022-2027 | Mooilande AH | 1 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10294 | Park, Play ground and Recreational Facilities | 2022-2027 | Mamello | 1 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10295 | Park, Play ground and Recreational Facilities | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Community Services | Completed/ Addressed | Project done |
| IDP10296 | Park, Play ground and Recreational Facilities | 2022-2027 | Rothdene | 3 | Community Services | Completed/ Addressed | Funds proposal made for outer years. |
| IDP10297 | Park, Play ground and Recreational Facilities | 2022-2027 | Walkerville | 7 | Community Services | Unfunded | Funds proposal made for outer years. |
| IDP10298 | Park, Play ground and Recreational Facilities | 2022-2027 | Kookrus | 3 | Community Services | To be considered | Funds proposal made for outer years. |
| IDP10299 | Park/Childrens Playground | 2022-2027 | Lakeside Estates | 6 | Community Services | To be considered | Funds proposal made for outer years. |
| IDP10300 | Parks to be sold for town house development. Henry Street park to be upgraded. | 2022-2027 | Risiville | 2 | Development & Planning | Unfunded | Funds proposal made for outer years for Hendry park upgrade. |
| IDP10301 | Paving in Bantu Bonke | 2022-2027 | Bantu Bonke | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10302 | Pedestrian walk way over railway bridge on Johan Le Roux | 2022-2027 | Roux | 9 | Public Safety and Roads | To be considered | To be considered |
| IDP10303 | Pedestrian Walkways | 2022-2027 | Ewelme Rd | 15 | Public Safety and Roads | To be considered | To be considered |
| IDP10304 | Pedestrian Walkways | 2022-2027 | Coner Bushy Rd & Corrie Pypers to Lily Rd Bridge, Golfpark | 14 | Public Safety and Roads | To be considered | To be considered |
| IDP10305 | Pedestrian Walkways | 2022-2027 | Meyerton Park | 9 | Public Safety and Roads | To be considered | To be considered |
| IDP10306 | Pedestrian Walkways | 2022-2027 | Meadow Rd, Eike St, Kipwater | 12 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10307 | Pedestrian Walkways | 2022-2027 | 3rd St, 4th St, Pelser st, 4th St, Walkerville | 7 | Public Safety and Roads | To be considered | To be considered |
| IDP10308 | Pedestrian Walkways | 2022-2027 | Lakeside Estates | 6 | Public Safety and Roads | To be considered | To be considered |
| IDP10309 | Pedestrian Walkways | 2022-2027 | Savanna City | 11 | Public Safety and Roads | To be considered | To be considered |
| IDP10310 | Pedestrian Walkways | 2022-2027 | Pierneef Blvd, Kookrus | 3 | Public Safety and Roads | To be considered | To be considered |
| IDP10311 | Play Equipment in Parks | 2022-2027 | No Specified Location | 15 | Community Services | In progress | |
| IDP10312 | Prepaid Electricity | 2022-2027 | Daleside | 4 | Engineering Services | Not Municipal Competency | Eskom area of supply |
| IDP10313 | Prepaid Electricity | 2022-2027 | Lakeside Estates | 6 | Engineering Services | Not Municipal Competency | Eskom area of supply |
| IDP10314 | Prepaid Water Meters | 2022-2027 | Noldick | 9 | Engineering Services | Unfunded | No budget |
| IDP10315 | Prepaid Water Meters | 2022-2027 | Meyerton Park | 9 | Engineering Services | Unfunded | No budget |
| IDP10316 | Prepaid Water Meters | 2022-2027 | Kliprivier | 12 | Engineering Services | Unfunded | No budget |
| IDP10317 | Prepaid Water Meters | 2022-2027 | Daleside | 4 | Engineering Services | Unfunded | No budget |
| IDP10318 | Prepaid Water Meters | 2022-2027 | Meyerton Farms | 10 | Engineering Services | Unfunded | No budget |
| IDP10319 | Prepaid Water Meters | 2022-2027 | Glen Donald AH | 2 | Engineering Services | Unfunded | No budget |
| IDP10320 | Provision for parking/drop off area for Dr Malan School | 2022-2027 | School | 9 | Development & Planning | Completed/ Addressed | Portion of the remainder of Ptn 98 Rietfontein allocated to the school for upgrading of scholar loading areas. |
| IDP10321 | Public Ablution facilities | 2022-2027 | Meyerton | 9 | Corporate Services | In progress | Ablution Facility constructed Cnr Junius and Euffees Street. Additional ablution facility being constructed at the Meyeton Railway Station Trading stalls |
| IDP10322 | Public Swimming Pool | 2022-2027 | Daleside | 4 | Corporate Services | Unfunded | |
| IDP10323 | Recycling Facility/ By Back Programme | 2022-2027 | No Specified Location | 15 | Community Services | In progress | Pilot recycling project to start in third quarter 2023/24(by March 2024-Eye of Africa) |
| IDP10324 | Recycling Facility/ By Back Programme | 2022-2027 | Risiville | 2 | Community Services | To be considered | Pilot recycling project being considered for 2024/25 |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10325 | Recycling Facility/ By Back Programme | 2022-2027 | Nelsonia | 13 | Community Services | Unfunded | No plans |
| IDP10326 | Recycling Facility/ By Back Programme | 2022-2027 | Daleside | 4 | Community Services | Unfunded | No plans |
| IDP10327 | Recycling Facility/ By Back Programme | 2022-2027 | Vaalmarina | 1 | Community Services | Unfunded | Current recycling at the Vaal Marina Landfill site to be formalised in 2024/25 |
| IDP10328 | Recycling Facility/ By Back Programme | 2022-2027 | Sicelo | 8 | Community Services | To be considered | Pilot recycling project being considered for 2024/25 |
| IDP10329 | Recycling Facility/ By Back Programme | 2022-2027 | Kookrus | 3 | Community Services | Unfunded | No plans |
| IDP10330 | Recycling Facility/ By Back Programme | 2022-2027 | Bantu Bonke | | Community Services | Unfunded | No plans |
| IDP10331 | Replace 11 kV overhead line Springbok Road | 2022-2027 | Springbok Road | 5 | Engineering Services | Unfunded | No Budget |
| IDP10332 | Replace LV overhead line to underground | 2022-2027 | Rothdene | 3 | Engineering Services | Unfunded | No Budget |
| IDP10333 | Replace LV overhead line to underground | 2022-2027 | Oranje River, Riversdale | 13 | Engineering Services | Unfunded | No Budget |
| IDP10334 | Reservoir for Daleside Water Supply | 2022-2027 | Daleside | 4 | Engineering Services | Unfunded | No Budget |
| IDP10335 | Retail Facilities/Shopping Complex | 2022-2027 | Riversdale | 13 | Private Sector Driven | Not Municipal Competency | Private Sector Driven |
| IDP10336 | Retail Facilities/Shopping Complex | 2022-2027 | Noldick | 9 | Private Sector Driven | Not Municipal Competency | Private Sector Driven |
| IDP10337 | Retail Facilities/Shopping Complex | 2022-2027 | Kliprivier | 12 | Private Sector Driven | Not Municipal Competency | Private Sector Driven |
| IDP10338 | Retail Facilities/Shopping Complex | 2022-2027 | Lakeside Estates | 6 | Private Sector Driven | Not Municipal Competency | Private Sector Driven |
| IDP10339 | Retail Facilities/Shopping Complex | 2022-2027 | Savanna City | 11 | Private Sector Driven | Not Municipal Competency | Private Sector Driven |
| IDP10340 | Retail Facilities/Shopping Complex | 2022-2027 | Mamello | 1 | Private Sector Driven | Not Municipal Competency | Private Sector Driven |
| IDP10341 | Risiville to be connected to Rothdene pump station | 2022-2027 | Risiville | 2 | Engineering Services | Unfunded | No Budget |
| IDP10343 | Road Curbing | 2022-2027 | Oval Road, Henley on Klip | 15 | Public Safety and Roads | To be considered | To be considered |
| IDP10344 | Road Curbing | 2022-2027 | Meyerton Farms | 10 | Public Safety and Roads | To be considered | To be considered |
| IDP10345 | Road Curbing | 2022-2027 | Kookrus | 3 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10346 | Roads to be Upgraded | 2022-2027 | Gordon Rd, Caversham Rd, Henley on Klip | 15 | Public Safety and Roads | To be considered | To be considered |
| IDP10347 | Roads to be Upgraded | 2022-2027 | Bushy Road, Cyprus Rd, Goldpark | 14 | Public Safety and Roads | Completed/ Addressed | Completed in December 2023 |
| IDP10348 | Roads to be Upgraded | 2022-2027 | Perlemon Rd, Vaalmarina | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10349 | Sewer pump station upgrade - flooding during power outage | 2022-2027 | Vaalmarina | 1 | Engineering Services | In progress | 1. Generator installed at Marina Letata sewage pump station. Budget has been requested for the other pump station for 2024/25<br>2. Banana bay Sewage Pump station to have renewable energy |
| IDP10350 | Sewerage into the Klip River from Ewelme pump station | 2022-2027 | Henley on Klip | 15 | Engineering Services | In progress | 1. Standby Generator installed in November 2023.<br>2. Other Sewage Pump station to have renewable energy |
| IDP10351 | Sewerage into the Vaal Dam | 2022-2027 | Vaalmarina | 1 | Engineering Services | In progress | 1. Generator installed at Marina Letata sewage pump station. Budget has been requested for the other pump station for 2024/25.<br>2.Banana bay Sewage Pump station to have renewable energy |
| IDP10352 | Skills Development Centre | 2022-2027 | Lakeside Estates | 6 | Development & Planning | In progress | Skills Development Centre establishment is in process for Savanna City and the surrounds |
| IDP10353 | Skills Development Centre | 2022-2027 | Savanna City | 11 | Development & Planning | In progress | Skills Development Centre establishment is in process for Savanna City and the surrounds |
| IDP10354 | Skills Development Centre | 2022-2027 | Vaalmarina | 1 | Development & Planning | Unfunded | Unfunded |
| IDP10355 | Skills Development Centre | 2022-2027 | Sicelo | 8 | Development & Planning | Unfunded | Unfunded |
| IDP10356 | Skills Development Centre | 2022-2027 | Meyerton | 9 | Development & Planning | Unfunded | Unfunded |
| IDP10357 | Skills Development Centre | 2022-2027 | Meyeton Farms | 10 | Development & Planning | Unfunded | Unfunded |
| IDP10358 | Skills Development Centre | 2022-2027 | De Deur | 11 | Development & Planning | In progress | Skills Development Centre establishment is in process for Savanna City and the surrounds |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10359 | Skills Development Centre | 2022-2027 | Klipriver | 12 | Development & Planning | Unfunded | Unfunded |
| IDP10360 | Skip Bins | 2022-2027 | Nelsonia | 13 | Development & Planning | Unfunded | No plans |
| IDP10361 | Skip Bins | 2022-2027 | Vaalmarina | 1 | Development & Planning | Unfunded | No plans |
| IDP10362 | Skip Bins | 2022-2027 | Meyerton Farms | 10 | Development & Planning | Unfunded | No plans |
| IDP10363 | Skip Bins | 2022-2027 | Walkerville Show Grounds | 7 | Development & Planning | Completed/ Addressed | Ad hoc placement as and when required |
| IDP10364 | Skip Bins | 2022-2027 | Risiville | 2 | Development & Planning | To be considered | To be put in the 2024/25 budget only at the Blackwood Transfer Station |
| IDP10365 | Skip Bins | 2022-2027 | Daleside | 4 | Development & Planning | Unfunded | No plans |
| IDP10366 | Skip Bins | 2022-2027 | Sicelo | 8 | Development & Planning | Completed/ Addressed | In place at 2 sites |
| IDP10367 | Solar Geysers | 2022-2027 | Lakeside Estates | 6 | Engineering Services | Unfunded | No Budget |
| IDP10368 | Solar Geysers | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Engineering Services | Unfunded | No Budget |
| IDP10369 | Solar or LED Street Lights | 2022-2027 | Kookrus | 3 | Engineering Services | Unfunded | No Budget |
| IDP10370 | Solar or LED Street Lights | 2022-2027 | Risiville | 2 | Engineering Services | Unfunded | No Budget |
| IDP10371 | Solar or LED Street Lights | 2022-2027 | Daleside | 4 | Engineering Services | Unfunded | No Budget |
| IDP10372 | Solar or LED Street Lights | 2022-2027 | Mooilande AH | 1 | Engineering Services | Unfunded | No Budget |
| IDP10373 | Solar or LED Street Lights | 2022-2027 | Iffley Rd, Shiplake Rd, Eaton Rd, Rugby Rd, Wargrave rd, Caversham Rd, Oxford rd, Cleev Rd, The Avenue, Streatley Rd, Bisham Road | 15 | Engineering Services | Unfunded | No Budget |
| IDP10374 | Solar or LED Street Lights | 2022-2027 | Meyerton Farms | 10 | Engineering Services | Unfunded | No Budget |
| IDP10375 | Speed Humps | 2022-2027 | Henley on Klip | 15 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10376 | Speed Humps | 2022-2027 | Bushy Road, Cyprus Rd, Golfpark | 14 | Public Safety and Roads | To be considered | To be considered |
| IDP10377 | Speed Humps | 2022-2027 | Risiville | 2 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10378 | Speed Humps | 2022-2027 | Meyerton Park | 9 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10379 | Speed Humps | 2022-2027 | Golfview | 7 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10380 | Speed Humps | 2022-2027 | Main Rd | 7 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10381 | Speed Humps | 2022-2027 | Daleside | 4 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10382 | Speed Humps | 2022-2027 | Meyerton Farms | 10 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10383 | Speed Humps | 2022-2027 | Lakeside Estates | 6 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10384 | Speed Humps | 2022-2027 | Savanna City | 11 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10385 | Speed Humps | 2022-2027 | Vaalmarina | 1 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10386 | Speed Humps | 2022-2027 | Meyertn Farms | 8 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10387 | Speed Humps | 2022-2027 | Sicelo | 8 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10388 | Speed Humps | 2022-2027 | Rothdene | 3 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10389 | Speed Humps | 2022-2027 | Kookrus | 3 | Public Safety and Roads | In progress | Appointment of a contractor is in progress |
| IDP10390 | Stop urban sprawl from developments encroaching on the Klipriver-Suikerboschrand Conservancy | 2022-2027 | Kliprivier | 12 | Development & Planning | Completed/ Addressed | Waterval Precinct plan adopted to guide development in the area |
| IDP10391 | Stormwater Management | 2022-2027 | Iffley Rd, Shiplake. Ewelme | 15 | Public Safety and Roads | To be considered | Not yet done |
| IDP10392 | Stormwater Management | 2022-2027 | Whole Area | 2 | Public Safety and Roads | To be considered | Not yet done |
| IDP10393 | Stormwater Management | 2022-2027 | All Roads | 13 | Public Safety and Roads | To be considered | Not yet done |
| IDP10394 | Stormwater Management | 2022-2027 | Meyerton Park | 9 | Public Safety and Roads | To be considered | Not yet done |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10395 | Stormwater Management | 2022-2027 | Reitspuit | 9 | Public Safety and Roads | To be considered | Not yet done |
| IDP10396 | Stormwater Management | 2022-2027 | All Roads | 12 | Public Safety and Roads | To be considered | Not yet done |
| IDP10397 | Stormwater Management | 2022-2027 | All | 7 | Public Safety and Roads | To be considered | Not yet done |
| IDP10398 | Stormwater Management | 2022-2027 | All | 4 | Public Safety and Roads | To be considered | Not yet done |
| IDP10399 | Stormwater Management | 2022-2027 | Meyerton Farms | 10 | Public Safety and Roads | To be considered | Not yet done |
| IDP10400 | Stormwater Management | 2022-2027 | Lakeside Estates | 6 | Public Safety and Roads | To be considered | Not yet done |
| IDP10401 | Stormwater Management | 2022-2027 | Walker's Fruit Farms | 5 | Public Safety and Roads | To be considered | Not yet done |
| IDP10402 | Stormwater Management | 2022-2027 | Ohenimuri | 5 | Public Safety and Roads | To be considered | Not yet done |
| IDP10403 | Stormwater Management | 2022-2027 | Mamello | 1 | Public Safety and Roads | To be considered | Not yet done |
| IDP10404 | Stormwater Management | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Public Safety and Roads | To be considered | Not yet done |
| IDP10405 | Stormwater Management | 2022-2027 | Bell Road, Meyerton Farms | 8 | Public Safety and Roads | To be considered | Not yet done |
| IDP10406 | Stormwater Management | 2022-2027 | Kookrus | 3 | Public Safety and Roads | To be considered | Not yet done |
| IDP10407 | Street Lights | 2022-2027 | Sontel Rd, Highbury | 4 | Engineering Services | Unfunded | No Budget |
| IDP10408 | Street Lights | 2022-2027 | Tousrivier Rd, Limpopo St, Kliprivier St, Nyl St, Mopani Rd - Riversdale | 13 | Engineering Services | Unfunded | No Budget |
| IDP10409 | Street Lights | 2022-2027 | Meyerton Park | 9 | Engineering Services | Unfunded | No Budget |
| IDP10410 | Street Lights | 2022-2027 | Entrance to Hatzenbergfontein on R82, Alabaster Rd | 7 | Engineering Services | Unfunded | No Budget |
| IDP10411 | Street Lights | 2022-2027 | Cayman Rd - Alewynspoort | 7 | Engineering Services | Unfunded | No Budget |
| IDP10412 | Street Lights | 2022-2027 | Dan Pienaar Dr - Tedderfield | 7 | Engineering Services | Unfunded | No Budget |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10413 | Street Lights | 2022-2027 | Luiperd St - Daleside | 4 | Engineering Services | Unfunded | No Budget |
| IDP10414 | Street Lights | 2022-2027 | Bolton Wold AH | 4 | Engineering Services | Unfunded | No Budget |
| IDP10415 | Street Lights | 2022-2027 | Meyerton Farms | 10 | Engineering Services | Unfunded | No Budget |
| IDP10416 | Street Lights | 2022-2027 | Lakeside Estates | 6 | Engineering Services | Unfunded | No Budget |
| IDP10417 | Street Lights | 2022-2027 | Kraal St - De Deur | 11 | Engineering Services | Unfunded | No Budget |
| IDP10418 | Street Lights | 2022-2027 | Savanna City | 11 | Engineering Services | Completed/ Addressed | Savanna City RDP street lights project was completed last financial year |
| IDP10419 | Street Lights | 2022-2027 | Balmoral Estates | 11 | Engineering Services | Unfunded | No Budget |
| IDP10420 | Street Lights | 2022-2027 | Ohenimuri | 5 | Engineering Services | Unfunded | No Budget |
| IDP10421 | Street Lights | 2022-2027 | Vaalmarina | 1 | Engineering Services | Unfunded | No Budget |
| IDP10422 | Street Lights | 2022-2027 | Bronk Lane, Bronkhorstfontein | 7 | Engineering Services | Unfunded | No Budget |
| IDP10423 | Street Lights | 2022-2027 | Sicelo Ext 4 & 5 | 8 | Engineering Services | Unfunded | No Budget |
| IDP10424 | Street Lights/ High mast Lights | 2022-2027 | Glen Donald AH | 2 | Engineering Services | Unfunded | No Budget |
| IDP10425 | Tourism hub around the Vaal dam | 2022-2027 | Vaalmarina | 1 | Development & Planning | Unfunded | The Municipality is exploring the establishment of various activities on the properties in the Vaal bank to develop the area as a tourism hub taking advantage of the water and holiday township. |
| IDP10426 | Trading Stalls | 2022-2027 | MJ Malia, Bell Rd | 8 | Development & Planning | In progress | Awaiting grant funding approval |
| IDP10427 | Trading Stalls | 2022-2027 | Savanna City | 11 | Development & Planning | To be considered | Outside the approved trading nodes, this necessitates a relook into revision of the informal trading plans. |
| IDP10428 | Trading Stalls | 2022-2027 | Kliprivier | 12 | Development & Planning | To be considered | Outside the approved trading nodes, this necessitates a relook into revision of the informal trading plans. |
| IDP10429 | Traffic Circle | 2022-2027 | Main & 4th street - Walkerville | 7 | Public Safety and Roads | To be considered | To be considered |
| IDP10430 | Traffic Lights | 2022-2027 | Meyerton Park | 9 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10431 | Transfer station - Lakeside | 2022-2027 | Lakeside Estates | 6 | Engineering Services | To be considered | To be put in 2026/27 budget |
| IDP10432 | Transfer station - Savanna City | 2022-2027 | Savanna City | 11 | Engineering Services | In progress | Under construction(Phase 1 of 3) |
| IDP10433 | Upgrade Bantu Bonke Roads | 2022-2027 | Bantu Bonke | 1 | Public Safety and Roads | To be considered | To be considered |
| IDP10434 | Upgrade HT and LV over headlines in Ophir Estates | 2022-2027 | Ophir Estates | 5 | Engineering Services | in progress | The network strengthening project is in progress |
| IDP10435 | Upgrade HT and LV over headlines in Vaalmarina | 2022-2027 | Vaalmarina | 1 | Engineering Services | Unfunded | No Budget |
| IDP10436 | Upgrade Marthinus Oothuizen Sewer Network | 2022-2027 | Kookrus | 3 | Engineering Services | Unfunded | No Budget |
| IDP10437 | Upgrade of high tension and low tension transformers | 2022-2027 | Vaalmarina | 1 | Engineering Services | Unfunded | No Budget |
| IDP10438 | Upgrade of the sewer pump station | 2022-2027 | Rothdene | 3 | Engineering Services | In progress. | Odour control system to be installed in the current Financial Year |
| IDP10439 | Upgrade Overhead Lines in Chrissiesfontein | 2022-2027 | Chrissiesfontein | 13 | Engineering Services | Unfunded | No Budget |
| IDP10440 | Upgrade Park | 2022-2027 | Danie Maclean, Rothdene | 3 | Community Services | Unfunded | No funds available, an application for funds to be done. |
| IDP10441 | Upgrade Park | 2022-2027 | Japonica Street Park - Golfpark | 14 | Community Services | In progress | No funds available, an application for funds to be done. |
| IDP10442 | Upgrade Park | 2022-2027 | Vlei Street Park - Meyerton | 14 | Community Services | Unfunded | No funds available, an application for funds to be done. |
| IDP10443 | Upgrade Park | 2022-2027 | Shippard Street Park - Meyerton | 14 | Community Services | Unfunded | No funds available, an application for funds to be done. |
| IDP10444 | Upgrade to Meyerton Sports club | 2022-2027 | Meyerton | 14 | Community Services | To be considered | Ring ball courts upgraded. More funds to be sourced for more upgrades. |
| IDP10445 | Upgrade Water pipes from Asbestos | 2022-2027 | All infastructure | 15 | Engineering Services | Unfunded | No Budget |
| IDP10446 | Upgrading of Water and Sewer Network in Klipwater | 2022-2027 | Klipwater | 12 | Engineering Services | Unfunded | No Budget |
| IDP10447 | Urban Agriculture/ Small Scale Agriculture Programmes | 2022-2027 | Risiville | 2 | Development & Planning | Unfunded | Agricultural Programmes are conducted for all midvaal residents across different wards |
| IDP10448 | Urban Agriculture/ Small Scale Agriculture Programmes | 2022-2027 | Noldick | 9 | Development & Planning | Unfunded | Agricultural Programmes are conducted for all midvaal residents across different wards |
| IDP10449 | Urban Agriculture/ Small Scale Agriculture Programmes | 2022-2027 | Lakeside Estates | 6 | Development & Planning | Unfunded | Agricultural Programmes are conducted for all midvaal residents across different wards |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10450 | Urban Agriculture/ Small Scale Agriculture Programmes | 2022-2027 | Meyerton Farms | 10 | Development & Planning | Unfunded | Agricultural Programmes are conducted for all midvaal residents across different wards |
| IDP10451 | Urban Agriculture/ Small Scale Agriculture Programmes | 2022-2027 | Sicelo | 8 | Development & Planning | Unfunded | Agricultural Programmes are conducted for all midvaal residents across different wards |
| IDP10452 | Water Connection | 2022-2027 | Tedderfield AH | 7 | Engineering Services | Unfunded | No Budget |
| IDP10453 | Water Leak on Reservoir | 2022-2027 | Vaalmarina | 1 | Engineering Services | Unfunded | No leak experienced |
| IDP10454 | Water Reticulation | 2022-2027 | Vaalmarina | 1 | Engineering Services | Unfunded | No Budget |
| IDP10455 | Water Treatment Works for the Northern Portion of Midvaal ( including all bulk and link services) | 2022-2027 | 5&12 | | Engineering Services | Unfunded | No Budget |
| IDP10456 | Youth Development Centre & Programmes | 2022-2027 | Lakeside Estates | 6 | Community Services | Unfunded | In progress |
| IDP10457 | Youth Development Centre & Programmes | 2022-2027 | Savanna City | 11 | Community Services | Unfunded | In progress |
| IDP10458 | Youth Development Centre & Programmes | 2022-2027 | Mooilande AH | 1 | Community Services | Unfunded | In progress |
| IDP10459 | Youth Development Centre & Programmes | 2022-2027 | Rothdene | 3 | Community Services | Unfunded | In progress |
| IDP10460 | Youth Development Centre & Programmes | 2022-2027 | Sicelo | 8 | Community Services | Unfunded | In progress |
| IDP10461 | Youth Development Centre & Programmes | 2022-2027 | Henley on Klip | 15 | Community Services | Unfunded | In progress |
| IDP10462 | Youth Development Centre & Programmes | 2022-2027 | Daleside | 4 | Community Services | Unfunded | In progress |
| IDP10463 | Youth Development Centre & Programmes | 2022-2027 | Sicelo | 10 | Community Services | Unfunded | In progress |
| IDP10464 | Upgrading of Bulk Water Supply to Sicelo & Other Areas | 2022-2027 | Sicelo and other areas | 8&10 | Engineering Services | In Progress | Project in Progress |
| IDP10465 | Gravel to Surface | 2022-2027 | Various Areas | All | Public Safety and Roads | To be considered | To be considered |
| IDP10466 | Formalisation of Informal Trading Stalls | 2022-2027 | Various Areas | All | Development & Planning | In progress | Trading Stalls in Eufees street are completed and occupied. Trading stalls at the Meyerton train station are nearing completion. Awaiting budget allocation to start with construction in Lakeside and Meyerton farms |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| **IDP Ref** | **Community IDP Need** | **Year Captured** | **Location** | **Ward** | **Department** | **Status** | **Comment** |
| IDP10467 | Refurbishment, Repairs, & Installation of High Masts Lights and Street Lights | 2022-2027 | Various Areas | All | Engineering Services | Unfunded | No Budget |
| IDP10468 | Lakeside Sports Complex | 2022-2027 | Lakeside Estates | 6 | Community Services | In progress | Project ongoing |
| IDP10469 | Savanna City Sports Complex | 2022-2027 | Savanna City | 11 | Community Services | To be considered | Application of funds done |
| IDP10470 | Upgrading of the Walkerville Landfill Site | 2022-2027 | Walkerville | 5 | Community Services | In progress | Under legal review. Matter is with courts for resolution |
| IDP10471 | Procurement of Waste Specialised Vehicles | 2022-2027 | All | All | Public Safety and Roads | In progress | Programme is being implemented (6 of 22 required specialised vehicles purchased in last 2 years,3 ordered for 2023/2024 financial year) Programme success depends on availability of funds. By June 2023 the programme will be at 40% achieved. |
| IDP10472 | Gravel to Tar - CM van den Heever | 2023/2024 | Kookrus | 3 | Public Safety and Roads | To be considered | To be considered |
| IDP10474 | Support for the Agsoc Trust property in Walkerville | 2023/2024 | Walkerville | 7 | Corporate Services | | |
| IDP10475 | Land use monitoring and compliance enforcement including proactive investigations | 2023/2024 | Walkerville | 7 | Development & Planning | In progress | Operational |
| IDP10476 | Bulk Sewer Treatment & Reticulation | 2023/2024 | North west parts of Midvaal | 7 | Engineering Services | Unfunded | Unfunded |
| IDP10477 | Bulk Water Connection & Reticulation | 2023/2024 | North west parts of Midvaal | 7 | Engineering Services | Unfunded | Unfunded |
| IDP10478 | Change of certain council owned stands in Ohenimuri from "Residential" zoning to "Roads" to allow for access to all properties. | 2023/2024 | Ohenimuri | 7 | Development & Planning | In progress | Council has identified this as phase 2 of the Ohenimuri Upgrading programme |
| IDP10479 | "Welcome to Midvaal" sign on the R59 bridge at Heidelberg Road. | 2023/2024 | Klipriver Business Park | 12 | Corporate Services | | |
| IDP10480 | CCTV cameras roll out and support for Community Policing Forums. | 2023/2024 | All | | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10481 | Pilot project to investigate feasibility of electricity generation in Klip river using water at Henley on Klip. | 2023/2024 | Henley on Klip | 15 | Engineering Services | Unfunded | No Budget |
| IDP10482 | Tourism coordination. | 2023/2024 | All Areas | | Development & Planning | Unfunded | The municipality is in the process of establishing a Tourism Strategy with associated programmes to better facilitate tourism coordination |
| IDP10483 | Reviving the area as an agricultural area and having agricultural market place. | 2023/2024 | Waterval | 12 | Development & Planning | Unfunded | The municipality will continue to promote agricultural uses in the area, although there is a strong component of residential uses. As such programmes that promote agricultural activity where permissible will be promoted. |
| IDP10484 | Tourism attraction | 2023/2024 | Waterval | 12 | Development & Planning | Unfunded | The area lends itself advantageously at the entrance to the municipality, the tourism strategy to be newly developed will be formulated to explore this possibility. |
| IDP10485 | Generator or solar panel for municipal pump station on Joan Road to avoid sewerage into Vlei and Klipriver during power outages. | 2023/2024 | Blue Saddle Ranch | 12 | Engineering Services | Unfunded | No Budget |
| IDP10486 | CCTV cameras at Joan Road and M61 along with solar streetlights. | 2023/2024 | Blue Saddle Ranch | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10488 | Road signage and directional signage (Areas, Meander and Places of Interests). | 2023/2024 | Waterval | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10489 | Cyclist lanes on major roads within the "Midvaal Meander" (M61 & R550) | 2023/2024 | Waterval | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10490 | Upgrading of roads in Green Valley. | 2023/2024 | Green Valley | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10494 | Speed humps on Garthview Road and Oak Road | 2023/2024 | Garthdale | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10495 | No Heavy Duty truck signs to be put up in our area | 2023/2024 | Garthdale | 12 | Public Safety and Roads | To be considered | To be considered |
| IDP10496 | Resealed Oak Road and resurface of Garthview Road. | 2023/2024 | Garthdale | 12 | Public Safety and Roads | To be considered | To be considered |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10497 | Dudley Road in Ophir Estates to be tarred/paved | 2024/2025 | Ophir Estates | 5 | Public Safety and Roads | | |
| IDP10498 | Jude Road in Ophir Estates to be tarred/paved | 2024/2025 | Ophir Estates | 5 | Public Safety and Roads | | |
| IDP10499 | Alma Road in Ophir Estates to be tarred/paved | 2024/2025 | Ophir Estates | 5 | Public Safety and Roads | | |
| IDP10500 | Ventura Street in Ophir Estates to be tarred/paved | 2024/2025 | Ophir Estates | 5 | Public Safety and Roads | | |
| IDP10501 | Open space along Dik Dik street is a concern and needs to be developed | 2024/2025 | Edna May Ave | 9 | Community Services | Unfunded | |
| IDP10502 | Park development - Southern area of Meyer Street | 2024/2025 | Edna May Ave | 9 | Community Services | Unfunded | |
| IDP10503 | Repair and tarring of Bronk Lane | 2024/2025 | Bronk Lane, Bronkhorstfontein | 7 | Public Safety and Roads | | |
| IDP10504 | Lightening conductor to assist with lightening strikes damaging electrical infastructure | 2024/2025 | Ohenimuri | 11 | Engineering Services | Unfunded | To be executed. |
| IDP10505 | Sewer reticulation | 2024/2025 | Ohenimuri | 11 | Engineering Services | Unfunded | Long term project |
| IDP10506 | Curb stones or storm water drain to address the flooding. | 2024/2025 | Ohenimuri | 11 | Public Safety and Roads | | |
| IDP10507 | Multi purpose centre | 2024/2025 | Ohenimuri | 11 | Community Services | | |
| IDP10508 | Sports fields. | 2024/2025 | Ohenimuri | 11 | Community Services | Unfunded | |
| IDP10509 | Adrress the poor state of Riverdale Cemetary | 2024/2025 | Riversdale | 13 | Community Services | Unfunded | |
| IDP10510 | Security measures be implemented at the Riversdale Cemetary such as mending the fence and installing a lockable gate. | 2024/2025 | Riversdale | 13 | Community Services | Unfunded | |
| IDP10511 | Installation of cameras at Riversdale Cemetary to provide additional security for the area surrounding the cemetery if they are placed strategically. | 2024/2025 | Riversdale | 13 | Public Safety and Roads | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10512 | Connection to sewer for houses on Rugby and Shiplake road in Henley on Klip. | 2024/2025 | Henley on Klip | 15 | Engineering Services | In progress | Applications for connections being received |
| IDP10513 | Stalls for street trading next to the Garage in Kroonarend street | 2024/2025 | Witkop (Daleside) | 4 | Development & Planning | Unfunded | Unfunded |
| IDP10514 | Street lighting on roads east of the Klip River. | 2024/2025 | Henley on Klip | | Engineering Services | | |
| IDP10515 | Fix Ohio and Wisconsin Road | 2024/2025 | Ophir Estates | 5 | Public Safety and Roads | | |
| IDP10516 | Sports activities in all the Registered Sporting Codes. | 2024/2025 | Kliprivier | 12 | Community Services | Unfunded | |
| IDP10517 | Concrete palisade with turnstile at entry/exit points at 3 park areas developed for playground or outdoor gym. | 2024/2025 | Klipriver/Waterval Area | 12 | Community Services | Unfunded | |
| IDP10518 | A greening initiative throughout Midvaal to replace dying trees | 2024/2025 | Klipriver/Waterval Area | 12 | Community Services | Unfunded | |
| IDP10519 | Upgrading of Edelvalk Street to Muskeeljaarkat Street | 2024/2025 | Valley Settlement No3 | 5 | Public Safety and Roads | | |
| IDP10520 | Tar of verges on Aandbloom street | 2024/2025 | Valley Settlement No3 | 5 | Public Safety and Roads | | |
| IDP10521 | Eisenhower Road realignment | 2024/2025 | Gardenvale | 12 | Public Safety and Roads | | |
| IDP10522 | Maintenance/fixing of all tar and gravel roads with proper stormwater management including road edges | 2024/2025 | Kliprivier | 12 | Public Safety and Roads | | |
| IDP10523 | Protecting farmland from development pressure | 2024/2025 | Kliprivier | 12 | Development & Planning | | |
| IDP10524 | Repair of roads in ward 4. | 2024/2025 | | 4 | Public Safety and Roads | | |
| IDP10525 | Outddor Gym | 2024/2025 | Klipwater | 12 | Community Services | Unfunded | |
| IDP10526 | Outddor Gym | 2024/2025 | Blue Saddle Ranches | 12 | Community Services | Unfunded | |
| IDP10527 | Curbstones on Klip Road | 2024/2025 | Klipwater | 12 | Public Safety and Roads | | |
| IDP10528 | Rebuild Croft Road | 2024/2025 | Garthdale | 12 | Public Safety and Roads | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10537 | Tarring of Viola Street | 2024/2025 | Riversdale | 13 | Public Safety and Roads | | |
| IDP10539 | Fog spraying of roads in Drumblade | 2024/2025 | Drumblade | 5 | Public Safety and Roads | | |
| IDP10544 | Gravel to Tar | 2025/2026 | Hill and Boulder Rd, Kraal Rd, De Deur Rd, Evaton Rd, 4th rd, 3rd rd, 1st Ave, 2nd Ave, Ruwel and Laurenz Str. - De Deur | 11 | Public Safety and Roads | | |
| IDP10545 | Skills Development Center | 2025/2026 | Henley on Klip | 15 | Community Services | | |
| IDP10546 | Sewer Line Installation | 2025/2026 | Streatly Road, Birnam Road - Henley on Klip | 15 | Engineering Services | | |
| IDP10547 | Stormwater Drainage | 2025/2026 | Cnr The Avenue and Streatly, Cnr The Avenue before Gift tavern, The Avenue next to Henley Station - Henley on Klip | 15 | Engineering Services | | |
| IDP10548 | CCTV Cameras | 2025/2026 | Henley Station, Shiplake next to Oprah and towards Henley Station, Rugby next to Oprala and towards Station, The oval - Henley on Klip | 15 | Public Safety and Roads | | |
| IDP10549 | Park | 2025/2026 | Nelsonia AH | 13 | Community Services | | |
| IDP10550 | CCTV Cameras | 2025/2026 | R550 - Elandsfontein AH | 7 | Public Safety and Roads | | |
| IDP10551 | Water trailer | 2025/2026 | Elandsfontein AH | 7 | Engineering Services | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10552 | Gravel to tar | 2025/2026 | Viola street, Rietspruit street, Gamtoos, Vaalrivier street, Tulpe street, Vygie street, Zambezi street Japonica street - Riversdale | 13 | Public Safety and Roads | | |
| IDP10553 | Gravel to tar | 2025/2026 | Ronald road Nelsonia | 13 | Public Safety and Roads | | |
| IDP10554 | Speedhumps | 2025/2026 | Sam Hewitt street, Dirk Slabbert street, Chris Kotze street, Jan Neethling Road, PJ Venter street, Tugela street, Oranje rivier street - Riversdale. Hahn street, Karney street - Nelsonia | 13 | Public Safety and Roads | | |
| IDP10555 | Stormwater | 2025/2026 | Tulpe street, Croton street, Klirivier street, Zambezi street - Riversdale | 13 | Engineering Services | | |
| IDP10556 | Streetlights | 2025/2026 | Tugela street, Jim Fouche road Riversdale, Zambezi streetlights, Jurie van der Merwe - Riversdale | 13 | Engineering Services | | |
| IDP10557 | Solar lights | 2025/2026 | Nelsonia Restaurant, Riversdale Park, Informal settlements | 13 | Engineering Services | | |
| IDP10558 | Road widening | 2025/2026 | Akker street - Riversdale | 13 | Public Safety and Roads | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10559 | Road upgrade | 2025/2026 | Willie van der Merwe Road - Riversdale | 13 | Public Safety and Roads | | |
| IDP10560 | Parking bays for busses and taxi's | 2025/2026 | Riversdale | 13 | Public Safety and Roads | | |
| IDP10561 | Riversdale Park - Ablution facilities and fence | 2025/2026 | Riversdale | 13 | Community Services | | |
| IDP10562 | Grading | 2025/2026 | Muriel Avenue - Ohenimuri | 5 | Public Safety and Roads | | |
| IDP10563 | Street lights | 2025/2026 | Muriel Avenue - Ohenimuri | 5 | Engineering Services | | |
| IDP10564 | Street lights | 2025/2026 | Tedderfield | 7 | Engineering Services | | |
| IDP10565 | Park/ Community Hall | 2025/2026 | Tedderfield | 7 | Community Services | | |
| IDP10566 | Community Centre | 2025/2026 | Walkerville | 7 | Community Services | | |
| IDP10567 | Sports facilities | 2025/2026 | Walkerville | 7 | Community Services | | |
| IDP10568 | Extra resources for Midvaal Fire & Traffic | 2025/2026 | Walkerville | 7 | Public Safety and Roads | | |
| IDP10569 | Proper Drainage system | 2025/2026 | Tinkie tinkie str - Meyerton Park | 9 | Engineering Services | | |
| IDP10570 | Water borne sanitation | 2025/2026 | Kuwkieland, Langkuil | 5 | Engineering Services | | |
| IDP10571 | Solar high mast lights | 2025/2026 | Kuwkieland, Langkuil | 5 | Engineering Services | | |
| IDP10572 | Park | 2025/2026 | Kuwkieland, Langkuil | 5 | Community Services | | |
| IDP10573 | street lights | 2025/2026 | Tedderfield | 7 | Engineering Services | | |
| IDP10574 | park/ community hall | 2025/2026 | Tedderfield | 7 | Community Services | | |
| IDP10576 | Pierneef Pedestrian Walkway Development Project | 2025/2026 | Kookrus | 3 | Public Safety and Roads | | |
| IDP10577 | High mast solar light at the 4 way stop, (by the SPAR) | 2025/2026 | Walkerville | 7 | Engineering Services | | |
| IDP10578 | Community Centre for the use of residents in Ward 7 and the greater Walkerville area | 2025/2026 | Walkerville | 7 | Community Services | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10579 | Sports facilities for the use of residents in Ward 7 and the greater Walkerville area | 2025/2026 | Walkerville | 7 | Community Services | | |
| IDP10585 | CCTV Cameras in all inferences of Meyerton Park sections | 2025/2026 | Meyerton Park | 9 | Public Safety and Roads | | |
| IDP10586 | Sufficient street Lights | 2025/2026 | Meyerton Park | 9 | Engineering Services | | |
| IDP10587 | Proper Drainage system in Tinkie tinkie | 2025/2026 | Meyerton Park | 9 | Engineering Services | | |
| IDP10588 | Water borne sanitation for Kuwkieland | 2025/2026 | | 5 | Engineering Services | | |
| IDP10589 | Solar high mast lights for Kuwkieland | 2025/2026 | | 5 | Engineering Services | | |
| IDP10590 | Park for Kuwkieland | 2025/2026 | | 5 | Community Services | | |
| IDP10591 | Stormwater drainage in Ohenimuiri | 2025/2026 | Ohenimuri | 5 | Engineering Services | | |
| IDP10592 | Build Cemetery Entrance Road | 2026/2027 | Bantu Bonke | 1 | Public Safety and Roads | | |
| IDP10593 | Inroads Kerbs Installation | 2026/2027 | Bantu Bonke | 1 | Public Safety and Roads | | |
| IDP10595 | Household Dustbin | 2026/2027 | Bantu Bonke | 1 | Community Services | | |
| IDP10596 | Inroads Speed Humps Installation | 2026/2027 | Bantu Bonke | 1 | Public Safety and Roads | | |
| IDP10597 | Sewerage Line Renewal | 2026/2027 | Bantu Bonke | 1 | Engineering Services | | |
| IDP10598 | High Mast lights upgrade | 2026/2027 | Bantu Bonke | 1 | Engineering Services | | |
| IDP10599 | 2nd Phase Cemetery Palisade Fence Extension. | 2026/2027 | Bantu Bonke | 1 | Community Services | | |
| IDP10601 | Community Park / Children's Playground | 2026/2027 | Bantu Bonke | 1 | Community Services | | |
| IDP10602 | Outdoor Communal Gym | 2026/2027 | Bantu Bonke | 1 | Community Services | | |
| IDP10606 | Streetlights | 2026/2027 | Bantu Bonke | 1 | Engineering Services | | |
| IDP10607 | Street Names. | 2026/2027 | Bantu Bonke | 1 | Public Safety and Roads | | |
| IDP10608 | Bantu Bonke Palisade Fence installation | 2026/2027 | Bantu Bonke | 1 | Community Services | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10609 | Hard Waiste Place area | 2026/2027 | Bantu Bonke | 1 | Community Services | | |
| IDP10610 | Erection of traffic circles - Corner Bell and Johan Leroux | 2026/2027 | Meyerton Farms | 10 | Public Safety and Roads | | |
| IDP10611 | Erection of traffic circles - Corner Alma and Johan Leroux | 2026/2027 | Meyerton Farms | 10 | Public Safety and Roads | | |
| IDP10612 | Erection of traffic circles - Corner Gourley and Johan Leroux | 2026/2027 | Meyerton Farms | 10 | Public Safety and Roads | | |
| IDP10613 | Re tarring of Koodoo Street | 2026/2027 | Meyerton Ext. 6 | 14 | Public Safety and Roads | | |
| IDP10614 | Fixing Kerbstones | 2026/2027 | Meyerton Ext. 6 | 14 | Public Safety and Roads | | |
| IDP10615 | Grade gravel road from Nettleton Road to Aloeridge Drive | 2026/2027 | Elandsfontein | 7 | Public Safety and Roads | | |
| IDP10616 | Create youth development opportunities | 2026/2027 | Mamello | 1 | Community Services | | |
| IDP10617 | Facilitate education and skills training opportunities | 2026/2027 | Mamello | 1 | Community Services | | |
| IDP10618 | Infrastructure development | 2026/2027 | Mamello | 1 | Engineering Services | | |
| IDP10619 | Ehance emergency, Health and Medical Services | 2026/2027 | Mamello | 1 | Public Safety and Roads | | |
| IDP10620 | Safety and Security (CCTV, neighbourhood watch, community safety wardens) | 2026/2027 | Mamello | 1 | Public Safety and Roads | | |
| IDP10621 | Facilitate economic inclusion and leadership | 2026/2027 | Mamello | 1 | Development & Planning | | |
| IDP10622 | Installation of street lights between the corner from Nettleton Road to Road 100 | 2026/2027 | Elandsfontein | 7 | Engineering Services | | |
| IDP10623 | Tarring of Handel Avenue | 2026/2027 | Kookrus | 3 | Public Safety and Roads | | |
| IDP10624 | Ehance emergency, Health and Medical Services | 2026/2027 | Mamello | 1 | Community Services | | |
| IDP10625 | Safety and Security (CCTV, neighbourhood watch, community safety wardens) | 2026/2027 | Mamello | 1 | Public Safety and Roads | | |
| IDP10626 | Facilitate economic inclusion and leadership | 2026/2027 | Mamello | 1 | Development & Planning | | |
| IDP10627 | Installation of street lights between the corner from Nettleton Road to Road 100 | 2026/2027 | Elandsfontein | 7 | Engineering Services | | |

| Annexure A3 - Municipal Competency Community Needs | | | | | | | |
|---|---|---|---|---|---|---|---|
| IDP Ref | Community IDP Need | Year Captured | Location | Ward | Department | Status | Comment |
| IDP10628 | Tarring of Handel Avenue | 2026/2027 | Kookrus | 3 | Public Safety and Roads | | |
| IDP10638 | Bulk Sewer | 2026/2027 | De Deur | 11 | Engineering Services | | |
| IDP10640 | Street lights | 2026/2027 | De Deur | 11 | Engineering Services | | |
| IDP10641 | Multipurpose Centre | 2026/2027 | De Deur | 11 | Community Services | | |
| IDP10642 | Soccer and basketball grounds | 2026/2027 | De Deur | 11 | Community Services | | |

# Integrated Development Plan: Annexure A - Community Needs

## Annexure A3
## Municipal Competency

MIDVAAL
LOCAL MUNICIPALITY

N
W E
S

Scale: 1:105 000

Date: 2023/03/23

City of Johannesburg Metropolitan Municipality

Ekurhuleni Metropolitan Municipality

Emfuleni Local Municipality

Lesedi Local Municipality

Dipaleseng Local Municipality

Metsimaholo Local Municipality

Tedderfield
Elandsfontein
Eye Of Africa
Walkerville
Drumblade AH
Waterval
Piel's Farm Informal Settlement
Khayelitsha Informal Settlement
Boitumelo Informal Settlement
Savanna City
De Deur
Daleside
Sicelo Ext 4 & Ext 5 Informal Settlement
Sicelo
Henley-On-Klip
Meyerton
Kliprivier
Rothdene
Riversdale
Risiville
Bantu Bonke
Suikerbosrand Nature Reserve
Mamello
Mamello Informal Settlement
Vaal Marina

R550 R554 R82 R557 R59 R551 R42 R549 R51 R54

Municipal Competency
Areas of Need
Major Roads
River
Midvaal Municipal Boundary
Cadastre
Suikerbosrand Nature Reserve

# Integrated Development Plan: Annexure A - Community Needs

## Annexure A2
## Non-municipal Competency

MIDVAAL LOCAL MUNICIPALITY

N W E S

Scale: 1:105 000

Date: 2023/03/23

City of Johannesburg Metropolitan Municipality

Ekurhuleni Metropolitan Municipality

Emfuleni Local Municipality

Lesedi Local Municipality

Metsimaholo Local Municipality

Dipaleseng Local Municipality

Suikerbosrand Nature Reserve

Tedderfield
Elandsfontein
Eye Of Africa
Walkerville
Waterval
Drumblade AH
Savanna City
De Deur
Daleside
Henley-On-Klip
Sicelo
Meyerton
Kliprivier
Rothdene
Riversdale
Risiville
Bantu Bonke
Mamello
Vaal Marina

R550 R554 R82 R557 R59 R551 R42 R549 R51 R54

Non-municipal Competency
Major Roads
River
Midvaal Municipal Boundary
Cadastre
Suikerbosrand Nature Reserve

**Concentration of Community Needs**

Higher Concentration

Lower Concentration

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

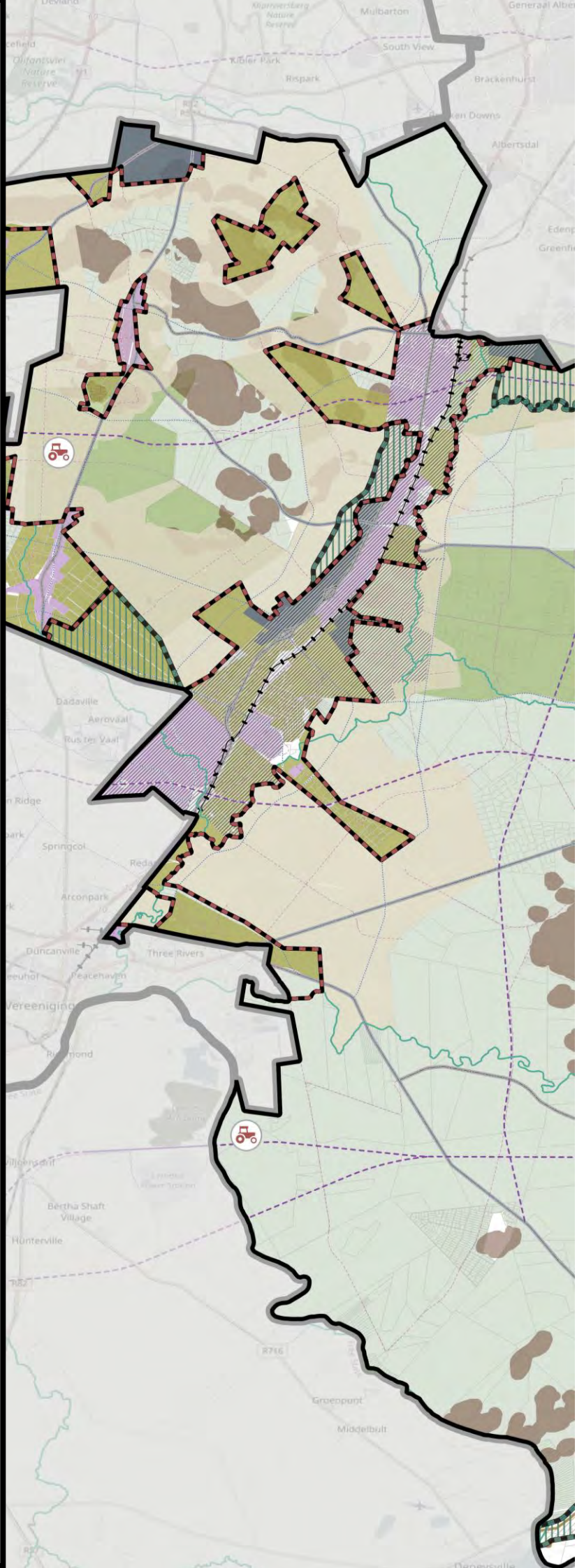
# Annexure B: 2026-2027 Spatial Development Framework (SDF) Review

MIDVAAL
LOCAL MUNICIPALITY

# 2025/2026 Draft Spatial Development Framework (SDF)

**(Annual amendments to the 2022-2027 IDP and SDF)**

March 2025



# EXECUTIVE SUMMARY

Midvaal Local Municipality (LM) is strengthening its reputation as the best-performing local government in Gauteng and is continuing to meet its vision to achieve excellence in service delivery. A defining element to continue to drive this vision is the Spatial Development Framework (SDF) which will steer the municipality towards the future, promote areas which attract economic activity, and confirm the Midvaal LM as a place of stability.

According to the Municipal Systems Act (32 of 2000), a municipal SDF is a core component of an Integrated Development Plan, which acts as a facilitating tool to consolidate developmental visions and community objectives with real time project proposals and an associated budget. Similarly, the Spatial Planning and Land Use Management Act (16 of 2013) prescribes the development of spatial plans at all levels of government to address matters of national and local importance.

The 2022-2027 Midvaal SDF aims to address the spatial disparities, uneven and uncoordinated economic and spatial development, and the threats of climate change and environmental degradation through implementable strategies that will enable Midvaal LM to shape the future development trajectory.

The 2022-2027 Midvaal SDF is a comprehensive document supported by thorough analysis and specialist research. Insights and understandings of decision-makers, councillors and officials were sought, whereafter the general public had the opportunity to comment on draft versions of the framework through an extensive public participation process consisting of nine community engagement meetings.

The information contained within the 2022-2027 Midvaal SDF will form the basis for decision-making on spatial issues within Midvaal LM.

The document is structured in line with the analysis and processes followed to draft the 2022-2027 Midvaal SDF. Chapter 1 places the municipal area in context, defining the internal and external growth pressures that are evident, and the need to diversify the municipal economy in view of the declining manufacturing sector. Chapter 2 analyses the municipal area within the wider national, provincial, district and local contexts, focusing on the legislation, policies and programmes that have implications for the current and future development of Midvaal LM. Placing the municipal area in these contexts laid the foundation for the spatial analysis – contained in chapter 3.

The spatial analysis captures the realities on the ground by examining the population projections for the area and determining where growth pressures are most prominently felt. It assesses the municipal area through different lenses, including the bio-physical, socio-economic and built-environment, the movement

network, the predominant business, industrial and commercial land uses, the availability of community, health and government facilities and engineering services. This analysis provided an understanding on where best to accommodate these growth pressures sustainably.

The analysis and consultative process aided the formulation of an adequate and appropriate spatial vision, coupled with concise development drivers to support and realise the spatial vision (chapter 4). The ultimate vision for the 2022-2027 Midvaal SDF is, therefore:

***"The Midvaal Local Municipality offers a unique spatial composition of urban and rural development located along strategic economic corridors and spines. The rural character is protected by means of consolidated and well-designed urban areas and managed urban-rural cross-over zones. Urban expansion is consolidated along the R59 Corridor and R82 Mobility Spine, with east-west spines becoming more prominent."***

The development drivers formulated to support this vision include:

1. Strive towards consolidated compact urban areas.
2. Pursue alternative clean energy and reduce the cost to industrial and commercial consumers.
3. Implement and manage corridor and spine development initiatives.
4. Encourage agricultural production and processing.
5. Stimulate tourism.
6. Foster walkable nodes and transit-oriented development.
7. Ensure connectivity through a considered movement network.
8. Support quality human settlement development.
9. Prioritise environmental management.
10. Streamline targeted engineering infrastructure investment.
11. Implement local area plans (precinct plans).

The framework and development drivers have major implications for the future trajectory of Midvaal LM. This includes the expansion of urban development boundaries and the identification of future urban expansion areas that are subject to conditions. The areas demarcated as strategic development areas (where engineering service investment is to be prioritised for current and future development), should also be noted.

Chapter 5 summarises the written comments received during the public participation process and indicates where, and how, such feedback was addressed, and the adjustments made to the SDF.

The implementation framework is described in Chapter 6. This contains (1) an analysis of the capital expenditure framework and its potential spatial alignment with the SDF vision and development drivers, (2) the capital investment framework projects, and (3) management interventions that should be pursued to assist in realising the spatial vision and development drivers.

The 2022-2027 Midvaal SDF is a critical tool to accelerate robust spatial transformation and enable the Midvaal LM to realise its developmental vision.

# TABLE OF CONTENTS

1 INTRODUCTION ..... 1
1.1 Background & Purpose ..... 1
1.2 Locational Context ..... 1
2 KEY LEGISLATIVE AND POLICY CONTEXT ..... 4
2.1 Spatial Planning and Land Use Management Act (Act 13 of 2016) ..... 4
2.2 Municipal Systems Act (Act 32 of 2000) ..... 5
2.3 Sedibeng District Spatial Development Framework 2019 ..... 6
2.4 Midvaal Local Municipality Spatial Development Framework 2017-2022 .. 9
2.5 R59 Corridor Strategic Development Plan (2010) & Urban Design Framework (2014) ..... 12
2.6 Midvaal Local Municipality Precinct Plans (2010-2021) ..... 12
2.7 The Midvaal Nodal Policy Review, 2019 ..... 15
2.8 The Midvaal Density Policy, 2011 ..... 16
2.9 Summary on policy implications for Midvaal Local Municipality SDF ..... 16
3 SPATIAL ANALYSIS - CHALLENGES AND OPPORTUNITIES ..... 18
3.1 Population projections - CSIR Green Book (2022) ..... 18
3.2 Key spatial features ..... 20
3.2.1 Environmental features ..... 20
3.2.2 Spatial structure ..... 22
3.2.3 Movement network ..... 24
3.2.4 Housing profile ..... 26
3.2.5 Government, educational, health and community facilities ..... 26
3.2.6 Engineering services ..... 28
3.2.7 Economic profile ..... 29
3.3 Strengths, Weaknesses, Opportunities and Threats ..... 31
3.4 Synthesis maps ..... 32
3.4.1 Socio-economic ..... 32
3.4.2 Built Environment ..... 34
3.4.3 Bio-physical ..... 35
3.5 Land use budget ..... 36
3.5.1 Land use supply ..... 36
3.5.2 Residential and vacant supply ..... 37
3.5.3 Land use demand ..... 39
3.5.4 Housing deficit/surplus ..... 40

3.5.5 Public amenities and facilities ..... 43
3.6 Commercial, industrial and business use ..... 46
3.7 Available land ..... 47
4 SPATIAL PROPOSALS ..... 49
4.1 Vision informants ..... 49
4.1.1 Regional vision shapers ..... 49
4.1.2 Municipal vision shapers ..... 51
4.2 Spatial vision ..... 52
4.3 Spatial proposals ..... 56
4.3.1 Development Driver 1: Strive towards consolidated compact urban areas ..... 58
4.3.2 Development Driver 2: Pursue alternative clean energy and reduce cost to industrial and commercial consumers ..... 62
4.3.3 Development Driver 3: Implement and manage corridor and spine development initiatives ..... 62
4.3.4 Encourage agricultural production and processing ..... 66
4.3.5 Development Driver 5: Stimulate tourism ..... 67
4.3.6 Development Driver 6: Foster walkable nodes and transit-orientated development (TODs) ..... 71
4.3.7 Development Driver 7: Ensure connectivity by means of a continuous, hierarchical movement network ..... 75
4.3.8 Development Driver 8: Support quality human settlement development ..... 81
4.3.9 Development Driver 9: Prioritise environmental management ..... 85
4.3.10 Development Driver 10: Streamline targeted engineering infrastructure investment ..... 88
4.3.11 Development Driver 11: Implement Local Area Plans (Precinct Plan) 94
4.4 The Spatial Development Framework Composite Map ..... 96
5 IMPLEMENTATION FRAMEWORK ..... 97
5.1 Introduction ..... 97
5.2 Capital investment framework ..... 98
5.3 Capital expenditure framework ..... 99
5.4 Management interventions ..... 104
6 ADDENDUM 1 – BACKGROUND ..... 105
6.1 Problem statement ..... 105

6.2 Why a spatial development framework? ..... 106
6.3 Objectives of spatial development frameworks ..... 107
6.3.1 Background ..... 107
6.3.2 SPLUMA principles ..... 107
6.3.3 SPLUMA MSDF objectives ..... 108
7 ADDENDUM 2 – STAKEHOLDER ENGAGEMENT ..... 113
7.1 Community engagement meetings ..... 113
7.1.1 Waterval engagement ..... 113
7.1.2 Midvaal stakeholder engagement ..... 114
7.1.3 Meyerton engagement ..... 114
7.1.4 Henley on Klip engagement ..... 115
7.1.5 Walkerville engagement ..... 115
7.1.6 Daleside engagement ..... 116
7.1.7 De Deur engagement ..... 116
7.1.8 Sicelo engagement ..... 117
7.2 Municipal engagement meetings ..... 117
7.2.1 Internal department engagement ..... 117
7.2.2 Ward council engagement ..... 118
7.2.3 Adjacent municipalities engagement ..... 119
7.3 Written comments ..... 119
8 ADDENDUM 3 – INSTITUTIONAL, POLICY AND STRATEGY CONTEXT ..... 142
8.1 Policies and strategy focus ..... 142
8.1.1 State of Nation Addresses ..... 142
8.1.2 National Development Plan, Vision 2030 ..... 144
8.1.3 Draft National Spatial Development Framework 2050 (NSDF) ..... 147
8.1.4 Gauteng Spatial Development Framework 2030 (GSDF) ..... 151
8.1.5 Growing Gauteng Together 2030 (GGT) ..... 153
8.1.6 Comprehensive Rural Development Programme 2009 (CRDP) ..... 155
8.1.7 The Industrial Policy Action Plan 2018/19 – 2020/21 (IPAP) ..... 156
8.1.8 25-Year Gauteng Integrated Transport Master Plan (ITMP25) ..... 157
8.1.9 Integrated Urban Development Framework 2016 (IUDF) ..... 158
8.1.10 CSIR Green Book (2019) ..... 159
8.1.11 Gauteng Rural Development Plan 2014 (GRDP) ..... 162
9 ADDENDUM 4 – ENGINEERING SERVICES ..... 165
9.1 Engineering services- Water ..... 165

9.2 Engineering services- Sanitation ..... 166
9.3 Engineering services - Electricity ..... 167
9.4 Engineering services - Dolomite ..... 169
10 ADDENDUM 5 – DETAILED DESCRIPTION OF LAND USES, 2021 ..... 170
10.1 Primary land use ..... 170
10.2 Secondary land uses ..... 171
10.3 Tertiary land uses ..... 172
11 ADDENDUM 6 – HOUSING DEFICIT/SURPLUS CALCULATIONS ..... 174
11.1 Total projected household distribution ..... 174
11.2 Additional dwelling units required ..... 175
11.3 Additional hectares required ..... 176
12 ADDENDUM 7 – CSIR SPACE PLANNER ..... 179
13 ADDENDUM 8 – CURRENT AMENITIES AND FACILITIES IN MLM ..... 181

## LIST OF TABLES

TABLE 1: KEY PERFORMANCE AREAS – MIDVAAL LOCAL MUNICIPALITY ..... 6
TABLE 2: SEDIBENG DISTRICT NODAL CLASSIFICATION ..... 7
TABLE 3: PRECINCT DEVELOPMENT IN MIDVAAL LOCAL MUNICIPALITY ..... 12
TABLE 4: PROPOSED MIDVAAL NODAL HIERARCHY ..... 15
TABLE 5: SUMMARY OF POLICY IMPLICATIONS ..... 16
TABLE 6: COMPONENTS INFLUENCING POPULATION CHANGE ..... 18
TABLE 7: POPULATION GROWTH SCENARIOS ..... 19
TABLE 8: HOUSEHOLD GROWTH SCENARIOS ..... 19
TABLE 9: SWOT ANALYSIS ..... 31
TABLE 10: RESIDENTIAL AND VACANT SUPPLY ..... 37
TABLE 11: VACANT SUPPLY ..... 38
TABLE 12: HOUSING MARKETS ..... 41
TABLE 13: TOTAL PROJECTED HOUSEHOLD DISTRIBUTION ..... 42
TABLE 14: ADDITIONAL DWELLING UNITS REQUIRED ..... 42
TABLE 15: NORMS TO CALCULATE LAND REQUIREMENTS ..... 42
TABLE 16: TOTAL HECTARE REQUIREMENTS ..... 42
TABLE 17: PUBLIC AMENITIES AND FACILITIES ..... 43
TABLE 18: SPATIAL PROPOSALS ..... 56
TABLE 19: HOUSING MARKETS ..... 81
TABLE 20: PRIORITY HOUSING DEVELOPMENT AREAS ..... 81
TABLE 21: ENVIRONMENTAL MANAGEMENT PLANNING ..... 85
TABLE 22: ENVIRONMENTAL MANAGEMENT PLANNING ..... 88
TABLE 23: CAPITAL INVESTMENT INTERVENTIONS ..... 98
TABLE 24: SPLUMA REQUIREMENTS FOR CONTENT OF AN MSDF ..... 110
TABLE 25: COMMUNITY MEETING DATES ..... 113
TABLE 26: MUNICIPAL MEETING DATES ..... 117
TABLE 27: WRITTEN COMMENTS CATEGORISED AS "WATERVAL PRECINCT" ..... 120
TABLE 28: WRITTEN COMMENTS CATEGORISED AS "PENDALE/VALLEY SETTLEMENTS PRECINCT" ..... 122
TABLE 29: WRITTEN COMMENTS CATEGORISED AS "COMMUNITY ENGAGEMENT" ..... 125
TABLE 30: WRITTEN COMMENTS CATEGORISED AS "CLARIFICATION/CORRECTION" ..... 126
TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" ..... 127
TABLE 32: WRITTEN COMMENTS CATEGORISED AS "SITE LEVEL DETAIL" ..... 134
TABLE 33: WRITTEN COMMENTS CATEGORISED AS "DEVELOPMENT DRIVERS" ..... 136
TABLE 34: WRITTEN COMMENTS CATEGORISED AS "INTERNAL MUNICIPAL COMMENT" ..... 140
TABLE 35: GAUTENG TRANSPORTATION DEMAND ..... 157

TABLE 36: MIDVAAL LOCAL MUNICIPALITY KEY PERFORMANCE AREAS ..... 158
TABLE 37: COMPONENTS INFLUENCING POPULATION CHANGE..... 160
TABLE 38: POPULATION GROWTH SCENARIOS ..... 161
TABLE 39: HOUSEHOLD GROWTH SCENARIOS..... 161
TABLE 40: PRIMARY LAND USE..... 170
TABLE 41: SECONDARY LAND USES ..... 171
TABLE 42: TERTIARY LAND USES ..... 172
TABLE 43: VACANT TERTIARY LAND USES ..... 173
TABLE 44: CENSUS DATA – PROJECTED HOUSEHOLD DISTRIBUTION ..... 174
TABLE 45: MEDIUM SCENARIO – PROJECTED HOUSEHOLD DISTRIBUTION ..... 175
TABLE 46: HIGH SCENARIO – PROJECTED HOUSEHOLD DISTRIBUTION ..... 175
TABLE 47: CENSUS DATA – ADDITIONAL DWELLING UNITS REQUIRED..... 175
TABLE 48: MEDIUM – ADDITIONAL DWELLING UNITS REQUIRED ..... 176
TABLE 49: HIGH – ADDITIONAL DWELLING UNITS REQUIRED..... 176
TABLE 50: DWELLING UNITS PER HECTARE..... 176
TABLE 51: CENSUS DATA – PROJECTED HECTARE SPACE REQUIREMENTS..... 177
TABLE 52: MEDIUM – PROJECTED HECTARE SPACE REQUIREMENTS ..... 177
TABLE 53: HIGH – PROJECTED HECTARE SPACE REQUIREMENTS..... 177
TABLE 54: CSIR SPACE PLANNER..... 179
TABLE 55: CURRENT AMENITIES AND FACILITIES ..... 181

## LIST OF FIGURES

FIGURE 1: MIDVAAL LOCAL MUNICIPALITY LOCATIONAL CONTEXT .....2
FIGURE 2: URBAN GROWTH PRESSURE FROM BEYOND THE BORDERS .....2
FIGURE 3: SHADED RELIEF .....3
FIGURE 4: SDF PRINCIPLES .....5
FIGURE 5: SEDIBENG DISTRICT MUNICIPALITY SDF CONCEPT.....8
FIGURE 6: SEDIBENG DISTRICT MUNICIPALITY SDF.....8
FIGURE 7: MIDVAAL LOCAL MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK 2021-2022 .....11
FIGURE 8: MIDVAAL LOCAL MUNICIPALITY PRECINCT PLAN LOCATION CONTEXT.....14
FIGURE 9: POPULATION DENSITY .....20
FIGURE 10: DOLOMITE UNDERLYING AREAS .....21
FIGURE 11: CONSERVATION PLAN.....22
FIGURE 12: AGRICULTURAL POTENTIAL.....23
FIGURE 13: EXISTING MOVEMENT NETWORK.....25
FIGURE 14: GOVERNMENT FACILITIES .....27
FIGURE 15: EDUCATION FACILITIES .....28
FIGURE 16: COMMUNITY FACILITIES .....27
FIGURE 17: INDUSTRIAL AND COMMERCIAL USE.....30
FIGURE 18: BUSINESS LAND USE.....30
FIGURE 19: SOCIO-ECONOMIC ACTIVITY .....33
FIGURE 20: BUILT ENVIRONMENT .....34
FIGURE 21: BIO-PHYSICAL SENSITIVITY LEVEL .....35
FIGURE 22: INFORMAL SETTLEMENTS IN MIDVAAL LOCAL MUNICIPALITY (CADRE, 2022) .....40
FIGURE 23: PROPOSED INDUSTRIAL AND COMMERCIAL AREA.....47
FIGURE 24: POTENTIAL URBAN EXPANSION AREAS.....48
FIGURE 25: MIDVAAL LM SDF CONCEPT .....55
FIGURE 26: URBAN DEVELOPMENT BOUNDARY.....61
FIGURE 27: CORRIDOR AND SPINE DEVELOPMENT .....64
FIGURE 28: FUTURE ACTIVITY SPINE WEST OF THE R59 .....65
FIGURE 29: TOURISM PRIORITY AREAS.....70
FIGURE 30: NODES .....74
FIGURE 31: EXISTING MOVEMENT NETWORK.....78
FIGURE 32: FUTURE MOVEMENT NETWORK .....79
FIGURE 33: PRIORITY PUBLIC TRANSPORT NETWORK .....80
FIGURE 34: PRIORITY HOUSING DEVELOPMENT AREAS .....84
FIGURE 35: GAUTENG PROVINCIAL ENVIRONMENTAL MANAGEMENT FRAMEWORK .87
FIGURE 36: STRATEGIC DEVELOPMENT AREAS.....93
FIGURE 37: MIDVAAL PRECINCT PLANS .....95

FIGURE 38: COMPOSITE MAP ..... 96
FIGURE 39: 2022/23 – 2031/32 CAPITAL DEMAND PER WARD (NOVUS3, 2022) ..... 101
FIGURE 40: 2022/23 – 2031/32 CAPITAL DEMAND PER WARD (NOVUS3, 2022) ..... 101
FIGURE 41: 2022-23 - 2024/25 MTREF APPROVED CAPITAL BUDGET PER SDF ELEMENT (NOVUS3, 2022) ..... 103
FIGURE 42: 2022-23 - 2024/25 MTREF APPROVED CAPITAL BUDGET PER SDF ELEMENT (NOVUS3, 2022) ..... 103
FIGURE 43: SDF IN CONTEXT OF STRATEGIC GOVERNMENT PLANNING SYSTEM (CADRE PLAN, 2019) ..... 106
FIGURE 44: PUBLIC WORKS INFRASTRUCTURE PROJECTS OF A LOCAL ROAD AND N2 MSIKABA BRIDGE ..... 144
FIGURE 45: DENSIFICATION WITH LOW-COST DUPLEXES AND SMALLER ERVEN NEAR WESTONARIA CBD ..... 146
FIGURE 46: NATIONAL SCHEMA FOR SPATIAL TARGETING (NDP) ..... 146
FIGURE 47: NATIONAL SPATIAL DEVELOPMENT FRAMEWORK 2050 ..... 148
FIGURE 48: THE SOCIAL SERVICES WHEEL (NSDF) ..... 149
FIGURE 49: CENTRAL INNOVATION BELT (NSDF) ..... 151
FIGURE 50: MANAGING NEW SETTLEMENT DEVELOPMENTS IN GAUTENG (GSDF) ..... 152
FIGURE 51: POPULATION GROWTH PRESSURE - SETTLEMENTS (CADRE ADAPTED CSIR: GREEN BOOK DATA) ..... 162
FIGURE 52: GAUTENG RURAL DEVELOPMENT PLAN (MIDVAAL LOCAL MUNICIPALITY ZONE 5) ..... 163
FIGURE 53: GAUTENG RURAL DEVELOPMENT PLAN (MIDVAAL LOCAL MUNICIPALITY ZONE 7) ..... 164
FIGURE 54: WATER RETICULATION NETWORK 1 ..... 165
FIGURE 55: WATER RETICULATION NETWORK 2 ..... 165
FIGURE 56: SANITATION 1 ..... 166
FIGURE 57: SANITATION 2 ..... 166
FIGURE 58: ENGINEERING SERVICES - ELECTRICITY 1 ..... 167
FIGURE 59: ENGINEERING SERVICES - ELECTRICITY 2 ..... 168
FIGURE 60: ENGINEERING SERVICES – DOLOMITE DISTRIBUTION ..... 169

# 1 INTRODUCTION

## 1.1 Background & Purpose

Section 20 of the Spatial Planning and Land Use Management Act (SPLUMA) (Act 16 of 2013) states that each municipal council must adopt a Spatial Development Framework (SDF) as part of its Integrated Development Plan (IDP) in accordance with the Municipal Systems Act (Act 32 of 2000). In 2021, after the local government election held in November 2021, Department of Agriculture, Land Reform and Rural Development (DALRRD) appointed a service provider to formulate the 2022-2027 SDF for Midvaal Local Municipality in line with the compilation of the municipal 2022-2027 IDP. The 2022-2027 SDF was approved by Council in May 2022.

In terms of Section 34 of the Municipal Systems Act, a municipal IDP must be reviewed annually in accordance with an assessment of its performance measurements and as changing circumstances deem necessary. Therefore, in conjunction with the IDP review, the municipal SDF is reviewed annually. The 2023/2024 version of the SDF adopted in May 2023 included alignment with the DALRRD SDF Guidelines 2017, enhanced mapping aesthetics and deepen the understanding of the spatial strategies outline in the Development Drivers. This 2024/2025 version of the SDF further includes up update to status of precinct plans in Section 2.6, alignment with the Human Settlement Plan in Section 3.2.4 and alignment with the Midvaal Land Use Scheme in Development driver 8 .

## 1.2 Locational Context

Gauteng constitutes the economic heartland of South Africa. The province contributes about 34% to the national Gross Domestic Product (GDP) (GSDF, 2030). Despite this primary position as the largest GDP contributor to the national economy, Gauteng does not function in isolation. It has strong social and economic linkages with towns and cities that fall outside its provincial borders. These include Rustenburg (North West), Sasolburg (Free State) and Emalahleni (Mpumalanga). Collectively, they form a space economy referred to as the Gauteng City-Region.

Sedibeng District Municipality, within the Gauteng province, is designated as the Southern Development Corridor in the Gauteng Spatial Development Framework 2030 and is identified as an incubator of new industrial developments that should.

advance the agricultural sector and the development of new cities. Midvaal Local Municipality, in the Gauteng Province, is located within the Sedibeng District Municipality together with the Emfuleni and Lesedi Local Municipalities (Figure 1). Large urban agglomerations surround the municipality on its western border, including Vanderbijlpark-Vereeniging, Evaton-Sebokeng (Emfuleni), and Orange Farm (Johannesburg) residential complexes. On the tip of its uppermost border, sits

another major industrial and residential complex in Ekurhuleni, including Alberton, Katlehong, Thokoza and Vosloorus (Kathorus) (Figure 2).

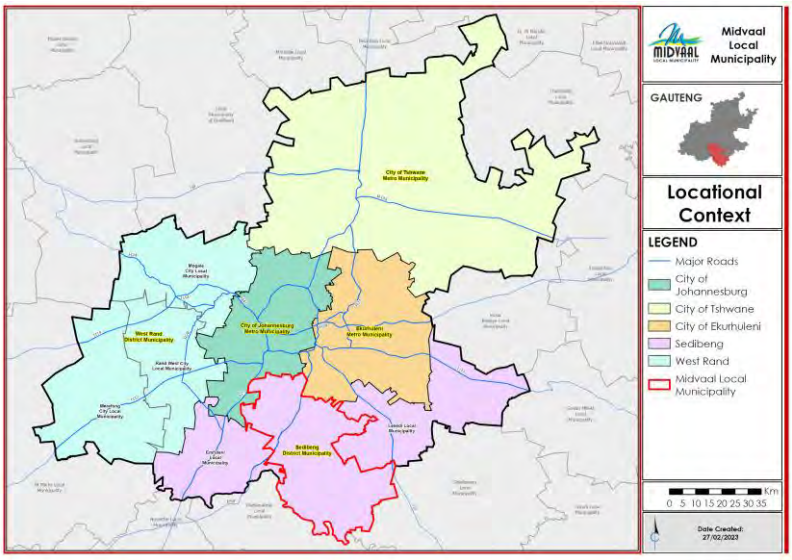



***Figure 1: Midvaal Local Municipality locational context***

The municipality is approximately 1 722 square kilometres in size and has a strong rural and semi-rural character. Urban development within the municipality is largely concentrated along regional linkages including the R59, connecting Johannesburg (north) and Vereeniging/Sasolburg (south). The N1 and the N3 national development corridors converge northerly in Gauteng, running adjacent to the western and eastern borders of the Midvaal Local Municipality respectively.

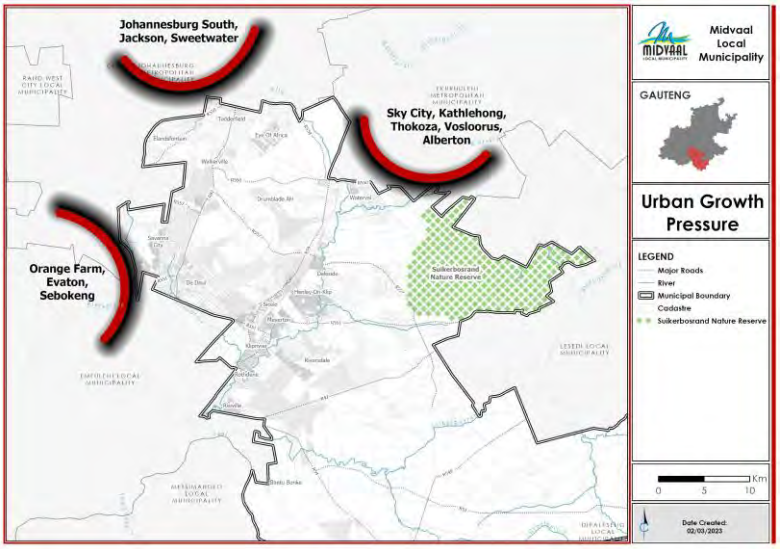



***Figure 2: Urban growth pressure from beyond the borders***

Midvaal Local Municipality is the smallest municipality in the Sedibeng district. With a population size of 111 612 by 2016, it constitutes 12% of the district's total population (Stats SA, 2016). Looking at the social ills in Midvaal, low growth and inadequate distribution strategies at district level is observed to be perpetual factors in inter-generational poverty. When using the 2019 Upper Bound Poverty Line of R1 227 per person per month, 49% of the district's population lives in poverty. Emfuleni accounts for over half of the population living below the poverty line with Midvaal contributing an insignificant proportion thereof.

Midvaal Local Municipality is an important regional corridor and a gateway to the Gauteng City-Region. The municipality has vast socio-economic and spatial opportunities. The main economic drivers in the municipality are manufacturing, financial services, and trade, all respectively contributing 30%, 19% and 15% to the municipal Gross Value Added (GVA). Manufacturing, although the largest contributor, has been declining in the past few years. The continuation of industrialisation along the R59 near Alberton and the new Tambo Springs logistics hub

just north of the Suikerbosrand Nature Reserve, mandates planning to manage the inevitable growth and development in the municipality.

Meyerton, including Rothdene, Riversdale, Sicelo, Meyerton Park, Kookrus, Henley on Klip and Golfpark - is the highest order urban complex in the municipality. Further north, along the R59, are Randvaal-Daleside and Waterval industrial complexes. Vaal Marina along the Vaal Dam is the only urban development in the south. It forms a unique recreational and tourism-related urban complex within the municipality. The R82 is a major regional distributor connecting Vereeniging and Johannesburg. The northern section of the R82 in Tedderfield is experiencing increased urbanisation pressure, while in the southern section, Savanna City is rapidly expanding into a mega housing complex within the municipality. Nodal developments are established along the R82 namely Walkerville and De Deur.

Informal settlements in Midvaal Local Municipality have a unique character compared with ones in other regions such as Emfuleni (Boiketlong), Tshwane (Winterveld) and Merafong (Khutsong). The informal settlements in Midvaal Local Municipality show little evidence of rapid physical growth and subsequent land invasions. A common factor is the desire of households to be closer to social and economic opportunities.

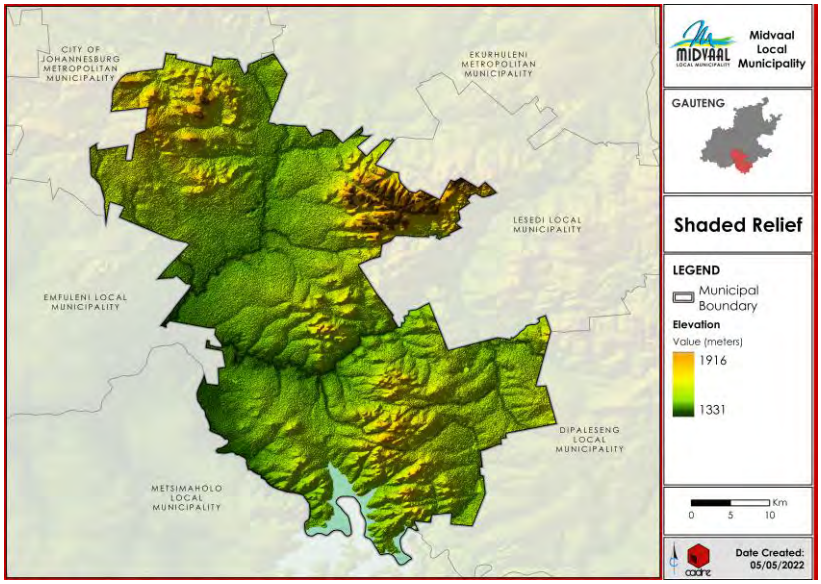



***Figure 3: Shaded relief***

The municipal area is characterised by ridges, as evident in Figure 3. Hydrological features such as the Vaal River and Vaal Dam are located on the southernmost tip of the municipality, with the Klip River running parallel to the east of the R59 which cuts through the central parts of the municipality. These physical features, including the Suikerbosrand Nature Reserve, have an enormous impact on the land use development in the municipal area.

# 2 KEY LEGISLATIVE AND POLICY CONTEXT

This section captures higher order and local policy strategies that should be embraced in the development of the new Midvaal Local Municipality SDF. For a comprehensive review, see Addendum 3.

## 2.1 Spatial Planning and Land Use Management Act (Act 13 of 2016)

The Spatial Planning and Land Use Management Act (SPLUMA) is a legislative provision that guides all spatial planning and land use management in South Africa. Its central agenda is to establish robust spatial transformation to inspire better socio-economic outcomes. Addressing the historical spatial imbalances created by the apartheid spatial planning, forms the centre of engagement, supported by the inclusive transformation agenda set out in the National Development Plan. SPLUMA integrates principles of sustainable development into land use and planning regulatory tools and legislative instruments.

In effecting a high-impact social and economic transformation in a municipal context, Section 21 of SPLUMA provides that a municipal spatial development framework must be prepared to give effect to the development principles and applicable norms and standards set out in Chapter 2. The contributed development principles set out in this chapter apply to all organs of the state and other authorities tasked with the responsibility to meet policy objectives.

Accordingly, SPLUMA directs all spheres of government (national, provincial, and local) to prepare spatial development frameworks. The spatial development framework produced, must establish a clear spatial vision developed through a detailed inventory and analysis. This must be based on national spatial planning principles and local long-term development goals and plans.

SPLUMA seeks to promote consistency and uniformity in the procedures and decision-making on spatial planning and land use management. Section 12(2) of the Act provides that all three spheres of government must participate in each other's processes of spatial planning and land use management. However, each sphere must be guided by its own spatial development framework when making land use and development decisions.

Chapter 2 Section 7 of the Act contributes principles that must anchor the directives of the municipal spatial development framework. The land use and land development must promote:

- **Spatial Justice** - to redress development imbalances through improved access to land.
- **Spatial Sustainability** - to protect food security, natural elements, and effect viable communities.
- **Spatial Efficiency** - less use of resources to provide more socio-economic and socio-spatial opportunities.
- **Spatial Resilience** - to effect plans and policies that will constitute economic and environmental shock-resistant communities.




***Figure 4: SDF principles***

- **Good Administration** - all spheres of government promote integrated efforts for the implementation of the principles, norms and standards set out.

## 2.2 Municipal Systems Act (Act 32 of 2000)

The Municipal Systems Act 32 of 2000, makes provision for a local municipality to draft its Integrated Development Plan (IDP), considering the integrated development processes. An IDP is a facilitating tool to consolidate the (1) developmental vision and (2) objectives of a community with real time project proposals and an associated budget. The SDF will assist in understanding the status quo of an area, visually identify opportunities and constraints, and deliberate on potential spatial interventions that will drive the type of development that is envisioned.

Section 31 of the Municipal Systems Act 2000 (MSA) contains provisions for provincial monitoring and support for the preparation of IDPs and SDFs. The prepared IDPs and SDFs are submitted and subjected to the review by the MEC. The intent is to support intergovernmental cooperation and to facilitate alignment of local plans to the national agenda as enshrined in the legislation.

The Municipal Planning and Performance Management Regulations of 2001, outlines key undertakings that must be done by all municipalities. The Regulations require that each municipality have a performance management system related to the IDPs that must include the seven National Key Performance Indicators (KPIs). The KPIs are

required to be measurable, relevant, objective, and precise. The reporting ideally should have:

1. Input indicators – demonstrating resources required to deliver on target.
2. Output indicators – recording what is delivered; and
3. Outcome indicators – reflecting on the impact of the work done.

The MLM performance framework comprises of Key Performance Areas (KPAs). These are areas of focus required for the municipality to achieve its strategic objectives. The Midvaal Local Municipality SDF captures these KPAs as follows:

| TABLE 1: KEY PERFORMANCE AREAS – MIDVAAL LOCAL MUNICIPALITY | |
|---|---|
| **Key Performance Area** | **Strategic objective** |
| **KPA 1:** Good governance | To promote increased participation and improved communication with all key internal and external stakeholders |
| **KPA 2:** Safe and healthy environments | To create a sustainable environment safe from harm |
| **KPA 3:** Community development | To create an environment focussed on uplifting the youth, the poor and the most vulnerable |
| **KPA 4:** Institutional development | To transform and align the people, processes, and systems of the municipality to achieve its objectives |
| **KPA 5:** Financial stability | To improve the financial sustainability and capacity of the municipality, whilst adhering to statutory requirements |
| **KPA 6:** Infrastructure and sustainable living environments | To ensure efficient infrastructure and energy supply that will improve the quality of life of the community |
| **KPA 7**: Communications and customer care | To deliver inclusive and excellent services to the community |
| **KPA 8**: Economic growth and spatial transformation | To facilitate sustainable economic empowerment for all communities within Midvaal and through the development of partnerships and innovation |

## 2.3 Sedibeng District Spatial Development Framework 2019

The Sedibeng district is regarded as a crucial southern gateway into the Gauteng City-Region. It is surrounded by three provinces, namely Mpumalanga, the Free State and the North West. The district observes high inward and outward migration patterns from its neighbouring inter-provincial districts. The Sedibeng district consists of three local municipalities namely, Emfuleni, Midvaal and Lesedi LMs.

Sedibeng district is historically well known as the iron and steel industrial hub of Gauteng. The formerly state-owned ArcelorMittal steel works is located in Vanderbijlpark. The district has experienced significant de-industrialisation due to the decline in the steel industry. The steel industry is still one the main employers in the district within the manufacturing category. Its decline has resulted in the unemployment rate in the district to sit at 50.7%, with Emfuleni contributing a larger proportion of this figure.

The district SDF (Figure 5 & 6) identified consolidation strategies to revive the economy. Key primary, secondary and mixed-use nodes are identified for infill-developments and densification. The nodes are identified as follows across the district:

| TABLE 2: SEDIBENG DISTRICT NODAL CLASSIFICATION | | |
|---|---|---|
| **Primary nodes** | **Secondary nodes** | **Mixed-use consolidation** |
| Vanderbijlpark<br>Vereeniging<br>Meyerton | Evaton<br>Sebokeng<br>Savanna City<br>Waterval<br>Elandsfontein | Heidelberg<br>Ratanda<br>Jameson Park |

The primary nodes identified by the district SDF, offer the highest order and widest range of goods and services to other urban and rural settlements. The secondary nodes are those identified to be in the process of development, serving the local surrounding communities. These secondary nodes, together with the Vanderbijlpark, Vereeniging and Meyerton primary nodes represent the master framework of a future urban conurbation aligned with the district's metropolitan vision.

The district's spatial vision highlights "building towards a developmental metropolitan river city of choice." The SDF details important elements of the vision which have spatial implications for the development of the Sedibeng district such as the River City.

The envisioned River City must focus its economic activity towards the Vaal River. The directive builds on the "Vaal 21: A River City" document which is a cross-border agreement between the Sedibeng district's local municipalities and the Fezile Dabi district's local municipalities in the Free State. The aim is to mobilise resources towards developing a regional economy on both sides of the Vaal River. The Midvaal Local Municipality SDF ought to pursue revitalised spatial interventions to build the water-related economic potential along the Vaal River, between Three Rivers and the Vaal Marina. The SDF presents both the spatial concept and detailed plan as indicated below:

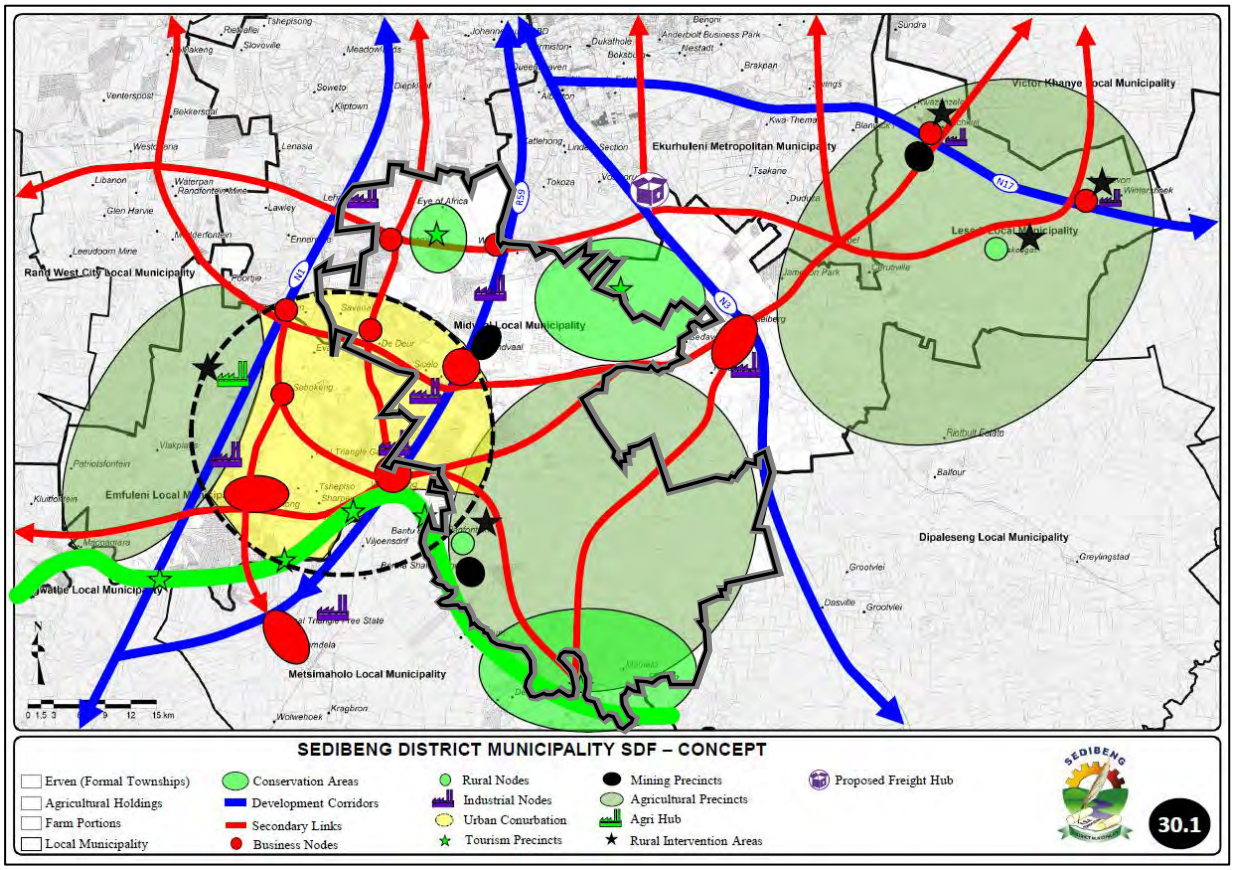



*Figure 5: Sedibeng District Municipality SDF concept*

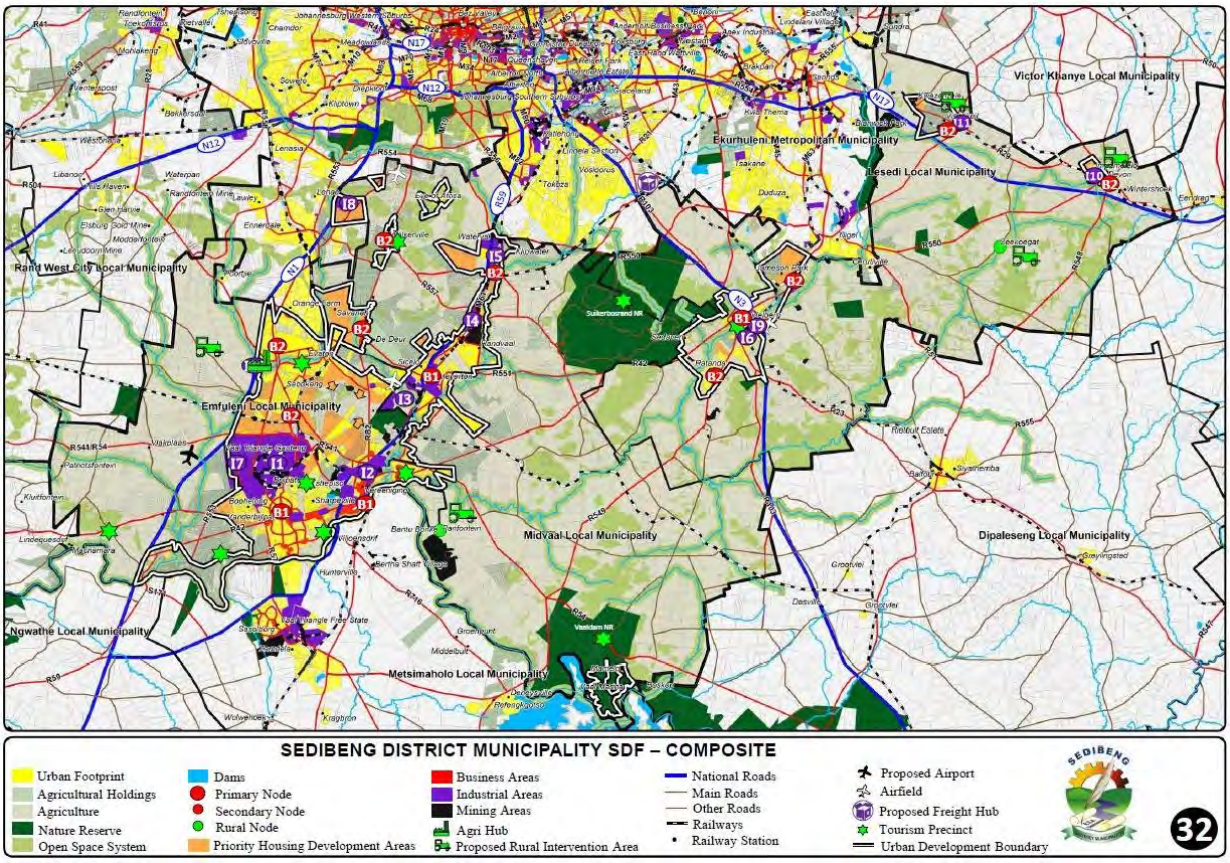



*Figure 6: Sedibeng District Municipality SDF*

## 2.4 Midvaal Local Municipality Spatial Development Framework 2017-2022

Midvaal Local Municipality adopted a 5-year SDF for 2017-2022 and have subsequently reviewed the SDF annually. the. The composite map depicted in the Figure 7 below depicts the final review adopted in May 2021. The 2021/2022 SDF Review document is the point of departure for the compilation of the 2022-2027 SDF.

The previous SDF indicates key spatial interventions summarised as follows:

1. Industrialisation and commercialisation along the R59 in:
   - Duncanville Ext 3
   - Meydustria
   - Highbury
   - Randvaal
   - Waterval
2. Need for the compilation of precinct plans for the following secondary nodes:
   - Henley on Klip
   - Gateway
   - Golfpark
   - Sicelo
   - Kookrus
   - Rothdene
   - Riversdale
3. Construction of schools, clinics, and cemetery in Savanna City.
4. Revitalisation of strategies for southern industries along the R59 corridor.
5. Compilation of sustainable human settlements plan.
6. Promote human settlements mega projects in line with R59 Development Framework and Design Framework.
7. Formulate municipal tourism enhancement strategy for the tourism precincts including:
   - Alewynspoort
   - Suikerbosrand Nature Reserve
   - Vaal Marina.
8. Support Comprehensive Rural Development Programme initiatives on agricultural land (initiated by DALRRD)

The 2017-2022 SDF comprised of 10 Development Principles used to guide development which are:

1. **Environmental Management -** To protect and actively manage the natural environmental resources in the Midvaal Municipal Area in order to ensure a sustainable equilibrium between agricultural, tourism, industrial/ manufacturing and mining activities, as well as urbanisation pressures in the area.
2. **Agricultural Production** - To facilitate and enhance agricultural production in the municipal area by actively protecting all land earmarked for agricultural

purposes, and to target agricultural holdings for innovative small-scale farming and agro processing.

3. **Tourism Promotion** - To promote tourism development through the active utilization of tourism resources available like the Vaal Dam, the Ridges Precincts, and the Nature Reserves in the area.
4. **Corridor Development** - To pro-actively plan, design and facilitate the establishment of a Development Corridor along the R59 freeway.
5. **Nodal Development** - To facilitate the development of a hierarchy of sustainable Activity Nodes in partnership with stakeholders to ensure equitable access to social infrastructure, and to promote Local Economic Development in the urban and rural parts of the municipality.
6. **Movement Network** - To capitalise on the strategic location of the municipality by way of regional and provincial linkages, and to establish an internal movement network comprising a hierarchy of roads which include a comprehensive public transport network and services.
7. **Industrial, Commercial, Mining Activity** - To promote the development of a diverse range of industrial, commercial and mining activities in the Midvaal area through partnerships with the private sector, and with specific focus along the R59 Corridor and at the designated nodal points.
8. **Human Settlement Development** - To provide for a wide range of bonded and subsidised housing typologies and tenure alternatives within clearly defined Strategic Development Areas, and to continuously manage residential densification by way of the Midvaal Density Policy.
9. **Compact City** - To delineate an Urban Development Boundary to encourage consolidated urban development and to protect high potential agricultural land and sensitive environments.
10. **Targeted Engineering Infrastructure Investment** - To prioritise the bulk of short to medium term upgrading/provision of engineering services to nodal areas within the Urban Development Boundary.

The development principles listed above aimed at providing pillars/drivers to guide development in Midvaal. This does not replace or deviate the development principles outlined in the Spatial Planning and Land Use Management Act (Act 16 of 2013).

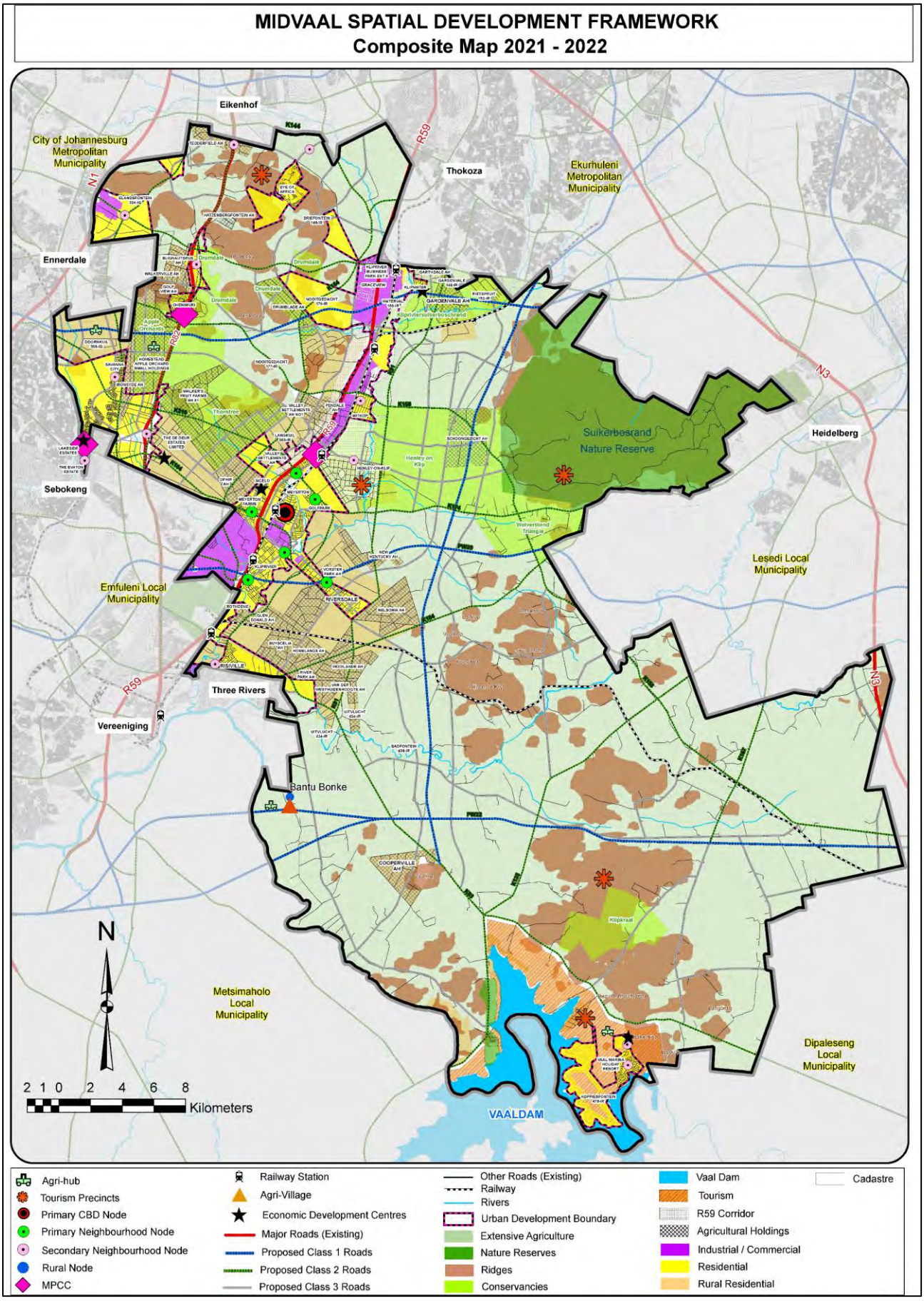



*Figure 7: Midvaal Local Municipality Spatial Development Framework 2021-2022*

## 2.5 R59 Corridor Strategic Development Plan (2010) & Urban Design Framework (2014)

The R59 is an important structuring element of Midvaal. The concept for the development corridor follows a 'beads on a string' approach with five nodes identified along the route. These include North (Waterval), Central (Daleside and Highbury), and South (Meyerton and Sicelo). A critical objective is to increase the mobility on the route, and to improve access to and from the freeway through a number of east/west movement routes.

As part of this initiative, density and intensity of developments should be increased along the route with the aim to improve public transport usage. The plan proposes that the area around Waterval as part of the northern node be developed with light industrial uses, mini- factories, offices, warehouses and commercial uses. This node is situated at the gateway of the corridor and should therefore be protected in terms of the types of uses and aesthetical appearance. A class 3 road to the west and parallel to the R59 is critical to unlock development in the west of the corridor. The policy is further detailed in the R59 Corridor Urban Design Framework (2014).

## 2.6 Midvaal Local Municipality Precinct Plans (2010-2021)

Midvaal Local Municipality Council has adopted precinct plans for its key development area in the municipal region. The table below captures objectives and directives of each precinct plan, and the figure below indicates their location. Precinct plans are separate documents to the SDF and must be read in its entirety in conjunction with this SDF.

**TABLE 3: PRECINCT DEVELOPMENT IN MIDVAAL LOCAL MUNICIPALITY**

| Precinct plan | | Date | Objective(s) | Key directives |
|---|---|---|---|---|
| 1a. | Meyerton CBD Precinct Plan | **2011** | Enhance multi-functional character of the CBD and prevent intrusion of non-residential uses into the surrounding areas while promoting economic growth and development. | Expand the CBD easterly along Loch Street as activity strip. Promote residential densification to strengthen the CBD. Include commercialisation and investment aspects to the UDF in Meyerton CBD. |
| 1b. | Meyerton Urban Design Framework and CBD plan | **2021** | | |
| 2. | Tedderfield Precinct Plan | **2011** (In Review) | Retain the rural character and utilise the traffic on R82 for | Promote range of economic land uses on erven adjacent to R82.<br>All other erven to be used as rural residential. |

| | | | | |
|---|---|---|---|---|
| | | | local economic development. | |
| 3. | Walkerville Precinct Plan | **2017** | Preserve rural character and maximise economic potential. | Promote limited densification (two-storey walk ups, semi-detached units), inclusionary housing, gap market housing, middle-higher income bonded housing.<br>Properties bordering R82 and K57 to be earmarked for tourism-related business uses. |
| 4. | De Deur Precinct Plan | **2021** | Develop as mixed-use node and facilitate residential densification. | Construct the K57 road and invest in the public realm.<br>Allow densification and protect the rural character of existing low-density residential housing. |
| 5. | Elandsfontein Precinct Plan | **2013** | Maximise the development of vacant land adjacent to N1 and link the two ridges into the regional open space system. | Earmark the two ridges for conservation and eco-tourism related activities.<br>Development around the ridges to strictly adhere to environmental legislation to ensure preservation of indigenous flora. |
| 6. | Aloe Ridge Precinct Plan | **2021** | Maximise the potential of the area without compromising on the tourism potential and rural character. | Retain high potential agricultural land.<br>All remaining land is classified as rural residential. |
| 7a. | Doornkuil Precinct Plan Precinct Plan | **2014** | Spatially integrate uses of the strategically located land parcel to facilitate sustainable use of resources for the benefit of all residents of the functional area. | To develop a regional cemetery, hospital/research facility, agricultural training. Intensive and extensive agriculture, industrial uses subservient to the above uses, a conservation area around the spruit and a low intensity CBD and secondary node. |
| 7b. | Doornkuil Precinct Plan Feasibility Study | **2022** | To assess the practicability of the precinct plan and to identify and research sensitive areas. | Commissioning a comprehensive investigation by an agricultural economist and environmentalist to determine the potential of the site. |

| | | | | |
|---|---|---|---|---|
| 8. | Henley on Klip Precinct Plan | **2022** | Support and enhance the rural residential character. | Proactively manage the pressure of high-density residential developments. |
| 9. | Sicelo Precinct Plan | **2010 2022** | Enhance settlement identity, and socio-economic well-being of residents. | Increase NMT connectivity between Meyerton CBD and Sicelo. |
| 10. | Waterval Precinct Plan | **2011 2022** | Diversify land use activities and ensure environmental quality amid development pressure. | Intensify and densify uses around the TOD node. Ensure enough open spaces on site to ensure quality environment. |
| 11. | Bantu Bonke Agri Village Precinct Plan | **2022** | Build a self-sustainable agri-village. | Develop new phases of agricultural produce. Construct 500 housing units. |
| 12. | Pendale Valley Settlement Precinct Plan | **2023** | Compiled with 5 development objectives to guide sustainable growth. | Provide development guidelines for 3 sub-precincts – Rural Living and Tourism, Agriculture and Open Space, Activity Nodes |

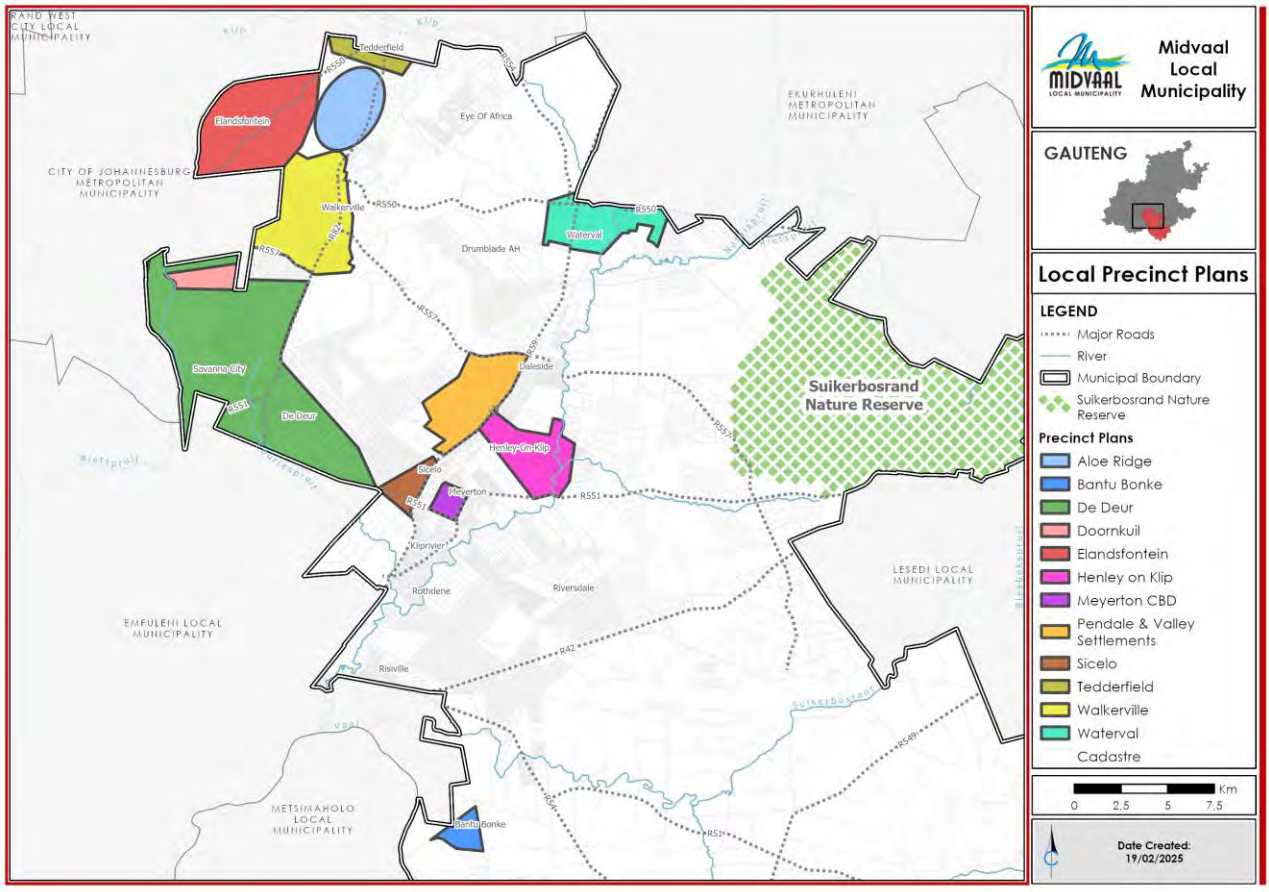



***Figure 8: Midvaal Local Municipality precinct plan location context***

## 2.7 The Midvaal Nodal Policy Review, 2019

The Midvaal Nodal Policy, 2019 distinguishes between a settlement hierarchy (primary urban node, secondary urban node, rural node) and a business node hierarchy (CBD, neighbourhood, MPCC) within the municipal area.

| TABLE 4: PROPOSED MIDVAAL NODAL HIERARCHY | |
|---|---|
| **Primary urban node** | |
| **Settlement hierarchy** | **Business node hierarchy** |
| Meyerton Town | Central Business District |
| | Sicelo Neighbourhood Node (EDC) |
| | Gateway Neighbourhood Node |
| | Golf Park Neighbourhood Node |
| | Kookrus/Kliprivier Neighbourhood Node |
| | Rothdene Neighbourhood Node |
| | Riversdale Neighbourhood Node |
| **Secondary urban node** | |
| **Settlement hierarchy** | **Business node hierarchy** |
| De Deur (future CBD) | De Deur Neighbourhood Node (EDC) |
| Savanna City | Savanna Extension 3 |
| | Savanna Extension 4 |
| | Savanna Extension 7 |
| | Savanna Extension 8 |
| | Doornkuil |
| | Lakeside Neighbourhood Node (EDC) |
| Waterval (future CBD) | Waterval Neighbourhood Node (EDC) |
| Daleside | Daleside Neighbourhood Node |
| Henley on Klip | Henley on Klip Neighbourhood Node |
| Risiville | Risiville Neighbourhood Node |
| Eye of Africa | Alewynspoort Neighbourhood Node |
| Tedderfield | Tedderfield Neighbourhood Node |
| Elandsfontein | Elandsfontein Neighbourhood Node |
| Walkerville | Walkerville Neighbourhood Node |
| Vaal Marina | Vaal Marina Neighbourhood Node |
| Mamello | Mamello Neighbourhood Node (EDC) |
| **Rural node** | |
| **Settlement hierarchy** | **Business node hierarchy** |
| Bantu Bonke | Bantu Bonke Neighbourhood Node |

## 2.8 The Midvaal Density Policy, 2019

The Midvaal Density Policy, 2011 applies a base density of 20 units per ha for all single residential areas and 25 units per ha for sectional title developments, for development located within the Urban Development Boundary. Higher residential densities are provided on merit, such as the proximity of a site's location to community facilities, public open spaces, or public transport stations. To an extent, this approach would allow densities to vary in different parts of the municipal area, thus encouraging a varied urban form.

## 2.9 Summary on policy implications for Midvaal Local Municipality SDF

| TABLE 5: SUMMARY OF POLICY IMPLICATIONS | |
|---|---|
| **Policy** | **Directives** |
| **SONA 2022** | 1. Focus on District Development Model.<br>2. Need for integrated planning across all spheres of government.<br>3. Need to plan for post-Covid-19 era.<br>4. Opportunities for growth in new economic activities. |
| **SONA 2021** | 1. Increase local production.<br>2. Rejuvenate **manufacturing industries**. |
| **NDP Vision 2030** | 1. Provide housing for people closer to their workplaces.<br>2. Provide better quality public transport.<br>3. Retrofit historical apartheid townships with capital investments.<br>4. Provide **medium-to-high density integrated** human settlements. |
| **MTSF 2019-2024** | 1. Implement document of the long term NDP directives. |
| **Draft NSDF 2050** | 1. Increase urban densities to reduce sprawl and infrastructure costs.<br>2. **Upgrade all informal settlements** on suitable and well-located land.<br>3. Focus strategies on the **housing gap market**.<br>4. Prioritise agricultural and rural development along mobility corridors.<br>5. Identify non-agricultural opportunities such as tourism. |
| **GSDF 2030** | Promote:<br>▪ **Connectivity.**<br>▪ Viability.<br>▪ **Diversification.**<br>▪ Liveability.<br>▪ **Concentration**<br>▪ Conservation. |

| TABLE 5: SUMMARY OF POLICY IMPLICATIONS | |
|---|---|
| **Policy** | **Directives** |
| **GGT 2030** | Focus on building a new economy in the Vaal River. |
| **ITMP25** | 1. Reduce travel times and extents.<br>2. Discourage dependence on private vehicles.<br>3. Promote **non-motorised transport**.<br>4. Introduce innovative and sustainable technologies. |
| **IUDF 2014** | 1. Create more **compact** and connected cities.<br>2. Promote **inclusive cities** and increase access to socio-economic opportunities. |
| **Sedibeng DM SDF 2019** | 1. Promote **urban conurbation** between Savanna City, Meyerton, Sebokeng-Evaton and Vereeniging.<br>2. Pursue refreshed spatial interventions to build **water-related economic activities** along the Vaal River, between Three Rivers and Vaal Marina. |
| **Comprehensive Rural Development Programme 2009** | 1. Build rural and agri-industries, cooperatives, cultural initiatives, and vibrant local markets.<br>2. Improve:<br>▪ Roads and railways<br>▪ Communication networks<br>▪ Sanitation and health care facilities<br>▪ Libraries and skills development centres<br>▪ Community gardens and produce stalls<br>3. Increase **access to land** for previously disadvantaged communities.<br>4. Protect **land rights** of farm workers and create decent jobs on farms.<br>5. Establish agri-villages for local economic development on farms.<br>6. Provide **basic needs** for farm dwellers including:<br>▪ Water.<br>▪ Sanitation.<br>▪ Electricity.<br>▪ Housing |
| **IPAP 2018/19-2020/21** | Enhance green industries, agri-processing, metal fabrication and transport equipment. |

# 3 SPATIAL ANALYSIS - CHALLENGES AND OPPORTUNITIES

## 3.1 Population projections - CSIR Green Book (2022)

The Green Book is an online data interactive tool that assists municipal planning to develop climate-resilient human settlements. Developed by the Council for Scientific and Industrial Research (CSIR), the tool mainstreams data on climate change and population into local government planning instruments and processes. Adaptation strategies are included. For the purposes of the SDF the population projections contained in the Green Book were used.

**Projecting the future growth of South African settlements**

The Green Book explores potential changes and development trajectories of South African settlements. It attempts to determine the future growth and decline of settlements across South Africa. The settlements are profiled according to their social, economic, physical, and environmental vulnerabilities. Mechanisms to increase resiliency adopted by these settlements, are also profiled to project possible futures. Spatial population projections are important in determining future assessments. Such assessments can be done on land use distribution, demand for food, water, and energy. Taking a 'giraffe view' of the spatial make-up, resource needs and environmental events enables better planning and constraints management.

Future population projections are mainly at a global and national scale and are non-spatial. To provide planning support that is (1) context-specific and (2) responds better to the future, local population projections are required. Spatial growth in developing countries is driven by different geographic and socio-economic factors. The rapid population growth, which is an independent factor, has a proportional effect on settlement expansions. The following table demonstrates various factors that influence population change:

**TABLE 6: COMPONENTS INFLUENCING POPULATION CHANGE**

| Demographic conditions | Socio-economic conditions |
|---|---|
| 1. Population size and change<br>2. Population density<br>3. Population distribution (potential housing sites)<br>4. Average household size<br>5. Population processes (birth rate, mortality rates and migration)<br>6. Population composition (age, sex, race) | 1. Employment/unemployment rates<br>2. Income levels<br>3. Crime rates<br>4. Education level<br>5. Household types (informal/formal)<br>6. Social and economic facilities<br>7. Community values<br>8. Type of employment (industrial, agriculture) |

**Urban growth**

Urban growth refers to the potential growth and development trajectories of towns and settlements within municipalities. It attempts to determine the future growth and decline of settlements across South Africa and to relate these directly to the changes that are projected to occur due to climate change.

Growth estimates for the entirety of the municipality were also developed. These estimates are based on 2011 and 2016 data from Statistics South Africa and then projected forward to 2030 and 2050 respectively. Additionally, two growth scenarios were developed, a medium and high growth scenario. The medium-growth scenario indicates population estimates if South Africa experiences medium levels of urban migration towards major towns and urban regions. Migration is a complex and dynamic process that has significant influence on population change. Migration is influenced by social and economic factors and is mostly a response to inequal access to opportunities. More focus is needed in the analysis of migration patterns.

The high-growth scenario indicates population estimates if South Africa experiences high levels of urban migration towards major towns and urban regions. A high-growth scenario will result in increased populations within towns and settlements with an increased rural migration to these places as well as towards larger urban centres outside of the municipality. Population growth projections for Midvaal Local Municipality are depicted as follows:

| TABLE 7: POPULATION GROWTH SCENARIOS | | | | | | |
|---|---|---|---|---|---|---|
| **LM** | **Pressure** | **2011** | **2016** | **2025** | **2030** | **2050** |
| Midvaal | **Medium growth scenario** | 95 286 | 111 612 | 141 508 | 158 016 | 243 747 |
| | **High growth scenario** | 95 286 | 111 612 | 148 630 | 167 682 | 283 617 |

| TABLE 8: HOUSEHOLD GROWTH SCENARIOS | | | | | | |
|---|---|---|---|---|---|---|
| **Average household size (2011)** | | | | | | **3,1799** |
| **2025 extrapolated** | | | | | | **3,2997** |
| **LM** | **Pressure** | **2011** | **2016** | **2025** | **2030** | **2050** |
| Midvaal | **Medium growth scenario** | 29965 | 35300 | 44501 | 49692 | 76652 |
| | **High growth scenario** | 29965 | 35300 | 46740 | 52732 | 89190 |

Using the data supplied by the Green Book a map was developed to geographically depict areas in Midvaal Local Municipality that are experiencing growth pressures. The results show that Meyerton will continue to experience extreme growth pressure by 2050 and more industrial activity will continue along the R59 corridor. The R82

corridor connecting Vereeniging and Johannesburg is experiencing extreme residential development pressure in areas, including Savanna City and Walkerville.

An urban conurbation is observed between Midvaal's De Deur, Walkerville, Meyerton, and Savanna City, Johannesburg's Orange Farm, and Emfuleni's Evaton-Sebokeng. The southern parts of Midvaal Local Municipality are seeing low growth pressures influenced by the conservation strip along the Vaal Dam. Considering the aims contained in the vision of the Sedibeng District to capitalise on the Vaal River for economic growth, the conservation strip could be sterilising the potential for a growth and development corridor for Midvaal Local Municipality. It is clear that the growth projections compound current population densities indicated in the next figure.

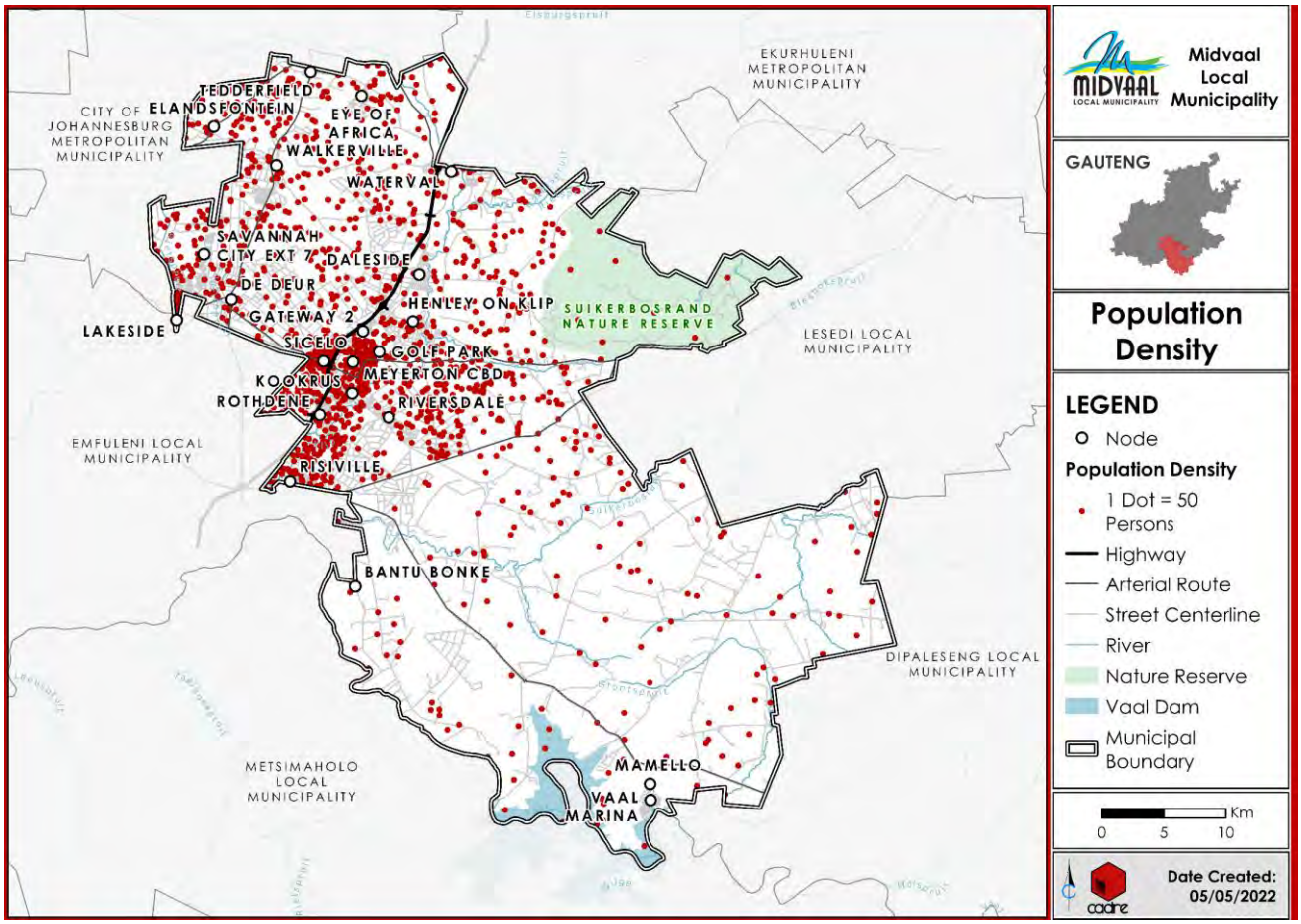



***Figure 9: Population density***

## 3.2 Key spatial features

### 3.2.1 Environmental features

The SDF notes the primary environmental features present in Midvaal Local Municipality which might affect the municipality's spatial development:

- Hydrology and topology – the Vaal River and Vaal Dam are the most prominent features in the southern part while the Klip River, and its tributaries,

and the Suikerbosrand River constitute the main drainage system. The Vaal River is also a crucial water source for the greater Gauteng provincial region.

- Geology[1] – the far northern parts of the municipality fall within the extensive dolomite belt which stretches from the south of Johannesburg. This is a major physical element which affects potential development in the areas that also experience development pressures, such as the R59 Corridor.
- Agricultural potential[2] – the area has a high potential with the largest concentration around Klipriviersberg and the agri-hub in the south-eastern part.
- Nature reserves and conservancies – the Suikerbosrand Nature Reserve is legally protected from development, and there are a further eight registered conservancies in the municipality.
- Biodiversity[3] – the Gauteng Conservation Plan lists 'important areas' which must be protected, including parts in the north-western areas up to the R59, the Suikerbosrand Nature Reserve and the Vaal Marina precinct.

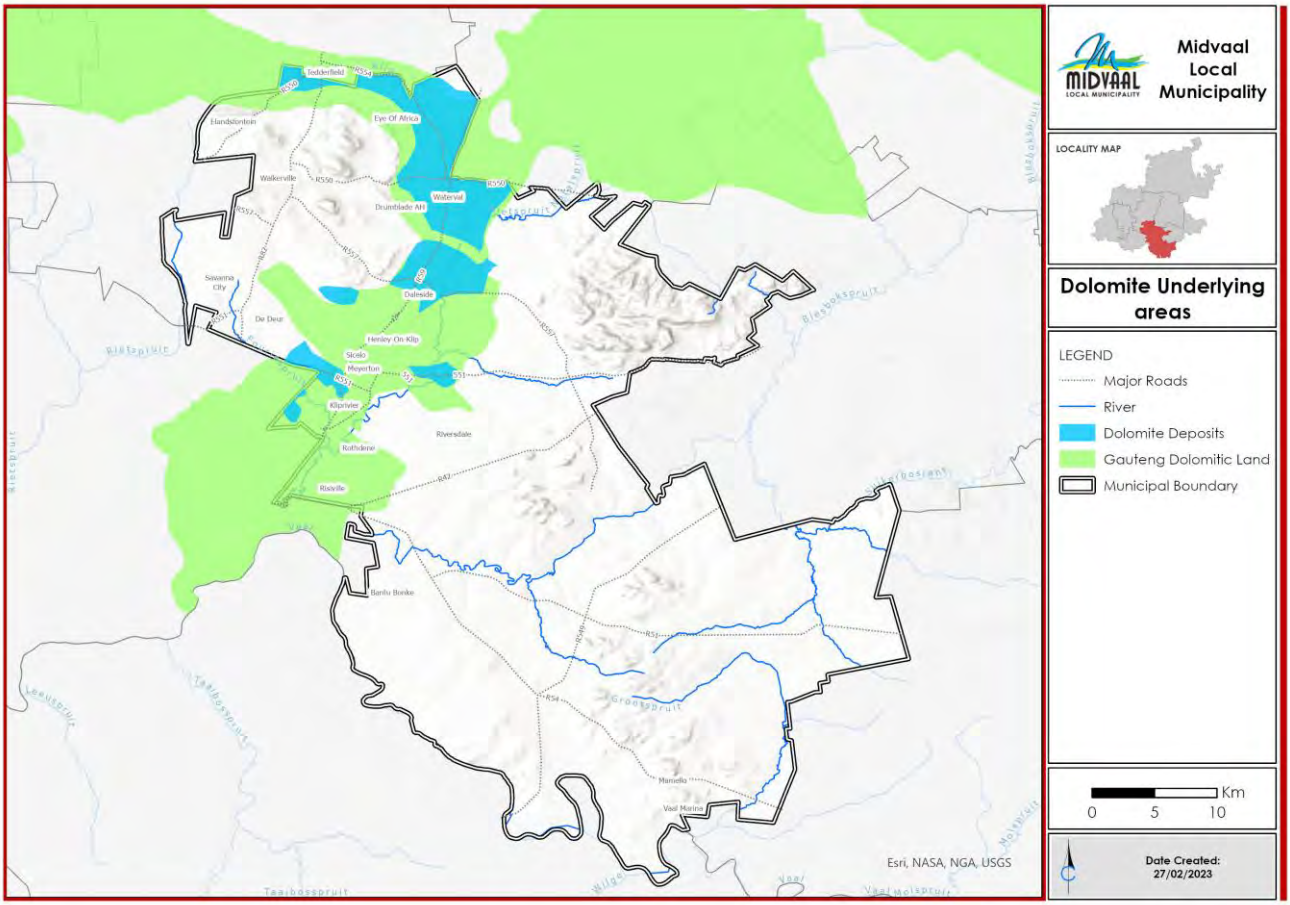



***Figure 10: Areas affected by Dolomite soil conditions***

[1] Refer to ***Figure 10*** for areas with dolomite deposits, but also view Addendum 4 for all dolomite land.
[2] Refer to that indicates high potential agricultural land.
[3] Refer to ***Figure 11*** that indicates critical biodiversity and environmentally sensitive areas.

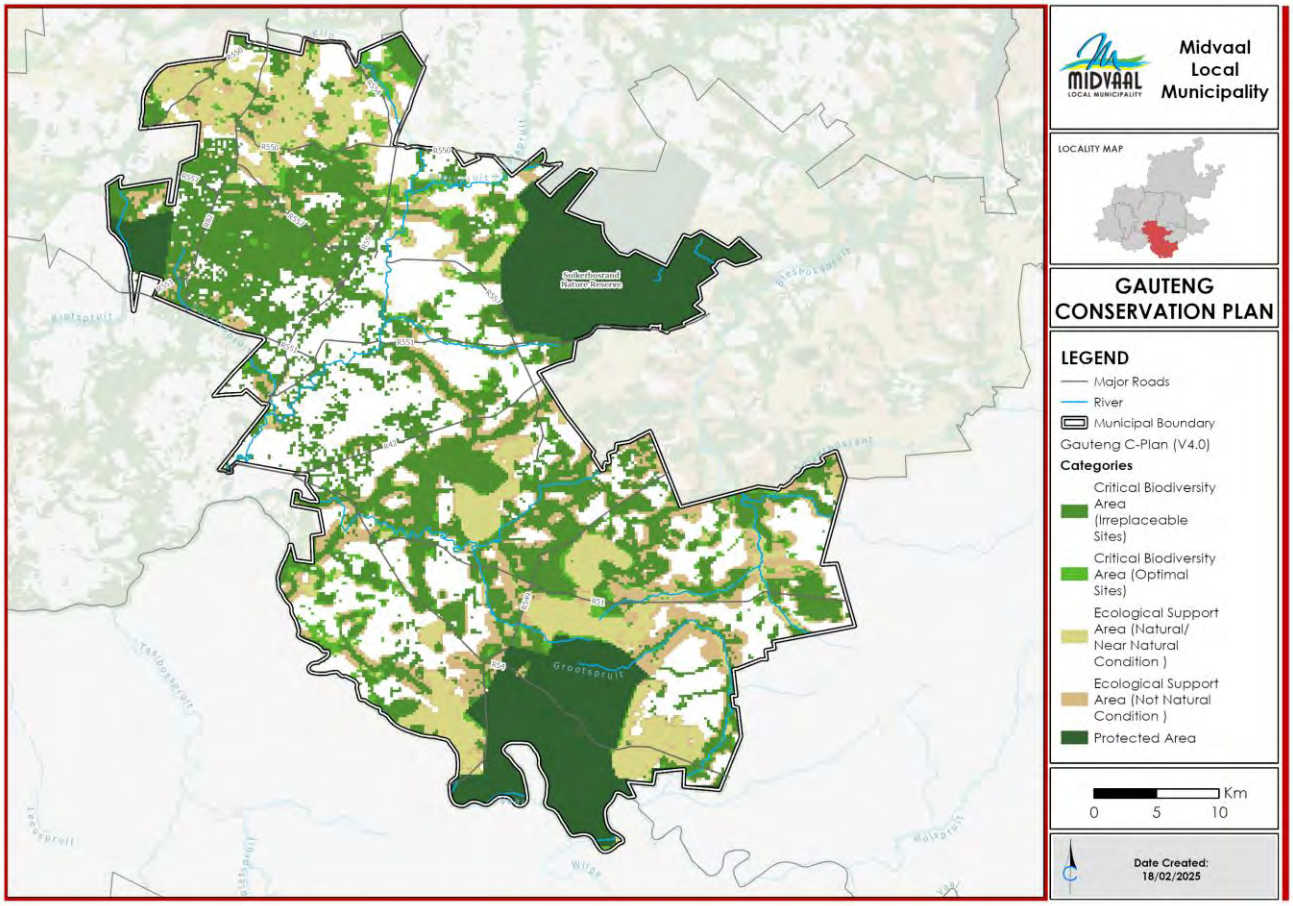



***Figure 11: Conservation Plan***

### 3.2.2 Spatial structure

#### Land use composition and distribution

The Midvaal LM is predominantly rural in nature and about 50%[4] of the total municipal area consists of extensive commercial farming areas. A further 20% of land is vacant and 7% is under conservation. Urban activities are predominantly concentrated along the R59, with increased urbanisation pressures most notably across the border from Ekurhuleni in the north and Emfuleni in the west.

Meyerton – including Rothdene, Riversdale, Sicelo, Meyerton Park (farms), Kookrus, Henley on Klip and Golf Park – is the highest order urban complex. Further towards the north, along the R59, are Randvaal-Daleside and Waterval. The Vaal Marina is the only urban development in the south.

To the west small nodal developments have sprung up along the R82 – which is the primary link between Vereeniging and Johannesburg. These nodes include De Deur, Ohenimuri, Walkerville and Tedderfield. Savanna City is a mega city development which will be a functional extension of the larger Evaton – Sebokeng - Orange Farm residential complex.

[4] Refer to Addendum 5: Detailed description of land uses, 2021.

Informal settlements in Midvaal have a unique character compared to settlements in other regions. Midvaal informal settlements show insignificant evidence of rapid physical growth and subsequent land invasions. Growth patterns indicate a desire of households to locate closer to work opportunities. Many informal households are clustered in Sicelo - west of Meyerton CBD, in Vaal Marina along the Vaal Dam, and on the outskirts of the Waterval industrial complex.

Agricultural holdings are used for small-scale, intensive agricultural purposes, secondary industries, or residential purposes. The Meyerton CBD is the primary business node while smaller nodal points such as De Deur and Walkerville function as service centres and offer limited retail and commercial opportunities.

Industrial activities are found mainly along the R59 and are clustered in Meyerton, Daleside and Waterval. Among the companies which have located industrial activities are Heineken, Everite, Samancor, and South32.

The Afrimat Glen Douglas Mine located near Randvaal, is the only operational mine in the area. Proposals for further mining in the area near Bantu Bonke are being explored. The entire municipal area is under moderate risk for mining activities.

Several areas with high potential for tourism are located within the municipality, including the Suikerbosrand Nature Reserve and other conservancies and historical sites.

The Vaal Dam and the precinct along the Vaal River is an asset with major potential for the growth of a tourism and leisure industry. There was a growth in township tourism prior to the onset of the pandemic and the municipality has established a Tourism Forum to engage stakeholders, serve as a platform for networking and support the marketing of the region.

Commercial farming focuses on crop production (maize and grain) and animal production (milk, beef, eggs, and poultry.) The south-eastern part of the municipality forms part of an agri-hub identified by Gauteng Province and produces the bulk of the agricultural yield.

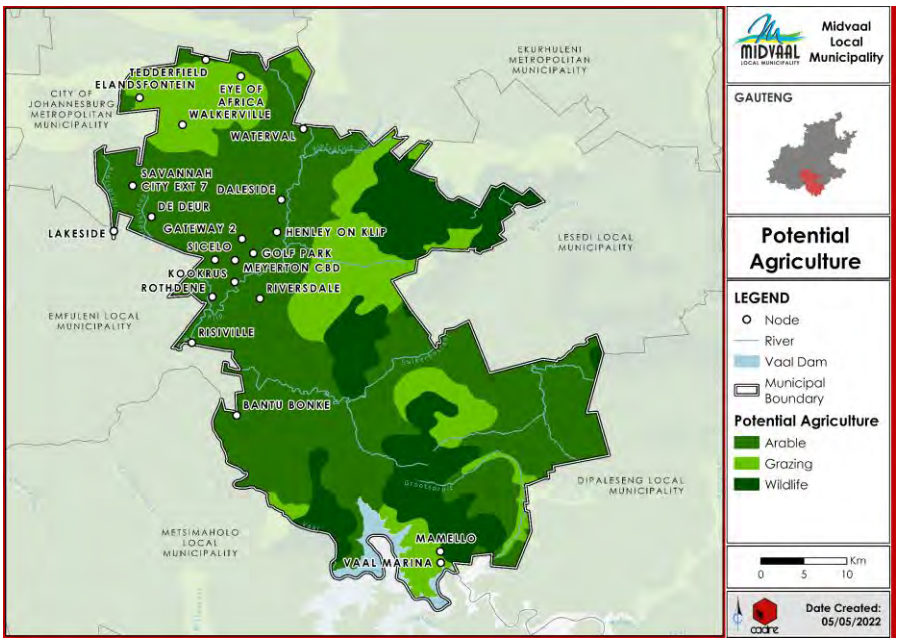



***Figure 12: Agricultural potential***

### 3.2.3 Movement network

**Road network**

The existing road network offers mainly north-south movement through Midvaal LM, building on the existing linkages between Johannesburg and the old 'PWV' complex. The most significant routes are:

- The R59 linking Vereeniging with Alberton and the N12 in Johannesburg.
- The N1, the country's primary north-south artery, passes just to the west of Midvaal LM.
- The N3 – the primary link between Gauteng and KwaZulu-Natal passes a few kilometres to the north-east.
- The R82 is a secondary route between Vereeniging and Johannesburg via Walkerville and De Deur. It runs parallel to the R59 and the N1 and attracts mixed use development.
- The M61 is a secondary north-south route linking Vereeniging and Alberton via Meyerton, Randvaal and Waterval.
- The R42 runs east-west through Midvaal LM and links Meyerton to Heidelberg and the N17 in the Lesedi Local Municipality.
- Within the municipality road traffic is also conducted along the R551, the R557, the R54 and the R549.

The regional roads in Midvaal LM are in relatively good condition compared to the rest of the southern corridor. However, local connector routes in precincts require detailed attention. Excessive freight transport and slower maintenance cycles contribute to the deterioration of this vital infrastructure.

**Railway network**

The main railway line runs in a north-south direction parallel to the R59 and connects Vereeniging with Germiston and Johannesburg. The line is mainly used for freight services in Midvaal LM and is in a deteriorating condition. A railway line to the west serves commuters in Orange Farm and Evaton across the border of Midvaal, but also Lakeside and Savanna City residents.

**Public transport**

City regions across the globe have seen a rapid spike in the usage of private motor vehicles. Traffic congestions have been a primary issue affecting the functionality and productivity of city governments.

Public transport has the benefit of limiting the number of motor vehicles operating on public roads. This enables efficiency in the mobility of economic goods, thus achieving higher economic yields. The National Household Travel Survey in South Africa by StatsSA (2021), reports that 44% of commuters use private motor vehicles as their main mode of transport. This is followed by public transport sitting at 35%.

This calls for the need to intensify public transport routes and extended facilities. There is a need to for Transnet to provide a commuter service on the railway that could anchor the R59 Corridor. Meyerton Station could be the main modal transfer point between rail, bus and taxis and there is an urgent need to develop this hub further, including measures which protect the safety of commuters and pedestrians.

Private transport seems to be the norm in the urban parts of the Midvaal area while public transport is more commonly used in the rural areas. The R82 is a major public transport corridor.

Taxis are the most dominant form of public transportation, followed by buses. The low levels of private vehicle ownership correspond with the low-income levels in the disadvantaged communities. This emphasises the need for public transport routes and facilities in the MLM. Population densities in the rural areas are however very low, which is not conducive to effective public transport.

Taxis mainly use the following roads:

- R59
- R82
- R551 from the R82 via Meyerton towards Henley-on-Klip.
- The R550 (west) from Tedderfield towards Orange Farm.
- The R550 (east) from the R59 (Waterval) towards the N3 serving Sky City, Katlehong, Vosloorus and Thokoza residents.
- R42, R54 and the road to Bantu Bonke in the south.

**Air travel**

There are other smaller private airfields across the municipal region including Klipriver Airfield and Tedderfield Air Park.

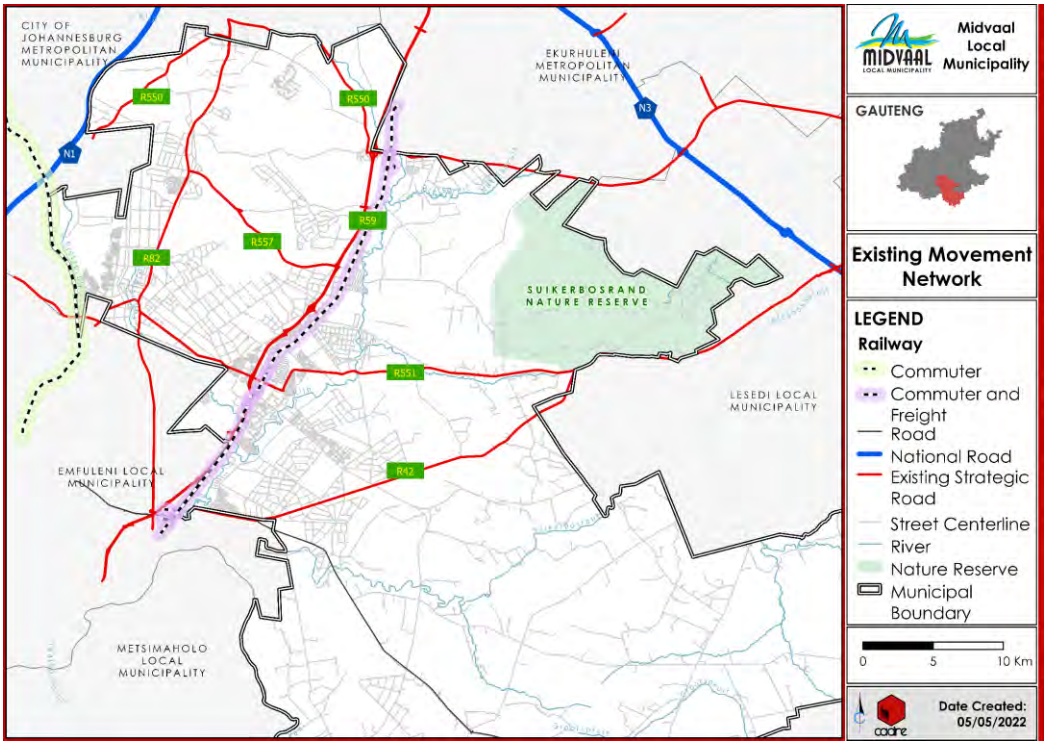



***Figure 13: Existing movement network***

### 3.2.4 Housing profile

The dominant dwelling type is a house or brick structure on a separate stand or yard (81%) followed by informal dwellings in informal settlements (12%) and backyard units (5%).

Several housing projects are currently underway to address the following housing needs - bonded housing, subsidized housing, or private housing. Among the most prominent are:

- Savanna City Development which borders Orange Farm in Johannesburg.
- Various projects on erven near Meyerton which will benefit residents from the Sicelo informal settlement.
- Mamello in proximity to Vaal Marina to cater for the Mamello informal settlement.
- Portions of land to provide housing opportunities to residents of Boitumelo.
- Bantu Bonke/Panfontein Agri-village to provide opportunities for people living in backyards in Bantu Bonke and surroundings. A precinct plan is currently underway and will make further recommendations.

Although these projects are adequate, implementation and roll out of the projects are not at the desired state. The projects stagnation can create ripple effects that could negatively impact the housing profile in the municipality.

### 3.2.5 Government, educational, health and community facilities

Government, educational, health and community facilities are mostly concentrated in urban core areas and activity nodes such as Meyerton, Henley on Klip, De Deur and the Vaal Marina. There are limited facilities in the eastern rural areas.

Among the facilities located in Midvaal LM are three clinics, four police stations, six libraries, 32 primary and secondary schools and one municipal office.

There are no public or private hospitals and medical care is offered at three public clinics and four mobile clinics. Two town halls in Meyerton and Rothdene and five community halls provide central locations for gatherings and serve as multi-purpose community centres.

The facilities surveyed in the 2021/2022 Sedibeng Land Use Audit are mapped and illustrate the distribution of government, educational, health and community facilities in the figures below.

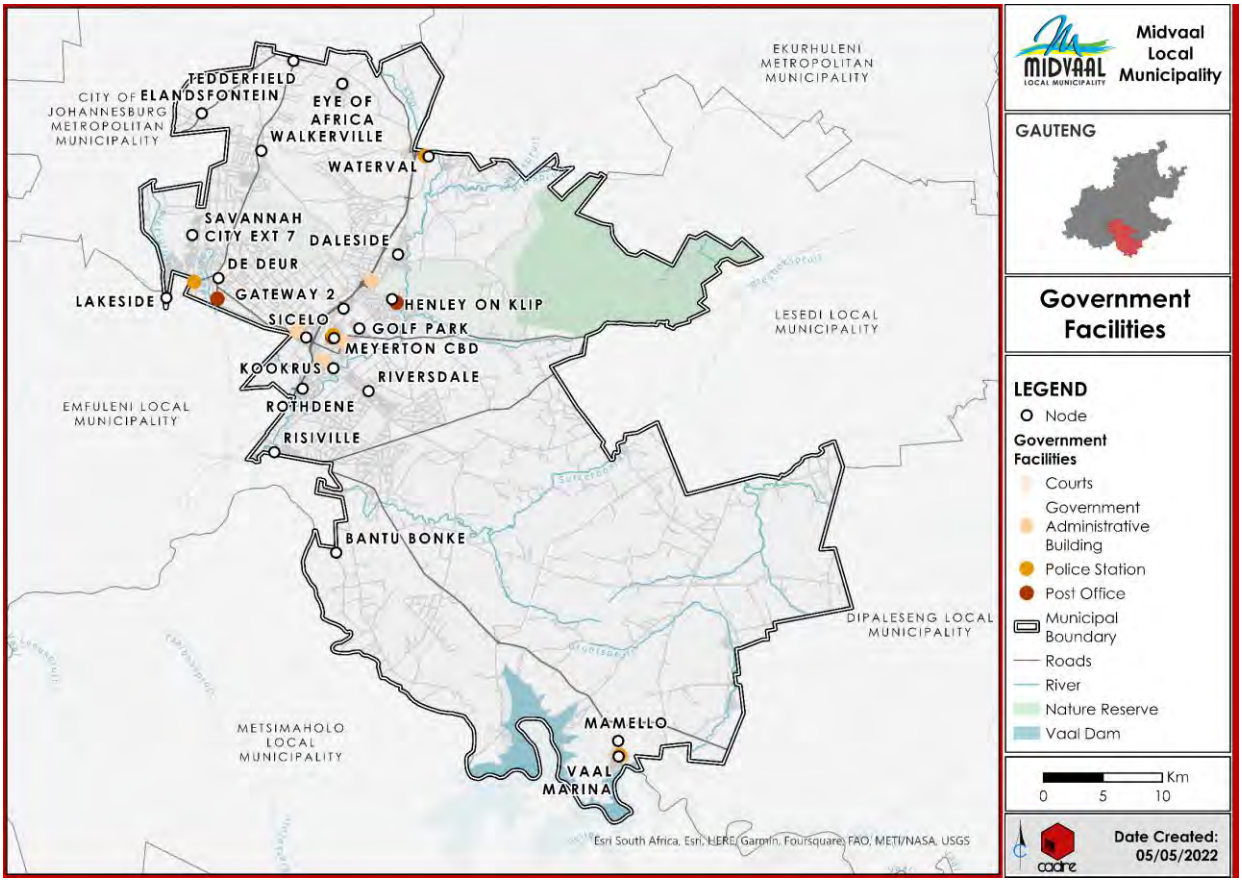



***Figure 14: Government facilities***

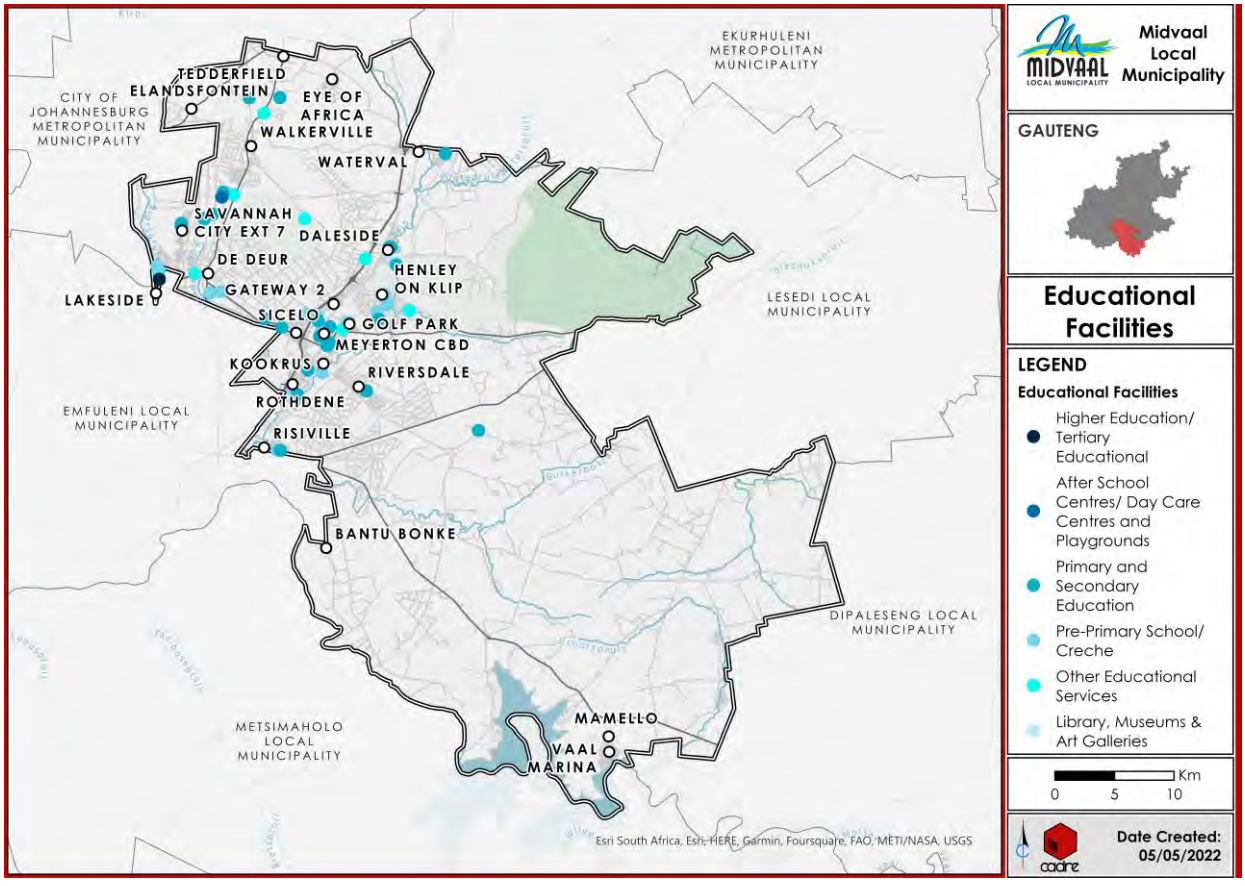



***Figure 15: Community facilities***

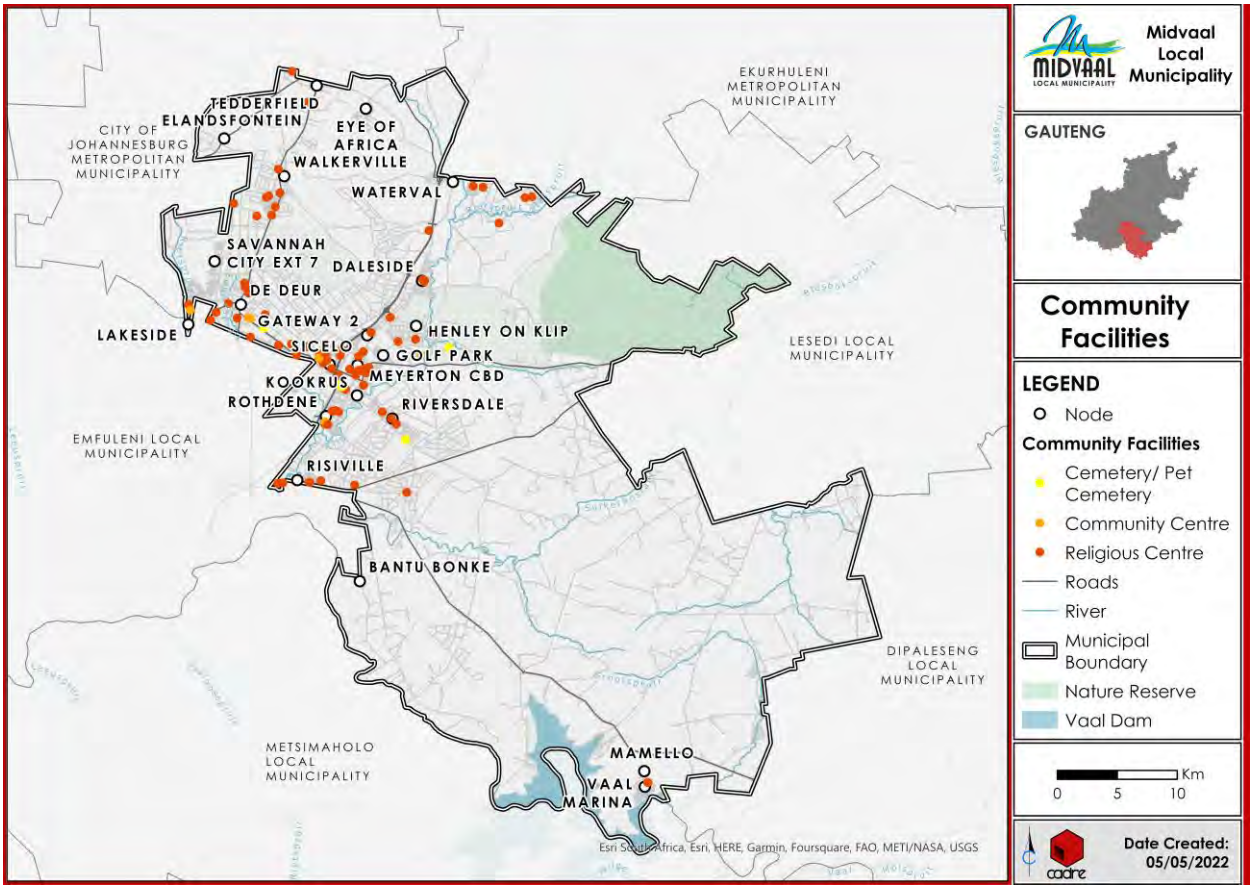



***Figure 16: Education facilities***

### 3.2.6 Engineering services

Roughly 96% of households in Midvaal LM have access to some sort of piped water source – either inside the dwellings, or the yard or through communal taps. Bulk water is predominantly supplied to the municipality by Rand Water and the distribution network covers all urban areas as well as large clusters of agricultural holdings.

The capacity of the existing reticulation networks is constrained, and this may limit new residential developments and future economic activities. The rural character of Midvaal LM and the distances between settlements further complicates the provision of water.

Groundwater is mainly used for irrigation purposes. There are large quantities of groundwater present in the north but concerns about the development of sinkholes in the dolomite areas place constraints on its utilisation. The main rivers in the region – most notably the Klip, Riet and Suikerbos rivers– flow into the Vaal River but are polluted and used mainly for crop irrigation. There are three wastewater treatment facilities and more than 80% of households are served by waterborne sewer.

Only the urban parts of Midvaal LM are provided with electricity by the local municipality with the remainder connected directly from Eskom. A master plan was recently developed by the municipality to ensure that new developments are

supplied with power and upgrades to the Meyerton substation and the construction of new substations along the R59 was proposed.

The sensitive nature of the natural environment and Midvaal LMs proximity to major rivers pose challenges for waste removal services and landfills. There are three primary landfills in the municipality and the need has been identified to develop smaller landfill sites throughout the region.

The engineering services are mapped and can be viewed in Addendum 4.

### 3.2.7 Economic profile

The manufacturing sector is the major contributor to the local economy, with a 30% contribution, followed by business services (19%) and wholesale and trade (15%). However, the SDF notes that the number of employment opportunities created by manufacturing has been declining since 2011 and that the potential for growth in other sectors should be explored.

This is also recognised in the Midvaal Economic Analysis which calls for economic diversification, and sustainable growth in sectors with comparative advantages.

Industrial uses including production and manufacturing, service-related industries focusing on vehicle repairs, as well as industrial parks are mostly situated along the R59 and R82. Commercial uses such as distribution, and warehousing and storage facilities are also concentrated in this area. The spatial distribution of these industries surveyed in 2021 are indicated in the figure below.

Figure 18 indicated the business uses, such as financial services, offices and retail, concentrated in Meyerton and the corridor (Waterval, Daleside) and other identified nodes, but most notably in De Deur, Walkerville, Risiville, and the Vaal Marina. The Meyerton-Riversdale axis also has a large concentration of business.

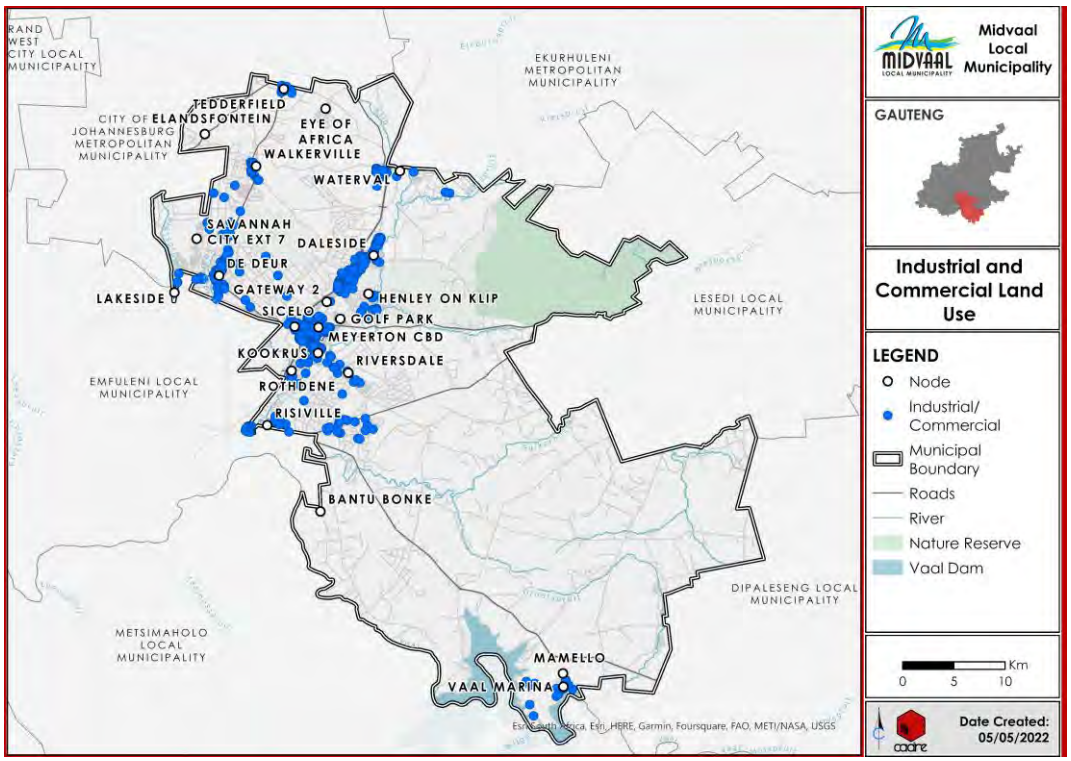



***Figure 17: Industrial and commercial use***

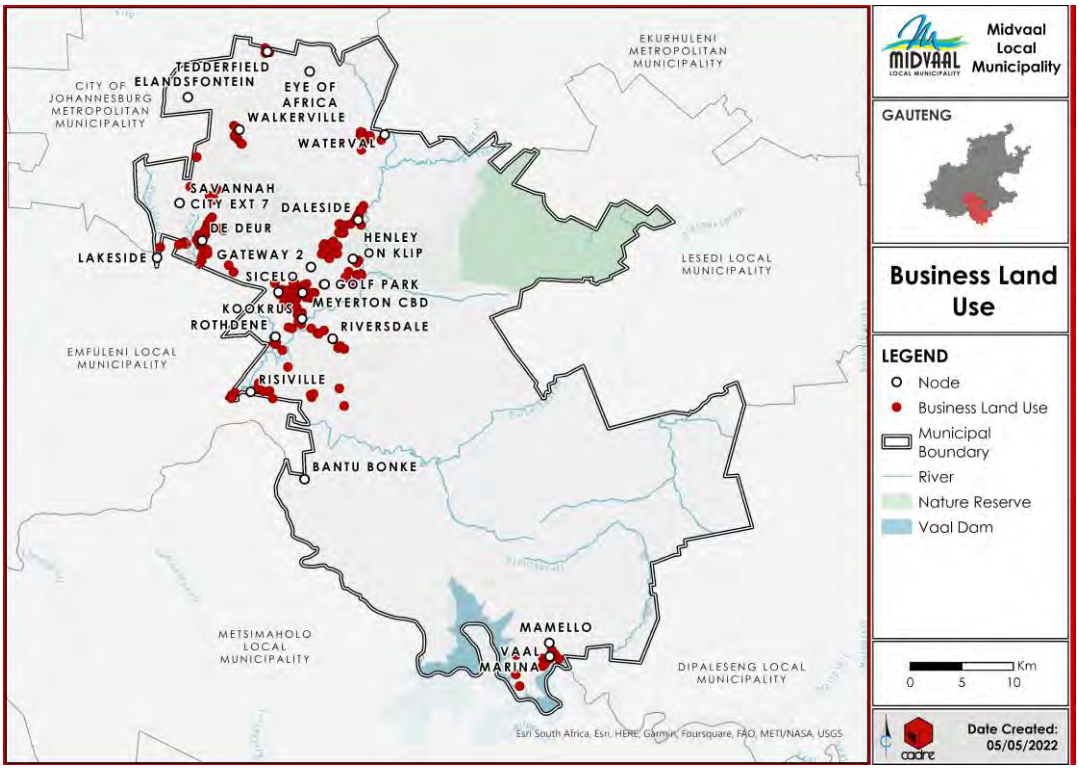



***Figure 18: Business land use***

Five sectors have been identified for potential growth:

1. **Construction** – there has been a steady growth in building plan approvals, subdivision, and rezoning applications. The anticipated development along the R59 and the expansion of Savanna City might contribute to growth in the construction sector, which is labour intensive and has the potential to create jobs.

2. **Tourism** has the potential to revitalise a sluggish economy and mobilise domestic and foreign investment. Midvaal LMs strategic location within Gauteng, its proximity to Johannesburg and Ekurhuleni and its regional linkages offers opportunities for growth.
3. The scenic beauty of the region, and its potential as an eco-tourism destination should be promoted by the municipality and in partnerships with neighbouring municipalities, the private sector, and communities.
4. Growth in **agriculture** can be encouraged through improved linkages between commercial farming and small-scale niche farming and the initiatives to establish agri-processing facilities.
5. **Manufacturing** in the region depends heavily on the steel sector but there are also opportunities in the production of biofuels, beverages and products emanating from the agricultural sector.
6. **Trade** has the potential to absorb more labour through the provision of value-added goods and services. The growth of trade can be a catalyst for growth in the other identified sectors and play a vital role in the functioning of the informal sector. The municipality has expressed its intention to adopt a policy and by-law on informal trading to assist this sector to access amenities and opportunities for growth.

### 3.3 Strengths, Weaknesses, Opportunities and Threats

| TABLE 9: SWOT ANALYSIS | |
|---|---|
| **KEY FEATURES AND STRUCTURING ELEMENTS** | **KEY ISSUES** |
| ▪ Strong regional linkages to other economic cores.<br>▪ Predominantly rural with urban development along transport routes.<br>▪ Meyerton is highest order town with significant business and residential components.<br>▪ Local population is relatively well-educated with lower unemployment compared to provincial average.<br>▪ Need for diversification as strongest economic driver – manufacturing – is declining.<br>▪ Highest population growth in urban areas and agricultural holdings.<br>▪ Provision of housing projected to meet future demand. | ▪ Need for horizontal alignment with strategies of adjacent metros and municipalities.<br>▪ Area is bordered by large concentrations of low-income households to the west in Emfuleni. This puts the western rural landscapes under development pressure from natural growth of these households.<br>▪ Looming development pressure from the planned corridor (N3/R59) and nodal developments (Tambo Springs logistics hub) in Ekurhuleni.<br>▪ Rural communities have limited access to infrastructure and social services. |

| | |
|---|---|
| ▪ Need for integrated housing projects. | ▪ Major concerns about water capacity in several areas.<br>▪ Urgent need for revitalisation of CBD activities, local economic development and SMMEs. |
| **DEVELOPMENT OPPORTUNITIES** | **DEVELOPMENT CONSTRAINTS** |
| ▪ Strategic location midway between major industrial cores.<br>▪ Future direct access onto the N1 corridor.<br>▪ Major opportunities for tourism growth in areas such as Suikerbosrand and Vaal Marina.<br>▪ Important ridges in area can be developed as tourism attractions.<br>▪ Growth of provincial agriculture hub in south-east.<br>▪ R59, R82 and R550 earmarked as development / industrial corridors.<br>▪ Potential to develop the R42 as a secondary corridor linking economic units horizontally across the district.<br>▪ Potential movement of cargo transport from OR Tambo International to Vereeniging airport open new opportunities for development in Meyerton.<br>▪ Walkerville has potential to develop into niche tourism destination. | ▪ Dolomitic conditions hamper development in the north—specifically within the municipality's Urban Development Boundary along the R59 and surrounding areas.<br>▪ Environmentally sensitive areas must be conserved.<br>▪ There are limited regional routes that could increase mobility between the northern and southern parts of the municipality.<br>▪ Insufficient water and sanitation infrastructure.<br>▪ Urban footprint of Meyerton is fragmented. There is a need to consolidate the urban fabric of the municipality along two north-south and two east-west routes.<br>▪ Spatial discrepancies – the R59 cutting through Meyerton, presents a barrier to integrate and identify Sicelo as an integral part of the CBD. This perpetuates perceptions of differentiated interventions between Sicelo and Meyerton CBD, Golf Park etc. |

## 3.4 Synthesis maps

### 3.4.1 Socio-economic

Midvaal LM has a rural character, with isolated pockets of economic and social activities spread across the municipal region. These constitute the main nodes as identified in the current SDF and the nodal policy. The map below depicts the intensity of economic and social activity using the spectral heat map. Blue represents

the least activity whereas red represents the most intense activity. The highest activity value is observed at the heart of the municipal region in Meyerton. Along the R59 and R82 corridors, higher activity value is observed in Risiville, Waterval, Savanna City, Walkerville, De Deur and Eye of Africa. Vaal Marina presents the only higher activity value in the southern parts of the municipality. The areas identified with higher activity value represent nodes with the highest social and economic potential. With a continued influx and urban migration to the Gauteng City Region more socio-economic activity should be expected in these areas which shows existing evidence of conurbation between Evaton, Vereeniging, Orange Farm and Meyerton.

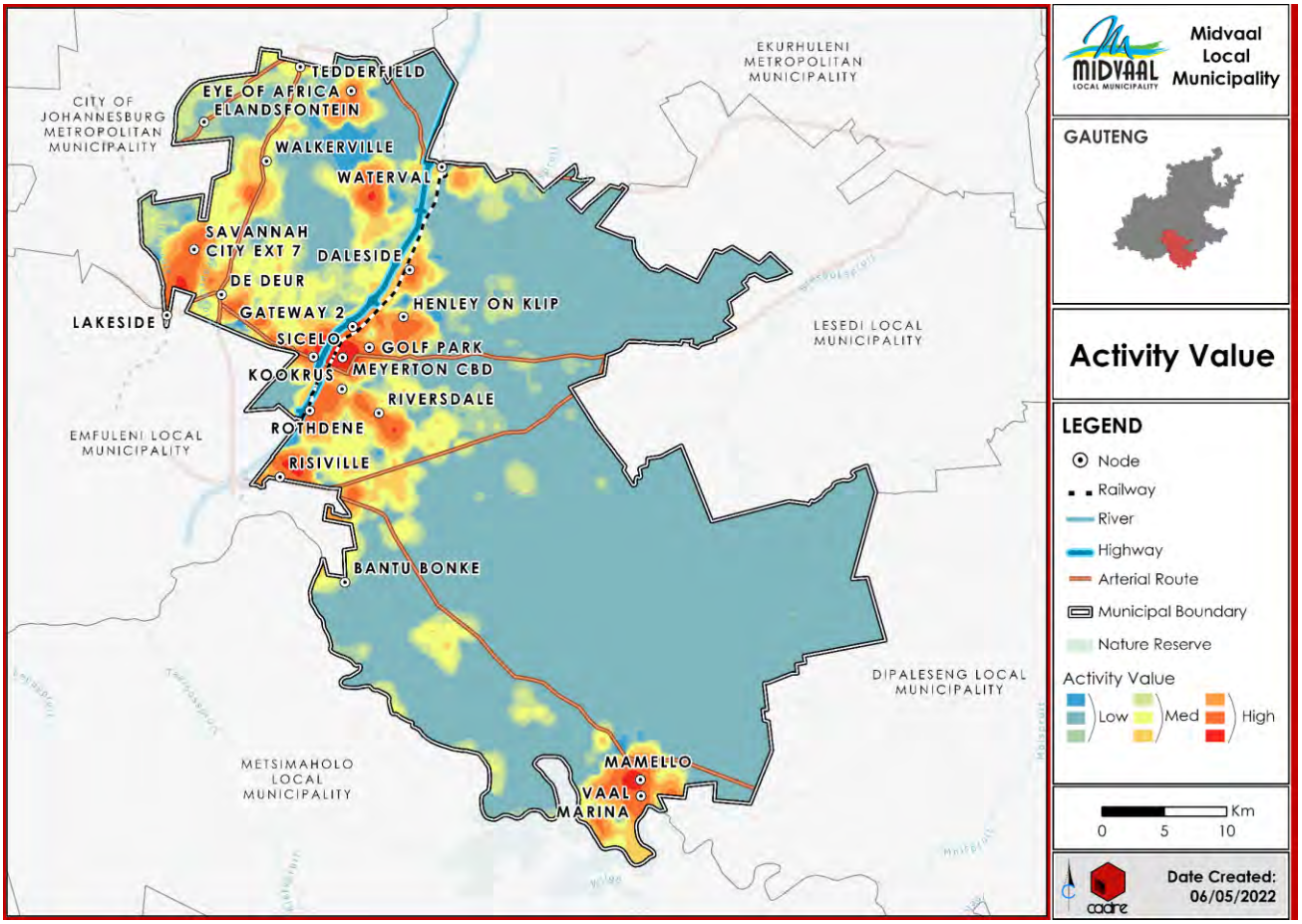



***Figure 19: Socio-economic activity***

### 3.4.2 Built Environment

A model which depicts built intensity was developed using the recent land use audit data. At a primary level of land use classification, the model categorises land uses recorded with the scale of 0-5, with 5 being the most intense land use activity. The map below shows medium-to-high built intensity along the R82 and the R59 corridors which connect Johannesburg and Vereeniging. Many of these medium intensity uses are rural residential areas which are supported by the emerging commercial hotspots especially in Walkerville and De Deur. The R59 corridor shows signs of industrial intense developments especially near Meyerton, Randvaal and Waterval.

Evidence of the concentration of built elements along the R82 and the R59, depicts the investor's utilisation of existing infrastructure services. The built intensity and future development pressure along these two corridors need to be considered for spatial proposals.

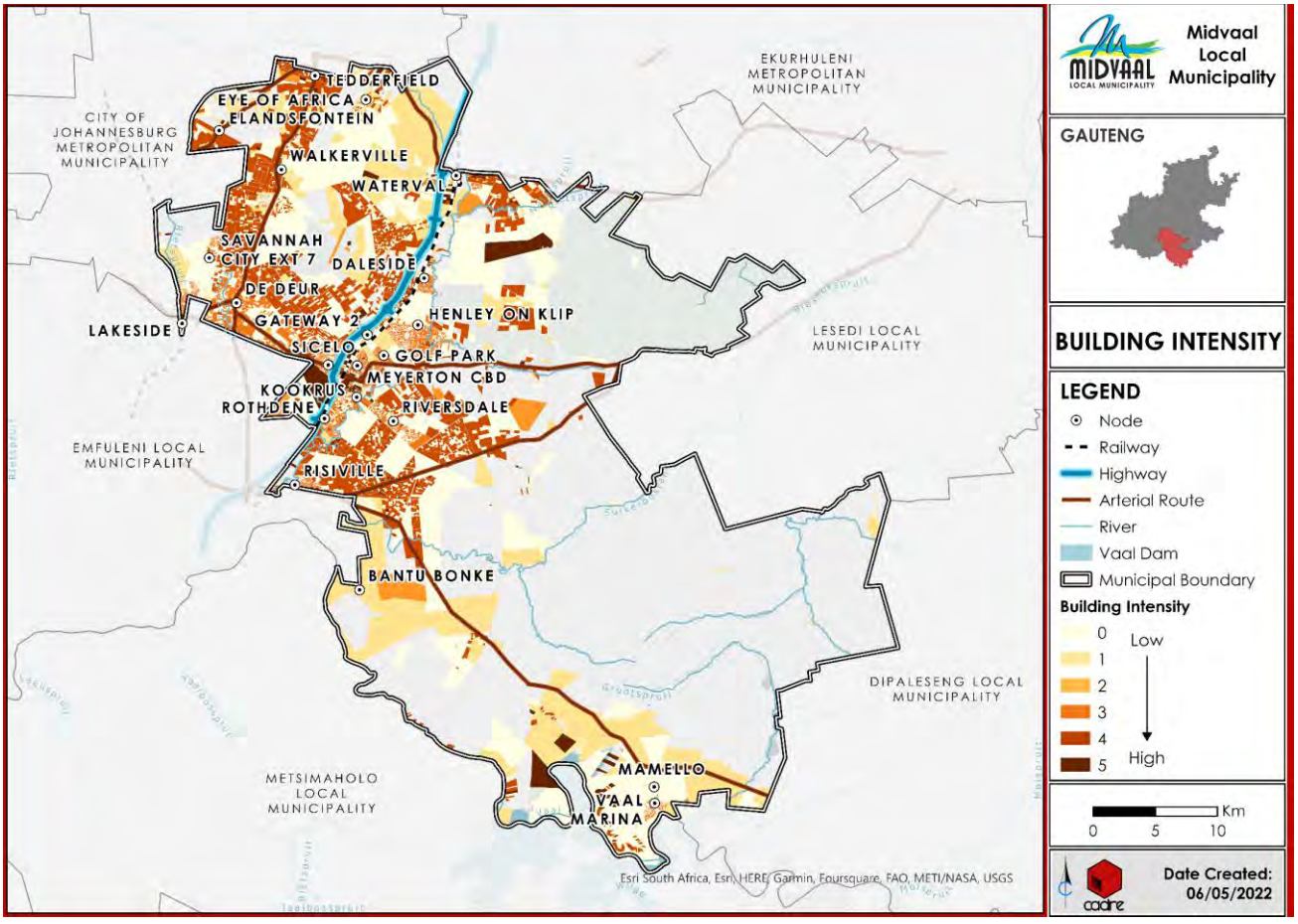



**Figure 20: Built Environment**

### 3.4.3 Bio-physical

The assessment of the Critical Biodiversity Areas (CBA) is important to inform spatial decisions that support ecological sustainability. These areas are deemed to be kept in a natural or near-natural state to support the ecological sustainability of regions. The South African National Biodiversity Institute (SANBI) produced CBA maps in which spatial planning should note the existing limitations. The map below shows the geographic distribution of the five CBA categories including (1) protected areas, (2) critical biodiversity areas 1 and 2, (3) ecological support areas 1 and 2, (4) other natural areas, and (5) no natural areas remaining.

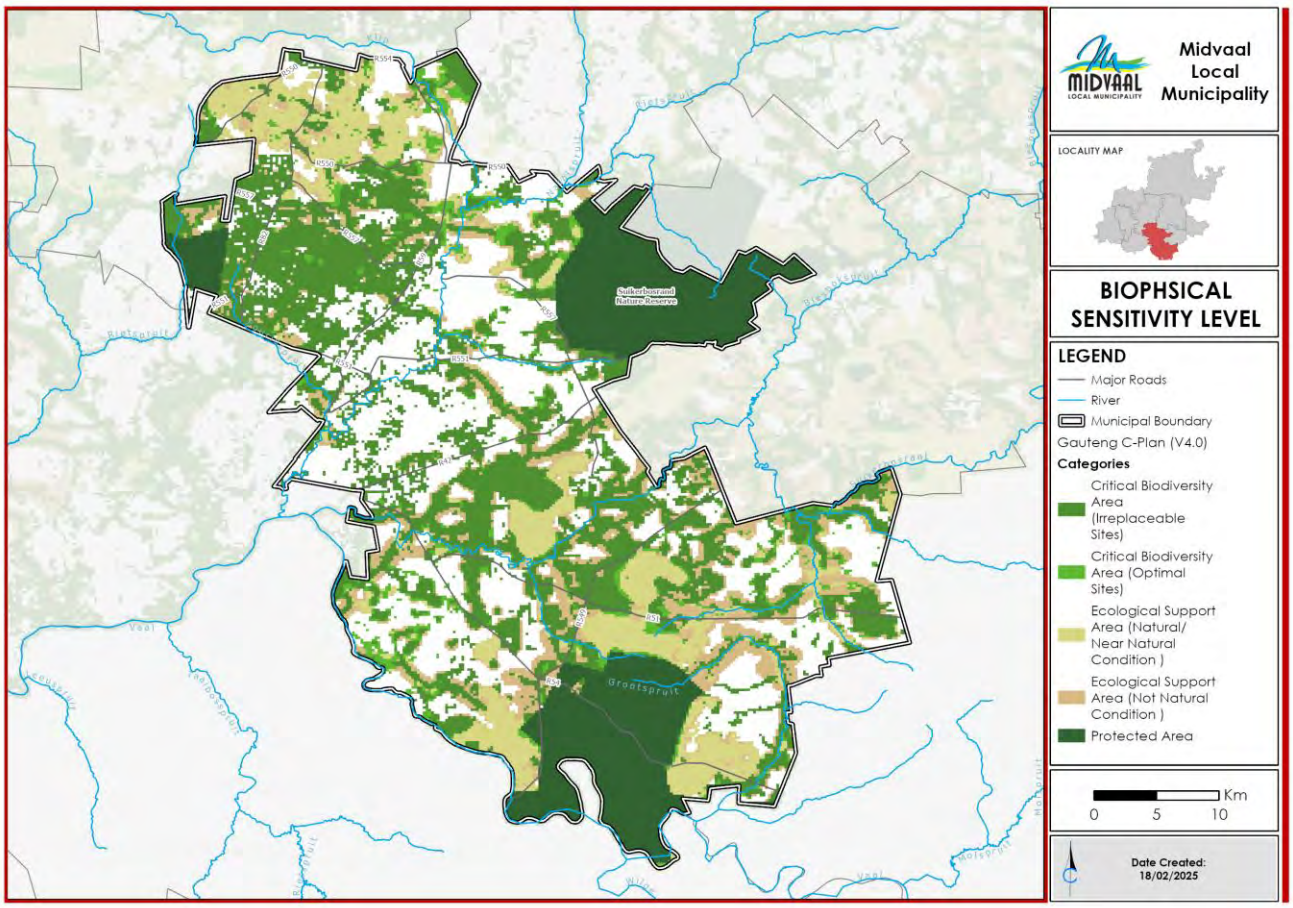



**Figure 21: Bio-physical sensitivity level**

The map above depicts large pockets of land between the R82 and the R59 corridors being declared as the CBA 1 and 2. These CBAs span eastwards towards the Suikerbosrand Nature Reserve. The development pressure brought by infrastructure opportunities here, suggests innovative planning proposals that will attend to adequate human settlements and keep up with demand, while ensuring ecological sustainability, both with the same level of urgency.

The southern half of the municipal region is inundated by CBA 1 and 2. There are areas that need ecological support such as regeneration especially along the Vaal River near the dam wall. The conservation strip that is characterised by the CBA along

the Vaal Dam, limits the water-related socio-economic potential as identified by the Sedibeng SDF vision. It is paramount to ensure a balance between enhancing economic activity in the region and conserving ecology.

## 3.5 Land use budget

The land use budget consists of an analysis of the current supply utilising the recent land use audit data. The demand was calculated for the additional land requirements towards 2030, and onwards to 2050. Population and household threshold figures are derived from the Greenbook and the South African census data (StatsSA, 2011).

This assessment was conducted for the entire MLM. The land use budget will be a key informant to this development framework, housing allocation, and spatial strategies that follow.

The following assumptions apply to this model:

- The CSIR Greenbook high and medium population scenarios provide a good baseline to comprehend the possible growth for MLM in the next 28 years. The census conducted in 2022 will provide a more accurate representation, and this model should be updated and adapted accordingly.
- The supply data was adapted from the available land audit data, to indicate the actual dwelling unit supply and not a count on land use.

### 3.5.1 Land use supply

The recently completed land use audit for Sedibeng District Municipality completed in 2021, is the data source that was used to establish the current spatial supply figures. It provides a recent reflection of the land use and spatial reality of the district, with specific reference to the MLM.

Data from the land use audit indicates that the MLM has:

- 43 000 land parcels covering 210 000 hectares.
- Large conservation areas: 13 600 hectares.
- The largest portion of land under agriculture in the Sedibeng district: 91 000 hectares.
- 4 600 informal residential structures are concentrated in 10 different areas.
- There are 270 erven and agricultural holdings that accommodate 2 800 informal residential structures.

A detailed description of primary, secondary, and tertiary land uses can be found in Addendum 5.

### 3.5.2 Residential and vacant supply

The following tables indicate land use data count for residential and vacant properties, the necessary adjustments to get an accurate supply value, and applicable notes for the adjustments.

| TABLE 10: RESIDENTIAL AND VACANT SUPPLY | | | | | | |
|---|---|---|---|---|---|---|
| **Primary** | **Secondary** | **Tertiary** | **LU data count** | **Adjusted count (rounded)** | **Hectares (rounded)** | **Notes on adjustment** |
| **Residential** | Multiple Residential | Commune/ Boarding Facility | 20 | **20** | 35 | Approximated (single household) |
| **Residential** | Multiple Residential | Farm Worker Accommodation | 15 | **75** | 40 | approximated (average of 5 units) |
| **Residential** | Multiple Residential | Flats or Block of Flats | 12 | **120** | 10 | approximated (average of 10 units) |
| **Residential** | Multiple Residential | Group Housing (Townhouses, Clusters, Simplexes and Duplexes, Estate) | 1324 | **3100** | 400 | accurate count |
| **Residential** | Multiple Residential | Duet Houses | 0 | **0** | 0 | n/a - no count |
| **Residential** | Single Residential | Dwelling House | 13358 | **13500** | 2500 | 1 to 1 |
| **Residential** | Single Residential | Dwelling House with 2nd Dwelling / Potential 2nd Dwelling | 1215 | **2400** | 500 | multiply by 2 |
| **Residential** | Transient Residential | Hostels | 1 | **0** | 0.2 | n/a due to transient nature |
| **Residential** | Transient Residential | Caravan Park / Camping Site | 2 | **0.** | 80 | |
| **Residential** | Transient Residential | Dormitories | 0 | **0** | 0 | |

| TABLE 10: RESIDENTIAL AND VACANT SUPPLY | | | | | | |
|---|---|---|---|---|---|---|
| **Primary** | **Secondary** | **Tertiary** | **LU data count** | **Adjusted count (rounded)** | **Hectares (rounded)** | **Notes on adjustment** |
| **Residential** | Transient Residential | Guest Facilities (Guest Houses / B&B / Lodging/ Backpackers / Self-catering) | 51 | **0** | 660 | |
| **Residential** | Transient Residential | Hotels /Inn/Motel | 5 | **0** | 20 | |
| **Residential** | Transient Residential | Resorts | 9 | **0** | 80 | |
| **Residential** | Transitional Residential Settlement Area | Main house in addition to informal self-help structures on property | 2968 | **6000** | 240 | Multiply by 2 |
| **Residential** | Transitional Residential Settlement Area | Informal self-help structures | 266 | **530** | 110 | |
| **Residential** | Rural Residential | Residential with Related Outbuildings on Smallholding / Farm | 3938 | **4500** | 16500 | 10% variance applied for potential second dwelling units |
| **Approximate totals** | | | **23184 counts** | **30 000 Dwelling units** | **20 000 ha** | |

| TABLE 11: VACANT SUPPLY[5] |
|---|

[5] It is important to note that the vacant erven supply presents a distorted picture as this is based on Surveyor General plan approvals and not proclaimed townships. An update to translate the current situation into proclaimed erven should be undertaken.

| Primary | Secondary | Tertiary | LU data count | Adjusted count | Hectares | Notes on adjustment |
|---|---|---|---|---|---|---|
| **Vacant** | **Vacant Land (Not in use)** | Undisturbed / Not Yet Developed | 13331 | **12500** | 8800 | Adjusted to count only vacant erven |
| **Vacant** | **Vacant Land (Not in use)** | Disturbed/Derelict | 309 | **300** | 600 | Adjusted to count only vacant erven |
| **Vacant** | **Vacant Land (Temporarily used)** | Vacant with Temporary Use/Activity | 2271 | **1800** | 6700 | Adjusted to count only vacant erven - most temporary uses are for footpath shortcuts used by pedestrians |
| **Approximate totals** | | | **16737 counts** | **14500 vacant erven** | **16 000 ha** | |

The current supply of existing housing is approximately 30 000 dwelling units with an additional 14 500 vacant erven located within MLMs borders. It is however important to note that the vacant erven have been approved by the Surveyor General, and some of these erven have not been investigated for their suitability for development. A study on ready-to-develop erven still needs to be conducted.

### 3.5.3 Land use demand

The following map shows the distribution of significant informal settlements across MLM. The map also gives an approximate number of informal households in each cluster of settlement. Many of these informal settlements are clustered in Sicelo, Mamello, and the outskirts of the Waterval industrial complex.

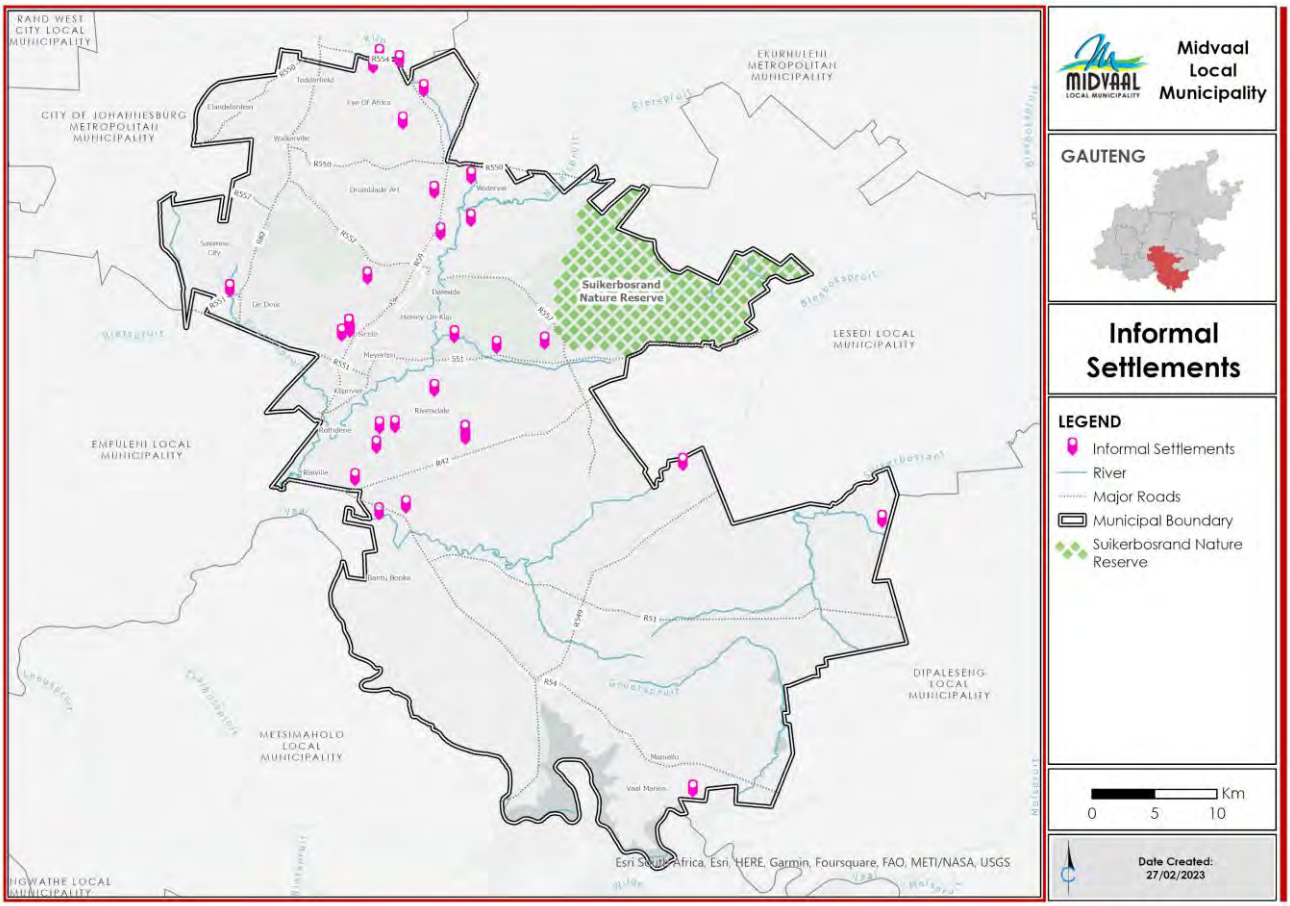



***Figure 22: Informal settlements in Midvaal Local Municipality***

The total number of 7 400 informal settlement structures of which 4 600 is situated in the 10 settlements is regarded as the current housing backlog in the subsidy market. A further 3 500 dwelling units in the GAP market is regarded as backlog.

As indicated in the supply chapter, the primary focus of the land use budget should be on the residential and vacant land use categories, as they represent the biggest counts and percentages, taking up most of the land use in the municipality.

Because of natural growth pressures and urban migration, the housing demand will continue to rise in years to come and requires efficient spatial planning and targeting to prevent an undesirable spatial form.

### 3.5.4 Housing deficit/surplus

To understand the scenario projections below, it is critical to first comprehend the year-on-year growth for each scenario. South Africa's current population growth is 1.3%. The medium growth scenario is based on 2.8%, with the high growth scenario on 3%. The census model is calculated from 2011 with year-on-year growth to current date and then projected as an average growth rate into the future.

The housing requirements (as a percentage of households/population) for each income level and associated markets (subsidy, gap, and bonded) are indicated below.

| TABLE 12: HOUSING MARKETS | | |
|---|---|---|
| **Income** | **%** | **Market** |
| No Income | 14% | SUBSIDY MARKET |
| R1 - R8,039 | 3% | |
| R8,039 - R16,078 | 5% | |
| R16,079 - R32,157 | 15% | |
| R32,157 - R64,313 | 5% | |
| | 11% | GAP MARKET |
| R64,314 - R128,626 | 13% | |
| R128,627 - R257,253 | 10% | |
| R257,254 - R514,506 | 1% | |
| | 10% | BONDED MARKET |
| R514,507 - R1,029,012 | 8% | |
| R1,029,012 - R2,058,024 | 1% | |
| | 2% | BONDED UPPER MARKET |
| R2,058,024 - R4,116,048 | 1% | |
| R4,116,048 - | 1% | |

Given the unpredictable nature of the future, and the inherent inaccuracy of future predictions, it is recommended that the Greenbook high growth scenario is used to determine the future space requirements for the next 5-year SDF cycle going towards 2050. This should ensure adequate space allocation for residential development based on a 3% year-on-year growth rate.

The following tables give an indication of the (1) projected dwelling units, (2) additional dwelling units required, and (3) total hectare requirements given the high growth scenario. The calculations were replicated for both the medium growth scenario and based on the census 2011 data, and these can be found in Addendum 6. The allocation of these additional hectares is discussed in the following sub-section.

| TABLE 13: TOTAL PROJECTED HOUSEHOLD DISTRIBUTION | | | | | |
|---|---|---|---|---|---|
| **High scenario** | **Dwelling units' distribution** | **Current backlog** | **Total projected dwelling units** | | |
| | **Current** | | **2025** | **2030** | **2050** |
| Subsidy market | 12500 | 7400 | 13 000 | 23 000 | 38 000 |
| Gap market | 10500 | 3500 | 11 000 | 19 000 | 32 000 |
| Bonded market | 6000 | Surplus | 7 000 | 11 000 | 18 000 |
| Bonded upper market | 1000 | | 1000 | 2 000 | 3 000 |
| **Totals:** | **30 000** | **10 900** | **32 000** | **55 000** | **91 000** |

| TABLE 14: ADDITIONAL DWELLING UNITS REQUIRED | | | | | |
|---|---|---|---|---|---|
| **High** | **Additional dwelling units required** | | | | |
| | **Current backlog** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 7400 | 500 | 2 500 | 15 500 | **18500** |
| Gap market | 3500 | 450 | 8 000 | 13 000 | **21450** |
| Bonded market | Surplus | 250 | 4 500 | 7 500 | **12250** |
| Bonded upper market | | 50 | 500 | 1 200 | **1750** |
| **Totals:** | **10 900** | **1 250** | **15 500** | **37 200** | **54 000** |

The following gross dwelling units per hectare were used in determining additional space requirements.

| TABLE 15: NORMS TO CALCULATE LAND REQUIREMENTS | |
|---|---|
| **Market** | **Gross du/ha** |
| Subsidy market | 20 units per hectare |
| Gap market | 30 units per hectare |
| Bonded market | 20 units per hectare |
| Bonded Upper market | 20 units per hectare |

The total projected hectare requirements for the high growth scenario are as follows:

| TABLE 16: TOTAL HECTARE REQUIREMENTS | | | | | |
|---|---|---|---|---|---|
| **High** | **Hectares required** | | | | |
| **Year** | **Current backlog** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 370 | 25 | 460 | 765 | **1620** |
| Gap market | 115 | 15 | 260 | 430 | **740** |

| | | | | | |
|---|---|---|---|---|---|
| Bonded market | Surplus | 10 | 220 | 370 | **600** |
| Bonded upper market | | 5 | 35 | 55 | **95** |
| **Sub-Totals** | **485** | **55** | **975** | **1620** | **3135** |
| **Urban Infill** | | | | | **(350ha)** |
| **Total** | | | | | **2 785ha** |

Given that the timeframe of the SDF vision concludes in 2050, the total space requirements from now until 2050 is as follows:

- Subsidy market – 1 620 ha
- Gap market – 740 ha
- Bonded, and bonded upper market – 695 ha.
- An estimated 7 000 opportunities for urban infill development exist in MLM and 350ha is subtracted from the total urban expansion area required.
- The total land required is conservatively estimated at approximately 2 800 ha.

### 3.5.5 Public amenities and facilities

The CSIR space planner is a tool used to calculate the demand for social facilities in a specific area. This demand is calculated in terms of population numbers, density, and land area. According to the CSIR space planner (**Addendum 7**), the current supply of public amenities on a municipal wide level meets or exceeds the indicated thresholds. The current facilities in the MLM are indicated in **Addendum 8.** The future demand was calculated using the CSIR population projection scenarios.

To determine what facilities may be required due to the population growth expected in the MLM, an exercise to determine the surplus or deficit of social amenities and facilities was undertaken (refer to the table below).

**TABLE 17: PUBLIC AMENITIES AND FACILITIES**

| Name | Current supply according to land audit | 2050 Facilities required | Deficit/Surplus |
|---|---|---|---|
| Fire Station | 0 | 3 | -3 |
| Police Station | 4 | 5 | -1 |
| Regional Library - reference | 1 | 3 | -16 |
| Local Library | | 14 | |
| Hospital L1 | 0 | 1 | -1 |

| TABLE 17: PUBLIC AMENITIES AND FACILITIES | | | |
|---|---|---|---|
| **Name** | **Current supply according to land audit** | **2050 Facilities required** | **Deficit/Surplus** |
| Community Health Centre & ARV | 11 | 5 | -3 |
| Primary Health Clinic | | 9 | |
| Indoor Sports Halls | 0 | 1 | -1 |
| Swimming Pool | 0 | 5 | -5 |
| Sports Stadium | 0 | 1 | -1 |
| Sports Fields | 9 | 284 | -275 |
| Park Space | 21 | 284 | -263 |
| Tertiary Training not University | 1 | 3 | -2 |
| Secondary School | 24 | 23 | -51 |
| Primary School | | 52 | |
| High Income Creche / Early childhood centre | 22 | 95 | -191 |
| Low income Creche/ Early childhood development centre | | 118 | |
| Home Affairs - regional office | 0 | 2 | -34 |
| Home Affairs - District office | | 4 | |
| Home Affairs - Permanent Service point | | 14 | |
| Home Affairs - Thusong Centre | | 14 | |
| Sisakala - Thusong | 0 | 1 | -14 |
| Sisakala - First Stop - urban | | 3 | |
| Sisakala - One Stop | | 1 | |
| Sisakala - First Stop - rural | | 9 | |
| Cemetery | 5 | 6 | -1 |
| Community Centre | 6 | 9 | -3 |
| Religious Centre | 83 | 95 | -12 |
| Old age Home[6] | 12 | 6 | 6 |
| Children's Home[7] | 6 | 5 | 1 |
| Civic Centre / City Hall | 2 | 3 | -1 |
| Municipal Office | 1 | 3 | -2 |

[6] The capacity of these individual facilities - TBC
[7] The capacity of these individual facilities needs to be investigated

According to current supply, police stations, old age homes and children's homes (orphanages) are sufficiently provided as social facilities. This exercise does not determine actual capacity within the social facility, nor does it consider location and needs of the communities. It would require engagement with the people of Midvaal to determine this.

The remainder of the social facilities would require additional facilities in the next 30 years, with specific consideration to the following:

1. Additional emergency services (fire station and ambulances)
2. Additional libraries catering for the 4IR (internet access and ability to access information online in these centres).
3. By 2050, a hospital can be developed for Midvaal, but a feasibility study and business plan would be required.
4. Additional health clinics or centres across the municipality can be considered in years to come
5. Additional recreational social facilities such as swimming pools, sports fields and even a sports stadium are all plausible, but would require business plans and be on a needs basis from the community. Existing sporting fields, even in schools, need to be upgraded/utilised first to be space efficient.
6. The land audit captured both primary and secondary schooling under one category. Additional schooling requirements with a feasibility study on additional educational requirements will be needed before any additional schools are commissioned. Where established schools can be expanded to add additional pupils, this option needs to be explored first before the commissioning of a new school. Private sector providers of educational services should also be consulted (e.g.: Curro).
7. Towards 2050, additional tertiary training opportunities may present themselves. This would be determined by the dominant market forces in the area and be based on skilled labour needs.
8. A high demand for both low- and high-income early childhood centres will present in the next few decades and provision should be made to accommodate these types of businesses with strict controls to ensure that young children are in safe and conducive environments.
9. The potential to establish a Thusong centre with urban and rural first stops exist but would require a needs analysis to ensure that it would add value to Midvaal and not create parallel systems that increase unnecessary bureaucracy.

10. Establishing a home affairs office in Midvaal is suggested, with additional home affairs offices which could be developed for the communities of Midvaal in the decades to come.
11. Additional cemeteries would be required for the municipality over the next few decades, but a comprehensive analysis on the location of this additional land use would be required as a cemetery cannot be removed once commissioned due to ancestral and religious practices and environmental requirements. Short term demand on burial sites needs to be determined to evaluate the current supply of the existing five cemeteries in Midvaal. Potential to expand instead of establishing a new site needs to be considered for land use efficiency.
12. Additional religious centres can be commissioned as the population grows but would need to occur organically as this is not the responsibility of the state.
13. Three additional community centres can be commissioned in the years to follow but would require a needs basis. Moreover, the community centres can act as civic centres or as a city hall and be able to add capacity to the current zero count.
14. Lastly, additional municipal offices can be developed if needed, but in the instance of Midvaal and the already well-established municipal buildings, upgrading and building on to the current infrastructure may be a better option instead of establishing new offices across the municipality. Extensive consultation and engagement would be required to decide on this, but additional capacity will be required in the future.

In no way is the CSIR planner prescriptive and it should not be used as a monitoring or evaluation tool. It is a quantitative knowledge informant to help the municipality identify and prioritise certain social facilities and amenities. The CSIR space planner should work in tandem with spatial positioning exercises and community needs analysis.

It is important to have a comprehensive understanding of community needs through ongoing engagement. Services that are provided must be appropriate and applicable and such facilities must meet space planning requirements. It is proposed that MLM uses a blended approach that is informed by data and engagement with the people of MLM.

### 3.6 Commercial, industrial and business use

There are 150 land parcels (208ha) of commercial use and 385 land parcels (2279ha) of industrial use in the proposed industrial and commercial areas as per the 2017/2022

Midvaal SDF (indicated in the figure below). There are 340 land parcels (605ha) of business use in MLM.

There are 249 vacant erven (317.5 ha) and 12 (19.8 ha) vacant agricultural holdings within the industrial and commercial areas of MLM. Midvaal LM aims to create an enabling environment for job creating industries and supports the development of commercial and industrial areas.

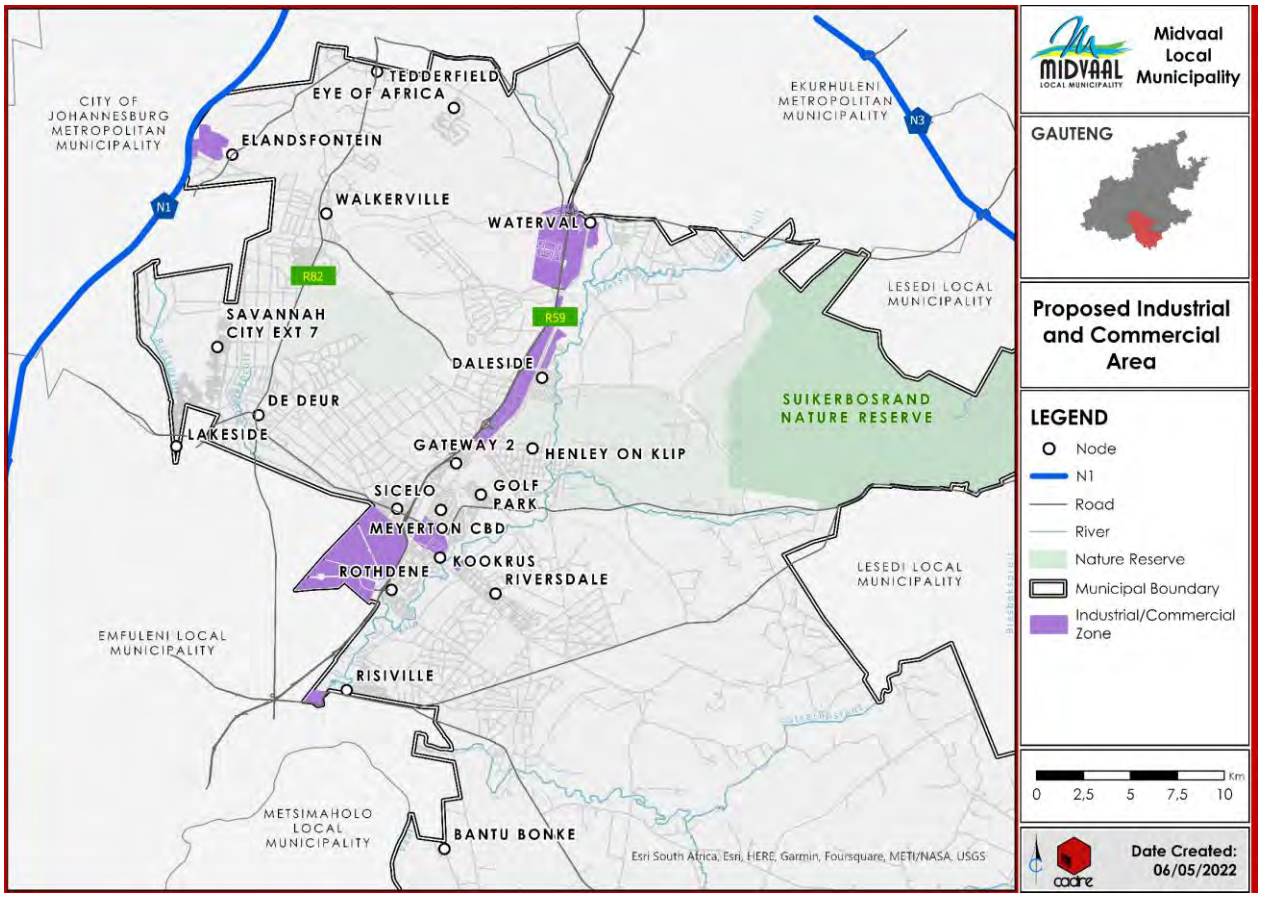



***Figure 23: Proposed industrial and commercial area***

## 3.7 Available land

Given the calculations done in subsection 3.5.4 a total of 2 800 hectares are needed to accommodate the growth expected according to Greenbook 2050 high growth scenario. An analysis was done based on the current Urban Development Boundary (UDB) in MLM.

The first step to identify the urban expansion areas, is to look at the land parcels within the municipal UDBs to determine the space available for infill development. Land parcels with associated urban land uses (residential, commercial, industrial, etc.) were extracted from the potential infill development parcels, leaving only the potential urban expansion areas. The figure below illustrates the land parcels within the established UDBs, with the yellow areas representative of the current urban area, purple indicating established industrial and commercial uses, and the grey indicating

the space available for urban expansion. The result of this determination is an estimated 9 200 hectares that are available for urban expansion.

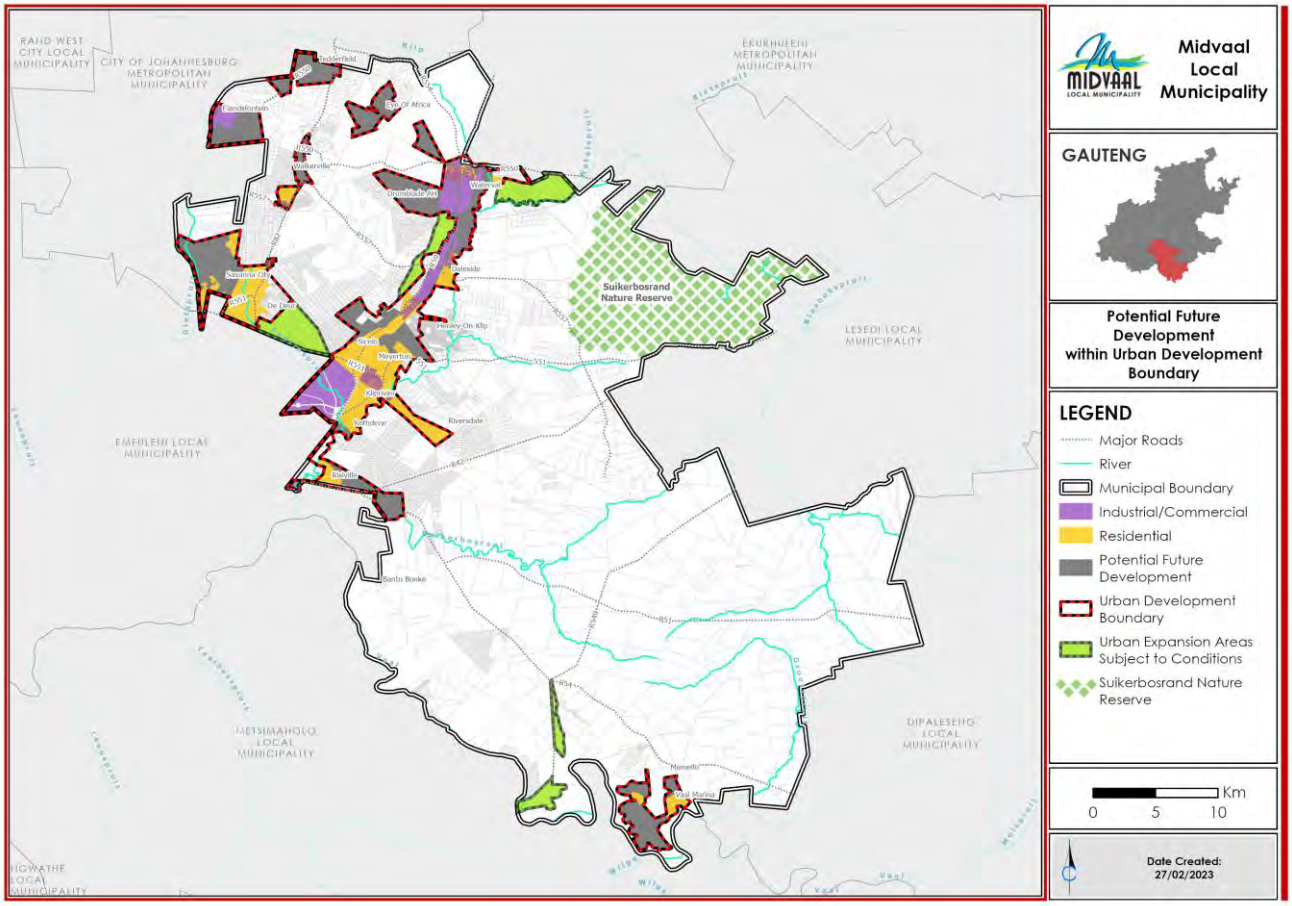



***Figure 24: Potential Future Development within the UDB***

After critical biodiversity areas are subtracted, there are less than 7 000 hectares within the current urban development boundary. A significant portion of areas inside the current urban development boundary lack engineering services and could not be accounted for as being in the development pipeline. The MLM, however does not want to constrain potential developers of self-funded engineering services and therefore do not intend to reduce the UDB in these instances.

Sufficient land in growth areas, where engineering services are deemed to be more feasible will, however, be brought forward by the spatial proposals.

# 4 SPATIAL PROPOSALS

Embracing the project of meaningful transformation requires a shift from conventional regulatory planning towards active planning. Active planning employs long-term visioning to promote growth and development that is sustainable, inclusive and productive. Visions are expressions of spatial values or images that demonstrate possible and alternative futures. These visions must represent an agreement between spatial partners (including elected representatives) the facts of the past, the current realities, and the path to be taken for the future.

The purpose of a vision is to define the growth and development direction for a region, in this case the Midvaal Local Municipality. The vision developed ought to embrace the key development directives defined by national, provincial, and district policies and legislation. Section 21(c) of SPLUMA prescribes that municipal spatial development frameworks must include a longer-term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years. The MLM decided to develop a vision towards 2050 which is aligned to the population projections contained in the Green Book (CSIR, 2022).

This chapter summarises the processes and methods followed to develop a spatial vision for MLM. It presents the vision statement and conceptual spatial illustration for the future development direction, and ends with an emphasis on future urban expansion areas necessary to accommodate this developmental direction.

## 4.1 Vision informants

### 4.1.1 Regional vision shapers

The MLM SDF spatial vision draws regional shaping elements from Gauteng Growing Together 2030 and the Sedibeng DDM One Plan. The following highlights the regional vision shapers that were taken from these provincial and district plans, visions, and related projects.

**Growing Gauteng Together**

- Goal: Revitalise the economy of Sedibeng which has suffered significant de-industrialisation due to the collapse of the steel industry.
- Opportunities:
    - Development of the Vaal River City and the Vaal University village precinct.
    - Rehabilitation of the sewer infrastructure to stop spillage into the Vaal River.
    - Vaal Special Economic Zone.

- Catalytic investment projects - Savanna City development, and Vaal River City development.

**Sedibeng DDM One Plan**

- Regional joint vision - A leading and developmental metropolitan river city by 2030.
- Opportunities:
  - Catalytic investment projects – Savanna City, Vaal River City, Vaal SEZ, Vaal Marina development,
  - Midvaal LM catalytic projects: Vaal Marina (tourism development), Doornkuil (mixed-use and social infrastructure development).
  - Vaal River sewer rehabilitation project.
  - Regional bulk infrastructure to catalyse the SEZ.
  - Vaal Marina Commercial development

The Gauteng State of the Province Address 2022 again centralises township investment and regeneration as a priority intervention across the province.

Since 2014, it has been the province's vision to alleviate economic pressure – and the subsequent spatial pressure – in Johannesburg as the centre of economic activity. A decentralised economy across the three metros and the two districts is envisioned. Different parts of the province are directed to create growth opportunities, especially in the West Rand and Sedibeng districts.

The Sedibeng district embraced the provincial directive to become the next growth point as the southern development corridor of Gauteng. The diversification of the economy is geared to exploit the economic potential of the Vaal River. The achievement of the economic diversification and 'metropolitising' the district relies heavily on the cooperation and support from the adjoining Fezile Dabi district in the Free State. Preliminary and advanced investment stages for the Vaal River Special Economic Zone, aerotropolis, freight, and revitalised steel manufacturing are noted to inform MLMs future.

MLM is a largely rural municipality, but it is important to note the inevitable pressure of housing development and new economies which the municipality faces. In tabling the development vision of the MLM it is important to strike a balance between identity, food security, social cohesion, growth, ecological sustainability, and urbanisation.

### 4.1.2 Municipal vision shapers

Reflecting on the past, the present and the potential future of MLM, the following key spatial features were identified by municipal and government officials in a workshop held in 2022:

**Unique and special places in MLM**

- Vaal Dam and Vaal Marina– considered to be the best tourism destination in the municipality.
- Suikerbosrand Nature Reserve – beautiful, unique, and underrated natural landscape that needs infrastructure support to revive tourism in the area.
- The Klip River is prone to pollution from numerous sources but has the potential to enable many areas of leisure and enjoyment. Henley on Klip capitalises effectively on this asset and should be supported to enhance this attraction even further.
- Alewynspoort and the ridges could be a bigger attraction.
- Eye of Africa – identified as the best modern housing development that provides security, comfort, and access to natural and recreational amenities.
- Walkerville – identified as a key village and service centre along the R82 corridor.
- Meyerton – perceived to be the heartland of economic opportunity.
- Sicelo- township tourism, where a tourist can experience the character and culture of a township.

**Current spatial issues and challenges**

- Aloe Ridge – this area has been experiencing huge development pressure but has also been identified as a unique natural landscape that needs protection from development. A balance between conservation and development needs to be reached.
- Conservation and protected areas should not be preserved or utilised in self-interest for privilege and exclusivity. Inclusivity, access to opportunities and efficiency need to be considered when demarcating areas earmarked for conservation and protection.
- Informal settlements – in-situ upgrading to be prioritised to satisfy the locational criteria. Upgrading should only be considered where technically feasible and ensure that the potential residents are afforded the opportunity to have safe living environments and not be exposed to unnecessary risks that can be identified in technical studies. Some of the technical studies can include environmental (EIA) and territorial (TIA) impact assessments, disaster risk reports (fire, social unrest, etc), geological reports and flood lines.

- Sprawling settlements including the Sky City (Ekurhuleni)– redirection or upgrading of informality due to the development pressure needs to be considered. Directing the sprawl towards activity spines where there is existing development can improve land use efficiencies.
- Protection of the rural residential properties of the greater Walkerville area (outside the node) along the R82 amid development pressure and potential in the corridor.
- Protection of unique rural character and touristic attraction in certain parts of Henley on Klip.

**Spatial opportunities**

- Potential mixed-use development corridor between Heidelberg and Risiville/Three Rivers.
- Increased tourism and residential activities in the Vaal Dam area.
- R82 and R59 as the destination for capital investments.
- Potential social housing restructuring zones in Savanna City, Meyerton/Sicelo and De Deur.
- Recreational and tourism opportunities along the Klip River, Vaal River, Vaal Dam and Henley on Klip.
- Densification and infill development of low-cost and gap-market housing within existing urban boundaries closer to work and social opportunities.

## 4.2 Spatial vision

***The Midvaal Local Municipality offers a unique spatial composition of urban and rural development located along strategic economic corridors and spines. The rural character is protected by means of consolidated and well-designed urban areas and managed urban-rural cross-over zones. Urban expansion is consolidated along the R59 Corridor and R82 mobility spine, with east-west spines becoming more prominent.***

The MLM long term spatial vision is also visually represented in the figure below. It provides a schematic and diagramatic view of the desired long-term spatial structure of the municipality. The process of developing the spatial vision incorporated several structuring elements to form the ideal vision, namely: (1) nodes and centres, (2) connectivitiy, and (3) spatial areas and unique components.

The contextualisation of the MLM spatial shapers assists in identifying (1) fewer dynamic elements which might need improvements instead of creating new ones,

and (2) highly dynamic elements that need resource-specific support, control and management.

Midvaal's long term spatial vision also give impetus to the 5-year developmental vision formulated by the local municipality through the IDP processes:

Midvaal Local Municipality prides itself on being a stable institution able to provide services efficiently to its residents while improving their socio-economic conditions. The municipal vision for the 2022-2027 IDP is:

***"Achieve excellence in service delivery"***

To achieve this vision the municipality strives to:

1. Enhance service delivery through innovative technologies.
2. Enable a safe, healthy community and environment.
3. Promote local economic development and tourism.
4. Adopt clean, renewable energy.
5. Build strong partnerships.
6. Be a people-centred, compassionate institution.

**Spatial areas and unique places**

Contextualising the current development footprint and socio-economic character of the municipality highlighted the current pockets where social, residential, and economic activities are focused. This resulted in the identification of areas where infill-development, densification and intensification can take place to (1) promote ecological sustainability, (2) bring households closer to the centre of opportunity, (3) protect prime agricultural land, and (4) promote public transport viability.

Additional activities were observed to be gradually developing between these activity centres – therefore necessitating an increase in bulk infrastructure to support growth and development. These areas include:

- Meyerton CBD to De Deur
- De Deur to Savanna City
- De Deur to Walkerville
- The Waterval-Sky City area

The densification of residential areas would be supported by increasing support for economic, social, tourism and recreation activities. Beyond the MLM borders, the Evaton-Sebokeng, Orange Farm, Vereeniging, and Kathorus settlement clusters will support this consolidation to establish a bigger township economy. Production and consumption markets grow in such residential clusters.

Development is purposefully concentrated in the areas surrounding the R59 and R82 development spines to protect the prime agricultural land in the southern half of the municipality, and the areas of ecological importance – Suikerbosrand Nature Reserve, Vaal Dam and River, and the ridges in the north.

The provincial and district vision for the re-industrialisation of the area is encapsulated in the envisioned industrial zones along the R59. The envisioned intensification of industrial activities is aimed at Waterval at the northern end of the R59, and Rothdene at the southern end.

Bringing everything together, the spatial vision intends to demonstrate a focused way to engage sustainable urbanism, social cohesion, integrated governance, economic recovery, and the preservation of natural elements. These are indicated with the same level of urgency to sustain the identity of the municipal region and create an enabling environment for socio-economic shock-resilience.

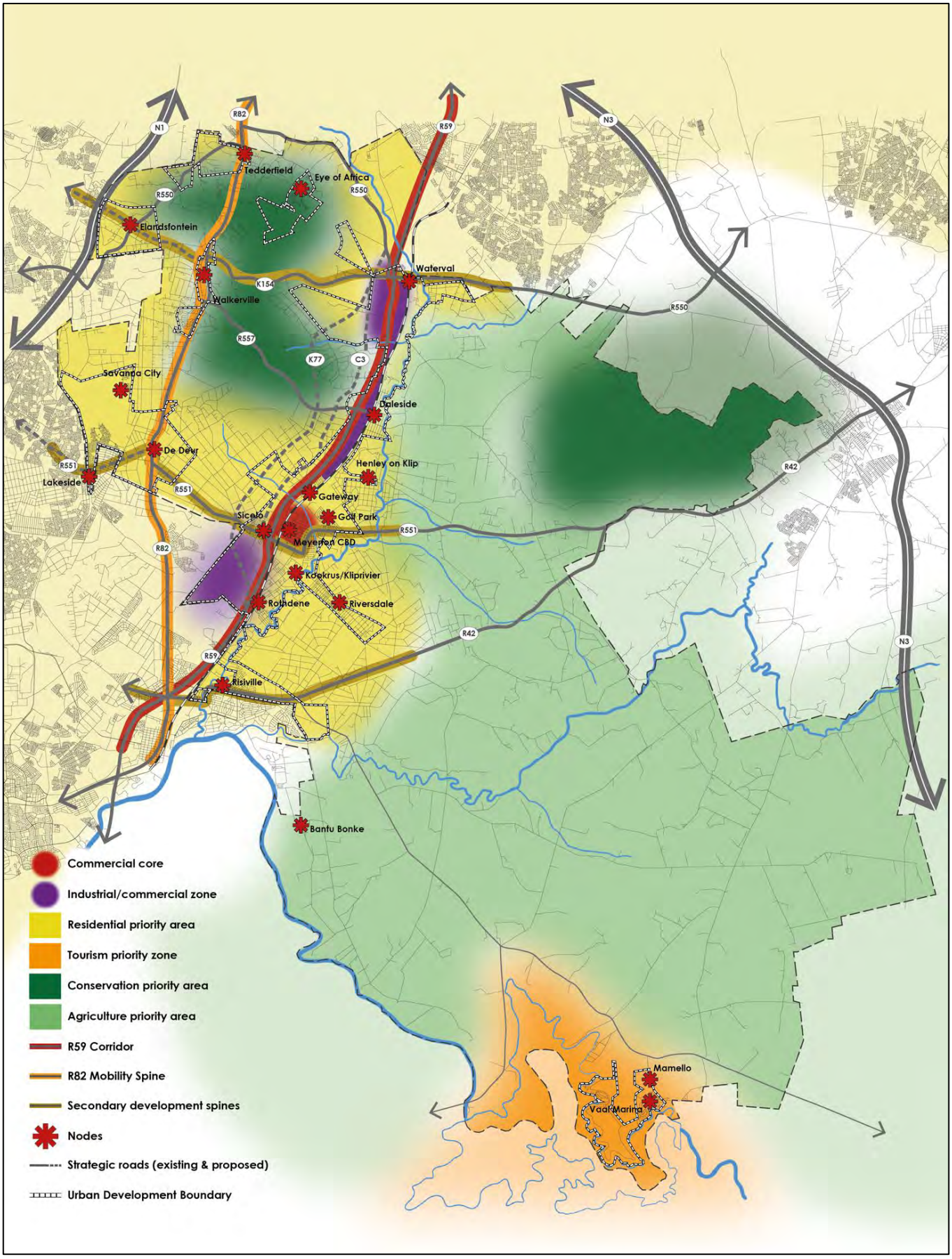



***Figure 25: Midvaal LM SDF concept***

## 4.3 Spatial proposals

The 2022-2027 Spatial Development Framework builds on the previous SDF that aimed to consolidate and integrate the national spatial directives with the reality on the ground. Development drivers and spatial proposals are set out in the table below.

| TABLE 18: SPATIAL PROPOSALS | | |
|---|---|---|
| **Development drivers** | | **Spatial proposal** |
| **1** | **Strive towards consolidated compact urban areas** | Maintain the Urban Development Boundary (UDB) and manage urban-rural cross-over zones to promote compact urban development, support the integrity of rural residential areas, protect high potential agricultural land, and conserve critical biodiversity areas and valuable ecosystems. |
| **2** | **Pursue alternative clean energy and reduce the cost to industrial and commercial consumers** | To tackle the shortage of energy by partnering with renewable energy service providers and participate in initiatives to generate local power, aid economic diversification along the R59 Corridor, industrial and commercial zones and the urban nodes through public-private partnerships. |
| **3** | **Implement and manage corridor and spine development initiatives** | Plan, design, and facilitate development along the R59 Corridor, the R82 mobility spine and secondary east-west spines by means of appropriate developments and responsive township layouts in line with the spatial vision and relevant precinct plan proposals. |
| **4** | **Encourage agricultural production and processing** | Protect all land earmarked for agriculture in order to facilitate and enhance agricultural production. Support innovative small-scale farming in agricultural areas and cross-over zones, and support agri-processing in cross-over zones and in corridors and spines. |
| **5** | **Stimulate tourism** | Protect tourism resources, heritage assets, and unique precincts by stimulating relevant tourism-related activities and appropriate developments in the ridges, in unique precincts, around Bass Lake, in Suikerbosrand Nature Reserve, and along the Vaal Dam. |
| **6** | **Foster walkable nodes and transit orientated development (TODs)** | Promote transit-oriented development (TODs) and the creation of compact, walkable, pedestrian-oriented, mixed-use communities centred around all public transit facilities (train stations, taxi ranks, rapid bus systems). Facilitate the development of walkable urban nodes, rather than suburban shopping centres for reduced dependence on a car for mobility and survival. |

| | | |
|---|---|---|
| **7** | **Ensure connectivity by means of a considered movement network** | Capitalise on existing regional links to promote development and utilise the internal movement network to support public transport networks and services. For enhanced continuity, prioritise strategic roads identified in the SDF and consider alignment of proposed roads carefully to prevent further fragmentation of precincts, and unnecessary sterilisation of potential land for development. |
| **8** | **Support quality human settlement development** | Promote integrated human settlements through varying housing typologies, income models and densification, and prioritise the expansion of the gap market. Plan and implement for the integration of social facilities and commercial activities as integral part of any housing development. |
| **9** | **Prioritise environmental management** | Protect and manage the natural environment by administering the UDB to ensure an equilibrium between agriculture, tourism, industrial, and urbanisation activities. |
| **10** | **Streamline targeted engineering infrastructure investment** | Prioritise short to medium term upgrading of engineering services in priority strategic development areas (SDAs) and ensure that engineering services are available before township establishment processes are finalised. |
| **11** | **Implement local area plans (precinct plans)** | Undertake precinct plans to give effect to the intentions of the broader strategic direction in the SDF and make proposals on a detailed level. Proposals should not only be focused on land use and transport but should also provide practical spatial proposals and urban design guidelines to ensure appropriate spatial form in support of design principles, such as walkability. |

### 4.3.1 Development Driver 1: Strive towards consolidated compact urban areas

> *"Maintain the Urban Development Boundary (UDB) and manage urban-rural cross-over zones to promote compact urban development, support the integrity of rural residential areas, protect high potential agricultural land, and conserve critical biodiversity areas and valuable ecosystems."*

MLM acknowledges that compact urban areas, rather than urban sprawl, support economic viability, liveability and social equity. Urban compaction involves the promotion of urban regeneration, the revitalisation of CBD's and nodes, the restraint on development in rural areas, higher densities, mixed-use development, promotion of public transport, and the concentration of urban development at public transport nodes.

The major focus area for urbanisation in MLM occur along the R59 corridor extending from Rothdene in the south up to Waterval in the north. Lakeside, Savanna City, De Deur, Walkerville, Ohenimuri, Eye of Africa and Vaal Marina are also included within the Urban Development Boundary as these areas already represent extensive development and future development potential.

An urban development boundary (UDB) has been implemented in MLM as a growth management instrument to carefully manage land uses with urban areas and monitor changes in land use adjacent to the UDB termed urban-rural cross-over zones. Areas with a rural character, the protection of high potential agricultural land and ecosystems is a priority beyond the UDB.

Development applications need to demonstrate urban design principles that promote compact, mixed-use and walkable areas that could be serviced with engineering services in a sustainable manner. The Midvaal Land Use Management Scheme can be improved by an extended list of land use definitions to enable improved land use management. The following guidelines pertaining to land uses to be allowed within and outside the Midvaal Urban Development Boundary will apply:

#### Land Use within the Urban Development Boundary

As far as land uses inside the Urban Development Boundary are concerned, a land use that is consistent with the relevant municipality's Integrated Development Plan (IDP), Spatial Development Framework (SDF), spatial planning policies and land use scheme should be permitted, subject to the normal procedures and legislation e.g. environmental considerations, transportation requirements etc. It is important to note that the Urban Development Boundary does not imply that the entire area within the boundary can/ should be allowed to develop or that development rights are automatically guaranteed. Factors such as timing, availability of services, the

environmental impact/ conditions etc. must and should still be applicable when considering an application within the Urban Development Boundary.

**Land Use outside the Urban Development Boundary**

Land uses that are rural in nature would be more desirable and should therefore be promoted outside the Urban Development Boundary rather than inside it. Where applicable, the proposed land use will also have to be in line with provincial policies and local areas plans. -The following land uses will be allowed in the rural areas outside the Midvaal Urban Development Boundary:

a. Extensive agriculture;
b. Conservation Areas/Nature Reserves;
c. Tourism and related activities
d. Recreational Facilities
e. Farm stalls and home industries;
f. Rural residential uses/Agricultural Holdings in specific areas; or\Any other related development of service;

Provided that the proposed development or service

g. services primarily the local market; and/or
h. is resource based; and/or
i. is located at a defined and approved service delivery centre/nodal point.

Developments or services not complying with the criteria set in (a) – (f) may thus only be allowed if it complies to one or more of the criteria listed as (g), (h) and (i).

Additional uses may be considered within the urban-rural cross over zones that is in line with the rural character of the area and based on the merits of individual land use applications.

In principle, all parts of the Midvaal Municipality located within the Urban Development Boundary are deemed to be priority areas for accommodating development, while the remainder part of the municipal area is deemed to be rural in nature, and thus all policies, guidelines and principles applicable to rural development are to be applied in these areas.

**Urban Development Boundary Amendments**

During the 2022-2027 SDF compilation, the previous urban development boundaries (UDB) was expanded to allow for sufficient land to enable a full spectrum of urban land uses. The six amendments where:

1. An extended boundary east of the R82 in De Deur to complement the business precinct in De Deur with mixed-uses, but especially medium density residential.

2. The area west of the R59 corridor between Meyer Street and Randvaal off ramps that could bolster economic activities in this area.
3. The Tedderfield area, west of the R82.
4. A portion of Henley-on-Klip (Indicated as zones 3-6 in the Henley on Klip precinct plan)
5. The inclusion of Garthdale AH as indicated in the Waterval precinct to create opportunities closer to employment.
6. Meyerton extension towards the Klip River to expand the primary node in the MLM.

**Urban Expansion Areas**

Urban expansion areas are further recommended in appropriate locations to facilitate a closer link between places of residence and places of work. Four future urban expansion areas have been identified and may only be considered to be included in the Urban Development Boundary subject to conditions such as infrastructure development or local areas plans. These areas are:

A. De Deur extended further towards Meyerton. This area could be considered for inclusion in the UDB if Point 1 above demonstrates a level of success, and engineering services become available. This area is exceptionally fitting in terms of urban form aspirations, highlighted in the spatial vision, but the lack of funds to invest in engineering services puts an initial hold on including this area in the UDB at this stage.

B. The expansion of the R59 corridor has been a spatial vision since its adoption in 2010. This area could be considered for inclusion in the UDB once the Class 3 road towards the west of the R59 is established and Point 2 above, demonstrates a level of success.

C. The Gardenvale AH area is under extreme development pressure due to the residential developments within City of Ekurhuleni Metropolitan Municipality on the border of Midvaal. This area could be considered for inclusion in the UDB if Point 5above, demonstrates a level of success, and engineering services become available.

D. The Vaal Dam area is a prime area for the bonded market and it is recommended that the MLM should partner with the private sector to demonstrate how this area could be developed in a financially sustainable way. The natural environment in this vicinity must be protected in any proposed development.

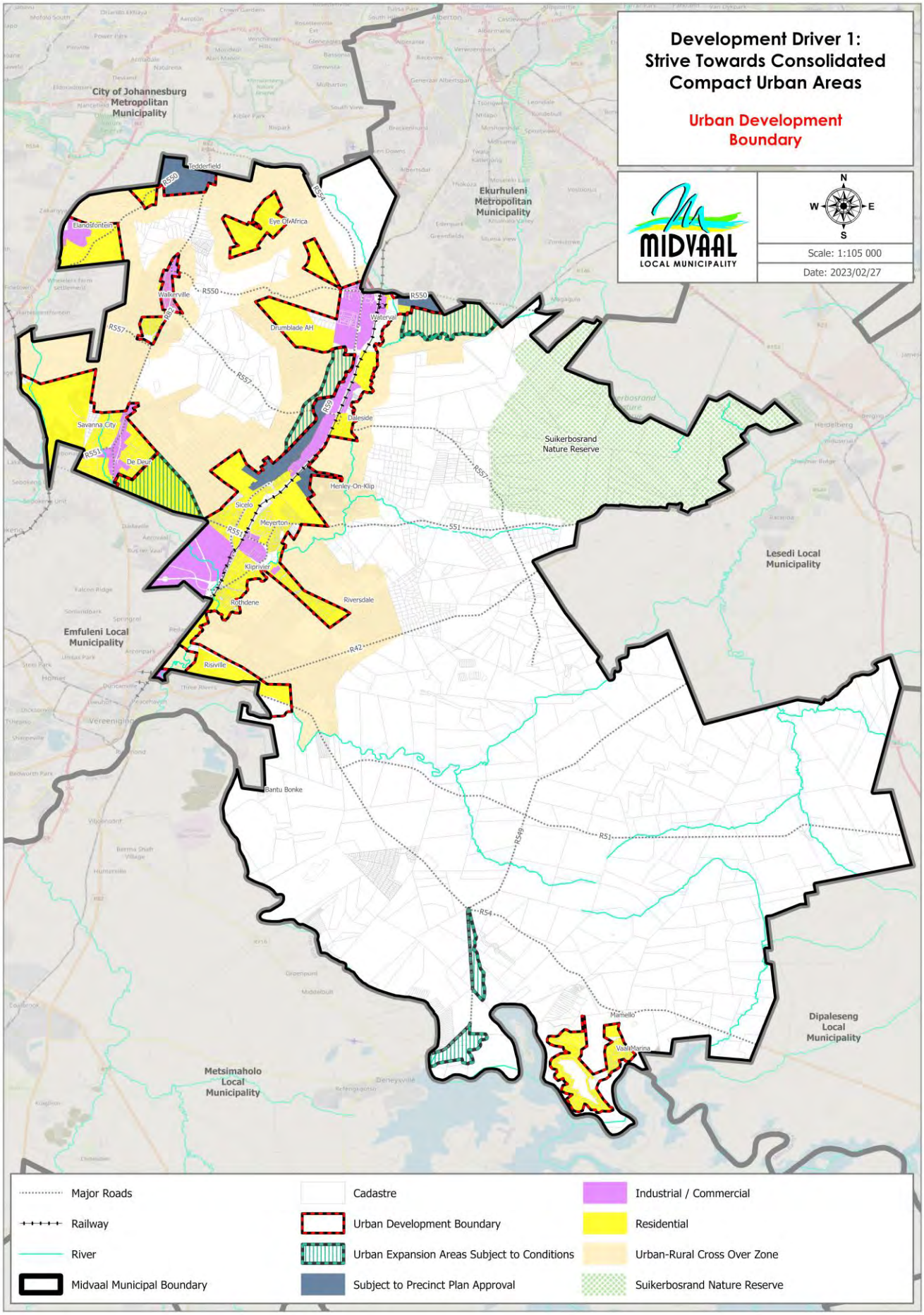



***Figure 26: Urban Development Boundary***

### 4.3.2 Development Driver 2: Pursue alternative clean energy and reduce cost to industrial and commercial consumers

*"To tackle the shortage of energy by partnering with renewable energy service providers and participate in initiatives to generate local power, aid economic diversification along the R59 Corridor, industrial and commercial zones and the urban nodes through public-private partnerships."*

Fundamental reforms in the energy environment sector have open new opportunities for local municipalities to generate power that can be distributed to residents within its boundaries or wheeled to neighbouring jurisdictions. Government has indicated that it will fast-track proposals based on solid business plans submitted by municipalities. These new regulations also open the prospects for innovative public-private partnerships between municipalities and private enterprises.

MLM should consider becoming an Independent Power Producers (IPP) or consider applications for the establishment of IPPs in the area based on the merits of their applications. MLM should also encourage Small Scale Embedded Generators (SSEGs) for applications submitted for uses such as high-density residential, industrial, and commercial activity where alternative energy solutions and higher energy efficient could be applied in the development. The municipality should initiate a resilient energy model and start implementing a municipal energy-efficiency retrofit programme for streetlights, traffic lights and municipal buildings.

### 4.3.3 Development Driver 3: Implement and manage corridor and spine development initiatives

*"Plan, design, and facilitate development along the R59 Corridor, the R82 mobility spine and secondary east-west spines by means of appropriate developments and responsive township layouts in line with the spatial vision and relevant precinct plan proposals."*

To capitalise on the dominant north-south regional connector roads, the MLM vision will establish primary development spines along the R59 and R82. There is significant potential to promote a variety of economic activities, as well as residential development along the R59 Corridor in the Midvaal area. Extensive studies were conducted to determine the development potential of this corridor that culminated in the R59 Corridor Development Framework 2010. and the R59 Corridor Urban Design Framework2014. The R59 Corridor functional area is the priority area for the bulk of economic and residential development within the Midvaal Municipality and should thus also be prioritised in terms of the provision of engineering services Substantial parcels of vacant industrial-zoned land are still available within the R59 corridor area and development of these land parcels should receive priority for light industrial and commercial use to achieve the proposed R59 Development Corridor. As far as heavy/noxious industrial development is concerned, it should be consolidated in the Meydustria (Kookfontein) area which has sufficient buffer zones between the industrial activities and surrounding residential suburbs. A part of

Meydustria (Kookfontein) has also been earmarked to be developed as a proposed Industrial Park.

Areas to the west of the R59 along the future Class 3 road, from Johan Le Roux to R550 Waterval, are earmarked for development in the short to medium term similar to the M61 along the east of the R59. The development of this Class 3 road in conjunction with the provision of bulk infrastructure will allow for Activity Nodes which will comprise of uses such as commercial, industrial, agricultural, residential, retail and offices. The municipality will further develop precinct plans per Activity Node to outline the development proposals and intensity of uses per node.

R82 can be developed as a mobility spine that, secondary to the R59, provides regional linkages. The development of Savanna City and business hubs in De Deur, Walkerville and Tedderfield along the R82 create economic opportunities that may attract the need for increased residential developments.

To address the need for stronger east-west connectivity and integration with the City of Joburg, Ekurhuleni and Lesedi, secondary development spines are required along the R42, R550, R551 and the proposed PWV20 from Savanna City to Heidelberg.

R42, R550 and R551 are envisioned as secondary development spines to support new commercial investments in the long-term. The creation of movement demand along these routes by opening up employment pools would promote public transport services, especially with mini-bus taxis.

Transit Oriented Development (TOD) applicable within the R59 Corridor development are further explained under Development Driver 6 and must be read in conjunction with this Development Driver.

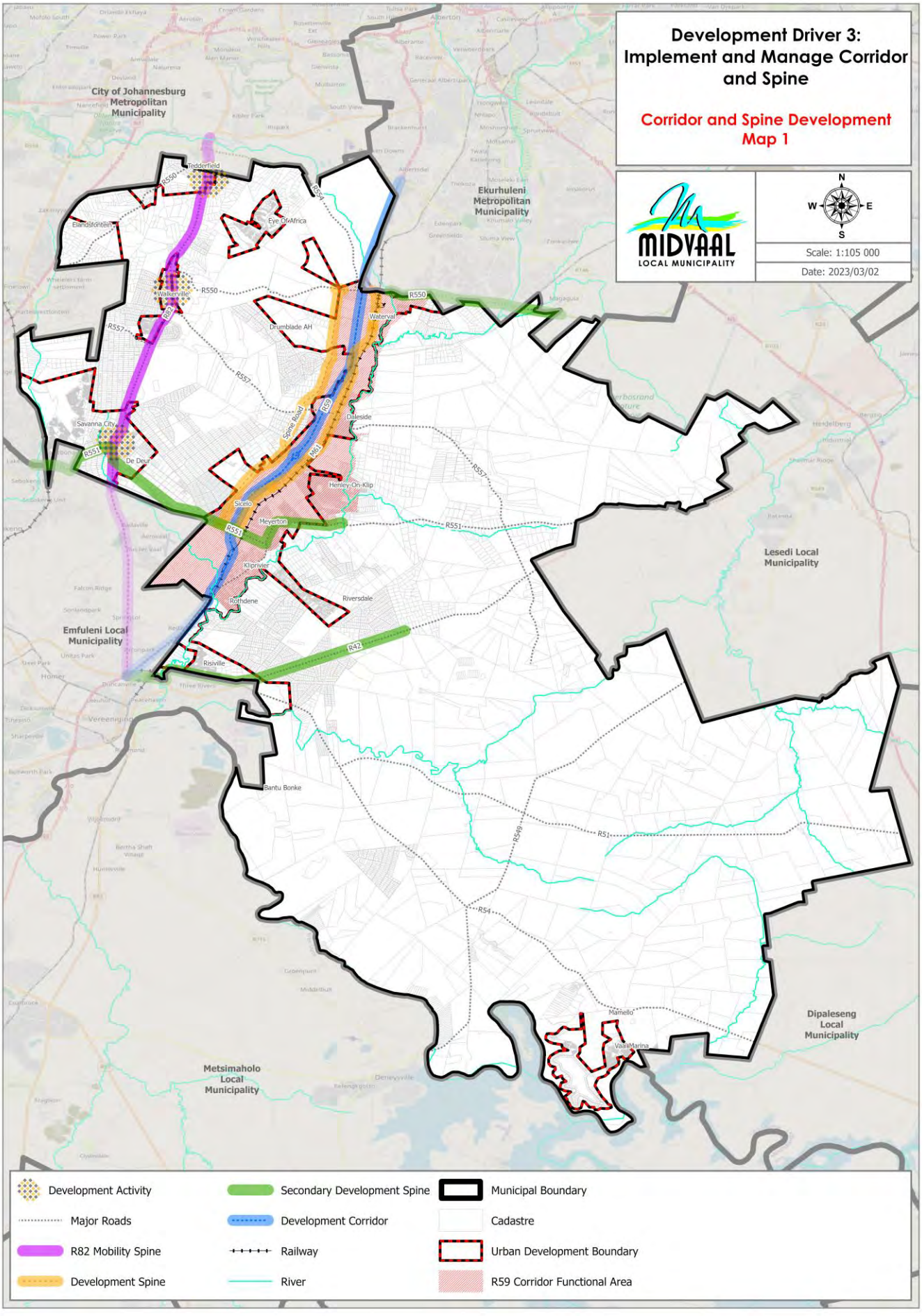



***Figure 27: Corridor and Spine Development***

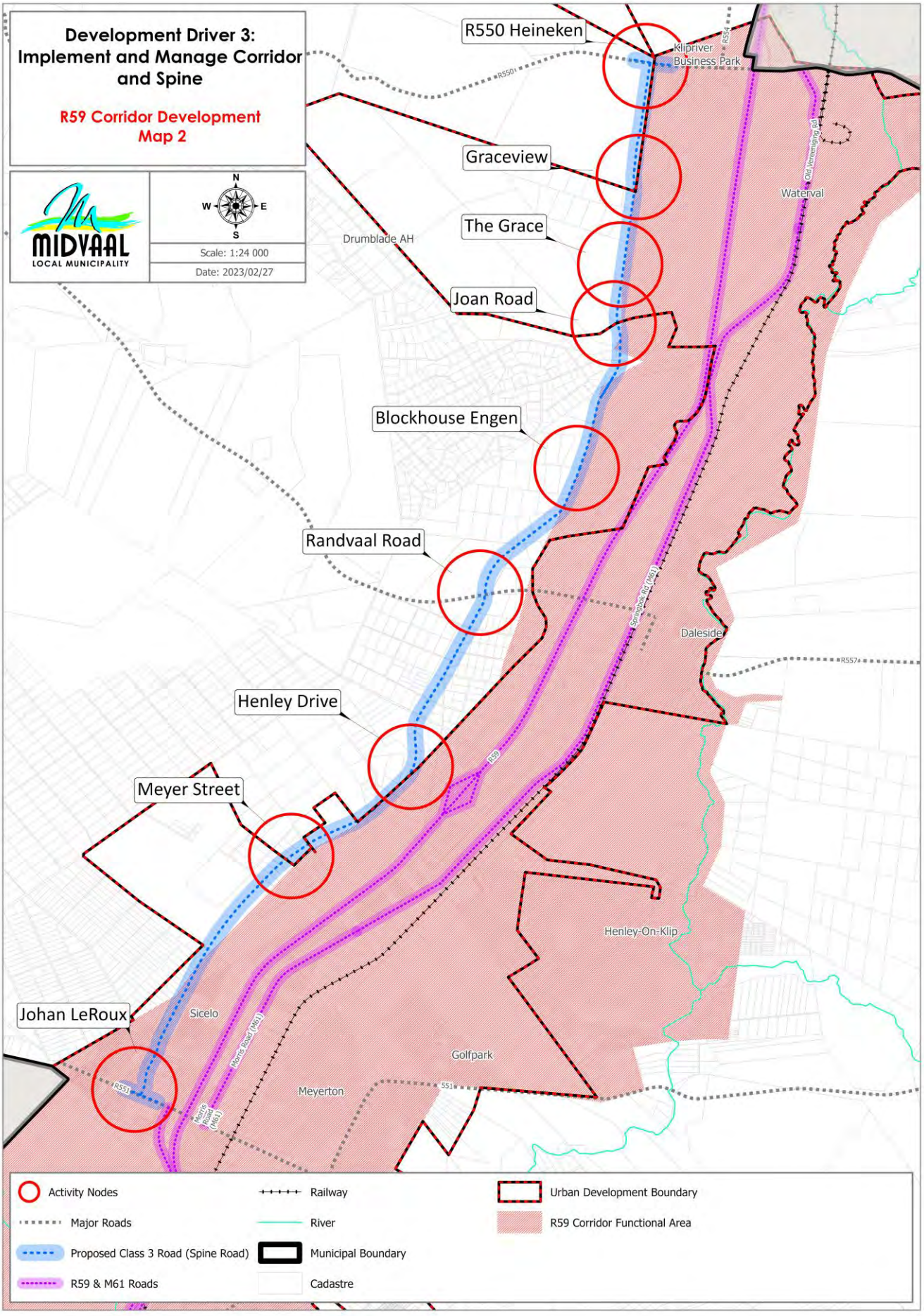



***Figure 28: Future Activity Spine West of the R59***

### 4.3.4 Encourage agricultural production and processing

*"Protect all land earmarked for agriculture in order to facilitate and enhance agricultural production. Support innovative small-scale farming in agricultural areas and cross-over zones, and support agri-processing in cross-over zones and in corridors and spines."*

MLM supports the protection of high potential agricultural land and the graduation of small-scale farmers to commercial farmers and Agro-preneurs. Agricultural activities mainly occur in the south-eastern parts of the municipal area between Suikerbosrand and Vaal Marina and the central north-western parts between Doornkuil, Homestead Apple Orchards, Walkerville, Tedderfield and Waterval. Agricultural land must be protected against urbanisation and/or extensive subdivision in order to protect the agricultural potential and integrity of these farm units in support of the Local Economic Development Strategy (LED Strategy 2023) thrust related to agriculture development, support & value-adding.

MLM wishes to enhance agricultural production and processing as part of its vision to promote the municipal area as an agricultural hub in Gauteng context. This might require farmers to form functional clusters (agricultural hubs) within the area to collectively perform specialised agricultural activities (agglomeration and economy of scale benefits). Such activities may comprise intense production with related infrastructure, processing of products (agro-industries), training facilities and associated accommodation/social facilities for workers, and even commercial outlets to sell the processed agricultural products locally.

As far as agricultural holdings in general are concerned, Council should strictly control the land uses as these areas have the tendency to become "mixed use transition areas" if not properly managed.

The primary purpose of agricultural holdings is to accommodate small-scale farming and rural- residential activity and the original layout, road reserves and engineering services provided in these areas were designed in accordance with this concept.

In many instances the illegal land uses performed on agricultural holdings have a severe negative impact on the surrounding environment in terms of noise pollution (small industrial activities), traffic (especially "trucking business", sanitation (normally these areas only have septic tanks) and waste disposal.

MLM has determined Urban-Rural cross over zones where the municipality may consider land use applications should the use the be compatible with the rural character of the areas, or subject to an adopted precinct plan (local area plan) specifying different land uses in the area. Consent use applications as allowed for in the LUMS will be considered on merit.

The following interventions adopted by the previous SDF needs to be continued and/or finalised:

- Protect high potential agricultural areas.
- Compile precinct plans for five rural intervention areas.
- Establish an institutional structure to assist small scale and emerging farmers.

- Facilitate the establishment of agri industries at Doornkuil.
- Establish economic development centres (EDC) in the five Midvaal townships, with specific focus on the milling plant, agro processing facility.
- Support to the Bantu Bonke agri-village.
- Collaboration with Gauteng Agricultural & Rural Development to implement the Comprehensive Agricultural Support Programme (CASP) for emerging farmers and households.

### 4.3.5 Development Driver 5: Stimulate tourism

*"Protect tourism resources, heritage assets, and unique precincts by stimulating relevant tourism-related activities and appropriate developments in the ridges, in unique precincts, around Bass Lake, in Suikerbosrand Nature Reserve, and along the Vaal Dam."*

MLM benefits from having numerous environmental features that when enhanced and supported, forms the main elements of a tourism destination. Various initiatives are required to bolster the unique places and opportunities highlighted in the vision shapers to promote Midvaal as a tourism destination, as emphasised on the LED Strategy, 2023. The strategy further proposes programmes that should be implemented to achieve the above and to promote economic development through promotion of the tourism industry and development of the green economy.

The tourism sector is one of the main identified growth sectors in Midvaal and as such the following programmes with accompanying projects have been identified under the Tourism and Green Economy Development and Promotion Thrust:

• Tourism Industry Growth & Development

• Tourism Marketing, Promotion & Awareness

• Green Economy & Eco-Tourism development & promotion

The most prominent tourism feature in Midvaal is the Vaal Dam. This area is an asset not only to the local Midvaal community, but also to the broader Gauteng and regional population. It needs to be actively managed and protected in order to ensure that the character of the area as a tourism destination is maintained in the long term. The development guidelines as formulated for the Vaal Dam Special Control Zone as indicated in the Gauteng Environmental Management framework. are applicable to this precinct.

The area also forms part of the Vaal Special Economic Zone (SEZ) earmarked for tourism development and a future contributor regional economic growth.

Supplementary to the Vaal Marina area, the world renowned Suikerbosrand Nature Reserve which is located in the north-eastern parts of the municipal area, and which

incidentally also consist of a range of ridges, represent a second prominent tourism feature/destination to the Midvaal area. The nature reserve should be actively marketed and promoted as a destination for day visitors from all over Gauteng Province. At present it already hosts some annual sports events which attract people from afar, but much more could be done to effectively brand it as a tourism precinct supplementary to it being a Nature Reserve. A one-kilometre-wide buffer zone of low intensity and compatible land use must be maintained in all directions around the Nature Reserve in order to protect it from negative external influences.

The Klip river represent the third prominent tourism feature located within the Midvaal area. Accessibility to the Klip river needs to be enhanced at various strategic points along the river to support water sport and leisure activities. Bass Lake, adjacent to the north of Henley- on-Klip, is also very popular for fishing and a number of adventure water sports facilities. The existing character of Henley in Klip should be maintained and protected by controlling densities in line with adopted planning policies as well as ensuring that farm portions are used for agricultural purposes. The agricultural properties to the east, south and west need to be maintained as a green belt/buffer, while the establishment of bridle paths should be encouraged for the use of horse riders and cyclists.

The fourth tourism precinct within the municipal area is represented by the extensive ridges located in the south-eastern and north-western parts of the municipal area respectively. Because of the strict development limitations applicable to these areas, there is potential to utilise these to further enhance the tourism character of the Midvaal area. The ridges areas can be utilised to expand on the range of tourism facilities and services being provided by the Midvaal municipality. Such services and facilities could include the development of mountain biking routes, hiking trails, game farming, and a range of adventure sport facilities as long as these do not impact negatively on the environmental quality of the area. The proposed Walkerville tourism village concept as discussed in the Walkerville Precinct Plan could play an anchor role towards strengthening the tourism component in the Platberg ridges area.

Supplementary to the above, routes R42, R549 and R54 which serve most of the tourism precincts could be developed as tourism corridors by catering for supportive tourism initiatives and hospitality uses subject to the following conditions:

- The land use must be compatible with the character of the surrounding area.
- The scale and intensity must be compatible with the surrounding area.
- It may not interfere or impact negatively on the amenity of the area.

In principle, the majority of guest accommodation typologies as contained in the Midvaal Accommodation Policy should be promoted in and around the tourism precincts identified in the Midvaal SDF, subject to these facilities complying with all the requirements and conditions as set out in the policy.

It should be emphasised that the SDF supports that the majority of the guest accommodation typologies should be concentrated in and around the identified tourism precincts. However, this does not prevent landowners within any other parts of the municipal area from applying for such rights as long as they comply with the criteria, guidelines and justification requirements for such facilities as contained in the Midvaal Accommodation Policy.

Aside from the use of environmental features as attractions, MLM should consider widening the scope of tourism by encouraging and supporting weekend markets, festivals, sporting events and township tourism. This will assist in increasing the number of day visitors to the area.

The key intergovernmental projects to enhance tourism are:

- Upgrading and maintenance of infrastructure and facilities at Suikerbosrand Nature Reserve.
- Cleaning and managing pollution of the Klip River and improving leisure and walking spots adjacent to the river.
- Creating public-private partnerships for opportunities to promote and enjoy the Klip River and Vaal Dam (such as low impact restaurants and places of leisure) and using such partners to maintain natural areas and provide ablution facilities.
- Capitalise and enhance township tourism in the Sicelo area to promote local economic development and township revitalisation.
- The strengthening of the R54 as a tourism link road will increase the accessibility of this tourism destination from Meyerton and increase connectivity to the economic heart of the municipality. Focus tourism development along the Vaal dam to capitalise on the newly established Vaal River SEZ.

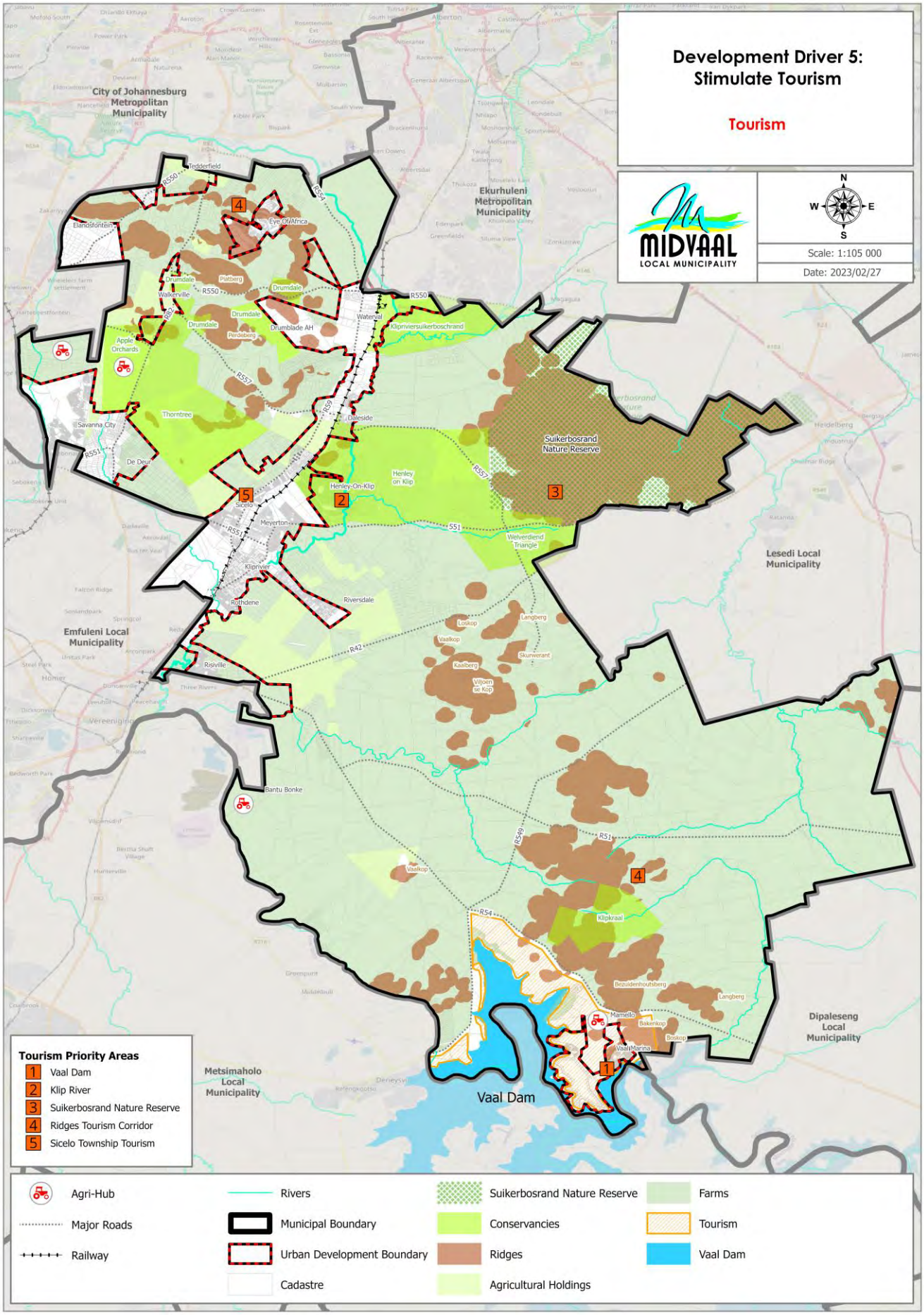



*Figure 29: Tourism Priority Areas*

### 4.3.6 Development Driver 6: Foster walkable nodes and transit-orientated development (TODs)

*"Promote transit-oriented development (TODs) and the creation of compact, walkable, pedestrian-oriented, mixed-use communities centred around all public transit facilities (train stations, taxi ranks, rapid bus systems). Facilitate the development of walkable urban nodes, rather than suburban shopping centres for reduced dependence on a car for mobility and survival."*

This Development Driver intends to support nodes where cluster of development is recommended and supported. Nodes are identified in various forms such as nodes as determined by the Midvaal Nodal Policy 2021, Multi-Purpose Community Centres, Economic Development Centres, Activity Nodes (explained as part of Development Driver 3) and Transit Oriented Development (TOD).

**Nodal Development**

According to the Midvaal Nodal Policy (2021), nodal development is built on the premise that there is greater return on public investment in areas with economic potential than in areas without that potential. Therefore, MLM has identified nodes to promote and consolidate public and private investment.

Nodes identified support intensification and densification, thereby pro-actively addressing urbanisation and protecting prime agricultural land based on the settlement hierarchy.

The settlement hierarchy identifies and categorises all the major settlement areas within the municipality around which future development should be consolidated. It includes the following three categories:

- The Primary Urban Node is the largest settlement(s) in the municipality and comprises the widest range of land uses, economic activities and job opportunities and a comprehensive range of community facilities serving local and regional needs. A Primary node is defined by Central Business District (CBD) and larger Neighbourhood Nodes.
- The Secondary Urban Node is smaller than the Primary Urban Node with a limited range of land uses, economic activities and mostly middle to lower order community facilities. A Secondary Urban Node is defined by smaller Neighbourhood Nodes.
- The Rural Node represents a small community and/or service point in the rural parts of the municipality. The economic base of the node is very limited and primarily focused on agriculture. The limited population residing in such node normally only warrants very basic lower order community facilities, e.g., small primary school and mobile clinic, library, pension pay-out facilities.

The table below outlines the designation of areas per Node:

| Node | Hierarchy | Area |
|---|---|---|
| **Primary** | Central Business District (CBD) | Meyerton CBD |
| | Neighbourhood Nodes | Sicelo Neighbourhood Node |
| | | Gateway Neighbourhood Node |
| | | Golfpark Neighbourhood Node |
| | | Kookrus Neighbourhood Node |
| | | Rothdene Neighbourhood Node |
| | | Riversdale Neighbourhood Node |
| **Secondary** | Neighbourhood Nodes | De Deur Neighbourhood Node |
| | | Savanna City Neighbourhood Node |
| | | Waterval Neighbourhood Node |
| | | Daleside Neighbourhood Node |
| | | Henley on Klip Neighbourhood Node |
| | | Risiville Neighbourhood Node |
| | | Alewynspoort Neighbourhood Node |
| | | Tedderfield Neighbourhood Node |
| | | Elandsfontein Neighbourhood Node |
| | | Walkerville Neighbourhood Node |
| | | Vaal Marina Neighbourhood Node |
| | | Mamello Neighbourhood Node |
| | | Lakeside Neighbourhood Node |
| **Rural** | Rural Node | Bantu Bonke Neighbourhood Node |

Except for a select few, the majority of the identified nodes have been purposefully selected due to their close proximity to the R59 Corridor and the R82 Mobility Spine. It is however important to note that limited small-scale light industrial/commercial development can and should also be accommodated in some of the other nodal points in the municipality such as De Deur, Walkerville and Tedderfield located along route R82 in the western parts of Midvaal. The Precinct Plans for each of these nodal areas provide more detail pertaining to the range of activities to be allowed, as well as the exact location, scale and extent of such developments.

**Multi-Purpose Community Centres**

Clusters of community facilities in the form of Multi-Purpose Community Centres exist in Mamello, Lakeside, Ohenimuri and Randvaal. The purpose of a Multi-Purpose Community Centre is primarily to provide a one-stop service comprising a fairly comprehensive range of social facilities and services to the surrounding community at strategic points within the municipal area. Such services and facilities could include schools, clinics, satellite police stations, libraries, post offices, community halls, and a range of additional social facilities and services e.g., pension pay-out points.

**Economic Development Centres**

Economic Development Centres (EDC's) are aimed at realising economic growth and creation of jobs he main objective of the EDC's is to serve as integrated distinct anchors allocated within five (5) Midvaal townships as proposed in the Midvaal Economic Analysis ranging from, but not limited to a milling plant, Agro-processing centre, upholstery and sewing centre, tourism activities and a plastic manufacturing plan. All the centres are aimed at utilizing and improving skills and employment for the local communities, through prioritising local labour and youth employment. It is envisaged that all the centres be integrated through participating in the leading and lagging economic value chain.

**Transit Oriented Development**

The key to successful land use and transportation integration is obtaining higher land use densities at transit stations, such as commuter railway and bus stations. These are the points where access is obtained to the public transport systems and attempts should thus be made to optimally use these strategic locations. This can be done by locating higher-density land uses around these transit stations. This is known as Transit Oriented Development (TOD), which is essentially a node that is centered around a transit station. These higher-density land uses need to be located within walking distance of the transit station, which is generally accepted to be 400m from a station. This distance can also be considered the peripheral boundary of a TOD. In general, the elements that make up a TOD are (see Diagram below):

- Walkable design with pedestrians considered the highest priority means of movement.
- A commuter rail station or bus station or taxi rank as the central feature of the TOD.
- A mixture of land uses in close proximity, including office, residential, retail, and community uses.
- Higher-density, high-quality housing development within a 4–10-minute walk radius (400- 1000m) surrounding the transit station.

TODs can essentially be implemented in one of two ways: TODs located within an existing township, forming part of a brownfield development, and TODs forming part of a new town development. TODs located within an existing township will involve the development of vacant stands that are within walking distance of a transit station with TOD-related uses, such as retail and higher-density housing. TODs located within existing townships are ideal for use are part of urban renewal initiatives. In terms of Midvaal, TODs have been identified at the current railway stations as indicated in the figure below.

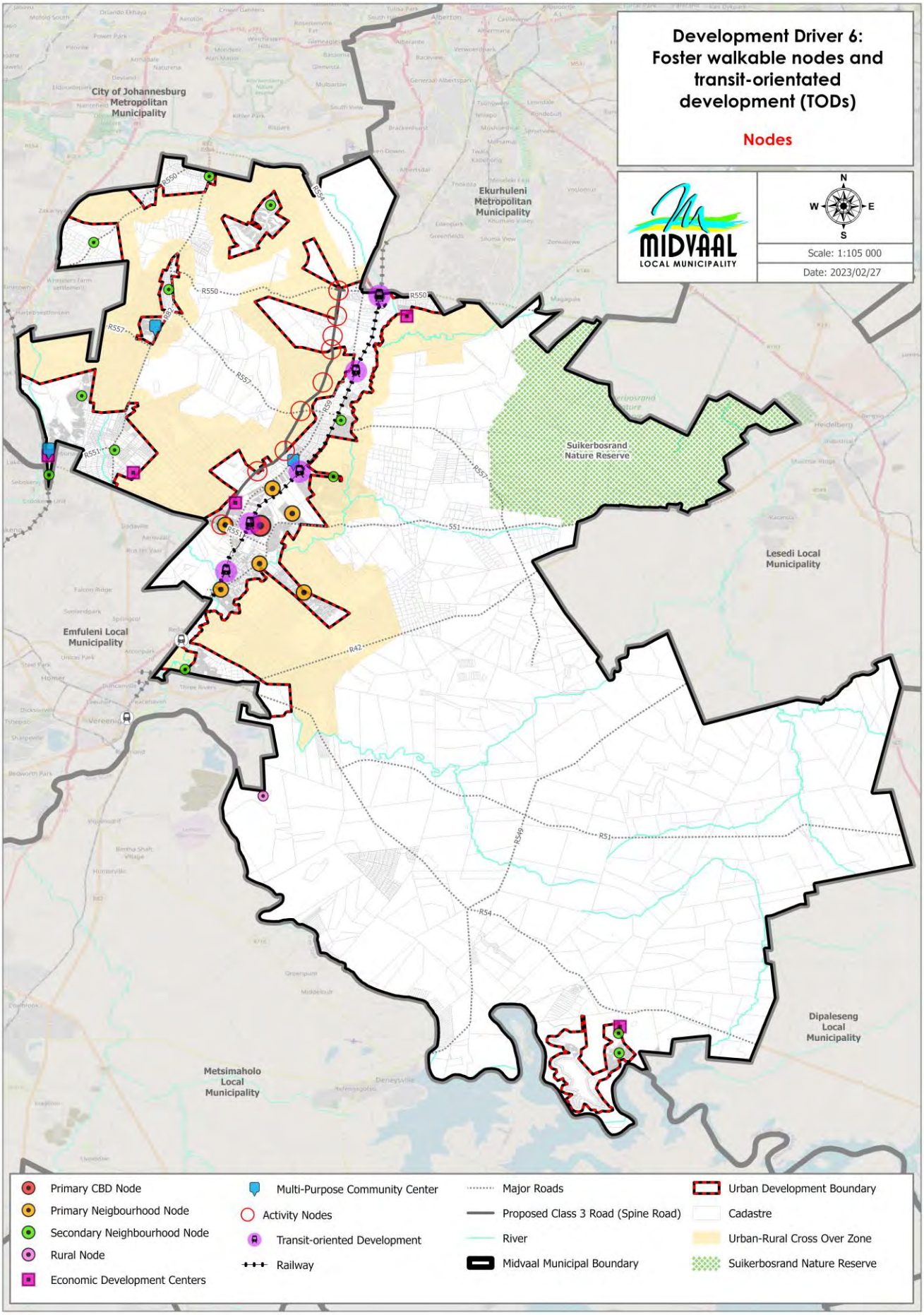



***Figure 30: Nodes***

### 4.3.7 Development Driver 7: Ensure connectivity by means of a continuous, hierarchical movement network

*"Capitalise on existing regional links to promote development and utilise the internal movement network to support public transport networks and services. For enhanced continuity, prioritise strategic roads identified in the SDF and consider alignment of proposed roads carefully to prevent further fragmentation of precincts, and unnecessary sterilisation of potential land for development."*

The development driver aims to highlight the existing movement network in Midvaal that should be maintained and enhanced as well as strategic future roads hierarchy that will unlock economic opportunities and improve regional linkages.

The most important north-south regional routes currently serving the Midvaal area include the R59 and R82. The main east-west regional routes are the R550 which runs from the Waterval area towards the N3 in the eastern parts, the R551 which links Midvaal (Meyerton) to Lesedi (Heidelberg); R54 which links the Meyerton area to the Vaal Dam and to the N3 freeway to the east (south of Heidelberg); R549which links the Vaal Marina area to Heidelberg towards the north-west; and R557 which links Meyerton to the Suikerbosrand Nature Reserve. These main road networks need to be protected and enhanced at all costs in order to ensure that Midvaal is functionally linked to the surrounding urban fabric and performs its function, both economically and socially, in the broader regional and provincial context.

The existing roads, railways and proposed future road hierarchy (Class 1, 2 and 3) comprise the following.

**First Order (Freeways):**

- N1 towards the west.
- R59 in the central Midvaal area.
- PWV13 broadly linking Suikerbosrand to the Vaal Dam.
- PWV18, 20 and 22 which will serve the Midvaal area in an east-west direction in the northern, central and southern parts once it is constructed.

**Second Order: K-routes/Conventional Dual Carriageway Routes:**

- Routes K47, K57 (existing R82), and K77 parallel to the west of route R59.
- Routes K91, K135 and K167 parallel to the east of Route R59.
- In an east-west direction and from north to south in the Midvaal area the following routes:

- K144 past Tedderfield to the north towards Lenasia.
- K154 through the Waterval Node (Heidelberg Road) towards Walkerville and Elandsfontein.
- K158 through Daleside towards Suikerbosrand.
- K210 from Golf Park through Doornkuil towards the N1.
- K174 between Meyerton and Heidelberg (Lesedi).
- K164 from Meyerton CBD through Sicelo towards Ironside and Everton-Sebokeng (Johan le Roux extension).
- K184 from Emfuleni/Vereeniging towards Ironside.
- K83 between Emfuleni/Vereeniging and the Vaal Dam.

The most important routes from the above are K57 (R82) to the west (serving the area in a north- south direction); K154 to the north linking Waterval Node to Elandsfontein and beyond (east to west); and K164 (Johan le Roux) linking Midvaal CBD to Sicelo and to De Deur (east-west). Combined with route R59 these routes form the lattice around which the bulk of development in Midvaal will take place over the next few decades. It is important to note that the Strategic Road Network is a long-term plan (50 years plus), and that individual routes or parts thereof will only be constructed if/when traffic volumes emanating from land use development/urbanisation warrants the construction thereof.

**Third Order: Class 3 Roads**

Supplementary to the above, there is also a third order network which serves to provide access to individual farm areas and agricultural holdings/properties at local level. This is the first road hierarchy that provide direct access to land uses and is the highest order route network under the authority of the Midvaal Municipality. The Class 3 road west of the R59 Corridor is priority to unlocking development on the western side of the R59 Corridor.

**Railway lines**

The two existing railway lines are assets to the Midvaal area, and the municipality will contribute towards enhancing the viability of these as commuter railway lines by promoting Transit Orientated Development around all the railway stations along the lines both along the R59 Development Corridor and at the Residentia and Stretfort railway station in Savanna City.

**Public Transport Routes**

Priority public transport routes as well as taxi and bus stops within the municipal area are depicted on Figure 33 below. The most important routes in this regard include route R551 which links De Deur to Meyerton; route M61 which serves as the main public transport route parallel to R59 and the railway line; as well as some local linkages towards the east and south of Meyerton.

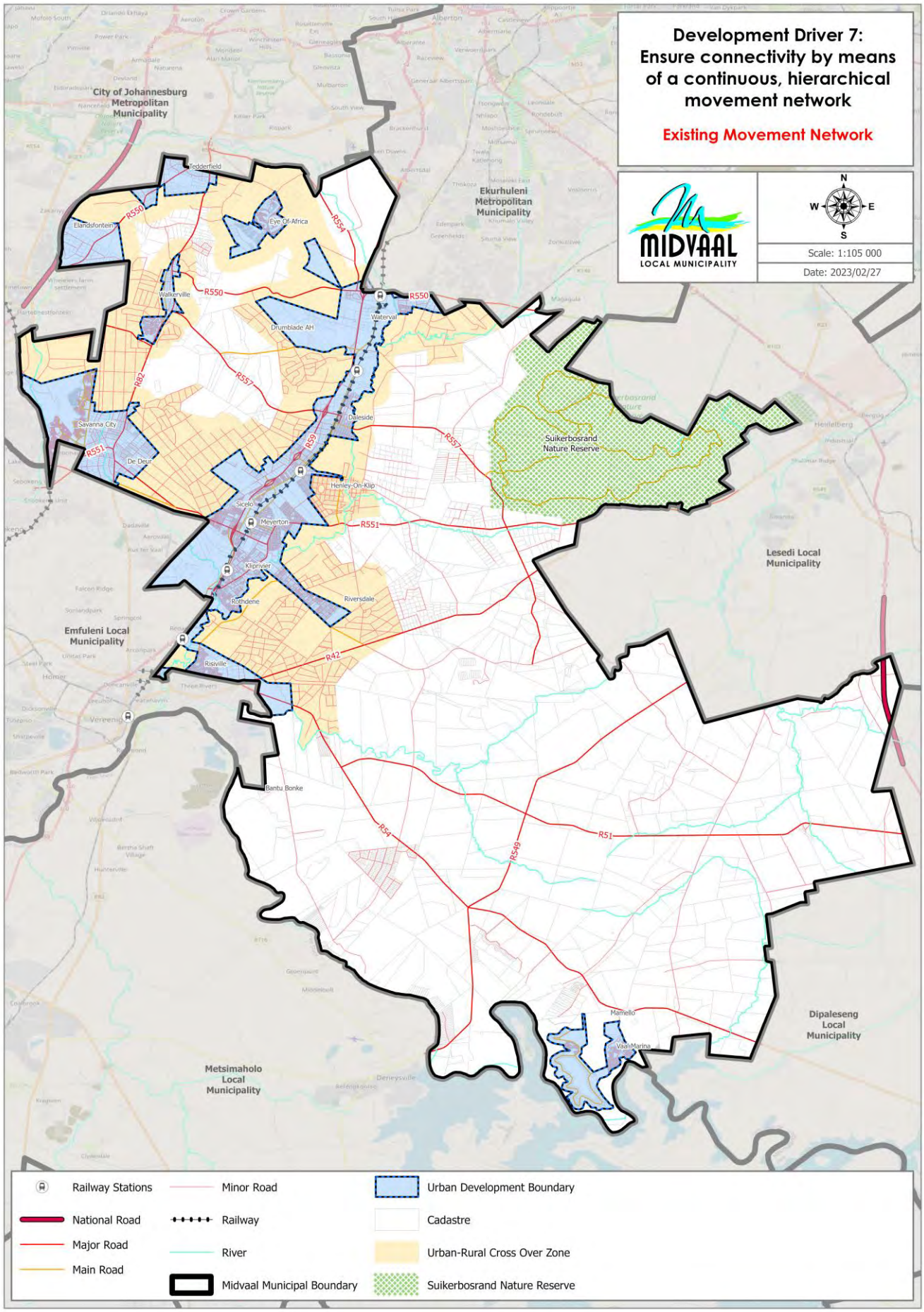



***Figure 31: Existing Movement Network***

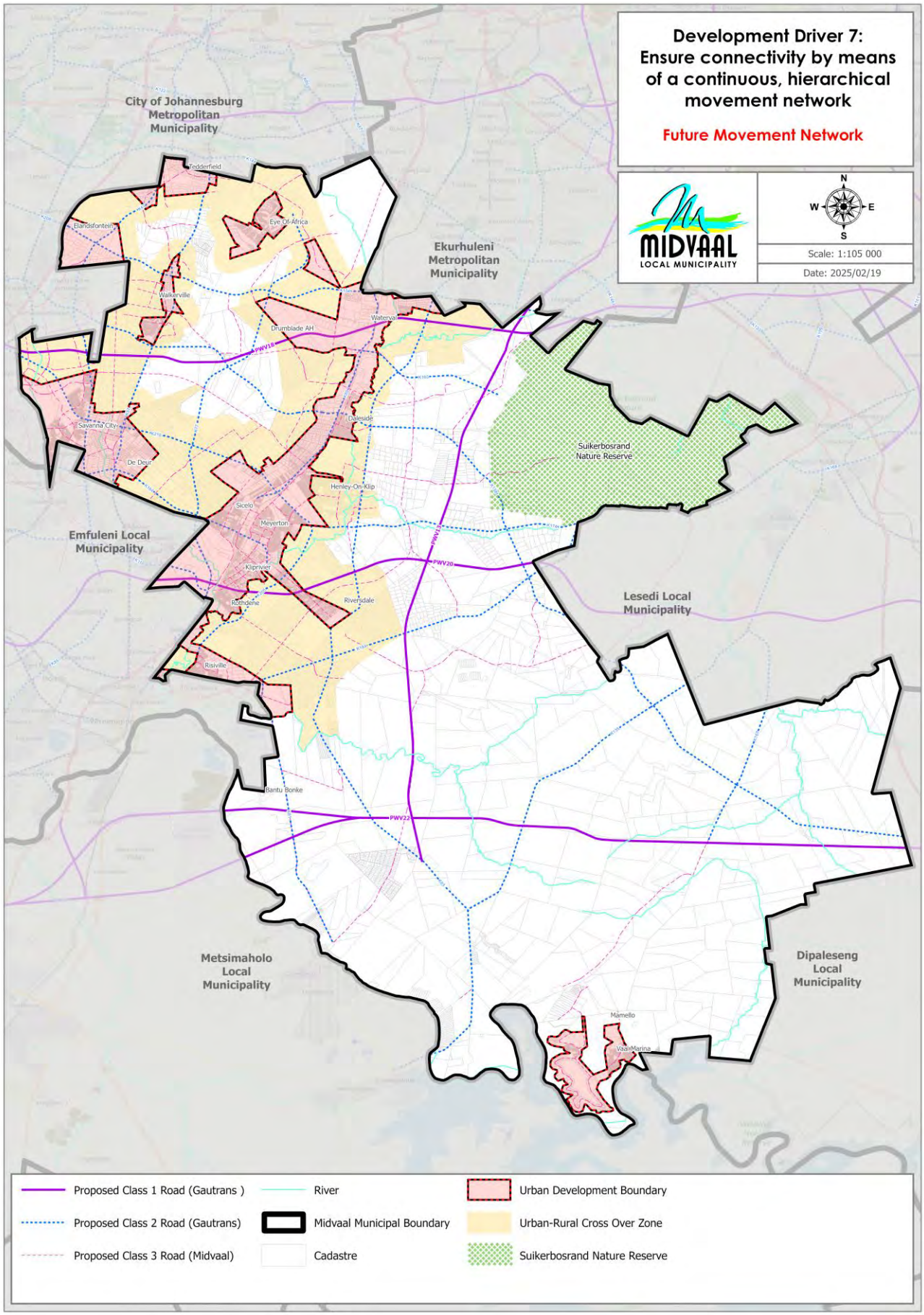



***Figure 32: Future Movement Network***

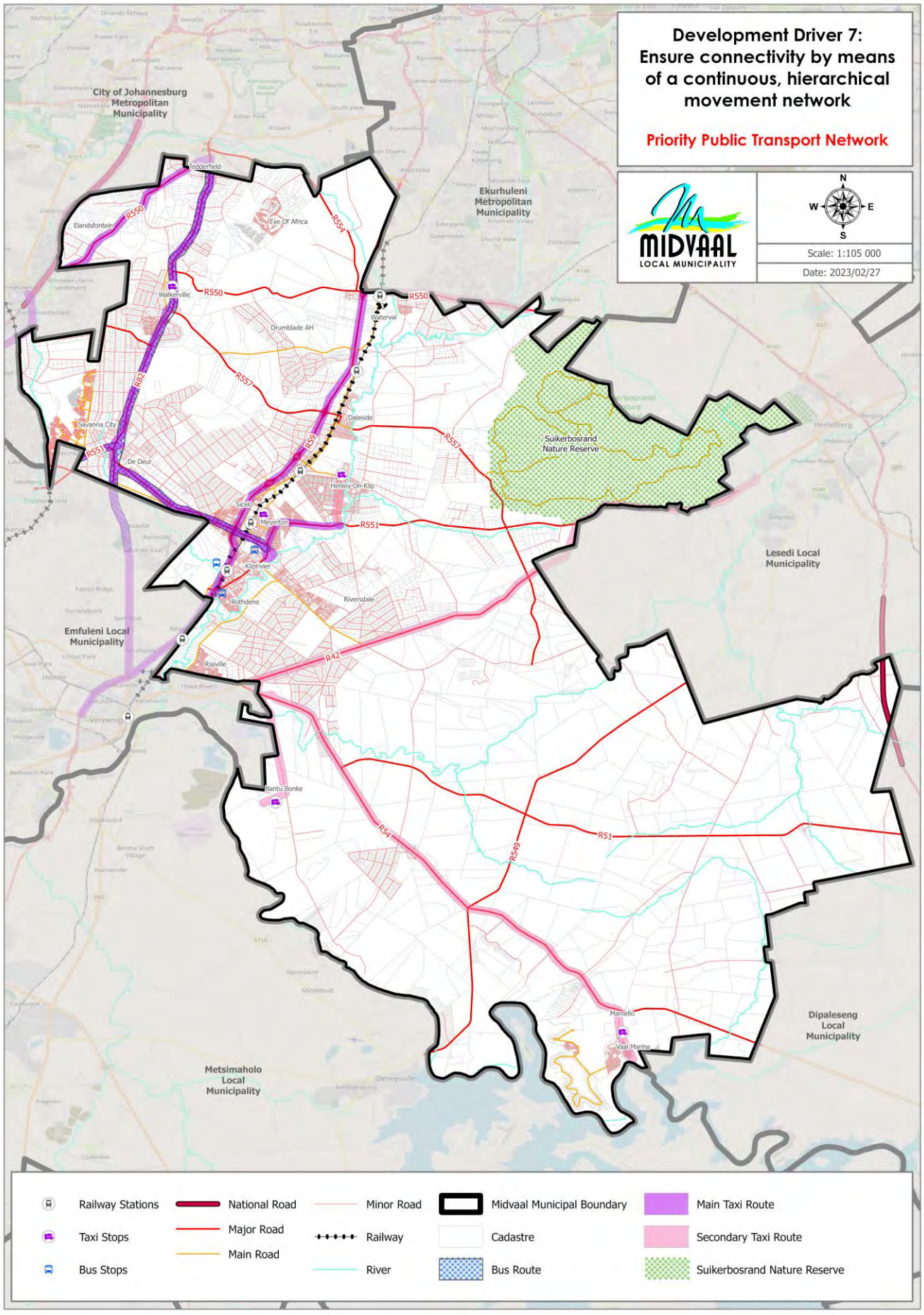



*Figure 33: Priority Public Transport Network*

### 4.3.8 Development Driver 8: Support quality human settlement development

*"Promote integrated human settlements through varying housing typologies, income models and densification, and prioritise the expansion of the gap market. Plan and implement for the integration of social facilities and commercial activities as integral part of any housing development."*

To provide for a wide range of bonded and subsidised housing typologies and tenure alternatives in line with the human settlements sector plan, the housing requirements (as a percentage of households/population) for each income level and associated markets (subsidy, gap, and bonded) as indicated in the table below need consideration.

**TABLE 19: HOUSING MARKETS**

| Income | % | Market |
|---|---|---|
| No Income | 14% | SUBSIDY MARKET |
| R1 - R8,039 | 3% | |
| R8,039 - R16,078 | 5% | |
| R16,079 - R32,157 | 15% | |
| R32,157 - R64,313 | 5% | |
| | 11% | GAP MARKET |
| R64,314 - R128,626 | 13% | |
| R128,627 - R257,253 | 10% | |
| R257,254 - R514,506 | 1% | |
| | 10% | BONDED MARKET |
| R514,507 - R1,029,012 | 8% | |
| R1,029,012 - R2,058,024 | 1% | |
| | 2% | BONDED UPPERMARKET |
| R2,058,024 - R4,116,048 | 1% | |
| R4,116,048 - | 1% | |

The table below indicates the Priority Housing Development Areas in Midvaal, mapped in the figure below:

**TABLE 20: PRIORITY HOUSING DEVELOPMENT AREAS**

| Priority Housing Development Areas | Units |
|---|---|
| **Savanna City** | **18399** |
| • Fully subsidised | 5517 |
| • FLISP | 5518 |
| • MKVs | 200 |
| • Bonded | 4729 |
| • Res 3 | 2635 |
| **Meyerton Farms (Sicelo)** | **3154** |
| • Erf 78 Meyerton farms | 720 |

| TABLE 20: PRIORITY HOUSING DEVELOPMENT AREAS | |
|---|---|
| **Priority Housing Development Areas** | **Units** |
| • Erf 72 Meyerton farms | 720 |
| • Erf 56 Meyerton farms | 720 |
| • Portions of Erf 188 Meyerton farms | 152 |
| • Sicelo Ext 4 and 5 | 842 |
| **Langkuil** | **8500** |
| **Mamello** | **515** |
| **Panfontein (Bantu Bonke)** | **500** |
| **Witkop (Boitumelo)** | **4700** |
| **The Grace** | **700** |
| **TOTAL** | **36 468** |

Midvaal has identified 26 Strategic Development Areas (SDA) where Council should promote the bulk engineering services for residential development and economic opportunities in the short, medium, and longer term. These areas are generally located close to the major centers of economic activity, and support/supplement the development of the R59 Development Corridor and the R82.

The highest priority areas for the short to medium term include Meyerton/Sicelo and surrounding areas along route R59; Savanna City along route R82; and Mamello in the Vaal Marina area. All development will, however, be subject to engineering services availability. As far as residential densification outside the Urban Development Boundary is concerned the Midvaal Density Policy will be applied. It is proposed that low intensity land uses associated and compatible with agricultural activities may be supported within the urban rural cross over zones. Intensive agriculture should also be promoted in these areas, where potential exists. If properly developed, these uses can support the Urban Development Boundary and serve as a barrier/ obstacle to future expansion of the urban environment.

**Formalisation of informal settlements** need to be achieved through the Upgrading of Informal Settlement Programmes (UISP) in conjunction with other mixed housing typology developments.

**Transitional residential** zoned spaces provide adequate land for residential development of informal human settlements, which might include subsidised housing while providing ample economic opportunities and necessary social amenities within the zone without creating any inconvenience to the residents and disturbing the residential fabric of the zone. This promotes sustainable development, creates spatial resilience, and assists in facilitating gradual formalisation of human settlements. Transitional Residential zones are only permitted on Council owned land or State-owned land managed by the municipality with the agreement from the relevant sphere of Government and by a service agreement between the municipality and the landowner on privately owned land. Currently, Sicelo Ext 4 and 5 are zoned as transitional residential.

**Inclusionary housing** is a mechanism used to ensure housing topologies of low to medium income households are catered for in housing developments. The concept of inclusionary housing shall be applied to all mega housing projects as a condition of approval. Mega projects that have been approved with the application of inclusionary housing methodology are Savanna City and The Grace developments.

To implement the inclusionary housing concept further Portion 47 and 77 of the farm Langkuil are earmarked as a future mixed housing typology to satisfy the demand for housing in Sicelo and surrounding areas. This will include residential units integrated with community facilities, retail and public open spaces.

**Social housing** is defined as a rental or co-operative housing option targeted for low-medium income persons. Such housing is provided by an accredited social housing institution. Social housing must be developed in designated Restructuring Zones. Social Housing should be promoted in Restructuring Zones as determined by the municipality.

The SDF however prioritise proposed restructuring zones and inclusionary housing within the UDB.

Quality human settlement development in Midvaal to satisfy the various housing markets, require:

- Restructuring Zones designated to support social housing.
- Inclusionary housing policy that focuses on pro-active deal-driven arrangements.
- Level of engineering services for informal settlements.
- Investment in bulk engineering service infrastructure to support densification and new development.
- The adequate service delivery and provision of social facilities and economic opportunities.

**Economic Revitalisation** areas have been earmarked and designated as an overlay zone in the Midvaal Land Use Scheme 2023. The aim of the overlay zone promotes and revitalises economic development on all properties zoned transitional residential or properties zoned Residential 1 in Savanna City (all extensions), Lakeside Estates, Lakeside Estates Extension 1, Meyerton Farms, Ohenimuri, Mamello (all extensions), Witkop (Daleside).

This overlay zone makes provision for the protection and management of diverse economic activities in order to ensure that the development of such uses do not become a public nuisance, but a respond to economic issues by creating sustainable jobs, reducing inequality and defeating poverty in these areas in line with the provisions of the Township Economic Development Act, 2022.

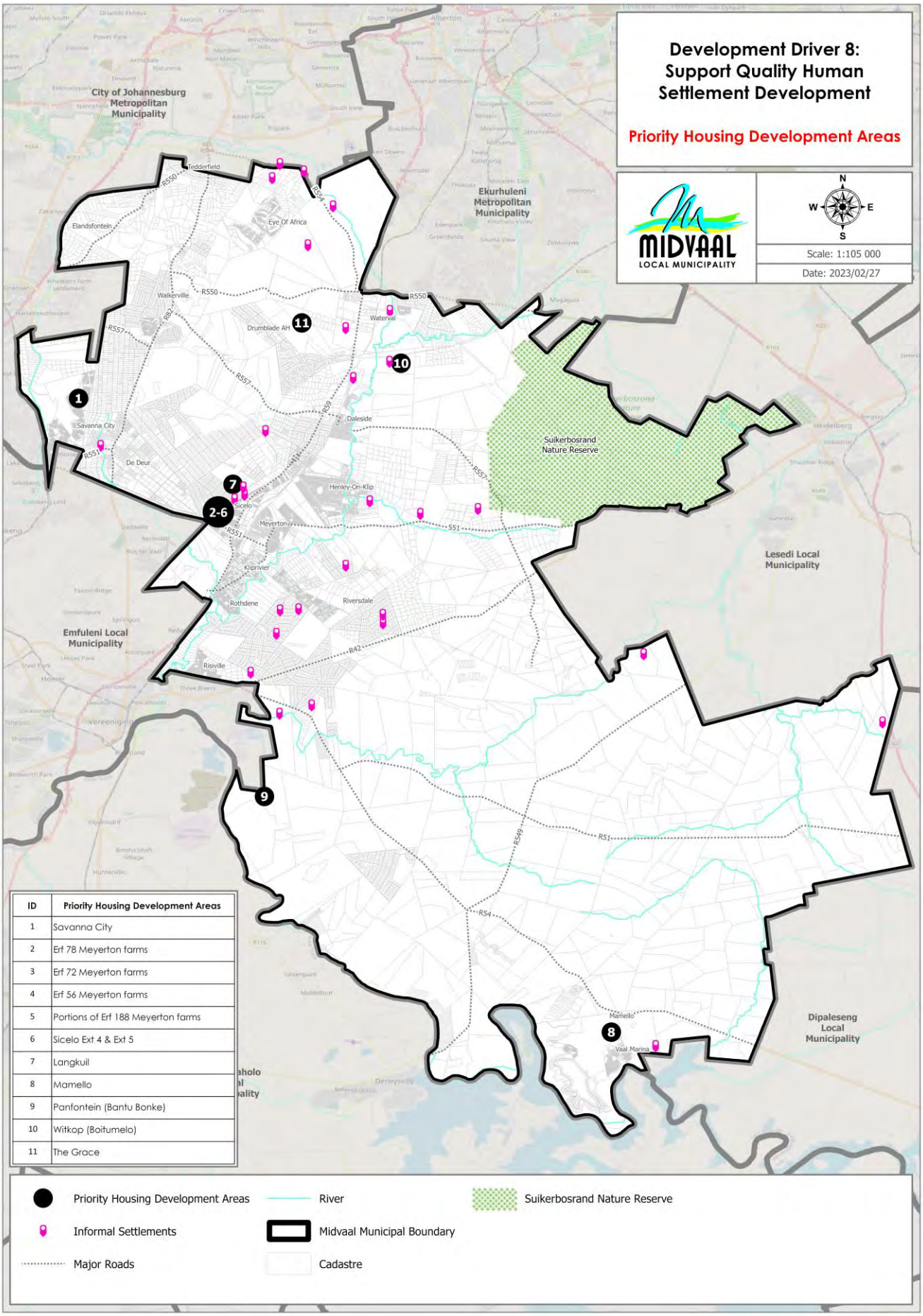



***Figure 34: Priority Housing Development Areas***

### 4.3.9 Development Driver 9: Prioritise environmental management

*"Protect and manage the natural environment by administering the UDB to ensure an equilibrium between agriculture, tourism, industrial, and urbanisation activities."*

MLM acknowledges the National Environmental Management Act, 1998 and its prescripts, further guided by the Gauteng Province Environmental Management Framework 2021 (GPEMF) and its subsequent revisions. The GPEMF is illustrated by five control zones:

- Zone 1: Urban Development Zone
- Zone 2: High Control Zone (within the Urban Development Zone)
- Zone 3: High Control Zone (outside the Urban Development Zone)
- Zone 4: Normal Control Zone
- Zone 5: Industrial and Large Commercial Focus Zone

The Midvaal SDF embraces directives by various environmental management policies (key environmental tools illustrated in the table below), by means of various interlinked drivers and management interventions, for example:

- Prioritise environmental management through reinforcing protected areas.
- Stimulate tourism activities in environmental sensitive and natural areas.
- Strive towards consolidated compact urban areas through infill development along major corridors.
- Targeted portfolio infrastructure investments to promote industrial expansions along the R59 corridor.
- Prioritise environmental management through a dedicated freshwater maintenance programme (with specific focus on the Klip River).

**TABLE 21: ENVIRONMENTAL MANAGEMENT PLANNING**

| Environmental management tools | Purpose | Directives |
|---|---|---|
| **Gauteng Protected Areas Expansion Strategy** | Provide framework for protected area expansion. | Consolidate and formalise existing protected area system |
| **Gauteng Ridges Guidelines v8.1 of 2018** | Foster conservation and sustainable development and use of ridges. | Support low impact development activities such as tourism on ridges. |

| | | |
|---|---|---|
| **Gauteng Provincial Environmental Management Framework** | Guide sustainable land use management. | Reduce development footprint through compact mixed-use development. |
| **Gauteng Pollution Buffer Zone Guidelines** | Identify specific zones for industrial pollution sources. | Zone 1 and 5: Urban Development Zone along R59 corridor |
| **National Freshwater Ecosystem Priority Areas** | Identify Freshwater Ecosystem Priority Areas | Establish priorities for conserving freshwater ecosystems. |

The Midvaal SDF acknowledges the potential wetlands associated with the hydrological features in the area, and detailed EIA assessments need to be compiled and assessed before development would be permitted in close proximity to these areas. Furthermore, the municipality acknowledges the following environmental management tools which will help guide the municipality in complying with environmental considerations and legislations: (1) Gauteng Conservation Plan, (2) threatened ecosystems, (3) hydrology priority areas, and (4) sustainable urban drainage system.

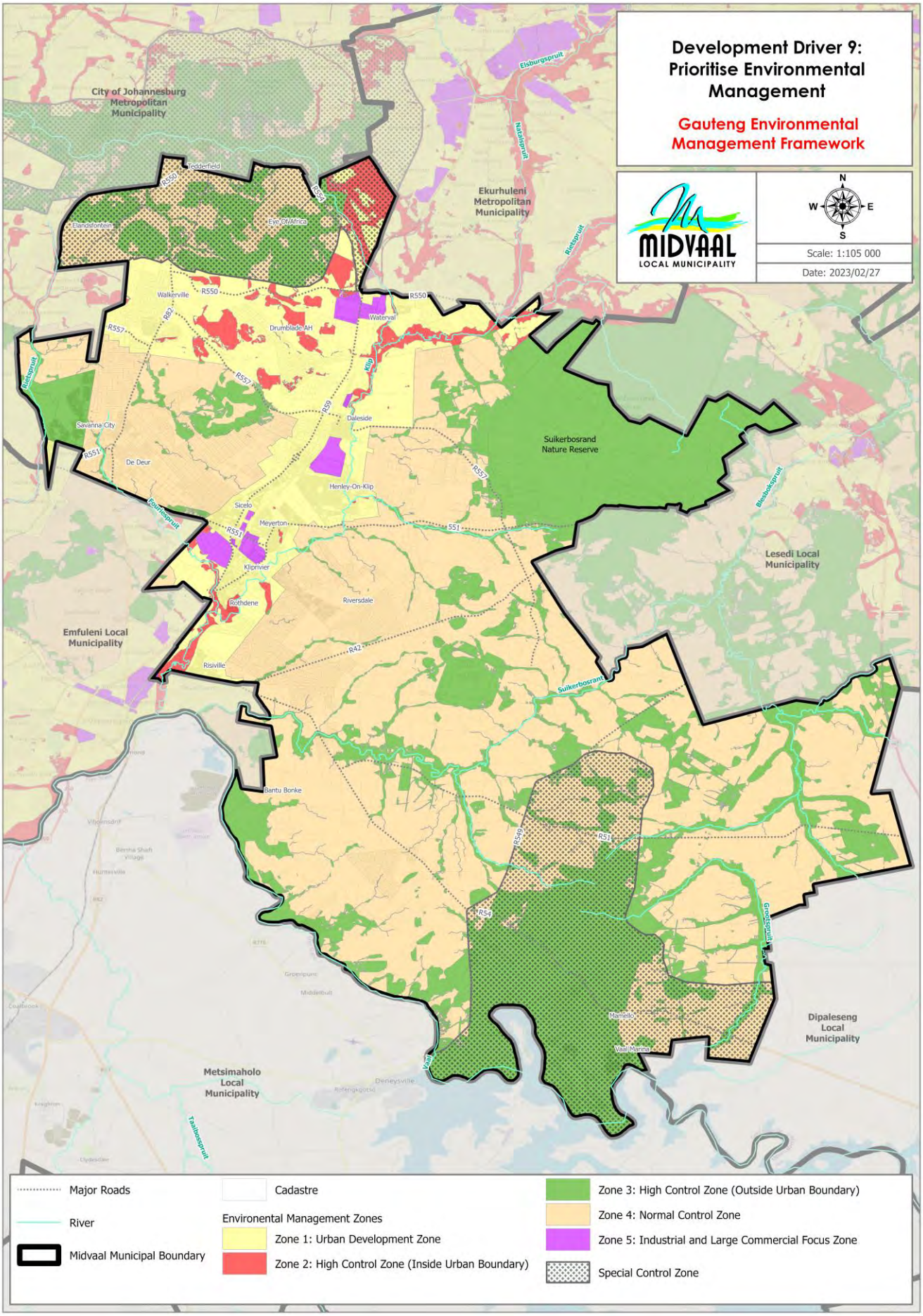



***Figure 35: Gauteng Provincial Environmental Management Framework***

### 4.3.10 Development Driver 10: Streamline targeted engineering infrastructure investment

*"Prioritise short to medium term upgrading of engineering services in priority strategic development areas (SDAs) and ensure that engineering services are available before township establishment processes are finalised."*

MLM prioritises the bulk of short to medium term upgrading/provision of engineering services in areas within the UDB. The figure below illustrates 26 Strategic Development Areas (SDAs) within the urban development boundary that identifies exiting developed areas and future potential development. The SDAs are further earmarked in terms of development objective, priority, and capacity in the table below:

| TABLE 22: STRATEGIC DEVELOPMENT AREAS (SDAS) | | | |
|---|---|---|---|
| **Strategic Development Area** | **Development Objective** | **Priority** | **Potential Capacity** |
| SDA 1: Waterval TOD | Transit-Oriented Development | Medium | 550 Units |
| SDA 2: Graceview Ext 5 | Mixed Development | Short | 1532 Units |
| SDA 3: Meyerton CBD | Densification | Short | 1000 Units |
| SDA 4: Riversdale | Densification | Short | 200 Units |
| SDA 5: Rothdene-Klipriviersdorp (Kookrus) | Densification | Short | 200 Units |
| SDA 6: Risiville | Densification | Short | 100 Units |
| SDA 7: Sicelo | Mixed Development | Medium | 5476 Units |
| SDA 8: Savanna City | Mixed Development | Medium | 18 399 Units |
| SDA 9: De Deur | Mixed Development | Medium | 20 028 Units |
| SDA 10: Walkerville | Mixed Development | Long | 2523 Units |
| SDA 11: Eye of Africa | Expansion | Medium | 2599 Units |
| SDA 12: Elandsfontein | Mixed Development | Long | 16 182 Units |
| SDA 13: The Grace [8] | Mixed Development | Long | 1414 Units |

[8] Development to be cancelled and may be accommodated under SDA 15: Boitumelo. The status of some of the planned housing developments have changed over time due to various factors.

| | | | |
|---|---|---|---|
| SDA 14: Mamello | Mixed Development | Short | 1031 Units |
| SDA 15: Boitumelo | Mixed Development | Long | 4700 Units |
| SDA 16: Panfontein/ Greater Bantu Bonke | Mixed Development | Long | 500 Units |
| SDA17: Langkuil | Mixed Development | Medium | 8500 units |
| SDA 18: Uitvlught | Mixed Development | Long | To be determined |
| SDA 19: Meydustria | Industrial / Commercial and Business Development | Medium | To be determined |
| SDA 20: Tedderfield | Industrial / Commercial and Business Development | Medium | To be determined |
| SDA 21: Henley on Klip (Part) | Densification | Short | To be determined |
| SDA 22: Klipriversval | Mixed Development | Medium | To be determined |
| SDA 23: Daleside (Skansdam) | Mixed Development | Long | To be determined |
| SDA 24: R59 Corridor (West) | Mixed Development | Medium | To be determined |
| SDA 25: Garthdale | Mixed Development | Long | To be determined |
| SDA 26 Meyerton Ext | Mixed Development | Medium | To be determined |

In directing decisions pertaining to infrastructure budgets, the potential expansion areas need to consider the spatial vision defined in subsection 4. The vision identified important development spines.
It's necessary to allocate dedicated funding for water, sanitation and energy infrastructure to:

- the R59 Corridor area
- the R82 mobility spine area
- the strategic development areas prioritised for short and medium term.
- the nodal areas to promote economic development and job creation.

The following is a brief summary of the rationale/approach to be followed by the Midvaal Municipality in terms of the provision/upgrading of engineering services in the next three to five years:

**Meyerton/Sicelo Core and Surrounding Area**

Water: As far as water is concerned a new reservoir has been constructed in the northern parts of the Meyerton/Sicelo core area. This reservoir will have a capacity of 10Ml which should be sufficient to accommodate approximately 5000 additional households. The bulk water line that will feed into the Meyerton/Sicelo water system network is currently being constructed.

Sanitation: In terms of sanitation the entire Meyerton/Sicelo functional area will benefit from the upgrading of the Meyerton sewer treatment plant from the current 12Ml to approximately 22Ml. This upgrade will be conducted over a period of approximately 4 to 6 years and will serve about 15 000 more residential units in the Meyerton/Sicelo area, and even beyond. The outfall sewers serving this functional area will has been upgraded. This includes a new bulk outfall sewer from Sicelo to link up with the existing Klip River outfall sewer. In the vicinity of Rothdene the existing pump station and rising main will also have to be upgraded in order to cater for the increased capacity of the total catchment area.

**The Grace/Rietspruit/Graceview developments**

Water: In the Waterval Node functional area the Drumblade reservoir will be upgraded to serve the new residential developments associated with The Grace located to the west of the existing node. This is the most important water related upgrade for the short to medium term in this area. For the Rietspruit and Graceview development no infrastructure is available and will have to be provided for by the developers.

Sanitation: In terms of sanitation each development in and around this area will have to provide its on-site package plant in line with current policy. The long-term vision for this area is, however, to link into the existing Erwat sewer treatment plant which is located within this functional area. It is anticipated that this will only materialise in the medium to longer term (beyond 6 years from now).

**Walkerville/Elandsfontein**

Water: The Walkerville area and future development in Elandsfontein will be served by the Spioenkop reservoir which is located in the northern extents of this functional area. There is sufficient capacity to serve the demand.

Sanitation: In terms of sanitation, Walkerville will rely on package plants for the short to medium term until the Erwat plant located at the Waterval Node is accessible for use by the Midvaal municipality. It is envisaged that Walkerville will eventually be linked by way of an outfall sewer from Walkerville through to the Erwat plant in Waterval. The Elandsfontein sewer will be treated at the Sebokeng treatment plant which is located to the south-west of the area in the area of jurisdiction of the Emfuleni Local Municipality.

**Savanna City Functional Area**

The infrastructure for Savanna City will mostly be provided by the developers. These include the recently completed reservoir located in the north-eastern extents of the functional area as well as an outfall sewer link to the Sebokeng Treatment Plant towards the south- west. It should, however, be noted that the Sebokeng Plant is already under severe pressure and does not have spare capacity.

**De Deur**

Water: Once the intensity of development in the De Deur area warrants, the existing Langerand reservoir serving the area will be upgraded to 10 or 15Ml which will cost approximately R100 million.

Sanitation: The current policy with regards to the provision of package plants for individual developments in De Deur will remain until such time as the scale/magnitude of development warrants the construction of an outfall sewer line to link up with the Meyerton treatment plant. This link will require that the Meyerton treatment plant at the time be expanded from the 22Ml currently planned to approximately 30Ml. The expansion of the treatment plant as well as the feeder line is expected to cost in the order of approximately R300 million. This initiative is scheduled for the medium to longer term and will only follow once the intensity of development in De Deur justifies such large-scale upgrading.

**Vaal Marina**

At the Vaal Marina Node the priority matters relate to the construction of a new water tower of approximately 0.3Ml as well as the improvement of the existing sewer treatment plant. Both these projects are already on the capital programme of the local municipality.

**Risiville/Uitvlugt**

Water: The 10ML reservoir is needed in future for the Risiville area, A project has been completed to remove the water supply from Emfuleni has been completed

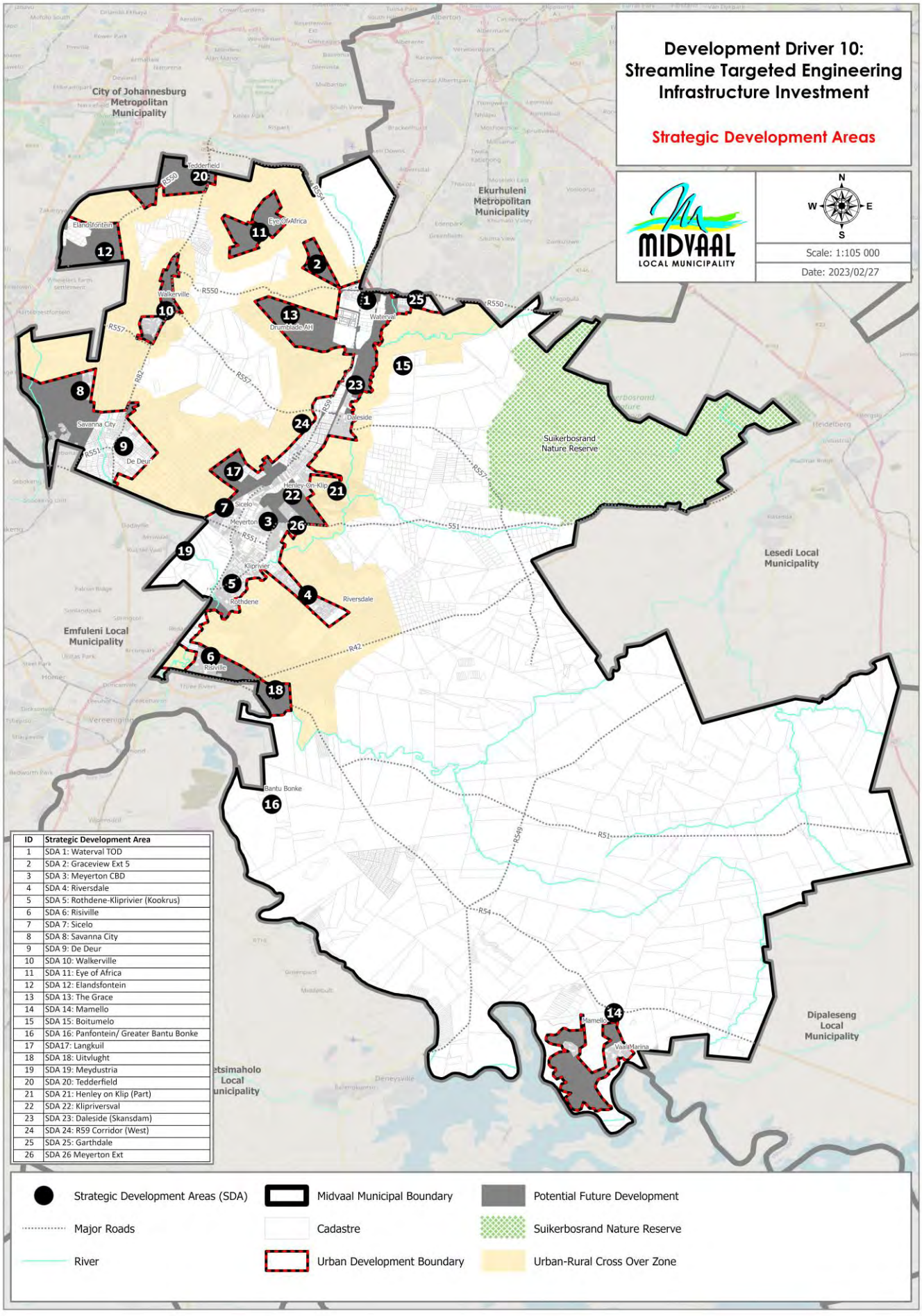



*Figure 36: Strategic Development Areas*

### 4.3.11 Development Driver 11: Implement Local Area Plans (Precinct Plan)

*"Undertake precinct plans to give effect to the intentions of the broader strategic direction in the SDF and make proposals on a detailed level. Proposals should not only be focused on land use and transport but should also provide practical spatial proposals and urban design guidelines to ensure appropriate spatial form in support of design principles, such as walkability."*

In terms of Section 21 of the Spatial Planning and Land Use Management Act (Act 56 of 2013) the municipality may develop more detailed Local Area Plans (Precinct Plan) in areas where development requires further planning guidelines.

The SDF, however, does takes precedence over the precinct plan and should there be any contradictions, the municipality is at liberty to repeal components or the entire local area plan in terms of a Council resolution. Therefore, it is imperative that the municipality periodically review existing precinct plans and compile new precinct plans to guide development that is in line with the spatial vision and development proposals of the SDF. Section 2.6 refers to the precinct plans currently adopted by Council and those in review.

Urban expansion areas listed in Development Driver 1 are subject to the compilation of precinct plans before the areas are included into urban development. Areas that have been included in the urban development boundary in the 2022-2027 SDF should have precinct plans developed or reviewed.

The implementation of precinct plans should be determined by Precinct plans are a fundamental tool in directing spatial development and assist in the consideration of land use applications to achieve the municipality spatial vision.

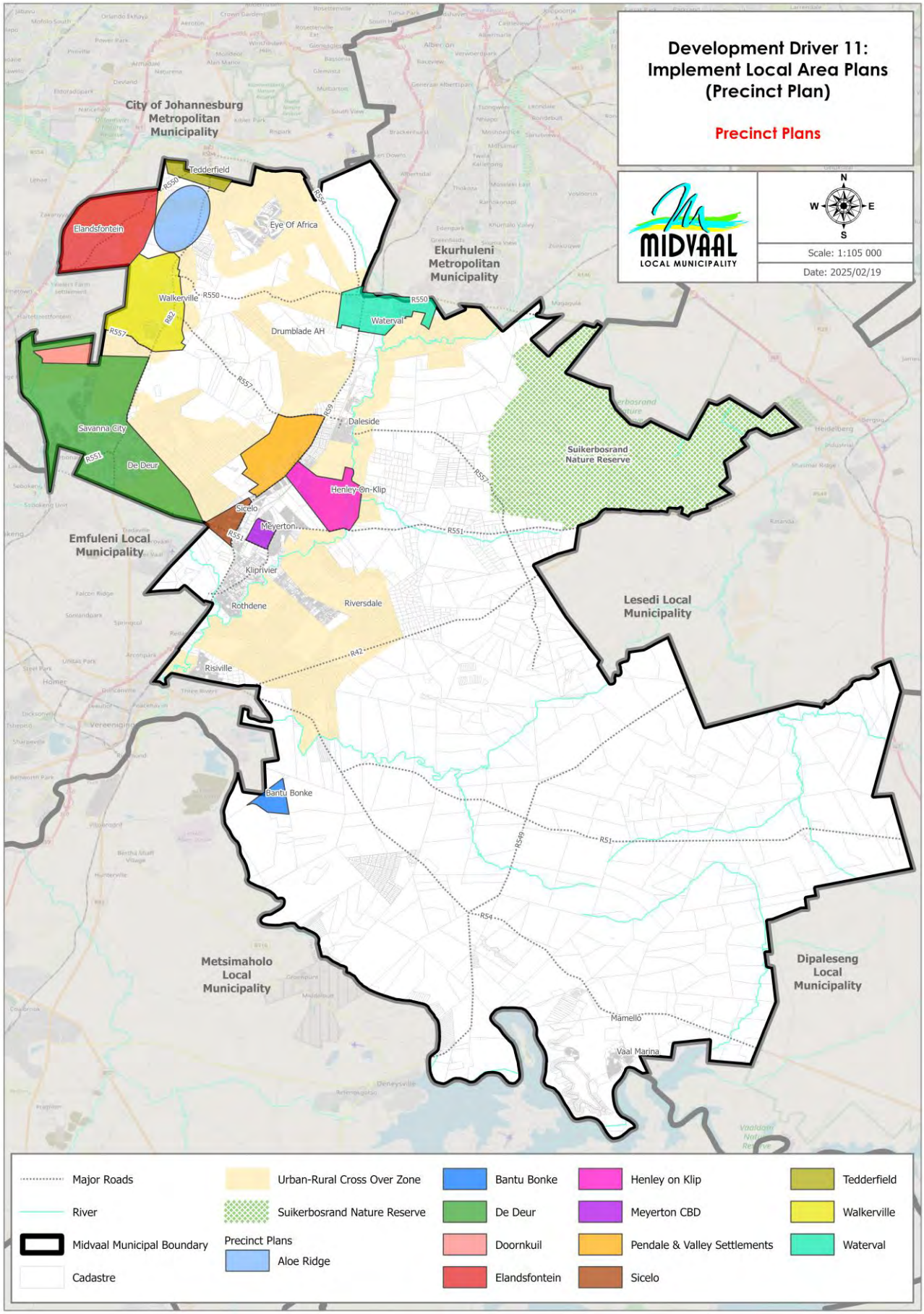



***Figure 37: Midvaal Precinct Plans***

## 4.4 The Spatial Development Framework Composite Map

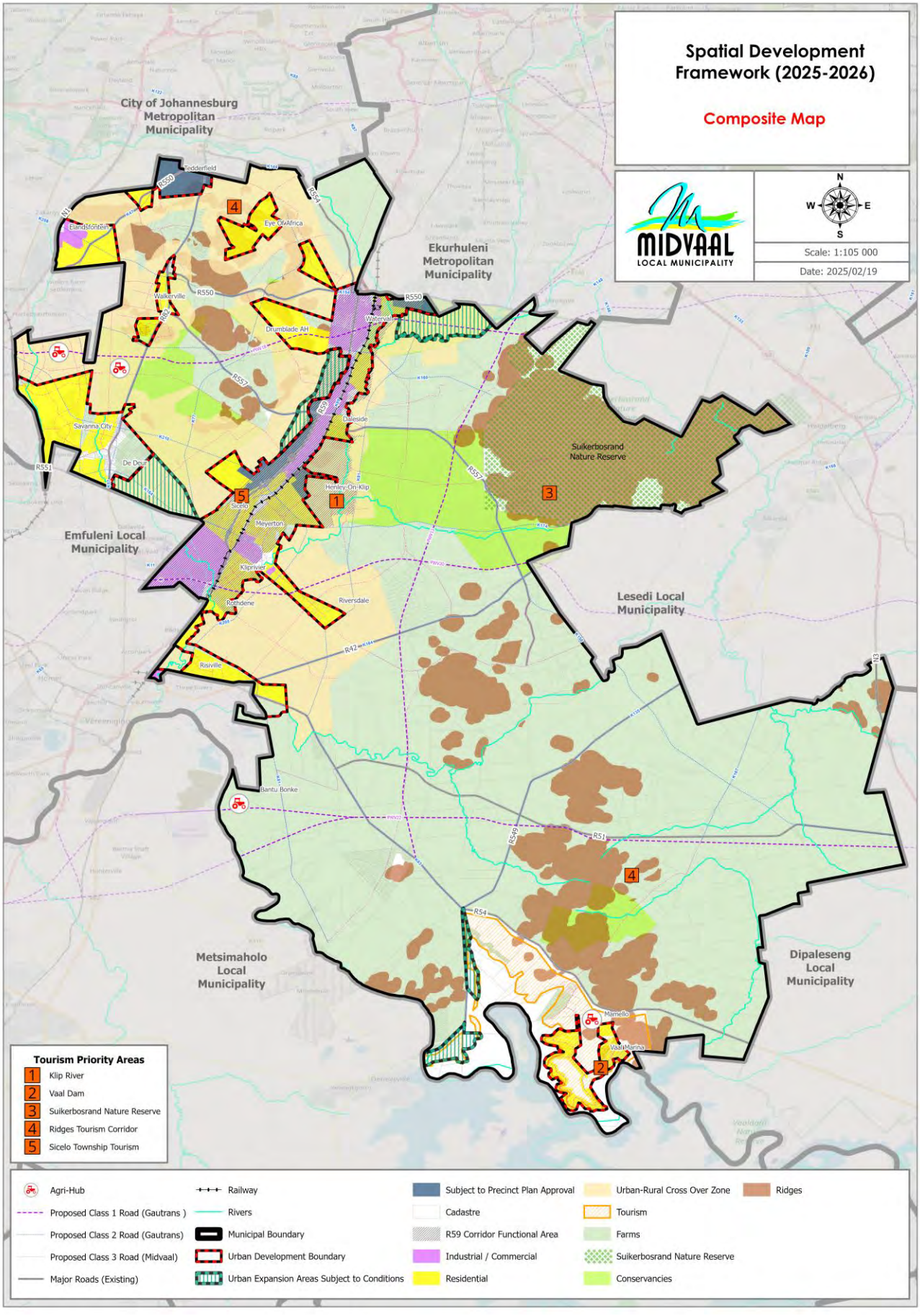



*Figure 38: Composite Map*

# 5 IMPLEMENTATION FRAMEWORK

## 5.1 Introduction

A Capital Expenditure Framework (CEF) is legislated by the Spatial Planning and Land Use Management Act (16 of 2013) to serve as part of the SDF. The contents of a CEF have eluded definition in preceding legislative and policy instruments, necessitating a brief overview of the legislative mandates regarding municipal planning and budgeting:

- The Constitution of South Africa demands planning and budgeting process in local government (Constitution of South Africa, 108 of 1996).
- The Constitution of South Africa demands local government to be developmental and resource efficient (Constitution of South Africa, 108 of 1996).
- An IDP is deemed as the principle, single, inclusive and strategic planning instrument of a municipality and that it should comprise of a financial plan as well as an SDF (Municipal Systems Act, 32 of 2000).
- The municipal budgeting process cannot stand alone from the IDP process (Municipal Finance Management Act, 56 of 2003).
- The SDF must contain a CEF that is spatially referenced (Spatial Planning and Land Use Management Act, 16 of 2013)

The CEF is a consolidated, high-level view of infrastructure investment needs in a municipality over the long-term. It considers not only infrastructure needs but also how these needs can be financed and the impact thereof on the financial viability of the municipality. The role of the CEF is thus to frame the outcomes of a multitude of planning documents within the municipality in order to ensure that implementation is guided by a strategic, spatial, financial and socio-economic logic.

A further legislative requirement of the SDF is a Capital Investment Framework (CIF), mandated by the Municipal Planning and Management Regulations (2 of 2001). A CIF is similar to the CEF in that it also identifies the infrastructure investment needs within the municipal region. The funding sources for a CIF is however not only limited to municipal funds, as is the case with the CEF, but takes into account infrastructure investment that should be funded by other government departments, state owned enterprises, and other agencies.

As part of the CIF, this chapter starts by detailing the capital investment interventions required for each development driver to start working toward realising the municipal spatial vision. Thereafter, the CEF is presented which analyses the 2022/23 – 2031/32 Long Term Demand, and the Midvaal Municipal Annual Budget 2022/23 MTREF to determine the long-term capital investment demand in the municipality and spatially indicate where the approved capital investments are located. Lastly, the chapter ends with municipal management interventions based on the 11

development drivers, that will further the spatial vision from a management perspective.

## 5.2 Capital investment framework

The following capital investment interventions might assist in realising the SDF spatial vision through supporting the proposed 11 development drivers:

| TABLE 23: CAPITAL INVESTMENT INTERVENTIONS |
|---|
| **Development Driver 1: Strive towards consolidated compact urban areas** |
| Upgrade infrastructure in priority SDAs to accommodate infill development |
| **Development Driver 2: Pursue alternative clean energy and reduce the cost to industrial and commercial consumers** |
| Commence the process of becoming an energy provider and distributor and do feasibility of alternative energy provision |
| Modify/implement solar street lighting |
| Install solar panels on all municipal buildings |
| Increase municipal energy capacity along the R59 |
| **Development Driver 3: Implement and manage corridor and spine development initiatives** |
| Resurface R59 |
| Upgrade/expand R42 |
| Upgrade/resurface M61 |
| Construct class 3 road to extend R59 investment westward |
| **Development Driver 4: Encourage agricultural production and processing** |
| Collaborate with land owners to establish land stewardship programmes to reduce the adverse impacts of intensive agricultural production |
| Invest in central processing hub in the south to aggregate agricultural products and support small emerging farmers |
| Establish fresh produce markets and market facilities |
| **Development Driver 5: Stimulate tourism** |
| Upgrade access road to Suikerbosrand Nature Reserve |
| Establish public open space along Klip River |
| Refurbish amenities at Suikerbosrand Nature Reserve |
| Develop central tourism information centre for the whole of Midvaal |
| Resurface R54 |
| Increase investment in branding to market the municipality |
| Promote township tourism in Sicelo |
| **Development Driver 6: Foster walkable nodes and transit orientated development (TODs)** |
| Construct paved pedestrian walkways |
| Refurbish railway stations along R59 corridors |
| Upgrade railway line adjacent to R59 to support commuter transport |

| TABLE 23: CAPITAL INVESTMENT INTERVENTIONS |
|---|
| **Development Driver 7: Ensure connectivity by means of a considered movement network** |
| Establish Rural Bus Rapid Transit System |
| Construct arterial road between Walkerville and Elandsfontein |
| Build footbridge over R59 to connect Sicelo and Meyerton |
| Prioritise development of K77 |
| Rejuvenate Meyerton station |
| **Development Driver 8: Support quality human settlement development** |
| In-situ upgrading in Mamello |
| In-situ upgrading in Waterval informal settlements |
| In-situ upgrading in Sicelo informal settlements |
| Construct integrated housing in Bantu Bonke |
| **Development Driver 9: Prioritise environmental management** |
| Establish Klip River maintenance body |
| Rehabilitate sand quarries and sludge residue deposits through vegetation |
| Establish tree planting programme through EPWP |
| Coordinate with adjacent municipalities to protect the Vaal River catchment areas – place under formal protection |
| Develop precinct plans in the south to determine/project development pressures and conserve valuable agricultural land |
| Facilitate province wide municipal collaboration on the protection of the Integrated Vaal River System and its tributaries |
| Clean up and manage Vaal River pollution (sewerage infrastructure upgrade/maintenance) |
| **Development Driver 10: Streamline targeted engineering infrastructure investment** |
| Expand road services lanes along R42 and R551 |
| Extend sanitation services to the first UDB expansion area in De Deur |
| Extend sanitation services to the second UDB expansion area in De Deur |
| Extend water reticulation towards Savanna City |
| Structured maintenance of roads in old major settlements |
| Maintain existing infrastructure to avoid leakages, illegal connections, etc. |
| **Development Driver 11: Implement local area plans (precinct plans)** |
| Develop precinct plan for Vaal Marina |
| Develop precinct plan for Pendale/Valley Settlements |

## 5.3 Capital expenditure framework

An analysis was done by Novus3 (2022) on the 2022/23 – 2031/32 Long Term Demand, and the Midvaal Municipal Annual Budget 2022/23 MTREF. The 2022-23 – 2031/32 Long Term Demand analysis had the purpose to understand the long-term capital expenditure demand in Midvaal. The 2022/23 MTREF is a rolling three-year expenditure planning tool that defines the expenditure priorities for a period of three

years on a project level. This sub-section will look into specifically the spatial targeting of the identified projects and their relation to the SDF proposals.

Spatial targeting refers to the deliberate focus of actions on a particular spatial area. It is a very effective and efficient principle to apply when dealing with limited resources and when a municipality aims to address spatial injustice in a focused and integrated manner. A total of 503 projects were identified, with only 178 having a works location (i.e. spatial reference) and a further 170 projects designated as "city-wide" given their multi-node spatial implications and the inability to allocate a single works location to the project.

The two community services capital projects that are the most expensive are:

1. Walkerville landfill site rehabilitation (ten-year financial total amounts to R 76 389 990).
2. Skip bin loader with trailer (ten-year financial total amounts to R45 175 000).

The two engineering services capital projects that are the most expensive are:

1. Conventional meters replaced with prepaid meters (ten-year financial total amounts to R 39 775 000).
2. Implementing the Meyerton CBD Urban design framework (including the construction of traffic circles, public toilets, market stalls and public art features (ten-year financial total amounts to R 31 943 000).

Considering that the most expensive projects are from both community and engineering, capital demand indicates the municipality's attempt to balance out the need for both hard and soft infrastructure. Capital demand per ward has also been analysed, with figures below illustrating the percentage of capital projects allocated per ward and indicating those investments spatially. The total capital distribution is 57.97% for "City-Wide", 11.63% for Administrative HQ, 16.5% for 5 wards, 5.53% to a further 7 wards and nothing allocated to the remaining 3 wards. This uneven capital demand is understandable given the municipality is sparsely populated and preserved for agricultural use and nature conservation.

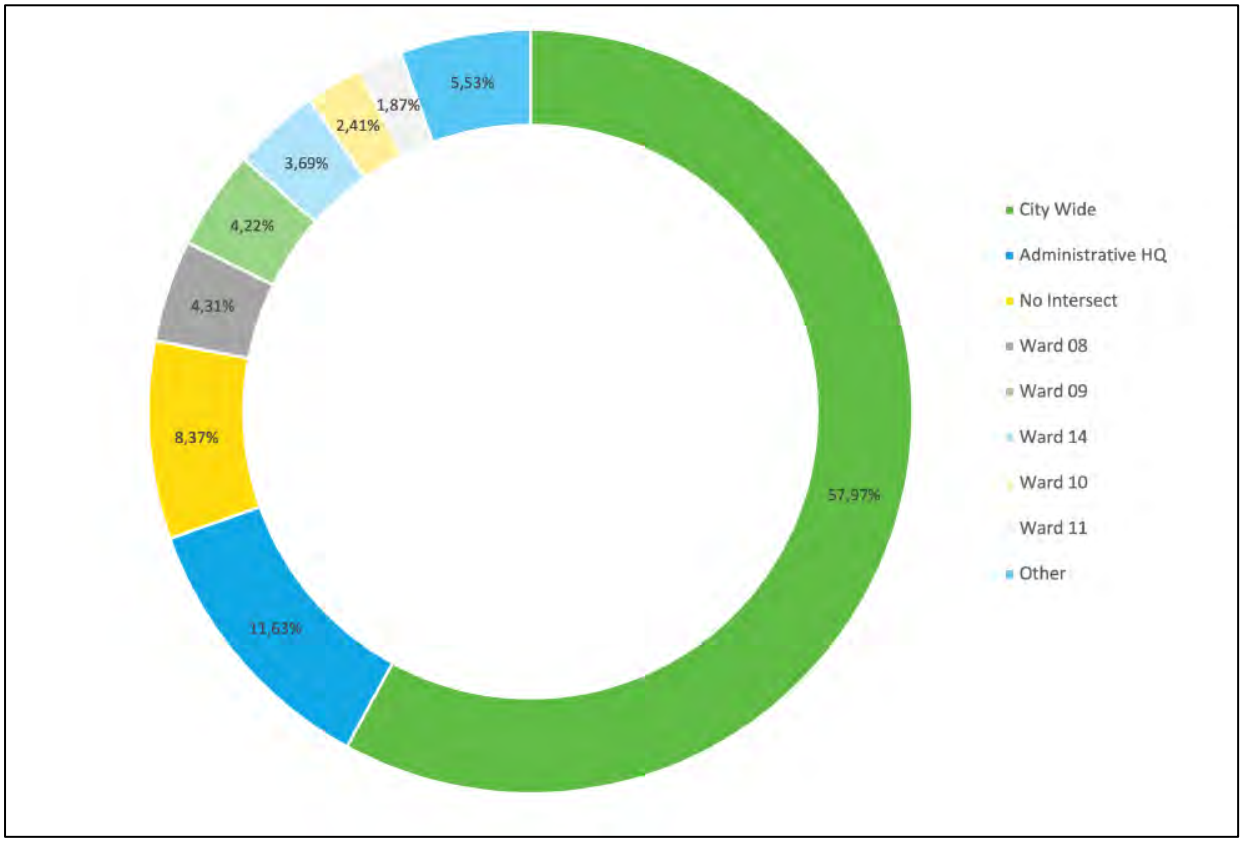



**Figure 39: 2022/23 – 2031/32 capital demand per ward (Novus3, 2022)**

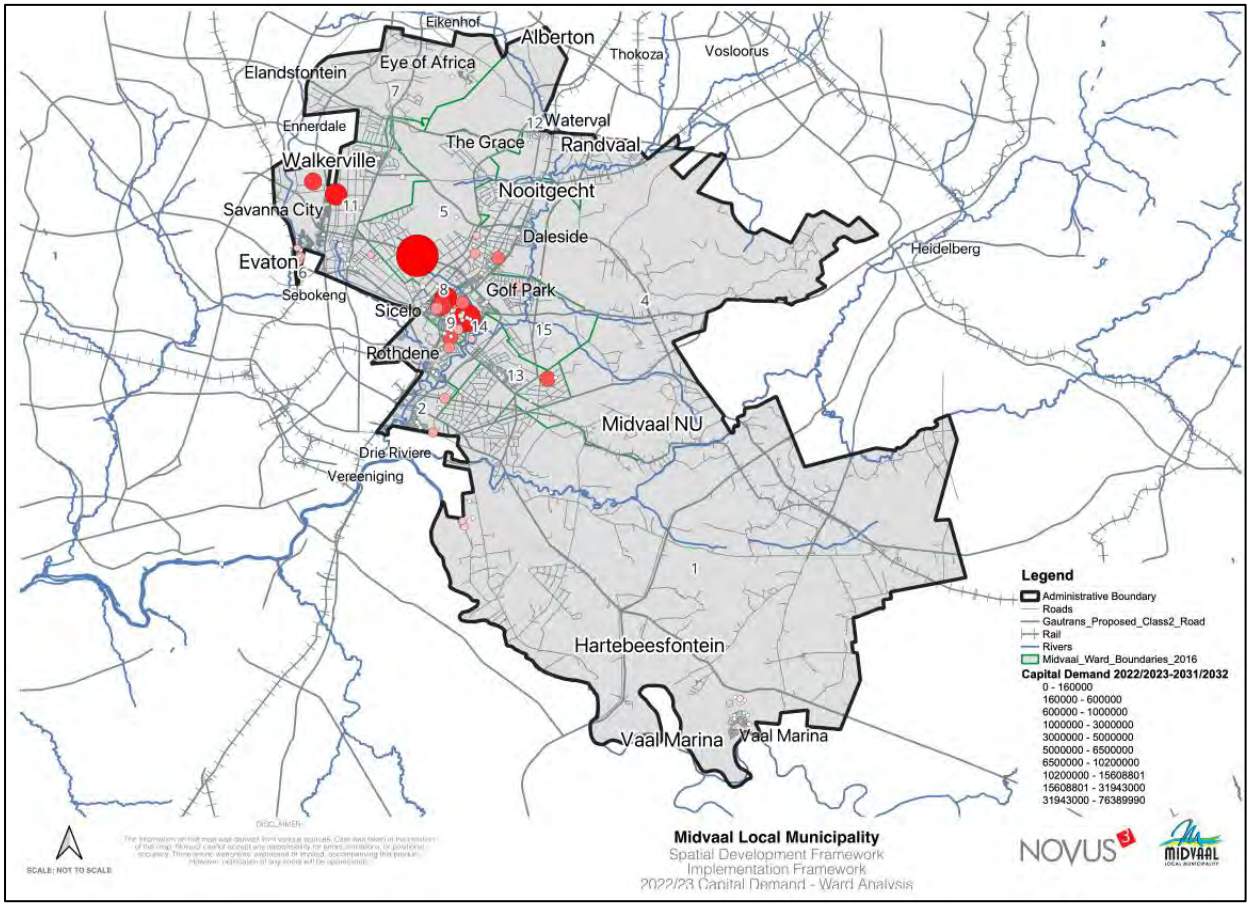



**Figure 40: 2022/23 – 2031/32 capital demand per ward (Novus3, 2022)**

The departments for Water and Sanitation (R44 462 990) Electricity (R44 872 670), Roads and Stormwater (R17 847 931) and Development Planning (R14 550 000)is allocated the largest share of the capital expenditure. This is understandable considering both the current needs in the municipality (such as basic services and creating revenue generating assets) and the mandate of each department.

The municipality still faces a massive demand for basic services, especially in informal areas such as Sicelo and Mamello regarding electricity, sanitation and water supply. These infrastructure networks are under strain because of the informal dwellings hence the high proportion of the capital budget allocated to the engineering service departments. Of these departments the following three capital projects are the most expensive: (1) Savanna City electrification network, (2) Sicelo electrification network, and (3) aged bulk water pipe replacement.

Capital expenditure per SDF structuring elements has also been analysed, with the figures below illustrating the percentage of approved capital budget allocated per SDF structuring element and indicating those investments spatially. The total capital distribution is 68.94% for "City-Wide", "No intersect" and "Administrative HQ". This could indicate that these are assets that are non-infrastructural (library books, waste management equipment, etc.). However, there are infrastructure projects contained in these classifications, they are just not spatially referenced, or they impact and serves the wider municipal jurisdiction and not a single node. Therefore, when only looking into the components of the capital budget that is spatially targeted, 15.11% are targeted to areas within the Urban Area. A further 13.62% is located in Rural Residential and Rural-Urban Cross-Over Zones.

Capital expenditure projects often relate to a physical asset. This implied that the asset must have a geo-location or be geo-referenced. This is referred to as the works location. The same asset may also have an affected location, which relates to the area that will benefit from the expenditure or the use of the asset. These are vital elements to understand when evaluating projects against spatial criteria as captured in the SDF, technical plans, and population distribution.

For improved spatial targeting analysis accuracy, it is recommended that works and affected locations are better reported per project. This will also enable the municipality to show that the desired spatial vision set out in the SDF are being implemented over time.

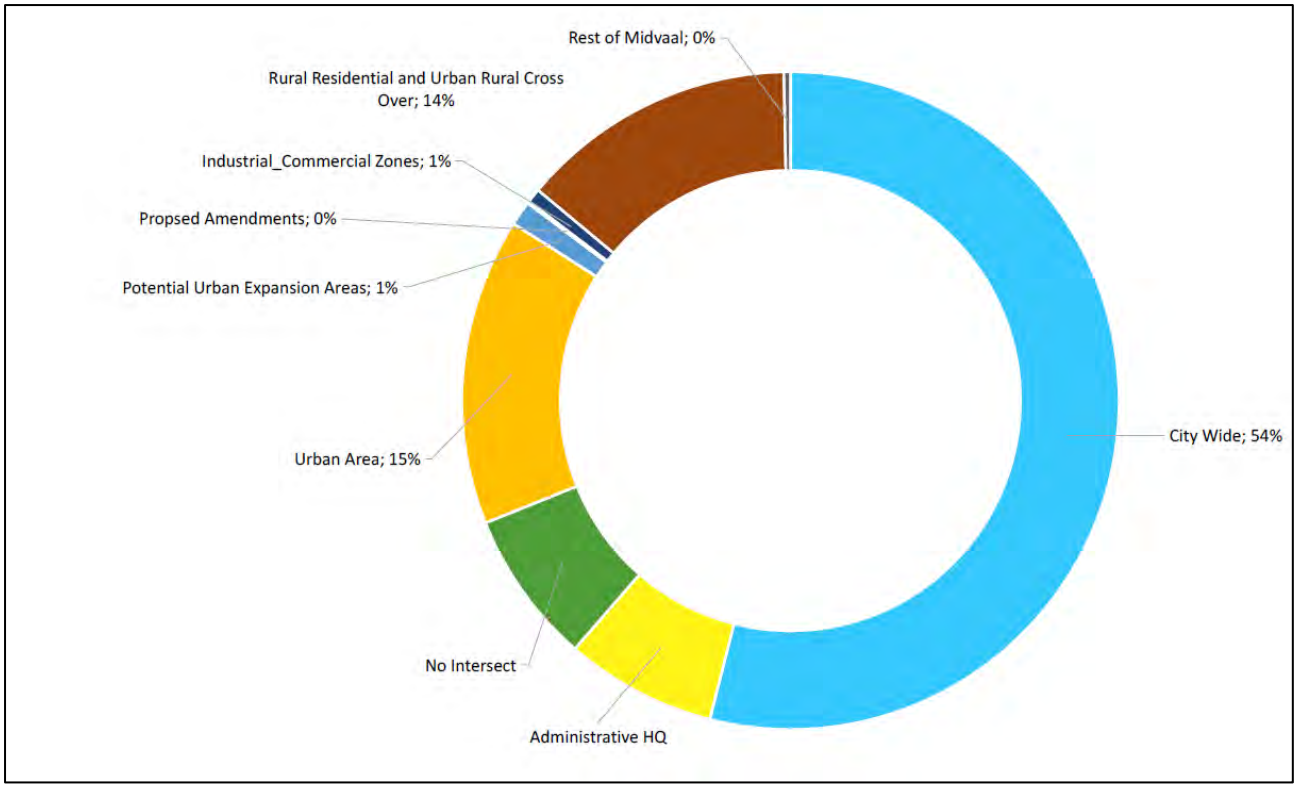



**Figure 41: 2022-23 - 2024/25 MTREF approved capital budget per SDF element (Novus3, 2022)**

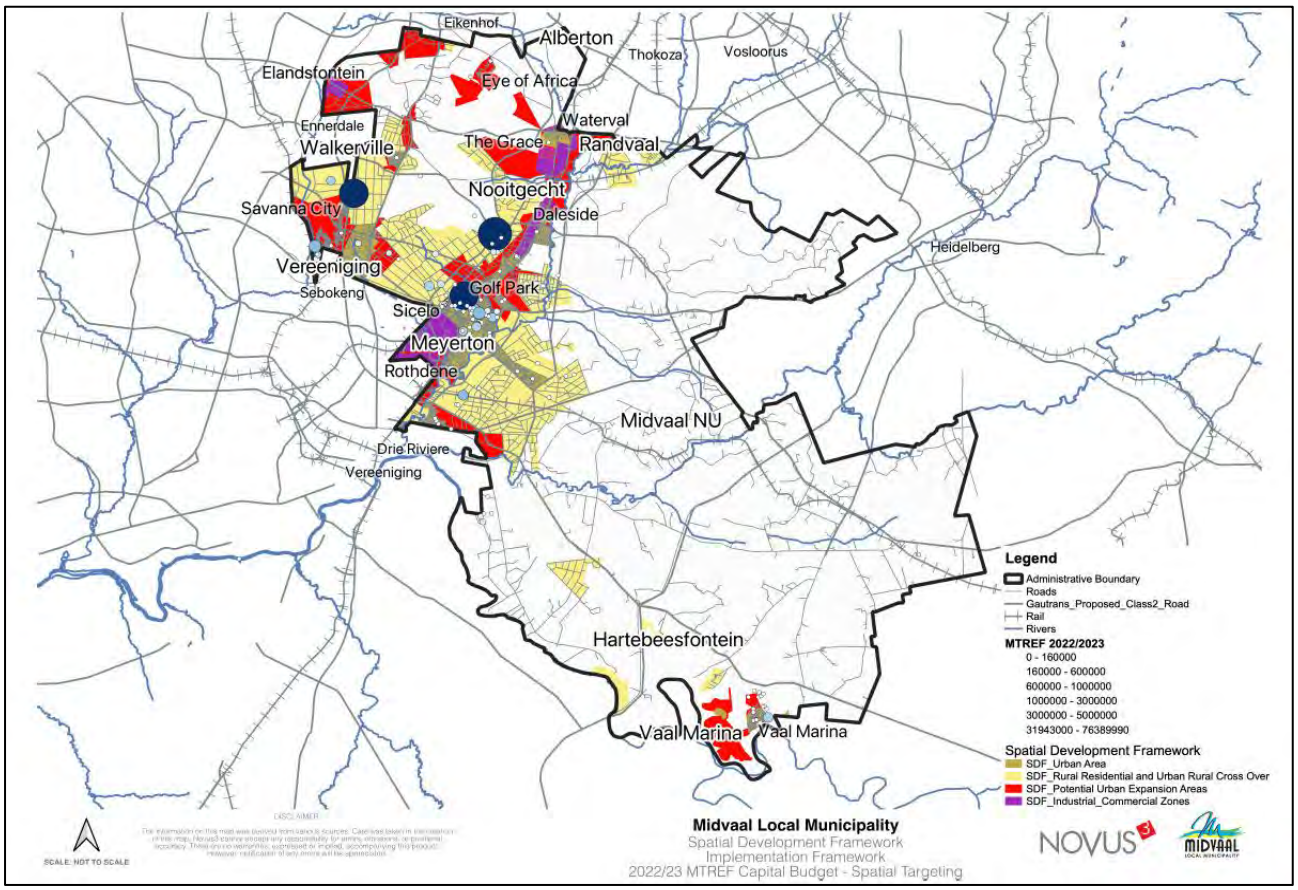



**Figure 42: 2022-23 - 2024/25 MTREF approved capital budget per SDF element (Novus3, 2022)**

## 5.4 Management interventions

The following municipal management interventions will assist in realising the SDF spatial vision through supporting the proposed 11 development drivers:

- Improve the Midvaal Land Use Management Scheme by incorporating the definitions developed in the recent land use audit project.
- Promote partnerships in the Meyerton CBD via a City Improvement District as outlined in the urban design framework and associated documents.
- Promote 2-3 storey walk-ups along activity spines.
- Develop social amenities master plan to project spatially where social service development should be facilitated.
- Investigate UDB extension areas for development constraints (CBAs, dolomite, flood risks, etc.) – improve data.
- Work with adjacent municipalities to better accommodate development pressures on the municipal borders (Waterval, Lakeside, Savanna City, De Deur, etc.).
- Partner with Emfuleni LM to address growth pressures/urban conurbation management.
- Release municipal land in the SDA and nodes for development.
- Investigate land parcels adjacent to the R59 and R82 for commercial/industrial/business potential (flood risk, CBA, dolomite, etc.).
- Promote poultry and fish farms.
- Promote commercial urban agriculture facility.
- Promote ecological agriculture approaches to promote agriculture and protect the environment.
- Consult municipality on tourism destination development and how best to use natural capital to enhance tourism.
- Promote TOD in precinct plans adjacent to R59.
- Lobby Transnet to increase commuter capacity on rail.
- Declare restructuring zones for social housing.
- Cross border partnership with Ekurhuleni for infrastructure provision for Waterval area.
- Improve and maintain the Land Use Audit data to enable improved billing and valuation
- Engage with Pendale/Valley Settlement residents on precinct plan development.

# 6 ADDENDUM 1 – BACKGROUND

## 6.1 Problem statement

This introductory chapter explains what a Spatial Development Framework (SDF) is, how it fits into South African planning and why the Midvaal Local Municipality is going through the process of developing an SDF. It indicates how the final SDF will guide spatial development in the next five years and serve as a meaningful tool to assist in a longer-term spatial vision for the municipality.

The previous Midvaal LM Municipal Spatial Development Framework (MSDF) was developed in 2017 as an integral element of the fourth-generation Integrated Development Plan (IDP). This was done in harmony with Section 20(2) of the Spatial Planning and Land Use Management Act, 2013 (SPLUMA). Legislation determines that a new SDF must be prepared every five years and reviewed annually. This document serves as the 2022 to 2027 SDF to support the latest and emerging policy positions, capitalise on developmental opportunities, and mitigate the current challenges. The SDF will contribute directly to the municipal IDP.

Considering the social, economic, and spatial challenges that the municipality faces, the old spatial development framework had vague details on integrated human settlement development and environmental security. Using the old SDF as a basis, and with an understanding of the spatial development trajectory and existing challenges in the municipality, this new spatial development framework aims to address the following elements:

- Spatial disparities
- Uneven economic development
- Uncoordinated spatial development
- Threats of climate change
- Environmental degradation
- Improving social and economic potential through spatial development.

In addition to these elements that will be considered for this new SDF, the municipality must comply with the developmental principles stipulated by SPLUMA. A five-year Council plan that inspires rapid economic recovery, sustainability and resilience is of major importance for the citizens of Midvaal Local Municipality following a turbulent period – including the Covid-19 pandemic – which has the potential to destabilise the socio-economic well-being of citizens.

The following sections contextualise the reader on the rationale to develop the new SDF for the Midvaal Local Municipality.

## 6.2 Why a spatial development framework?

A spatial development framework is an evidence-based analytical tool that informs and assists decision-makers on how an area can be better developed to unlock potential and keep up with changing needs. It is an instrument that guides where both public and private investments such as roads, housing or clinics should be located. This SDF will detail potential partnerships, identify key role players and stakeholders, and guide the short-to-medium term spatial interventions.

The SDF also acts as a tool that can be used as reference point to keep track of the long-term spatial development and determine whether the municipality is moving towards the shared spatial vision of an area. Local authorities will use the SDF for guidance and utilise it to deliberate on land development applications based on what is spatially envisioned for the area of interest.

According to the Municipal Systems Act 32 of 2000, a municipal spatial development framework (MSDF) constitutes a core component of an IDP.

An IDP is a facilitating tool to consolidate (1) developmental vision (2) objectives of a community with real time project proposals and an associated budget. The MSDF will assist in understanding the status quo of an area, visually identify opportunities and constraints, and deliberate on potential spatial interventions that will drive the type of development that is envisioned. The figure below illustrates the elements that need to be considered when developing a Municipal spatial development framework.

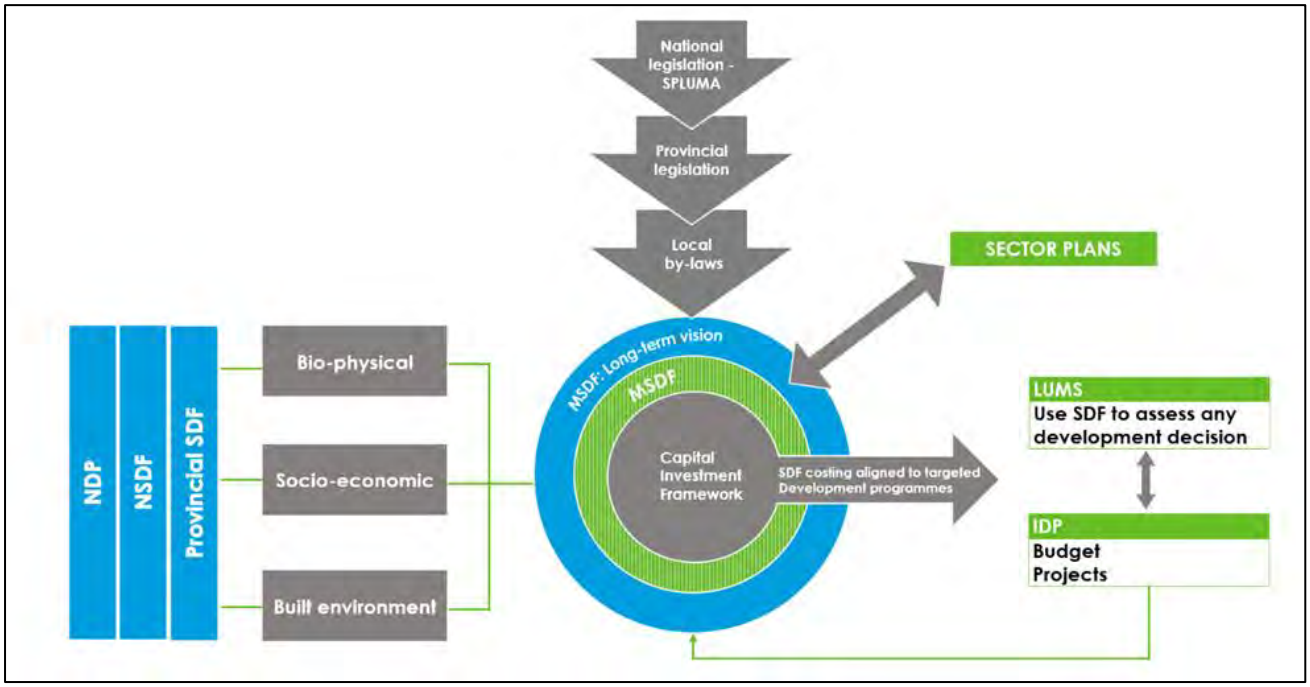



**Figure 43: SDF in context of strategic government planning system (Cadre Plan, 2019)**

## 6.3 Objectives of spatial development frameworks

The policy framework in South Africa focuses resources on the national transformative agenda. Inclusivity, growth, and development are immediate objectives to pursue. In the post-apartheid South Africa, the introduction of SPLUMA has reinforced the call to have human settlements that are efficient and productive and contributes to the betterment of previously disadvantaged communities. SPLUMA defines normative directives on how spatial transformation should be achieved.

### 6.3.1 Background

The 21st century is considered to be the urban century. In the recent past there has been an immense and complex expansion of city regions in the Global South. This expansion is largely accompanied by unresponsive and inadequate human settlements. Low economic growth and the resulting inter-generational poverty are core characteristics of such city regions, especially in Africa.

Today, more than 50% of the world's population lives in cities. The UN-Habitat, 2015 projected that by 2050, 70% of the global population will reside in urban areas. South Africa is not exempted from this global trend, as 60% of its total population is already present in the urban areas. This figure is expected to grow to 80% by the year 2050. Consequently, it is becoming increasingly important to develop tools that will manage this trend and promote the socio-economic well-being of the citizens. The Integrated Urban Development Framework (IUDF) puts spatial transformation as the key theme to achieve this objective.

The National Development Plan, 2030 sets the tone in the policy agenda. The instruction is to attend to spatial transformation in South Africa with the urgency it deserves. Its articulation is anchored in stressing the need to accelerate growth and development that improves the quality of life of all citizens.

The national developmental objective is, in simple terms, the eradication of poverty. To intensify these improvements, a Spatial Planning and Land Use Management Act (SPLUMA) was adopted in 2013.

SPLUMA follows on the instruction of the higher order policy agenda—to use spatial transformation to achieve the national developmental objective of reducing poverty. This Act prescribes the development of spatial plans at all levels of governance. These spatial plans address matters of national and local importance. For the purposes of this document, we refer to the MSDF in compliance with SPLUMA.

### 6.3.2 SPLUMA principles

SPLUMA development principles are designed to guide spatial planning, land use management and development. The overall guiding components of an SDF are

provisioned in Section (7) of the SPLUMA principles. These principles seek to shape, improve, and redress the apartheid geography that is still perpetuated across South Africa today. The five developmental principles, as taken from the then Department of Rural Development and Land Reform (DRDLR) guidelines (DRDLR, 2017), are:

1. **Spatial Justice:** past spatial and other development imbalances must be redressed through improved access to, and use of land, by disadvantaged communities and persons.
2. **Spatial Sustainability:** spatial planning and land use management systems must promote the principles of socio-economic and environmental sustainability through:
   - Encouraging the protection of prime and unique agricultural land.
   - Promoting land development in locations that are sustainable and limit urban sprawl.
   - Consider all current and future costs to all parties involved in the provision of infrastructure and social services to ensure the creation of viable communities.
3. **Efficiency:** land development must optimise the use of existing resources and the accompanying infrastructure, while development application procedures and timeframes must be efficient and streamlined to promote growth and employment.
4. **Spatial Resilience:** securing communities and livelihoods from the spatial dimensions of socio-economic and environmental shocks, through mitigation and adaptability that is achieved through flexibility in spatial plans, policies, and land use management systems.
5. **Good Administration:** all spheres of government must ensure an integrated approach to land use and land development and all departments must provide their sector inputs and comply with prescribed requirements during the preparation or amendment of SDFs.

These principles are the fulcrum of this spatial framework. The implementation of the spatial planning vision and objectives is not only highly dependent upon a strong coordinating role of government but is also underpinned by the SPLUMA principles. None of the principles can be achieved in isolation and a holistic approach of achieving all five in unison is critical to realise positive spatial changes.

### 6.3.3 SPLUMA MSDF objectives

The objectives of the MSDF are legislated by Section (12) of SPLUMA (Republic of South Africa, 2013). The following objectives are stated:

(a) interpret and represent the spatial development vision of the responsible sphere of government and competent authority.
(b) informed by a long-term spatial development vision statement and plan.
(c) represent the integration and trade-off of all relevant sector policies and plans.
(d) guide planning and development decisions across all sectors of government.
(e) guide a provincial department or municipality in taking any decision or exercising any discretion in terms of this Act or any other law relating to spatial planning and land use management systems.
(f) contribute to a coherent, planned approach to spatial development in the national, provincial, and municipal spheres.
(g) provide clear and accessible information to the public and private sector and provide direction for investment purposes.
(h) include previously disadvantaged areas, areas under traditional leadership, rural areas, informal settlements, slums and land holdings of state-owned enterprises and government agencies and address their inclusion and integration into the spatial, economic, social, and environmental objectives of the relevant sphere.
(i) address historical spatial imbalances in development.
(j) identify the long-term risks of spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks.
(k) provide direction for strategic developments, infrastructure investment, promote efficient, sustainable, and planned investments by all sectors and indicate priority areas for investment in land development.
(l) promote a rational and predictable land development environment to create trust and stimulate investment.
(m) take cognisance of any environmental management instrument adopted by the relevant environmental management authority.
(n) give effect to national legislation and policies on mineral resources and sustainable utilisation and protection of agricultural resources; and
(o) consider and, where necessary, incorporate the outcomes of substantial public engagement, including direct participation in the process through public meetings, public exhibitions, public debates and discourses in the media and any other forum or mechanisms that promote such direct involvement.

The preparation of an MSDF is legislated by Section (20) of SPLUMA (Republic of South Africa, 2013). This section states the following:

(1) The Municipal Council of a municipality must by notice in the Provincial Gazette adopt a municipal spatial development framework for the municipality.

(2) The municipal spatial development framework must be prepared as part of a municipality's integrated development plan in accordance with the provisions of the Municipal Systems Act.

(3) Before adopting the municipal spatial development framework contemplated in subsection (1) and any proposed amendments to the municipal spatial development framework, the Municipal Council must—

(a) give notice of the proposed municipal spatial development framework in the Gazette and the media.

(b) invite the public to submit written representations in respect of the proposed municipal spatial development framework to the Municipal Council within 60 days after the publication of the notice referred to in paragraph (a); and

(c) consider all representations received in respect of the proposed municipal spatial development framework.

The following table denotes the SPLUMA requirements for content of an MSDF (Section 21), as well as where these requirements have been addressed in the document:

**TABLE 24: SPLUMA REQUIREMENTS FOR CONTENT OF AN MSDF**

| SPLUMA section | SPLUMA requirement | SDF response |
|---|---|---|
| **21.** | **A municipal spatial development framework must:** | |
| 21.(a) | give effect to the development principles and applicable norms and standards set out in Chapter 2 | Section 2<br>Section 4.3<br>Section 6 |
| 21.(b) | include a written and spatial representation of a five-year spatial development plan for the spatial form of the municipality | Section 4.2 |
| 21.(c) | include a longer-term spatial development vision statement for the municipal area which indicates a desired spatial growth and development pattern for the next 10 to 20 years | Section 4.2 |
| 21.(d) | identify current and future significant structuring and restructuring elements of the spatial form of the municipality, including development corridors, activity spines, and economic nodes where | Section 4.3 |

| TABLE 24: SPLUMA REQUIREMENTS FOR CONTENT OF AN MSDF | | |
|---|---|---|
| **SPLUMA section** | **SPLUMA requirement** | **SDF response** |
| | public and private investment will be prioritised and facilitated | |
| 21.(e) | include population growth estimates for the next 5 years | Section 3.1 |
| 21.(f) | include estimates of the demand for housing units across different socio-economic categories and the planned location and density of future housing developments | Section 3.5.4 |
| 21.(g) | include estimates of economic activity and employment trends and locations in the municipal area in the next five years | Section 3.2.7<br>Section 3.5.3<br>Section 3.7 |
| 21.(h) | identify, quantify, and provide location requirements of engineering infrastructure and service provision for existing and future development needs for the next five years | Section 4.3.10 |
| 21.(i) | identify the designated areas where national or provincial inclusionary housing policy may be applicable | Section 4.3.8 |
| 21.(j) | include a strategic assessment of the environmental pressures and opportunities within the municipal area, including the spatial location of environmental sensitivities, high potential agricultural land and coastal access strips, where applicable | Section 3.2 |
| 21.(k) | identify the designation of areas in the municipality where incremental upgrading approaches to development and regulation will be applicable | Section 4.3.8<br>Section 4.3.10 |
| 21.(l) | identify the designation of areas in which - | |
| 21.(l)(i) | more detailed local plans must be developed, | Section 2.6<br>Section 4.3.11 |
| 21.(l)(ii) | shortened land use development procedures may be applicable and land use schemes may be so amended | Section 4.3 |

| TABLE 24: SPLUMA REQUIREMENTS FOR CONTENT OF AN MSDF | | |
|---|---|---|
| **SPLUMA section** | **SPLUMA requirement** | **SDF response** |
| 21.(m) | provide the spatial expression of the coordination, alignment, and integration of sectoral policies of all municipal departments | Section 4.3 |
| 21.(n) | determine a capital expenditure framework for the municipality's development programmes, depicted spatially | Section 5.2<br>Section 5.3 |
| 21.(o) | determine the purpose, desired impact, and structure of the land use management scheme to apply in that municipal area | Section 4.3 |
| 21.(p) | include an implementation plan comprising of - | |
| 21.(p)(i) | sectoral requirements, including budgets and resources for implementation | Section 6.2 |
| 21.(p)(ii) | necessary amendments to a land use scheme | Section 4.3 |
| 21.(p)(iii) | specification of institutional arrangements necessary for implementation | Section 5.4 |
| 21.(p)(iv) | specification of implementation targets, including dates and monitoring indicators | Section 5 |
| 21.(p)(v) | specification, where necessary, of any arrangements for partnership in the implementation process | Section 5.4 |

# 7 ADDENDUM 2 – STAKEHOLDER ENGAGEMENT

## 7.1 Community engagement meetings

The community engagement meetings had the purpose of presenting the SDF and its spatial proposals to the affected communities, and to gather their insights and recommendations. The table below notes the dates and venues of the engagements held during the course of April.

**TABLE 25: COMMUNITY MEETING DATES**

| Date | Time | Community | Venue |
|---|---|---|---|
| 09/04/2022 | 11:00 | Waterval | Kliprivier SAPS |
| 12/04/2022 | 09:00-14:00 | All Midvaal stakeholders | Meyerton Town Hall |
| 19/04/2022 | 18:00-20:00 | Meyerton, Pendale, Valley Settlements | Meyerton Town Hall |
| 20/04/2022 | 18:00-20:00 | Henley on Klip | O'Connor Hall |
| 21/04/2022 | 18:00-20:00 | Walkerville, Tedderfield, Elandsfontein | Walkerville Showgrounds |
| 23/04/2022 | 09:00 | Daleside | Daleside Firehouse Gym |
| 25/04/2022 | 18:00-20:00 | De Deur | De Deur Primary School |
| 26/04/2022 | 18:00-20:00 | Sicelo | Sicelo Hall |
| 03/05/2022 | 18:00 | Waterval | Final Turning Point Ministries International |

Detailed minutes are available upon request, but the key inputs obtained at the meetings are provided before the response to written comments are outlined.

### 7.1.1 Waterval engagement

The community raised questions on the issue of greenbelts and agricultural land, and how the Suikerbosrand Nature Reserve and Klip River acts as a buffer. Questions were also raised based on the potential for social housing adjacent to the railway line and train station instead of demarcating the area for a cemetery. Furthermore, comments were made on issues experienced with engineering infrastructure and services (specifically water and sanitation).

Objections to the urban expansion area in Garthdale were raised.

The potential for social housing adjacent to the train station will be investigated further by the municipality. Furthermore, the environmental issues were more comprehensively incorporated into the SDF. The municipality also realise the need to support and prioritise infrastructure investment and upgrading in the area, and recommendations therefore will be included in the capital expenditure framework and implementation policy.

### 7.1.2 Midvaal stakeholder engagement

The Midvaal stakeholder engagement session was run for five hours, with the SDF presentation repeated on the hour, every hour. Questions from this session revolved around the clarification of proposals intended for specific areas (e.g., the R42, Pendale and Valley Settlements areas). Some more specific comments were made on the SDFs focus on predominantly the northern area, and the need for precinct plans in the south to determine the unique development opportunities that could be capitalised on. In reference to the municipal development driver to promote agricultural production, a comment was made on the need to focus on small-scale and informal sectors, as there is great potential in these sectors. The need to focus on supporting the entire supply chain (from production to marketing) was also emphasised.

Furthermore, there was noted that the municipality needs to work with its adjacent municipalities and the broader Gauteng municipal region to work towards linking natural areas and catchment zones to protect and manage the wider Vaal River System. Lastly, comments were made on the need to plan and implement infrastructure provision/upgrades proactively to unlock areas prior to development.

The municipality agrees that there is a need to better understand the southern extents of the municipal area, specifically surrounding the Vaal River SEZ and the impact it might have on development in the south. Furthermore, the southern extents need to be investigated for its potential to host alternative energy generating facilities (such as solar or wind farms); the potential of the area to act as a food basket for the Gauteng province; and its logistical connection to the N3 and therefore the potential distribution of agricultural produce to other provinces and countries.

The capital expenditure framework and implementation policy make recommendations on where capital projects should be focused to achieve the spatial vision. It therefore makes recommendations on potential precinct plans to guide detail level implementation of the identified SDAs, and the needed engineering and social infrastructure investments to unlock these areas.

### 7.1.3 Meyerton engagement

Questions were raised with regards to the impact of the proposals on the traffic congestion in the CBD. Another comment related to the residential areas being located near the industrial areas, and how in future these areas will be separated for health and safety reasons.

In 2018, an urban design framework was developed for the CBD area, and that document looked at vehicle movement. The municipality is also working to build a footbridge over the R59 to connect the residents of Sicelo to Meyerton CBD, as well

as investigating a stronger linkage road between De Deur and Meyerton. The vision of the municipality is to bring people closer to job opportunities, which includes earmarking areas along the R59 for industrial and commercial development. The idea is then to redirect major industrial development to these indicated areas to limit the integration of residential and industrial areas. There is however a need to investigate the existing interface between industrial and residential uses, in order to improve the health and safety of the residents of those areas.

### 7.1.4 Henley on Klip engagement

The community brought up a few concerns regarding the proposed densification. Their fears stemmed from the perception that there are no proposals on how to improve the safety of the area, and also that no further social facilities or engineering infrastructure improvements are being proposed to support the increased densities (specifically more schools and a police station, upgrading the road network to improve traffic flow, improving The Oval public park, etc.). There was also the shared sentiment that the densification of the area will result in a loss of community character, as the new residents will not share in the established culture of the area.

Community comments can further be addressed in the precinct plan that is currently being reviewed. It is through the precinct plan that their proposals on protecting the heritage and character of the area can find spatial expression. It is also through the precinct plan, that recommendations can be made to improve the road network, improve the public open spaces, and determine whether new social facilities can be provided.

### 7.1.5 Walkerville engagement

The Walkerville engagement was intended to present the SDF to the residents of Elandsfontein, Tedderfield and Walkerville. The majority of the questions surrounded development along the R82 and questioned why homeowners are being blocked by the municipality to develop business and commercial uses in the area. Furthermore, the question arose of why the area has limited/outdated precinct plans.

The vision for the R82 is to concentrate development in identified nodes along the R82 to aid in the economic sustainability of these nodes. Furthermore, limited access can be given on the R82, therefore the vision to concentrate development in identified nodes, and redirect any large industrial developments to the R59 corridor when land is earmarked for industrialisation and where infrastructure capacity can be upgraded to support development. The municipality further identifies the need to develop a precinct plan for the area to identify natural areas that need protection from development pressure; where business and commercial uses can

be located in the nodes surrounding the R82; and where social facilities need to be provided/upgraded to cater for the spill over from Johannesburg.

### 7.1.6 Daleside engagement

The Daleside meeting was mostly attended by the Pendale community. The community expressed their displeasure about their recommendations continuously being ignored by the municipality, and that they have communicated on numerous occasions their vision for the area, which is to be residential, and not industrial. Comments were also made on the mixed-use land uses that are being promoted, and the fact that trucking businesses and other commercial/industrial uses are degrading the area and the infrastructure. Community feels that the municipality needs to engage with them on the compilation of a precinct plan to better manage the intended development of the area, and to capture and spatially express the recommendations that are being made.

The community- in general- did not object to the amended urban development boundary but had reservations on the type of developments that would be allowed in Pendale.

The municipality agreed to start the process of developing a precinct plan for the area. This precinct plan will clearly define what uses should be allowed in the mixed-use areas to reduce the ambiguity of the term. The precinct plan will also allow more meaningful engagement with the community as it allows the municipality to capture land parcel level detail, which is a level of detail unattainable at the SDF municipal wide scale. The precinct plan will therefore provide clarity on how the SDF proposed development along the R59 can be accommodated along with the residential wishes of the community, and how a balance between these opposing views for the prime location of the community can be achieved.

### 7.1.7 De Deur engagement

Comments and questions in this engagement centred around the infrastructure capacity of the area, and how the municipality intends to upgrade/develop infrastructure in the area to support the proposed densification and urban development boundary extension. Further comments were made on the existing issues experienced with sewer capacity, and the spill over experienced from Emfuleni and its impact on properties. Questions regarding social facilities (specifically a crematorium, cemetery) and how new facilities will be accommodated along with residential development.

The infrastructure master plans currently under revision should follow the vision of the SDF and would therefore provide better information and recommendations regarding the extension of infrastructure in De Deur. The capital expenditure framework and implementation policy will furthermore make recommendations on the capital projects that will aid in the municipality achieving its spatial vision,

including how the extension of the urban development boundary in De Deur will be supported. Queries regarding the crematorium and cemetery, however, need to be further investigated within the wider area for feasibility given the sterilising nature of these facilities.

### 7.1.8 Sicelo engagement

Questions from the engagement related to high cost of water to support urban gardening, and how the municipality could potentially support these home gardeners in terms of providing tools, seeds and fertilisers. Comment was also made on whether livestock should be allowed to be kept in urban areas.

The municipality would better promote small-scale agriculture support programmes stemming from the Department of Agriculture and Department of Human Settlements, as well as the municipal Local Economic Development department. Furthermore, due to South Africa being a water scarce area, and the municipality buying water from Randwater, the community needs to look into alternative water sources to support their farming practices, such as rainwater harvesting. There is a need to capacitate the home gardeners on effective and sustainable growing methods, which is a programme that could stem from the LED department or from government. The use of boreholes will, however, not be extensively promoted considering the area is dolomitic in nature, and excessive use could lead to the development of sinkholes.

## 7.2 Municipal engagement meetings

The municipal engagement meetings had the purpose of presenting the SDF and its spatial proposals to council, internal departments and adjacent municipalities, to gather their insights, recommendations and sector inputs. The table below notes the date of the engagements and the departments engaged with during April.

**TABLE 26: MUNICIPAL MEETING DATES**

| Date | Time | Community |
|---|---|---|
| 06/04/2022 | 11:00-13:00 | Internal departments |
| 06/04/2022 | 13:00-14:00 | Midvaal ward councillors |
| 25/04/2022 | 11:00-12:00 | Adjacent municipalities (City of Johannesburg, City of Ekurhuleni, Emfuleni, Lesedi, Sedibeng) |

### 7.2.1 Internal department engagement

Some questions were raised on why there are no spatial recommendations or space allocations for social facilities. Other questions raised were in regard to the extensive dolomitic areas in the north and whether it is wise to further promote development

in the area given the inherent risks and restrictions associated with dolomite. The promotion of mixed-use nodes was also questioned given the history of complaints from the community given the mixed-use developments. Lastly, comments were made on how the municipality intends to balance conservation efforts with the inherent development pressures experienced in the municipality.

The municipality emphasised the need for all the internal departments to take ownership in the SDF, as it is a document that should be used to inform decision making for at least the next 5 years. Therefore, departments should build on the SDF and compile master plans that are in line with the SDF vision, for exactly the provision of social and engineering infrastructure. The SDF does make reference to the social facilities that will be required in future based on population projections for 2050, but it is the responsibility of the respective municipal departments to determine and advocate for where these facilities are needed the most.

In reference to the dolomitic areas, it is the reality that MLMs development is concentrated in the north, and it is unfortunate that it is this area specifically that is underlain with dolomite. However, the municipality needs to build on the existing strengths and therefore development can't be redirected to other areas. There is however the need for further studies on the dolomite underlain areas to determine the building requirements that should be implemented to stabilise any structures intended for the area. Careful management of the infrastructure, and limitations on groundwater extractions, should also be imposed on these areas to limit the potential formation of sinkholes.

Mixed-use areas will be promoted in the SDF as it provides the best approach to bring people closer to where they work and play. It is also necessary to integrate uses to limit travel distances to services, thereby reducing the need for private transport.

There is, however, the need to better define the uses permitted within mixed-use nodes, and the interaction and transition zones between these uses. Lastly, the urban development boundary will be used as a containment zone, and all development will be redirected to within the UDB. Furthermore, the rural-urban cross-over zones will facilitate the transition between what is urban and what is rural, and which areas should be protected and where development should be accommodated.

### 7.2.2 Ward council engagement

The questions raised at this engagement mostly related to clarifying how the adjacent municipalities impact development in MLM, and specifying what particular proposals are made for certain areas. Some participants noted the lack of recognition afforded township tourism, while others stated the need for realistic infrastructure development proposals given the lack of capacity to finance infrastructure investment.

The municipality acknowledges the SDFs silence on township tourism and revitalisation. Though these recommendations relate particularly to the purpose of local economic development strategies, the SDF should at least take note of township tourism as part of the development drivers (4.3.6 Stimulate tourism). Furthermore, the capital expenditure framework will make recommendations on the capital investments needed to realise the SDF vision.

### 7.2.3 Adjacent municipalities engagement

Various questions arose on the development proposals that are made on the border between the municipalities, particularly Tedderfield and its border with Johannesburg, and Waterval bordering on Ekurhuleni. Participants wanted to know what infrastructure support/expansion is being planned to carry the increased demand for services in those areas, considering the potential for cross-border service agreements. Questions were also raised on the SDF vision statement, with it being more an affirmation of what already exist in the area, and not a vision for the development of the area.

It was generally agreed that there needs to be collective pressure on national government from both MLM and Johannesburg for the revitalisation and improvement of the commuter rail which connects residents from Savanna City and Orange Farm to the Johannesburg CBD. Potential cross-border engineering service agreements for particularly the Waterval area is something that needs to be investigated given the vision from Ekurhuleni to extend township development into the area.

The municipality reaffirmed that they want to build on the strengths already present in the municipality, and therefore it can be deemed as an adequate vision statement. The vision is therefore to build on and support the strengths of the municipal area, including promoting development along key corridors and spines to protect the high value agricultural land and natural sensitivities in the area, and to locate residential developments in closer proximity to employment and recreational activities.

## 7.3 Written comments

Opportunity was given to the public to provide written comments on the SDF. The closing date for written comments was on the 6th of May 2022. The following tables note written comments that were received, with an indication of how these comments were addressed/acknowledged in the SDF. The tables are structured according to the comment categories: (1) Waterval precinct, (2) Pendale/Valley Settlements precinct, (3) community engagement, (4) clarification/correction, (5) engineering and social infrastructure, (6) site level detail, (7) development drivers, and (8) internal municipal comments:

| TABLE 27: WRITTEN COMMENTS CATEGORISED AS "WATERVAL PRECINCT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| The urban expansion areas as shaded in the Area 1 SDF map on pg. 84 must be removed, till further discussion. This area should remain agricultural/rural residential and be protected from urban sprawl and development from the north, as you have stipulated for Henley and Walkerville. | The SDF was amended to state that the proposals made in the Waterval area- in terms of the Urban Expansion Areas and Urban Expansion Areas (subject to conditions)- is subject to the development directives contained in an approved Waterval Precinct Plan, which is currently being reviewed and open for an extended public participation process.<br><br>The outcomes of the precinct plan approval and adoption by council will be taken into consideration with the annual review of the SDF, where changes will be made accordingly to the composite map and precinct plan description. | 4.3<br><br>4.4 |
| From me and my family side, we would like the Waterval plan to be removed from the SDF until next meeting. | | |
| Meeting held on 3 May 2022 shocked me to my core. This is NOT what WE, the people want in OUR area. This proposed development is in my view unconstitutional, and I must insist that the Waterval Precinct Plan is removed completely from the SDF document prior to submitting the document, to give US, the residents the opportunity to state our case. | | |
| We utilise our property for farming, cattle, sheep and chickens and object to this plan and ask that the proposals be removed from the SDF document in its entirety. This area must be kept as an agricultural/rural area. | | |
| I would urge you to reconsider the proposed growth trajectory/plans to exclude the Garthdale/Kliprivier areas as not only would this harm employment chances but also hurt similar operations. | | |
| Not only would you be killing agricultural activity (which the government says they are trying to revive) but those who are in the lower economic bracket would also be hurt. | | |
| I saw the Waterval precinct plan, on page 51, as presented in the SDF - this is unacceptable and urge you to remove it entirely from the SDF documents. | | |

| TABLE 27: WRITTEN COMMENTS CATEGORISED AS "WATERVAL PRECINCT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| This area must remain agricultural, residential and be protected from urban invasion and development from the northern side, as same as you have stipulated for Henley and Walkerville. | | |
| I object to the Waterval precinct plan of the SDF presentation. I request it entirely removed from the SDF. | | |
| I cannot support the proposals as per the SDF presentation, and hereby request that it be removed from the SDF document until further discussion and participation with the community. | | |
| The urban expansion areas shaded 1 on the SDF map to be removed until further discussion and public participation has taken place as it will impact our choice of lifestyle living. | | |
| We ask that our area be kept for agricultural lifestyle living. Keeping an agricultural hub on the verge of the urban area would benefit both urban living and us living on the agricultural holdings. | | |
| This plan as presented in the SDF presentation is not acceptable to the community. | | |
| Please receive our objection against the planned urban expansion areas as per Waterval precinct plan and SDF. | | |
| We welcome your decision to withdraw the Waterval precinct plan in its entirety, till you have had further consultations with the community. | | |
| In light of the development pressures from Ekurhuleni's side, the areas marked as urban expansion and urban expansion (subject to conditions) be removed from the SDF map for our area of Garthdale, Gardenvale and Rietspruit, until the community participation process. By doing this, it will avoid confusion and | | |

| TABLE 27: WRITTEN COMMENTS CATEGORISED AS "WATERVAL PRECINCT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| incorrect assumptions being made when this map and document is released in the public domain. | | |
| We welcome the withdrawal of the Waterval Precinct Plan. | | |
| We would appreciate if mention of and locations shown in our area of Garthdale, Gardenvale and Rietspruit noted as Urban Expansion and Urban expansion (subject to conditions) is removed from the document until after the community meeting. | | |
| I am satisfied that the Waterval Precinct Plan is removed from the SDF. | | |
| The demarcated Zone 6 as highlighted, which is earmarked for high density residential development is a private property and belong to Lonsa Everite. We want to bring attention that Lonsa Everite has not been consulted or engaged by the municipality about the intended use of the property | The draft proposals of the precinct plan is advertised and the consultation period is extended to allow for further inputs by affected parties. | N/A |

| TABLE 28: WRITTEN COMMENTS CATEGORISED AS "PENDALE/VALLEY SETTLEMENTS PRECINCT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| If we look at the Pendale district, it is obvious that this precinct and its community have developed into a unique and pristine Eco- and agri-type of environment with farm style living and an area where nature, ecology and small-scale farming is very prominent. | This area will remain as indicated in the SDF. The SDF is a long-term plan and looks at the development of the municipality up until 2050. We can therefore not exclude areas, that are showing enormous development pressure, from the plan given the long-term implications of the SDF. | 4.3<br>4.3.11<br>4.4 |
| This land use typology forms an important green landmark in the Midvaal area. This land should be preserved in its current state, | | |

| TABLE 28: WRITTEN COMMENTS CATEGORISED AS "PENDALE/VALLEY SETTLEMENTS PRECINCT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| in spite of the strong pressure to develop this for financial gain. | Conditions have however been stipulated in the SDF that the proposals made on the Pendale/Valley Settlements area in terms of the Urban Expansion Areas and Urban Expansion Areas (subject to conditions), is subject to the development directives contained in the Precinct Plan, which is of high priority for the municipality to commence with its compilation.<br><br>It is within the precinct plan that the community's desired precinct character will find spatial expression. It is also within this detail level plan that development directives will be captured detailing the envisaged development of the precinct. The permitted land uses that is supported in the area will also be noted in the precinct plan.<br><br>The outcomes of the precinct plan approval and adoption by council will be taken into consideration with the annual review of the SDF, where changes will be made accordingly to the composite map and precinct plan description.<br><br>It would be beneficial for the community to connect with all | |
| Most important argument - this land is occupied, embraced and cherished by a community, where people make a living, and a place where many have retired and still want to retire in a natural, farm-style area close to town. | | |
| The community wants this area to be preserved, with limited and additional similar and compatible uses. | | |
| The Pendale community do not want commercial or industrial development or large-scale residential development in this area - this is not part of their vision. | | |
| Red flags - when looking at the agricultural value of the land it is likely that DALRRD may not consent to commercial and industrial development (and the loss of pristine agricultural land). | | |
| When looking at natural and cultural value of the land and the strong community vision, a similar reaction and objection against major development might be presented by the Department of Environmental Affairs. | | |
| It is our submission that low density and typical farm living be allowed within the precinct (density of one living unit per 5000m2). | | |

| TABLE 28: WRITTEN COMMENTS CATEGORISED AS "PENDALE/VALLEY SETTLEMENTS PRECINCT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Municipality should extent the appointment of Cadre to develop a fully-fledged local SDF or precinct plan for the Pendale precinct, to ensure proper future development and management of this area. | landowners in the area, to ensure that the community representation at the forthcoming precinct participation events be that of a unified, community wide vision for the area, and not the views of a select few. | |
| The whole Pendale precinct, in view of its pristine character, be defined as "ring-fenced" as an Eco- and Agri-Village, that only provides for limited eco-related and agri-related activities. Other compatible land uses supporting this vision be considered, however be well motivated. | | |
| Detail land uses for these proposed typologies (urban expansion, urban-rural cross over zones) be clearly defined and consulted with the interested and affected parties through developing a precinct plan for the Pendale precinct. | | |
| Current Draft SDF 2022-2027 be amended to designate the whole Pendale precinct for and Eco and Agri Village. | | |
| It is the wish of the community to contribute and control the future management and maintenance of this Pendale Eco and Agri Village in conjunction with the municipality through a formal legal entity (Conservancy, Section 21 company, Co-operative or CID). | | |

| TABLE 29: WRITTEN COMMENTS CATEGORISED AS "COMMUNITY ENGAGEMENT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| How can we accept that you just send outsiders into OUR area to do assessments, and the proposes all these one sided developments. You are destroying our lives here and we don't stand for it! I am a second generation resident here in Croft Rd since 1985 and I refuse to be bullied by an official to surrender my rights as a rate paying citizen. | The SDF is a long-term vision for the municipality. Given the development pressure experienced in Waterval from Ekurhuleni, it is the vision of the municipality to proactively plan for this pressure to limit environmental degradation that inevitably result if this pressure is ignored.<br><br>The municipality is, however, in process of reviewing the Waterval Precinct Plan, which will give detail direction on how development will be managed in the precinct. | N/A |
| It is obvious that the Pendale community must be extremely frustrated and concerned about the way in which administrative procedures are dealt with in the municipality and the way in which important constitutional processes are being watered-down. | The municipality acknowledge the frustrations of the community. Recommendations are being made on the compilation of a precinct plan for the Pendale/Valley Settlements that will allow for further participation. | 4.3.11 |
| When looking at planning and environmental legislation (NEMA, MSA, SPLUMA) it is obvious that communities and interested and affected parties should be thoroughly consulted on development and major policies such as the SDF, hence the need to listen to the voices of the community and to understand and respect their concerns and wishes. | | |
| It is our submission that every effort be made by the municipality and the consultants | | |

| | | |
|---|---|---|
| involved to ensure meaningful participation processes and to ensure that the concerns and needs of the communities are properly assessed and addressed as and where possible. | | |

| TABLE 30: WRITTEN COMMENTS CATEGORISED AS "CLARIFICATION/CORRECTION" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Map on pg. 33 shows an industrial spot on portion 8 Rietspruit, why when this is an agricultural farm. | The data will be scrutinised. | 3.7 |
| MLM is largely a rural municipality, benefit from this phenomenon instead of trying to follow the run-down ineffective strategy of other municipalities that seem hell bent on urbanising every square inch. | The spatial vision captures the municipality's intent to offer unique rural and urban development with the rural character being protected by means of consolidated and well-designed urban areas. The municipality intends to use the urban development boundary to contain urban development, and to carefully manage urban-rural cross-over zones to protect and support rural areas. Which still make up the majority of the municipal space. | 4.2<br><br>4.3.1 |
| We find the SDF as presented contradictory, confusing, and biased in favour of urban sprawl and urbanisation. This is in stark contrast to the frameworks quoted so copiously, but not taken into account, especially for our area where protection of rural agricultural activities/processes and conservation efforts must be encouraged and protected. | The SDF makes proposals on the expansion of the UDB in various urban and urbanising areas to accommodate the expected doubling of households by 2050. | 4.2 |

| TABLE 30: WRITTEN COMMENTS CATEGORISED AS "CLARIFICATION/CORRECTION" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Waterval - Agri hub is the solution with regards to help people to help themselves. | The precinct plan for Waterval is currently being reviewed and is in the public participation process. The outcomes of this process will determine whether Waterval will be earmarked as an Agri-hub | N/A |
| The composite map shows the Kliprivier - Suikerbosrand conservancy and agricultural small holdings, but a portion of the conservancy including Greenvalley has been excluded. | The composite map only includes the Suikerbosrand Nature Reserve and the areas within its legally protected borders. Given that the Klipriver-Suikerboschrand Conservancy does not have legal status, it is not considered/indicated in the composite map. | 4.4 |
| Since 2012, Midvaal and Sedibeng has done nothing to help protect or renovate and conserve this valuable asset and historical landmark (Witkop Blockhouse) | Comment is noted, but not in the scope of the SDF. | N/A |
| Henley and Walkerville landfills have recently been closed, hope they are not counted as two of the 3 landfill sites in Midvaal mentioned in the report. | No these are not included | 3.6.5 |
| Please follow and incorporate all guidelines in National and Gauteng frameworks, regarding agriculture, rural development, conservation, tourism, etc. not only those concerning urbanisation. | Please refer to improved development driver 9 | 2.1<br>4.3.9<br><br>9.1 |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Waterval - We moved here and was told this is a conservation | The SDF is a long-term vision for the municipality. Given the | N/A |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| area and are not allowed to have streetlights. What happened? Now Midvaal wants to develop in this area. | development pressure experienced in Waterval from Ekurhuleni, it is the vision of the municipality to proactively plan for this pressure to limit environmental degradation that inevitably result if this pressure is ignored.<br><br>The municipality is, however, in process of reviewing the Waterval Precinct Plan, which will give detail direction on how development will be managed in the precinct. | |
| Waterval - We live with Erwart sewage farm not even able to handle the sewage that they receive. We have to live with the aroma that comes from there and not much gets done. | The SDFs chapter on the Implementation Framework notes a number of capital investment interventions that could aid the municipality in achieving the spatial vision (including unlocking the urban expansion areas as demarcated for Waterval)<br><br>The Waterval Precinct Plan is currently being reviewed and is in the public participation process. The outcomes of this process and the subsequent adoption by council will indicate whether the area will be included in the urban development boundary with subsequent infrastructure investment to support this proposal. Or whether any alternative proposals for the development of the area will be | 6 |
| Waterval - The Kliprivier, Rietspruit area - we unfortunately have problems in the area, no police - crime is sky high already. Rietspruit was a very clean and safe place. Every week there is crime and people dumping rubbish from across the street at Rietspruit. | | |
| Waterval - the area also has an infrastructure problem - limited water (we are using borehole water) and no sewage system (we are using septic tanks as Erwat is full). | | |
| Waterval - The infrastructure on sewerage, water and other services also cannot cope, and | | |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| even the police services cannot cope in the area anymore | made, with the subsequent impact of such decision on the provision of infrastructure. | |
| Waste transfer station in Kliprivier, way over capacity due to Sky City and outside residents from Ekurhuleni dumping there. Waste collection not done for various regions, creating massive backlog and health risk | | |
| Waterval - What infrastructure is there for these new developments? No hospital, No school, No sewerage, No access roads, No police stations, No drainage for storm water, etc. and then you have the cheek to tell us that there needs to be a certain number of people living in and area before these things gets built?? this is a perfect recipe for a fatality causing disaster, riots and unrest. | | |
| Waterval - We already sitting with floods caused by the Sky City "buffer dams". Floods that is destroying Rietspruit road, causing people to lose their jobs, and residents to have no access to their homes. | | |
| Waterval - With the recent development of Sky City it is already evident that the infrastructure cannot cope and handle the influx of the thousands of people, specifically the roads (R550) which cannot be widened easily due to river crossings and train bridges | | |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Waterval - We decided to live out here as this area was nice and quiet, and crime was not a problem. Now, with all the developments of Sky City, we have loud parties every weekend, NO police station and crime is hitting us very hard. (Yes, Kliprivier HAS NO POLICE STATION) just a building filled with useless salary drawing incompetent people. | Comment is outside of the scope of the SDF and the development in Sky City is noted. These changes in Ekhurhuleni needs to be considered in an appropriate response in the Waterval area. | N/A |
| Waterval - The police station is way over capacity and too small. SAPS spends most of their time in Sky City, despite township development plans showing that they would have their own police station | | |
| Waterval - Human nature and settlement patterns cannot be predicted or based on scenarios in the Greenbook or consultants who don't understand the dynamics of the area they are reporting on. | The CSIR Space Planner is a national planning tool used across the country to determine the demand for social facilities/infrastructure. The SDF highlights how the planner is prescriptive and should be used as a quantitative knowledge informant to prioritise certain social facilities. It, however, also notes that this planner should work together with spatial positioning to determine where these facilities are needed most. Therefore, the Waterval precinct plan will be instrumental in identifying the need for social facilities, and the allocation of potential land to accommodate these services. | 3.6.5 |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Please add malls, SARS, schools, clinics, home affairs, rehabilitation centres, orphanage centres. I believe that as population is growing it will cut the cost | Social facility requirements are based on the CSIR Space Planner, which is informed by population densities and projections. Feasibility studies are required for each of the suggested services. | 3.6.2 |
| R59 Corridor - while this corridor is of essential importance to the ability to access the industries, agricultural areas and residences of Midvaal, it is also an exceptionally high accident zone, and needs major structural attention. | The comment is noted, and further municipal management interventions need to be afforded to the R59 corridor and the improvement of the safe use of this regional link. | 4.3.3<br><br>6 |
| This road is in need of consistent monitoring of road conditions, the soft shoulder is in need of upgrading, and the corridor needs far greater attention from police and traffic police as regards the poor driving and number of unroadworthy vehicles, particularly vehicles travelling at night with inadequate or even no lights | | |
| Henley on Klip - Police stations such as Evaton are in an embarrassing state of disrepair. The planned new police stations for areas that will need to be covered in the future need to be preceded by serious attention to the current facilities. | The SDFs chapter on the Implementation Framework notes a number of capital investment interventions that could aid the municipality in achieving the spatial vision.<br><br>The Henley on Klip precinct plan would also be instrumental in guiding capital investment for engineering and social infrastructure. This precinct plan is being reviewed and is currently in the public | 3.6.5<br><br>6 |
| Henley on Klip - Inadequate space, substandard equipment and a somewhat less than welcoming face of the current facilities all contribute to the impression in the minds of the | | |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| criminal element that policing is ineffective in the area, an unfair judgement, but no doubt a contributing factor in the current rise of crime. | participation process. After completion and adoption by council, the SDF proposals for Henley on Klip will reflect the outcomes of the precinct plan. | |
| Henley on Klip - As well as this is the definitive lack of visible policing, which is being addressed in the planning, but needs to be prioritised. | | |
| Henley on Klip - At the same time, more facilities for children would be very welcome, and a definite creation of more sporting facilities is needed | | |
| Henley on Klip - Proposed new schools, police stations and clinics - these planned new facilities assumed upon a projected growth of the population also need careful attention to timing. | | |
| Henley on Klip - The strengthening of the grid and the provision of better infrastructure needs to run well ahead of the statistical predictions on population growth, if we are to avoid disaster. | | |
| Henley on Klip - Lack of technologically up to date infrastructure is already placing pressure beyond the realistic capacity of the current infrastructure | | |
| Henley on Klip - Talk of higher density housing areas must come with an advance plan for provision of a strong and easily | | |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| maintained infrastructure, that is secure and safe from cable theft | | |
| In the SONA address, the president suggested that paved roads would be a better consideration than the current bitumen tar road. Having spent 7 years driving through Alexandra I have met many of their paved roads, which have survived the worst storms, floods and extremes of traffic. In heavy rains, Alex fills up like a bowl (which it is) and the paved roads survive. I do think the paving of some of our heavier use roads would not go amiss. | The comment is noted, and further feasibility studies should be done on the potential implementation of paved roads. | 4.3.7 |
| Ward 4 - at the proposed site to formalise the informal settlement of Boitumelo on Witkop Road (1) there is no infrastructure there, whereas at Skansdam there is infrastructure both in services such as water, sewage and electricity. | Must be dealt with in the Integrated Human Settlements Plan. | N/A |
| Ward 4 - at the proposed site to formalise the informal settlement of Boitumelo on Witkop Road (2) both train and road transport infrastructure is already in place at Skansdam | | |
| Ophir AH - is there any plan for the illegal power connections that are taking place | Comment outside the scope of the SDF. | N/A |
| Ophir AH - Is there a plan for the roads around Ophir AH to be fixed and also tarred | | |
| Ophir AH - will the transporter in the area be upgraded to accommodate all new residents | | |

| TABLE 31: WRITTEN COMMENTS CATEGORISED AS "ENGINEERING AND SOCIAL INFRASTRUCTURE" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| in the area or will it stay the current size | | |

| TABLE 32: WRITTEN COMMENTS CATEGORISED AS "SITE LEVEL DETAIL" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| The consideration of increased mining in the area is of concern, especially in view of the extremely damaging prospect of coal mining. While Eskom is being encouraged to produce a definitive plan to cease the use of coal for electricity production, there has been too little reason for them to do so if coal production is allowed to continue. | | |
| Coal mining is also damaging to the environment in and of itself, and the human cost in medical health issues cannot be overemphasised. | | |
| Waterval - Since 2017, I have been planning to expand my activities to include growing more "niche" market vegetable items and have invested hundreds of thousands in training on myself and my workers, but now you want to destroy my dreams and investment. | The SDF is a long-term vision for the municipality. Given the development pressure experienced in Waterval from Ekurhuleni, it is the vision of the municipality to proactively plan for this pressure to limit environmental degradation that inevitably result if this pressure is ignored.<br><br>The municipality is, however, in process of reviewing the Waterval Precinct Plan, which will give detail direction on how development will be managed in the precinct. | N/A |
| Waterval -I already had to give up my intensive exotic parrot breeding program as a result of the illegal trucking yard that shot up on the R550 right behind me. I did register a complaint, but as usual, Midvaal did NOTHING to stop them. Now you are expecting me to give up my small-scale vegetable growing enterprise as well? I lost hundreds of thousands of Rands in losses with my parrot breeding facility. | | |

| TABLE 32: WRITTEN COMMENTS CATEGORISED AS "SITE LEVEL DETAIL" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Waterval - Also, you cannot say we can relocate the operations to another area - the cost of moving goods to the market would make it simply unworthwhile, while developing suppliers and infrastructure to support these businesses in the immediate term would be impossible | | |
| Would it be possible to Re-Zone the attached 3 pieces of land from Agricultural to Commercial (the clients would be looking to create a Shopping centre on Both pieces | Comment reserved for LUMS | N/A |
| Consider permission for service industries and supporting businesses and commercial uses in the area (Vaal Marina), since residents have to travel far distances for services. It is not intended to have noxious and heavy industries in this regard | Potential for a precinct plan for the Vaal Marina area is being considered, which could be used to demarcate areas suited to these uses. | N/A |
| Look at the Hartbeespoort Dam uses on a small scale, as people need things fixed (houses and boats) and these services are not very accessible in the Vaal Marina area | | |
| Support storage facilities for boats, cycles, and other related tourism needs, which can tie in with agricultural activities also found in the area. | | |
| Provide designation for light industries to prevent an overspill of undesirable uses in the immediate vicinity on high potential agricultural land and preservation of the environment | | |
| Henley on Klip - Since the meeting at which the plan was presented. Great effort has gone into marketing the spaces, and hopefully | Comment outside the scope of the SDF but should be part of the action list in the precinct plan. | N/A |

| TABLE 32: WRITTEN COMMENTS CATEGORISED AS "SITE LEVEL DETAIL" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| identifying and dealing with absentee landlords. However, should the estate agents be successful in their efforts, we will need to have some of these facilities in place rather urgently as we will be faced with an influx of not only new owners, but builders and other contractors, who will need monitoring for the small but potentially worrisome few with criminal intent | | |
| Waterval - Since development started across from the R550 a lot of things changed. Criminal activity increased a lot. We used to be able to access the R550 with no problem. We never had riots and vandalism in our area. The last couple of nights we are having riots on the R550 and even people digging trenches across the road | Comment outside the scope of the SDF. | N/A |
| Waterval - Road network - no mention has been made of illegal truck yards in agricultural areas damaging road infrastructure. | | |
| Ophir AH - is there any plan to continue the RDP housing to place some of the settlement community, especially a side that has breached the barrier of Agricultural farms | Comment outside the scope of the SDF. | N/A |

| TABLE 33: WRITTEN COMMENTS CATEGORISED AS "DEVELOPMENT DRIVERS" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| The solutions in South Africa (sun, wind, and water generation) cannot continue to be avoided. | Hence development driver 2 (pursue alternative clean energy and reduce cost to industrial and commercial users) | 4.3.2 |
| 'Waterval - In 2018 the Mayor talked about creating an agri-hub in Rietspruit - nothing | The precinct plan for Waterval is currently being reviewed and is in the public participation | N/A |

| TABLE 33: WRITTEN COMMENTS CATEGORISED AS "DEVELOPMENT DRIVERS" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| happened. With this hub we can uplift people to generate and own business for themselves. | process. The outcomes of this process will determine whether Waterval will be earmarked as an Agri-hub. | |
| Waterval - Let's start by showing people how they can generate money from collecting tin cans, plastic, creating a cleaner space to live in, and generate an income - all within this HUB | | |
| Waterval - creating a market for selling own products - this way creating an income | | |
| Boitumelo - I therefore would expect that this development would only be considered once the precinct plan for the current Boitumelo area is finalised to ensure a better quality of life for the would-be recipients of this project | To be dealt with in the Integrated Human Settlements Plan. | 3.6.3 |
| Waterval - Housing profile - why are only resident of Boitumelo mentioned and not Khayelitsha and Piels Farm? This matter is a ticking time bomb and needs to be addressed urgently so that the informal dwellers can live dignified, healthy, proud lives | | |
| Waterval - You need to finalise a workable, dignified, sustainable housing development for the 3 informal settlements in our area. Namely Boitumelo, Khayelitsha and Piels Farm, not only Boitumelo as mentioned in the document | | |
| Vaal River area seems to be the main focus and economic growth and tourism area, given the full potential of the area has not been explored. But potential | Development driver 5 (stimulate tourism) is not intended to be an exhaustive list of tourism priority areas. The driver is however meant to be supportive of all | 4.3.5 |

| TABLE 33: WRITTEN COMMENTS CATEGORISED AS "DEVELOPMENT DRIVERS" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| in other areas need to be explored promoted and protected. | tourism developments and related activities whether or not situated in the priority areas.<br><br>The Witkop Blockhouse has been noted on the Tourism Priority Areas Map as a place of "recreation & entertainment", together with various other tourism, entertainment, and recreation sites. | |
| Why is Witkop Blockhouse not mentioned as an area of high potential for tourism? It is a unique landmark in our area and an ideal location for an information centre/curio shop | | |
| Witkop Blockhouse needs to be protected and renovated so that it can be one of our functional landmarks and heritage sites | | |
| Encourage, promote and support your conservancies. Midvaal is in the enviable position to have 8 of them. Utilise them, they are already doing a lot to manage, protect and conserve pockets of land within the municipality and taking a load off Midvaal's shoulders | The topic of conservancies and their role will be discussed with stakeholders. | 4.3.9 |
| A concerted effort needs to be made to revive and protect Suikerbosrand Nature Reserve and Kareekloof at all times and not only mentioned in documents under review. | | |
| The Suikerbosrand and Kareekloof need to be supported and viable | | |
| These two facilities can be and will be the main tourist and conservation attractions in the north of Midvaal, generating much needed income whilst protecting and conserving a dwindling heritage for future generations | | |

| TABLE 33: WRITTEN COMMENTS CATEGORISED AS "DEVELOPMENT DRIVERS" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| The Klip River and Rietspruit need to be protected, conserved and promoted through tourism related activities | | |
| Conservancies need to be encouraged, protected, and supported as in your previous documents, as non-negotiable entities, but unfortunately this has been removed from your documentation | | |
| Explore the opportunity to legislate a greenbelt area for Gauteng between Suikerbosrand, adjoining conservancies up to Klipriviersberg Nature Reserve, to create a green lung for urbanised city and town dwellers to get out into the country close to home | | |
| Waterval - No mention is made of the fact that the R550 is the main East-West Abnormal Load Route or that promised upgrades which were part of Waterval Development have not been implemented. | The SDFs chapter on the Implementation Framework notes a number of capital investment interventions that could aid the municipality in achieving the spatial vision.<br><br>The Waterval Precinct Plan is currently being reviewed and is in the public participation process. The outcomes of this process and the subsequent adoption by council will indicate whether the area will be included in the urban development boundary with subsequent infrastructure investment to support this proposal. Or whether any alternative proposals for the | N/A |

| TABLE 33: WRITTEN COMMENTS CATEGORISED AS "DEVELOPMENT DRIVERS" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| | development of the area will be made, with the subsequent impact of such decision on the provision of infrastructure. | |

| TABLE 34: WRITTEN COMMENTS CATEGORISED AS "INTERNAL MUNICIPAL COMMENT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| Figure 51 refer to the Westonarea CBD? | The figure is an example of capital investment projects that have been implemented in the Westonarea CBD that might be considered in Midvaal. | 8.1.2 |
| R59 Corridor. West, East mobility routes are supported. | Noted | 3.2.3 |
| Nodal Precinct Plans. Areas with underlaying dolomite should be noted. | Dolomite map has been included. | 3.2.1 |
| Policy/By Law on Development on Dolomite should be included | Dolomite map has been included. The by-law should be incorporated with the annual SDF review | 3.2.1 |
| Should the SD Plan also address other services e.g.; GAS and FEUL lines crossing MLM | Other engineering infrastructure should be analysed with the annual SDF review | 3.2.6 |
| Dolomitic conditions are identified in the SWOT. Should the doc perhaps elaborate | Dolomite map has been included. | 3.2.1 |
| The Precinct Plans are supported | Noted | 3.3 |
| Figure 36 (Synthesis map - built environment) is noted | Noted | 3.5.2 |
| Sports fields and park space. How accurate is 284 facilities | Figures are based on the 2021 Land Use Audit data. Figures are therefore fairly accurate. | 3.6.2 |
| Do we have vacant land available for small business, industrial uses, etc, as it might be in demand due to the current economic conditions, etc. | Analysis on space allocations for social infrastructure and services should be done during the annual SDF review. Or space allocations should result from departmental master plans structured according to the SDF. | N/A |

| TABLE 34: WRITTEN COMMENTS CATEGORISED AS "INTERNAL MUNICIPAL COMMENT" | | |
|---|---|---|
| **Written comment** | **SDF response** | **SDF section** |
| From a law enforcement point of view, mixed used areas should be avoided | Definition of mixed-use development and the associated permitted land uses is included to better define compatible land uses for mixed-use areas | N/A |
| Clean and renewable energy initiatives are supported | Noted | 4.3.2 |
| 4.3.4 - large volumes of ground water extraction in dolomitic areas should be avoided | Dolomite map has been included. Municipality should manage the amount of borehole applications and groundwater extractions allowed in dolomitic areas | 3.2.1 |
| Walkable nodes and TODs are supported | Noted | 4.3.6 |
| pg. 96 par 4 - spelling error (skills) | Error has been corrected | 8.1.2 |
| pg. 96 - can the info not be locally bound | No, the example is extracted from the projects done by the NDP | 8.1.2 |
| The development drivers are supported | Noted | 4.3 |
| With the implementation of the previous SDFs, there has always been a challenge with regards to the applications received for Filling stations and Cemeteries. As much as the idea is not to earmark an area for the said uses, the SDF should at least provide some sort of guidance on how such applications should be dealt with | Comment reserved for LUMS | N/A |

# 8 ADDENDUM 3 – INSTITUTIONAL, POLICY AND STRATEGY CONTEXT

This section intends to capture higher order and local policy strategies that should be embraced in the engagement of the new Midvaal Local Municipality SDF.

## 8.1 Policies and strategy focus

### 8.1.1 State of Nation Addresses

**2022**

The 2022 State of the Nation Address delivered by President Cyril Ramaphosa contained the following key aspects to be considered:

- A renewed commitment to the implementation of the District Development Model which brings all spheres of government together with other social partners to grow inclusive local economies and improve the lives of communities.
- Integrated planning and budgeting across spheres of government and improved integration of national projects at a district level.
- The accelerated rollout of broadband across all municipalities and the establishment of a standard model for the granting of municipal permissions.
- The intention to end the state of disaster and remove all lock-down and/or Covid-19-related mandates moving forward. This is to promote economic growth and allow everyone to continue with their lives.
- Legalisation and market acceleration of the cannabis sector to increase investment and job creation. It is projected to create 130 000 jobs in the hemp production industry. Spatially, the need for arable land and the necessary farming skills will be required to establish this industry.
- The need for additional schooling facilities in the country was highlighted with an estimated total need of 2 500 schools.
- Concerns surrounding investor confidence and the provision of basic services (water, electricity, and sanitation) was highlighted in the speech.
- The conditions of roads and ability to travel safely, including children crossing rivers due to inadequate bridges.
- The unreliable electricity supply (load shedding) is directly affecting employment opportunities and increasing the unemployment rate.

President Cyril Ramaphosa also said that "If there is one thing, we all agree on it is that the present situation that we are in now, of deep poverty, unemployment and inequality is unacceptable and unsustainable".

The announcements are important for local authorities such as Midvaal Local Municipality because they set priorities for government and identify the projects and initiatives which will become key focus areas for national and provincial administrations.

**2021**

The State of the Nation Address delivered by President Cyril Ramaphosa in 2021, introduced a short and focused plan. The economic destruction instigated by the corona virus pandemic mandated a clear articulation on recovery and public health and safety.

The main components of the address focused on:

- Defeating Covid-19
- Accelerating economic recovery
- Implementation of economic reforms, the creation of sustainable jobs, and driving inclusive growth.
- Fight corruption and strengthen the state.

The administration's plan remained solid on tackling the triple bottom-line challenges of poverty, unemployment, and inequality. These are historical challenges in South Africa which the pandemic has exacerbated. Finding a balance between immediate public health emergency and maintaining the fight on poverty became a financial dilemma for the administration.

**Economic Reconstruction and Recovery Plan**

Released in 2021 the plan is designed to stimulate equitable and inclusive growth. It reflects a consensus among social partners that economic resources and efforts should be mobilised to put the economy on a sustainable recovery trajectory.

Economies trapped in a downward spiral of decline can only be taken out of bust through decisive state interventions. Monetary policy interventions are key in ensuring a stable economic environment; however, they are not enough to facilitate sufficient growth and development. Strategic expenditure on capital projects by the state, triggers private capital to continue spending. The latter drives the large absorption of the jobless masses.

The images below illustrate both micro and macro-scale public works projects that are envisioned to drive growth, employment, and development.




**Figure 44: Public works infrastructure projects of a local road and N2 Msikaba bridge**

Following this economic model, a series of priority interventions for rapid economic recovery were detailed in the SONA 2021:

1. Massive rollout of infrastructure throughout the country.
2. Massive increase in local production.
3. Employment stimulus to create jobs and support livelihoods.
4. Rapid expansion of energy generation capacity.

The address notes that achieving growth and recovery depends heavily on increasing exports. This economic strategy constitutes the basic function of city governments. The White Paper on Local Government 1998 stresses the need for municipalities to be competitive entities. Municipalities can provide targeted assistance to specific sectors of comparative advantage. These can be enhanced through property rate and tax incentives, and infrastructure incentives.

The rejuvenation of the manufacturing industries is high on the national government's agenda. Specific sectors of focus include sugar, poultry, textile, steel, and automobile sectors. The R59 corridor offers opportunities to revive and intensify manufacturing and logistics infrastructure development from Vereeniging to Alberton.

The manufacturing sector in the Sedibeng district accounted for R 14.7 billion, about 24% of the total district GVA in 2018. This makes it the largest sector by contribution to the district. However, in the recent years, the sector has experienced a decline, together with construction.

### 8.1.2 National Development Plan, Vision 2030

The National Development Plan sets out an integrated strategy for accelerating growth, eliminating poverty, and reducing inequality by 2030. The plan has less than a decade left to demonstrate sufficient evidence on achieving the developmental goals it set out since the publication date of 2011. Supported by the New Growth Path (NGP) and other relevant developmental programmes, it provides a platform to look beyond the current constraints to the transformation imperatives over the next 20 to 30 years.

Its 2030 goals include eliminating income poverty and reducing inequality. The NDP's human settlement targets, as set out in Chapter 8, focus on transforming human settlements and the national space economy. The plan expands on the administration's focus to enable support programmes that will enable:

More people to live closer to their workplaces

Better quality public transport, and

More jobs in proximity to historical black townships.

The above directives intend to take work to where people are living, as an intervention to undo the apartheid spatial legacy. It aims to alleviate the pressure of daily migration to historical city centres, opening-up the opportunity to have (1) functional and self-sufficient communities and (2) efficient transportation of economic units (commuters, goods, and services). The latter leads to greater economic productivity in municipal regions.

Industries want to be located where their business facilitation is efficient, shows evidence of growth and is served by reliable infrastructure services. Communities directly benefit from the economic spill overs of these industrial agglomerations. These include infrastructure (re)developments and employment. The material changes of the people on the ground, leads to a society that makes better decisions. Socio-economic upliftment is the main element that has the potential to deal with a variety of social ills including gender-based violence (GBV) and the prevalence of HIV/AIDS.

The pursuit of efficient cities and towns is emphasised in the plan through the discouragement of further development of affordable public housing in marginal spaces. The NDP is a proponent of increasing urban densities to support public transport viability and land use efficiency, which is referred to as "sustainable densification."

In South Africa, this intends to strike a balance between the embedded culture and pride in land ownership and decreasing the damage on the ecology. These are often reflected in horizontal densification strategies as observed in Savanna City (Midvaal LM) and Westonaria Borwa (Rand West LM) amongst others. It is also important to consider a variety of other housing typologies such as three-storey walk-ups located in existing town centres. This will cater for individuals and families that prefer such living arrangements.

The images below demonstrate densification models at the disposal of planners. They reflect the reality of population growth and rapid "urbanisation of poverty", environmental degradation, and public health threats. These typologies represent public and/or private housing developments that the Midvaal Local Municipality SDF can deploy to advise the housing sector plan.



**Figure 45: Densification with low-cost duplexes and smaller erven near Westonaria CBD**

It is important to note the inevitable housing development pressure which Midvaal Local Municipality as a predominantly rural municipality faces. When tabling the Midvaal Local Municipality developmental vision it is important to strike a balance between identity, food security, social cohesion, growth, and urbanisation. The Greenbook provides a foundation to observe, deliberate, and offer risk management solutions to the projected scenarios of human settlements growth in South Africa.

Chapter 6 of the NDP sets out specific targets and goals towards establishing a more inclusive rural economy through integrated rural development. The focus here is on increased investment in new agricultural technologies, research, and the development of adaptation strategies. This aims to protect rural livelihoods and expand on commercial agricultural activities. Gauteng as a Node of Competitiveness that is strongly supported by the Competitive Corridors including the N1, N3 and N4 national roads, should facilitate the exports of goods and services and provide regional opportunities across the SADC region.

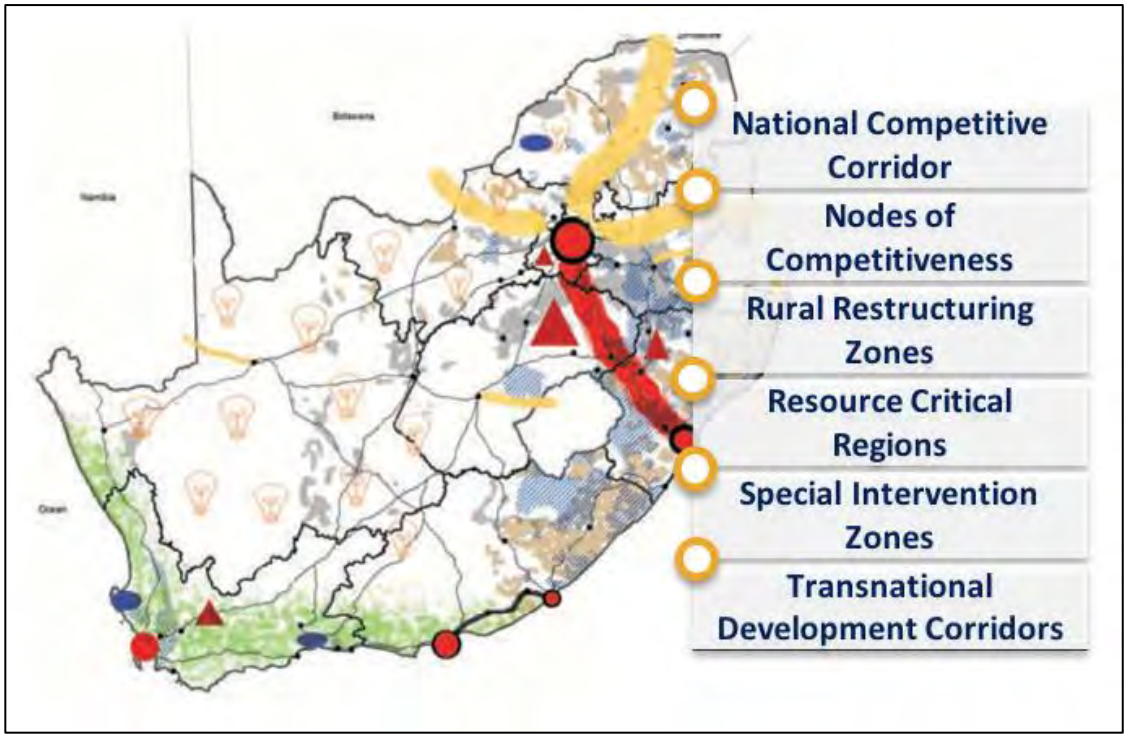



**Figure 46: National schema for spatial targeting (NDP)**

It is imperative to continue seeking public/private partnerships such as those formed for the Bantu Bonke hydroponics project. Research and development guarantee the growth and prosperity of industries. The partnership formed between Rand Water, the Vaal University of Technology, and the Bantu Bonke Communal Property Association—is an important example of how to continue driving innovative ways to increase agricultural productivity and utilise fewer resources. This follows the district's directive to formulate environments that will incubate the growth of agricultural industries across Sedibeng.

### 8.1.3 Draft National Spatial Development Framework 2050 (NSDF)

The Integrated Urban Development Framework (IUDF) states that South African cities are largely characterised by high levels of wasteful use of scarce resources. These resources include land and capital infrastructure (CoGTA, 2014). Despite significant developmental efforts made by the Breaking New Ground (BNG) policy programmes, and the Reconstruction and Development Programme (RDP), the distorted spatial patterns in South African cities are still largely unreversed.

The Draft National Spatial Development Framework (NSDF) follows on the spatial transformation agenda echoed in the NDP. The NSDF is a higher order spatial idea that "seeks to make a bold and decisive contribution to bringing about the peaceful, prosperous and truly transformed South Africa…." (NSDF, 2019). Section 12 (3) of SPLUMA, provides that a national spatial development framework must contribute to and offer spatial representation of national development policies and plans.

The framework presents spatial representations of policies and plans from various sectors of national government. Accordingly, the NSDF has provided a national spatial scheme to inform, direct, prioritise, and guide all future infrastructure spending decisions by the public and the private sector. The national spatial scheme aims to optimise place-based potentials and spatial interdependencies.

The national spatial development framework depicted below, outlines a series of five strategic National Spatial Outcomes. These spatial outcomes are both informative and directive in achieving the national developmental objectives highlighted in the NDP. The NSDF identifies the Sedibeng district as the Central Agricultural Heartland— Agri-Enterprise and Small-Scale Farming Resource Region. For this document, emphasis is put on the National Spatial Outcome Four.

**National Spatial Outcome Four**

The spatial outcome focuses on productive rural regions that should be supported by sustainable resource economies and regional development anchors. Rural areas ought to be enhanced, to enable access to the dividends of urban consolidation, rural innovation, and climate adaptation.

In terms of this outcome:

1. National food security, rural transformation and rural enterprise development and quality of life are enabled and supported through a set of **strong urban-rural development anchors.**
2. Well-functioning, **well-connected and productive rural regions**, strengthen and enhance rural development and the well-being of rural communities.
3. **Differentiated rural development** as set out in Chapter 6 of the NDP, details small, medium and large-scale agriculture, agri-processing, agri-eco enterprises, tourism, resource management and protection of natural resources—which play a key role in creating economic opportunities, and addressing poverty, inequality and unemployment in these regions.
4. Strategically located small towns in rural regions should **support increased access to social services,** tourism, personal services, and administrative functions. They should, thus, act as regional development anchors.
5. Urban consolidation and growth, innovation and context-specific access to services in sparsely, and densely populated areas should be promoted in these rural anchor towns.
6. A set of well-connected, strategically located, smaller towns are to act as **rural service** centres to ensure mutually beneficial urban-rural market linkages.

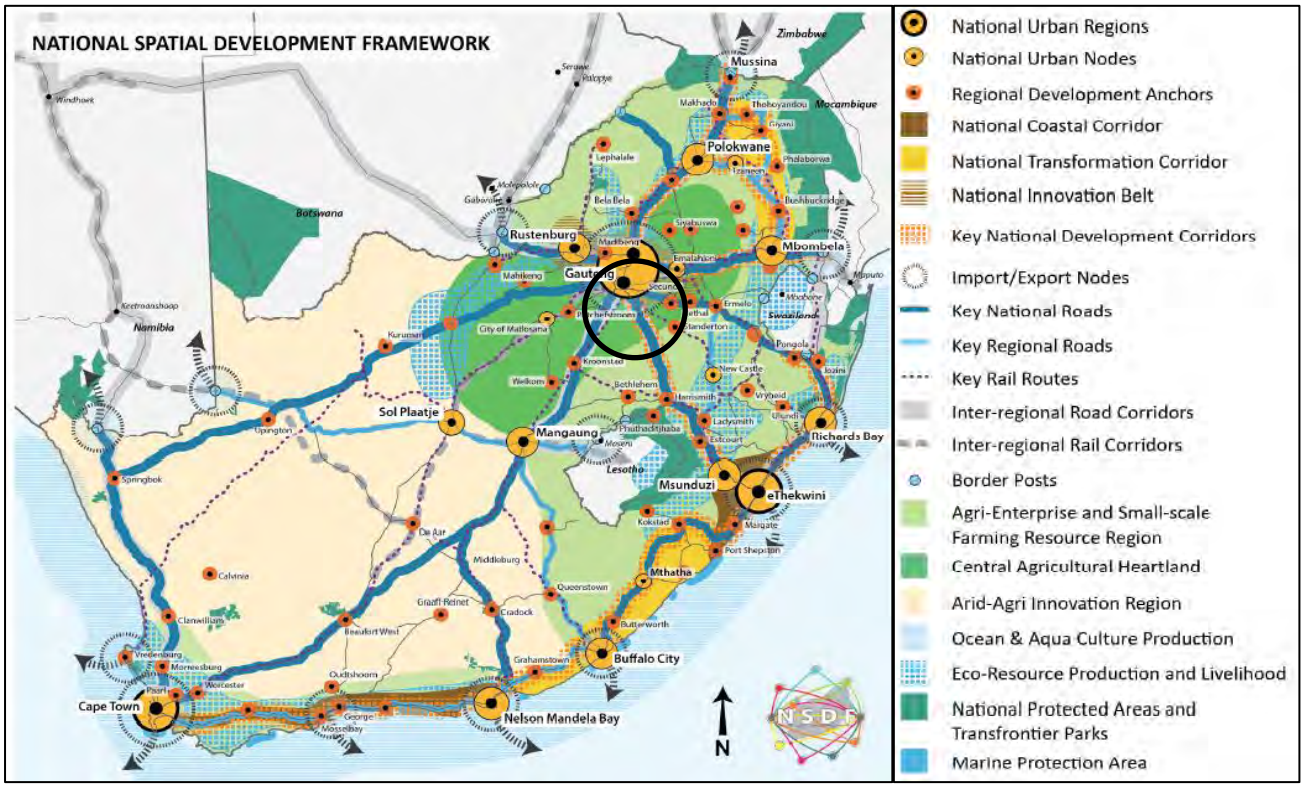



**Figure 47: National Spatial Development Framework 2050**

From a national perspective, it is critical that the Midvaal Local Municipality spatial outcomes to be pursued in the SDF embrace the concept of productive rural regions. These regions are to focus capital investments to increase access to

adequate social and economic services in its primary and secondary rural service centres. Such services include:

- Health care
- Education
- Administration
- Welfare services
- Recreational/sporting facilities.

The NSDF expands on these services for all settlement hierarchies. See the figure below for the social services wheel.

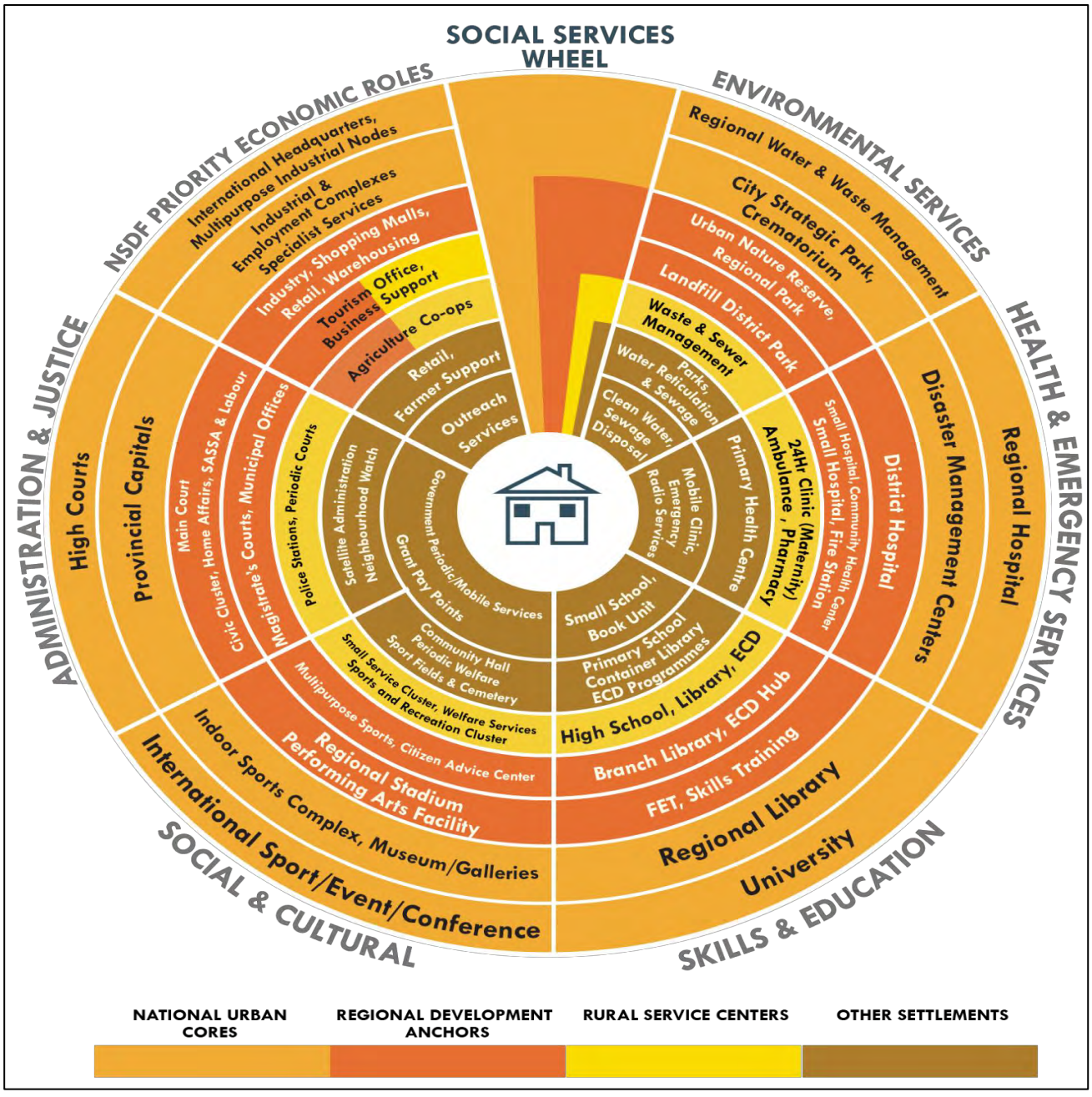



**Figure 48: The social services wheel (NSDF)**

These centres will be loosely distributed across a municipal region as is the case in the Midvaal Local Municipality. Interventions should maintain the focus on integrating these centres to improve accessibility and mobility between the rural anchor nodes and other larger market centres. The goal is to enable the easier facilitation of goods and services between large and small towns. This latter has a proportional impact on the productivity of regions.

The NSDF makes recommendations on both urban and rural interventions. In urban areas, key recommendations include:

- The upgrading of all informal settlements on suitable and well-located land by 2030.
- Increasing urban densities to reduce sprawl and infrastructure costs.
- Redirect capital investments to the historical black townships in the urban periphery.
- Substantial investment in safe, reliable, affordable, and integrated public transport.
- Implement multi-income and differentiated housing subsidy schemes in settlements.
- Focus strategies on the housing gap market by involving financial institutions and employer housing schemes.

Taking note of the increasing rural decline and outmigration, the NSDF recommends the following for rural interventions:

- Targeted and better coordinated provision of innovative infrastructure.
- Prioritising agricultural and rural development along mobility corridors to build local economies.
- Identification of non-agricultural opportunities such as tourism or certain mining activities with a 'green' focus.

To create such a 'shared, smaller, better connected and more sustainable South Africa', the NSDF identifies the most urgent short-term, strategic spatial development catalysts to (1) bring about radical spatial transformation at scale, and (2) manage and mitigate rising national risks. These are called National Spatial Action Areas (NSAAs).

The NSAAs comprises of five spatial action areas. These are the

1. National Transformation Corridors
2. National Resource Risk Areas
3. Arid Innovation Regions
4. National Urban Regions
5. **Central Innovation Belt (CIB).**

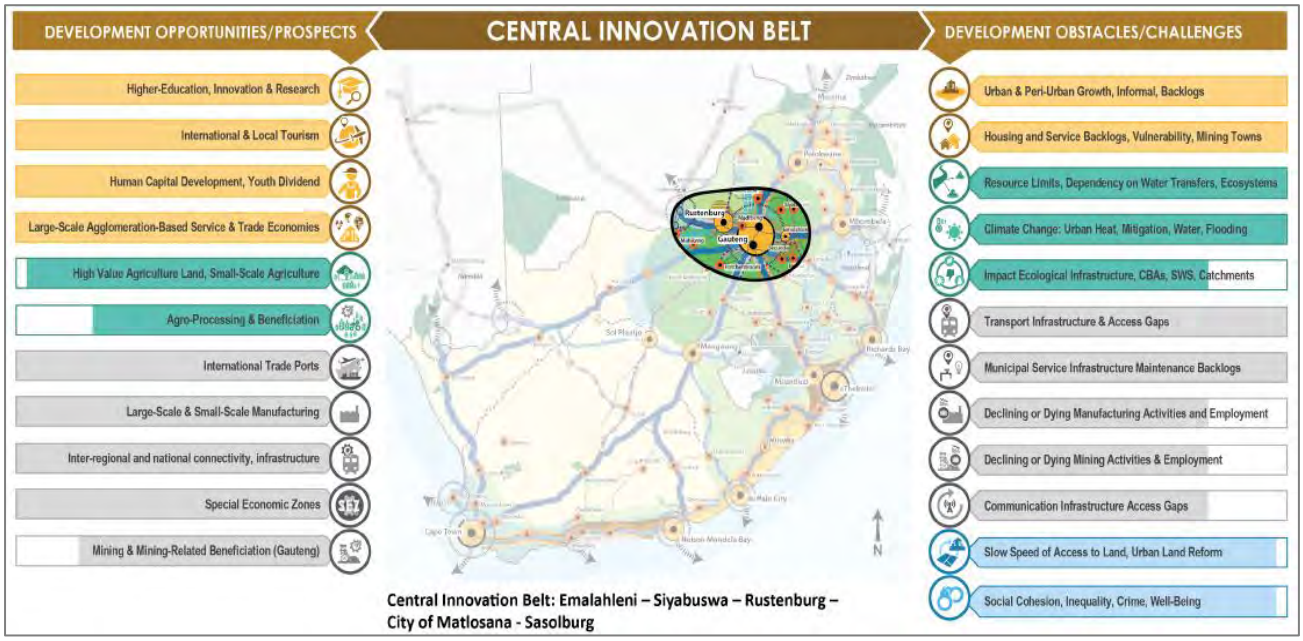



**Figure 49: Central Innovation Belt (NSDF)**

### 8.1.4 Gauteng Spatial Development Framework 2030 (GSDF)

Gauteng is the smallest province with the highest population density in South Africa. The province contributes about 24% of the total South African population, with 97% of its population living in urban areas.

It is the best-connected province in the country, with major national road infrastructure linking Gauteng to major export harbours (Maputo and Richards Bay) and several metropolitan cities. These include Durban, Mangaung and the Cape Town city regions.

In 2015, the Gauteng State of the Province Address proposed a 10-Pillar Strategy to engage socio-economic and socio-spatial transformation in the province. Key policy directives were set out to tackle the apartheid spatial economy and human settlement patterns. These directives focus on urban form, space economy, human settlements, and infrastructure, amongst others. The Gauteng SDF communicates the following on spatial (re)developments:

**Urban form and human settlements**

Policy directives for urban form in Gauteng focus on nodal and corridor developments. High-density and mixed-use developments are promoted in strategically located spaces. These are integrated with public transport systems. Accordingly (1) urban renewal (2) clustering (3) densification, and (4) infill developments are placed high on the agenda of spatial (re)developments. These interventions pursue (1) the protection of agricultural land with high potential (2) protect biodiversity and (3) make the provision of basic services and public transportation systems more cost effective. The GSDF spatial concept stresses the development of new settlements by promoting:

1. Connectivity
2. Viability
3. Diversification
4. Liveability
5. Concentration, and
6. Conservation.

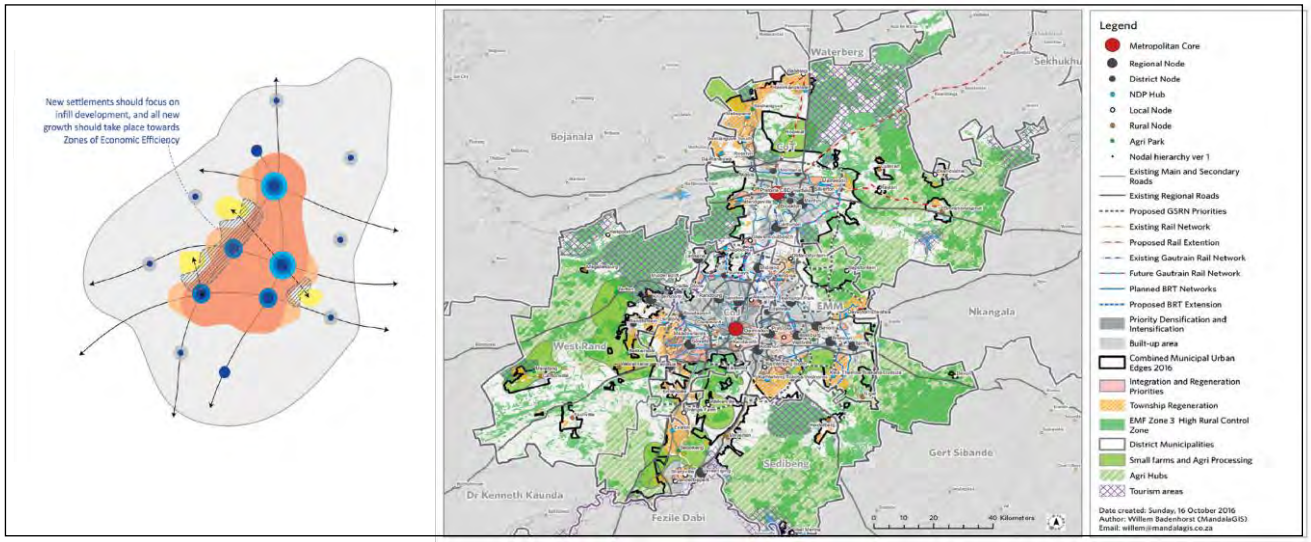



**Figure 50: Managing new settlement developments in Gauteng (GSDF)**

The Gauteng Provincial Government (GPG) has centralised efforts to facilitate sustainable human settlements. This emphasises the development of quality living spaces through the provision of adequate and affordable housing in spaces of socio-economic opportunities.

The revitalisation and upgrading of the previously disadvantaged areas and informal settlements are high priorities. Interventions in these areas need to focus on mixed-use economic development that create sustainable neighbourhoods.

### Socio-economic development

The strategy and vision to grow Gauteng is focused on making places more compact. In theory, such places are more resource efficient. Public transport catchment becomes viable and can accommodate varied income households in spaces with economic and social services. By curbing sprawl, large stretches of agricultural and ecologically sensitive areas are protected from further degradation.

Urban concentration, however, does not exist without spatial consequences which are very much tied to socio-economic degeneration. Economic geographers refer to this as congestion costs. Spaces of higher economic potential are mostly characterised by higher land prices. Developers opt for higher residential and land use density to incentivise their costs. It is advisable to be vigilant of the displacement of the residents by up-market developments when engaging in the planning of integrated human settlements in the Midvaal Local Municipality.

In South Africa, efforts to redress the legacy of spatial segregation has seen the Breaking New Ground (BNG) interventions pursuing land parcels in economic spaces to accommodate low-income households. Although the acquisition of such land parcels remains a financial challenge for the human settlements sector, there are ongoing efforts to pursue these interventions. The rate and scale of these interventions, however, are not at a level desired by policy (Presidency, 2014). The Midvaal Local Municipality SDF, in its refreshed perspective on sustainable human settlements, should communicate clear normative and spatial directives to promote affordable housing in its primary and secondary business nodes.

**Densification and intensification of cities**

The development of compact cities through densification and intensification has been at the forefront of town and regional planning across the globe. Greenfields developments have been discouraged in policies, which prefer the redirection of funding for urban renewal into areas already developed. The Midvaal Local Municipality SDF should focus efforts to revitalise and enhance already existing primary (Meyerton) and secondary (Vaal Marina) nodes in the municipality. It is advisable to direct the focus towards areas which are seeing unprecedented growth patterns (De Deur), as well as adjustment and containment strategies including densification and intensification.

Intensification is a policy option which is required by the GSDF. Intensification involves redirecting development from the urban periphery into city centres, where development already exists. It is promoted by policy to achieve higher densities and the clustering of different land uses. Higher densities contribute to incentivise public urban infrastructure (public transportation and utilities) and protect the natural environment from human interference. Soft interventions, such as the provision of healthcare centres and schools, are made available within easy reach and usage.

The GSDF discussion above builds on the concept of "smart growth". Smart growth is a group of urban development strategies that aim to facilitate the sustainability of human settlements. A framework of smart growth promotes socio-economic growth and ecological/agricultural sustainability at the same level of urgency. It is imperative to adopt this approach for Midvaal Local Municipality's spatial interventions.

### 8.1.5 Growing Gauteng Together 2030 (GGT)

The "Growing Gauteng Together" (GGT) policy document constitutes a tool to facilitate the implementation of the National Development Plan Vision, 2030. The document envisions a "seamlessly integrated, socially cohesive, sustainable and economically inclusive Gauteng City Region". To achieve this vision, the GGT centralises the founding principles of:

1. The Freedom Charter
2. The Constitution of the RSA

3. The Sustainable Development Goals, and
4. The African Union Agenda 2063.

This vision strongly emphasizes the need for, amongst others: compaction, high densities, inter-connectivity, and social cohesion.

The GGT identifies Gauteng as one of the wealthiest regions in Africa. However, it also represents an extreme case of inequality, poverty, and unemployment. The continued influx of people into the province has turned the provision of adequate shelter into a never-ending task. Despite significant capital investments to (re)structure and (re)position the apartheid geography, Gauteng, like many other urban regions are still characterized by spatial inequalities.

Rapid population growth as well as continued influx into the province in search of job opportunities, have increased the demand for shelter and basic services. The housing needs register in Gauteng reflects a demand of more than 1-million houses (GPG, 2019). The GGT elevates the completion of unfinished housing and urban renewal projects as a priority. It aims to address this through fast tracking the Rapid Land Release Programme (RLRP).

Currently, this programme has identified about 100 000 land parcels that ought to be provided with basic services. These will be made available for self-help housing for Gauteng residents to differentiate housing provision strategies.

The 2021/2022 Sedibeng Land Use Audit shows that Midvaal Local Municipality has almost 15 000 erven and 2 000 agricultural holdings and farms that are vacant. These vacant land parcels constitute 42% of the total number of properties in the municipality. This suggests focused deliberations at precinct planning level and in housing sector planning. The SDF can assist the GPG to accelerate the RLRP. This will form differentiated interventions to satisfy the demand for human settlements.

The GGT points to where the regional economy has suffered significant de-industrialisation due to the collapse of the steel industry. State interventions should focus on building a new economy in the Vaal, on both the Gauteng and Free State-side of the Vaal River. The GGT identifies the following catalytic investment projects in the Sedibeng District (Midvaal Local Municipality):

- **The Savannah City**
- **Vaal River City**
- A cargo airport and logistics hub
- The Vaal Special Economic Zone
- An AB InBev investment project
- **The Vaal Marina development and logistics**
- The Gauteng Highlands projects

### 8.1.6 Comprehensive Rural Development Programme 2009 (CRDP)

The Comprehensive Rural Development Programme (CRDP) identifies rural development as interventions that enable rural communities to take charge of their own resources. It considers the optimal usage, and management of natural resources as an effective way to do away with poverty in rural areas. The strategy to achieve this directive identifies (1) agrarian transformation (2) rural development and (3) improved land reform as the supporting pillars of this programme. These pillars are summarised as follows:

**Agrarian transformation**

1. Facilitate the building of rural and agri-industries, cooperatives, cultural initiatives, and vibrant local markets.
2. Increase production and sustainable use of natural resources including land, water, and mineral resources.
3. Use innovative technology and indigenous knowledge systems to improve the quality of life for each rural household.

**Rural development**

Involves the improvement of economic infrastructure including:

- Roads and railways
- Community gardens and produce stalls
- Storage warehouses
- Distribution and transport networks
- Communication networks (cell phone towers, wi-fi, radio and television technology)
- Irrigation schemes for small scale farmers
- Water harvesting systems (dams)
- Rural shopping centres or nodes
- Postal services and internet facilities.

Improvement of social infrastructure by establishing:

- Savings clubs and cooperatives for economic activities.
- Sports and recreational facilities for the community.
- Proper sanitation and health care facilities.
- Libraries and skills development centres.

**Land reform**

The land reform pilot programme, aims to accelerate land redistribution by:

- Increasing access to land for the previously disadvantaged communities—through the redistribution of 30% of white-owned agricultural land.
- Fast-track the settlement of labour tenant claims.
- Facilitate secure access to land by farm dwellers.
- Protect land rights of farm workers and create decent jobs on farms.

- Deal effectively with illegal evictions.
- Establish agri-villages for local economic development on farms.
- Provide basic needs for farm dwellers including:
  - Water
  - Sanitation
  - Electricity
  - Housing.

Planning should support land reform programmes through the provision of reliable and efficient property or deeds registration systems. This includes modernising and digitising the cadastral information. The entire Gauteng Province is a Comprehensive Rural Development Programme focus area. In the Midvaal Local Municipality, Bantu Bonke is the focus area for rural development interventions.

### 8.1.7 The Industrial Policy Action Plan 2018/19 – 2020/21 (IPAP)

The IPAP is the DTI's pilot programme that identifies key constraints in industrial policy and contributes key action programmes to inspire economic growth. The IPAP intervenes where re-industrialisation is needed to absorb the large numbers of unemployed people. The plan seeks to facilitate a project of economic diversification beyond the current reliance on exporting non-processed and/or semi-processed commodities. The goal is to enhance local production and compete in the export markets more than in import markets. This is achievable through moving towards a knowledge economy.

**Key constraints on industrialisation**

The plan identifies the following as key challenges that limit industrialisation and subsequent economic growth in South Africa:

1. Lack of sectoral policy alignment
2. Monopoly of large firms
3. High input costs to private sectors
4. Electricity
5. Water supply and availability
6. High port tariffs
7. High logistics costs and economic infrastructure blockages
8. Lack of skills available for productive sectors
9. Apartheid geography constrains workers and affect subsequent productivity, time and ability to save money

**Key action programmes**

The IPAP identifies traversal focus areas to drive re-industrialisation and growth. These include:

- Special Economic Zones
- Innovation and technology
- Developmental trade policy

- Industrial financing and incentives
- Public procurement

Emphasis is placed on transforming industrial policy on three sectors. The identified sectors should enhance market growth and they include:

1. **Green industries:** these are renewable energy generation markets which should support energy demand for higher production in manufacturing.
2. **Agri-processing:** promoting of beneficiation in manufacturing of bio-fuels and finished food products should create more export market opportunities.
3. **Metal fabrication, capital, and transport equipment**: capital investments are attracted when rail and power infrastructure is enhanced for the easy facilitation of production and transportation. The steel industry needs demand pools both in the international and local markets.

These economic growth strategies have a fertile ground to be revitalised and implemented in the Midvaal Local Municipality in terms of the national, provincial and district economic visions. Midvaal Local Municipality has locational advantage and shares economic infrastructure such as national transport corridors, power generation units and resources, water infrastructure, commercial agricultural land, and industrial infrastructure.

### 8.1.8 25-Year Gauteng Integrated Transport Master Plan (ITMP25)

The ITMP25 has a vision to implement an efficient transport system in Gauteng that will facilitate economic growth and subsequently foster quality of life. The plan focuses interventions on public transport corridors and their transfer nodes, freight routes and logistics centres.

In pursuit of sustainable transport, the objectives of the plan include:

- Reducing travel times and extents.
- Discouraging dependence on private vehicles.
- Promoting non-motorised transport.
- Introducing innovative and sustainable technologies.

An economic forecast for Gauteng was conducted to understand the future demand of transport and transportation soon. The following table presents the forecast findings:

**TABLE 35: GAUTENG TRANSPORTATION DEMAND**

| Gauteng | 2010 | 2025 | 2037 |
|---|---|---|---|
| Population | 11,2 million | 16,3 million | 18,7 million |
| Formal workers | 3,9 million | 6,7 million | 8,6 million |

**Source: Global Insight 2013**

The table indicates that the Gauteng City Region will continue to see an influx of job seekers and population growth with increased economic activities. Transport and

transportation demand will continue to grow. A robust plan to continue the facilitation of economic units is required.

The ITMP25 elaborates on its interventions to ensure integrated and sustainable transportation. These have direct implications on municipal planning tools and their interventions. The interventions are categorised as follows:

| TABLE 36: MIDVAAL LOCAL MUNICIPALITY KEY PERFORMANCE AREAS | |
|---|---|
| **Land use development** | |
| 1. | Provide housing subsidies in urban centres. |
| 2. | Promote investments and job creation in existing peripheral settlements. |
| 3. | Promote densification to support the viability of e.g., Bus Rapid Transport systems. |
| **Strategic public transport network** | |
| 4. | Create facilities that will encourage walking, cycling, trolley pushing and gas-propelled BRT (NMT). |
| 5. | Reinforce passenger rail network to relieve pressure on road networks. |
| 6. | Extend service points of integrated rapid public transport networks. |
| 7. | Continue building capacity in the transport industry. |
| **Freight transport** | |
| 8. | Strengthen intermodal freight and logistic hubs. |
| **Road transport** | |
| 9. | Travel demand management. |
| 10. | Promote provincial-wide mobility. |

### 8.1.9 Integrated Urban Development Framework 2016 (IUDF)

The IUDF is government's policy position to guide future growth management of urban areas. Urbanisation and population growth have been accompanied by rapid spikes of disastrous climate and weather events, shrinking resources, poverty, and inequality. The IUDF notes that about 72% of the country's population will be living in urban areas by 2030. In this context, supporting policies and frameworks are needed to ensure a sustainable process of urbanisation in contrast to 'urbanisation of poverty'.

In line with the NDP policy expectations the IUDF's overall outcome is focused on spatial transformation to mark a New Deal for South African cities and towns. It aims to achieve the latter through guiding urban growth and development that is sustainable. This entails compact, well-connected, and coordinated cities and towns. The cities and towns should be inclusive, resilient, and liveable.

In pursuit of a programme of spatial transformation, four strategic goals are introduced:

1. **Spatial integration:** to forge new spatial forms in settlement, transport, social and economic areas.

2. **Inclusion and access:** to ensure people have access to social and economic services, opportunities, and choices.
3. **Growth:** to harness urban dynamism for inclusive, sustainable economic growth and development.
4. **Governance**: to enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

These strategic goals inform the identified nine policy levers which seek to tackle bottlenecks to transformation presented.

1. **Policy lever 1: Integrated urban planning and management**
   - Essential for coherent development.
   - Guides investment and encourages prudent use of land and natural resources.
2. **Policy lever 2: Integrated transport and mobility**
   - Vital for South Africa's economic facilitation and growth.
   - Crucial for strengthening rural-urban linkages.
   - Contributes to sustainable and efficient dense urban form.
3. **Policy lever 3: Integrated sustainable human settlements**
   - Key to addressing the prevailing apartheid geography.
   - Key to (re)structuring cities towards safe living and working conditions and environment friendly.
4. **Policy Lever 4: Integrated urban infrastructure**
   - Promotes universal access to resources for industrial, commercial, and household needs and promotes inclusive growth.
   - Should be planned in ways that promote efficient, equitable urban form and facilitates access to socio-economic opportunities.

### 8.1.10 CSIR Green Book (2019)

In addition to the above policies, it is similarly important to note the content and development directions and implications presented in the Green Book.

The Green Book is an online data interactive tool that assists municipal planning in developing climate-resilient human settlements.

Developed by the Council for Scientific and Industrial Research (CSIR), the tool mainstreams data – including on climate change and population – into local government planning instruments and processes. Adaptation strategies are included. For the purposes of this document, we look at work stream 3 which deals with population projection.

The remaining five work streams with specific scientific evidence were developed and peer reviewed. These are:

1. Downscaling climate change projections across the country to 8x8 km grids.
2. Assessing the impact of climate change on the intensity and magnitude of wildfires, coastal flooding, flooding, and drought; as well as the likely impacts

on resources such as the availability of groundwater and surface water, agricultural production and the economy.

3. **Profiling the vulnerability of all local municipalities, settlements and neighbourhoods and predicting the population growth and decline of these areas.**
4. Developing temporally dynamic composite risk profiles for all municipalities and their settlements.
5. Developing a typology of adaption actions relevant to local government planning functions and climate risks; and
6. Developing a web-based platform where all evidence and supporting outputs can be accessed.

**Projecting the future growth of South African settlements**

Workstream 3 explores potential changes and development trajectories of South African settlements. It attempts to determine the future growth and decline of settlements across South Africa. The settlements are profiled according to their social, economic, physical, and environmental vulnerabilities. To project possible futures, mechanisms put in place by these settlements to be more resilient are also profiled.

Spatial population projections are important in interrogating future assessments. Such assessments can be done on land use distribution, demand for food, water, and energy. Better planning and constraints management are enabled by taking a 'giraffe view' of the spatial make-up, resource needs and environmental events.

Future population projections are mainly at a global and national scale and are non-spatial. To provide planning support that is (1) context-specific and (2) responds to better future local population projections are required. Spatial growth in developing countries is driven by different geographic and socio-economic factors. The rapid population growth which is an independent factor has a proportional effect on settlement expansions. The following table demonstrates various factors that influence population change:

**TABLE 37: COMPONENTS INFLUENCING POPULATION CHANGE**

| Demographic conditions | Socio-economic conditions |
|---|---|
| 1. Population size and change<br>2. Population density<br>3. Population distribution (potential housing sites)<br>4. Average household size<br>5. Population processes (birth rate, mortality rates and migration)<br>6. Population composition (age, sex, race) | 1. Employment/unemployment rates<br>2. Income levels<br>3. Crime rates<br>4. Education level<br>5. Household types (informal/formal)<br>6. Social and economic facilities<br>7. Community values |

| | |
|---|---|
| | 8. Type of employment (industrial, agriculture) |

**Urban growth**

Urban growth refers to the potential growth and development trajectories of towns and settlements within municipalities. It attempts to determine the future growth and decline of settlements across South Africa to relate these directly to the changes that are projected to occur due to climate change.

Growth estimates for the entirety of the municipality were also developed. These estimates are based on 2011 and 2016 data from Statistics South Africa and then projected forward to 2030 and 2050 respectively. Additionally, two growth scenarios were developed, a medium and high growth scenario. The medium-growth scenario indicates population estimates if South Africa experiences medium levels of urban migration towards major towns and urban regions.

Migration is a complex and dynamic process that has significant influence on population change. Migration is influenced by social and economic factors and is a response to inequal access to opportunities. More focus is needed in the analysis of migration patterns.

The high-growth scenario indicates population estimates if South Africa experiences high levels of urban migration towards major towns and urban regions.

A high growth scenario will result in increased populations within towns and settlements with an increased rural migration to these places as well as towards larger urban centres outside of the municipality. Population growth projections for Midvaal Local Municipality are depicted as follows:

**TABLE 38: POPULATION GROWTH SCENARIOS**

| LM | Pressure | 2011 | 2016 | 2025 | 2030 | 2050 |
|---|---|---|---|---|---|---|
| Midvaal | **Medium growth scenario** | 95 286 | 111 612 | 141 508 | 158 016 | 243 747 |
| | **High growth scenario** | 95 286 | 111 612 | 148 630 | 167 682 | 283 617 |

**TABLE 39: HOUSEHOLD GROWTH SCENARIOS**

| | | | | | | |
|---|---|---|---|---|---|---|
| **Average household size (2011)** | | | | | | **3,1799** |
| **2025 extrapolated** | | | | | | **3,2997** |
| **LM** | **Pressure** | **2011** | **2016** | **2025** | **2030** | **2050** |
| Midvaal | **Medium growth scenario** | 29965 | 35300 | 44501 | 49692 | 76652 |
| | **High growth scenario** | 29965 | 35300 | 46740 | 52732 | 89190 |

Using the data supplied by the Green Book above, a map was developed to geographically depict areas in Midvaal Local Municipality that are experiencing growth pressures.

The results show that Meyerton will continue to undergo extreme growth pressure by 2050 and more industrial activity will continue along the R59 corridor. The R82 corridor connecting Vereeniging and Johannesburg is experiencing extreme residential development pressure in areas including Savanna City and Walkerville.

An urban conurbation is observed between Midvaal's De Deur, Walkerville, Meyerton, and Savanna City; Johannesburg's Orange Farm; and Emfuleni's Evaton-Sebokeng. The southern parts of Midvaal are seeing low growth pressures influenced by the conservation strip along the Vaal Dam.

Considering the Sedibeng District's vision aims to capitalise on the Vaal River for economic growth, the conservation strip could be sterilising the potential for a growth and development corridor for Midvaal Local Municipality.

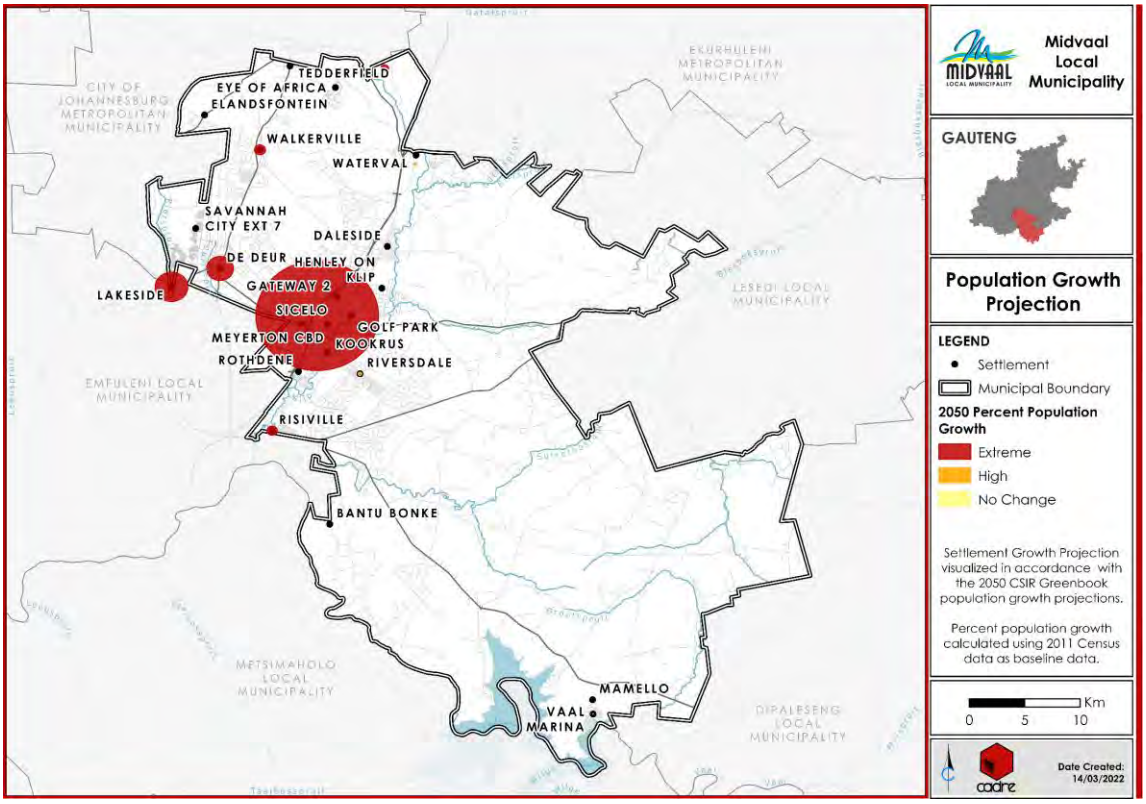



**Figure 51: Population growth pressure - Settlements (Cadre adapted CSIR: Green Book data)**

### 8.1.11 Gauteng Rural Development Plan 2014 (GRDP)

The GRDP acknowledges Gauteng as the hub for mining, manufacturing, tertiary, and quaternary sectors. In the context of an extensive build form, Gauteng has large extents of unique rural areas. The GRDP was developed as a strategic tool to focus on the planning and coordination of rural development in Gauteng. The plan seeks to capitalise on the opportunities presented by the city region to integrate rural regions spatially, economically, and socially.

## GRDP objectives

The GRDP seeks to achieve 'Functional Rural Regions" through the facilitation of the following:

- Strategically plan for and provide guidance for future rural development and land reform project.
- Provide up-to-date GIS information data to assist future rural development and land reform decision-making.
- Facilitate the implementation of the NDP policy objectives.

Nine functional rural regions were identified in Gauteng. These regions would form implementation sites of rural development strategies, plans, frameworks, programmes, and projects developed by national and provincial government. The figure below depicts the Midvaal Local Municipality functional rural regions:

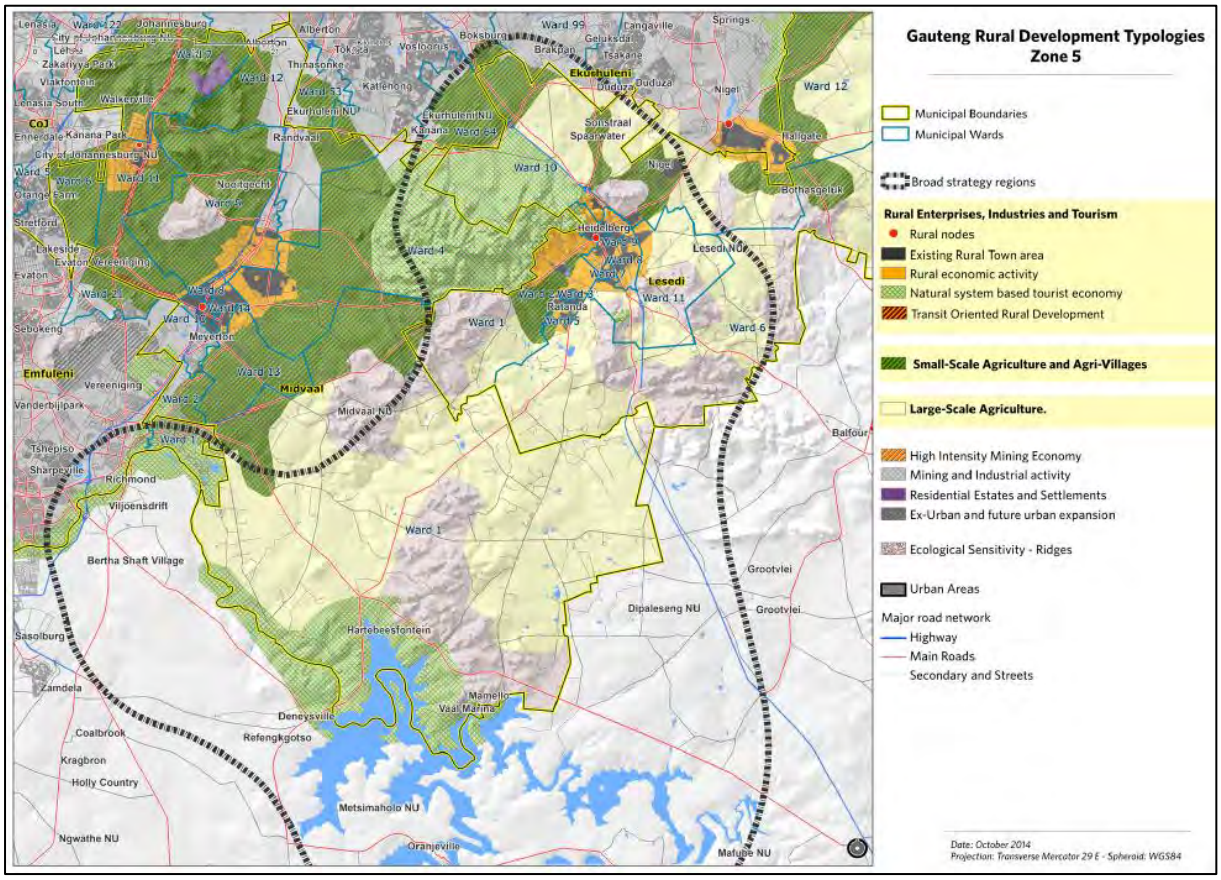



**Figure 52: Gauteng Rural Development Plan (Midvaal Local Municipality Zone 5)**

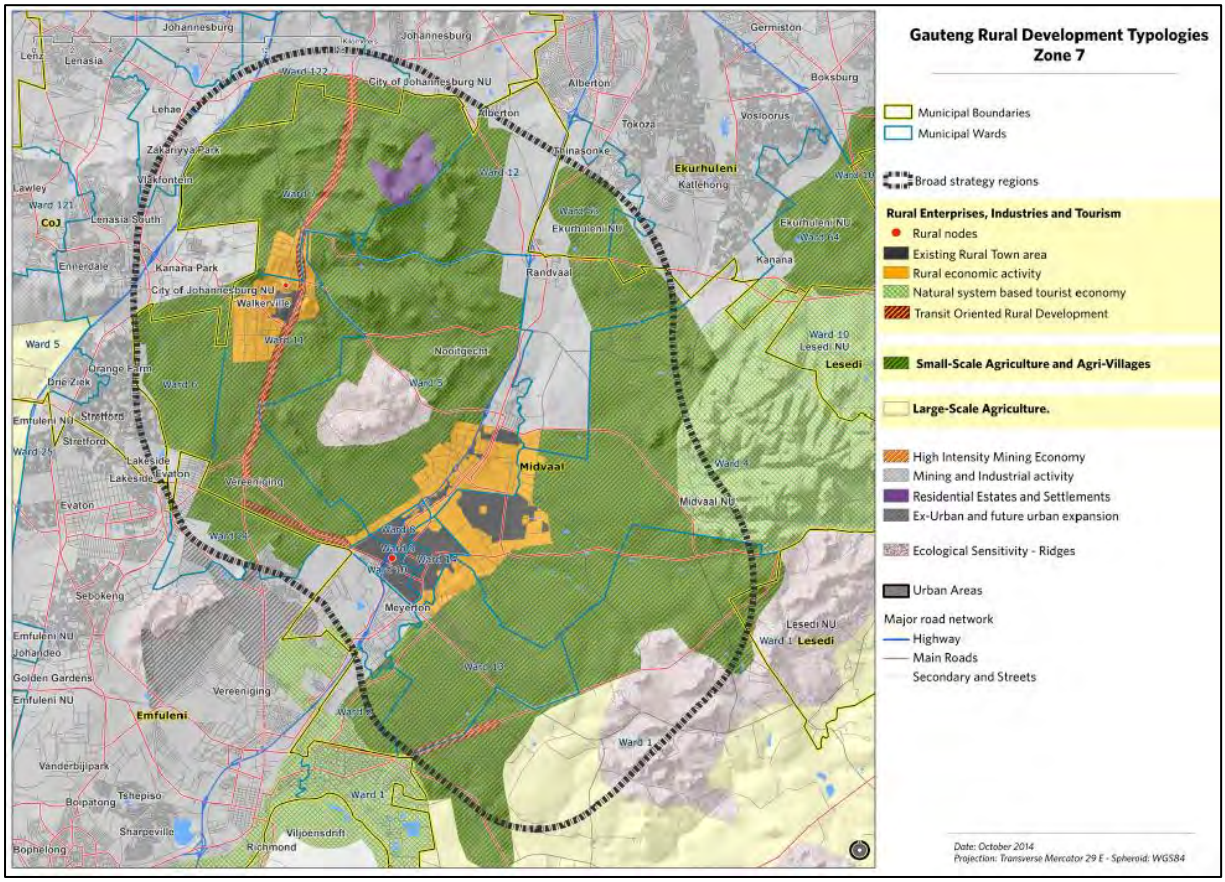



**Figure 53: Gauteng Rural Development Plan (Midvaal Local Municipality Zone 7)**

# 9 ADDENDUM 4 – ENGINEERING SERVICES

## 9.1 Engineering services- Water

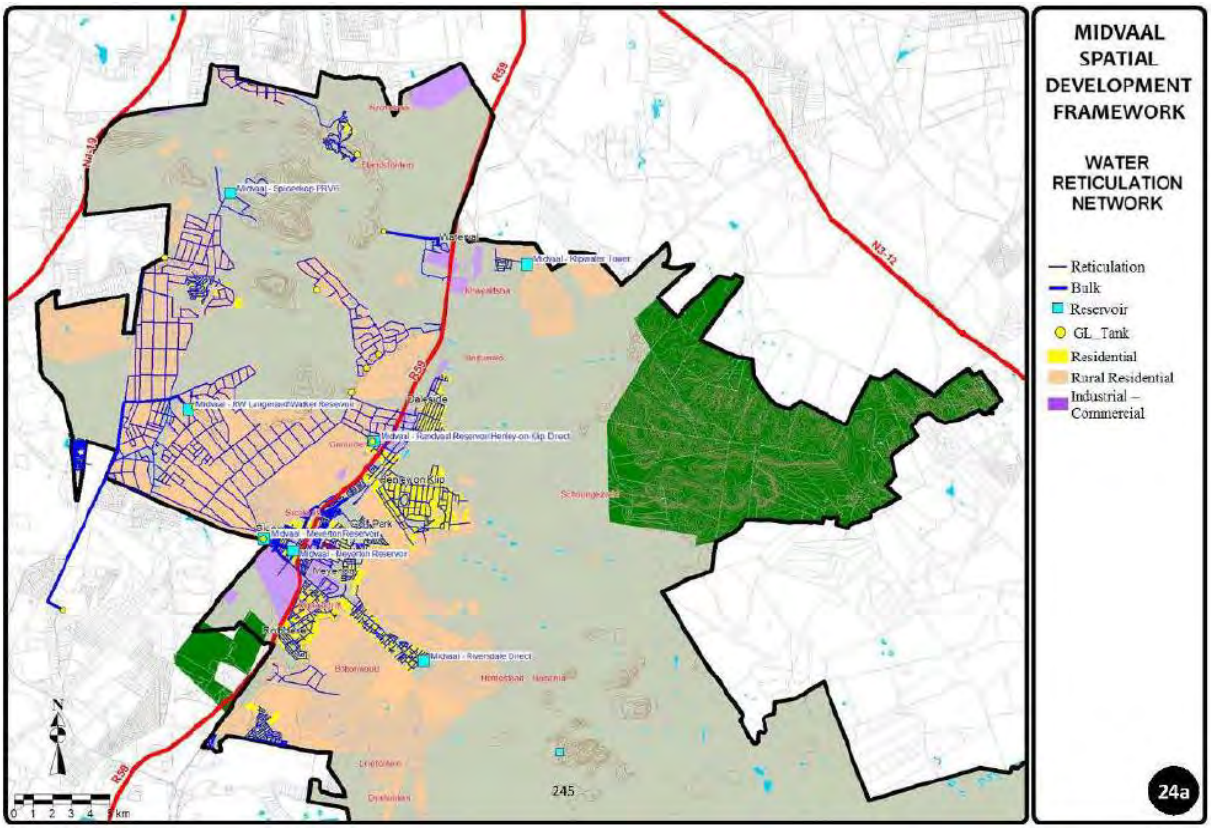



**Figure 54: Water reticulation network 1**

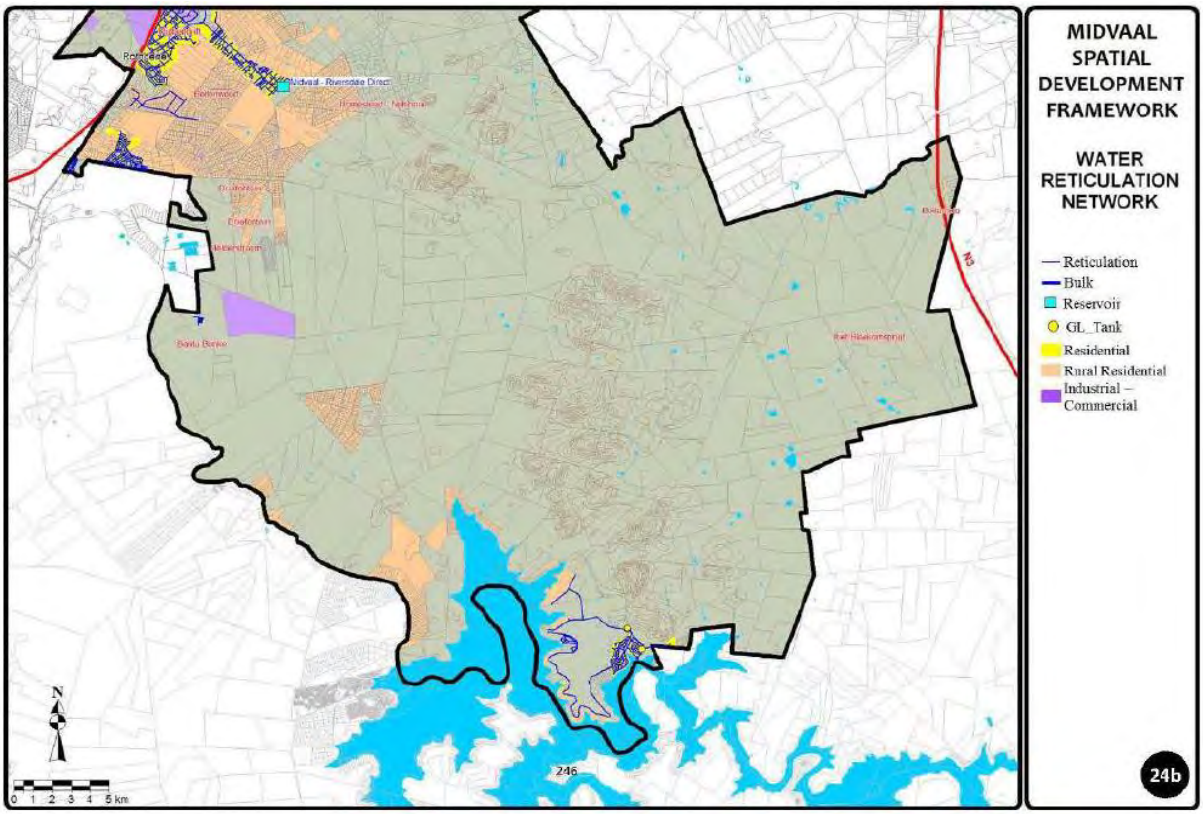



**Figure 55: Water reticulation network 2**

## 9.2 Engineering services- Sanitation

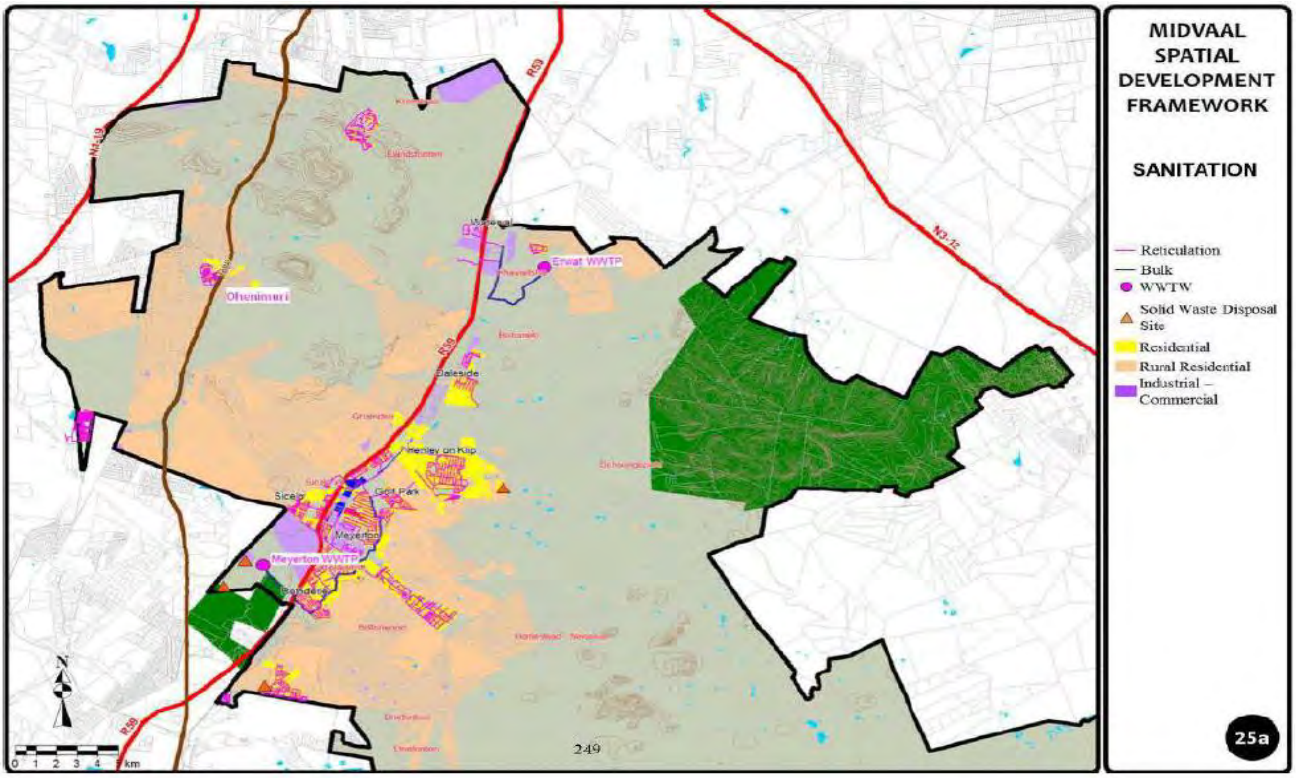



**Figure 56: Sanitation 1**

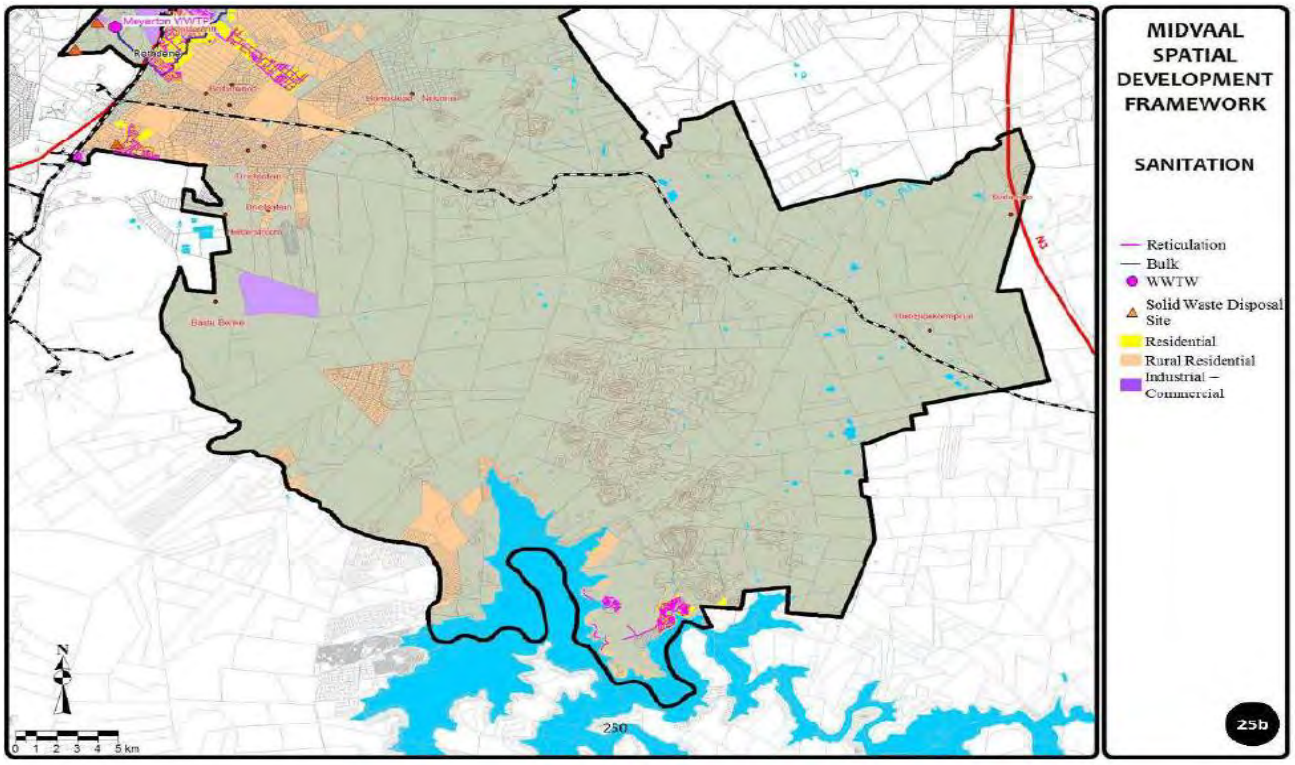



**Figure 57: Sanitation 2**

## 9.3 Engineering services - Electricity

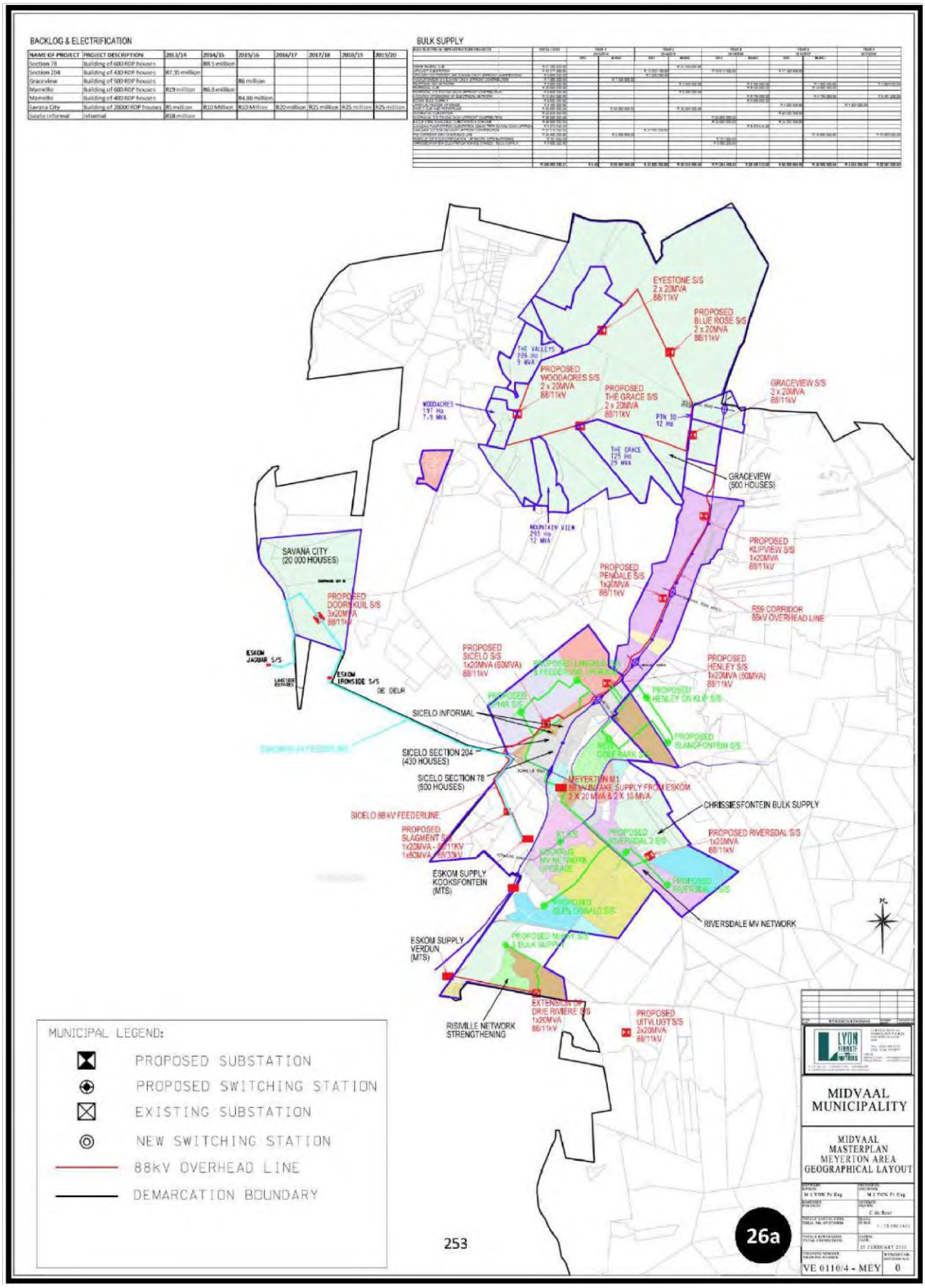
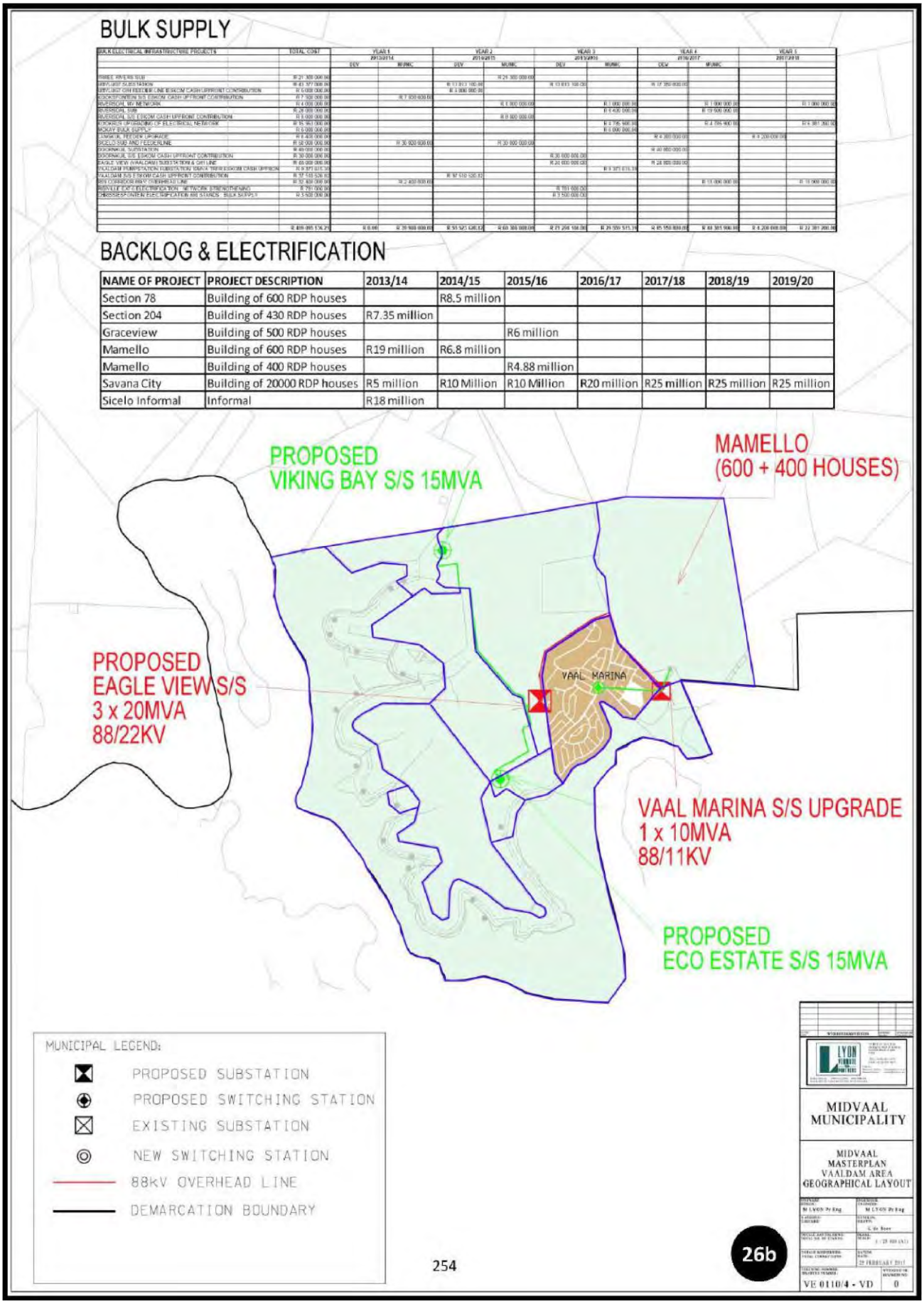



**Figure 58: Engineering services - Electricity 1**




| NAME OF PROJECT | PROJECT DESCRIPTION | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 |
|---|---|---|---|---|---|---|---|---|
| Section 78 | Building of 600 RDP houses | | R8.5 million | | | | | |
| Section 204 | Building of 430 RDP houses | R7.35 million | | | | | | |
| Graceview | Building of 500 RDP houses | | | R6 million | | | | |
| Mamello | Building of 600 RDP houses | R19 million | R6.8 million | | | | | |
| Mamello | Building of 400 RDP houses | | | R4.88 million | | | | |
| Savana City | Building of 20000 RDP houses | R5 million | R10 Million | R10 Million | R20 million | R25 million | R25 million | R25 million |
| Sicelo Informal | Informal | R18 million | | | | | | |

**Figure 59: Engineering services - Electricity 2**

## 9.4 Engineering services - Dolomite

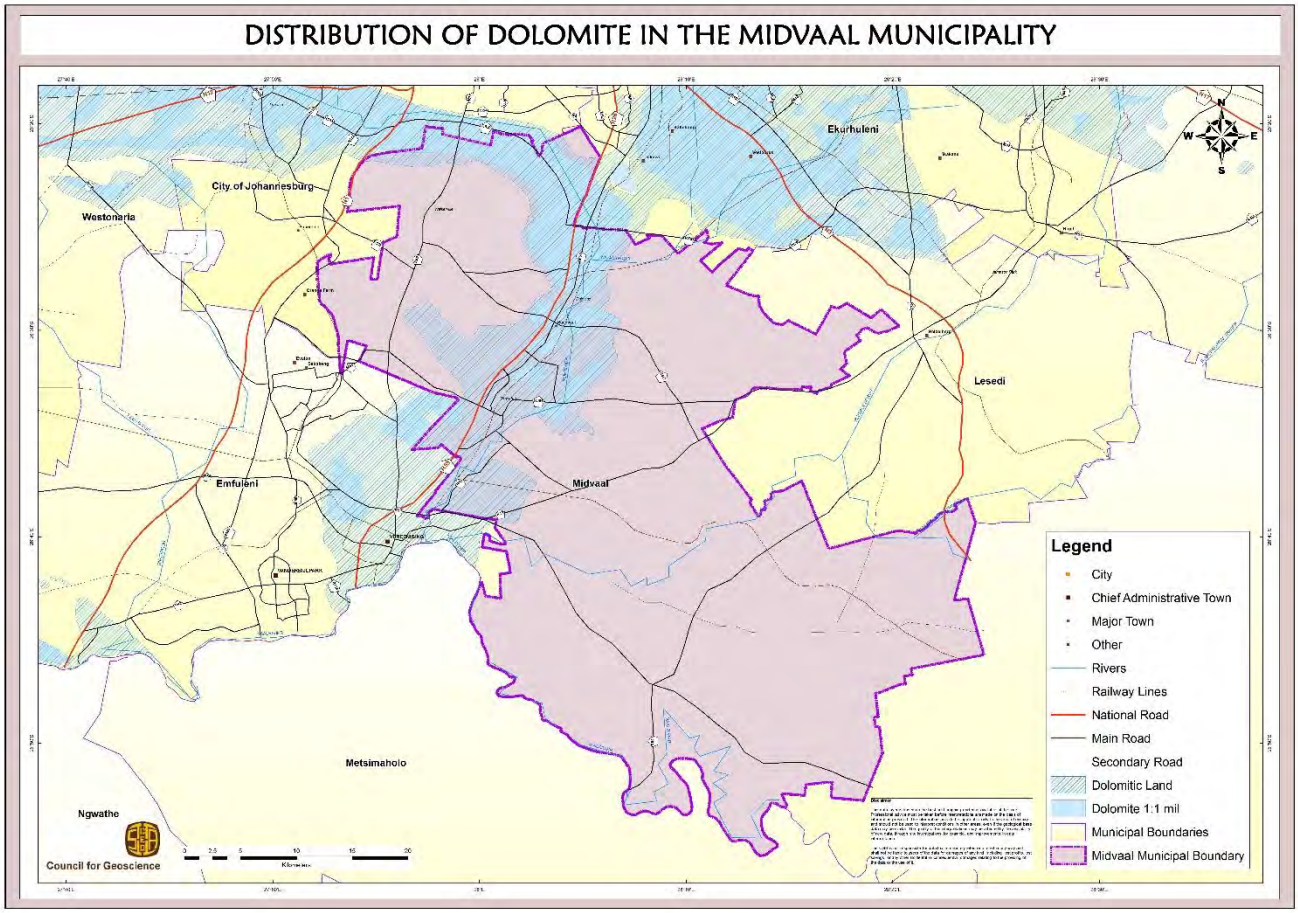



**Figure 60: Engineering services – Dolomite distribution**

# 10 ADDENDUM 5 – DETAILED DESCRIPTION OF LAND USES, 2021

## 10.1 Primary land use

The total area of Midvaal Local Municipality is dominated by agriculture, residential, vacant and conservation primary land uses. There is 23302 residential land parcels and 16925 vacant sites.

**TABLE 40: PRIMARY LAND USE**

| # | Primary use | Total count | Percentage of count | Total area (ha) | Percentage of area |
|---|---|---|---|---|---|
| **1** | **AGRICULTURE** | **1200** | **3,00%** | **91074** | **50,00%** |
| 2 | BUSINESS | 340 | 1,00% | 605 | less than 1% |
| 3 | COMMERCIAL | 150 | less than 1% | 208 | |
| 4 | COMMUNITY | 100 | | 203 | |
| **5** | **CONSERVATION** | **80** | | **13599** | **7,00%** |
| 6 | EDUCATIONAL | 60 | | 290 | less than 1% |
| 7 | GOVERNMENT | 20 | | 81 | |
| 8 | INDUSTRIAL | 385 | | 2279 | |
| 9 | INSTITUTIONAL | 50 | | 48 | |
| 10 | MINING | 8 | | 758 | |
| 11 | PUBLIC | 30 | | 75 | |
| 12 | RECREATION | 25 | | 295 | |
| **13** | **RESIDENTIAL** | **23300** | **55,00%** | **41808** | **22,00%** |
| 14 | TRANSPORTATION | 478 | less than 1% | 994 | less than 1% |
| 15 | FORESTRY | 7 | | 1366 | |
| 16 | UTILITIES | 64 | | 1699 | |
| **17** | **VACANT** | **16925** | **40,00%** | **38565** | **20,00%** |
| | **TOTAL** | **440 000 land parcels** | **100,00%** | **195000 hectares** | **100,00%** |

Due to the total area coverage consisting of the four primary land uses above, and most land parcels falling within two of the four, secondary and tertiary land uses will be limited to the residential and vacant properties to determine the land use supply and demand for housing.

An additional assessment will be conducted to determine the available social facilities for.

### 10.2 Secondary land uses

The key secondary land uses that cover 96% of total count and 95% of percentage area are illustrated below:

**TABLE 41: SECONDARY LAND USES**

| Sid | Secondary use | Total | Total area | Percentage count | Percentage area |
|---|---|---|---|---|---|
| 1 | Agriculture infrastructure | 65 | 450 | 0% | 0% |
| 2 | Animal production | 300 | 37000 | 1% | 22% |
| 3 | Crop production | 820 | 53000 | 2% | 31% |
| 33 | Traditional rural settlements | 1 | 4 | 0% | 0% |
| 34 | Multiple residential | 1400 | 1650 | 3% | 1% |
| 35 | **Single residential** | **15000** | **3000** | **34%** | **2%** |
| 36 | **Transient residential** | **70** | **850** | **0%** | **0%** |
| 37 | **Transitional residential settlement area** | **3300** | **350** | **8%** | **0%** |
| 38 | **Rural residential** | **4000** | **27250** | **9%** | **16%** |
| 54 | Water network | 20 | 1100 | 0% | 1% |
| 55 | **Vacant land (not in use)** | **14000** | **11500** | **32%** | **7%** |
| 56 | **Vacant land (temporarily used)** | **2700** | **7500** | **6%** | **4%** |
| 57 | **Vacant land with permanent use** | **450** | **20000** | **1%** | **11%** |
| | **TOTAL** | **42 000** | **164000** | **96%** | **95%** |

### 10.3 Tertiary land uses

As indicated in the primary and secondary land use categories above, a strong indication of current land use demand and supply is contained within the residential and vacant primary categories. The following tertiary residential land uses include:

| TABLE 42: TERTIARY LAND USES | | | | | | |
|---|---|---|---|---|---|---|
| Primary Land Use | Secondary land use | Tertiary land Use | Count | Area (ha) | % count | % area |
| **Residential** | Traditional Rural Settlements | Homestead | 0 | 0 | 0% | 0% |
| **Residential** | Traditional Rural Settlements | House of the Chief/ Komkhulu | 0 | 0 | 0% | 0% |
| **Residential** | Traditional Rural Settlements | Imizi/ Traditional Households | 0 | 0 | 0% | 0% |
| **Residential** | Traditional Rural Settlements | Low Income Housing | 0 | 0 | 0% | 0% |
| **Residential** | Traditional Rural Settlements | Royal Palace/ Izigodlo (Traditional Palace) | 0 | 0 | 0% | 0% |
| **Residential** | Multiple Residential | Barracks | 0 | 0 | 0% | 0% |
| **Residential** | Multiple Residential | Commune/Boarding Facility | 20 | 35 | 0% | 0% |
| **Residential** | Multiple Residential | Farm Worker Accommodation | 15 | 40 | 0% | 0% |
| **Residential** | Multiple Residential | Flats or Block of Flats | 12 | 10 | 0% | 0% |
| **Residential** | Multiple Residential | **Group Housing (Townhouses, Clusters, Simplexes and Duplexes, Estate)** | **1350** | **410** | **6%** | **2%** |
| **Residential** | Multiple Residential | Duet Houses | 0 | 0 | 0% | 0% |
| **Residential** | Single Residential | **Dwelling House** | **13500** | **2350** | **58%** | **11%** |
| **Residential** | Single Residential | **Dwelling House with 2nd Dwelling/Potential 2nd Dwelling** | **1215** | **520** | **5%** | **2%** |

| TABLE 42: TERTIARY LAND USES | | | | | | |
|---|---|---|---|---|---|---|
| Primary Land Use | Secondary land use | Tertiary land Use | Count | Area (ha) | % count | % area |
| **Residential** | Transient Residential | Hostels | 1 | 0,27 | 0% | 0% |
| **Residential** | Transient Residential | Caravan Park/ Camping Site | 2 | 82,15 | 0% | 0% |
| **Residential** | Transient Residential | Dormitories | 0 | 0 | 0% | 0% |
| **Residential** | Transient Residential | Guest Facilities (Guest Houses/ B&B/Lodging/Backpackers/Self-catering) | 50 | 650 | 0% | 3% |
| **Residential** | Transient Residential | Hotels /Inn/Motel | 5 | 22 | 0% | 0% |
| **Residential** | Transient Residential | Resorts | 9 | 80 | 0% | 0% |
| **Residential** | Transitional Residential Settlement Area | **Main house in addition to informal self-help structures on property** | **3000** | **250** | **13%** | **1%** |
| **Residential** | Transitional Residential Settlement Area | Informal Self-help Structures | 250 | 110 | 1% | 1% |
| **Residential** | Rural Residential | **Residential with Related Outbuildings on Smallholding/ Farm** | **4000** | **16500** | **17%** | **78%** |
| **Totals:** | | | **24000** | **30000** | **100%** | **100%** |

The following tertiary vacant land uses include:

| TABLE 43: VACANT TERTIARY LAND USES | | | | | | |
|---|---|---|---|---|---|---|
| Primary Land Use | Secondary land use | Tertiary land Use | Count | Area (ha) | % count | % area |
| **Vacant** | **Vacant Land (Not in use)** | Undisturbed/Not Yet Developed | 13500 | 8800 | 80% | 25% |
| **Vacant** | **Vacant Land (Not in use)** | Disturbed/Derelict | 310 | 600 | 2% | 2% |
| **Vacant** | **Vacant Land** | Under Construction | 400 | 550 | 2% | 1% |

| | | | | | | |
|---|---|---|---|---|---|---|
| | **(Temporarily used)** | | | | | |
| **Vacant** | **Vacant Land (Temporarily used)** | Vacant with Temporary Use/Activity | 2300 | 6650 | 14% | 18% |
| **Vacant** | **Vacant Land With Permanent Use** | Vacant with Limited but Significant Additional Use | 450 | 200000 | 3% | 54% |
| **Totals:** | | | **17000** | **36000** | **100%** | **100%** |

## 11 ADDENDUM 6 – HOUSING DEFICIT/SURPLUS CALCULATIONS

To understand the three projections below, it is critical to first comprehend the Year on Year (YoY) growth for each scenario. South Africa's current population growth is 1.3%. The medium growth scenario is based on 2.8%, with the high growth scenario at 3%. The census model is calculated from 2011 with YoY growth to current date, and then projected as an average in the future.

### 11.1 Total projected household distribution

The total projected dwelling units are projected in available census data and the two scenarios below:

**TABLE 44: CENSUS DATA – PROJECTED HOUSEHOLD DISTRIBUTION**

| Census | Dwelling units distribution | Backlog | Total projected dwelling units | | |
|---|---|---|---|---|---|
| | Current | | 2025 | 2030 | 2050 |
| Subsidy market | 12500 | 7400 | 13000 | 14000 | 17000 |
| Gap market | 10500 | 3500 | 11000 | 12000 | 14000 |
| Bonded market | 6000 | Surplus | 7000 | 7000 | 8000 |
| Bonded upper market | 1000 | | 1000 | 1000 | 1250 |
| **Totals:** | **30 000** | **10 900** | **32 000** | **34 000** | **40 250** |

| TABLE 45: MEDIUM SCENARIO – PROJECTED HOUSEHOLD DISTRIBUTION | | | | | |
|---|---|---|---|---|---|
| Medium scenario | Dwelling units distribution | Backlog | Total projected dwelling units | | |
| | Current | | 2025 | 2030 | 2050 |
| Subsidy market | 12500 | 7400 | 13 000 | 21 000 | 32 000 |
| Gap market | 10500 | 3500 | 11 000 | 18 500 | 28 000 |
| Bonded market | 6000 | Surplus | 7 000 | 10 000 | 15 500 |
| Bonded upper market | 1000 | | 1000 | 1 500 | 2 500 |
| **Totals:** | **30 000** | **10 900** | **32 000** | **51 000** | **78 000** |

| TABLE 46: HIGH SCENARIO – PROJECTED HOUSEHOLD DISTRIBUTION | | | | | |
|---|---|---|---|---|---|
| High scenario | Dwelling units distribution | Backlog | Total projected dwelling units | | |
| | Current | | 2025 | 2030 | 2050 |
| Subsidy market | 12500 | 7400 | 13 000 | 23 000 | 38 000 |
| Gap market | 10500 | 3500 | 11 000 | 19 000 | 32 000 |
| Bonded market | 6000 | Surplus | 7 000 | 11 000 | 18 000 |
| Bonded upper market | 1000 | | 1000 | 2 000 | 3 000 |
| **Totals:** | **30 000** | **10 900** | **32 000** | **55 000** | **91 000** |

## 11.2 Additional dwelling units required

The total projected additional dwelling units are projected in available census data and the two scenarios below:

| TABLE 47: CENSUS DATA – ADDITIONAL DWELLING UNITS REQUIRED | | | | | |
|---|---|---|---|---|---|
| Census | Deficit | Additional dwelling units required | | | |
| | Current | 2025 | 2030 | 2050 | Current to 2050 |
| Subsidy market | 7400 | 500 | 850 | 2800 | **4150** |
| Gap market | 3500 | 400 | 750 | 2500 | **3650** |
| Bonded market | Surplus | 250 | 450 | 1350 | **2050** |

| | | | | | |
|---|---|---|---|---|---|
| Bonded upper market | | 35 | 65 | 200 | **300** |
| | **10 900** | **1 185** | **2 115** | **6 850** | **21 150** |

| TABLE 48: MEDIUM – ADDITIONAL DWELLING UNITS REQUIRED | | | | | |
|---|---|---|---|---|---|
| **Medium** | **Deficit** | **Additional dwelling units required** | | | |
| | **Current** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 7400 | 500 | 8 000 | 11 000 | **19500** |
| Gap market | 3500 | 450 | 6 750 | 9 500 | **16700** |
| Bonded market | Surplus | 250 | 3 800 | 5 500 | **9550** |
| Bonded upper market | | 50 | 600 | 850 | **1500** |
| | **10 900** | **1 250** | **19 150** | **26 850** | **58 150** |

| TABLE 49: HIGH – ADDITIONAL DWELLING UNITS REQUIRED | | | | | |
|---|---|---|---|---|---|
| **High** | **Deficit** | **Additional dwelling units required** | | | |
| | **Current** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 7400 | 500 | 2 500 | 15 500 | **18500** |
| Gap market | 3500 | 450 | 8 000 | 13 000 | **21450** |
| Bonded market | Surplus | 250 | 4 500 | 7 500 | **12250** |
| Bonded upper market | | 50 | 500 | 1 200 | **1750** |
| | **10 900** | **1 250** | **15 500** | **37 200** | **64 900** |

### 11.3 Additional hectares required

The following gross dwelling units per hectare were used in determining additional space requirements:

| TABLE 50: DWELLING UNITS PER HECTARE | |
|---|---|
| **Market** | **Gross DU/Ha** |
| Subsidy market | 20 units per hectare |
| Gap market | 30 units per hectare |
| Bonded market | 20 units per hectare |
| Bonded Upper market | 20 units per hectare |

the total projected hectares are projected in available census data and the two scenarios below:

| TABLE 51: CENSUS DATA – PROJECTED HECTARE SPACE REQUIREMENTS | | | | | |
|---|---|---|---|---|---|
| **Census** | **Hectares required** | | | | |
| **Year** | **Current backlog** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 370 | 25 | 45 | 140 | **480** |
| Gap market | 115 | 15 | 25 | 80 | **235** |
| Bonded market | Surplus | 10 | 20 | 70 | **100** |
| Bonded upper market | | 5 | 5 | 10 | **20** |
| **Totals** | **485** | **55** | **95** | **300** | **935** |

| TABLE 52: MEDIUM – PROJECTED HECTARE SPACE REQUIREMENTS | | | | | |
|---|---|---|---|---|---|
| **Medium** | **Hectares required** | | | | |
| **Year** | **Current backlog** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 370 | 25 | 400 | 575 | **1370** |
| Gap market | 115 | 15 | 225 | 320 | **675** |
| Bonded market | Surplus | 10 | 190 | 270 | **470** |
| Bonded upper market | | 5 | 30 | 40 | **75** |
| **Totals** | **485** | **55** | **845** | **1205** | **2590** |

| TABLE 53: HIGH – PROJECTED HECTARE SPACE REQUIREMENTS | | | | | |
|---|---|---|---|---|---|
| **High** | **Hectares required** | | | | |
| **Year** | **Current backlog** | **2025** | **2030** | **2050** | **Current to 2050** |
| Subsidy market | 370 | 25 | 460 | 765 | **1620** |
| Gap market | 115 | 15 | 260 | 430 | **820** |
| Bonded market | Surplus | 10 | 220 | 370 | **600** |
| Bonded upper market | | 5 | 35 | 55 | **95** |
| **Totals** | **485** | **55** | **975** | **1620** | **3135** |

An estimated 7 000 urban infill opportunities exist in MLM and 350ha needs to be subtracted from the land requirement illustrated above.

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure C: 2026-2027 Disaster Management Plan Review

# DISASTER MANAGEMENT SECTOR PLAN

***MIDVAAL LOCAL MUNICIPALITY***

***November 2025***

# TABLE OF CONTENT


1. STATUS OF MUNICIPAL INSTITUTIONAL CAPACITY ..... 1

1.1. Municipal Disaster Management Centre ..... 3
1.2. Municipal Disaster Management Policy Framework ..... 4
1.3. Municipal Disaster Management Plan ..... 7
1.4. Municipal Disaster Management Inter-Departmental Committee ..... 7
1.5. Municipal Disaster Management Advisory Forum ..... 10

2. DISASTER RISK ASSESSMENT ..... 12

2.1. List of Priority Hazards ..... 12
2.2. Hazard Maps ..... 13
2.3. Vulnerability Maps ..... 15
2.4. Capacity Maps ..... 19
2.5. Disaster Risk Rating Maps (Risk Evaluation Maps) ..... 22

3. DISASTER RISK REDUCTION ..... 23

3.1. Disaster Management Programmes/Projects by Municipality ..... 23
3.2. Disaster Management Programmes/Projects by Stakeholders ..... 23
3.3. Map Showing Disaster Risk and Reduction Projects linked to budget ..... 23

4. DISASTER RESPONSE AND RECOVERY ..... 23

4.1. Municipal Capacity in terms of Response and Recovery ..... 24
4.2. List of relevant stakeholders in Response and Recovery ..... 24

5. INFORMATION MANAGEMENT AND COMMUNICATION ..... 26

5.1. Early Warning Strategy ..... 26

6. EDUCATION, TRAINING, PUBLIC AWARENESS AND RESEARCH ..... 27

6.1. Capacity Building Programmes ..... 27
6.2. Public Awareness Campaigns ..... 27
6.3. Research ..... 27

7. FUNDING ARRANGEMENTS FOR DISASTER RISK MANAGEMENT ..... 27

7.1. Breakdown of Available Budget ..... 27
7.2. Funding Mobilization Strategy ..... 27

# MUNICIPAL DISASTER MANAGEMENT SECTOR PLAN

## 1. STATUS OF MUNICIPAL INSTITUTIONAL CAPACITY

### 1.1. Municipal Disaster Management Centre / Unit

*Provide detailed information (analysis) on the status and capacity of the Municipal Disaster Management Centre (MDMC) or unit in terms of resources, staffing etc. Highlight this in relation to the functionality of the Centre / Unit.*

Midvaal form part of the Sedibeng District who is the responsible sector for Disaster Management in the region. Midvaal do not have any appointed Disaster Management personnel or a disaster Management Centre but as first responders to any emergency, incident or disaster Midvaal Fire Department will be the first responders.

Midvaal do have the capacity for call taking in its area of jurisdiction with a 24/7 operational control room, operated by 4 control room attendees working a 4-shift system 2-day shifts, two-night shifts and 4 days off.

The capacity includes a CPF (Crime prevention Forum) control room managed by 4 personnel also working a 4-shift system 2-day shifts, 2-night shifts and 4 days off. Monitoring over 700 cameras throughout Midvaal in all 15 wards including all councils' buildings.

The Fire Department is a fully operational department with 2 Fire Stations 1 in Midvaal and 1 in Vaal Marina. Personnel strength is 70 working a 4-shift system as the control room operators. Vehicle capacity is as follows:

**Midvaal Station**:

2 medium pumpers

1 major pumper

1x 10 000Lt. water tanker

2 rescue vehicles

2 Land Cruiser skid units or Grassfire combating vehicles.

1 People Transporter

3 utility vehicles

2 Response vehicles

2 Crime prevention vehicles

**Vaal Marina Station**:

1 Medium Pumper

1 Working on Fire Grassfire pumper

1 Grassfire combating vehicle

1 Diesel Bowser

1 Boat and Trailer

The above mentioned is compliant with the SANS 10090 with regards to the weight and speed of response for a fire-risk category B area, with a Fire Brigade classification of a category 1 brigade.

### 1.2. Municipal Disaster Management Policy Framework

*The Municipal disaster management policy framework ought to provide guidance and direction regarding Municipal disaster management affairs. This must be in line with the Nation and Provincial disaster management policy framework. Please provide a brief overview (synopsis) of the status of your Municipal disaster management policy framework.*

## MIDVAAL'S DISASTER RISK MANAGEMENT POLICY FRAMEWORK (DISASTER MANAGEMENT ACT 57 OF 2002 - SECTION 41)

Midvaal Municipal Disaster Management Advisory Forum (MDMAF) must establish and implement a policy framework for Disaster Risk Management in the municipality. MDMAF must ensure an integrated and common approach to Disaster Risk Management entities in Midvaal Local Municipality.

Midvaal Municipal Disaster Risk Management Policy Framework will be –

(a) consistent with the provisions of the Disaster Management Act.
(b) consistent with the National Disaster Risk Management Framework; and
(c) consistent with the Disaster Risk Management Policy Framework of the Provincial

Government: Gauteng.

Midvaal Fire Department (MFDP) is the custodian of the Municipal Disaster Risk Management Plan for Midvaal. Individual Services / Directorates, Departments and other role-players / entities will be responsible for the compilation and maintenance of their own Service's / Entity's Disaster Risk Management plans. Along with the various specific Hazard DRM Plans, the Service / Entity DRM Plans will be considered as integral parts of the Municipal Disaster Risk Management Plan.

The processes involved in Disaster Risk Management can best be explained through the Disaster Risk Management Continuum. (Fig.1DRMC)

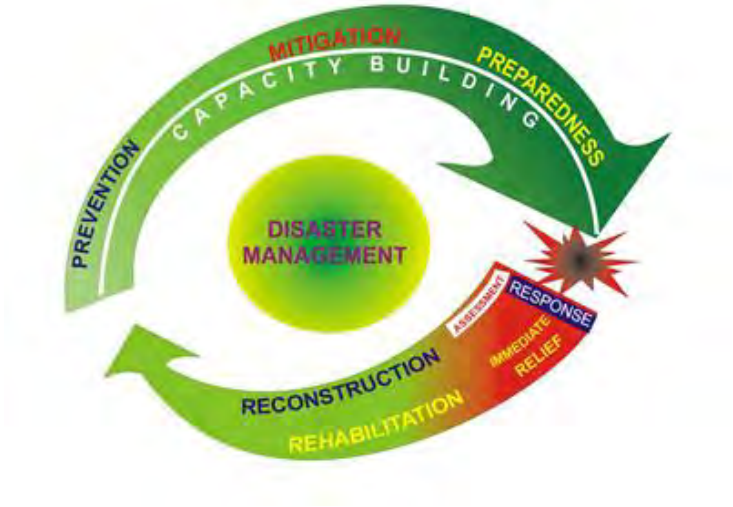



Figure 1: Disaster Risk Management Continuum

Figure 1 illustrates the DRM Continuum – it should be noted that Disaster Risk Management is not only re-active, but also involves actions aimed at preventing disasters, or mitigating the impact of disasters, i.e., disaster risk reduction. Different line functions and departments must contribute in varying degrees to Disaster Risk Management in the various phases of the Disaster Risk Management Continuum. The needs identified in the Municipal Disaster Risk Management Plan will indicate where the different Directorates, Departments, Branches, and other Entities should contribute.

These contributions must then be included in the respective Directorate's or Entity's Disaster Risk Management Plans and in the special risk-specific DRM Plans which have been drafted.

Disaster Risk Management Plans must cover the whole Disaster Risk Management continuum and must address all actions before, during and after disasters. Disaster Risk Management Plans are compiled based on a generic

plan which will include references to any standard operating procedures (SOP's), legislation and best practice of the respective Services or Entities. These generic plans can be adapted to suit type of hazard / disaster-risk being dealt with. The respective Directorate / Department / Entity Disaster Risk Managements Plans must be integrated with the relevant multi-disciplinary hazard / risk-specific plans so that all aspects are covered.

### 1.3. Municipal Disaster Management Plan

*Please provide information on the status of your municipal comprehensive disaster management plan e.g. when was your plan last reviewed? When is it due for reviewal? What level is your plan? Etc.*

Midvaal disaster Management Plan is a level 2 plan which was approved by council 17/6/2014 (MC B/4312/06/2014) and is still applicable.

The Plan is KPI 048 with standing operating procedures, the evidence, format and how it is measured is reviewed approved as annexure of the Integrated Development Plan for each forth-coming financial year prior 30 May annually.

To ensure the accuracy of the plan it is signed off by the ED Public Safety where the due date is determined by the final approved IDP by council.

The outcome is determined for effectiveness when the document reflects in the IDP.

### 1.4. Municipal Disaster Management Inter-Departmental Committee

*Please provide information about the functionality of Municipal Disaster Management Inter-Departmental Committee. Challenges and improvement measures may also be provided.*

In terms of Section 43 (1) of the Disaster Management Act, (57 of 2002), it is incumbent on Midvaal to establish in its administration, a Disaster Risk Management Centre for its municipal area. Lines of communication and the relationship between the various

Disaster Risk Management formations of the different spheres of government are illustrated in Figure 3.

Midvaal Disaster Risk Management Centre liaises with the Provincial Disaster Management Centre, which in turn liaises with the National Disaster Management Centre.




The (FDCR) or (DRMC) must specialise in issues concerning disasters and Disaster Risk Management within Midvaal. In this regard it must promote an integrated and co-ordinated approach to the function, with special emphasis on prevention and mitigation.

The (FDCR) or (DRMC) must perform functions and exercise powers as stipulated in Section 44 of the Disaster Management Act, 57of 2002.

The (FDCR) (DRMC) will act as a repository and conduit for information concerning disasters, impending disasters, and Disaster Risk Management in the municipal area.

The Fire Department Control Room (FDCR) will perform its functions –

(a) within the national, provincial, and municipal Disaster Risk Management frameworks.
(b) subject to Midvaal IDP and other directions of Midvaal Council; and
(c) in accordance with the administrative instructions of the municipal manager.

It will liaise with and co-ordinate its activities with those of the Gauteng Provincial Disaster Management Centre and the Sedibeng District Disaster Management Centre and render assistance as required in legislation.

The hazard-specific and Departmental planning committees, the functioning of the Disaster Co-ordination Team (DCT) in the Disaster Operations Centre (DOC) and the On-site (mobile) Joint Operations Centre or Emergency Operation Centre (EOC), etc. will be described in later sections of this document.

## 1. RESPONSIBILITIES OF STAKEHOLDERS (Different Departments)

The main stakeholders in Midvaal Municipal Disaster Risk Management Plan are listed in this Section and their respective specific responsibilities in ***both*** the **disaster prevention / disaster risk reduction / mitigation / preparedness *and*** their **disaster response, relief and rehabilitation** requirements are indicated.

In terms of the Municipal DRM Plan, the primary objective of each stakeholder must be to prevent the occurrence of emergencies or disasters that threaten life, property, the environment or economic activity in Midvaal. Failing the prevention of emergencies or disasters through the elimination of disaster risk, the secondary objective is to reduce disaster risk and vulnerability and thus lessen the possible impact of emergencies or disasters.

The Disaster Management Inter – Departmental Committee is relying on the Fire Department as first responders to any incident which will establish an Incident Management Team that will attend to the strategy and tactics, the planning of an Incident Action Plan and the operational period of the incident. Although each department is responsible for their own Section plan that will cover their responsibilities as per the guidance of the Disaster Management plan to ensure contingency in each section or department during a disaster.

## 1.5. Municipal Disaster Management Advisory Forum

*Please provide information about the functionality of Municipal Disaster Management Advisory Forum (MDMAF). Challenges and improvement measures may also be provided.*

MUNICIPAL DISASTER MANAGEMENT ADVISORY FORUM (MDMAF)

It is the responsibility of Midvaal Municipal Disaster Management Advisory Forum to approve the compilation and maintenance of a Municipal Disaster Risk Management Plan which will be compiled and maintained by Midvaal Disaster Risk Management Centre, as well as the incorporation of the relevant supportive hazard or risk-specific and Service / Entity DRM Plans.

The Disaster Management Advisory Forum shall review of the Municipal DRM Plan on an annual basis. It must make recommendations for changes that are considered appropriate and that the required support documents, organisation, resources, training, and facilities are in place at all the participating Entities to ensure a viable emergency / disaster response structure for Midvaal.

The Municipal DMAF must oversee the assigning project teams to address specific risks and develop risk-specific plans by the Joint Disaster Risk Reduction Management Committee (JDRRMC) - refer to the functions of the JDRRMC in Paragraph 8.4.

The Municipal DMAF must ensure that the following actions, which are in line with the benchmarked disaster risk management principles, take place during the following disaster phases: -

Disaster Risk Reduction and Preparedness phases:

- ensuring that regular Disaster Risk Assessments are undertaken in Midvaal,
- assessing capacity of Midvaal to implement emergency / disaster response actions,
- oversee the formulation of plans and projects to reduce disaster risk, including the integration with MLM IDP initiatives.

During any major Emergency or Disaster Response and Relief phases:

- assessing the effect of any disaster which has occurred in Midvaal and examine any further consequences and disaster risk in the emergency area(s) led by the DCT,
- assess the consequences and disaster risk to the remainder of Midvaal, if any,
- assessing all response actions by the Entities participating in this Plan, and
- advise and formulate recommendations on the response actions, including the mitigation of any further disaster risk, as required.

**During the Recovery and Rehabilitation phases:**

- ensuring a return to normal functioning of affected communities as soon as possible,
- provide input on disaster prevention or mitigation through disaster risk elimination or reduction.

# 2. DISASTER RISK ASSESSMENT

## 2.1. List of Priority Risks (Hazards)

*A table or list of priority disaster risks/hazards must be provided.*

| HIGH RISK AREA NO: | | | DISCRIPTION: | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No | Risk description (e.g. flooding of informal settlement) | Hazard Index | Vulnerability Index Table 2 | | | | | | Capacity Index Table 3 | | | | | | Resilience Index | Risk Score | Impor tance | Urgency | Growth Potencial | Priority |
| | | | Political | Economical | Social | Tech | Environ | Total | Institutional | Programme | Physical | People | Support | Total | Vulnerabil ity ÷ Capacity | Hazrd x Resilience | Table 4 | Table 4 | Table 4 | Importance + Urgency + Groth |
| 1 | Mamelo Flooding | 2,25 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,4 | 3,2 | 2 | 2 | 2 | 6 |
| 2 | Vaal Dam Sluisgates | 3,25 | 1 | 4 | 4 | 3 | 5 | 3,4 | 4 | 4 | 3 | 3 | 3 | 3,4 | 1 | 3,3 | 3 | 1 | 3 | 7 |
| 3 | Boitomelo | 2,5 | 1 | 2 | 2 | 2 | 2 | 1,8 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,2 | 3,2 | 2 | 2 | 2 | 6 |
| 4 | Rand Water Panfontein | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | 2,2 | 3 | 1 | 3 | 7 |
| 5 | Pump Station V Marina | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 3 | 3 | 3 | 2 | 2,8 | ,9 | 2,5 | 3 | 2 | 3 | 8 |
| 6 | Sebokeng Fuels | 2,75 | 1 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2,5 | 3 | 1 | 3 | 7 |
| 7 | Bhp Billiton | 2,5 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | 2 | 3 | 1 | 2 | 6 |
| 8 | H.O.K Dumping site | 3 | 1 | 3 | 3 | 2 | 3 | 2,4 | 3 | 2 | 2 | 2 | 3 | 2,4 | 1 | 3 | 3 | 2 | 3 | 8 |
| 9 | Tongaat Hewlets | 2,5 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 3 | 3 | 3 | 3 | 3 | ,8 | 3,6 | 3 | 2 | 3 | 8 |
| 10 | Firework Factory | 3 | 1 | 3 | 3 | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1,5 | 4,5 | 3 | 2 | 3 | 8 |
| 11 | Rubber Factory | 2,75 | 1 | 3 | 3 | 3 | 4 | 2,8 | 2 | 2 | 2 | 2 | 2 | 2 | 1,4 | 4 | 3 | 2 | 3 | 8 |
| 12 | Bichiman Plant | 2,75 | 1 | 3 | 3 | 3 | 4 | 2,8 | 3 | 3 | 3 | 3 | 3 | 3 | ,9 | 2,5 | 3 | 1 | 2 | 6 |
| 13 | Pheelis Farm | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,4 | 3,5 | 3 | 2 | 3 | 8 |
| 14 | Heiniken | 3 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | | 3 | 1 | 3 | 7 |
| 15 | Lakeside | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,4 | 3,2 | 3 | 2 | 3 | 8 |
| 16 | Tedderfield | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1,8 | 1,1 | 3,2 | 3 | 1 | 3 | 7 |
| 17 | Old & New Sicelo | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 1,6 | 1,3 | 1,17 | 3 | 2 | 3 | 8 |
| 18 | Vaal Libra | 3 | 1 | 3 | 3 | 3 | 4 | 2,8 | 3 | 2 | 3 | 3 | 2 | 2,6 | 1 | 3 | 3 | 2 | 3 | 8 |
| 19 | Taxi Rank | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 1,4 | 1,4 | 3,2 | 2 | 1 | 2 | 5 |
| 20 | Sicelo | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 1,6 | 1,2 | 3,2 | 3 | 2 | 3 | 8 |
| 21 | Atlas | 2,75 | 1 | 3 | 3 | 2 | 3 | 2,4 | 3 | 2 | 3 | 2 | 2 | 2,4 | 1 | 2,75 | 3 | 2 | 3 | 8 |
| 22 | Flexi Lube | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 2 | 3 | 2 | 3 | 2,6 | 1 | 2 | 3 | 2 | 3 | 8 |
| 23 | De Deur Dumping site | 3 | 1 | 3 | 3 | 2 | 3 | 2,4 | 3 | 2 | 2 | 2 | 2 | 2,2 | 1 | 2,23 | 3 | 2 | 3 | 8 |
| 24 | Rand Water Klip rivier | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | 3,24 | 3 | 2 | 3 | 8 |
| 25 | Railay station | 3,25 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0,8 | 2,6 | 3 | 2 | 3 | 8 |
| 26 | Air Liqued | 2,75 | 1 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2,5 | 3 | 1 | 3 | 7 |
| 27 | Alliance Fuel | 2,75 | 1 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2,5 | 3 | 1 | 3 | 7 |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

**TEMPLATE 7: HIGH RISK AREAS SHEET**

| No | IDENTIFIED HIGH RISK AREAS: Overlapping of hazards, critical facilities, vulnerable communities, environmental sensitive areas etc | Grid reference on Risk Mapper e.g. H3 or B4 -B6 |
|---|---|---|
| 1 | Mamelo, Vaal Dam sluisgates, Boitomelo, Rand water Panfontein, Pump station Vaal Marina (Dam) | Ward 1 |
| 2 | Duncanville Ext 3 Sebokeng fuels | Ward 2 |
| 3 | Bhp Billiton (South 32) | Ward 3 |
| 4 | H.O.K Dumping site, Tongaat Hewlets | Ward 4 |
| 5 | Fire works Factory, Rubber factory, Bichiman plant, Pheelis Farm, Heinekin | Ward 5 |
| 6 | Lakeside Estates | Ward 6 |
| 7 | Tedderfield | Ward 7 |
| 8 | Sicelo old and new, Vaal Libra | Ward 8 |
| 9 | Taxi Rank | Ward 9 |
| 10 | Sicelo, Atlas, Flexi lube | Ward 10 |
| 11 | Dumping site De Deur | ward 11 |
| 12 | Rand water Klip river, Scilogic Pharmacuticuls, Mitchilane tyres,Klip river Businessprk | Ward 12 |
| 13 | Air products | Ward 5 |
| 14 | Alliance Fuel | Ward 5 |

## 2.2. Hazard Maps

*Hazard maps must be produced after considering critical elements of hazards analysis such as probability or likelihood, predictability, magnitude and frequency of hazards.*

## TEMPLATE 1: HAZARD REGISTER

| HAZARD IDENTIFICATION | | | | | | HAZARD ANLYSES | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| NO | HAZARD | Marking | Description (e.g. River overflowing) | Clisification number | Grid reference on Risk Mapper e.g. H3 or B4 - B6 | Likelihood (probability) | Frequency | Predictability | Magnitude | Hazard Index |
| 1 | Over loading of over head electric wires | | Over loading of electic wires | | | 4 | 2 | 3 | 3 | 3 |
| 2 | Electric Sub stations | | Sabotation of the stations | | | 3 | 2 | 3 | 2 | 2 |
| 3 | Pump Stations | | Blignoutsrus, Drumblade, Eye of Africa, Blue Saddle Ranch, Randvaal,Vaal | | | 4 | 3 | 3 | 3 | 3 |
| 4 | Load shedding | | Pump stations overflowing. | | | 4 | 3 | 3 | 3 | 2 |
| 5 | Aircraft carrier (Pontoon) | | Sabotation of the pump hamper service delivery | | | 2 | 2 | 2 | 2 | 2 |
| 6 | Vaal Marina water works | | Blignoutsrus pipe burst 3days no H2O | | | 3 | 3 | 2 | 2 | 2 |
| 7 | Labour unrest / Sabotation | | Hamperring of service delivery / Poisoning of drinking water | | | 2 | 2 | 2 | 3 | 2 |
| 8 | Pump Stations (sewer) | | Over flowing into the river | | | 5 | 5 | 2 | 3 | 3 |
| 9 | Theft | | Electris cables and manhole covers. | | | 3 | 2 | 4 | 3 | 3 |
| 10 | Gas | | Methane gas in manholes | | | 5 | 3 | 3 | 1 | 3 |
| 11 | Floods | | lifting of manhole covers / river debry. | | | 5 | 3 | 2 | 3 | 3 |
| 12 | Bridges | RD | During floods | | | 2 | 2 | 3 | 3 | 2 |
| 13 | People unrests | RD | Digging up of roads | | | 2 | 2 | 2 | 2 | 2 |
| 14 | Mamelo Flooding | | During heavy and long rainfall | | | 2 | 2 | 2 | 3 | 2 |
| 15 | Vaal Dam Sluisgates | | Braking of the dam | | | 2 | 2 | 2 | 4 | 3 |
| 16 | Boitomelo | | cut of from sosiaty during floods | | | 2 | 2 | 2 | 2 | 2 |
| 17 | Rand Water Panfontein | | (NKP) Sabutage | | | 2 | 2 | 2 | 4 | 3 |
| 18 | Sebokeng fuels /Vaal gas | | Fuel /gas fires, vapour cloud explosions | | | 2 | 2 | 2 | 3 | 3 |
| 19 | Roshnee Fire work factory | | Explosion, fire | | | 2 | 2 | 2 | 3 | 3 |
| 20 | Old and new Sicelo | | Riates, fires | | | 2 | 2 | 2 | 2 | 2 |
| 21 | Michilane tyres | | fires | | | 2 | 2 | 2 | 2 | 2 |
| 22 | Klip river Business park | | Fires, explosions. | | | 2 | 2 | 2 | 2 | 2 |
| 23 | Rust-Olium | | Explosion, fire | | | 2 | 2 | 2 | 2 | 2 |
| 24 | Scilogic Pharmacuteculs | | Fires explosions | | | 2 | 2 | 2 | 3 | 3 |
| 25 | Dolomite | | Sink Holes | | | 3 | 2 | 2 | 3 | 3 |
| 26 | Chemlink | | Explosion, fire | | | 3 | 2 | 2 | 5 | 4 |
| | | | | | | | | | | |

## 2.3. Vulnerability Maps

*Vulnerability maps must be produced after considering critical factors of vulnerability such as political, social, economic, technological and environmental factors.*

**TEMPLATE 2: CRITICAL FACILITY REGISTER**

| No | Name (e.g. Mandela Primary School) | Marking | Type (e.g. School) | Additional Information (e.g. # of learners, teachers, building type, etc.) | Grid refernce |
|---|---|---|---|---|---|
| 1 | MLM (HQ) | | Ruling department Offices | 5 departments +- 800 people Brick building - interior drywalling | |
| 2 | Fire/Traffic department | | Public Safety & Law inforcement | Brick and zink building, 74 Fire Fighters, 16 Traffic | |
| 3 | SAPS | | Law inforcement | Meyerton Klip Rivier De Deur and Vaal Marina - Brick and zink building, | |
| 4 | Schools | | Primary/ Secondary/ ECD | In all wards-Brick and zink buildings | |
| 5 | Churches | | different congregations /believes | Ocupied on Sundays-Brick and zink buildings | |
| 6 | Community Halls | | Halls throughout different wards | Council property Brick and zink buildings | |
| 7 | Clinics | | In all wards | Provincial nurses in a brick building | |
| 8 | Food distributors | | Shoping centres in different wards | always community different building methods | |
| 9 | Old Age Homes | | Care facilities | different wards | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

**TEMPLATE 3: SOCIETAL ANALYSIS REGISTER**

| No | Name (e.g. Diepkloof) | Marking | Discription (e.g. Informal Settlement) | Demographics[2] (e.g. unemployment, gender & age distribution, etc.) | Grid refernce |
|---|---|---|---|---|---|
| 1 | All informal Settlements | A | Informal Settlement | Mostly unemployed women in mid age | W3,5,6,7,8,10,12,13 |
| 2 | All industrial | | manufacturing/fuel/ gas/gries | Mostly week days | W3,5,8,10,12,13,14 |
| 3 | Agricultural | | Farmers AGRI 1&2 | Farmland / Rural | W1,2,3,4,5,6,7,11,12,13 |
| 4 | All formal resedential areas | | Midvaal | All race and age | Wards 1 - 15 |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

**TEMPLATE4: ECONOMICAL ANALYSIS REGISTER[3]**

| No | Name (e.g. Henri & Sons) | Marking | Description (e.g. tyre factory) | Type (e.g. Manufacturing) | Grid reference |
|---|---|---|---|---|---|
| 1 | Green Greens Farms(several others) | AGRI 1 | AGRI | Vegetables | W1,2,3,4,5,6,7,11,12,13,14 |
| 2 | P.J Botha Farming(several others) | Agri 2 | AGRI | Kattle / Milk farmer | W1,2,3,4,5,6,7,11,12,13,14 |
| 3 | Industrial Parks | | Combination of different factories | | W1,3,5,7,8,10,12 |
| 4 | Mini factories | | Combination of different factories | | W1,4,5,7,8,10,12 |
| 5 | Heavy Engeneering | | Flexilube oil refinary | Oil refinary | W1,3,5,8,10,12,14 |
| 6 | South 32 (SAMANCOR) | | Industry | Mining | W3 |
| 7 | Meyerton Railway Station | | Raiway Station | Railway | W8 |
| 8 | Heiniken (Sebokeng Breweries) | | Brewery | Alcohol | W12 |
| 9 | Scilogic Pharmacuteculs | | Medical LAB | Manufacturing | W12 |
| 10 | Rust-Oleum | | cannestar packaging | Spray paint | W4 |
| 11 | Chemlink | | Biggest Cannester packaging in SA | Cosmetic & DIY | W4 |
| 12 | Chees factory | | Chees factory | all dairy products | W4 |
| 13 | Lynca meats | | Piggary | packaging & wholesaler | W5 |
| 14 | Pro Roof | | Engineering | Steel & Roof-Tiling | W3 |
| 15 | Hi-Q tyres | | Tyre factory | wholesaler | W3 |
| 16 | ATLAS | | FURTELIZER | MANUFACTURERS | W3 |

## TEMPLATE 5: ENVIRONMENTAL ANALYSIS REGISTER

| No | Name (e.g. Tswane dumping site) | Marking | Description (e.g. waste disposal) | Type (e.g. type of waste, possible environmental impact) | Grid reference |
|---|---|---|---|---|---|
| 1 | bhpbulliton (South 32) | | Manganise mining | Dust polution | W3 |
| 2 | ATLAS | | Organic ferteliser | Organic Dust Polution | W10 |
| 3 | Sybrand van Niekerk park | | Flexi Lube Refanary | Refanary Air polution | W10 |
| 4 | Vaal Lubra | | Bath tub | Manufacturing Air polution | W8 |
| 5 | Ruber factory | | Ruber factory | regaining of rubber Air polution | W5 |
| 6 | Tekfalt | | Bitchman Plant | Air Polution | W5 |
| 7 | DeDeur dumping site | | Waste disposal | All tipe of waste Air polution | W11 |
| 8 | H.O.K Dumping site | | Waste disposal | All tipe of waste Air polution | W4 |
| 9 | Duncanville Ind. Park | | Sebokeng Fuels (MHI) | Bulk Diesel / Gas supplier | W2 |
| 10 | Klip river Business Park | | Combination of factories | All tipe of waste Air polution | W12 |
| 11 | Scilogic Pharmacuticuls | | Chemical disposal | Air Polution | W12 |
| 12 | Air Liqued | | GAS production (MHI) | Air Polution | W5 |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

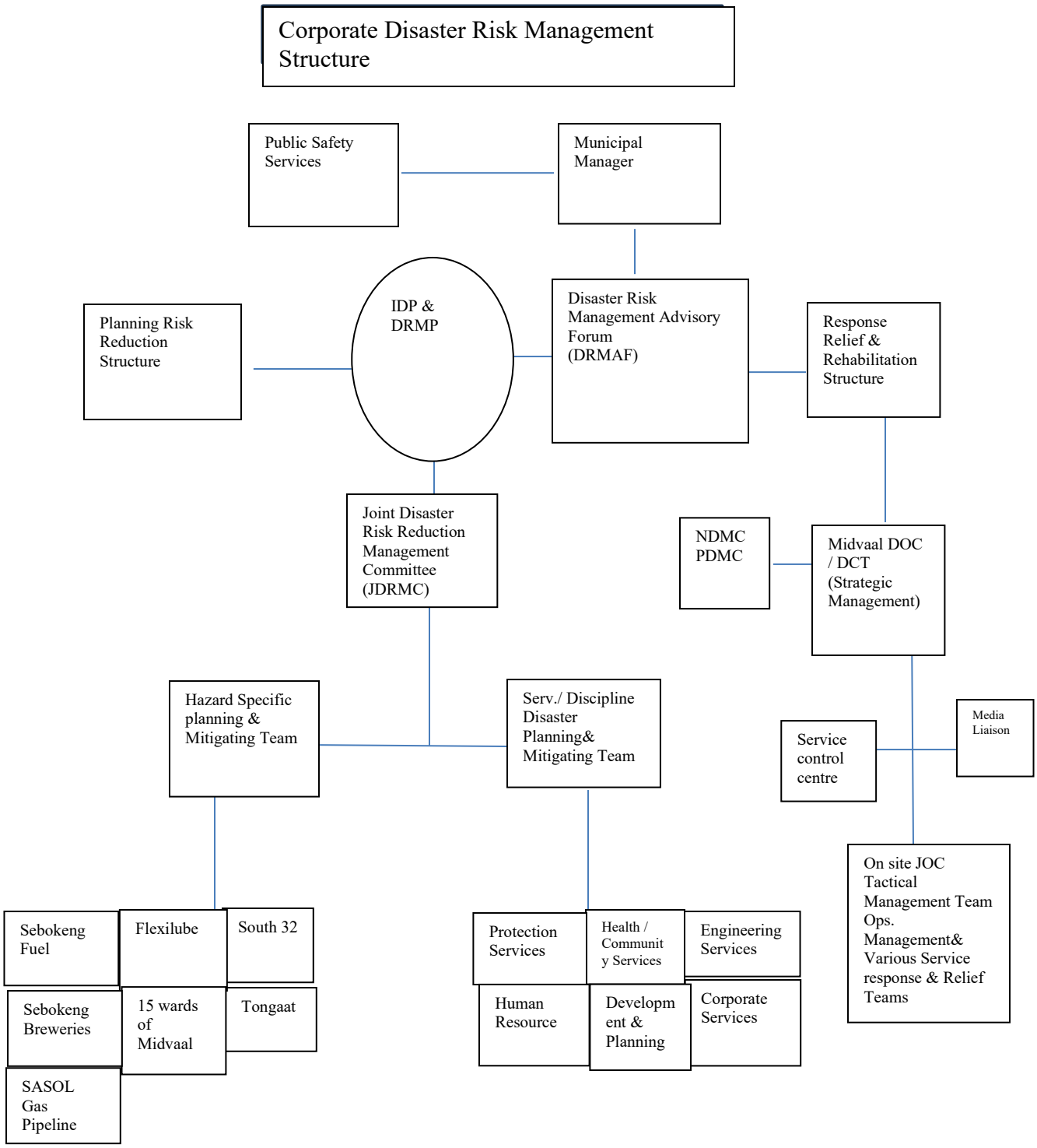
**TEMPLATE 6: POLITICAL ANALYSIS REGISTER**

| No | Name (e.g. conflict, instability, strong leadership) | Marking | Description (why the area has a political influence on vulnerability/capacity) | | Grid reference |
|---|---|---|---|---|---|
| 1 | Sicelo | Ward 8 | Different political parties | No schools | ward 8 / 10 |
| 2 | Sicelo | Ward 10 | Boardness of schollers during school holidays acusing council | Poor leaders | ward 8 /10 |
| 3 | Mamelo | Ward 1 | Unemployed | Poor training opportunities /Farmer community | ward 1 |
| 4 | Boitomelo | Ward 1 | | Un experience people / farmer community | ward 1 |
| 5 | Kayalisha | Ward 12 | | very little resources because it is on private land | ward 12 |
| 6 | Pheels farm | Ward 12 | | Farmer community on private land | ward 12 |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

## 2.4. Capacity Maps

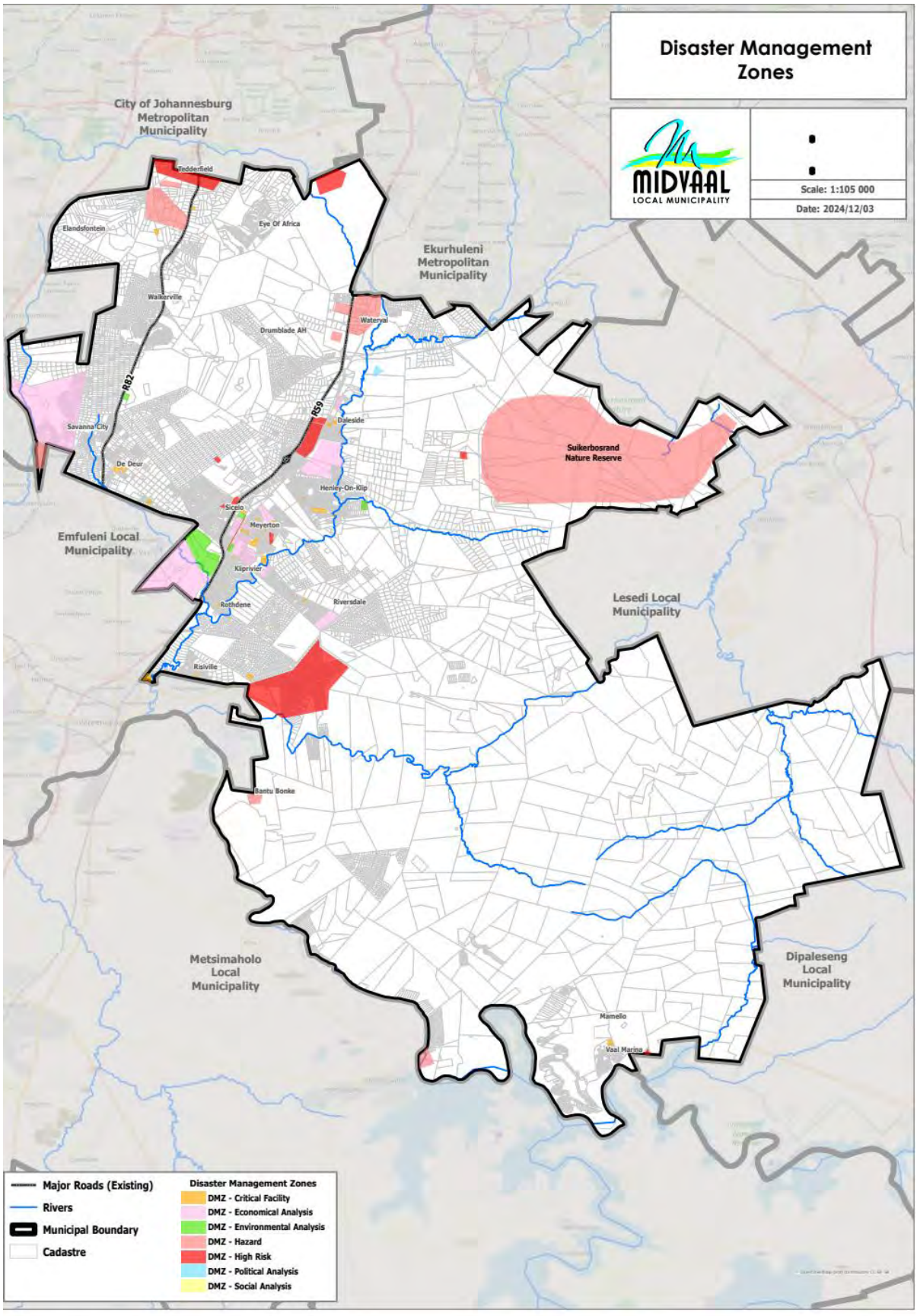
*Capacity maps must be produced after considering critical factors of capacity such as institutional and management capacity, physical/resource capacity, support network and people capacity and competencies.*

The various levels making up the management structures for Disaster Risk Management in Midvaal will respectively plan to maintain existing services and adapt to deal with the changed circumstances during major incidents or disasters. The planning, prevention, and response management structure for Midvaal is as follows:


Corporate Disaster Risk Management Structure
Public Safety Services
Municipal Manager
IDP & DRMP
Planning Risk Reduction Structure
Disaster Risk Management Advisory Forum (DRMAF)
Response Relief & Rehabilitation Structure
Joint Disaster Risk Reduction Management Committee (JDRMC)
NDMC PDMC
Midvaal DOC / DCT (Strategic Management)
Hazard Specific planning & Mitigating Team
Serv./ Discipline Disaster Planning& Mitigating Team
Service control centre
Media Liaison
On site JOC Tactical Management Team Ops. Management& Various Service response & Relief Teams
Sebokeng Fuel
Flexilube
South 32
Sebokeng Breweries
15 wards of Midvaal
Tongaat
SASOL Gas Pipeline
Protection Services
Health / Community Services
Engineering Services
Human Resource
Development & Planning
Corporate Services

## 2.5. Disaster Risk Rating Maps (Disaster Risk Evaluation Maps)

*The map showing the overall disaster risk evaluation for the entire municipality must also be provided. The map must state the level of risk.*


Disaster Management Zones
MIDVAAL
LOCAL MUNICIPALITY
Scale: 1:105 000
Date: 2024/12/03
City of Johannesburg Metropolitan Municipality
Ekurhuleni Metropolitan Municipality
Emfuleni Local Municipality
Lesedi Local Municipality
Metsimaholo Local Municipality
Dipaleseng Local Municipality
Suikerbosrand Nature Reserve
Tedderfield
Eye Of Africa
Elandsfontein
Walkerville
Waterval
Drumblade AH
Savanna City
De Deur
Dalesida
Henley-On-Klip
Sicelo
Meyerton
Klipriviet
Rothdene
Riversdale
Risiville
Bantu Bonke
Mamello
Vaal Marina
R82
R59
Major Roads (Existing)
Rivers
Municipal Boundary
Cadastre
Disaster Management Zones
DMZ - Critical Facility
DMZ - Economical Analysis
DMZ - Environmental Analysis
DMZ - Hazard
DMZ - High Risk
DMZ - Political Analysis
DMZ - Social Analysis

## 3. DISASTER RISK REDUCTION

### 3.1. Disaster Management Programmes/Projects by MDMC /Unit

| NAME OF THE PROJECT | BUDGET | TARGETED AREAS | DATE |
|---|---|---|---|
| Winter awareness program | 0 | All wards in Midvaal | |
| | | Schools & Pre schools | |
| FPA Grass combatting Training | 0 | Farmers in Midvaal | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

### 3.2. Disaster Management Programmes/Projects by Stakeholders

| NAME OF THE PROJECT | BUDGET | TARGET AREAS | DATE |
|---|---|---|---|
| Rand water pipeline project | 0 | Midvaal | |
| ESKOM Highlines | 0 | Midvaal | |
| SASOL fuel lines | 0 | Midvaal | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

### 3.3. Map Showing Disaster Risk and Reduction Projects linked to budget

*For integration purposes a Spatial Development Framework may be used to show disaster risk and areas of expenditure in terms of disaster risk reduction programmes/projects to be rolled out.*

There is no current reduction projects linked to the budget, as a projects is identified it will go onto the budget from the different departments or section from whose budget the project will be covered and will be measured according to their performance indicators to ensure service delivery is well managed.

## 4. DISASTER RESPONSE AND RECOVERY

### 4.1. Municipal Capacity in terms of Response and Recovery

*You may underscore issues of resources and coordination.*

Midvaal Fire Services classification to the type and quantity of equipment held fall in the category 1 Fire brigade as monitored by relevant performance indicators or statistics, or both, and which can meet performance criteria as given for category 5(b) more than 75% of the time, measured annually.

### 4.2. MOU /SLA/Cooperation Protocols for Response and Recovery

*Please indicate existing arrangements with stakeholders in support of response and recovery*

MOU,s which is in place are the MOU between Sedibeng District and Midvaal Local Municipality for the rendering of specialised firefighting services for its entire area of jurisdiction.

The MOU for Gauteng Fire Services.

| NAME | CONTACT DETAILS | |
|---|---|---|
| Dr E.Sithole: Head NDMC | Elias.Sithole@gauteng.gov.za | 082 490 9825 |
| Mkhwanazi Nonhlanhla: Deputy Director: Disaster Management | Nonhlanhla.mkhwanazi2@gauteng.gov.za | 072 426 8094 |
| | | |
| | | |
| | | |

**CONTACT LIST OF MUNICIPAL DISASTER CENTRES IN GAUTENG PROVINCE**

| NAME & SURNAME | CELLPHONE/ TEL | EMAIL ADDRESS | Physical Add | MUNICIPALITY |
|---|---|---|---|---|
| William Mazibuko (Head of Centre) | 011 222 8086<br>083 702 8096<br>011 222 8292 | williamm@joburg.org.za<br>reubens@joburg.org.za<br>NomfundoN@Joburg.org.za | | CITY OF JOBURG<br>CITY OF JOBURG |

| | | | | |
|---|---|---|---|---|
| Reuben S (Secretary) Nomfundo Ndamase (Secretary) | | | | |
| Erika Swart ( Head of Centre) Bafana Mazibuko ( Senior Manager) Shadi Tsebe (Manager: DMC) | 011 999 0815/082 774 5508<br><br>011 999 1665 / 072 584 6952<br>011 999 1683/071 850 0673 | Erika.swart@ekurhuleni.gov.za<br>Bafana.mazibuko@gauteng.gov.za<br>Shadi.tsebe@ekurhuleni.gov.za | 3 Hawley Rd, Germiston, 2008, South Africa Latitude: -26.178968 \| Longitude: 28.136052 | EKURHULENI METROPOLITAN MUNICIPALITY |
| Nico Khatz Casper Jordaan ( DM Centre Manager) | 083 267 8814/ 011 951 3040 | nkahts@wrdm.gov.za<br><br>cjordaan@wrdm.gov.za | | WEST RAND DISTRICT MUNICIPALITY |
| Sarah Mothapo (Heads of Centre)<br><br>Pieter Niwenhuizen | 083 631 5095/016 450 3083 | sarahm@sedibeng.gov.za<br><br>pietern@sedibeng.gov.za | | SEDIBENG DISTRICT MUNICIPALITY |
| Tanja Terblanche **(Divisional Chief: Business Operations)**<br><br>Narina van Reenen ( Executive Secretary) | 083 965 3185/ 012 358 3524<br><br>084 582 1025/ 012 358 0154 | tanjat@tshwane.gov.za<br><br>Narinavr@tshwane.gov.za | Emergency Services Department \| Headquarters \| C/o Government Avenue and Beckett Street \| Arcadia \| 0083 \| PO Box 440 \| Pretoria \| 0001 \| | CITY OF TSHWANE |

**Contact list of Midvaal Local MMC and Head of Departments.**

| Name | Status | Department | Contact Number | |
|---|---|---|---|---|
| Cllr Peter Teixiera | Executive Mayor | Mayoral Office | 078 221 1509 / 076 809 9150 | |
| Cllr A.R Mcloughlin | (Speaker) | | 016 360 7680 | |
| Ald PD Hutcheson | MMC - | Finance | 082 927 7219 (Patricia) | |
| Cllr MI Motsamai | MMC - | D&P | 076 316 0007 | |
| Cllr TM Modiba | MMC – | Community Services | 072 570 4410 | |
| Cllr CL Gomes | MMC – | Public Safety & Roads Department | 083 785 4968 | |
| Vacant | Executive Director Corporate Services | MM, s Office | 072 873 8814 | |
| Eugene Lensley | Head Public Safety | Public Safety & Roads Department | 082 064 1847 | |
| Nataasha Ameer van Wyk | Director Legal | Corporate Services | 082 859 0486 | |
| Alfie Scutts | Director | Human Resource | 083 281 8078 | |
| Phumudzo Magodi | Municipal Manager | Midvaal | 079 872 1000 | |
| Katlego Mokwena | Executive Director | Development & Planning | 016 360 7423 | |
| Z.N Mhlongo | Executive Director | Finance | 082 698 6640 | |
| R.J Hubbard | MMC | Engineering Services | 079 917 4683 | |
| Delight Mukwevho | Executive Director | Engineering Services | 078 058 6444 | |
| | | | | |

## 5. INFORMATION MANAGEMENT AND COMMUNICATION

### 5.1. Early Warning Strategy

*For example mechanisms for dissemination of early warning messages to communities at risk.*

Through the Sedibeng district disaster management, weather updates on any change of weather in South Africa is received.

SA- Weather updates the department daily on the FDR (Fire Danger Rating) of the area.

During the rainy season the contingency plan for flooding will be followed to monitor the flow of the river to ensure that evacuations of low-lying areas is done in time.

Through the Midvaal App, Radio network, The FPA and CPF,s as well as Traffic Community members are informed of any dangers or urgent weather changing patterns.

## 6. EDUCATION, TRAINING, PUBLIC AWARENESS AND RESEARCH

### 6.1. Capacity Building Programmes

*For example worshops involving traditional leaders, councillors, volunteers and stakeholders etc.*

Through the Midvaal Fire Department Training section education, training and awareness is done with community members personnel volunteer's and sometimes councillor's depending on the need of the training required.

When a need is identified attention will be given to research to ensure that implementation is done on whatever is required to ensure the best service delivery to Midvaal residents or communities.

### 6.2. Public Awareness Campaigns

*For example, community and school awareness campaigns etc.*

The Fire Department have a PIER (Public Information Education and Relation) section which on a weekly basis meet with the community for educating and

making them aware of the dangers of the area as well as that in and around their homes.

This section works together with different stakeholders like PDMC, Sedibeng district, Eskom, Rand water the Traffic department, SAPS and the private sector to ensure that the different but correct information is shared with the community.

### 6.3. Research

*Commissioning of disaster related scientific studies in your Municipality.*

The Fire Department Training Divisional Officer Morne Mommsen has successfully completed his honors degree in Disaster Management and

- Bachelors in Human Resource Development and Honours in Education, Training and Development with focus on "HRD Strategy for Emergency Services"
- Postgraduate Diploma (NQF 8) in Disaster Risk Management with focus on "An exploration of K9-assisted approaches as a component of Disaster Response" https://www.researchpublish.com/papers/an-exploration-of-k9-assisted-approaches-as-a-component-of-disaster-response or https"//www.frimedia.org/articles---k9-search-and-rescue.html
- Currently Busy with Masters in Environmental Science with Disaster Risk Science (NQF 9) with a focus on "Exploring barriers and opportunities for Integrating K9 search and rescue into South Africa's Emergency and Disaster Management Services"

## 7. FUNDING ARRANGEMENTS FOR DISASTER RISK MANAGEMENT

### 7.1. Funding Mobilization Strategy

Midvaal Local Municipality do not have a budget for Disaster Risk Management although they have funds that will be made available for mobilization when a risk is identified, or a disaster occurred.

# Type 3 IMT
# Core Concepts
## At a Glance

Use this At a Glance document as a quick reference resource for remembering core concepts related to IMTs and the planning process.

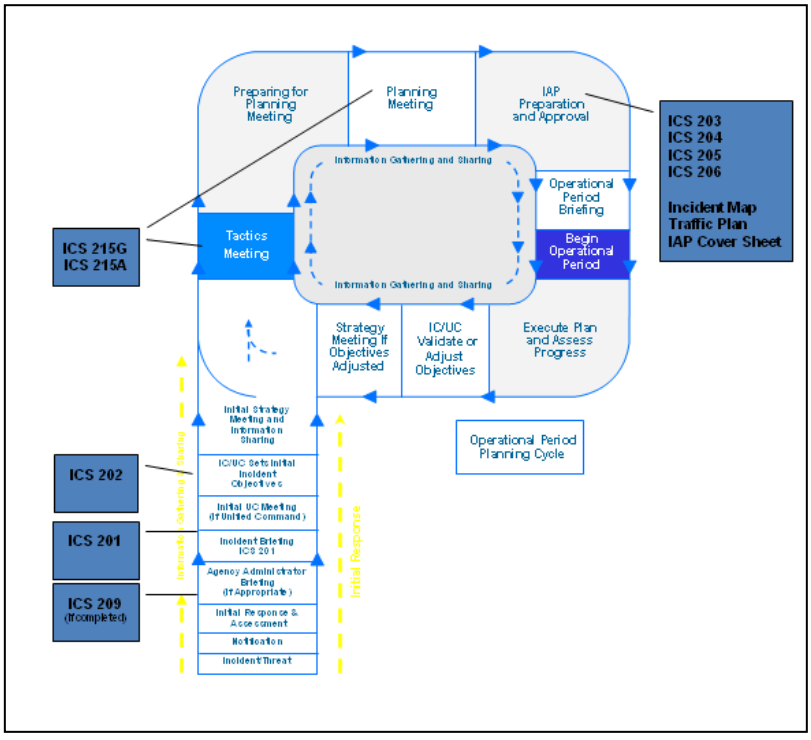
**Meeting Overview**

| Meeting | Description | Who Attends |
|---|---|---|
| **Strategy Meeting** | IC communicates and establishes support for objectives from the Command and General Staff | All C&GS |
| **Tactics Meeting** | OSC communicates and establishes support for initial tactics from a small internal group | OSC SOFR<br>PSC LSC<br>Others by invite only. |
| **Planning Meeting** | PSC communicates and establishes support for defined tactics from the Command and General Staff | All C&GS |
| **Operational Period Briefing** | Command and General Staff communicate details of approved plans to Tactical Supervisors and representatives of supporting and cooperating agencies | All C&GS<br>Tactical Supervisors<br>Agency Representatives |

**Planning P Concepts**

The Planning P provides the framework around which meetings and ICS forms are organized.

- **Strategy Meeting** – How will objectives set by the IC be accomplished?
- **Tactics Meeting** – How do resources selected by the OSC impact safety and logistics?
- **Planning Meeting** – How will Command and General Staff, led by the PSC, support the plan?
- **IAP Preparation and Approval** – How will the plan be formalized and communicated?
- **Operational Period Briefing** – How will all participants understand what will be done?

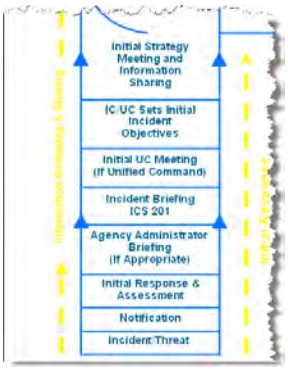


**Useful Links**

This list of links provides resources for additional research about Planning or general information about IMTs.

| Site | Address |
|---|---|
| **NIMS Resource Center** | **http://www.fema.gov/emergency/nims** |
| **NRF Resource Center** | **http://www.fema.gov/emergency/nrf** |
| **USFA Website** | **http://www.usfa.fema.gov** |
| **FEMA Website** | **http://www.fema.gov** |
| **National Interagency Fire Center (NFIC)** | **http://www.nifc.gov/** |
| **USFA on *Twitter*®** | **http://twitter.com/USFIRE** |

# Type 3 IMT
# Initial Response
## At a Glance




**Incident/Threat Occurs**

- Incident may be planned or unplanned

**Notification**

- Team is notified and dispatched to the incident
- Team members gather information
  - Should be done without disrupting the initial ■IC or other incident personnel
  - Good sources include Internet, TV, and radio

**Initial Response and Assessment**

- Initial responders or initial IMT attend
- Team members gather information:
  - AA from whom the team is working
  - Initial ■IC
  - Other staffed Command and General Staff positions

**Agency Administrator Briefing (if appropriate)**

- Outlines Type 3 IMT direction, fiscal constraints, and boundaries
- Emphasizes the AA's authority
  - Establish that the IMT is working for the AA
- May be difficult to receive in the all-hazard environment, due to the potential inability to identify primary agency head
- Other possibilities
  - Mission assignment
  - Memorandum of Understanding (MOU)
  - Letter of Expectations
  - Who will order and from where

**ICS Form 201: Incident Briefing**

- Provides basic information regarding the incident
- Includes:
  - Map
  - Resources allocated
  - Record of the initial response
  - If a 201 is not already prepared, have the PSC fill one in as they are briefed and ask questions to fill in all of the blanks

**Initial UC Meeting (if Unified Command)**

- Initial meeting of Unified Commanders
  - Must come to consensus on priorities
  - Determine who is the lead spokesperson for UC
- Opportunity to determine the appropriate roles and responsibilities of all representatives involved
  - Local and State governments
  - Tribal governments
  - Responsible party

**IC/UC Sets Initial Incident Objectives**

- ■ IC determines objectives using SMART method

---

## SMART Objectives

- **S**pecific—Is the wording precise and unambiguous?
- **M**easurable—How will achievements be measured?
- **A**ction-oriented—Is an action verb used to describe expected accomplishments?
- **R**ealistic—Is the outcome achievable with given available resources?
- **T**ime-sensitive—What is the timeframe? (if applicable)

# Type 3 IMT
# Strategy Meeting
## At a Glance




**Purpose**

■ IC communicates and establishes support for objectives from the Command and General Staff

- Reiterate the incident objectives (using ICS 202: Incident Objectives)
- Establish Operational Periods
- Establish meeting schedules
- Communicate additional resource needs

**Who Attends**

- Command and General Staff members

**Methodology**

- Conduct meeting soon after the AA's and initial IC/UC briefings
- The ■ IC shares the incident objectives, strategies and schedule
- Each team member shares information

**NOTE:** Do not have an open discussion of tactics—the OSC and the SOFR have the responsibility to develop these tactics.

**Inputs** ■

| Input | Role(s) Responsible |
|---|---|
| Incident Objectives | ■ IC |
| Share information relevant to the Incident Objectives | All C&G staff |

■ **Outputs**

| Output | Role(s) Responsible |
|---|---|
| Strategy for the next Operational Period (ICS Form 202: Incident Objectives) | C&G staff |

## Roles and Responsibilities

| Icon | Role Name | Responsibilities |
|---|---|---|
| IC | **Incident Commander** | • Give overall direction<br>• Communicate with staff<br>• Play role of high-level manager<br>• Set the operational periods for the incident<br>• Define incident boundaries (with Agency Administrator)<br>• Work with PSC to establish meeting schedule |
| PSC | **Planning Section Chief** | • Work with IC to establish meeting schedule |
| **ALL** | **Command and General Staff** | • Communicate info<br>• Consolidate resource orders |

# Type 3 IMT
# Tactics Meeting
## At a Glance




**Purpose**

OSC communicates and establishes support for initial tactics from a small internal group

- Determines how the strategy will be used to achieve objectives
- Assigns type and quantity of resources to implement tactics
- Identifies methods for monitoring tactics and resources to determine adjustments (different tactics, different resources , or new strategy)
- Identifies possible hazards and mitigation measures

**Who Attends**

- OSC
- LSC
- SOFR
- PSC (with Resources Unit Leader [RESL] if staffed)
- Others by invitation only

**Methodology**

- Coordinated by the OSC
- Complete the following draft forms:
  - ICS Form 215: Operational Planning Worksheet
  - ICS Form 215A: Incident Action Plan Safety Analysis
- Discuss tactics, hazard/risk, mitigation, and resources required, available, or needed

**NOTE:** The ICS 215 is a blueprint of tactical deployment for the next Operational Period will be developed and revised before the Planning Meeting. This is where formal deployment of resources and work assignments will be supported by the Command and General Staff and approved by the IC.

**Inputs** →

| Input | Role(s) Responsible |
|---|---|
| Draft of ICS Form 215: Operational Planning Worksheet | OSC |
| Draft of ICS Form 215A: Incident Action Plan Safety Analysis | SOFR/ OSC |
| Latest Intelligence | OSC / PSC |
| Probable tactics | OSC |
| List of available external resources | LSC |
| List of available resources on incident | PSC |

**Outputs** →

| Output | Role(s) Responsible |
|---|---|
| Completed draft ICS Form 215: Operational Planning Worksheet | OSC |
| Completed draft ICS Form 215A: Incident Action Plan Safety Analysis | SOFR |

## Roles and Responsibilities

| Icon | Role Name | Responsibilities |
|---|---|---|
| PSC | **Planning Section Chief** | • Develop resource status information<br>• Develop situation status, predictions, and alternative strategies<br>• Gather intelligence and other information |
| OSC | **Operations Section Chief** | • Determine probable tactics<br>• Complete draft ICS 215: Operational Planning Worksheet |
| LSC | **Logistics Section Chief** | • Determine service and support needs for the incident |
| SOFR | **Safety Officer** | • Work with OSC on tactical safety issues<br>• Identify hazards/risk and mitigation measures using ICS 215A: Incident Action Plan Safety Analysis |

# Type 3 IMT
# Preparing for the Planning Meeting
## At a Glance




**Purpose**

Make preparations for an effective Planning Meeting.

**Methodology**

- Determine meeting location
- Communicate meeting location and time
- Maintain situational awareness
- Prepare displays

**List of Displays**

- Incident Objectives
- Incident Map
- ICS Form 215: Operational Planning Worksheet(s)
- ICS 215A: Incident Action Plan Safety Analysis
- Meeting Agenda
- Ground Rules
- Others items as appropriate

**Inputs** →

| Input | Role(s) Responsible |
|---|---|
| Completed draft ICS Form 215: Operational Planning Worksheet | OSC |
| Completed draft ICS Form 215A: Incident Action Plan Safety Analysis | SOFR / OSC |
| Display of objectives | PSC |
| Display of agenda | PSC |
| Meeting location and set up (lighting, seating, etc.) | LSC |
| Latest information and intelligence | All C&G staff |

## Roles and Responsibilities

| Icon | Role Name | Responsibilities |
|---|---|---|
|  | **Incident Commander** | • Give overall direction<br>• Communicate with staff<br>• Play role of high-level manager (but do not get involved in details)<br>• Confirm that objectives are still valid |
|  | **Planning Section Chief** | • Prepare incident maps<br>• Develop resource status information<br>• Prepare and displays Planning Meeting materials<br>• Develop situation status, predictions, and alternative strategies |
|  | **Operations Section Chief** | • Obtain and communicate latest intelligence<br>• Complete draft ICS 215: Operational Planning Worksheet<br>• Determine probable tactics<br>• Continue to manage the Operations section for the current period |
|  | **Logistics Section Chief** | • Help determine meeting location and set up the location<br>• Determine service and support needs for the incident<br>• Determine communications needs<br>• Review draft ICS 215: Operational Planning Worksheet for needed resources |
|  | **Finance/Admin. Section Chief** | • Collect information on rental, land use agreements and contracts<br>• Calculate costs for alternative strategies |
|  | **Public Information Officer** | • Determine methods to be used for information flow<br>• Prepare to report on politically sensitive issues<br>• Determine which agencies may assist in the prep of media releases |
|  | **Safety Officer** | • Work with the OSC on tactical safety issues<br>• Provide safety info on establishment and operation of incident base<br>• Identify hazards/risks and mitigation measures using ICS 215A: Incident Action Plan Safety Analysis |
|  | **Liaison Officer** | • Identify cooperating and assisting agencies<br>• Identify special agency needs<br>• Determine capability/limits of cooperating and assisting agencies<br>• Confirm names and contact location of agency representatives |

# Type 3 IMT
# Planning Meeting
## At a Glance




**Purpose**

PSC communicates and establishes support for defined tactics from the Command and General Staff.

**Who Attends**

- All Command and General Staff members
- In some cases, VIPs may attend as well

**Methodology**

- OSC presents ICS Forms 215
- SOFR / OSC presents 215A
- Team develops alternative plans if necessary
- Team members indicate support of the plan
- IC approves the plan

**NOTE:** Open discussion of tactics does not take place during the meeting. Tactics are the responsibility of the OSC and SOFR and were developed during the Tactics Meeting.

**Inputs** →

| Input | Role(s) Responsible |
|---|---|
| Completed draft ICS Form 215: Operational Planning Worksheet | OSC |
| Completed draft ICS Form 215A: Incident Action Plan Safety Analysis | SOFR / OSC |
| Latest Intelligence | OSC / PSC |
| Probable tactics | OSC |
| Status of Resources | PSC |

**Outputs** →

| Output | Role(s) Responsible |
|---|---|
| Support for the ICS Form 215: Operational Planning Worksheet | All C&G staff |
| Support for the ICS Form 215A: Incident Action Plan Safety Analysis | All C&G staff |
| Approved IAP | IC |

## Sample Planning Meeting Agenda

| # | Task | Role Responsible |
|---|---|---|
| 1 | Welcome, introduction, and ground rules | PSC |
| 2 | Briefing on current situation | OSC |
| 3 | Review incident objectives | PSC, IC |
| 4 | Presentation of the ICS Form 215: Operational Planning Worksheet<br>a) Plot control lines, establish Branch/Division boundaries<br>b) Identify group assignments<br>c) Specify tactics for each Division/Group<br>d) Specify resources needed by Division/Group<br>e) Identify reporting locations and time | OSC |
| 5 | Specify safety mitigation measures for identified hazards (ICS 215A: Incident Action Plan Safety Analysis) | SOFR |
| 6 | Logistical issues (resource/supply issues, Communications Plan, Medical Plan, Traffic Plan) | LSC |
| 7 | Financial issues | F/ASC |
| 8 | Assisting & cooperating agency issues | LOFR |
| 9 | Information issues (internal/external) | PIO |
| 10 | Finalize, support and approval of the plan | PSC |
| 11 | Closing remarks, IAP products due | IC, PSC |

# Type 3 IMT
# IAP Preparation and Approval
## At a Glance




**Purpose**

Assemble the written IAP in time for the Operational Period Briefing.

**Methodology**

- PSC determines the time when IAP components are due
- Planning Section assembles
- IC Reviews and signs
- Planning Section makes copies of the IAP as needed

**Included Components**

- ICS 202: Incident Objectives
- ICS 203: Organization Assignment List
- ICS 204: Assignment List
- ICS 205: Incident Radio Communications Plan
- ICS 206: Medical Plan
- ICS 208: Safety Message
- Incident Map
- Traffic Plan
- Other Components (if Needed): Incident and Base Plan, Media Release, Fire Behavior Forecast, Weather Forecast, Resource Demobilization List, Site Safety Plan, and Human Resource Statement

**NOTE:** The Planning Section is under a tight timeframe. The IC needs to review and approve the IAP in time to make copies prior to the Operational Briefing. The copy job can take hours on large incidents.

**Inputs** →

| Input | Role(s) Responsible |
|---|---|
| Completed ICS 202: Incident Objectives | PSC / IC (signature) |
| Completed ICS 203: Organization Assignment List | PSC |
| Completed ICS 204: Assignment List | PSC |
| Completed ICS 205: Incident Radio Communications Plan | LSC |
| Completed ICS 206 : Medical Plan | LSC (completion) / SOFR (approval) |
| Completed ICS 208: Safety Message | SOFR |
| Incident Map | PSC |
| Traffic Plan | LSC |
| Other Components (as necessary) | PSC / C&G staff |

**Outputs** →

| Output | Role(s) Responsible |
|---|---|
| Assembled IAP | PSC |
| Create copies of IAP | PSC |
| Approved IAP | IC |

## Roles and Responsibilities

| Icon | Role Name | Responsibilities |
|---|---|---|
|  | **Incident Commander** | • Approve IAP (sign on ICS 202)<br>• Prepare for next Operational Period |
|  | **Planning Section Chief** | • Prepare ICS 202: Incident Objectives for ■ IC's approval<br>• Prepare ICS 203: Organizational Assignment List<br>• Work with staff to prepare ICS 204: Assignment List for each Division or Group<br>• Prepare weather forecast<br>• Prepare incident maps<br>• Prepare resource demobilization list<br>• Supervise assembly of IAP |
|  | **Operations Section Chief** | • Manage the Operations Section during current Operational Period<br>• Review the completed ICS 204: Assignment List (optional)<br>• Prepare for next Operational Period |
|  | **Logistics Section Chief** | • Present Communications Plan<br>• Present Medical Plan<br>• Present Traffic Plan<br>• Present logistical info on where to obtain supplies, water, food, etc. |
|  | **Finance/Admin. Section Chief** | • Support ● PSC as needed<br>• Provide cost data to ● LSC for current and future resources<br>• Prepare for next Operational Period |
|  | **Public Information Officer** | • Prepare media release/message<br>• Prepare for next Operational Period |
|  | **Safety Officer** | • Prepare a general safety message using ICS 202: Incident Objectives<br>• Approve ICS 206: Medical Plan |
|  | **Liaison Officer** | • Support ● PSC as needed<br>• Advise ■ IC on possible participating agencies<br>• Prepare for next Operational Period |

# Type 3 IMT
# Operational Period Briefing
## At a Glance




**Purpose**

Command and General Staff communicate details of approved plans to Tactical Supervisors and representatives of supporting and cooperating agencies

**Who Attends**

- Presenters: Command and General Staff (and others as necessary)
- Audience: Tactical Supervisors for the Operational Period and representatives of supporting and cooperating agencies

**Methodology**

- IC determines time of meeting
- PSC facilitates the briefing with support of the C&G staff, who detail the assignments and other relevant information in the IAP for the next Operational Period

**NOTE:** Upon conclusion of the briefing, the IMT responsibilities continue as they measure the effectiveness of their decisions, make adjustments, and prepare to start the planning cycle over again. On a large incident that requires 24-hour a day staffing, this planning cycle may need to be accomplished twice a day, once for each 12-hour Operational Period.

**Inputs** →

| Presentation | Role(s) Responsible |
|---|---|
| Welcome, Ground Rules | PSC |
| Current Situation | OSC |
| Set/Review Incident Objective | OSC |
| Operational Plan (incident boundaries, tactics, assignments, resources) | OSC |
| Safety Issues (Safety Message) | SOFR |
| Logistical Issues (Communication Plan, Medical Plan, Traffic Plan) | LSC |
| Finance Issues | FSC |
| Assisting and Cooperating Agencies | LOFR |
| Information Issues (internal, external) | PIO |
| Closing remarks | IC |
| Conclusion | PSC |

**Outputs** →

| Output | Role(s) Responsible |
|---|---|
| Presents IAP assignments to Tactical Supervisors | All C&G Staff |
| Issues assignments to Tactical Units | All Tactical Supervisors |

## Roles and Responsibilities

| Icon | Role Name | Responsibilities |
|---|---|---|
|  | **Incident Commander** | • Support PSC as needed<br>• Provide closing comments<br>• May present incident objectives |
|  | **Planning Section Chief** | • Facilitate the briefing<br>• Present incident maps<br>• Present weather forecast (if no meteorologist)<br>• Present other components as necessary |
|  | **Operations Section Chief** | • Present Situation Report<br>• Present and issue assignments to Tactical Supervisors using ICS 204 |
|  | **Logistics Section Chief** | • Present Communications Plan<br>• Present Medical Plan<br>• Present Traffic Plan<br>• Present logistical information on where to obtain supplies, water, food, etc. |
|  | **Finance/Admin. Section Chief** | • Present information on timesheets<br>• Present information on reimbursement |
|  | **Public Information Officer** | • Present media message<br>• Report on politically sensitive issues<br>• Discuss how to handle media |
|  | **Safety Officer** | • Present safety message |
|  | **Liaison Officer** | • Present information on cooperating and assisting agencies |

# MIDVAAL

## EMERGENCY PREPARDNESS & RESPONSE PLAN

## November 2025

## 1) PURPOSE

The purpose of the emergency response preparedness procedure is to ensure immediate, proper, and coordinated response to mitigate and minimize consequences from safety and environmental incidents.

To identify potential for, and respond to actual emergency situations, and for preventing and mitigating the Safety, Health, Environment and Quality hazards/impacts and non-conformances associated with the activities.

1.1 To ensure that the site emergency coordinator is appointed.

1.2 To ensure that all the necessary precautions are taken to prevent or mitigate potential SHEQ aspect/hazards and nonconformance resulting from the site operational activities.

1.3 To ensure that all emergencies are promptly acted on to prevent loss of lives, damage to property and environment and quality of the products produced on site.

## 2) SCOPE

This procedure covers all Safety, Health, Environmental and Quality emergency situations that could arise from the Midvaal Local Municipality operations**.** This procedure is applicable to all emergency scenarios and planning on site.

The procedure applies to all employees and safety personnel at **Midvaal Local Municipality. This however does not replace your current Emergency plan as this is an add on**

## 3) REFERENCES

Occupational Health and Safety Act 85 of 1993
Evacuation Guide
Midvaal - By – Laws
**COVID-19 RISK Assessment Plan**
**SASOL RISK assessment**

# INDEX:


| | |
|---|---|
| PURPOSE | 2 |
| SCOPE | 2 |
| REFERENCE | 2 |
| EMERGENCY ALARMS | 3 |
| EVACUATION | |
| PROCEDURE IN THE EVENT OF FIRE | 4 |
| PROCEDURE IN THE EVENT OF A BOMB THREAT | 5 |
| PROCEDURE IN THE EVENT OF AN EXPLOSION | 6 |
| PROCEDURE IN THE EVENT OF AN NATURAL GAS LEAK (SASOL GAS) | 6 |
| FIRE TEAMS RESPONSIBILITY | 6 |
| EMERGENCY COORDINATORS RESPONSIBILITY | 7 |
| FIRST AIDERS RESPONSIBILITY | 7 |
| SHE REPRESENTITIVES RESPONSIBILITY | 8 |
| FIRE TRAINING & EVACUATION DRILL | 8 |
| APENDIXES | 9 |
| MLM EMERGENCY PROCEDURE | 11 |
| EVAC- PROCEDURE IN CASE OF RADIOACTIVE LEAK | 12 |
| GENERAL EMERGENCY RULES | 12-13 |

## 4) EMERGENCY ALARMS

The activation of the alarm will signal that the building/plant must be evacuated in the following circumstances.

- Fire/Explosion
- Bomb threats, Sabotage
- Radiation Leak
- Weather related hazards
- Major injuries or health effects
- Life threatening accident
- Other emergencies deemed applicable under this procedure such as drowning, snakebite, HIV aids exposure and radioactive isotopes exposure.

All alarms are to be tested weekly by Coordinator (fifteen seconds blast). All Clear alarm is shorter than the evacuation alarm.

- Life threatening accident/incident – One long alarm (0-60 seconds)
- Bomb threat – One long alarm (0-60 seconds)
- Fire/Explosions – One long alarm (0-60 seconds)

## 5) EVACUATIONS

Evacuations from buildings are to be conducted in a planned and controlled manner. The latter preventing the evacuation from becoming disorganised and hazardous.

- When the evacuation alarm is sounded remain calm
- Do not run
- Do not waste time by collecting personal items
- Proceed to the nearest emergency exit, nearest to your location as indicated by signage. If compromised proceed to the next/alternative exit
- Proceed out through the emergency exit. Please familiarize yourself with the location of the assembly point in your area
- Once safely outside, alert the emergency team of any injured person that may require assistance to escape
- Assemble as per your departments assembly point and make sure your name is marked against the roll call register.
- Updated roll calls are to keep in the emergency file at reception desk
- Registers for visitors/contractors will be controlled by admin staff.
- The fire team will report to the emergency coordinator any missing staff members

Keep in mind the following:

- You are responsible for your safety and the safety of your visitor
- Fire teams must ensure that all buildings, floors are completely evacuated and inform the emergency coordinator

## 6) PROCEDURE IN THE EVENT OF A FIRE:

Any incident where a smoke or flame is observed the security and emergency coordinator will be informed, even it does not cause a fire that can burn continuously. Where a fire does result from such incident, it is not expected from you to extinguish the fire, your priority is to activate the alarm and to evacuate the building.

**When the alarm is sounded**:

- Raise the alarm in an orderly manner by the staff member allocated to do so
- Follow instructions from SHE Representatives and Emergency Co-coordinator.
- Call the Fire Department on 016 360 7500 if required by the staff member tasked to do so
- Call the ambulance on 10177 or 082 911 If required by the staff member tasked to do so
- Close all windows
- Await the instruction if you receive the order to evacuate and proceed to the assembly point
- Leave all belongings behind they can be replaced but not lives
- Close your office
- Evacuate in an orderly fashion
- Do not run
- Do not push other employees
- Report at the designated assembly point
- Hold roll call at the designated assembly point and
- Report any missing visitors/employees to the emergency coordinator
- Under no circumstances must any personnel not involved in the emergency congregate at the scene of the emergency.
- No information will be divulged to the press, next of kin, or any other person, other than through the Site Manager.
- After the emergency have been brought under control and declared safe by the emergency services, the employees can return to their offices.

## 7) PROCEDURE IN THE EVENT OF A BOMB THREAT/SCARE

- Listen, remain calm and if possibly get another operator to listen in
- Do not interrupt and do not try to transfer the call
- Try and keep the caller talking so that you can learn as much as possible (Tone of voice, background noises, familiar sounds)
- Complete the bomb threat list (Time, date, who to notify, informed the S.A.P.S and Fire Department)
- Raise the alarm in an orderly fashion by the staff member tasked to do so
- Call the South African Police Services on 10111 and the Fire department on 016 360 7500
- Open all windows
- If a bomb or suspicious article is found or if the bomb threat is regarded as credible – **EVACUATE**

## 8) PROCEDURE IN THE EVENT OF AN EXPLOSION

An explosion will be identified through a loud and unmistakable noise, together with shaking of the building and rattling or braking windows. Take note of the following when such an event occurs:

- Stay calm
- Move away from effected area
- Activate the alarm and notify security and emergency coordinator
- Evacuate to the assembly point

## 9) PROCEDURE IN THE EVENT OF AN NATURAL GAS LEAK FROM SASOL GAS LINE

The following will or might occur in case of loss of containment scenarios from the SAP Pipeline.

- Flash Fire
- Fireball
- Explosion
- Jet-fire
- No ignition

- Fire Department will establishment an Incident Management Team
- Follow the type 3 IMT Core Concept which form part of the Disaster Management Plan
- Operational Fire personnel will respond as first responders to establish an Incident command and all operational functions (dilution of product ensure a safe area)
- Depending on the wind direction evacuate community according to protocol to a save environment
- The IMT will identify the safe area to evacuate the community (to Community Halls, Hotels, or temporary shelters -Tents)
- No vehicles Trains or trucks are allowed close to the incident according to the SASOL Risk report.
- SASOL Emergency-response -team (0800 21 22 60) will respond and seal the leak as soon as possible.

## 10) FIRE TEAMS RESPONSIBILITIES

- To familiarize themselves with the type and location of the fire equipment
- To attend training with aim of familiarizing themselves with the most efficient methods of combating fires
- To work and practice with other team members to obtain the highest state of preparedness
- Assess the situation and notify the emergency coordinator when additional assistance should be requested
- Extinguish fires where possible without putting their own life in danger, use protective clothing
- Keep the emergency coordinator informed of progress
- Determine fire fighting requirements & take necessary action to fight the fire

- Hand over all Fire Fighting duties to the Fire Department on their arrival at the incident. Give information to the Senior Fire Officer as to where possible serious damage or spread of the fire could occur, and the location of the nuclear sources.

## 11) EMERGENCY COORDINATOR RESPONSIBILITIES

- Determination of the safest and most effective fire escapes and evacuation routes
- Emergency preparedness team personnel are adequately trained to perform their duties and that all facets of the plan are practiced regularly
- The safety off all personnel, occupants and visitors are planned for in compliance with the health and safety act
- Be responsible for all matters pertaining to fire, evacuation or other emergencies until the emergency services arrive
- Ensure the building is evacuated when the alarm is sounded.
- Summons the Fire Department if necessary.
- If outside working hours call out all standby officials on the call-out list and state, the nature of the emergency.
- Direct all press representatives, relatives, or employees requiring information to the Site Manager.
- Keep roadways clear until all emergency vehicles are out.
- Inform the hospital of the number of casualties and any other relevant information.

## 12) FIRST AIDERS RESPONSIBILITIES

To maintain the necessary legal minimum contents of all first aid boxes as per the general safety regulations 3 of the Occupational Health and Safety Act

- To ensure first aid boxes are accessible always
- To be available for training in first aid as required
- Render first aid, attending to the injured, in order of seriousness
- Ensure the First Aider's name appears on the First Aid box
- To keep record of incidents and complete the first aid register monthly

### Fire or Explosion

- Proceed to the scene of the incident as directed with your first aid equipment
- Render first aid to the casualties you can reach.
- Arrange for casualty evacuation by ambulance and clear a route for such ambulance to enter.
- Obtain names of casualties and pin names on patients.
- Keep a register of patients.

- Inform the Supervisor in charge as to the number of casualties and other relevant information for the hospital.
- All casualties will be transported to hospital and ensure that the ambulance can enter the premises and reach the casualty.

## 13) SHE REPRESENTATIVE, S RESPONSIBILITIES

- Direct personnel are not required for essential duties to the relevant fire exits and assembly points away from the incident.
- SHEQ Reps are responsible to carry, alert, and help where necessary all disabled persons within the premise during emergency situations to ensure that they are safe.
- Take roll call and notify the Emergency Controller once at the assembly points.
- Proceed to the scene of the incident with caution, if required
- Direct any First Aid and Fire Fighting as necessary but hand it over to the First Aiders and Fire Team on their arrival at the scene.
- Inform the Supervisor in charge of developments.
- Request assistance when required through the Supervisor in charge.
- Notify the Supervisor in charge of any danger of being eliminated.
- Note the names of any witnesses.
- In the event of a fatality, care must be taken not to disturb any objects before the arrival of the Inspector. Such action may only be taken to prevent further accidents, or to rescue any persons from danger.

## 14) FIRE TRAINING AND EVACUATION DRILLS

Training will be provided at least every two years for all personnel in safety and the emergency action committee. Procedures, including training in the practical use of fire extinguishers. All employees and staff, whether temporary or permanent, will have the fire procedures explained to them, together with information on the location of the fire alarm call points, the sound of the fire alarm and the location of the escape routes, exits and assembly points.

## 15) CONCLUSION

For a successful emergency preparedness plan to work the following documents need to be implemented:

- Building layout and emergency assembly point sketch
- First aid and fire team contact details
- Emergency action team contact details
- Updated roll call and visitors list – To be kept by receptionist and Security

Emergency drills to be held quarterly and feedback from criticism and faults to be rectified before next drill is planned. Staff to be made aware of the procedures and who the responsible controllers, coordinators is

## 16) APPENDIXES

### 15.1 Appendix A: External Emergency Services

| SERVICE | TELEPHONE | SPEED DIAL |
|---|---|---|
| Meyerton Fire Department | (016) 360 7500 | |
| Provincial Ambulance | 10177 | |
| SAPS | 10111/016 450 2017 | |
| SAPS Bomb squad | 016 363 0322 | 083 775 4634 |
| SAPS Detective branch | 016 450 2031 | |
| SAPS Crime Intelligence | 016 430 2030 | |
| Netcare Ambulance | 082 911 | |
| ER 24 Ambulance | 084 124 | |
| E Block Watch | 016 423 6545 | |
| Midvaal Municipality (Water Sewerage) | 016 362 7400 | |
| Jan Du Toit | Farm Watch | 083 751 6566 |
| Modderfontein Hazchem Services | 011 608 3300 | 0800 11 -4445 |
| Midvaal Hospital | 016 454 6000/423 6621 | |
| SASOL Emergency Team | 0800 21 22 60 | |

### 15.2 Appendix B: Emergency Coordinating Team

| NAME | SECTION | SPECIALIZED | CELL | Land line |
|---|---|---|---|---|
| | | | | |
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### 15.3 Appendix C: Roll Call Template Example

| NAME | PRESENT YES | PRESENT NO | UNACCOUNTED | OTHER REASON |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

### 15.4 MEANS OF IDENTIFICATION

- Co Coordinators – Yellow Arm Band / or hard hat
- Controllers – Yellow Arm Band / or hard hat
- Evacuation Team – Blue Arm Band / or hard hat
- First Aid Team – White Arm Band / or hard hat
- Fire Team – Red Arm Band / or hard hat

"REMEBER THE GOLDEN RULE – "STAY CALM AND DO NOT PANIC

## EMERGENCY PROCEDURE

- The alarm will indicate what type of emergency you can expect
- Put on your arm band
- The Emergency controller will take command and coordinate the emergency action team
- Roll call will be taken at designated assembly points
- All emergencies were explained from points 5-12

### 1) Duties of Health and Safety Manager

### a) Fire or Explosion

- Proceed to the scene of incident on hearing the alarm
- Assess the situation and act as appropriate
- Liaise with Senior Fire Brigade Officer
- Obtain technical advice from managers and maintenance
- Connect fire hoses and start fire fighting

**b) Fatal or Serious Injury/Illness or environmental Disaster**

- Attend to injured/sick person
- Contact the Fire Service
- Standby for instructions from occupational nurse /paramedic or doctor
- In case of environmental disaster; Barricade area
- Safely contain spill, leakage, or environmental disaster
- Arrange for spill to be picked up

**c) Bomb Threat or explosion**

- Establish facts from security or receptionist
- Evaluate threat on bomb checklist
- Notify general /plant manager
- If necessary, arrange for decision making team
- Act accordingly

**MIDVAAL LOCAL MUNICIPALITY EMERGENCY PROCEDURES**

## EMERGENCY SIRENS

**FIRE, EXPLOSION OR BOMB THREAT (Evacuation)**

SIREN = Intermittent held down for 5 seconds, released for 2 seconds, held down for 5 seconds, repeat.

This alerts all staff to evacuate, the Fire Team to prepare for fire fighting and First Aiders to prepare for first aid treatment

**SULPHURIC ACID SPILL AND FATAL OR SERIOUS ACCIDENT**

SIREN = One long blast

This alerts all staff to evacuate and First Aiders to prepare for first aid treatment. No firefighting

necessary

ALL CLEAR

The SHE Representatives, at the emergency assembly points will give the “all clear” signal verbally.

**EMERGENCY ASSEMBLY POINTS**

There are three emergency assembly points (see attached diagram). These are located at least twenty meters from the nearest building. They are used as follows:

**Point No. 1:**
This is on the Western boundary fence.
It is to be used only when access to point numbers 2 is restricted.

**Point No. 2:**
This emergency assembly point is located outside the Eastern boundary fence.
It is to be used in all cases of evacuation, except when:

- The threat is in the assembly point.

Otherwise instructed at the time of evacuation.

## EVACUATION PROCEDURE IN CASE OF RADIOACTIVITY LEAK

The nuclear sources used on the densitometers are checked for leakage once per month. If a leak is found, or the sources are in danger of being breached by a fire, etc., the following procedure must be followed:

- The competent person performing the leakage tests will sound the evacuation alarm.
- Take the shortest route to the assembly point, without passing the nuclear sources.
- The Site Manager, Competent person or Emergency coordinator must contact the Department of Health (Health technology) immediately.
- People near the source must remove all clothing and shoes suspected of contamination and place them in a plastic bag and seal it for later disposal.
- Any personnel in the area must wear dust masks, to prevent the possible inhalation of airborne radioactive material.

## GENERAL EMERGENCY RULES

### EVACUATION ALARMS

1. Treat all alarms as real – your life may depend on it.
2. Know your evacuation routes and assembly points.
3. Know your First Aiders, Safety Reps, Fire Co-coordinator, and Emergency Co-coordinator.

### GENERAL RULES DURING EVACUATION

1. Stop what you are doing immediately.
2. Terminate any telephone calls immediately.
3. Lock away all valuables and confidential items.
4. Close all doors to reduce the spread of fire.
5. Do not panic.
6. Await the instructions to evacuate.
7. Do not run – walk fast.
8. Ladies must remove high-heeled shoes to prevent tripping or falling.
9. All visitors/contractors to the area must accompany you to the Assembly Point.
10. The Safety Rep is to take roll call at Assembly Points.
11. Additional instructions will be relayed by the Safety Reps.

## TEMPLATE 1: HAZARD REGISTER

| HAZARD IDENTIFICATION | | | | | | HAZARD ANLYSES | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| NO | HAZARD | Marking | Description (e.g. River overflowing) | Clisification number | Grid reference on Risk Mapper e.g. H3 or B4 - B6 | Likelihood (probability | Frequency | Predictability | Magnitude | Hazard Index |
| 1 | Over loading of over head electric wires | | Over loading of electic wires | | | 4 | 2 | 3 | 3 | 3 |
| 2 | Electric Sub stations | | Sabotation of the stations | | | 3 | 2 | 3 | 2 | 2 |
| 3 | Pump Stations | | Blignoutsrus, Drumblade, Eye of Africa, Blue Saddle Ranch, Randvaal,Vaal | | | 4 | 3 | 3 | 3 | 3 |
| 4 | Load shedding | | Pump stations overflowing. | | | 4 | 3 | 3 | 3 | 2 |
| 5 | Aircraft carrier (Pontoon) | | Sabotation of the pump hamper service delivery | | | 2 | 2 | 2 | 2 | 2 |
| 6 | Vaal Marina water works | | Blignoutsrus pipe burst 3days no H2O | | | 3 | 3 | 2 | 2 | 2 |
| 7 | Labour unrest / Sabotation | | Hamperring of service delivery / Poisoning of drinking water | | | 2 | 2 | 2 | 3 | 2 |
| 8 | Pump Stations (sewer) | | Over flowing into the river | | | 5 | 5 | 2 | 3 | 3 |
| 9 | Theft | | Electris cables and manhole covers. | | | 3 | 2 | 4 | 3 | 3 |
| 10 | Gas | | Methane gas in manholes | | | 5 | 3 | 3 | 1 | 3 |
| 11 | Floods | | lifting of manhole covers / river debry. | | | 5 | 3 | 2 | 3 | 3 |
| 12 | Bridges | RD | During floods | | | 2 | 2 | 3 | 3 | 2 |
| 13 | People unrests | RD | Digging up of roads | | | 2 | 2 | 2 | 2 | 2 |
| 14 | Mamelo Flooding | | During heavy and long rainfall | | | 2 | 2 | 2 | 3 | 2 |
| 15 | Vaal Dam Sluisgates | | Braking of the dam | | | 2 | 2 | 2 | 4 | 3 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 16 | Boitomelo | | cut of from sosiaty during floods | | | 2 | 2 | 2 | 2 | 2 |
| 17 | Rand Water Panfontein | | (NKP) Sabutage | | | 2 | 2 | 2 | 4 | 3 |
| 18 | Sebokeng fuels /Vaal gas | | Fuel /gas fires, vapour cloud explosions | | | 2 | 2 | 2 | 3 | 3 |
| 19 | Roshnee Fire work factory | | Explosion, fire | | | 2 | 2 | 2 | 3 | 3 |
| 20 | Old and new Sicelo | | Riates, fires | | | 2 | 2 | 2 | 2 | 2 |
| 21 | Michilane tyres | | fires | | | 2 | 2 | 2 | 2 | 2 |
| 22 | Klip river Business park | | Fires, explosions. | | | 2 | 2 | 2 | 2 | 2 |
| 23 | Rust-Olium | | Explosion, fire | | | 2 | 2 | 2 | 2 | 2 |
| 24 | Sciogic Pharmacuteculs | | Fires explosions | | | 2 | 2 | 2 | 3 | 3 |
| 25 | Dolomite | | Sink Holes | | | 3 | 2 | 2 | 3 | 3 |
| 26 | Chemlink | | Explosion, fire | | | 3 | 2 | 2 | 5 | 4 |
| | | | | | | | | | | |

## TEMPLATE 2: CRITICAL FACILITY REGISTER

| No | Name (e.g. Mandela Primary School) | Marking | Type (e.g. School) | Additional Information (e.g. # of learners, teachers, building type, etc.) | Grid refernce |
|---|---|---|---|---|---|
| 1 | MLM (HQ) | | Ruling department Offices | 5 departments +- 800 people Brick building -interior drywalling | |
| 2 | Fire/Traffic department | | Public Safety & Law inforcement | Brick and zink building, 74 Fire Fighters, 16 Traffic | |
| 3 | SAPS | | Law inforcement | Meyerton Klip Rivier De Deur and Vaal Marina -Brick and zink building, | |
| 4 | Schools | | Primary/ Secondary/ ECD | In all wards-Brick and zink buildings | |
| 5 | Churches | | different congregations /believes | Ocupied on Sundays-Brick and zink buildings | |
| 6 | Community Halls | | Halls throughout different wards | Council property Brick and zink buildings | |
| 7 | Clinics | | In all wards | Provincial nurses in a brick building | |
| 8 | Food distributors | | Shoping centres in different wards | always community different building methods | |
| 9 | Old Age Homes | | Care facilities | different wards | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

## TEMPLATE 3: SOCIETAL ANALYSIS REGISTER

| No | Name (e.g. Diepkloof) | Marking | Discription (e.g. Informal Settlement) | Demographics[2] (e.g. unemployment, gender & age distribution, etc.) | Grid refernce |
|---|---|---|---|---|---|
| 1 | All informal Settlements | A | Informal Settlement | Mostly unemployed women in mid age | W3,5,6,7,8,10,12,13 |
| 2 | All industrial | | manufacturing/fuel/ gas/gries | Mostly week days | W3,5,8,10,12,13,14 |
| 3 | Agricultural | | Farmers AGRI 1&2 | Farmland / Rural | W1,2,3,4,5,6,7,11,12,13 |
| 4 | All formal resedential areas | | Midvaal | All race and age | Wards 1 - 15 |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

## TEMPLATE4: ECONOMICAL ANALYSIS REGISTER[3]

| No | Name (e.g. Henri & Sons) | Marking | Description (e.g. tyre factory) | Type (e.g. Manufacturing) | Grid reference |
|---|---|---|---|---|---|
| 1 | Green Greens Farms(several others) | AGRI 1 | AGRI | Vegetables | W1,2,3,4,5,6,7,11,12,13,14 |
| 2 | P.J Botha Farming(several others) | Agri 2 | AGRI | Kattle / Milk farmer | W1,2,3,4,5,6,7,11,12,13,14 |
| 3 | Industrial Parks | | Combination of different factories | | W1,3,5,7,8,10,12 |
| 4 | Mini factories | | Combination of different factories | | W1,4,5,7,8,10,12 |
| 5 | Heavy Engeneering | | Flexilube oil refinary | Oil refinary | W1,3,5,8,10,12,14 |
| 6 | South 32 (SAMANCOR) | | Industry | Mining | W3 |
| 7 | Meyerton Railway Station | | Railway Station | Railway | W8 |
| 8 | Heiniken (Sebokeng Breweries) | | Brewery | Alcohol | W12 |
| 9 | Scilogic Pharmacuteculs | | Medical LAB | Manufacturing | W12 |
| 10 | Rust-Oleum | | cannestar packaging | Spray paint | W4 |
| 11 | Chemlink | | Biggest Cannester packaging in SA | Cosmetic & DIY | W4 |
| 12 | Chees factory | | Chees factory | all dairy products | W4 |
| 13 | Lynca meats | | Piggary | packaging & wholesaler | W5 |
| 14 | Pro Roof | | Engineering | Steel & Roof-Tiling | W3 |
| 15 | Hi-Q tyres | | Tyre factory | wholesaler | W3 |

| | | | | | |
|---|---|---|---|---|---|
| 16 | ATLAS | | FURTELIZER | MANUFACTURERS | W3 |

# TEMPLATE 5: ENVIRONMENTAL ANALYSIS REGISTER

| No | Name (e.g. Tswane dumping site) | Marking | Description (e.g. waste disposal) | Type (e.g. type of waste, possible environmental impact) | Grid reference |
|---|---|---|---|---|---|
| 1 | bhpbulliton (South 32) | | Manganise mining | Dust polution | W3 |
| 2 | ATLAS | | Organic ferteliser | Organic Dust Polution | W10 |
| 3 | Sybrand van Niekerk park | | Flexi Lube Refanary | Refanary Air polution | W10 |
| 4 | Vaal Lubra | | Bath tub | Manufacturing Air polution | W8 |
| 5 | Ruber factory | | Ruber factory | regaining of rubber Air polution | W5 |
| 6 | Tekfalt | | Bitchman Plant | Air Polution | W5 |
| 7 | DeDeur dumping site | | Waste disposal | All tipe of waste Air polution | W11 |
| 8 | H.O.K Dumping site | | Waste disposal | All tipe of waste Air polution | W4 |
| 9 | Duncanville Ind. Park | | Sebokeng Fuels (MHI) | Bulk Diesel / Gas supplier | W2 |
| 10 | Klip river Business Park | | Combination of factories | All tipe of waste Air polution | W12 |
| 11 | Scilogic Pharmacuticuls | | Chemical disposal | Air Polution | W12 |
| 12 | Air Liqued | | GAS production (MHI) | Air Polution | W5 |
| 13 | Emfuleni ilegal dumping site | | Waste disposal | Tocsic air polution | Next to R59/ Redan |
| 14 | | | | | |
| 15 | | | | | |

## TEMPLATE 6: POLITICAL ANALYSIS REGISTER

| No | Name (e.g. conflict, instability, strong leadership) | Marking | Description (why the area has a political influence on vulnerability/capacity) | | Grid reference |
|---|---|---|---|---|---|
| 1 | Sicelo | Ward 8 | Different political parties | No schools | ward 8 / 10 |
| 2 | Sicelo | Ward 10 | Boardness of schollers during school holidays acusing council of | Poor leaders | ward 8 /10 |
| 3 | Mamelo | Ward 1 | Unemployed | Poor training opportunities /Farmer community | ward 1 |
| 4 | Boitomelo | Ward 1 | | Un experience people / farmer community | ward 1 |
| 5 | Kayalisha | Ward 12 | | very little resources because it is on private land | ward 12 |
| 6 | Pheels farm | Ward 12 | | Farmer community on private land | ward 12 |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |

# TEMPLATE 7: HIGH RISK AREAS SHEET

| No | IDENTIFIED HIGH RISK AREAS: Overlapping of hazards, critical facilities, vulnerable communities, environmental sensitive areas etc | Grid reference on Risk Mapper e.g. H3 or B4 -B6 |
|---|---|---|
| 1 | Mamelo, Vaal Dam sluisgates, Boitomelo, Rand water Panfontein, Pump station Vaal Marina (Dam) | Ward 1 |
| 2 | Duncanville Ext 3 Sebokeng fuels | Ward 2 |
| 3 | Bhp Billiton (South 32) | Ward 3 |
| 4 | H.O.K Dumping site, Tongaat Hewlets | Ward 4 |
| 5 | Fire works Factory, Rubber factory, Bichiman plant, Pheelis Farm, Heinekin | Ward 5 |
| 6 | Lakeside Estates | Ward 6 |
| 7 | Tedderfield | Ward 7 |
| 8 | Sicelo old and new, Vaal Libra | Ward 8 |
| 9 | Taxi Rank | Ward 9 |
| 10 | Sicelo, Atlas, Flexi lube | Ward 10 |
| 11 | Dumping site De Deur | ward 11 |
| 12 | Rand water Klip river, Scilogic Pharmacuticuls, Mitchilane tyres,Klip river Businessprk | Ward 12 |
| 13 | Air products | Ward 5 |
| 14 | Alliance Fuel | Ward 5 |

**TEMPLATE 8: RISK SUMMARY SHEET**

| HIGH RISK AREA NO: | | | DISCRIPTION: | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No | Risk description (e.g. flooding of informal settlement) | Hazard Index | Vulnerability Index Table 2 | | | | | | Capacity Index Table 3 | | | | | | Resilience Index | Risk Score | Impor tance | Urgency | Growth Potencial | Priority |
| | | | Political | Economical | Social | Tech | Environ | Total | Institutional | Programme | Physical | People | Support | Total | Vulnerabilit y ÷ Capacity | Hazrd x Resilience | Table 4 | Table 4 | Table 4 | Importance + Urgency + Groth |
| 1 | Mamelo Flooding | 2,25 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,4 | 3,2 | 2 | 2 | 2 | 6 |
| 2 | Vaal Dam Sluisgates | 3,25 | 1 | 4 | 4 | 3 | 5 | 3,4 | 4 | 4 | 3 | 3 | 3 | 3,4 | 1 | 3,3 | 3 | 1 | 3 | 7 |
| 3 | Boitomelo | 2,5 | 1 | 2 | 2 | 2 | 2 | 1,8 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,2 | 3,2 | 2 | 2 | 2 | 6 |
| 4 | Rand Water Panfontein | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | 2,2 | 3 | 1 | 3 | 7 |
| 5 | Pump Station V Marina | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 3 | 3 | 3 | 2 | 2,8 | ,9 | 2,5 | 3 | 2 | 3 | 8 |
| 6 | Sebokeng Fuels | 2,75 | 1 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2,5 | 3 | 1 | 3 | 7 |
| 7 | Bhp Billiton | 2,5 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | 2 | 3 | 1 | 2 | 6 |
| 8 | H.O.K Dumping site | 3 | 1 | 3 | 3 | 2 | 3 | 2,4 | 3 | 2 | 2 | 2 | 3 | 2,4 | 1 | 3 | 3 | 2 | 3 | 8 |
| 9 | Tongaat Hewlets | 2,5 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 3 | 3 | 3 | 3 | 3 | ,8 | 3,6 | 3 | 2 | 3 | 8 |
| 10 | Firework Factory | 3 | 1 | 3 | 3 | 4 | 4 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1,5 | 4,5 | 3 | 2 | 3 | 8 |
| 11 | Rubber Factory | 2,75 | 1 | 3 | 3 | 3 | 4 | 2,8 | 2 | 2 | 2 | 2 | 2 | 2 | 1,4 | 4 | 3 | 2 | 3 | 8 |
| 12 | Bichiman Plant | 2,75 | 1 | 3 | 3 | 3 | 4 | 2,8 | 3 | 3 | 3 | 3 | 3 | 3 | ,9 | 2,5 | 3 | 1 | 2 | 6 |
| 13 | Pheelis Farm | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,4 | 3,5 | 3 | 2 | 3 | 8 |
| 14 | Heiniken | 3 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | | 3 | 1 | 3 | 7 |
| 15 | Lakeside | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 1,4 | 1,4 | 3,2 | 3 | 2 | 3 | 8 |
| 16 | Tedderfield | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1,8 | 1,1 | 3,2 | 3 | 1 | 3 | 7 |
| 17 | Old & New Sicelo | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 1,6 | 1,3 | 1,17 | 3 | 2 | 3 | 8 |
| 18 | Vaal Libra | 3 | 1 | 3 | 3 | 3 | 4 | 2,8 | 3 | 2 | 3 | 3 | 2 | 2,6 | 1 | 3 | 3 | 2 | 3 | 8 |
| 19 | Taxi Rank | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 1,4 | 1,4 | 3,2 | 2 | 1 | 2 | 5 |
| 20 | Sicelo | 2,5 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 1,6 | 1,2 | 3,2 | 3 | 2 | 3 | 8 |
| 21 | Atlas | 2,75 | 1 | 3 | 3 | 2 | 3 | 2,4 | 3 | 2 | 3 | 2 | 2 | 2,4 | 1 | 2,75 | 3 | 2 | 3 | 8 |
| 22 | Flexi Lube | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 2 | 3 | 2 | 3 | 2,6 | 1 | 2 | 3 | 2 | 3 | 8 |
| 23 | De Deur Dumping site | 3 | 1 | 3 | 3 | 2 | 3 | 2,4 | 3 | 2 | 2 | 2 | 2 | 2,2 | 1 | 2,23 | 3 | 2 | 3 | 8 |
| 24 | Rand Water Klip rivier | 2,75 | 1 | 3 | 3 | 3 | 3 | 2,6 | 4 | 3 | 3 | 3 | 3 | 3,2 | ,8 | 3,24 | 3 | 2 | 3 | 8 |
| 25 | Railay station | 3,25 | 1 | 3 | 3 | 3 | 3 | 2,6 | 3 | 3 | 3 | 3 | 3 | 3 | 0,8 | 2,6 | 3 | 2 | 3 | 8 |
| 26 | Air Liqued | 2,75 | 1 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2,5 | 3 | 1 | 3 | 7 |
| 27 | Alliance Fuel | 2,75 | 1 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2,5 | 3 | 1 | 3 | 7 |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

Midvaal Local Municipality
Contact Details
PO Box 9, Meyerton, 1960
Tel: 016-360-7400
Fax: 016-360-7519
www.midvaal.gov.za

## INTERNAL MEMORANDA

# Template 10:" Risk Reduction Projects"

| Grid Reference: | | | | |
|---|---|---|---|---|
| Risk description: | | | | |
| | | | | |
| | | | | |
| **RISK** | **Tolerate or accept** | **Treat, reduce, mitigate & control** | **Transfer or Response & recovery** | **Terminate** |
| **1**Shack fires in informal settlements | 5 shack fires per month will be tolerated | Provision for early warning devises & fire awareness training and alternative replacements of Paraffin stoves. | Provision for land for relocation | |
| **2** Crossing of R59 | 1 Death per week will be tolerated | Provision for pedestrian bridge / palisade fencing | Enforcement of By - laws and road traffic act. | |
| **3** Flooding during raining season | Flooding of houses within the flood line of the river will be tolerated | Cleaning of river and draining system | Joint operation by different departments. | |
| **4** Run away grass fires during winter season | 5 thousand hectares per season will be tolerated | Effective monitoring and management of FPA | Enforcement of National veld and forest fire act | |
| **5** Compliance with Fire Safety regulations | Minimum compliance is expected and will be tolerated | Regular inspections for compliance by Fire Safety section | Enforcement of by-laws and regulations for compliance | |

| | | | | |
|---|---|---|---|---|
| **6Climate change** | Might have an impact on the area | Actions need to be implemented in all sectors of the municipality | Joint operations by different departments. | |
| **7 Sink holes** | Sink holes will be tolerated | Mitigating actions were implemented and drillings were done throughout Midvaal to identify possible high - risk areas. Each incident will be handles as priority and measures implemented to eliminate the dangers | Joint operations by different departments. | |

# MIDVAAL

## FIRE & RESCUE SERVICE
## DISASTER – RECOVERY & RELIEF - GUIDELINES

**MIDVAAL**

**Fire and Rescue Service**

**Disaster – Recovery & Relief - Guidelines**

**Preamble to the Disaster -Recovery & Relief - Guidelines: Fire and Rescue Service**.

The Midvaal Fire and Rescue Service recognised that relief measure does exist in other administrations which is covered in the Disaster Management Act-Act.57 of 2002. The relief measure captured in this policy is aimed for Midvaal community (residents) to ensure consistent and fair application of relief measures to all members. The Fire and Rescue Service is a complex Operation, and it is therefore imperative that set standards and single policies and guidelines are provided for members of the service to ascribe to and prevent any inconsistencies in their operation.

**AMENDMENTS / UPDATES**

New amendments or updates will be added to the Amendments and Updates Listing below, and it is the responsibility of the individual to regularly check the currency of their Plan copy.

Proposals for amendment or additions to the text of this Plan should be forwarded to: -
Chief Fire Officer,
Protection Services
Midvaal
P O Box 9
Meyerton
1960
Telephone: +27 (0)16 360 7500
Facsimile: +27 (0)16 362 2632

**AMENDMENTS AND UPDATES LISTING**

| REV. NO. | DATE OF ISSUE | DETAILS OF PAGE(S) AMENDED OR REPLACED | |
|---|---|---|---|
| 0 | 2016 | 1st draft of the Recovery & Relief Guidelines | |
| 1 | 2018 | Amendments on p1, paragraph 1. p6 Introduction, p10 part 3, p12 part 4, p15 Table 1, p28 contact list | |
| 2 | 2018 | Minor spelling amendments | |
| 3 | 2019 | Amendments on contact list | |

| | | | |
|---|---|---|---|
| 4 | 2020 | Amendments on contact list | |
| 5 | 2022 | Amendments on contact list | |
| 6 | 2024 | Amendments on contact list | |
| 7 | 2025 | Amendments on contact list | |

## PROPERTY

This document and its supporting appendices and annexures encompass the Midvaal Recovery & Relief Guidelines for Disaster response, declaration, Classification, and funding in terms of the Disaster Management Act, (Act no 57 of 2002) and the amendment Act 16 of 2015 as well as the Provincial Disaster Management Booklet.

## Applicability

The guideline for disaster response, declaration, classification, and funding is applicable to the Midvaal Local Municipality who are responsible for the coordination and management of disasters in its area of jurisdiction.

## Definitions:

"**Department** "means the department in council which is referred to.
"**Disaster**" means a progressive or sudden, widespread, or localised, natural, or human-caused occurrence which –
(a) causes or threatens to cause –
(i) death, injury, or disease –
(ii) damage to property, infrastructure, or the environment; or
(iii) disruption of the life of a community, and (b) is of the magnitude that exceeds the ability of those affected by the disaster to cope with its effects using only their own resources.
"**Disaster Management**" means a continuous and integrated multi-sectorial, multi-disciplinary process of planning and implementation of measures aimed at -
(a) Preventing or reducing the risk of disasters.
(b) Mitigating the severity or consequences of disasters
(c) Emergency preparedness
(d) A rapid and effective response to disasters; and
(e) Post-disaster recovery and rehabilitation.
"**Integrated development plan**" in relation to the municipality, means a plan envisaged in section 25 of the Local government: Municipal Systems Act 2002(Act No. 32 of 2002)
"**Local disaster**" means a disaster classified as a local disaster in terms of section 23.
"**Local municipality**" means a municipality that shares municipal executive and legislative authority in its area with a district municipality within those areas it falls, and which is described in section 155 (1) of the constitution as a category B municipality.
"**Mitigation**" in reaction to a disaster, means measures aimed at reducing the impact or effects of a disaster;"
"**Municipal Legislation**" means municipal by-laws.

"**prevention**" in relation to a disaster, means measures aimed at stopping a disaster from occurring or preventing an occurrence from becoming a disaster.
"**response**" in relation to a disaster, means measures taken during or immediately after a disaster to bring relief to people and communities affected by the disaster.
**"MDMC"** Municipal Disaster Management Centre
**"PDMC"** Provincial Disaster Management Centre
**"NDMC"** National Disaster Management Centre
**"DCT**" Disaster Coordination Team
**"DisRes"** Disaster Risk Management Resources Database
**"DMC"** Disaster Management Centre

## TABLE OF CONTENTS:

**PART 1** **6**

1. Introduction
2. Objective and Purpose of the guideline

**PART 2** **7**

1.Disaster Response and Relief
- ✓ a) The implementation of the disaster response plan
- ✓ b) Disaster assessment
- ✓ c) Reporting
- ✓ d) Coordination and funding
- ✓ e) Powers and duties of Midvaal municipal council during disaster response

**PART 3** **8**

1. Disaster Declaration
- ✓ f) Principles underpinning the declaration of a state of disaster
- ✓ g) Powers and duties of a MDMC in the declaration of a state of disaster
- ✓ h) Powers and duties of Midvaal municipal council

2. Disaster Response and Relief measures

**PART 4** **12**

1. Disaster relief grants

**PART 5** **14**

1. Roles and Responsibilities of Stakeholders during disaster response
- ✓ Contact details for Disaster Response Stakeholders
- ✓ Contact List of Municipal Disaster Centres in Gauteng
- ✓ Contact List of Midvaal Local Municipal MMC and Head of Departments

## PART 1
## INTRODUCTION

### 1. INTRODUCTION

Midvaal is the best performing Local Municipality in Gauteng and forms part of the Sedibeng District. This local municipality strive to accomplish its goals in a time with economic challenges. In a growing population the risks are also growing in the area and puts pressure on our infrastructure and service delivery.

There are a wide variety of natural and human-induced hazards which effects most of the municipal area of jurisdiction, these hazards are: drought, floods, fires, earth trimmers, earthquakes, and sinkholes, where the most frequently occurring hazards are floods and severe storms - which could potentially result in a disaster.

This guideline will work hand in hand with the Disaster Management Act, (Act 57 of 2002) which makes provision for an integrated and co-ordinated system that focuses on rapid and effective response to disasters and post disaster recovery and rehabilitation.

The National Disaster Management Policy Framework of 2005 also outlines the key requirements that will ensure that planning for disaster, response as well as rehabilitation and reconstruction, and will achieves the following objectives.

1. to implement immediate integrated and appropriate response and relief measures when significant events or disasters occur and
2. implement all rehabilitation and reconstruction strategies following a disaster in an integrated and development manner.

Disaster relief and rehabilitation is the provision of immediate shelter, life support and human needs to persons affected by, or responding to a disaster. Disaster relief activities are undertaken during disaster operations to assist the affected families to recover from the impact of disasters.

This document will guide Midvaal personnel to respond to disasters effectively and timeously in its area and will guide on the process of response, declaration, and funding. It will further provide appropriate guidelines for coordination and response to all types of disasters or emergencies.

**PART 2**
**DISASTER RESPONSE AND RELIEF**

---

Before a disaster is declared and classified the following need to be kept in mind:

1. **The implementation of the disaster response plan:**

The disaster management plan must.

i) Anticipate the type of disasters that are likely to occur in the municipal area and their possible effects.
ii) Facilitate maximum emergency preparedness.
iii) Incorporate plans, emergency procedures and response strategies (Standing Operating Procedures) outlining arrangements for dealing with disasters.
iv) The municipality must ensure that these plans are activated in the event of a disaster.

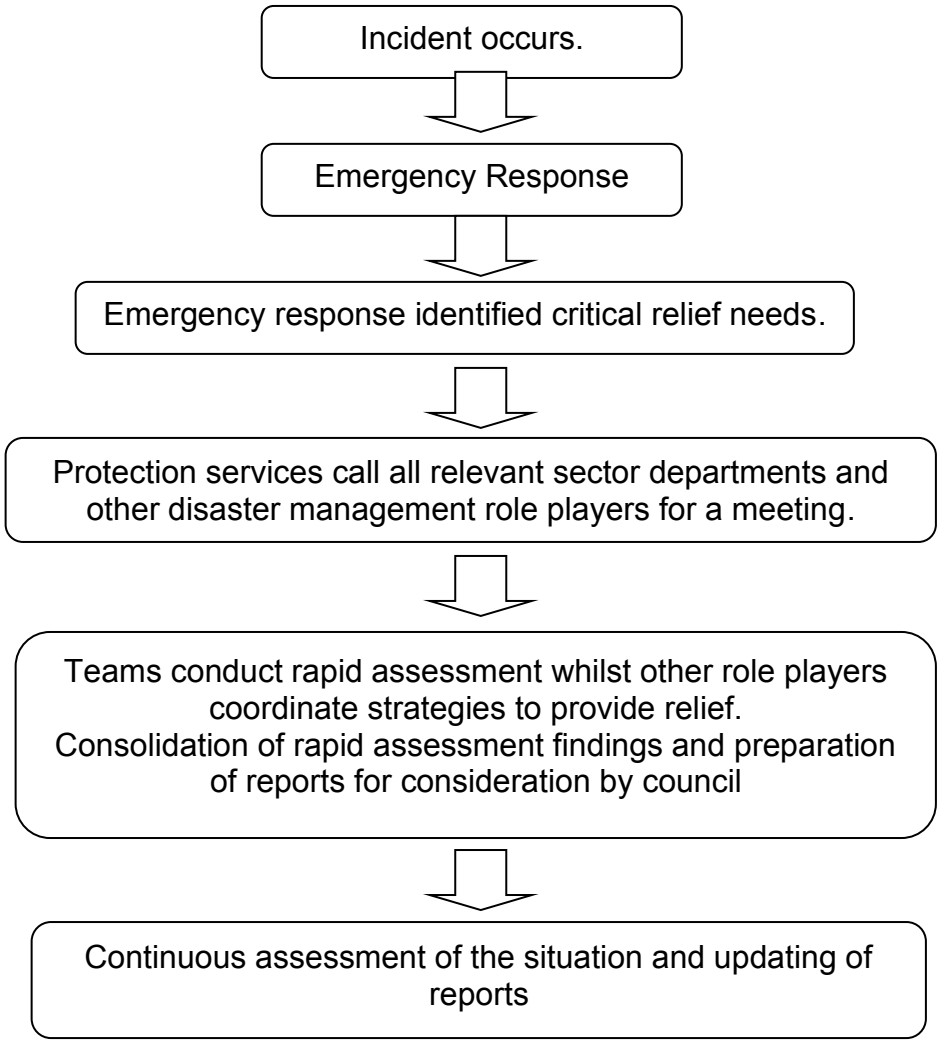



**Diagram 1: illustrate how a municipality must coordinate disaster relief:**

**a) Disaster Assessment**

Protection Services (Fire) will conduct the following assessment after occurrence:

i) Rapid assessment
ii) Detailed assessment
iii) Cost assessment

**b) Reporting**

i) A MDMC (In Midvaal situation the Fire Department control room and Operational Management) must notify the PMDC of any disastrous events in its area within an hour of the occurrence.

ii) A MDMC must provide a rapid assessment report to the PMDC and the NDMC on the magnitude and severity or potential magnitude of the disaster within 3 days after occurrence.

iii) A MDMC has a responsibility to alert disaster management role players in the area that may be of assistance in disaster response circumstances.

iv) The rapid assessment report must at least contain the following:

- Description of the occurrence
- Details of the area affected including ward details.
- Number of people and households affected.
- Number of people injured, displaced, missing and fatalities.
- Type, quantity, extent etc of the infrastructure damaged
- Emergency intervention provided.
- A high-level immediate plan of action

v) A MDMC must conduct a detailed damage assessment to determine medium long-term interventions that must be put in place to restore normality in the affected community.

vi) A MDMC must submit to the PDMC and NDMC a report on the detailed damage assessment that has been conducted within 14 days after the occurrence as legislated.

vii) This report must contain at least the following:

- Overview of the current situation in the affected areas
- Confirm the number of people and households affected.
- Confirmed the number of people injured, displaced, missing and fatalities.
- Confirmed details on infrastructure damage including geo-referencing.
- Estimated cost of damaged infrastructure
- Relief assistance provided.

viii) A MDMC must submit a detailed incident report to the PDMC and the NDMC within a month after the occurrence as per the disaster management act No.57 of 2002 sec.4.2.3.

ix) A MDMC must while a detailed incident report is submitted to the PMDC and the NDMC, submit a copy of the detailed incident report to its municipal council.

x) The incident report must at least contain the following:

- Indication whether early warnings were received.

- Contingency planning arrangements and whether this was implemented.
- Description of the joint operations structure that were established and how they functioned.
- The extent of involvement by relevant sector departments.
- Involvement of civil society and the private sector.
- Indication of whether any applicable Memorandums of Understanding (MOU) with other stakeholders were activated as approved by PDMC, Metros, and Local Municipalities in Gauteng of which each Municipality have a copy off.
- Whether a state of local disaster was declared by council.
- Prevention and mitigation measures to reduce the risk, and
- Disaster risk reduction plans to deal with future occurrences.

xi) All assessment and incident reports submitted to the PDMC and the NDMC must be duly signed by the Accounting Officer of the municipality.

xii) The PDMC may prescribe the format that must be used for submission of incident reports.

**c) Coordination and funding**

xiii) Midvaal municipality must fund disaster response and relief activities through various means at its disposal including reprioritisation of municipal budget and donations from external stakeholders.

xiv) The municipality must ensure that coordination of funding is done in line with relevant legislation such as the Municipal Financial Management Act, (Act No.56 of 2003).

**d) Powers and duties of a municipal council during disaster response**

1. Midvaal municipal council has the power to –
   a) Approve Policies on how the municipality will respond to disasters.
   b) Make municipal by-laws concerning disaster response as per Midvaal Local Municipality disaster management plan of which this guideline is align to.

2.Midvaal municipal council has the duty to -
   a) Avail the necessary resources for responding to a disaster.
   b) Consider the reports submitted on disaster occurrences by the MDMC.

## PART 3
## DISASTER DECLARATION

### 1.Principles underpinning the declaration of a state of disaster.

Disaster declaration at local and provincial spheres is based on the following principles:

1. Other legislation cannot be used to deal with the occurrence.
2. The community involved is unable to cope with the occurrence.
3. The municipal council has adequate resources to deal with the occurrence.
4. The affected sector departments within the affected area have inadequate resources to deal with the occurrence.
5. The effects of the occurrence are such that effective response and relief require specialised intervention.
6. Declaration of a state of disaster is a mechanism that municipalities can use to invoke extra – ordinary measures to deal with effects of a disaster.
7. Only a municipal council and a Premier may declare a state of disaster.

### a) Powers and duties of a MDMC in the declaration of a state of disaster

1. A MDMC must advise the municipal council on its determination of an occurrence.
2. A MDMC is responsible for performing the required administrative work to facilitate the declaration of a state of disaster by the municipal council.
3. Facilitate the publication of the declaration in provincial gazette.
4. Implement all resolutions of the municipal council in relation to the declaration.

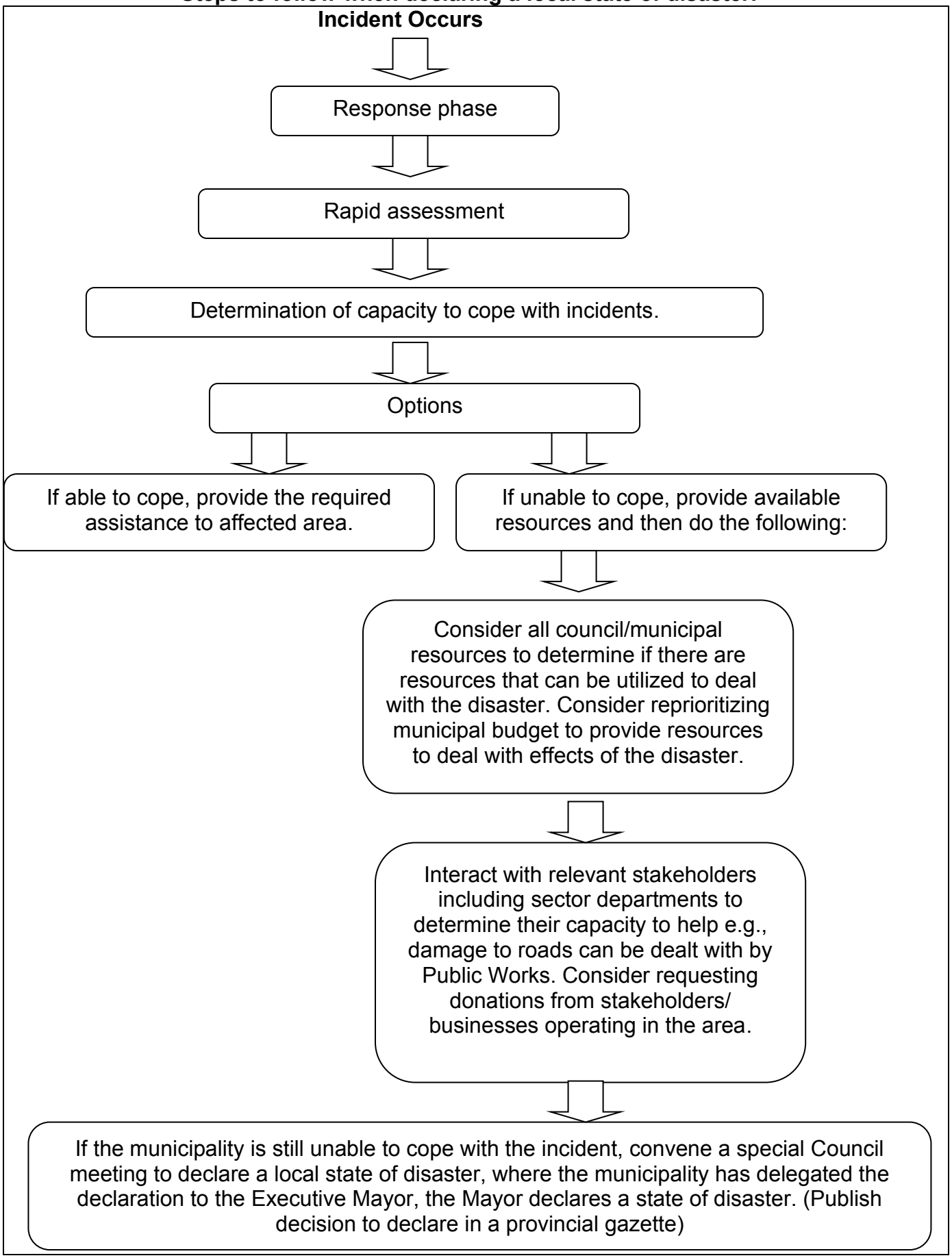
### b) Powers and duties of Midvaal municipal council

Midvaal municipal council has the responsibility to declare a local state of disaster in its area through a council resolution.

The following municipal councils have the primary responsibility to coordinate and manage a local state and may declare a local state of disaster.

a) A metropolitan or district municipal council and
b) A local municipal council if it has an agreement with the district municipality to coordinate and manage a local state of disaster in terms of section 54(2) of the Act. This agreement must be for the coordination and management of one occurrence or may be coordination and management of occurrences whenever they occur and must be in the form of a council resolution taken by both councils of which Midvaal and Sedibeng district municipality as well as the neighbouring Metro, s have this agreement or MOU in place to assist as and when required, depending on the manpower and the equipment availability.

**Steps to follow when declaring a local state of disaster:**



## PART 4
## DISASTER RELIEF GRANT

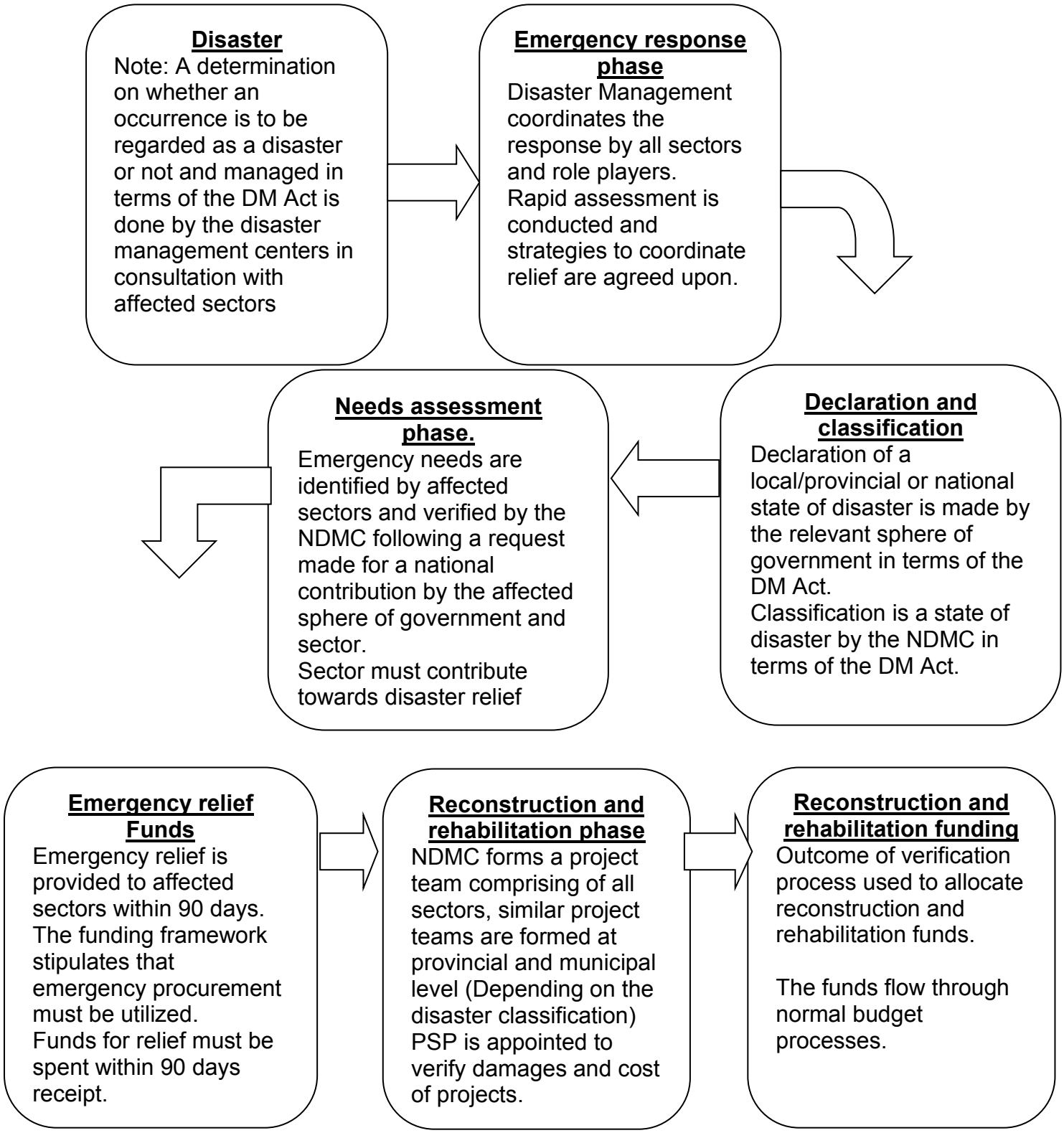
Disaster relief and rehabilitation is the provision of immediate shelter, life support and human needs to persons affected by, or responding to a disaster and are undertaken during disaster operations.

Disaster recovery is the coordinated process of supporting affected communities in the reconstruction of the physical infrastructure, restoration of the economy and of the environment, and support the emotional, social, and physical wellbeing of those affected.

Clear transition arrangements from response and recovery are necessary. The scope of disaster recovery operations is to be identified and clearly articulated. The application of a holistic approach to relief and recovery requires the clear identification of the role and responsibilities of all stakeholders involved in the process.

Funds are required to effectively support response and recovery efforts such as the provision of rescue services, basic humanitarian services and critical infrastructure repair. Section 56 of the Disaster Management Act, (57 of 2002) states that when a disaster occurs provincial and local organs of state may financially contribute to response efforts and post- disaster recovery and rehabilitation. Section 16 of the Public Financial Management Act, (Act no 26 of 1999) also provides for the use of funds in emergency situations as well as the National Disaster Framework of 2002 which describe a percent of the budget or any aspect of a budget of provincial organ of state or municipal organ of state.

**Diagram 2 depicts the process of applying for disaster grants following an occurrence in a municipality or a province**.



## PART 5
## ROLES AND RESPONSIBILITIES OF STAKEHOLDERS DURING DISASTER RESPONSE

Disaster response include the activities taken in anticipation of, during and immediately after an event to ensure that its effects are minimized. The timely, integrated and coordinated approach requires clear definition or roles and responsibilities of those involved in response activities and their understanding of the functions that contribute to effective response. In this regard, municipalities would have to be supported by appropriate expertise and resources from the provincial and national government.

When a significant event or disaster occurs or is threatening to occur, it is imperative that there should be no confusion as to roles and responsibilities and procedures to be followed. When coordinating assistance, it must be born in mind that the primary responsibility for coordinating response to specific events must be allocated to a specific organ of state and the DMC has the responsibility to coordinate disaster relief efforts in its area of jurisdiction.

The National Disaster Framework of 2015 stipulates that the responsibility for coordinating response to specific known rapid and slow-onset significant events and disaster must be allocated to a specific organ of state. Disaster Management Plans, Contingency, or operational plans as well as guidelines of various stakeholders that are involved during response must be considered and implemented accordingly. Mechanisms for the activation and mobilisation of additional resources for response and recovery measures must be clearly set out in the plans.

The tables below present the roles and responsibilities of various departments in the municipality.

TABLE 1:

| AGENCY | Roles & Responsibilities |
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| Municipal Manager | • When deemed necessary, consider the declaration of a local state of disaster as per the Disaster Management Act, 57 of 2002,<br>• Liaise with provincial officials and national officials,<br>• Co-ordinate response with CBO'S and NGO'S,<br>• Authorize area evacuation / re-entry when area is safe,<br>• After consultation with the DCT authorise area evacuation / re-entry,<br>• Identify persons/organisations to receive recognition for contributions to the emergency response,<br>• Establish and maintain required telecommunications links with all the relevant departments and entities,<br>• Identify available resources for Disaster Risk Management purposes as requested by the DCT,<br>• Establish and maintain a resources database<br>• Ensure effective media liaison and public early-warning,<br>• Provide situation reports to all internal and external role-players on a regular basis.<br><br>Report, liaise and consult with councillors and provincial and national government departments,<br>• Report on emergency impact and response to the Executive Mayor,<br>• Report on emergency impact and response to the councillor(s) for the affected area(s),<br>• Report on emergency impact and response to the remaining Councillors,<br>• Notify next-of-kin when an employee is injured, missing, or killed during any emergency,<br>• Authorize any extraordinary expenditures (access to disaster funding and / or any alternative emergency funding sources),<br>• Identify persons / organisations to receive recognition for contributions made to emergency response. |
| IDP and Organisational Performance Management Services | Ensure that the Municipal Disaster Risk Management Plan forms an integral part of the IDP,<br>• Ensure that hazard identification, risk assessment and that risk prevention and/or risk reduction / mitigation principles are applied for *all* development projects to be undertaken. |
| Executive Director Corporate Services / Legal services | Monitoring compliance with relevant legislation, regulations, licenses, and by-laws,<br>• Documenting information for potential legal actions,<br>• Documenting information for potential compensation claims,<br>• Identifying information to be documented for inquests or investigations under applicable laws. |

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| PRO & Marketing: Chief Complaint Officer | Customer relations enquiries of Midvaal,<br>• Operation of a Call Centre for non-urgent matters & assistance with emergency information dissemination, as required. |
| Head of Records | Providing administrative support including printing and courier services for distribution of disaster related printed material to depots and decentralised offices,<br>• Provision of registry and cell phone administration services. |
| Executive Director Finance | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Enterprise Risk Management<br>• Documenting information for potential municipal insurance claims,<br>• Managing donations for emergency response,<br>• Facilitating emergency procurement,<br>• Initiating and facilitating efforts to make funds available for pro-active and re-active disaster management within the municipal area,<br>• Supplying financial resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Executive Director (Human Resource) Personnel Services | Providing information to MLM staff and their families regarding aspects of any emergency or disaster,<br>• Documenting information for remuneration of municipal employees involved in emergency response,<br>• Reporting to the Health and Safety Committees on the emergency responses undertaken in Midvaal,<br>• Documenting potential Occupational Health and Safety issues,<br>• Documenting information for potential municipal labour relations issues.<br>• **Occupational Health and Safety Officer** preparation in terms of the emergency evacuation plans which are co-ordinated from his / her office. |
| Executive Director Community Services / Sports recreation and parks officer | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Emergency / contingency planning for all Council facilities used for mass events, |

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| | • Make available facilities for emergency assembly and / or shelter of persons displaced by emergencies or disasters,<br>• Plan and assist with the management of emergency shelter, evacuation assembly points and mass care facilities for persons displaced by emergencies or disasters,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Parks | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency/disaster situations,<br>• Assist with the removal of vegetation proving to be hazardous, both pro-actively and re-actively after any Incident,<br>• Supplying any specific resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Health | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Steps to eliminate disaster risks presented by communicable diseases,<br>• Isolate person(s) to decrease or eliminate disaster risk presented by a communicable disease,<br>• Protect the health and safety of emergency responders,<br>• Monitor large groups of people for contamination and / or health effects,<br>• Preventative issues around communicable diseases for disrupted populations (may be general population or limited to vulnerable populations and essential service operators),<br>• Immunize large groups of people,<br>• Assist with the management of emergency shelter, evacuation assembly points and mass care facilities for persons displaced by emergencies or disasters,<br>• Seize and dispose of food that poses a health hazard,<br>• Monitor the environment (air, water, and ecosystem) |

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| | for contamination,<br>• Identify victims, responders or affected persons who may require medical follow-up and / or who may require psychosocial support and to facilitate this support which may be provided by the appropriate governmental and non-Governmental agencies as applicable,<br>• Identify persons / organisations to contribute to post-emergency reports / debriefings regarding health matters,<br>Supplying resources for Disaster Risk Management purposes as requested by Midvaal.<br>Health representative(s) on the Disaster Co-ordination Team (DCT), if convened,<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database<br>• Liaise with the PG: Gauteng Health Department who are responsible for the provision of curative and operative interventions during any major incident regarding the: -<br>- care for evacuees and victims<br>the provision of curative health care in remarks of communicable diseases for disrupted populations (may be general population or limited to vulnerable populations and essential service operators). |
| Chief Environmental Health Officer | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phases,<br>• Ensure that risk reduction and mitigation principles are applied as part of the environmental input into all development projects,<br>• Include the reduction of natural disasters as an element in environmental education programmes,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database<br>• Identify possible environmental disasters,<br>• Identification of land for mass burials if required. |
| Social Development co-ordinator | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk |

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| | reduction or elimination, including social development plans,<br>• Compilation of re-active departmental Disaster Risk Management Plans to ensure service continuation during emergency/disaster situations,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Director Solid Waste Management | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Disposing of non-hazardous waste and refuse when and where required,<br>• Advising and providing facilities for the disposal of hazardous waste,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Executive Director Development and Planning | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Include the reduction of natural disasters as an element in environmental education programmes,<br>• Identify possible environmental disasters,<br>• Compilation of pro-active environmental Disaster Risk Management programmes to support risk reduction or elimination,<br>• Monitoring the environment (ground, air, water and the ecosystem) for contamination,<br>• Ensure linkages between this plan and infrastructure development framework,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |

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| Director Town Planning & GIS | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Rendering support and advice throughout all phases of Disaster Risk Management planning activities,<br>• Compiling, exercising and carrying out adequate disaster recovery procedures for IT infrastructure and information management,<br>• Establishing and maintaining required informatics links to maintain the Disaster Risk Management Resources Database<br>• Supplying IT Infrastructure and assets to host and maintain DisRes, integrated GIS and any other IT systems which can assist in Disaster Risk Management, |
| Director Urban Planning | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination through the long-term spatial development framework to ensure integrated, proactive and decisive decision making on major infrastructure, investment, development and settlement issues, including directives for local area integrated human settlement planning and the provision of Urban Design inputs for corporate strategic programmes to improve settlement planning,<br>• Ensure that risk reduction and mitigation principles are applied as part of the environmental input into all development projects, including the identification of possible environmental disasters,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phases,<br>• include the reduction of natural disasters as an element in environmental education programmes,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Chief Building and Land - | • Compilation of pro-active departmental Disaster Risk |

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| use Officer | Management programmes to support disaster risk reduction or elimination through the planning and building development initiatives being undertaken under the guidance of the department,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency/disaster situations, especially where buildings and other structures have been affected by the Incident,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phases,<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Deputy Director Housing | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Identify and make available alternative land and housing / shelter for persons displaced by an emergency or disaster,<br>• Plan and assist with the management of emergency shelter, evacuation assembly points and mass care facilities for persons displaced by emergencies or disasters,<br>• Ensure that all housing and servicing projects promote disaster risk reduction,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes) |
| Public Safety | • Ensure that Disaster Risk Management Plans are compiled and maintained in his/her Directorate,<br>• Establish and ensure the effective functioning of the Disaster Risk Management Advisory Forum,<br>• When necessary and assisted by the Chief Fire Officer and submit reports containing recommendations for changes to the Municipal Disaster Risk Management Plan to Council. |
| Chief Fire Officer Fire and Rescue Services | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination, |

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| | • Compilation of reactive departmental Disaster Risk Management plans to ensure service continuation during emergency/disaster situations,<br>• Preventing the outbreak or spread of fires,<br>• Fighting or extinguishing fires,<br>• Protecting life and property from fire or other threatening danger,<br>• Rescuing of life or property from fire or other danger,<br>• Evacuating designated area(s) threatened by fire of both persons and livestock,<br>• Assist and manage hazardous material decontamination facilities and operations.<br>• co-ordinating response and mutual aid agreements with adjacent District Councils in Sedibeng District,<br>• protecting the health and safety of emergency responders,<br>• maintaining a central registry of evacuees,<br>• identifying persons who may require long term care and accommodation,<br>• identifying target audiences for post-emergency communications,<br>• ensuring acceptable level of emergency services for Midvaal outside of the emergency area(s),<br>• identifying persons / organizations to contribute to post-emergency reports and debriefings,<br>• supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes) |
| Divisional Officer Operations & Communications | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Providing information to persons at emergency facilities (e.g. assembly points / evacuation centres / mass care facilities),<br>• Providing information to persons at special incident-related meetings,<br>• Providing information to Midvaal employees and their families who are affected by emergencies / disasters,<br>• Arranging site visits for persons affected by the emergency, e.g. families of deceased persons,<br>• Arranging anniversary events of disasters for affected persons in support of efforts to facilitate psychosocial coping mechanisms,<br>• Regularly updating on emergency to councillors,<br>• Supporting the Fire Department Control Room in communicating status reports and public safety notices,<br>• Supporting the Fire Department in risk-reducing public education and awareness programmes |

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| | • Provide and support the DRMC with a 24-hour communication facility for the notification of Major Incidents and any subsequent communication needs,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Fire Department Control Room Disaster Risk Management Resources Database (DisRes). |
| Chief Traffic Services | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management plans to ensure service continuation during emergency/disaster situations,<br>• Co-ordinating Incident response with the South African Police Service and all the other responding Emergency and Essential Services,<br>• Assist the police with the controlling and dispersing crowds on the roadways,<br>• Support the evacuation of designated area(s) which are threatened by any emergency of both persons and livestock,<br>• Managing and controlling traffic in and around emergency area(s), on evacuation routes and on emergency vehicles' access and egress routes,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Protecting essential service facilities and infrastructure, as required,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the DRMC's Disaster Risk Management Resources Database (DisRes). |
| Executive Director Engineering Transport Roads and Major Projects / Director Civil Services | • Compilation of pro-active Departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive Departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Taking appropriate measures to accommodate the transport network in the most expedient manner under the prevailing circumstances,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database |

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| | that is integrated with the DRMC's Disaster Risk Management Resources Database (DisRes). |
| SNR. Engineering Technician: Roads and Storm water | • Compilation of pro-active Departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive Departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Confining and containing flood water where possible,<br>• Providing technical advice in preventing or reducing the effects of flooding and storm-damage,<br>• Liaison with the Department of Water Affairs and Forestry as required,<br>• Removing debris and other obstacles from transportation routes and other sites as required,<br>• Repairing any damaged or dysfunctional road infrastructure to restore optimal functioning of the transport network in the shortest possible time,<br>• Taking appropriate measures to accommodate traffic on the transport network in the most expedient manner under the prevailing circumstances,<br>• Liaison with the Provincial Roads Department and National Roads Agency as required,<br>• Assist and advise on Hazmat clean-up and decontamination of infrastructure and the environment,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Water and Purification | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Co-ordinating response with businesses and industries affected by the emergency,<br>• Controlling consumption of public water supply,<br>• Providing alternate water supplies (potable, industrial and for firefighting),<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT), |

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| | • Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Fleet and coordination: Mechanical Workshop | • Compilation of pro-active Departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive Departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Taking appropriate measures to accommodate traffic on the transport network in the most expedient manner under the prevailing circumstances,<br>• Liaison with the Provincial Transport Department and National Transport Department as required,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes).<br>• Fleet & Workshop Management to ensure that: -<br>• Appropriate staff have been placed on standby to cater for such occasions (supervisors, drivers, operators and laborers),<br>• Appropriate vehicles are available for timeous response,<br>• Permits for low bed trailers, etc. are valid for such emergency response,<br>• Supplementary resources are available from private sector,<br>• Procedural guide and lists of internal and external contacts are available for standby teams,<br>• Call out procedures and contacts details are lodged with HOD and updated weekly. |
| Director: Electrical Services | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Co-ordinating response with businesses and industries affected by the emergency,<br>• Co-ordinating response with national and provincial Public Works departments,<br>• Co-ordinating response with Eskom regarding electricity supply to the city,<br>• Allocating available electricity,<br>• Planning alternate electrical supply, |

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| | • Arranging for an alternate telephone or communication service, if required,<br>• Controlling telecommunications system load,<br>• Identifying buildings which are electrically unsafe,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
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## CONTACT DETAILS FOR DISASTER RESPONSE STAKEHOLDERS

| **NAME** | **CONTACT DETAILS** | |
|---|---|---|
| Dr E.Sithole: Head NDMC | Elias.Sithole@gauteng.gov.za | 082 490 9825 |
| Mkhwanazi Nonhlanhla: Deputy Director: Disaster Management | Nonhlanhla.mkhwanazi2@gauteng.gov.za | 072 426 8094 |
| | | |
| | | |

## CONTACT LIST OF MUNICIPAL DISASTER CENTRES IN GAUTENG PROVINCE

| NAME & SURNAME | CELLPHONE/ TEL | EMAIL ADDRESS | Physical Add | MUNICIPALITY |
|---|---|---|---|---|
| William Mazibuko (Head of Centre)<br>Reuben S (Secretary)<br>Nomfundo Ndamase (Secretary) | 011 222 8086<br>083 702 8096<br>011 222 8292 | williamm@joburg.org.za<br>reubens@joburg.org.za<br>NomfundoN@Joburg.org.za | | CITY OF JOBURG<br>CITY OF JOBURG |
| Erika Swart ( Head of Centre)<br>Bafana Mazibuko ( Senior Manager)<br>Shadi Tsebe (Manager: DMC) | 011 999 0815/082 774 5508<br><br>011 999 1665 / 072 584 6952<br>011 999 1683/071 850 0673 | Erika.swart@ekurhuleni.gov.za<br>Bafana.mazibuko@gauteng.gov.za<br>Shadi.tsebe@ekurhuleni.gov.za | 3 Hawley Rd, Germiston, 2008, South Africa Latitude: -26.178968 \| Longitude: 28.136052 | EKURHULENI METROPOLITAN MUNICIPALITY |
| Nico Khatz<br>Casper Jordaan ( DM Centre Manager) | <br>083 267 8814/ 011 951 3040 | nkahts@wrdm.gov.za<br><br>cjordaan@wrdm.gov.za | | WEST RAND DISTRICT MUNICIPALITY |
| Sarah Mothapo (Heads of Centre)<br><br>Pieter Niwenhuizen | 083 631 5095/016 450 3083 | sarahm@sedibeng.gov.za<br><br>pietern@sedibeng.gov.za | | SEDIBENG DISTRICT MUNICIPALITY |
| Tanja Terblanche **(Divisional Chief: Business Operations)**<br><br>Narina van Reenen ( Executive Secretary) | 083 965 3185/ 012 358 3524<br><br>084 582 1025/ 012 358 0154 | tanjat@tshwane.gov.za<br><br>Narinavr@tshwane.gov.za | Emergency Services Department \| Headquarters \| C/o Government Avenue and Beckett Street \| Arcadia \| 0083 \| PO Box 440 \| Pretoria \| 0001 \| | CITY OF TSHWANE |

**Contact list of Midvaal Local MMC and Head of Departments.**

| Name | Status | Department | Contact Number | |
|---|---|---|---|---|
| Cllr Peter Teixiera | Executive Mayor | Mayoral Office | 078 221 1509 / 076 809 9150 | |
| Cllr A.R Mcloughlin | (Speaker) | | 016 360 7680 | |
| Ald PD Hutcheson | MMC - | Finance | 082 927 7219 (Patricia) | |
| Cllr MI Motsamai | MMC - | D&P | 076 316 0007 | |
| Cllr TM Modiba | MMC – | Community Services | 072 570 4410 | |
| Cllr CL Gomes | MMC – | Public Safety & Roads Department | 083 785 4968 | |
| Vacant | Executive Director Corporate Services | MM, s Office | 072 873 8814 | |
| Eugene Lensley | Head Public Safety | Public Safety & Roads Department | 082 064 1847 | |
| Nataasha Ameer van Wyk | Director Legal | Corporate Services | 082 859 0486 | |
| Alfie Scutts | Director | Human Resource | 083 281 8078 | |
| Phumudzo Magodi | Municipal Manager | Midvaal | 079 872 1000 | |
| Katlego Mokwena | Executive Director | Development & Planning | 016 360 7423 | |
| Z.N Mhlongo | Executive Director | Finance | 082 698 6640 | |
| R.J Hubbard | MMC | Engineering Services | 079 917 4683 | |
| Delight Mukwevho | Acting-Executive Director | Engineering Services | 078 058 6444 | |
| | | | | |

**REFERENCES**


6.1 Disaster Management Act, Act 57 of 2002
6.2 Disaster Response Booklet
6.3 Midvaal Disaster Management Plan

# MIDVAAL CONTINGENCY PLAN FOR FLOODS

# INDEX CONTINGENCY PLAN


1. PURPOSE OF PLAN PAGE 3
2. PREFACE PAGE 3
3. MIDVAAL FIRE ACTION PLAN PAGE 4-7
4. LEGISLATIVE REQUIREMENTS PAGE 7
5. ROLE PALYERS IN THIS PLAN PAGE 8-9
6. EMERGENCY UNFOLDING ACTION PLAN PAGE 8-9
7. PREVENTATIVE MEASURES PAGE 10-11
8. CONCLUSION PAGE 11

## 1) PURPOSE OF THE PLAN

The purpose of this plan is to ensure the availability of an action plan that would assist in curbing the consequences that may be caused by floods due to unexpected rainy during the festive season December 2024 to February 2025 as revealed by Weather forecast from time to time and leading to disasters.

## 2) PREFACE

Heavy rains have caused havoc in the past in Gauteng area and have necessitated an alert to all Municipalities who are prone to disasters of that kind, to put action plans in place that would address the consequences created by such weather conditions. Sedibeng district Municipality is one of those prone to disasters caused by floods, according to the recent Risk Assessment completed. There are some areas within the Midvaal that are lying on low and along flood lines which may be flooded due to heavy continuous rains. These areas include:

| **AREA** | **RISK LEVEL (**low, medium, high) | **PROBABILITY (**low, medium, high) | **IMPACT (**Low, medium, high) |
|---|---|---|---|
| Areas along Vaal Riverbanks. | medium | medium | Medium |
| Lower lying areas along the Vaal dam. | High | Low | High |
| An area where the Klip River enters the Vaal River (the bottle neck area) | Medium | High | Medium |
| Midvaal Klip River | Medium | Medium | medium |
| Sicelo | Medium | Low | Low |

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| Henley Weir | Medium | Medium | Medium |
| Dale side | Medium | Medium | Medium |
| Langkuil | Medium | Medium | Medium |
| Mamello | Medium | Medium | Medium |

## 3) MIDVAAL FIRE ACTION PLAN

To successfully deal with any possible flood prevention and mitigation is of importance.

### a) Prevention

We cannot prevent any natural rainfall, but we can deal with such risk. This can be done into four ways:

- Transfer the risk
- Terminate the risk
- Treat the risk
- Tolerate the risk

In this case we will treat and tolerate the risk (Possible Flooding's)

### b) Mitigation

In the Midvaal area we have prone areas for flooding:

- Kliprivier
- Henley weir
- Langkuilspruit (Meyerton Farms)
- Sicelo (Next to Bell Road)
- Dale Side
- Riet spruit

By being proactive in appointing a stormwater team to clean the storm water drains to ensure a proper draining or run off rainwater to the Kliprivier and through the joint operations of different departments in cleaning the river from the tree stumps and debris under the bridges in the Kliprivier ensuring a proper flow of the water when the river flow is high.

### c) Kliprivier

- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall.

- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses.
- The fire department was proactive and got sandbags in stock
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- An Incident Management Team (IMT) will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayor
- Affected areas community will be evacuated to the community hall in the area.

**d) Henley weir / Lower areas**

- When heavy rain fall is predicted for Midvaal, and surrounding areas Midvaal Community services Parks section and the Public Safety and Roads Department can be proactive and ensure that the Henley weir is not blocked to ensure the flow of water
- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours
- An Incident Management Team (IMT) will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- Roads to be closed off by Traffic to ensure motorist and pedestrians do not enter
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayor
- Affected areas community will be evacuated to the community hall in the area.

e) **Lankuilspruit (Meyerton Farms)**

- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall.
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses.
- The fire department was proactive and got sandbags in stock
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- An Incident Management Team (IMT) will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- Affected areas community will be evacuated to the community hall in the area
- Public awareness to be done as a proactive measure to educate the community

**f) Sicelo (Next to Bell Road)**

- When heavy rain fall is predicted for Midvaal and surrounding areas Midvaal Roads department can be proactive and ensure that the street gutter inlets are free from debris to ensure that the water can flow and minimizing the risk of pushing back, and effecting the communities along Bell Road
- After heavy rainfall are encountered the community living along Bell Road are affected
- After heavy rainfall the shift officer to monitor the water levels every 4-6 hours
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the informal settlement houses
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- Public awareness to be done as a proactive measure to educate the community

g) **Daleside**

- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall.
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses.
- The fire department was proactive and got sandbags in stock
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- An IMT will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayor
- Affected areas community will be evacuated to the community hall in the area.

Note that should the flooding escalate refer to POINT 6- **EMERGENCY UNFOLDING ACTIONS,** in addition with the points highlighted above.

## 4) LEGISLATIVE REQUIREMENTS

Section 47 (1) of the Disaster Management Act, (No 57 of 2002), **Prevention and Mitigation**, states that a Municipal disaster management centre, to the extent that it has capacity, must give guidance to organ of state, private sector, NGOs, communities, and individuals in the municipal area to assess and prevent or reduce the risks of disasters, including –

**(a) Ways and means of –**

(i) Determining levels of risks.
(ii) Assessing the vulnerability of communities and households to disasters that may occur.
(iii) Increasing the capacity of communities and households to minimize the risk and impact of flooding that may occur.

(iv) Monitoring the likelihood of, and the state of alertness to flooding that may occur.

The above requirements indicate that there is a definite need to determine the levels of floods risks, assessing the vulnerable communities and monitoring the likelihood of, and the state of alert for possible floods.

## 5) ROLE PLAYERS IN THIS PLAN

One of the definitions of Disaster Management is that it is multi sectorial and multi-disciplinary in nature and therefore a plan of this nature must include all role players associated with disaster management. The department has therefore made several contacts with all role players in this regard to sensitize them on this plan and to get their commitment in availing themselves in times of need. The following is list of all identified role players with the type of action expected from each in accordance with their field professionalism and contact person.

| DEPARTMENT | CONTACT PERSON | CONTACT NUMBER |
|---|---|---|
| **Disaster Management** | P Nieuwenhuizen | 082 901 5726 |
| | S Mothapo | 083 631 5095 |
| **Provincial Disaster Management** | Tshepo Mothale | 072 436 6870 |
| **Emergency Medical Services** | | |
| **GPG**<br>**ER 24** | A Bronkhorst | 084 460 7011 |
| **Fire & Rescue Services** | | |
| **Midvaal Fire Services** | E Lensley<br>H Steyn | 083 310 6358<br>082 697 0732 |
| **MMC Public Safety & Roads department** | Chantel Gomes | 083 785 4968 |
| **SAPS** | | |
| **Water wing**<br><br>**Meyerton** | Supt Pieterse<br>Capt. G Steyn<br>Col. Radebe | 079 887 9429<br>082 853 0435<br>Email: |

| | | |
|---|---|---|
| **De Deur** | Col. Molefi | gp.meyerton.sc@saps.gov.za<br><br>molefiA2@saps.gov.za |
| **Environmental Health** | | |
| **Midvaal** | J Venter | 071 353 0044 |
| **Traffic** | | |
| **Midvaal** | A Mpai | **082 838 9351** |
| **Storm Water** | | |
| **Midvaal** | Ratidzai Madimutsa | **016 360 7556** |
| **Housing** | | |
| **Midvaal** | Promise Mnguni | 016 360 7431 |
| **ESKOM & Electricity** | | |
| **Midvaal** | Vincent Sofe | 072 293 7278 |
| **Water Department** | | |
| **Midvaal** | Ratidzai Madimutsa | **016 360 7556** |
| **Engineering** | | |
| **Midvaal** | Delight Mukwevho | 078 058 6444 |

## 6) EMERGENCY UNFOLDING ACTIONS

In case of an emergency related to floods becomes reported the following activities will unfold if referred to

- An emergency becomes reported, and the message is received through the Communication Centre or verbally reported by any member of the community.
- First line emergency services become despatched to the scene e.g., the Fire and Rescue services, EMS, Traffic, SAPS etc.

- The information becomes disseminated to Disaster Management officials by the CCC supervisor.
- The information becomes forwarded to the Provincial Disaster Management Centre.
- The information becomes visualized and analysed, and a decision is taken to respond to the scene.
- A quick survey and summary of the surrounding is done i.e., the severity of the incident, impact caused, affected families, affected environment, infrastructural damages, extend of affected normal living etc.
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayors.
- A decision to call-up all relevant role players to the scene is taken e.g., environment, water affairs, electricity, department housing, health, Storm water system, Red Cross etc.
- Temporary shelter becomes organized where and when needed e.g., nearby schools, churches, halls, nearby crèches etc.
- Provision of meals is organized where needed e.g., through assistance of Red Cross and other stake holders.
- Relocation of affected families to the organized temporary shelter.
- Relief measures are taken e.g., the provision of blankets, clothing etc. where needed.
- Final assessment of the incident is done by all role players, and a summary is done.
- A final report with recommendations is done and forwarded to Council.

## 7) PREVENTATIVE MEASURES

Flooding due to natural causes are in most cases unavoidable but loss of life and property can be avoided. In most cases communities are not acquainted with the type of flooding affecting their areas and thus making them inexperienced with the way of combating any serious hardships caused. Regardless of this, external help is necessary in bringing life back to normal quickly. Preventative measures are therefore key to preventing unnecessary loss of life and property.

The following will have to be implemented to avoid chaos that may be caused by floods during this rainfall season:

- **Public awareness and education.**
  - Using Community Development Workers, distribution of educational pamphlets on floods education and hints.
  - Through educational presentations by DM officials during Ward committee meetings of prone areas.
  - Educational measures through local media. (newspapers)
- **Early warning measures.**
  - Through local media (radios, new papers etc.)
  - listening to weather bureau and physical observations.
  - The use of sound hailers to warn communities in time.
- **Ward Councillors encouraged to provide early feedback to the centre, and community.**

## 8) CONCLUSION

Like most regions in the province, Midvaal is also susceptible to flooding that may escalate into disasters. The plan acknowledges the premise that flooding incidents can disrupt the lives of communities, cause loss of lives and result in general social upheaval. This plan then signifies the needs to manage such flooding incidents and their consequences in a coordinated, efficient, and effective manner. This plan is to be updated frequently and as the need arise.

Original Copy is signed

_____ _____

MR. H STEYN DATE

_____ _____

MR. E LENSLEY DATE
HEAD PUBLIC SAFETY & ROAD
DEPARTMENT

# VELDFIRE RESPONSE CONTINGENCY PLAN

## MIDVAAL FIRE & RESCUE

***November 2025***



MIDVAAL
LOCAL MUNICIPALITY

| Document Information | |
|---|---|
| **Document Type** | Veldfire Response Contingency Plan |
| **Applicability** | Contingency plan in the event of: Veld fires<br>Conditions – Dry Fire season during the winter |
| **Status** | Draft |
| **Main Contributors** | National Disaster Management Centre (NDMC)<br>Provincial Disaster Management Centres<br>Sector Departments<br>Engineering from Local Municipality<br>Public Safety -Fire -Traffic<br>Fire Protection Association – FPA<br>Department of Agriculture Forestry and Fisheries – DAFF<br>Working on Fire - WoF |
| **Author** | CFO Midvaal- Planning, Intervention and Support |
| **Date of this Revision** | November 2025 |
| **Other Documents which have direct bearing on this contingency plan** | • Midvaal Fire Bylaws<br>• Disaster Management Act, Act 57 of 2002<br>• Fire Brigade Service Act. 99 of 1989<br>• White Paper on Fire Services 2020<br>• National Veld and Forest Fire Act, 1998 |

# VELDFIRE RESPONSE CONTINGENCY PLAN

## 1. INTRODUCTION AND BACKGROUND TO THE VELD FIRE CONTINGENCY PLAN FOR MIDVAAL

During a Disaster Management Risk Reduction workshop held by DMS (Disaster Management Solutions) on 7 November 2022 the need for the contingency plan was identify for the Fire Department to prepare a veldfire response contingency plan which will outline the framework within which Midvaal Fire and Rescue Services will respond to veldfires in its area of jurisdiction and the teams to respond which is covered by this plan.

## 2. BACKGROUND

Veld fires are a common feature of the South Africa Landscape and are an inevitable consequence of a combination of fire-prone vegetation and a warm dry climate. The public often regard fires as universally bad, but both the scientific facts and traditional knowledge contradict this view. Grasslands, fynbos, and savanna all require fires as an integral part of their proper functioning. Collectively, these fire-prone biomes cover almost half of South Africa. However, fires can and do kill people and animals and destroy grazing and houses making their deliberate use in land management controversial (CSIR, 2006: i).

## 3. MIDVAAL VELDFIRE RESPONSE CONTEXT

It is important to briefly reflect on key contextual factors that impact in one way or another on response to veldfires. Currently, there are several stakeholders involved in responding to veldfires. These include amongst others, Municipal Fire Services, Fire Protection Associations (FPAs), Department of Agriculture, Forestry and Fisheries (DAFF), Working on Fire (WoF), nature conservation agencies, to mention but a few.

Veldfires have recently been on the increase in Midvaal, and the following are some of the fires that ravaged since 2015:

- De Deur – Walkerville fire in 2015;
- Suikerbos Nature Reserve fire in 2017;
- Vaal Marina word Ward 1 fire in 2022.
- Welverdiend veld fire August 2024

These veldfires continue to undermine the abilities of communities to prosper as they impact negatively on their livelihoods. The adverse impacts of these veldfires are mostly felt by poor communities who depend mainly on land-use for their

sustenance. Smoke from veldfires also represents a serious hazard to road safety, often leading to closure of roads during fires which leads to vehicle accidents.

Changes in climate will influence the future occurrence of wildfire and the area burned through various pathways that involve weather conditions conducive to combustion, fuels to burn and ignition agents. Climate Change affects the duration and severity of dry seasons, thus having an impact on the incidence and severity of fires.

The following strategic principles identified by the FAO will be considered when dealing with disastrous veldfires in the context of climate change:

- Defining the impacts of regional climate change on ecosystem properties and fire regimes.
- Modifying fire management plans and policies to consider observed and anticipated changes in fuel and vegetation type, burning conditions and additional fire risk because of climate change.
- Minimizing greenhouse gas emissions that occur because of large-scale, unwanted fire by restoring and maintaining ecologically appropriate fire regimes.

In view of this, future strategies to deal with fires must reflect on effects brought about by Climate Change on veld fires. As outlined in the White Paper on Climate Change, 2012, climate change will require more effective disaster management to deal with the increased number of extreme weather events. The increase in extreme weather events will strain public resources due to the need to declare and support disaster areas in an immediate crisis as well as during long-term recovery.

## 4. CAUSES OF VELD FIRES AND WHY DO THEY BECOME DISASTROUS

While there are numerous factors that cause disastrous fires, the following are some of the key causes of veld fires:

### a) Non-compliance to Legislation

Several legislations require landowners to comply with certain provision such as the creation of fire breaks, absent landowners, negligence etc. Poor or inadequate enforcement strategies and frameworks to ensure compliance with applicable legislation exacerbate this factor.

**b) Lack of communication**

Role players not having sufficient communication systems or not communicating with each other on fires can result in fires intensifying.

**c) Lack/limited capacity**

Lack /limited capacity to fight fires can result in fires that could have been controlled going out of hand.

## 5. STRATEGIC PRINCIPLES

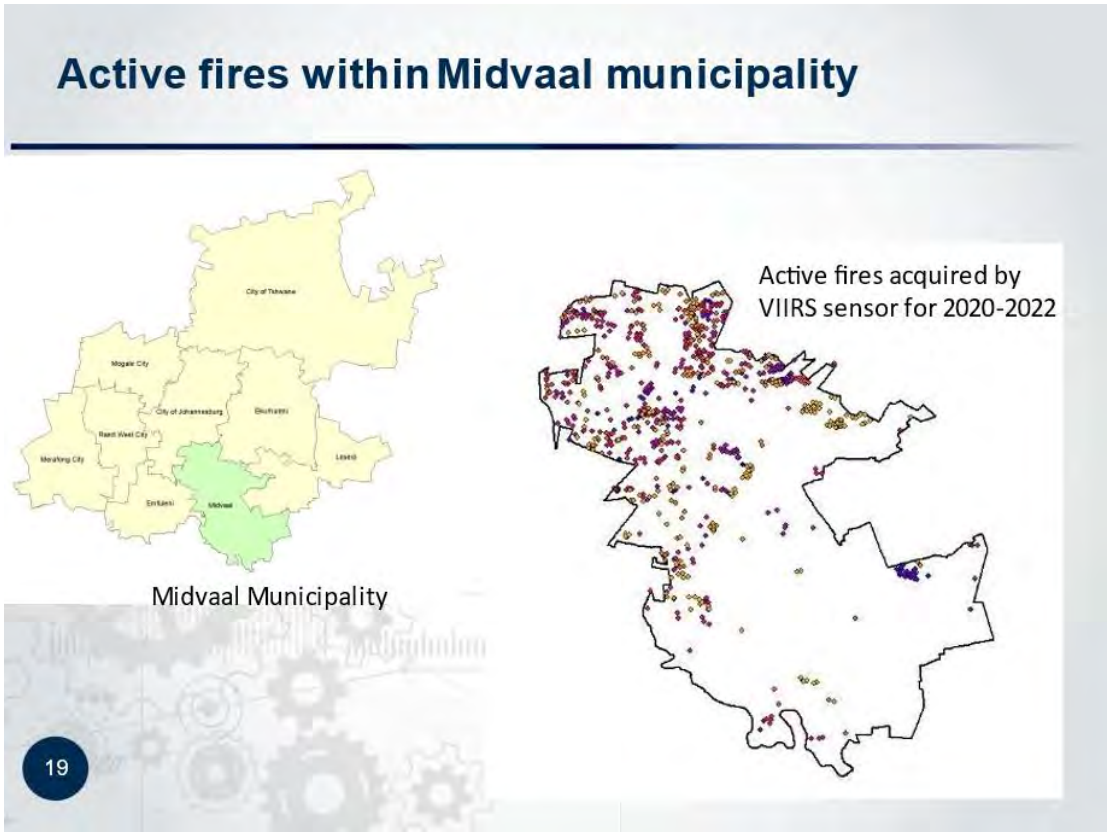
The implementation of the contingency plan will be underlined by the principles set out below:

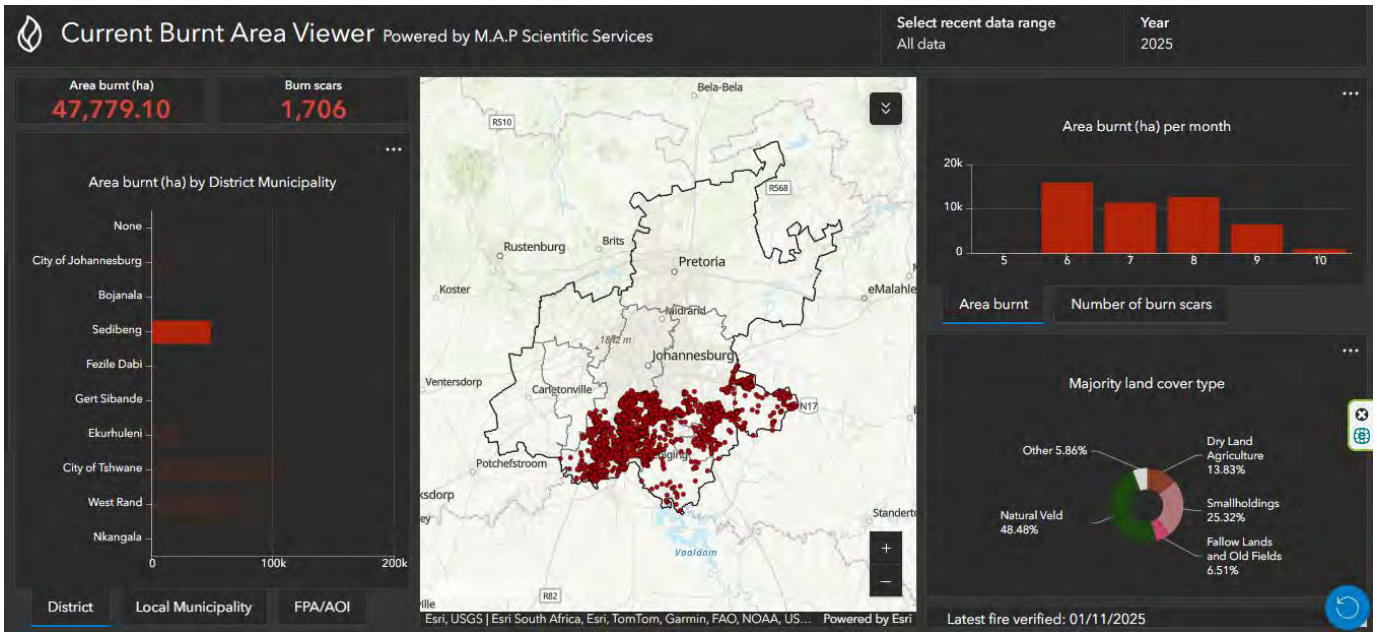
- Creation of a framework to enable multiple role players to perform their fire management duties (NGO`s agricultural unions, FPAs, etc.).
- Partnership development.
- Strategy must be driven by all spheres of government.
- Dissemination of early warning and detection systems.
- Integration of strategy into business programs of line functions (all tiers and financial responsibility).
- Political buy-in.
- Adoption of a holistic Approach.
- Development of resource sharing models.
- Establishment of uniform Procedures.

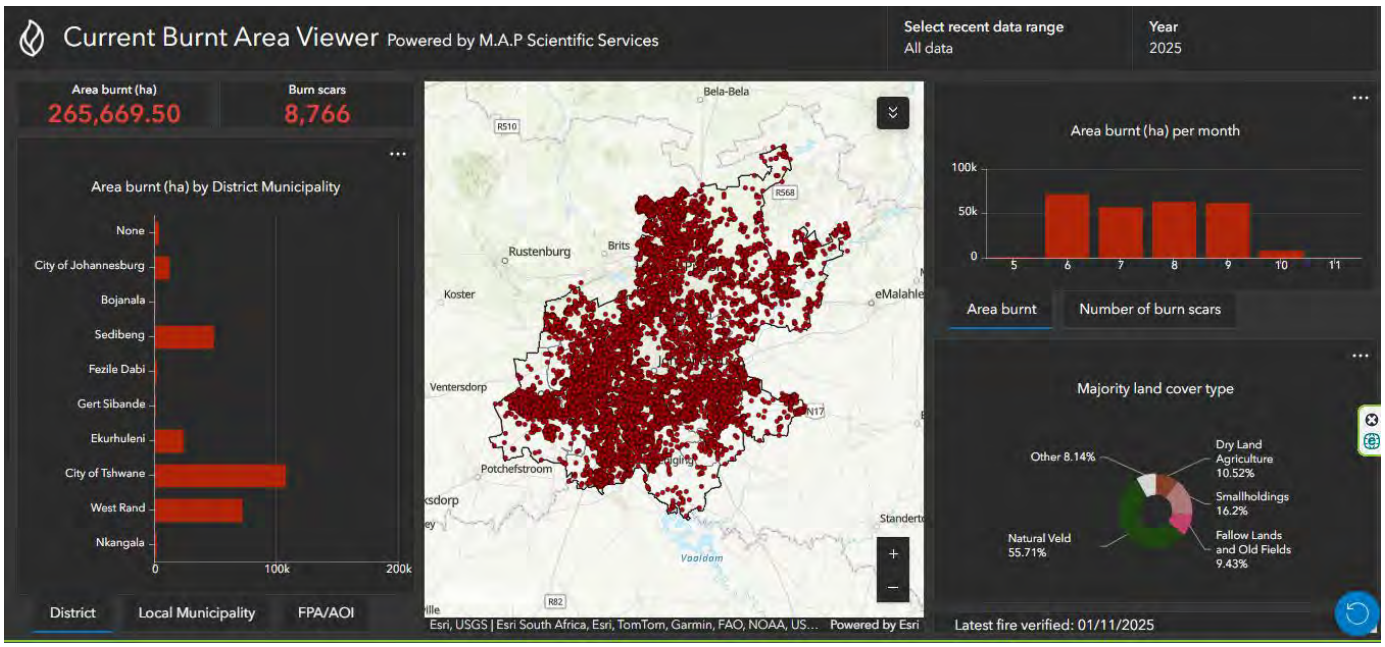
- Develop Information sharing mechanisms.

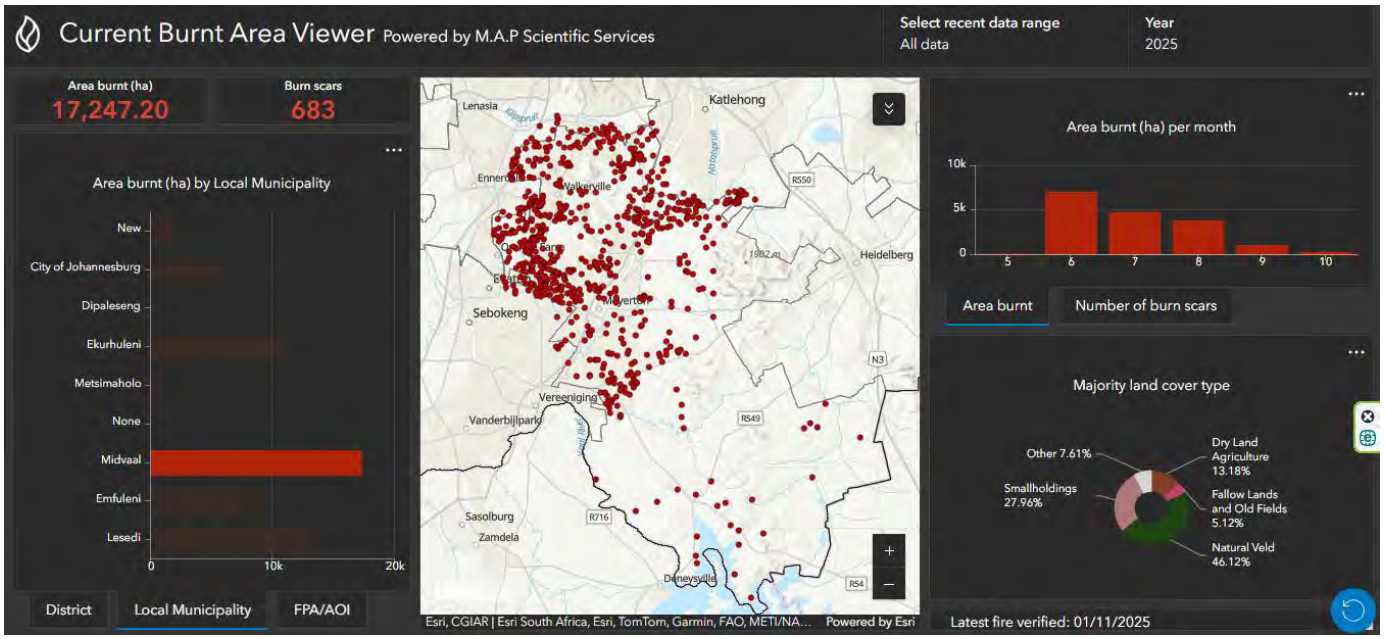
## 6. MIDVAAL VELD FIRE RISK PROFILE

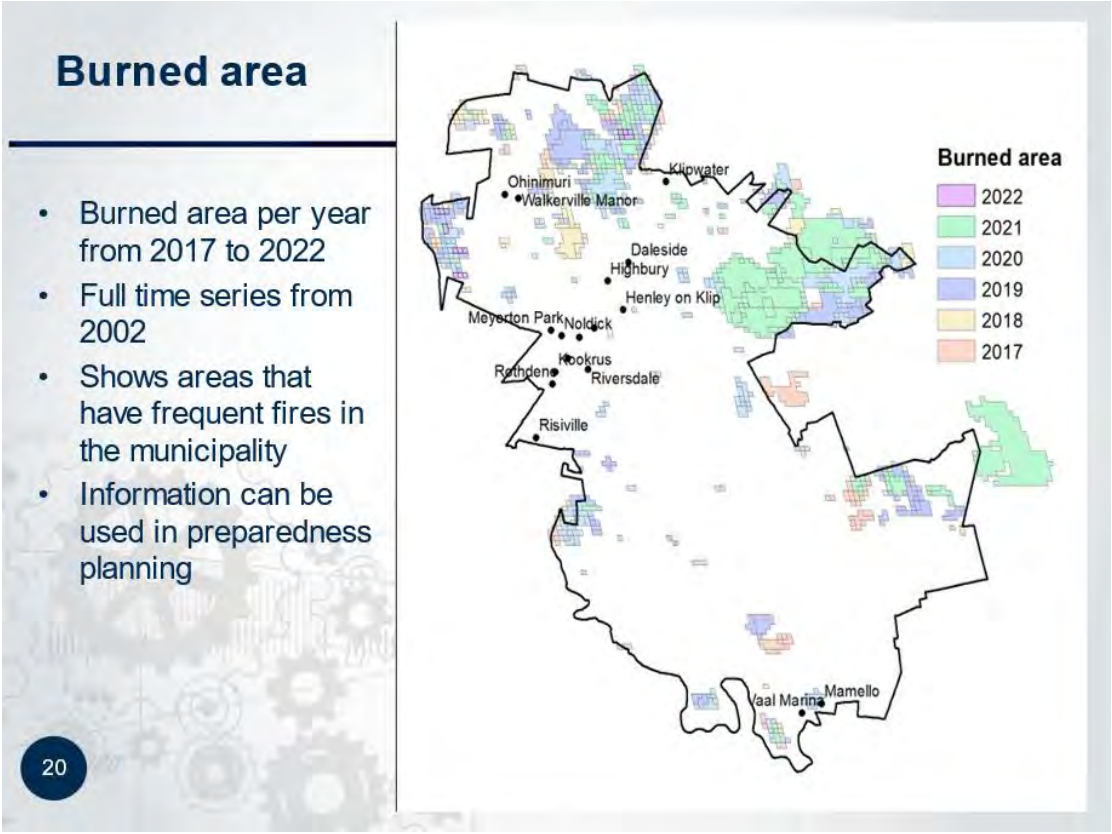
The concentration of veldfire risk in Midvaal varies across the area. Most parts of Midvaal are in the high and extreme veldfire risk classification according to the VIIIRS veldfire risk classification (profile) which was done in 2022. 2025 is also reflecting in this year's document. This profile ranks the respective areas of to the local municipalities in terms of low, medium, high, and extreme veldfire risk and enables the Fire Department to prioritize the allocation of resources in high to extreme areas.




Current Burnt Area Viewer Powered by M.A.P Scientific Services
Select recent data range
All data
Year
2025
Area burnt (ha)
47,779.10
Burn scars
1,706
Area burnt (ha) by District Municipality
None
City of Johannesburg
Bojanala
Sedibeng
Fezile Dabi
Gert Sibande
Ekurhuleni
City of Tshwane
West Rand
Nkangala
0
100k
200k
District
Local Municipality
FPA/AOI
Bela-Bela
Rustenburg
Brits
Pretoria
Koster
eMalahle
Midrand
Johannesburg
Ventersdorp
Carletonville
Potchefstroom
Vaaldam
Esri, USGS | Esri South Africa, Esri, TomTom, Garmin, FAO, NOAA, US...
Powered by Esri
Area burnt (ha) per month
20k
10k
0
5
6
7
8
9
10
Area burnt
Number of burn scars
Majority land cover type
Other 5.86%
Dry Land Agriculture 13.83%
Natural Veld 48.48%
Smallholdings 25.32%
Fallow Lands and Old Fields 6.51%
Latest fire verified: 01/11/2025

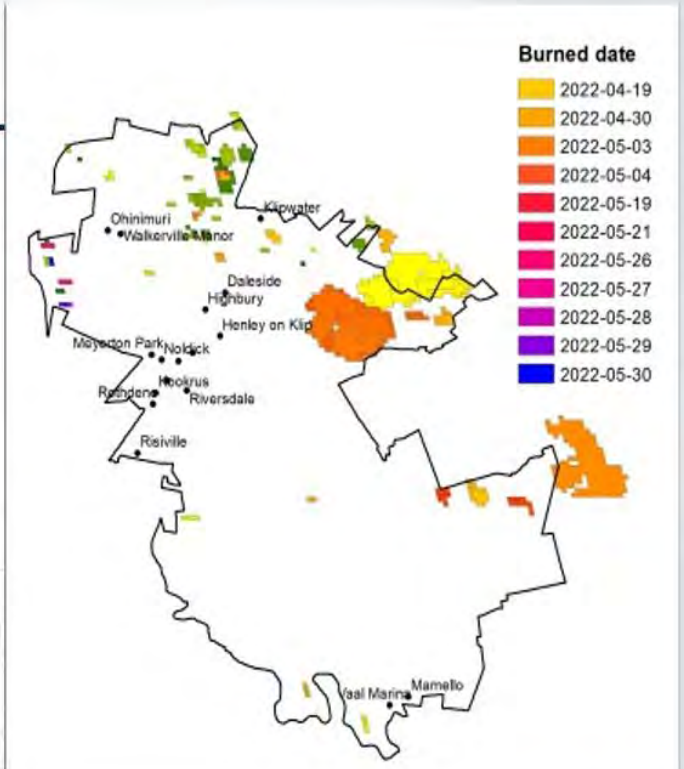

Current Burnt Area Viewer Powered by M.A.P Scientific Services
Select recent data range
All data
Year
2025
Area burnt (ha)
265,669.50
Burn scars
8,766
Area burnt (ha) by District Municipality
None
City of Johannesburg
Bojanala
Sedibeng
Fezile Dabi
Gert Sibande
Ekurhuleni
City of Tshwane
West Rand
Nkangala
0
100k
200k
District
Local Municipality
FPA/AOI
Bela-Bela
Rustenburg
Brits
Koster
eMalahle
Ventersdorp
Potchefstroom
Vaaldam
Esri, USGS | Esri South Africa, Esri, TomTom, Garmin, FAO, NOAA, US...
Powered by Esri
Area burnt (ha) per month
100k
50k
0
5
6
7
8
9
10
11
Area burnt
Number of burn scars
Majority land cover type
Other 8.14%
Dry Land Agriculture 10.52%
Natural Veld 55.71%
Smallholdings 16.2%
Fallow Lands and Old Fields 9.43%
Latest fire verified: 01/11/2025


Current Burnt Area Viewer Powered by M.A.P Scientific Services
Select recent data range
All data
Year
2025
Area burnt (ha)
17,247.20
Burn scars
683
Area burnt (ha) by Local Municipality
New
City of Johannesburg
Dipaleseng
Ekurhuleni
Metsimaholo
None
Midvaal
Emfuleni
Lesedi
0
10k
20k
District
Local Municipality
FPA/AOI
Katlehong
Lenasia
Walkerville
Heidelberg
Sebokeng
Vereeniging
Vanderbijlpark
Sasolburg
Zamdela
Deneysville
R550
N3
R549
R716
R54
Esri, CGIAR | Esri South Africa, Esri, TomTom, Garmin, FAO, METI/NA... Powered by Esri
Area burnt (ha) per month
10k
5k
0
5
6
7
8
9
10
Area burnt
Number of burn scars
Majority land cover type
Other 7.61%
Smallholdings 27.96%
Dry Land Agriculture 13.18%
Fallow Lands and Old Fields 5.12%
Natural Veld 46.12%
Latest fire verified: 01/11/2025


Burned area
• Burned area per year from 2017 to 2022
• Full time series from 2002
• Shows areas that have frequent fires in the municipality
• Information can be used in preparedness planning
20
Burned area
2022
2021
2020
2019
2018
2017
Klipwater
Ohinimuri
Walkerville Manor
Daleside
Highbury
Henley on Klip
Meyerton Park
Noldick
Rethdene
Kookrus
Riversdale
Risiville
Vaal Marina
Mamello

## Burned area

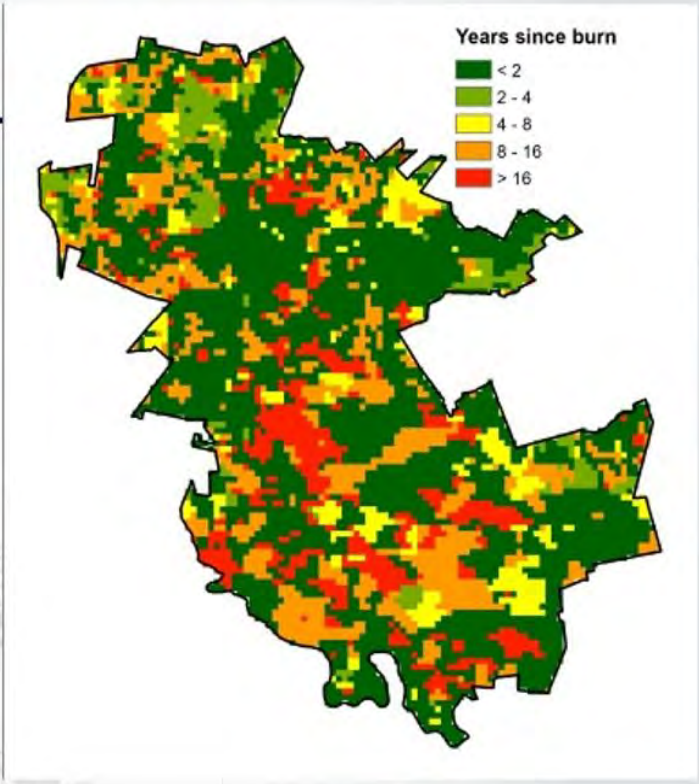
- Burned date of fires that occurred in 2022 is shown per image pixel
- The duration and time of year at which fires occurred can be determined from the long series of satellite data since 2002.
- Burned area determined per pixel per date – NASA standard products




21

## Veld age

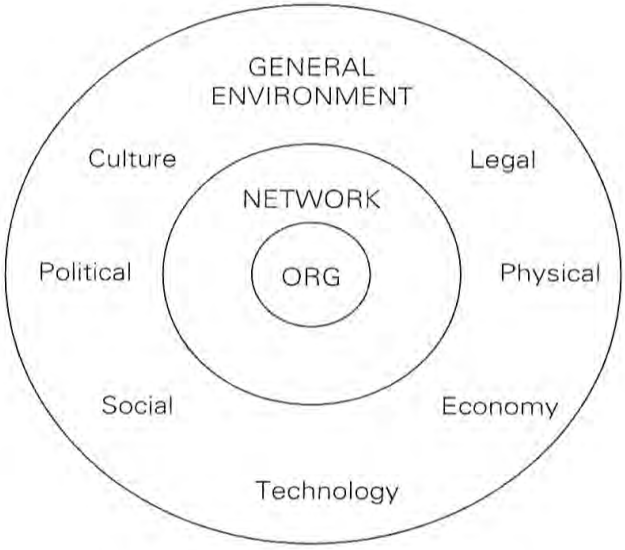
- Burned area archive from 2002 to present is used to calculate the veld age, in other words days since the area burned last.
- Veld age is important to determine the extent of fuel build - up or identify areas of low probability to burn




22

## 7. ENVIRONMENTAL FACTORS THAT IMPACT ON VELDFIRES

Like other phenomenon, veldfire management is impacted upon by a range of macro-environmental factors as outlined in figure 1 below.




## 8. LEGISLATIVE AND REGULATORY FRAMEWORK

While there is a lot of legislation impacting on veldfire management, the following key ones will be briefly discussed:

- **Constitution, 1996**

In terms of Schedule four, Part B of the South African Constitution, firefighting services is a local government competency with provincial & national oversight. Schedule four, Part A further outlines that disaster management is a functional area of concurrent national and provincial legislative competence. Section 24 of the Constitution states that everyone has the right to an environment that is not harmful to their health or well-being. Chapter three of the Constitution further outlines that all three spheres of government must cooperate with each other in line with the principles set out in Section 21 of the said Constitution.

- **National Veld & Forest Fire Act, 1998 (NVFFA)**

The purpose of the NVFFA is to prevent and combat veld, forest, and mountain fires (veldfires) throughout the Republic. The NVFFA provides for a variety of institutions, methods, and practices for achieving the purpose which includes, inter alia, regulating the formation, registration, and operation of Fire Protection Associations (FPAs) in areas of South Africa that are prone to veldfires, development of a National Fire Danger Rating System, Veldfire prevention through firebreaks, firefighting, enforcement, etc.

- **Disaster Management Act, 2002**

This Act provides for an integrated and coordinated disaster management policy that focuses on preventing or reducing the risk of disasters, mitigating the severity of disasters, emergency preparedness, rapid and effective response to disasters and post-disaster recovery. This Act also provides for the establishment of national, provincial, and municipal disaster management centers.

- **Fire Brigade Services Act, 1987**

The Fire Brigade Services Act, 1987 (Act No. 99 of 1987) (FBSA) is the primary piece of legislation regulating fire services and provides for the establishment, maintenance, employment, co-ordination, and standardization of fire brigade services. In terms of the FBSA, local authorities are allowed to establish and maintain a fire brigade service for the following different purposes:

(a) Preventing the outbreak or spread of a fire;
(b) Fighting or extinguishing a fire;
(c) The protection of life or property against a fire or other threatening danger;
(d) The rescue of life or property from a fire or other danger;

(e) Subject to the provisions of the Health Act, 1977 (Act No. 63 of 1977), the rendering of an ambulance service as an integral part of the fire brigade service; or

(f) The performance of any other function connected with any of the matters referred to in paragraphs (a) to (e).

- **Conservation of Agricultural Resources Act, 1983 (CARA)**

The key instrument of the CARA is the regulation that provides for veld burning guidelines, designed to maintain pastures and protect agricultural resources.

- **Municipal System Act, 2000**

This Act places several duties upon municipalities relevant to veldfire management i.e. promotion of community development, promotion of safe and healthy environment in the municipality, etc. This Act also requires municipalities to develop Disaster Management plans which must be integrated into Integrated Development Plans.

- **National Environmental Management Act, 1998**

Veldfire management contributes to sustainable development, veldfire management should avoid or minimize or remedy the disturbance of ecosystems and loss of biological diversity, pollution, or degradation of the environment.

## 9. PLANNING FOR DISASTROUS FIRES

### 9.1. Key role players involved in planning disastrous veldfires.

**a. Local government level**

- Fire services.
- Municipal disaster management center.
- Emergency medical services.
- Law enforcement agencies (SANDF, SAPS, Traffic services, etc).
- Structures such as the Local Joint Operational and Intelligence Structures (local JOINTS)
- State owned entities.
- Fire Protection Associations.
- Agencies such as Working on Fire.
- Community forums.
- Relevant sector departments.

**b. Provincial government level**

- Provincial disaster management center.
- Municipal disaster management centers.
- Law enforcement agencies (SANDF, SAPS, Traffic services, etc).
- Structures such as Provincial Joint Operational and Intelligence Structures (PROVJOINTS)
- State owned entities.
- Umbrella Fire Protection Associations.
- Agencies such as Working on Fire.
- Neighboring provinces and countries where applicable.
- Relevant sector departments.

**c. National government level**

- National disaster management center
- Provincial disaster management center.
- National Joint Operational and Intelligence Structures (NATJOINTS).

- State owned entities.
- Neighboring countries where applicable.
- Relevant sector departments.

### 9.2 Key issues that must be dealt with in planning for disastrous veldfires.

- Risk profile of area.
- Resource availability in the area in question.
- Resource sharing mechanisms.
- Clear definition of roles and responsibilities of each role player.
- Incident escalation mechanisms.

## 10. INCIDENT TYPING

It is important to note that although spheres of government may have developed ways to escalate incidents, the following typing system has been developed to standardise the process of escalating incidents across the country.

The table below details the incident typing:

| | |
|---|---|
| Type (4) | • The occurrence exceeds the ability of individuals and communities and requires intervention from a municipality and other local emergency stakeholders.<br>• Community and local resources are activated to respond to the occurrence.<br>• An early warning for a type 3 intervention is made to the District Disaster Management Centre by the local municipal emergency services. |

| | |
|---|---|
| | • A request for type 3 response is activated to the District Disaster Management Centre following the warning if the situation cannot be contained.<br>• Fire damages and extent must be captured.<br>• Fire service is the lead agency in managing incidents of this type. |
| Type (3) | • The occurrence exceeds the capability of a local municipality and stakeholders at a local municipal level to respond.<br>• District resources have been activated and resources from other local municipalities in the district have been pooled.<br>• MOUs between District Municipalities must be activated<br>• Joint Operations in both the local and the District Municipality have been activated.<br>• An early warning for a type 2 intervention is made by the Joint Operations.<br>• A request for a type 2 intervention made to the Provincial Disaster Management Centre following the warning if the situation cannot be contained. |
| Type (2) | • The occurrence extends beyond the capabilities of a District Municipality.<br>• The occurrence requires the response of resources outside the district including provincial resources.<br>• Joint Operations in both the District and the Province have been activated.<br>• PDMC mobilises resources through relevant stakeholders at the JOC<br>• MOUs from neighbouring provinces may have been activated<br>• An early warning for a type1 intervention is made by the provincial joint operations.<br>• A request for a type1 intervention made to the National Disaster Management Centre following the warning if the situation cannot be contained. |
| Type | • This type of incident requires complex and coordinated national response |

| | |
|---|---|
| (1) | to manage operations safely and effectively.<br>• Provinces have requested intervention<br>• Response operations of all types are active.<br>• Joint operations at National Level are activated.<br>• MOUs between the NDMC and other National Partners must be activated. |

## 11. SWOT ANALYSIS

SWOT is an acronym for strength, weaknesses, opportunities, and threats. SWOT is one of the best-known techniques for doing environmental analysis and its underlying assumption is that managers can better formulate a successful strategy after they have carefully reviewed the organization's strengths and weaknesses considering the threats and opportunities presented by the environment. The table below provides a SWOT analysis for veldfire response:

| **Strengths** | **Weaknesses** |
|---|---|
| ○ Availability of aerial resources.<br>○ Enabling legislative framework.<br>○ Funding (Emergency relief funding).<br>○ Skills availability across agencies.<br>○ Intergovernmental relations<br>○ Existence of Disaster Management Centres<br>○ Institutional Knowledge<br>○ Good (informal) working relationships between role players.<br>○ Training capabilities. | Lack of:<br>○ Risk assessments<br>○ Fire services structures<br>○ Integrated planning at all levels<br>○ Institutional arrangements for the management of disastrous veldfire.<br>○ Resource sharing mechanisms<br>○ Resources to respond<br>○ Veld fire investigations<br>○ Fire Statistics and reports<br>○ Compliance and enforcement to legislation<br>○ Communication<br>○ Coherent strategy to deal with the challenges.<br>○ Capacity at PDMC level.<br>○ Institutional memory<br>**Other weaknesses** |

| | |
|---|---|
| | ○ Jurisdictional contests.<br>○ Internal resource competition; |
| **Opportunities**<br><br>Single planning unit/platform for fire services<br>Political Support<br>Satellite data<br>Public Awareness and advocacy<br>Integrated planning<br>Availability of government programs<br>Interprovincial collaboration<br>Cross-border collaboration (regional)<br>Resource sharing mechanisms<br>Existence of Coordinating Structures<br>Reduction of fire losses<br>Utilisation of volunteers to augment capacity.<br>Stakeholder availability.<br>Partnership development.<br>Enforcement of municipal bylaws<br>Training. | **Threats**<br><br>Different legislation dealing with one challenge (misinterpretation)<br>Lack of cross-border collaboration mechanism (regional)<br>Resource competition<br>Reputational risk.<br>Increase of lives lost, and damage to property and the environment.<br>Increase in insurance costs. |

## 12. FUNDING ARANGEMENTS FOR VELDFIRE RESPONSE

Each sphere of government has specific responsibilities regarding funding response to disastrous occurrences. Section 26, 40 and 54 outline the responsibilities of the three spheres of government in the event of a disaster. These sections form the basis upon which funding must be sourced by all spheres of government to support the implementation of this strategy. In the MOU between Sedibeng and Midvaal under section 3 - Roles and Responsibilities of Sedibeng the following is covered: - To enable Midvaal to perform the function as agreed, Sedibeng undertakes to: -

3.1 Monitor all Specialised Fire Fighting Services activities rendered by Midvaal within its area of operation.

3.2 Compensate Midvaal for expenses incurred regarding activities relating to Specialised Fire Fighting Services within its area of jurisdiction.

3.3 Scrutinise and settle claims submitted by Midvaal relating to fire fighting and rescue incidents within a period of 30 days of receipt thereof, provided that.

3.3.1 Such claims are within the agreed tariff and in the prescribed format.

3.3.2 Such claims be in the prescribed format

3.3.3 The claim must be in line with Midvaal Local Municipality tariffs and charges (which may be reviewed from time to time by Midvaal)

**12.1. Policies and regulatory framework that support funding of disastrous veldfires at all levels of government.**

**a. Municipal Finance Management Act (municipal level)**

- Unforeseen and Unavoidable Expenditure.
- Supply chain management policies.
- Municipal By laws.

**b. Disaster Management Act 57 of 2002 (all spheres of government)**

**c. Public Finance Management Act (provincial and national spheres)**

- Unforeseen and Unavoidable Expenditure
- Supply chain management policies

Consistent with the provisions of the DM Act and framework and the MFMA, Local governments contribution for response can largely be categorised into two broad categories as outlined below **(a) Ex- ante –** making provision for aerial resources and firefighting and by providing funding for response **(b) Ex-Post –** by assisting with the funding for post-disaster reconstruction and rehabilitation and strategies to source donations and assistance.

Immediate disaster relief, resource pooling arrangements and the monitoring & evaluation process will be attended to according to Midvaal Disaster Management Plan.

## 13. ANNEXURES

Aerial support request guide
Standard firefighting orders
Declaration and classification step by step

## 20. DEFINITIONS

**Disastrous veldfire** – uncontrollable veldfires that overwhelm fire suppression capacity to the point that life, property, and livelihoods cannot be protected.

## ANNEXURE A

## AERIAL FIRE FIGHTING ACTIVATION PROCEDURES

The NDMC will utilise this procedure to make decisions on the activation of aerial firefighting resources to support provinces and municipalities. All requests for aerial resources must be in writing and be submitted by the provinces to the relevant unit in the NDMC. i.e. Planning, Coordination Intervention & Response Directorate. The NDMC will not consider requests for aerial resources from Fire Protection Associations (FPAs), Conservation Agencies, Working on Fire, etc. It is important to note that request that deviate from this procedure will not be paid by the NDMC and will instead be submitted to the agency that made the request. In addition, the NDMC will not take responsibility for the payment of aerial resources utilized without its express authorization. The province must provide a written request which clearly outlines the risk posed by a veldfire regarding the following (in order of importance)

a. Life;
b. Property; and
c. Environment.

It is also important to highlight that where practically possible; the PDMC must have a representative on the scene as this will improve accountability for the utilization of aerial resources activated by the NDMC. The following aspects are critical and must be considered when deciding to use aerial firefighting:

a. Mountain catchments area;
b. Time of day and visibility;
c. Type of fire (land cover) – Plantation, fynbos, savannah, grasslands, etc
d. Wind speed and direction;
e. Landscape – Mountain, flatlands;
f. Manpower available;

g. Water supplies – dams or water tankers;
h. Landing Zones – wind sock;
i. Equipment available – flags, goggles, beaters and spades;
j. Is it safe to use the helicopter?
k. Time bucket will be in use – is it worth it?
l. Dangers of fire spread and cost implications;
m. Place for refuelling of helicopters;
n. Need for additives & effects of application of aerial firefighting;
o. Need for specialist teams to assist with the application of aerial firefighting system.

In preparation for fire seasons during the wintertime starting in May- August, the NDMC will require the following documents to be submitted by all provinces in advance as part of their preparation to deal effectively with veldfires:

a. Provincial veldfire management plan which consider that the NDMC is not a first line of response for veldfires (The NDMC will develop the Template which will outline minimum areas that must be covered by the Plan).
b. Indication of provincial and municipal financial contribution towards aerial resources.
c. The submission of Aerial Resources Request Form (The NDMC will develop this Form).
d. Initial reports of the incident within three days.
e. Full report on incident within three days.

**ANNEXURE B**

**STANDARD FIRE FIGHTING ORDERS**

a. Keep informed of fire weather conditions and forecasts.
b. Know what your fire is doing at all times-observe personally, use scouts.

c. Base all actions on current and expected behavior of fire.
d. Have escape routes for everyone and make them known.
e. Post a lookout when there is possible danger.
f. Be alert, keep calm, think clearly, and act decisively.
g. Maintain prompt communication with your crew, your boss, and adjoining forces.
h. Give clear instructions and be sure they are understood.
i. Always maintain control of your men.
j. Fight fire aggressively but provide for safety first.

**ANNEXURE C**

**DISASTER DECLARATION PROCESS CHECKLIST**

| | |
|---|---|
| **1.** Other legislations cannot be utilised to deal with the occurrence. | |
| **2.** The ability of the affected community to cope with the occurrence; | |
| **3.** The ability of the affected municipality/province to cope with the occurrence; | |
| **4.** The municipal council has inadequate resources to deal with the occurrence; | |
| **5.** The affected sector departments within the affected area have inadequate resources to deal with the occurrence; | |
| **6.** The effects of the occurrence are such that effective response and | |

| | |
|---|---|
| relief require specialised intervention; | |
| **7.** The declaration of a state of disaster will enable the municipality to invoke extra-ordinary measures to deal with the effects of a disaster | |
| **8.** All municipal resources to deal with the occurrence have been mobilised | |
| **9.** Budget reprioritisation to provide resources to respond to the occurrence has been considered | |
| **10.** Request for assistance from stakeholders such as community organisations, non-governmental organisations and businesses operating in its area of jurisdiction has been made | |
| **11.** Liaison with relevant sector departments to determine what they could contribute to dealing with the effects of the disaster especially those effects that directly affect their respective sectors. | |
| **12. Declaration of a state of disaster by the Premier and municipal council.** | |
| **13.** Publish decision to declare in the provincial gazette. | |
| **14. Important factors to consider in this process** | |
| **15.** a) In terms of section 54 (2), a district municipality may enter into an agreement with the council of a local municipality for the coordination and management of the disaster. The agreement must clearly outline the responsibilities of each municipality party to the agreement. Where such an agreement stipulates that a local municipality is responsible for the management of a certain types of occurrences, the local municipality can declare a local state of disaster if such an occurrence occur and exceeds the ability of the local municipality to cope with it.<br>b) Only the Municipal council and Premier of a province after consultation may declare a state of disaster. | |

# MIDVAAL CONTINGENCY PLAN FOR DOLOMITE




**NOVEMBER 2025**

MIDVAAL
LOCAL MUNICIPALITY

| Document Information | |
|---|---|
| **Document Type** | Contingency Plan- DOLOMITE |
| **Applicability** | Contingency plan in the event of: Dolomite-Sink holes<br>Conditions –Sink holes Hazard |
| **Status** | Draft |
| **Main Contributors** | National Disaster Management Centre (NDMC)<br>Provincial Disaster Management Centres<br>Sector Departments<br>Engineering from Local Municipality<br>Public Safety -Fire -Traffic<br>Engineering Geology and Geohazards |
| **Author** | CFO Midvaal- Planning, Intervention and Support |
| **Date of this Revision** | September 2024 |
| **Other Documents which have direct bearing on this contingency plan** | • Midvaal council Dolomite Policy<br>• Disaster Management Act, Act 57 of 2002<br>• Sphere Standards<br>• Council of Geoscience |

## 1. INTRODUCTION AND RATIONALE

### 1.1 Purpose

The contingency plan provides the various responsible authorities and agencies with an overview of the current arrangements that are in place for the response to Sink hole hazards in Midvaal.

It contains an overview of preparedness to respond, capabilities to as well as response arrangements. It also reflects an integrated approach and shared responsibility for the management of response to Sink-hole hazards between local municipality, agencies, communities, and individuals.

The contingency plan does not replace but add operational action to the Midvaal Local Municipality: Dolomite Risk Management By-Laws during Disasters or sinkhole hazards.

### 1.2 Current Risk to Sink-hole hazards in Midvaal.

The following areas are most vulnerable to sinkholes:

Ward 1- Mamelo
Ward 2 - Kliprivier
Ward 3 – Rothdene - Kookrus
Ward 5 - Sicelo
Ward 8 - Sicelo
Ward 9
Ward 10 -Sicelo
Ward 12
Ward 13
Ward 14
Ward 15 – Henley on Klip

The following farm portions were assessed (see Figure 1, Appendix A):

- Henley-On-Klip: A part Portion 0001 of the Farm Slagfontein 374-IQ (888 hectares in extent)
- Kliprivier: A part of Portion 0046 the Farm Kookfontein 454-IQ (428 hectares in extent)
- Meyerton Farms: A part of Portion 0001 of Farm Noldick 457-IQ (592 hectares in extent)
- Witkop: A part of Portion 0022 of the Farm Witkop 180-IQ (246 hectares in extent)

### 1.3 Responsibility for responding to sink-hole hazards

Disaster Management in the Midvaal case – the Fire Department is a shared responsibility which must be fostered through partnerships between various stakeholders and co-operative relationships between the different sphered of government, the private sector and civil society. In the spirit of cooperative governance, each sphere of government and other relevant stakeholders i.e., numerous organisations, communities need to play their unique roles and perform specific responsibilities in the process.

As a result, an integrated and well-coordinated organisational approach is the only way to ensure timely response to sink-hole hazards and providing a mechanism for

achieving better outcomes by allowing all stakeholders to effectively work together to prepare for response before, during and after a sinkhole has occurred.
To achieve a cooperative response to sink-hole hazards, each agency involved must understand the systems, structure, resources, capabilities, and statutory obligations of the other agencies.

## 2. TERMINOLOGY

To avoid uncertainty and misinterpretation of terms this plan used the following definitions**:**

**Disaster:** means a progressive or sudden, widespread, or localised, natural, or human-caused occurrence which-
(a) causes or threaten to cause-
(i) death, injury, or disease.
(ii) damage to property, infrastructure, or the environment; or
(iii) disruption of the life of a community; and
(b) is of a magnitude that exceeds the ability of those affected to cope with its effects using only their resources.

**Disaster management**: means a continuous and integrated multi-sectoral, multi-disciplinary process of planning and implementation of measures aimed at-
- Preventing or reducing the risk of disasters.
- Mitigating the severity or consequences of disasters.
- Emergency preparedness.
- A rapid and effective response to disasters; and
- Post-disaster recovery and rehabilitation

**Vulnerability:** the degree to which an individual, household or area may be affected by a hazard.

**Response:** means measures taken during or immediately after a disaster to bring relief to people and communities affected by the disaster.

**Recovery**: decisions and actions taken immediately after a disaster with a view to restoring or improving the pre-disaster living conditions of the stricken community while encouraging and facilitating necessary adjustments to reduce disaster risk.

**Prevention**: actions to provide outright avoidance of the adverse impact of hazards and means to minimise related environmental, technological, and biological disasters.

**Preparedness:** Activities and measures taken in advance to ensure effective response to the impact of hazards, including the issuance of timely and effective early warnings and the temporary evacuation of people and property from threatened locations.

**MDMC"** means the Municipal Disaster Management Centre established in terms of section 43(1) of the Act;

"**NDMC"** means the National Disaster Management Centre established in terms of section 8 (1) of the Act;

**"PDMC"** means the Provincial Disaster Management Centre established in terms of section 29(1) of the Act;

## 3. SCOPE OF THE PLAN

### 3.1 Legislation

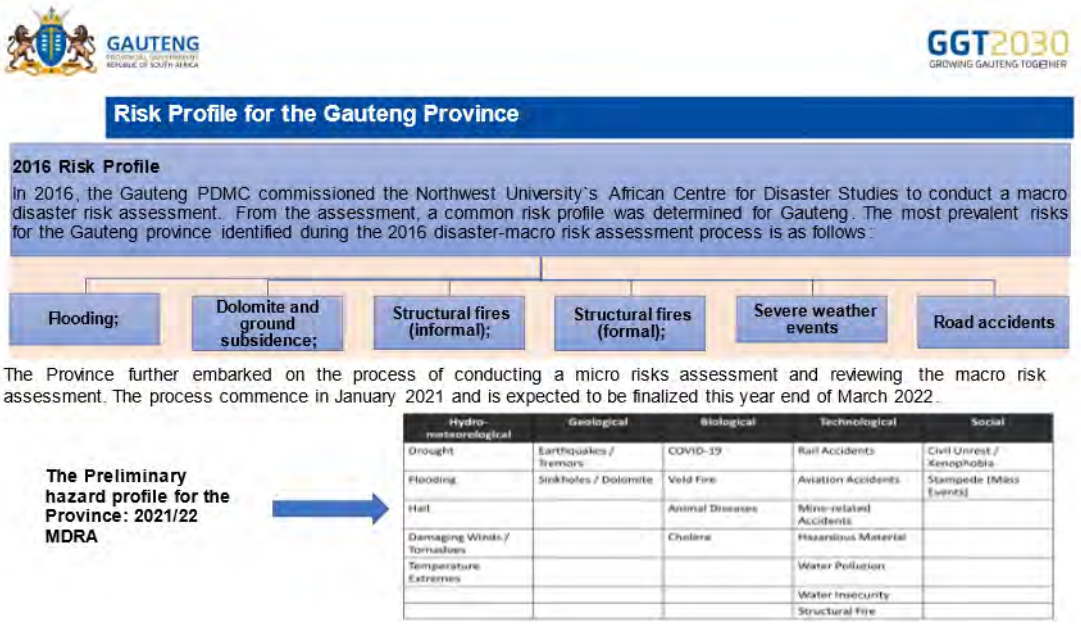
The following legislation, while not exhaustive, are the main legislation that mandates how sinkhole events must be responded to:

- The Constitution of the Republic of South Africa, 1996
- Disaster Management Act, Act 57 of 2002
- Conservation of Agricultural Resources Act, Act 43 of 1983
- Municipal Systems Act, Act 32 of 2000
- National Environmental Management Act ("NEMA"), Act 107 of 1998
- Council of Geoscience - Engineering Geology and Geohazards

### 3.2 Legislative requirements for unforeseen events and response

Section 25, 38, 39, 52 and 53 of the Disaster Management Act of 2002, Act no 57 of 2002 (DM Act) requires each national organ of state, provincial organ of state, municipal entity and municipality, respectively to prepare disaster management plans. This must be done in terms of the National, Provincial and Municipal Disaster Management Frameworks.

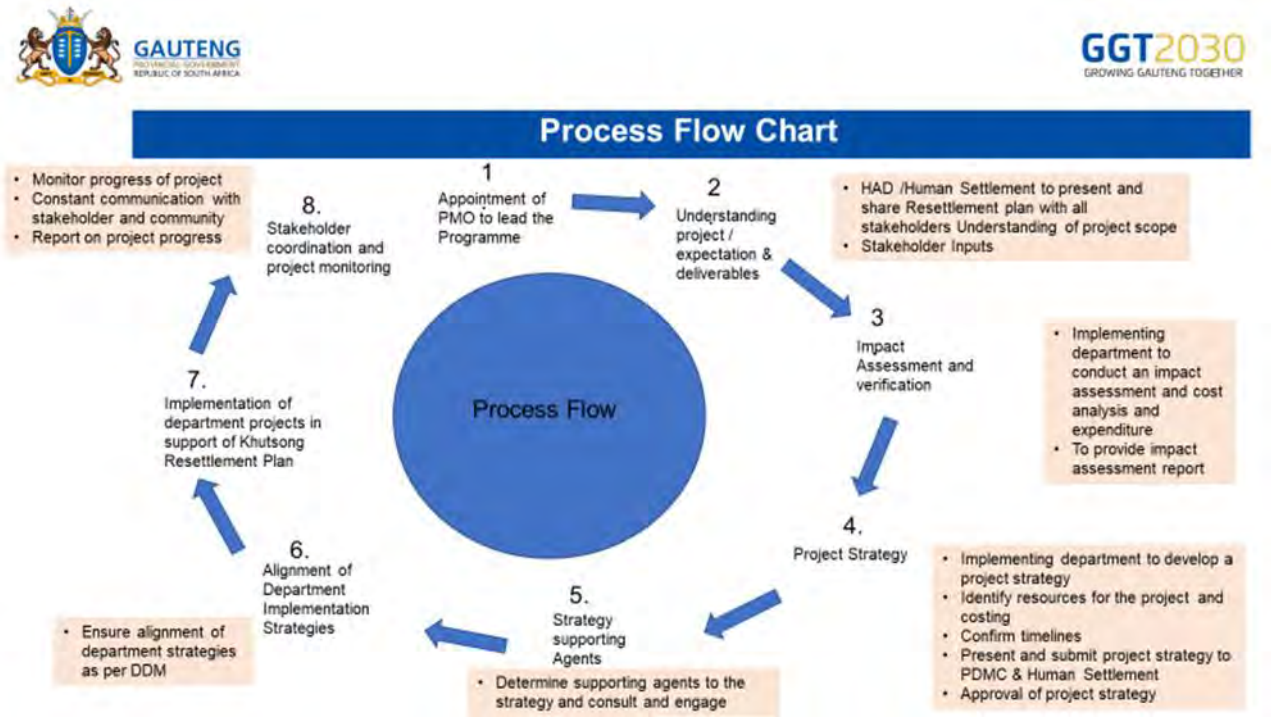
These plans must set out amongst other things the **type of disasters** likely **to occur and its effects, provide for** appropriate prevention and mitigation strategies, **contingency plans**, **emergency response** and post disaster recovery and rehabilitation. The plans must also include that capacity that the organ of state must fulfil it roles and responsibilities and outline measures to finance the implementation of disaster strategies.




### 3.3 Response to Sink Hole events.

This plan has adopted standard structure for intervention. This structure sets out a framework to support effective response preparedness and response to Sink Hole hazards by the different spheres of government. The structure is designed such that:

- Each sphere of government can effectively fulfil its responsibilities for disaster preparedness and response.
- The misunderstanding on the threshold for intervention by spheres of government is limited.
- It employs a common response structure in all provinces.
- It utilises common consolidated action planning
- utilises common terminology.




### 3.3.1 Response Preparedness

It is important that each organisation is prepared to respond to Sink Hole events. The plan details minimum response preparedness that must be undertaken by all stakeholders:

**The table below is based on the South Africa Weather Service severe weather warning system. It details preparedness activities that must be undertaken by stakeholders.**

| Type of Alert | Communication Method | Action to be taken | Activities in preparing for snow |
|---|---|---|---|
| No serve weather expected | none | None | None |
| Special weather advisories<br>*Up to 5 days ahead*<br>Issued to let people know that conditions | bulletin | Be aware | **Disaster management**:<br>- Alert stakeholders<br>- Determine stakeholder level of preparedness<br>- Identify resources required for |

| | | | |
|---|---|---|---|
| are unusual and could cause concern | | | response<br>**Department of Transport**:<br>- Monitor road conditions on alternative routes<br>- Constant communication to motorists on route conditions through communication platforms.<br>**Social Development**:<br>- Review/develop a list of places to be utilised for emergency shelter<br><br>**SASSA:**<br>- Review/Develop a list of NGOs`s for emergency humanitarian relief<br>- Identify "one stop" areas for provision of hot meals. e.g., petrol stations along routes<br>**ESKOM:**<br>- Communicate early warnings for possible electricity interruptions.<br>**TRANSNET**:<br>- Communicate early warnings on possible delays on transportation of cargo<br>**Metro Rail/PRASA:**<br>- Communicate early warnings to commuters e.g., train delays<br><br>**Department of Health**:<br>- Determine level of preparedness of hospital<br>- Alert ERMS in affected areas<br><br>**Department of Agriculture**:<br>- Alert Farmers<br>- Determine level of preparedness of farmers |
| Severe Weather watch<br>It is sent 1-3 days in advance | sms, bulletin ( TV, radio ) | Be prepared | **Disaster management**:<br><br>- Obtain stakeholder commitment for response<br>- Mobilise resources for response<br>- Identify additional support requirements (logistical)<br><br>**Department of Transport**:<br>- Constant communication to motorists on route conditions through communication platforms.<br>**Social Development:**<br>- Obtain commitment form owners of places to be utilised for emergency shelter<br><br>**SASSA**:<br>- obtain commitment from NGO`s who |

| | | | |
|---|---|---|---|
| | | | will provide emergency humanitarian relief<br>- "Set up" all "one stop" areas for provision of hot meals. e.g. petrol stations along major routes.<br>- Communicate areas where relief is available.<br>**ESKOM**:<br>- Communicate early warnings for possible electricity interruptions.<br>- Identify areas requiring additional technical support<br>**TRANSNET**:<br>- Communicate early warnings on possible delays on transportation of cargo<br><br>**Metro Rail/PRASA**:<br>- Communicate early warnings to commuters e.g., train delays<br><br>**Department of Health:**<br>- Determine level of preparedness of hospital<br>- Alert ERMS in affected areas<br><br>**Department of Agriculture**:<br>- Alert Farmers<br>- Determine level of preparedness of farmers |
| Severe Weather watch<br>Sent 24 hours in advance | sms, bulletin | Act | **Disaster management**:<br><br>- Activate Joint operations Centre<br>- Coordinate response<br>- Continuously Mobilise resources for response<br>- Request support if unable to cope<br><br>**Department of Transport**:<br>- Closure of affected routes<br>- Communicate alternative routes<br>- Constant communication to motorists on route conditions through communication platforms.<br>**Social Development:**<br>- Place evacuated people in emergency shelter<br>- Provide counselling if required<br><br>**SASSA**:<br>- provide emergency humanitarian relief<br>- Communicate areas where relief is available<br>**ESKOM**:<br>- Communicate all electricity interruptions.<br>- Provide technical support in all areas |

| | | | |
|---|---|---|---|
| | | | -<br>**TRANSNET**:<br>- Communicate delays on transportation of cargo<br>- Report trapped drivers to be rescued<br><br>**Metro Rail/PRASA**:<br>- Communicate delays<br>- Report affected /trapped commuters<br><br>**Department of Health:**<br>- Respond to accidents and emergencies<br><br>**Department of Agriculture**:<br>- Assist farmers with feed<br>- Assist farmers to rescue trapped animals |

### 3.3.2 Memorandum of Understanding/SLA:

The following memorandum of understanding for Sink Holes events are in place:

| Name of area for organisation | Name and brief details on the MOU |
|---|---|
| e.g. Midvaal | e.g. MOU with Sedibeng District on MOU |
| | |

### 3.3.3 Intervention

**It is important to note that although a standard structure for response has been adopted, response capabilities of a sphere of government that is affected might require initial intervention at higher levels of response.**

The table below details the standard structure for intervention:

| | |
|---|---|
| Level 0 | • The occurrence exceeds the ability of individuals and communities and requires intervention from a municipality and other local emergency stakeholders.<br>• Community and local resources are activated to respond to the occurrence.<br>• An early warning for a level 1 intervention is made to the District Disaster Management Centre by the local municipal emergency services.<br>• A request for level 1 response is activated to the District Disaster Management Centre following the warning that the situation cannot be contained.<br>• A local joint Operations Centre has been activated |
| Level1 | • The occurrence exceeds the capability of a local municipality and stakeholders at a local municipal level to respond.<br>• District resources have been activated and resources from other local municipalities in the district have been pooled. |

| | |
|---|---|
| | • Joint Operations in the District have been activated.<br>• An early warning for a level 2 intervention is made by the Joint Operations.<br>• A request for a level 2 intervention made to the Provincial Disaster Management Centre following the warning if the situation cannot be contained. |
| Level 2 | • The occurrence extends beyond the capabilities of a District Municipality.<br>• The occurrence requires the response of resources outside the district including provincial resources.<br>• Joint Operations in the Province have been activated.<br>• PDMC mobilises resources through relevant stakeholders at the JOC.<br>• Support from neighbouring provinces may have been activated.<br>• An early warning for a level 3 intervention is made by the provincial joint operations.<br>• A request for a level 3 intervention made to the National Disaster Management Centre following the warning if the situation cannot be contained. |
| Level 3 | • This type of incident is the most complex, requiring national resources to manage operations safely and effectively.<br>• Provinces have requested intervention.<br>• Response operations at all 3 levels are active.<br>• Joint operations at National Level are activated. |

## 4. PRIMARY RESPONSIBILITY

**Primary Responsibility: Coordination**

Disaster Management centres are primarily responsibility for the coordination of all Sink Hole hazards at all levels.

**Primary Responsibility: Lead agent**

The type of disruption that has been caused a result of a Sink Hole event will determine who assumes the role of a lead agent. The disaster Management Centre will appoint a lead agent following its assessment of the disruption.

The following are the most common disruptions caused by Sink Hole events in South Africa:

- Road accidents and closures
- Displacement of people
- Loss of people, property, stock/trapped stock
- Environmental Degradation
- Water Shortages

The following organisations may be required to assume the leading roles and/or on scene co-ordination role during response to the Sink Hole incidents:

| Agency | Capabilities, Roles & Responsibilities |
|---|---|
| South African Police Service | • Prevention of crime and the maintenance of peace and order<br>• Maintenance of any site as a possible crime scene<br>• Co-ordination of rescue<br>• Co-ordination of evacuation<br>• Patrols of evacuated areas<br>• Tracing, or co-ordination of search for, missing members of the community |
| Road Traffic | • Traffic control, including assistance with road closures and maintenance of roadblocks. |
| Fire Department | • General Rescue<br>• Fire prevention<br>• Management of hazardous material situations<br>• Provision of Material Safety Data Sheet information relative to hazardous materials<br>• Advice relative to evacuation requirements because of a hazardous material incident |
| Department of Health | • Co-ordination of emergency medical resources.<br>• Provision and maintenance of hospital, clinic, and health centre facilities<br>• Appropriate pre-hospital on-site medical and health response management for casualties<br>• Public health advice and warnings<br>• Epidemiology/disease surveillance<br>• Collection/dissemination of health information<br>• Ongoing medical and health services |

| | |
|---|---|
| Department of Health (Emergency Medical Rescue Services) | • Assessment, treatment, and transportation of injured persons- Basic, Intermediate, and advanced life support.<br>• Provision of aero-medical transportation service.<br>• Advanced Life Support<br>• Rescue ( advanced medical rescue) -<br>• Assistance with evacuation (injured people) |
| Department of Social Development | • Co-ordination of NGO's and locally based community recovery services<br>• Co-ordination of the provision of emergency accommodation<br>• Provision of Counselling services |
| SASSA | • Co-ordination of warm meals, food vouchers and social relief payments to affected people.<br>• Provide emergency relief |
| Department of Education | • Provision of schools for temporary shelter (if required)<br>• Sink Hole Awareness |
| Department of Agriculture Forestry and Fisheries | • Control/containment of plant and animal diseases<br>• Provide veterinary services.<br>• Provide advice to affected farmers.<br>• Provide feed for animals.<br>• Provide resources to secure aerial support to famers |
| Department of Human Settlements | • Provision of temporary shelter |
| Department of Transport | • Road Incident Management<br>• SANRAL<br>• Coordinate and provide information on road closures.<br>• Search and rescue services |

**5. SECONDARY RESPONSIBILITY**

The following organisations will assume secondary responsibility:

| Agency | Capabilities, Roles & Responsibilities |
|---|---|
| South Africa National Defence Force | • Provision of manpower to assist in various roles.<br>• Provision of aerial support during emergencies |
| GCIS | • Media Advisory and Statements<br>• Coordinate communication across all spheres of government |

The following organisations will be involved in supporting the primary and secondary agencies:

| Agency | Capabilities, Roles & Responsibilities |
|---|---|
| **NGO`s (Non – Governmental Organisations)** | Assist in proving the following:<br>▪ Food<br>▪ Health Care<br>▪ Counselling<br>▪ Temporal Shelter<br>▪ Medical Care |

## 6. CONTACT DETAILS OF STAKEHOLDERS PER PROVINCE

| Name | Institution | Telephone | Fax | Cell phone | E mail |
|---|---|---|---|---|---|
| Pieter Nieuwenhuizen | Sedibeng DMC | 016 450 3092 | 27866 441 631 | 082 901 5726 | pietern@sed-dom.sed-po |
| | | | | | |

## 7. COMMUNICATION

### Administrative

All communication that is made by government must be in line with government policy as prescribed by GCIS.

Organisations will ensure that must be communicated to communities and stakeholders is accurate and up to date.

Media and general incident communication of sinkhole incidents must be follows:

| | |
|---|---|
| Level 0 | • The local Municipality affected to handle all communication. |
| Level1 | • The District Joint Operations following consultation with the affected local municipalities responsible for all |

| | |
|---|---|
| | communications |
| Level 2 | • The Provincial Joint Operations following consultations with the affected District Municipality is responsible for communications. |
| Level 3 | • The National Joint Operations following consultation with the affected Province/s is responsible. |

All organisations must ensure that this plan is communicated to relevant stakeholders at all levels.

**Political**

Joint Operations at different levels of intervention have the responsibility to inform their political principals on the occurrence as progress on response.

Joint Operations at different levels of intervention have the responsibility to provide information to political principals for any media statement/press conference.

## 8. LOGISTICS SUPPORT

**The following additional logistical support will be required:**

| Name of Organisation /Sector /Province | Required additional resources to respond to Sink Hole events |
|---|---|
| Midvaal Local Municipality | During a Sink Hole event, depending on where it occurs might lead to a collapse of a structure or road. |
| | Motor vehicle accidents might occur, and pieces of the road might disappear. |
| | Aerial support to assist during any rescues |
| | Water and sewerage management should an incident occurs in any residential area, or informal areas. |

## 9. STATEMENT OF COMMITMENT

*The National Disaster Management Centre and all stakeholders that form part of this plan commit to:*

- *Adhering to the Sink Hole contingency plan*
- *Proving support required during the Sink Hole event.*
- *Keeping all matters in the plan confidential*
- *Acting in responsible and professional manner*

# 2025/2026 SUMMER SEASON CONTINGENCY PLAN

**[August 2025]**

**MIDVAAL Disaster Management**

MIDVAAL
LOCAL MUNICIPALITY

| Document Information | |
|---|---|
| **Document Type** | Contingency Plan- Summer Season 2025/2026 |
| **Applicability** | Contingency plan in the event of extreme weather conditions during the summer season of 2025-2026.<br><br>Extreme weather conditions and related hazards amongst other floods, sever storm, hailstorms, windstorms or tornadoes and fires that occur during the summer season. These situations need proper planning and action plans to mitigate future real declaration of disasters.<br><br>This contingency plan aims to address the prevention of such. |
| **Status** | DRAFT Document |
| **Main Contributors** | Midvaal Fire Department |
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| **Date of this Compilation** | September 2025 |

## Notice

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**APPROVAL AND SIGNATURE**

This plan was developed for Midvaal Local Municipality Fire Department, under the guidance of the Chief Fire Officer.

Midvaal Fire Department and its stakeholders are committed to adhere to the 2025 – 2026 Summer Season Contingency Plan.

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**DATE:**

## Table of Contents


| Number | Content | Page Numb |
|---|---|---|
| 1 | Introduction | 4 |
| 2 | Scope of the Plan | 4 |
| 3 | Purpose | 5 |
| 4 | Risk Assessment & Hazard analysis for the season | 5/6 |
| 4 | Hazard Register | 6 |
| 4.1 | Analysis of their impact on the community, infrastructure, and economy | 6/7 |
| 5 | Institutional arrangements and key structures for coordination | 7-10 |
| 6 | Roles and Responsibilities of key stakeholders | 10-24 |
| 7 | Available Resources and Logistics | 24/25 |
| 8 | Communication Plan | 26/27 |
| 9 | Response Plan | 28/29/30 |
| 10 | The procedure for the activation of the response teams (first, second, third responders) will be based on the Incident Management Teams core concepts and planning process. (Planning - P concept). | 30 |
| 11 | Contact Details | 30 |
| 11.1 | Gauteng Provincial Disaster Canters | 31 |
| 11.2 | Municipal Disaster Management Canters | 32 |
| 12 | Conclusion | 32 |
| | | |
| | | |
| | | |
| | | |
| | | |

## 1. Introduction

During the summer season, Midvaal Local Municipality is prone to extreme weather conditions such as floods, windstorms, severe hailstorms and in some cases tornados as well as Informal House fires. These hazards can result in widespread damages to property, infrastructure, livelihoods and other essential services which often impact negatively on service delivery and the economy.

This plan aims to provide procedures and guidelines to be followed when responding to major incidents and disasters that could occur during the summer and is intended to serve as the centralised repository for the information and procedures to be followed during emergencies.

## 2. Scope of the Plan

The scope of this plan covers preparedness and response mechanisms that may be employed if a major incident(s) occurs across Midvaal Area of jurisdiction and may escalates into a disaster during this summer season. All the necessary mechanisms may be employed by all Local Municipalities including the private sector managing some of the hazards upon notification by the SAWS.

The plan specifies applicable and relevant legislation, institutional arrangements, as well as the escalation mechanisms for response coordination and resource mobilisation to be employed to deal with any occurrence across Midvaal. This plan, however, does not replace contingency plans of all the stakeholders expected to deal with the respective hazards in line with their legislative mandates.

The scope of this plan is built upon the following set of principles:

2.1 Risk Assessment and Hazard Analysis for the Season:
2.2 Institutional arrangements and key structures for coordination
2.3 Roles and Responsibilities of Key Stakeholders:
2.4 Available Resources and Logistics
2.5 Communication Plan:
2.6 Response Procedures:
2.7 Evacuation Plans:
2.8 Financial Management and Funding:

## 3 Purpose

The purpose of the document is to provide a guideline for developing a high-level summary of the Disaster Management Contingency Plan. A summarized contingency plan is essential for quick referencing, clear communication, accurate consolidation, and appropriate decision-making by relevant stakeholders.

## 4 Risk Assessment and Hazard Analysis for the season: Identification of potential hazards and risks (natural and man-made).

| **AREA** | **RISK LEVEL (**low, medium, high) | **PROBABILITY (**low, medium, high) | **IMPACT (**Low, medium, high) |
|---|---|---|---|
| Areas along Vaal Riverbanks. | medium | medium | Medium |
| Lower lying areas along the Vaal dam. | High | Low | High |
| An area where the Klip River enters the Vaal River (the bottle neck area) | Medium | High | Medium |
| Midvaal Klip River | Medium | Medium | medium |
| Sicelo | Medium | Low | Low |
| Henley Weir | Medium | Medium | Medium |
| Dale side | Medium | Medium | Medium |
| Langkuil | Medium | Medium | Medium |
| Mamello | Medium | Medium | Medium |

**TEMPLATE 1: HAZARD REGISTER**

| HAZARD IDENTIFICATION | | | | | | HAZARD ANLYSES | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| NO | HAZARD | Marking | Description (e.g. River overflowing) | Clisification number | Grid reference on Risk Mapper e.g. H3 or B4 - B6 | Likelihood (probability) | Frequency | Predictability | Magnitude | Hazard Index |
| 1 | Over loading of over head electric wires | | Over loading of electic wires | | | 4 | 2 | 3 | 3 | 3 |
| 2 | Electric Sub stations | | Sabotation of the stations | | | 3 | 2 | 3 | 2 | 2 |
| 3 | Pump Stations | | Blignoutsrus, Drumblade, Eye of Africa, Blue Saddle Ranch, Randvaal,Vaal | | | 4 | 3 | 3 | 3 | 3 |
| 4 | Load shedding | | Pump stations overflowing. | | | 4 | 3 | 3 | 3 | 2 |
| 5 | Aircraft carrier (Pontoon) | | Sabotation of the pump hamper service delivery | | | 2 | 2 | 2 | 2 | 2 |
| 6 | Vaal Marina water works | | Blignoutsrus pipe burst 3days no H2O | | | 3 | 3 | 2 | 2 | 2 |
| 7 | Labour unrest / Sabotation | | Hamperring of service delivery / Poisoning of drinking water | | | 2 | 2 | 2 | 3 | 2 |
| 8 | Pump Stations (sewer) | | Over flowing into the river | | | 5 | 5 | 2 | 3 | 3 |
| 9 | Theft | | Electris cables and manhole covers. | | | 3 | 2 | 4 | 3 | 3 |
| 10 | Gas | | Methane gas in manholes | | | 5 | 3 | 3 | 1 | 3 |
| 11 | Floods | | lifting of manhole covers / river debry. | | | 5 | 3 | 2 | 3 | 3 |
| 12 | Bridges | RD | During floods | | | 2 | 2 | 3 | 3 | 2 |
| 13 | People unrests | RD | Digging up of roads | | | 2 | 2 | 2 | 2 | 2 |
| 14 | Mamelo Flooding | | During heavy and long rainfall | | | 2 | 2 | 2 | 3 | 2 |
| 15 | Vaal Dam Sluisgates | | Braking of the dam | | | 2 | 2 | 2 | 4 | 3 |
| 16 | Boitomelo | | cut of from sosiaty during floods | | | 2 | 2 | 2 | 2 | 2 |
| 17 | Rand Water Panfontein | | (NKP) Sabutage | | | 2 | 2 | 2 | 4 | 3 |
| 18 | Sebokeng fuels /Vaal gas | | Fuel /gas fires, vapour cloud explosions | | | 2 | 2 | 2 | 3 | 3 |
| 19 | Roshnee Fire work factory | | Explosion, fire | | | 2 | 2 | 2 | 3 | 3 |
| 20 | Old and new Sicelo | | Riates, fires | | | 2 | 2 | 2 | 2 | 2 |
| 21 | Michilane tyres | | fires | | | 2 | 2 | 2 | 2 | 2 |
| 22 | Klip river Business park | | Fires, explosions. | | | 2 | 2 | 2 | 2 | 2 |
| 23 | Rust-Olium | | Explosion, fire | | | 2 | 2 | 2 | 2 | 2 |
| 24 | Scilogic Pharmacuteculs | | Fires explosions | | | 2 | 2 | 2 | 3 | 3 |
| 25 | Dolomite | | Sink Holes | | | 3 | 2 | 2 | 3 | 3 |
| 26 | Chemlink | | Explosion, fire | | | 3 | 2 | 2 | 5 | 4 |

4.1 Analysis of their impact on the community, infrastructure, and economy.

| **COMMUNITY** | **INFRASTRUCTURE** (low, medium, high) | **ECONOMY** (low, medium, high) | **IMPACT** (Low, medium, high) |
|---|---|---|---|
| Areas along Vaal Riverbanks. | medium | medium | Medium |

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| | | | |
|---|---|---|---|
| Lower lying areas along the Vaal dam. | High | Low | High |
| An area where the Klip River enters the Vaal River (the bottle neck area) | Medium | High | Medium |
| Midvaal Klip River | Medium | Medium | medium |
| Sicelo | Medium | Low | Low |
| Henley Weir | Medium | Medium | Medium |
| Dale side | Medium | Medium | Medium |
| Langkuil | Medium | Medium | Medium |
| Mamello | Medium | Medium | Medium |

## 5 Institutional arrangements and key structures for coordination

To successfully deal with any possible flood prevention and mitigation is of importance.

### a) Prevention

We cannot prevent any natural rainfall, but we can deal with such risk. This can be done into four ways:

- Transfer the risk
- Terminate the risk
- Treat the risk
- Tolerate the risk

In this case we will treat and tolerate the risk (Possible Flooding's)

### b) Mitigation

In the Midvaal area we have prone areas for flooding:

- Kliprivier
- Henley weir
- Langkuilspruit (Meyerton Farms)
- Sicelo (Next to Bell Road)

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- Dale Side
- Riet spruit

By being proactive in appointing a stormwater team to clean the storm water drains to ensure a proper draining or run off rainwater to the Kliprivier and through the joint operations of different departments in cleaning the river from the tree stumps and debris under the bridges in the Kliprivier ensuring a proper flow of the water when the river flow is high.

**c) Kliprivier**

- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall.
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses.
- The fire department was proactive and got sandbags in stock
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- An Incident Management Team (IMT) will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayor
- Affected areas community will be evacuated to the community hall in the area.

**d) Henley weir / Lower areas**

- When heavy rain fall is predicted for Midvaal, and surrounding areas Midvaal Community services Parks section and the Public Safety and Roads Department can be proactive and ensure that the Henley weir is not blocked to ensure the flow of water
- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses

- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours
- An Incident Management Team (IMT) will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- Roads to be closed off by Traffic to ensure motorist and pedestrians do not enter
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayor
- Affected areas community will be evacuated to the community hall in the area.

e) **Lankuilspruit (Meyerton Farms)**

- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall.
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses.
- The fire department was proactive and got sandbags in stock
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- An Incident Management Team (IMT) will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- Affected areas community will be evacuated to the community hall in the area
- Public awareness to be done as a proactive measure to educate the community

**f) Sicelo (Next to Bell Road)**

- When heavy rain fall is predicted for Midvaal and surrounding areas Midvaal Roads department can be proactive and ensure that the street gutter inlets are free from debris to ensure that the water can flow and minimizing the risk of pushing back, and effecting the communities along Bell Road

- After heavy rainfall are encountered the community living along Bell Road are affected
- After heavy rainfall the shift officer to monitor the water levels every 4-6 hours
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the informal settlement houses
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- Public awareness to be done as a proactive measure to educate the community

g) **Daleside**

- After heavy rain falls in Midvaal and surrounding areas the river levels will be monitored by the shift officer on duty every 4 to 6 hours depending on the downfall.
- When the levels keep rising sandbags will be provided by Fire department to try stop water reaching the houses.
- The fire department was proactive and got sandbags in stock
- Should the water levels rise drastically that endangers life and property evacuation will be considered.
- The standby divisional officer to obtain the weather forecast for the next 24-48 hours.
- An IMT will be appointed, dispatched and planning will be done with role players on what area will be evacuated and what task each member will do (SAPS, FIRE, TRAFFIC, CPF)
- The relevant MMC as well as the ED become informed where a decision will be taken to inform the mayor
- Affected areas community will be evacuated to the community hall in the area.

## 6. Roles and Responsibilities of Key Stakeholders:

Disaster response includes the activities taken in anticipation of, during and immediately after an event to ensure that its effects are minimized. The timely, integrated and coordinated approach requires clear definition or roles and responsibilities of those involved in response activities and their understanding of the functions that contribute to effective response. In this regard, municipalities would have to be supported by appropriate expertise and resources from the provincial and national government.

When a significant event or disaster occurs or is threatening to occur, it is imperative that there should be no confusion as to roles and responsibilities and procedures to be followed. When coordinating assistance, it must be born in mind that the primary responsibility for coordinating response to specific

events must be allocated to a specific organ of state and the DMC has the responsibility to coordinate disaster relief efforts in its area of jurisdiction.

The National Disaster Framework of 2015 stipulates that the responsibility for coordinating response to specific known rapid and slow-onset significant events and disaster must be allocated to a specific organ of state. Disaster Management Plans, Contingency, or operational plans as well as guidelines of various stakeholders that are involved during response must be considered and implemented accordingly. Mechanisms for the activation and mobilisation of additional resources for response and recovery measures must be clearly set out in the plans.

The tables below present the roles and responsibilities of various departments in the municipality.

| **AGENCY** | **Roles & Responsibilities** |
|---|---|
| Municipal Manager | • When deemed necessary, consider the declaration of a local state of disaster as per the Disaster Management Act, 57 of 2002,<br>• Liaise with provincial officials and national officials,<br>• Co-ordinate response with CBO'S and NGO'S,<br>• Authorize area evacuation / re-entry when area is safe,<br>• After consultation with the DCT authorise area evacuation / re-entry,<br>• Identify persons/organisations to receive recognition for contributions to the emergency response,<br>• Establish and maintain required telecommunications links with all the relevant departments and entities,<br>• Identify available resources for Disaster Risk Management purposes as requested by the DCT,<br>• Establish and maintain a resources database<br>• Ensure effective media liaison and public early-warning,<br>• Provide situation reports to all internal and external role-players on a regular basis.<br><br>Report, liaise and consult with councillors and provincial and national government departments,<br>• Report on emergency impact and response to the Executive Mayor,<br>• Report on emergency impact and response to the councillor(s) for the affected area(s),<br>• Report on emergency impact and response to the remaining Councillors,<br>• Notify next-of-kin when an employee is injured, missing, or killed during any emergency,<br>• Authorize any extraordinary expenditures (access to disaster funding and / or any alternative emergency funding sources), |

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| | • Identify persons / organisations to receive recognition for contributions made to emergency response. |
| IDP and Organisational Performance Management Services | Ensure that the Municipal Disaster Risk Management Plan forms an integral part of the IDP,<br>• Ensure that hazard identification, risk assessment and that risk prevention and/or risk reduction / mitigation principles are applied for *all* development projects to be undertaken. |
| Executive Director Corporate Services / Legal services | Monitoring compliance with relevant legislation, regulations, licenses, and by-laws,<br>• Documenting information for potential legal actions,<br>• Documenting information for potential compensation claims,<br>• Identifying information to be documented for inquests or investigations under applicable laws. |
| PRO & Marketing: Chief Complaint Officer | Customer relations enquiries of Midvaal,<br>• Operation of a Call Centre for non-urgent matters & assistance with emergency information dissemination, as required. |
| Head of Records | Providing administrative support including printing and courier services for distribution of disaster related printed material to depots and decentralised offices,<br>• Provision of registry and cell phone administration services. |
| Executive Director Finance | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Enterprise Risk Management<br>• Documenting information for potential municipal insurance claims,<br>• Managing donations for emergency response,<br>• Facilitating emergency procurement,<br>• Initiating and facilitating efforts to make funds available for pro-active and re-active disaster management within the municipal area,<br>• Supplying financial resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk |

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| | Management Resources Database |
| Executive Director (Human Resource) Personnel Services | Providing information to MLM staff and their families regarding aspects of any emergency or disaster,<br>• Documenting information for remuneration of municipal employees involved in emergency response,<br>• Reporting to the Health and Safety Committees on the emergency responses undertaken in Midvaal,<br>• Documenting potential Occupational Health and Safety issues,<br>• Documenting information for potential municipal labour relations issues.<br>• **Occupational Health and Safety Officer** preparation in terms of the emergency evacuation plans which are co-ordinated from his / her office. |
| Executive Director Community Services / Sports recreation and parks officer | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Emergency / contingency planning for all Council facilities used for mass events,<br>• Make available facilities for emergency assembly and / or shelter of persons displaced by emergencies or disasters,<br>• Plan and assist with the management of emergency shelter, evacuation assembly points and mass care facilities for persons displaced by emergencies or disasters,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Parks | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency/disaster situations,<br>• Assist with the removal of vegetation proving to be hazardous, both pro-actively and re-actively after any Incident,<br>• Supplying any specific resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources |

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| | database that is integrated with the Disaster Risk Management Resources Database |
| Health | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Steps to eliminate disaster risks presented by communicable diseases,<br>• Isolate person(s) to decrease or eliminate disaster risk presented by a communicable disease,<br>• Protect the health and safety of emergency responders,<br>• Monitor large groups of people for contamination and / or health effects,<br>• Preventative issues around communicable diseases for disrupted populations (may be general population or limited to vulnerable populations and essential service operators),<br>• Immunize large groups of people,<br>• Assist with the management of emergency shelter, evacuation assembly points and mass care facilities for persons displaced by emergencies or disasters,<br>• Seize and dispose of food that poses a health hazard,<br>• Monitor the environment (air, water, and ecosystem) for contamination,<br>• Identify victims, responders or affected persons who may require medical follow-up and / or who may require psychosocial support and to facilitate this support which may be provided by the appropriate governmental and non-Governmental agencies as applicable,<br>• Identify persons / organisations to contribute to post-emergency reports / debriefings regarding health matters,<br>Supplying resources for Disaster Risk Management purposes as requested by Midvaal.<br>Health representative(s) on the Disaster Co-ordination Team (DCT), if convened,<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database<br>• Liaise with the PG: Gauteng Health Department |

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| | who are responsible for the provision of curative and operative interventions during any major incident regarding the: -<br>- care for evacuees and victims<br>the provision of curative health care in remarks of communicable diseases for disrupted populations (may be general population or limited to vulnerable populations and essential service operators). |
| Chief Environmental Health Officer | Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phases,<br>• Ensure that risk reduction and mitigation principles are applied as part of the environmental input into all development projects,<br>• Include the reduction of natural disasters as an element in environmental education programmes,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database<br>• Identify possible environmental disasters,<br>• Identification of land for mass burials if required. |
| Social Development co-ordinator | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination, including social development plans,<br>• Compilation of re-active departmental Disaster Risk Management Plans to ensure service continuation during emergency/disaster situations,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk |

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| | Management Resources Database |
| Director Solid Waste Management | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Disposing of non-hazardous waste and refuse when and where required,<br>• Advising and providing facilities for the disposal of hazardous waste,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Executive Director Development and Planning | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Include the reduction of natural disasters as an element in environmental education programmes,<br>• Identify possible environmental disasters,<br>• Compilation of pro-active environmental Disaster Risk Management programmes to support risk reduction or elimination,<br>• Monitoring the environment (ground, air, water and the ecosystem) for contamination,<br>• Ensure linkages between this plan and infrastructure development framework,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database |
| Director Town Planning & GIS | • Compilation of pro-active departmental Disaster Risk Management programmes to support |

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| | disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Rendering support and advice throughout all phases of Disaster Risk Management planning activities,<br>• Compiling, exercising and carrying out adequate disaster recovery procedures for IT infrastructure and information management,<br>• Establishing and maintaining required informatics links to maintain the Disaster Risk Management Resources Database<br>• Supplying IT Infrastructure and assets to host and maintain DisRes, integrated GIS and any other IT systems which can assist in Disaster Risk Management, |
| Director Urban Planning | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination through the long-term spatial development framework to ensure integrated, proactive and decisive decision making on major infrastructure, investment, development and settlement issues, including directives for local area integrated human settlement planning and the provision of Urban Design inputs for corporate strategic programmes to improve settlement planning,<br>• Ensure that risk reduction and mitigation principles are applied as part of the environmental input into all development projects, including the identification of possible environmental disasters,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phases,<br>• include the reduction of natural disasters as an element in environmental education programmes,<br>• Supplying resources for Disaster Risk Management purposes as requested by the |

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| | Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Chief Building and Land - use Officer | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination through the planning and building development initiatives being undertaken under the guidance of the department,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency/disaster situations, especially where buildings and other structures have been affected by the Incident,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Plan and ensure that risk reduction and disaster mitigation principles are adhered to in the recovery and redevelopment phases,<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Deputy Director Housing | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Identify and make available alternative land and housing / shelter for persons displaced by an emergency or disaster,<br>• Plan and assist with the management of emergency shelter, evacuation assembly points and mass care facilities for persons displaced by emergencies or disasters,<br>• Ensure that all housing and servicing projects promote disaster risk reduction,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>Establishing and maintaining a resources database that is integrated with the Disaster Risk Management |

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|---|---|
| | Resources Database (DisRes) |
| Public Safety | • Ensure that Disaster Risk Management Plans are compiled and maintained in his/her Directorate,<br>• Establish and ensure the effective functioning of the Disaster Risk Management Advisory Forum,<br>• When necessary and assisted by the Chief Fire Officer and submit reports containing recommendations for changes to the Municipal Disaster Risk Management Plan to Council. |
| Chief Fire Officer Fire and Rescue Services | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management plans to ensure service continuation during emergency/disaster situations,<br>• Preventing the outbreak or spread of fires,<br>• Fighting or extinguishing fires,<br>• Protecting life and property from fire or other threatening danger,<br>• Rescuing of life or property from fire or other danger,<br>• Evacuating designated area(s) threatened by fire of both persons and livestock,<br>• Assist and manage hazardous material decontamination facilities and operations.<br>• co-ordinating response and mutual aid agreements with adjacent District Councils in Sedibeng District,<br>• protecting the health and safety of emergency responders,<br>• maintaining a central registry of evacuees,<br>• identifying people who may require long term care and accommodation,<br>• identifying target audiences for post-emergency communications,<br>• ensuring acceptable level of emergency services for Midvaal outside of the emergency area(s),<br>• identifying persons / organizations to contribute to post-emergency reports and debriefings,<br>• supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes) |
| Divisional Officer Operations & Communications | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination, |

| | |
|---|---|
| | • Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Providing information to persons at emergency facilities (e.g. assembly points / evacuation centres / mass care facilities),<br>• Providing information to persons at special incident-related meetings,<br>• Providing information to Midvaal employees and their families who are affected by emergencies / disasters,<br>• Arranging site visits for persons affected by the emergency, e.g. families of deceased persons,<br>• Arranging anniversary events of disasters for affected persons in support of efforts to facilitate psychosocial coping mechanisms,<br>• Regularly updating on emergency to councillors,<br>• Supporting the Fire Department Control Room in communicating status reports and public safety notices,<br>• Supporting the Fire Department in risk-reducing public education and awareness programmes<br>• Provide and support the DRMC with a 24-hour communication facility for the notification of Major Incidents and any subsequent communication needs,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Fire Department Control Room Disaster Risk Management Resources Database (DisRes). |
| Chief Traffic Services | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management plans to ensure service continuation during emergency/disaster situations,<br>• Co-ordinating Incident response with the South African Police Service and all the other responding Emergency and Essential Services,<br>• Assist the police with the controlling and dispersing crowds on the roadways,<br>• Support the evacuation of designated area(s) which are threatened by any emergency of both persons and livestock, |

| | |
|---|---|
| | • Managing and controlling traffic in and around emergency area(s), on evacuation routes and on emergency vehicles' access and egress routes,<br>• Identifying persons / organisations to contribute to post-emergency reports / debriefings,<br>• Protecting essential service facilities and infrastructure, as required,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the DRMC's Disaster Risk Management Resources Database (DisRes). |
| Executive Director Engineering Transport Roads and Major Projects / Director Civil Services | • Compilation of pro-active Departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive Departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Taking appropriate measures to accommodate the transport network in the most expedient manner under the prevailing circumstances,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the DRMC's Disaster Risk Management Resources Database (DisRes). |
| SNR. Engineering Technician: Roads and Storm water | • Compilation of pro-active Departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive Departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Confining and containing flood water where possible,<br>• Providing technical advice in preventing or reducing the effects of flooding and storm-damage,<br>• Liaison with the Department of Water Affairs and |

| | |
|---|---|
| | Forestry as required,<br>• Removing debris and other obstacles from transportation routes and other sites as required,<br>• Repairing any damaged or dysfunctional road infrastructure to restore optimal functioning of the transport network in the shortest possible time,<br>• Taking appropriate measures to accommodate traffic on the transport network in the most expedient manner under the prevailing circumstances,<br>• Liaison with the Provincial Roads Department and National Roads Agency as required,<br>• Assist and advise on Hazmat clean-up and decontamination of infrastructure and the environment,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Water and Purification | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Co-ordinating response with businesses and industries affected by the emergency,<br>• Controlling consumption of public water supply,<br>• Providing alternate water supplies (potable, industrial and for firefighting),<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| Fleet and coordination: Mechanical Workshop | • Compilation of pro-active Departmental Disaster Risk Management programmes to support disaster risk reduction or elimination, |

| | |
|---|---|
| | • Compilation of reactive Departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Taking appropriate measures to accommodate traffic on the transport network in the most expedient manner under the prevailing circumstances,<br>• Liaison with the Provincial Transport Department and National Transport Department as required,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes).<br>• Fleet & Workshop Management to ensure that: -<br>• Appropriate staff have been placed on standby to cater for such occasions (supervisors, drivers, operators and laborers),<br>• Appropriate vehicles are available for timeous response,<br>• Permits for low bed trailers, etc. are valid for such emergency response,<br>• Supplementary resources are available from private sector,<br>• Procedural guidesand lists of internal and external contacts are available for standby teams,<br>• Call out procedures and contacts details are lodged with HOD and updated weekly. |
| Director: Electrical Services | • Compilation of pro-active departmental Disaster Risk Management programmes to support disaster risk reduction or elimination,<br>• Compilation of reactive departmental Disaster Risk Management Plans to ensure service continuation during emergency / disaster situations,<br>• Co-ordinating response with businesses and industries affected by the emergency,<br>• Co-ordinating response with national and provincial Public Works departments,<br>• Co-ordinating response with Eskom regarding electricity supply to the city,<br>• Allocating available electricity, |

| | |
|---|---|
| | • Planning alternate electrical supply,<br>• Arranging for an alternate telephone or communication service, if required,<br>• Controlling telecommunications system load,<br>• Identifying buildings which are electrically unsafe,<br>• Identifying and prioritising essential services that may require restoration as the result of an emergency or disaster,<br>• Supplying resources for Disaster Risk Management purposes as requested by the Disaster Co-ordination Team (DCT),<br>• Establishing and maintaining a resources database that is integrated with the Disaster Risk Management Resources Database (DisRes). |
| | |

## 7 Available Resources and Logistics

Midvaal form part of the Sedibeng District who is the responsible sector for Disaster Management in the region. Midvaal do not have any appointed Disaster Management personnel or a disaster Management Centre but as first responders to any emergency, incident or disaster Midvaal Fire Department will be the first responders.

Midvaal do have the capacity for call taking in its area of jurisdiction with a 24/7 operational control room, operated by 4 control room attendees working a 4-shift system 2-day shifts, two-night shifts and 4 days off.

The capacity includes a CPF (Crime prevention Forum) control room managed by 4 personnel also working a 4-shift system 2-day shifts, 2-night shifts and 4 days off. Monitoring over 700 cameras throughout Midvaal in all 15 wards including all councils' buildings.

The Fire Department is a fully operational department with 2 Fire Stations 1 in Midvaal and 1 in Vaal Marina. Personnel strength is 70 working a 4-shift system as the control room operators. Vehicle capacity is as follows:

**Midvaal Station**:

2 medium pumpers

1 major pumper

2 x 10 000Lt. water tanker

2 rescue vehicles

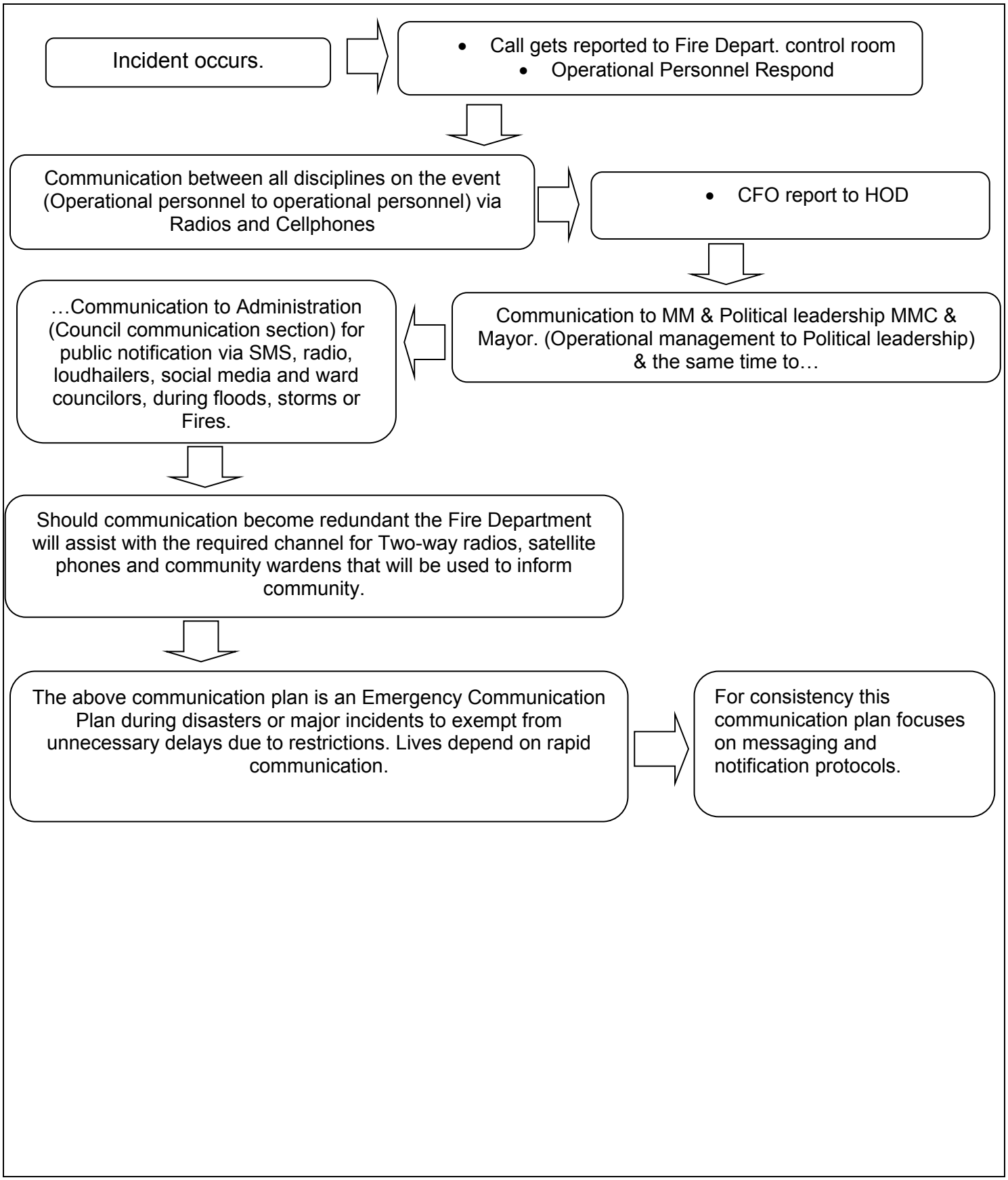
1.

2 Land Cruiser skid units or Grassfire combating vehicles.
1 People Transporter
3 utility vehicles
2 Response vehicles
2 Crime prevention vehicles

**Vaal Marina Station**:
1 Medium Pumper
1 Working on Fire Grassfire pumper
1 Grassfire combating vehicle
1 Diesel Bowser
1 Boat and Trailer

The above mentioned is compliant with the SANS 10090 with regards to the weight and speed of response for a fire-risk category B area, with a Fire Brigade classification of a category 1 brigade.

## 8 COMMUNICATION PLAN



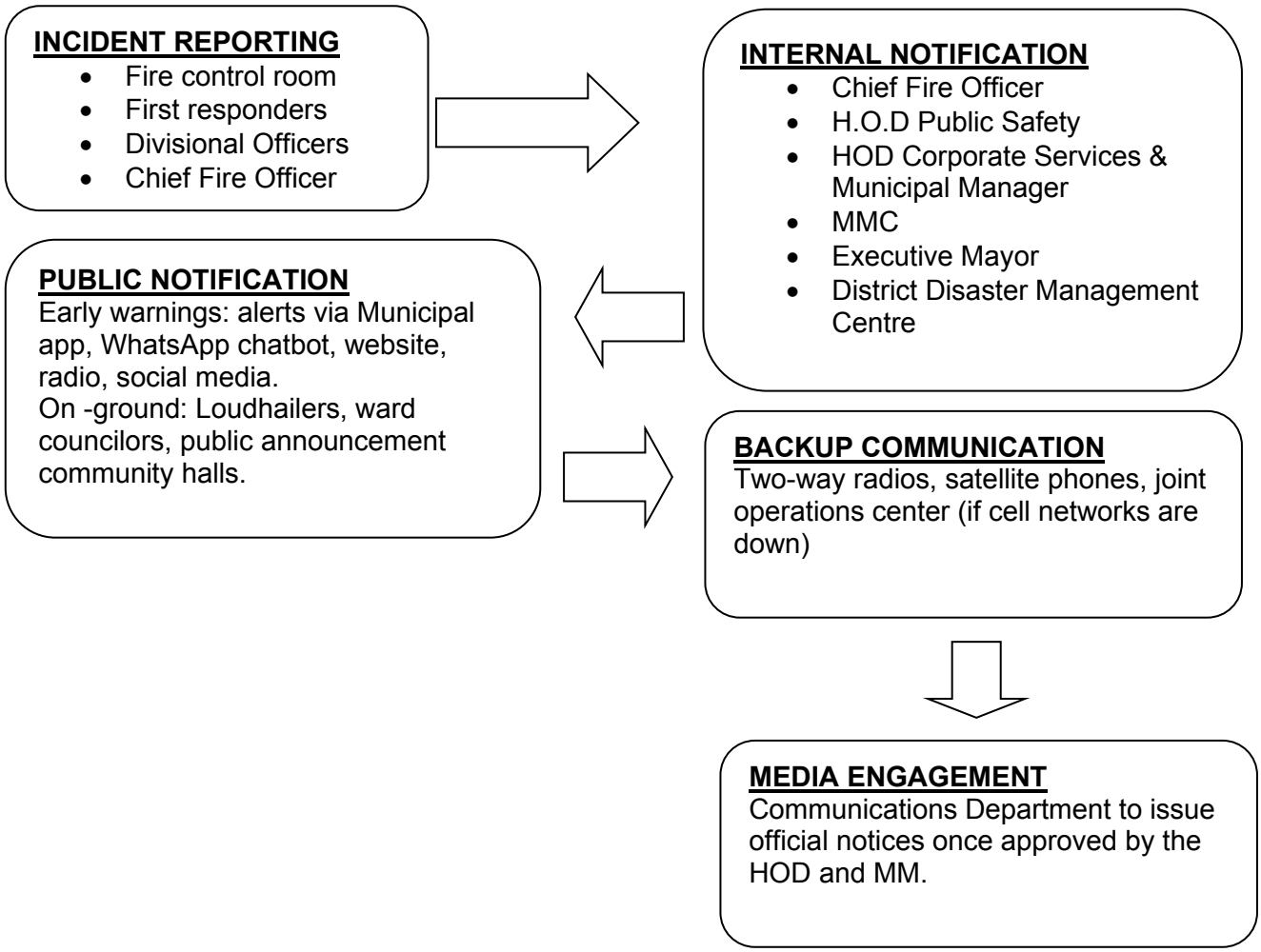



**Diagram 1: illustrate the communication procedure during a disaster or major incident:**

## 9. RESPONSE PROCEDURE

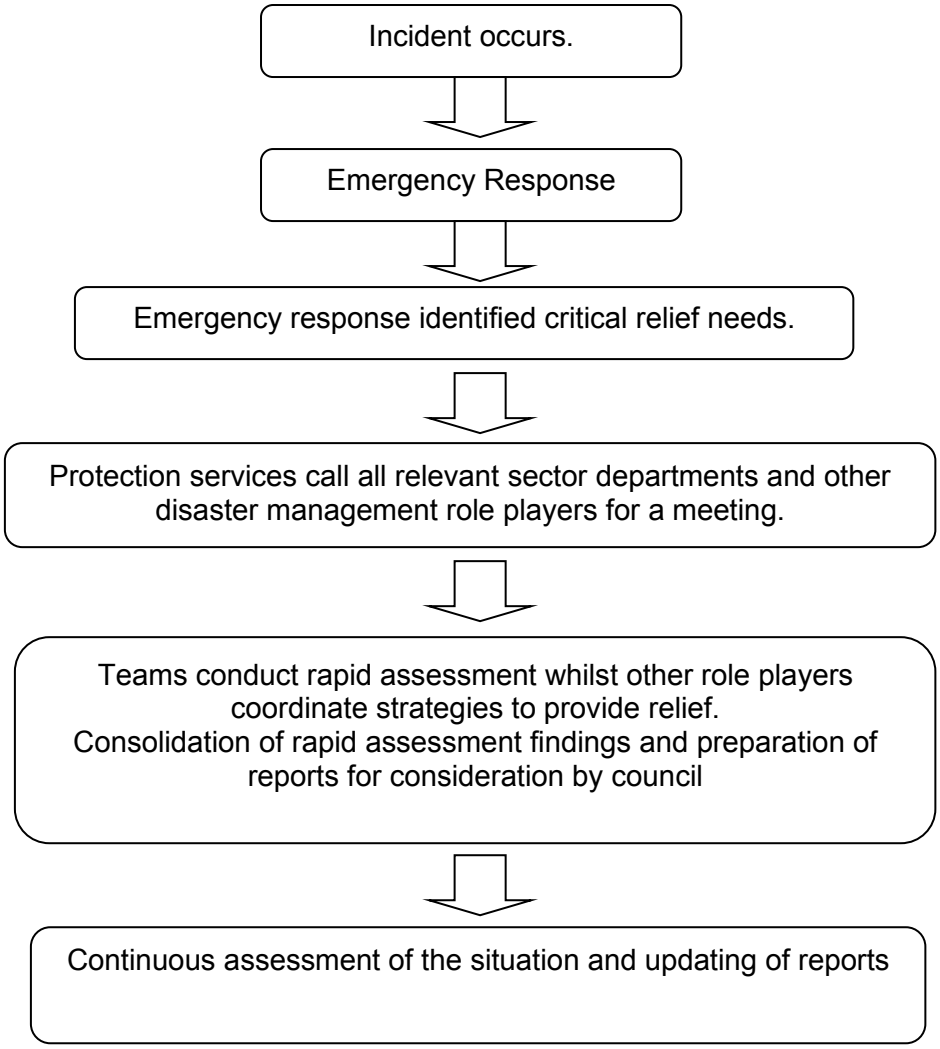
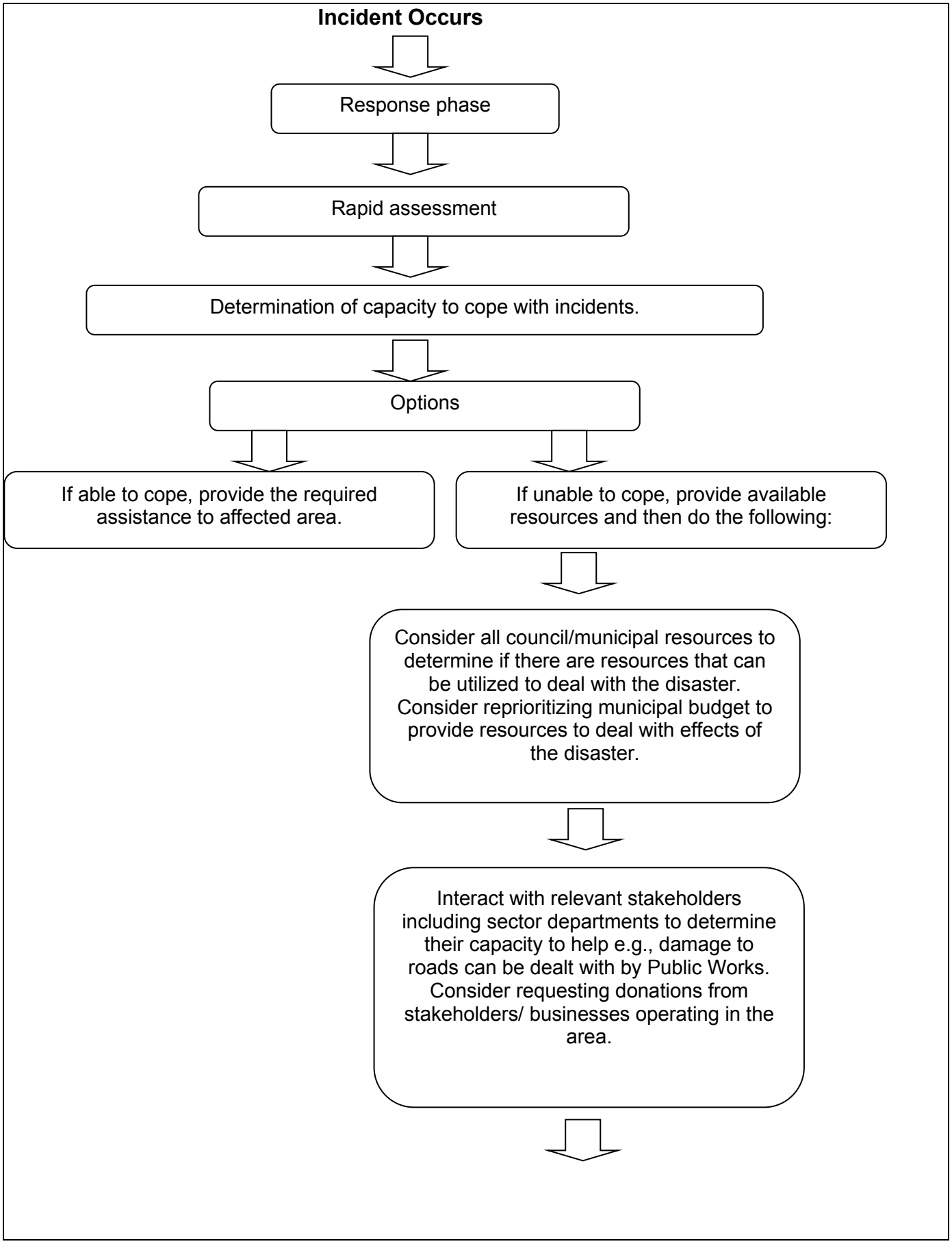



**Diagram 2: illustrate how a municipality must coordinate disaster relief:**


Incident Occurs
Response phase
Rapid assessment
Determination of capacity to cope with incidents.
Options
If able to cope, provide the required assistance to affected area.
If unable to cope, provide available resources and then do the following:
Consider all council/municipal resources to determine if there are resources that can be utilized to deal with the disaster. Consider reprioritizing municipal budget to provide resources to deal with effects of the disaster.
Interact with relevant stakeholders including sector departments to determine their capacity to help e.g., damage to roads can be dealt with by Public Works. Consider requesting donations from stakeholders/ businesses operating in the area.



If the municipality is still unable to cope with the incident, convene a special Council meeting to declare a local state of disaster, where the municipality has delegated the declaration to the Executive Mayor, the Mayor declares a state of disaster. (Publish decision to declare in a provincial gazette)

**10. The procedure for the activation of the response teams (first, second, third responders) will be based on the Incident Management Teams core concepts and planning process. (Planning - P concept).**

## 11 Contact Details

Contact details of all role players are of paramount importance so that prompt actions can be initiated for an effective response and managing of an emergency. All the mentioned individuals will, in case of a serious emergency are called upon and take their responsible sits within an identified centre to take appropriate steps towards the effective implementation of an Emergency Management System.

| **DEPARTMENT** | **CONTACT PERSON** | **CONTACT NUMBERS** | **24/7 Emergency Contact Numbers** |
|---|---|---|---|
| **Disaster Management** | S Mothapo<br>P Nieuwenhuizen | 083 631 5095<br>082 901 5726 | |
| **Emergency Medical Services** | | | |
| **Gauteng Health EMS Sedibeng Region** | Jane Kekana | 072 283 3589 | **10177** |
| **Fire & Rescue Services** | | | |
| **Emfuleni Fire** | S Motlashuping | 082 222 2386 | **016 430 1816/18** |

1.

| | | | |
|---|---|---|---|
| **Services** | D Marais | 082 901 5727 | |
| **Midvaal Fire Services** | H Steyn | 082 697 0732 | **016 360 7500**<br>**016 360 5911** |
| **Lesedi Fire Services** | M. Masina (Chief Fire Officer) | 066 300 9584 | 016 341 4327/016 330 0400 |
| **Emergency Relief** | | | |
| **Food Bank** | Mr Moeketsi | 074 434 6616 | |
| **Red Cross** | P Hewana | 083 498 4124 | |
| **Gift of the Givers** | Aladin | 083 667 7179 | |
| **Aleemdad** | Anzar | 084 315 5819 | |
| **Senior Officers on Operational Standby** | Rotational Standby Rosters to be circulated electronically. | To be updated and submitted monthly | |

### 11.1Gauteng Provincial Disaster Management Centre

| | |
|---|---|
| Tshepo Motlhale: PDMC HOC | 0724366870 |
| Jamila Joyce Ndovela: Director Disaster Management | 072 282 4501 |
| Mmberegeni Munzhelele: Deputy Director Disaster Management | 082 263 2088 |

### 11.2 Municipal Disaster Management Centres

| | |
|---|---|
| Sedibeng District Municipality | 016 4503000 |
| S Mothapo: Director Emergency Management Services | 083 631 5095 |
| Pieter Niewenhuizen: Manager | 082 9015726 |
| Daniel Mosoeunyane: Coordinator | 071 680 8436 |
| Emfuleni Fire Services | 016 430 1816/1818 |
| S Motlashuping | 082 222 2386 |
| Dirk Marias | 082 901 5727 |

1.

| | |
|---|---|
| Lesedi Fire Services<br>Awelani Makuya | 016 341 4327/016 330 0400<br>072 303 0431 |
| Midvaal Fire Services<br>H Steyn | 016 360 7500<br>82 7 0732 |

## 12. Conclusion

It is Midvaal Fire Department mission to establish and maintain the Summer Plan. The progress will always be considered due to the changing nature of society and the environment caused by global warming in which the Municipality is required to function.

South Africa, like other countries, faces increasing levels of disaster risk(s) and is exposed to a wide range of hazards, including weather-related hazards particularly in the summer season. As Disaster Management has taken a new direction to focus on Disaster Risk Reduction, including prevention and proactive initiatives to mitigate disaster risks as opposed to focusing on responding when an incident occurs.

Through this plan, Midvaal Local Municipality and other relevant role-players are expected and encouraged to develop and implement individual contingency plans with updated seasonal hazard profiles to address any incidents arising within each summer season.

# 12 ADDENDUM 7 – CSIR SPACE PLANNER

| TABLE 54: CSIR SPACE PLANNER | | |
|---|---|---|
| Name | CSIR Parameters | |
| | Population/facility | Hectares/facility |
| Fire Station | 100000 | 0,3 |
| Police Station | 60000 | 0,5 |
| Regional Library - reference | 100000 | 0,56 |
| Local Library | 20000 | 0,05 |
| Major public venue | 1000000 | 2 |
| Tertiary Hospital | 4500000 | 35 |
| Regional Hospital | 1000000 | 7 |
| Hospital L1 | 450000 | 5 |
| Community Health Centre & ARV | 60000 | 1,5 |
| Primary Health Clinic | 30000 | 0,5 |
| International sports complex | 1500000 | 3 |
| Indoor Sports Halls | 500000 | 0,5 |
| Swimming Pool | 60000 | 0,16 |
| Sports Stadia | 200000 | 3 |
| Sports Fields | 1000 | 0,56 |
| Park Space | 1000 | 0,5 |
| University | 1000000 | 8 |
| Tertiary Training not University | 100000 | 1 |
| Secondary School | 12500 | 4,8 |
| Primary School | 5500 | 2,8 |
| High income Creche/early Childhood Centre | 3000 | 0,05 |
| Low income Creche/early Childhood development centre | 2400 | 0,02 |
| Home Affairs - regional office | 140000 | 0,5 |
| Home Affairs - District office | 80000 | 0,2 |
| Home Affairs - Permanent Service point | 20000 | 0,05 |
| Home Affairs - Thusong Centre | 20000 | 0,05 |
| Sisakala - Thusong | 500000 | 0,16 |
| Sisakala - First Stop - urban | 100000 | 0,01 |
| Sisakala - One Stop | 500000 | 0,05 |
| Sisakala - First Stop - rural | 30000 | 0,006 |
| Cemetery | 50000 | 8 |
| Community Centre | 30000 | 0,3 |
| Religious Centre | 3000 | 0,1 |

| | | |
|---|---|---|
| Old age Home | 50000 | 2 |
| Children's Home | 60000 | 1 |
| Civic Centre / City hall | 100000 | 1 |
| Municipal Office | 100000 | 0,3 |

# 13 ADDENDUM 8 – CURRENT AMENITIES AND FACILITIES IN MLM

| TABLE 55: CURRENT AMENITIES AND FACILITIES | | | | |
|---|---|---|---|---|
| **Primary land use** | **Secondary land use** | **Tertiary land Use** | **Count** | **Area (ha)** |
| **Community** | Cultural and Religious Facilities | Community Centres | 6 | 16 |
| **Community** | Cultural and Religious Facilities | Religious Centres | 83 | 165 |
| **Community** | Funeral Services | Cemetery, Pet Cemetery | 5 | 22 |
| **Educational** | Educational Facilities | After School Centres/Day Care Centres and Playgrounds | 1 | 4 |
| **Educational** | Educational Facilities | Higher Education/ Tertiary Educational | 1 | 3 |
| **Educational** | Educational Facilities | Library, Museums and Art Galleries | 1 | 0,2 |
| **Educational** | Educational Facilities | Other Educational Services | 8 | 120 |
| **Educational** | Educational Facilities | Pre-Primary School/ Creche | 22 | 25 |
| **Educational** | Educational Facilities | Primary and Secondary Education | 24 | 130 |
| **Government** | Administrative Facilities | Courts | 3 | 1 |
| **Government** | Administrative Facilities | Government Administrative Building | 6 | 8 |
| **Government** | Administrative Facilities | Post Office | 3 | 2 |
| **Government** | Administrative Facilities | Thusong Centres | 0 | 0 |
| **Government** | Protection and Emergency Services | Police Station | 6 | 6 |
| **Institutional** | Animal Care Facilities | Animal Rehabilitation Facilities | 1 | 13 |
| **Institutional** | Animal Care Facilities | Indoor and Outdoor Kennels | 5 | 10 |
| **Institutional** | Animal Care Facilities | SPCA | 0 | 0 |
| **Institutional** | Animal Care Facilities | Veterinary Care | 4 | 2,5 |
| **Institutional** | Medical and Health Care Services | Chemist and Pharmacy | 3 | 1 |
| **Institutional** | Medical and Health Care Services | Clinic/medical suits | 11 | 4 |
| **Institutional** | Medical and Health Care Services | Hospital | 0 | 0 |
| **Institutional** | Institutional Care Facility | Orphanage | 6 | 2 |

| | | | | |
|---|---|---|---|---|
| **Institutional** | Institutional Care Facility | Senior Housing, Retirement Centre/Village | 12 | 10 |
| **Institutional** | Institutional Care Facility | Special Needs Centre | 1 | 2 |
| **Institutional** | Institutional Care Facility | Nursing Home/Frail Care/Psychiatric Facilities | 1 | 1 |
| **Institutional** | Institutional Care Facility | Welfare Facilities/Charitable Institution | 5 | 3 |

MIDVAAL
LOCAL MUNICIPALITY

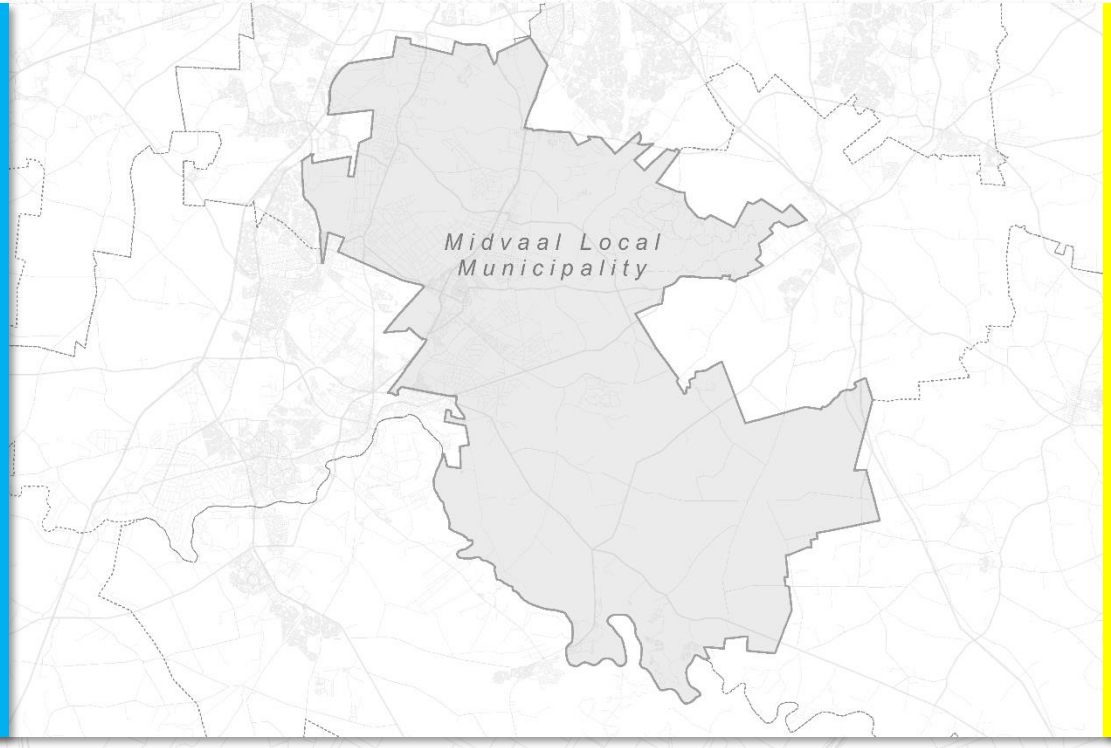
# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure D: Local Economic Development Strategy (2023)

REPORT PREPARED FOR:

MIDVAAL LOCAL MUNICIPALITY

December 2022




# Midvaal Local Municipality

## LOCAL ECONOMIC DEVELOPMENT (LED) STRATEGY

PREPARED BY:

DEMACON market studies

in conjunction with

PLAN ASSOCIATES

The information contained in this report has been compiled with the utmost care and accuracy within the parameters specified in this document. Any decision based on the contents of this report is, however, the sole responsibility of the decision maker.

# TABLE OF CONTENTS


**1. INTRODUCTION AND BACKGROUND ..... 1**

1.1 INTRODUCTION ..... 1

1.2 BRIEF BACKGROUND: MIDVAAL LOCAL MUNICIPALITY ..... 1

1.3 DEFINING LOCAL ECONOMIC DEVELOPMENT (LED) ..... 3

1.4 PURPOSE OF THE MIDVAAL LED ..... 4

1.5 METHOLOGY ..... 4

**2. POLICY ALIGNMENT ..... 6**

2.1 INTRODUCTION ..... 6

2.2 NATIONAL POLICY ALIGNMENT ..... 6

2.3 PROVINCIAL POLICY ALIGNMENT ..... 15

2.4 DISTRICT POLICY ALIGNMENT ..... 20

2.5 LOCAL POLICY ALIGNMENT ..... 22

2.6 SYNTHESIS ..... 26

**3. SOCIO-ECONOMIC PROFILE ..... 28**

3.1 INTRODUCTION ..... 28

3.2 KEY SOCIO-ECONOMIC INDICATORS ..... 28

3.3 SYNTHESIS ..... 38

**4. ECONOMIC ANALYSIS ..... 40**

4.1 INTRODUCTION ..... 40

4.2 KEY ECONOMIC INDICATORS ..... 40

4.3 ECONOMIC PROFILE ..... 41

4.4 ECONOMIC GROWTH ..... 42

4.5 EMPLOYMENT PROFILE ..... 44

4.6 LABOUR FORCE PARTICIPATION & ABSORPTION ..... 46

4.7 TRESS INDEX ..... 47

4.8 LOCATION QUOTIENT ..... 47

4.9 ECONOMIC BASE ASSESSMENT ..... 49

4.10 SHIFT-SHARE ANALYSIS ..... 50

4.11 CARVALHO CLASSIFICATION ..... 51

4.12 INDUSTRY TARGETING ..... 53

4.13 TARGET SECTOR IDENTIFICATION ..... 55

4.14 HIGH LEVEL OVERVIEW OF EXISTING VALUE CHAINS ..... 56

4.15 SYNTHESIS ..... 58

**5. LED FRAMEWORK ..... 60**

5.1. INTRODUCTION ..... 60

5.2. LED VISION AND OBJECTIVES ..... 60

5.3. DEVELOPMENT THRUSTS, PROGRAMMES AND PROJECTS ..... 61

5.4. PROJECT PRIORITISATION ..... 81

**6. IMPLEMENTATION GUIDELINES ..... 90**

6.1 INTRODUCTION ..... 90

6.2 PRIORITY PROJECTS IMPLEMENTATION GUIDELINES ..... 90

6.3 CONCLUSION ..... 93

**7. STRATEGIC FRAMEWORK ..... 95**

7.1 INTRODUCTION ..... 95

7.2 LEGISLATIVE BACKGROUND & LED ROLES AND RESPONSIBILITIES ..... 95

7.3 PROGRAMME AND PROJECT IMPLEMENTATION REQUIREMENTS OF THE LED UNIT ..... 97

7.4 OUTSOURCING PROJECTS FOR IMPLEMENTATION ..... 98

7.5 CAPACITATION AND HUMAN CAPITAL DEVELOPMENT ..... 99
7.6 MONITORING & EVALUATION ..... 102
7.7 WAY FORWARD ..... 105

**ANNEXURE A: ECONOMIC EMPOWERMENT/UPSCALING GUIDELINES FOR THE INFORMAL TRADE/SERVICES SECTOR ..... 106**

**ANNEXURE B: POTENTIAL FUNDING SOURCES ..... 112**

# LIST OF FIGURES

Figure 4.1: Midvaal Economic Profile – Sector Based ..... 41
Figure 4.2: Midvaal Economic Profile – Sub-Sector Based ..... 41
Figure 4.3:Midvaal Economic Growth ..... 42
Figure 4.4: Economic Sectoral Growth ..... 42
Figure 4.5: Sectoral Growth ..... 42
Figure 4.6: Formal Employment by Sector (Proportional Contribution) ..... 44
Figure 4.7: Total Employment Growth (Formal & Informal) ..... 44
Figure 4.8: Informal Employment by Sector (Proportional Contribution) ..... 44
Figure 4.9: Employment by Skill Level ..... 46
Figure 4.10: Midvaal Local economy – Labour Absorption (No. of People) ..... 46
Figure 4.11: Labour Force Participation – National and Local ..... 46
Figure 4.12: Midvaal Local Economy – Tress Index (10 Industries) ..... 47
Figure 4.13: Midvaal Local Economy – Location Quotient (2015 vs. 2020) ..... 47
Figure 4.14: Midvaal Local Economy Sector Targeting Classification ..... 55

# LIST OF TABLES

Table 1.1: Key Elements of LED ..... 3
Table 2.1: Documents Considered during the Policy Alignment Process ..... 6
Table 2.2: Spatial proposals ..... 24
Table 3.1: Key Socio-Economic Indicators – Midvaal Local Municipality ..... 28
Table 4.1: Summary of Key Economic Statistics – Midvaal Local Economy ..... 40
Table 4.2: Location Quotients of the Midvaal Local Economy (2021) ..... 48
Table 4.3: Midvaal Local Economy Base Analysis ..... 49
Table 4.4: Midvaal Local Economy Shift-Share Analysis ..... 50
Table 4.5: Midvaal Local Economy Carvalho Classification ..... 51
Table 4.6: Interpretation of the Carvalho Classification for Midvaal Local Economy ..... 53
Table 4.7: Midvaal Local Economy Targeting Classification ..... 53
Table 4.8: High Level Value Chain Overview ..... 56
Table 5.1: LED Thrusts and Programmes ..... 62
Table 5.2: Summary of Thrust 1: Agricultural Development, Support & Value-Adding ..... 76
Table 5.3: Summary of Thrust 2: Tourism and Green Economy Development and Promotion ..... 77
Table 5.4: Summary of Thrust 3: Business Development, Support & Promotion ..... 78
Table 5.5: Summary of Thrust 4: Township & Informal Economy Revitalisation ..... 79
Table 5.6: Summary of Thrust 5: Business Retention and Investment Attraction ..... 80
Table 5.7: Project Prioritisation ..... 82

# LIST OF MAPS

Map 1.1: Midvaal Local Municipality in Provincial Context ..... 1
Map 1.2: Midvaal Local Municipality with Major Towns and Settlements ..... 1
Map 1.3: Midvaal Local Municipality – High Level Land Use Overview ..... 2
Map 3.1: Population Density ..... 33
Map 3.2: Population Growth ..... 34
Map 3.3: Household Income Profile ..... 35
Map 3.4: SEM Profile ..... 36
Map 3.5: Midvaal Local Municipality - Unemployment Profile ..... 37
Map 4.1: Midvaal Total GVA Profile (2020) ..... 43
Map 4.2: Midvaal Total Employment Profile – No. of Jobs (2020) ..... 45

# 1

# INTRODUCTION AND BACKGROUND

# 1. INTRODUCTION AND BACKGROUND

## 1.1 INTRODUCTION

Demacon was commissioned by the **Midvaal Local Municipality** to compile a **Local Economic Development (LED) strategy** for the Municipality. This section provides a brief background on the Midvaal Local Municipality, followed by an overview of the LED concept, the purpose of the Midvaal LED and the methodology applied during this investigation.

## 1.2 BRIEF BACKGROUND: MIDVAAL LOCAL MUNICIPALITY

- ✓ Midvaal Local Municipality is **one of three local municipalities** within the Sedibeng District Municipality, along with the Lesedi and Emfuleni Local Municipalities.
- ✓ **Midvaal** is the **largest local municipality** within the district at 1 723km² - constituting **nearly half** of the **district's** total geographical area
- ✓ **Major towns** and **settlements** within the Midvaal Local Municipality include:
  - Meyerton
  - Daleside
  - Randvaal
  - De Deur
  - Walkerville
  - Vaal Marina
- ✓ Midvaal Local Municipality is identified as a Category B municipality
- ✓ Ekurhuleni Metropolitan and the City of Johannesburg Metropolitan Municipalities are situated to the north with the Free State Province located towards the southern boundary of the municipality and Mpumalanga Province to the east
- ✓ The Midvaal Local Municipality boasts a largely rural environment characterised by extensive farming activity.
- ✓ Pockets of industrial activity are evident around the Meyerton and Randvaal areas – see Map 1.3 overleaf.

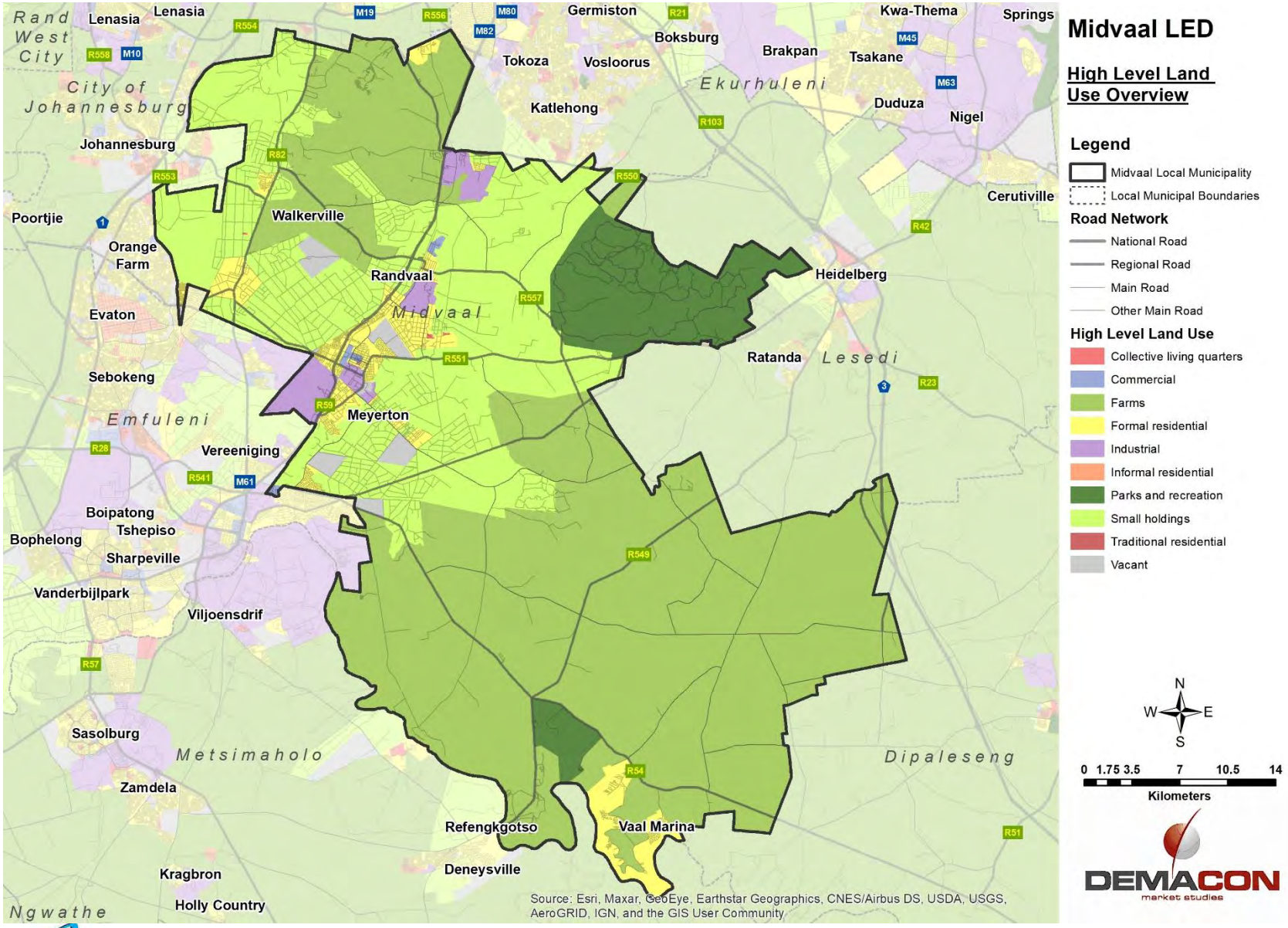
***Map 1.1: Midvaal Local Municipality in Provincial Context***




***Map 1.2: Midvaal Local Municipality with Major Towns and Settlements***



***Map 1.3: Midvaal Local Municipality – High Level Land Use Overview***




MIDVAAL LOCAL MUNICIPALITY

## 1.3 DEFINING LOCAL ECONOMIC DEVELOPMENT (LED)

### 1.3.1 WHAT IS LED?

Economic development refers to all activities directed at building the economic capacity and productivity of an economy. The concept of Local Economic Development (LED) refers to a development approach that seeks to actively involve all stakeholders within a local environment in the process of economic development. Essentially, local economic development seeks to exploit local economic potential through a participatory approach and by capitalising on the unique context associated with the local environment. Local role-players work together to create improved conditions for economic growth.

The ultimate objective of LED is to enable and encourage economic growth within the local environment by devising context specific, local oriented strategic interventions in collaboration with key local role-players. The term “local” is of particular significance in the term LED as LED is specifically meant to maximise economic potential of the local economy, given the unique challenges, opportunities and resources associated with the environment.

LED essentially has two broad goals: 1) exploiting economic potential and ultimately improving economic growth and prevailing economic conditions, and 2) Contributing towards poverty alleviation by creating sustainable jobs within the local environment.

LED is developed with the purpose of enabling economic growth and development within the unique context provided by the local environment. The process seeks to optimise the use of local resources and local opportunities to improve the economic performance of the local environment.

### 1.3.2 KEY ELEMENTS OF LED

The key elements of LED is summarised in the subsequent table.

***Table 1.1: Key Elements of LED***

| | |
|---|---|
| **Local** | What makes LED such a unique approach to development, is its focus on opportunities presented by the local environment or context. This includes local resources – human capital, natural resources, local government, local businesses, the community, local infrastructure etc. The process seeks to capitalise on local opportunities to strengthen and expand economic performance. |
| **Participation** | LED is meant to be a participatory process, involving all those resident in the local environment – public sector, private sector, businesses and the community. It is an integrated approach to development. Collaborating with the different areas of the local environment to share, optimise and capitalise the resources and opportunities offered within the local environment. |
| **Economic** | LED is an economic plan and should therefore focus on economic aspects as opposed to pure social upliftment oriented actions. Although successful LED will result in socio-economic benefits, the primary focus of LED is not primarily social in nature. |

As evident from the preceding section, LED is a geographically specific, economically focused development approach and as such, the key target areas for LED are as follow:

- Broadening the local economic base
- Building local capacity
- Creating favourable investment conditions
- Creating an enabling local environment
- Local ownership and vested interest
- Establishing partnerships
- Improved local linkages and support

### 1.3.3 GUIDING PRINCIPLES OF LED

The Midvaal Local Municipality identified the following guiding principles of LED (Midvaal LED Strategy, 2017):

- Prioritising job creation and poverty alleviation

- Creating a conducive, ease of doing business environment within the municipality
- Reach out to the previously disadvantaged and marginalised communities
- Promote healthy trade partnership between private, community and government
- Promote skills development and training for community members to maximise opportunities for business
- Encourage healthy local competition and trading collaborations amongst community members with much focus on global comparative advantage and a focus on comparative advantages
- Ensure a better quality of life for all
- Reduce red-tape on municipal processes to expedite economic growth and development.

## 1.4 PURPOSE OF THE MIDVAAL LED

The objective of the Midvaal LED strategy is to plan and prioritise strategies that will enable economic growth and development to ultimately intensify the fight against poverty, inequality and unemployment to enhance the quality of life for all Midvaal citizens through the development of an innovative, inclusive and competitive local economy.

Local government has a constitutional obligation to participate in development of the country. As such, local governments have to develop an LED strategy encourage and facilitate economic development within their jurisdiction.

The LED aims to highlight the various economic opportunities presented by the local context and to identify ways in which to capitalise on these opportunities to stimulate economic growth, create employment and in so doing, uplift local communities and contribute to overall growth within the municipality. The LED will therefore build a development strategy based on the underlying needs, opportunities and comparative and competitive advantages presented by the local economy to encourage investment and job creation.

The strategy will also identify sustainable economic development initiatives that will take advantage of the dominant economic sectors and competitive and comparative advantages of the Midvaal local economy, encourage innovation, promote entrepreneurship and small business development, develop township economies, and attract investment in the area. Economic diversification is an important aspect that will form part of the strategy to capitalise on potential economic sectors such as tourism (including arts and culture) and manufacturing.

## 1.5 METHODOLOGY

The process of LED development will essentially consist of four broad phases, each comprising various steps. The core of the process includes a comprehensive situational analysis which consists of policy alignment, socio-economic profiling and a comprehensive economic analysis. This process will form the base of the LED strategy development process.

After gaining greater insight and understanding regarding local dynamics and characteristics, the strategy development process can commence. The LED process is finalised with an implementation plan to encourage the successful implementation and follow-through of the key strategies proposed in the Midvaal LED.

### 1 Step 1: Organising the Effort

- Meeting with client and team
- Finalising project administration matters
- Aligning key project concept definitions
- Gathering of key information sources from Midvaal Local Municipality
- Desktop research regarding key relevant research topics
- Develop and finalised the process plan.

### 2 Step 2: Situational Analysis

- Policy alignment and overview
- Socio-economic profiling
- Comprehensive economic analysis

### 3 Step 3: LED Strategy Development

# POLICY ALIGNMENT

# 2

# 2. POLICY ALIGNMENT

## 2.1 INTRODUCTION

This section provides greater insight into the policies, legislation and strategies considered during the Midvaal LED development process. The objective of the policy alignment process to ensure the thorough alignment and consideration of key development objectives and principles provided by government. The overarching objective is to ensure a unified development vision and direction. For purpose of the Midvaal LED development, various national, provincial, district and local government legislation, policies and other documents were reviewed. The subsequent table provides a summary of the respective documents considered in the policy alignment process.

***Table 2.1: Documents Considered during the Policy Alignment Process***

| |
|---|
| **National** |
| • The Constitution of the Republic of South Africa (Act 108 of 1996)<br>• National Development Plan, 2030<br>• New Growth Path for South Africa, 2010<br>• National Spatial Development Perspective, 2006<br>• Spatial Planning and Land Use Management Act 16 of 2013<br>• Industrial Policy Action Plan, 2018/19 – 20120/21<br>• National Comprehensive Rural Development Programme, 2009<br>• The Integrated Growth and Development Plan, 2012, and The Agricultural Policy Action Plan, 2015-2019<br>• Black Industrialist Policy, 2015<br>• Broad Based Black Economic Empowerment Amendment Act 46 of 2013<br>• Medium Term Strategic Framework, 2014 – 2019<br>• Draft National Spatial Development Framework, 2018<br>• National Informal Business Upliftment Strategy, 2014<br>• Intergovernmental Relations Framework, Act no 13 of 2005<br>• National Framework for Local Economic Development, 2018-2028 |
| **Provincial** |
| • Gauteng Employment Growth and Development Strategy, 2009-2014<br>• Gauteng Township Economy Revitalisation Strategy, 2014 - 2019<br>• Gauteng Department of Co-operative Governance and Traditional Affairs Strategic Plan, 2020-2050<br>• Gauteng SMME Policy Framework, 2010-2014<br>• Growing Gauteng Together, 2030<br>• Gauteng Transformation, Modernisation and Re-industrialisation Programme<br>• Gauteng 2055<br>• Gauteng Provincial Spatial Development Framework, 2030<br>• Gauteng Township Economic Development Act, 2022 |
| **District** |
| • Sedibeng District Spatial Development Framework, 2030<br>• Sedibeng Integrated Development Plan, 2020/2021<br>• Sedibeng District One Plan<br>• Sedibeng Growth and Development Strategy, 2030 |
| **Local Municipal** |
| • Midvaal 5-year Integrated Development Plan, 2022-2027<br>• Midvaal Spatial Development Framework, 2022-2027<br>• Midvaal Agricultural Growth Strategy, 2015<br>• Previous Midvaal LED Framework, 2017 |

## 2.2 NATIONAL POLICY ALIGNMENT

### 2.2.1 THE CONSTITUTION OF THE REPUBLIC OF SOUTH AFRICA (ACT 108 OF 1996)

The Constitution (Act 108 of 1996) of South Africa forms the cornerstone for all legislation and policy-making in South Africa. Section 7 of the Constitution (Act 108 of 1996) identifies the role of local government in its community as well as the key objectives of local government (section 152):

- To provide democratic and accountable government of local communities
- To ensure the provision of services to communities in a sustainable manner
- To promote social and economic development
- To promote a safe and healthy environment

- To encourage the involvement of communities and community organisations in the matter of local government

In accordance to this, Section 153 mentions the following developmental duties for all municipalities:

- A municipality must structure and manage its administration, budgeting and planning processes to give priority to the basic needs of the community, and to promote social and economic development
- A municipality must participate in national and provincial development programmes

**Key implications for Midvaal Local Municipality:**

South African provinces and municipalities are legally obligated to promote social and economic development in local communities. This implies that public investment in the Midvaal Local Municipality should primarily be directed toward growing the municipal area in terms of local economic growth and meeting the community's basic requirements, especially with service delivery, while ensuring a healthy living environment in a sustainable manner.

### 2.2.2 NATIONAL DEVELOPMENT PLAN, 2030

This document is focused on setting a new growth path for South Africa. The goal of this path is to eliminate poverty, reduce inequality and to ensure equal access to opportunities for all its residents, taking into consideration the influence of the Apartheid history.

In order to achieve radical economic transformation, the following need to be addressed:

- Productive investment crowded in through the infrastructure build programme
- Competitiveness enhancement in productive sectors of the economy
- Addressing spatial imbalances in economic opportunities
- Elimination of unnecessary regulatory burdens
- Workers' education and skills development to meet economic needs
- A macroeconomic and financial framework to support employment-creating growth
- Workplace conflict reduction and improved cooperation between government, organised businesses and organised labour
- Expanded opportunities for historically excluded and vulnerable groups, small businesses and cooperatives
- Public employment schemes to provide relief for the unemployed and build community solidarity

The NDP seeks to attain these goals by ensuring residents have access to:

- Education and skills
- Property housing
- Proper nutrition
- Safe communities
- Social security
- Efficient transport
- Job opportunities

For government to attain the goal of eliminating poverty and delivering on equal access to services, government will have to reassess current strategies to enable citizens to actively employ their own development in order to achieve the following outcomes:

- The active efforts and participation of all South Africans in their own development
- Redressing the injustices of the past effectively
- Faster economic growth and higher investment and employment
- Rising standards of education, a healthy population and effective social protection
- Strengthening the links between economic and social strategies
- An effective and capable government
- Collaboration between the private and public sectors
- Leadership from all sectors in society.

The plan identifies key priority areas that need to be focused on in order to eliminate poverty by 2030. These key areas of priority include:

- Creating and economy that will ensure more job opportunities

- Improve infrastructure
- Switch to a low-carbon economy
- Ensure an inclusive and integrated rural economy
- Reversing the spatial effects of apartheid
- Improving the quality of education, training and innovation
- Ensure quality healthcare for all
- Achieve social protection
- Build safer communities
- Reform the public service sector
- Fight corruption
- unite the country.

**Key implications for Midvaal Local Municipality:**

The National Development Plan 2030 outlines a variety of objectives for alleviating poverty and ensuring employment opportunities for all national citizens in the workforce by 2030. This entails that the LED for the Midvaal Local Municipality should make it a priority to contribute to the alleviation of poverty by implementing initiatives and programmes that empower people to take control of their own futures via skill development and job creation. This may in turn improve the capabilities of the workforce to participate in employment opportunities, subsequently reducing poverty and strengthening the economy while redressing past injustices.

### 2.2.3 THE NEW GROWTH PATH FOR SOUTH AFRICA, 2010-2020

This framework is the vision of the Government to alleviate joblessness by putting jobs and decent work at the centre of economic policy. Therefore, this framework seeks to set South Africa on a trajectory that effectively addresses mass joblessness, poverty and inequality by restructuring the South African economy to enable the growth rate and improve the labour absorption. The New Growth Path identifies where employment creation is possible, both within economic sectors as conventionally defined and in cross-cutting activities. The aim is to target limited capital and capacity at activities that maximise the creation of decent work opportunities within the context of both macro- and micro economic policies. In placing the focus on creating jobs and decent work opportunities, it empowers the development of labour-absorbing activities. This process will include deepening domestic and regional markets and widening the market for South African goods and services.

The process will be prioritised as a long-term structural change as it is not an easy achievement. Efforts to support employment creation in the following sectors will be prioritised:

- Infrastructure
- The agricultural value chain
- The mining value chain
- The green economy
- Manufacturing sectors, which are included in IPAP
- Tourism and certain high-level services.

The document identifies a growing consensus that creating decent work, reducing inequality and defeating poverty can only happen through a new growth path founded on restructuring the economy and its key elements.

**Key implications for Midvaal Local Municipality:**

The LED programmes and initiatives for Midvaal Local Municipality should be focused on industries that create large-scale employment. In the same sense, ongoing emphasis should be placed on existing advanced industries that are critical to long-term growth. For Midvaal, investment can specifically be made in agricultural sector, as the contribution of the agricultural industry grows immensely annually. To facilitate the growth of job-creating activities, the LED must also stimulate private and public sector investment in economic strengths.

### 2.2.4 NATIONAL SPATIAL DEVELOPMENT PERSPECTIVE, 2006

The National Spatial Development Perspective (NSDP) is essentially aimed at reconstructing apartheid spatial relations and executing spatial priorities in accordance with the Constitutional requirement. The NSDP is a planning mechanism that directs overall development across all levels of government

It is essential that the issue of economic growth and inclusion is addressed by presenting the dual concepts of development potential and need, as expressed in the poverty gap. It also serves as a well-defined benchmark for discussions

concerning the future growth of the national space industry. Furthermore, it offers guidelines for achieving optimal alignment between infrastructure and development programs within municipalities. This policy therefore functions in accordance with national government objectives including poverty alleviation, employment creation, long-term service delivery, integration, correction, and coordination of distorted spatial development.

Therefore, the following is included:

- A set of principles and mechanisms for guiding infrastructure investment and developmental decisions
- A shared understanding of the national space economy by describing the spatial manifestations of the main social, economic and environmental trends
- An interpretation of the spatial realities and the implications for government intervention.

**Key implications for Midvaal Local Municipality:**

Midvaal Municipality can be seen as the Sedibeng District Municipality's most promising area, as it has the fewest unemployed people and those living below the poverty line, as determined by the NSDP, while also providing basic services and grants, human resource development, and labour market intelligence. The LED plan must be matched with the economic and infrastructural growth of Midvaal Municipality.

### 2.2.5 SPATIAL PLANNING AND LAND USE MANAGEMENT ACT (ACT 16 OF 2013)

The Spatial Planning and Land Use Management Act (SPLUMA), Act 16 of 2013, is a national framework that guides South Africa's national spatial planning and land use management. The Act's objective is to motivate inclusive development as well as fair and efficient spatial planning throughout the three branches of government (National, Provincial and Local spheres). It also intends to offer a framework for monitoring, coordinating, and reviewing spatial planning and land use management by providing a standardised framework for its policies, principles, norms, and standards. As a result, the Act is objected to rectifying historical spatial disintegration and regulatory imbalances by guaranteeing uniformity in the procedures and decision-making process related land use and development applications.

The following important legislative points are articulated in this directive:

- Section 2(2) - Prior to its proclamation, all legislation governing spatial planning, land development, and land use management shall be repealed.
- Section 7(a)(ii) - All spatial development frameworks and policies at all levels of government must address the inclusion of previously excluded persons and areas, with a focus on informal settlements, former homeland areas, and areas characterised by widespread poverty and deprivation.
- Section 7(a)(iv) - Land use management systems must encompass all areas of a municipality and especially contain measures that are flexible and appropriate for the management of disadvantaged regions, informal areas, and former homeland areas.
- Section 7(b)(i) - Spatial planning and land use management systems must support land development that is within the Republic's fiscal, institutional, and administrative abilities.
- Section 7(b)(ii) - Prime and distinctive agricultural land should be given special consideration.

**Key implications for Midvaal Local Municipality:**

The LED of the Midvaal Municipality should take into account historical and current land claims and follow SPLUMA's processes and decision-making guidelines The LED Strategy's programmes for Midvaal Municipality should focus on reducing poverty, encouraging sustainable growth, and developing the area's capabilities. As such, the local municipality must ensure that the spatial planning in the region align with the SPLUMA principles and objectives in order to ensure fair and efficient spatial planning that may ultimately improve economic development for example, with the agglomeration benefits of land uses that may improve the local economy.

### 2.2.6 INDUSTRIAL POLICY ACTION PLAN (IPAP), 2018/19-2020/21

The Industrial Policy Action Plan (IPAP) seeks to enhance the productive capabilities of the economy, therefore increasing National industrial capabilities. Traditionally, policy has placed emphasis on the manufacturing sector although

more recently industrial activities associated with the mining and agricultural sectors have become increasingly prominent areas of industrial opportunity.

IPAP identifies five transversal focus areas:

- Public procurement – encourage the procurement of locally produced goods
- Industrial financing and incentives – develop enhanced incentive programmes for the manufacturing sector industries
- Developmental trade policy – enabling policy environment for manufacturing sub-sectors
- Innovation and technology – protecting intellectual property and updating key legislation associated with the science and technology field
- Special economic zones – encouraging and enabling the designation of Special Economic Zones through institutional capacity development and marketing

Sectoral focus areas include:

- Clothing, textiles, leather and footwear
- Metal fabrication, capital and rail transport equipment
- Agro-processing
- Forestry, timber, paper, pulp and furniture
- Plastics
- Chemicals, pharmaceuticals and cosmetics
- Automotives
- Green industries
- Business process services
- Marine manufacturing and associated services
- Aerospace and defence
- Electro-technical and white goods industries
- Minerals beneficiation

**Key implications for Midvaal Local Municipality:**

The development of the Midvaal Local Municipality should be oriented at diversifying the local economy to successfully absorb economic shocks and provide more employment opportunities in order to meet the area's need for employment. Skills development is critical, enabling the community to partake in the manufacturing and agricultural sectors in the area.

### 2.2.7 NATIONAL COMPREHENSIVE RURAL DEVELOPMENT PROGRAMME (CRDP), 2009

The CRDP is a programme developed to alleviate poverty and food insecurity and consequently improve the standard of living and address disproportionate distribution of ownership and wealth through:

- the use and management of natural, local resources to create sustainable rural communities
- rectifying past injustices through right-based interventions.

This programme is based on three key strategies:

- Agrarian reform: facilitating the establishment or rural and agro-industries, cooperatives, cultural initiatives and vibrant local markets. Also focuses on increasing production and the sustainable use of local natural resources
- Rural Development: improved access to social facilities and improving infrastructure development conducive to economic- and social development.
- Land Reform: Promoting compensation, tenure reform, access to land and improved record keeping of land ownership.

**Key implications for Midvaal Local Municipality:**

The Bantu-Bonke area in Midvaal is one of the focus areas identified in the CRDP document. This is an aquiculture project in the south of the Midvaal Local municipality. Therefore, the Midvaal Local Municipality LED strategy should adhere to the CRDP's objectives and aspire to create a dynamic, equitable, and sustainable community through agricultural transformation, skills development, and job creation. The LED should therefore build on the CRDP by focusing on agricultural development, enhancing food security, developing entrepreneurial possibilities, and broadening opportunities for women, youth, people with disabilities, and elderly in rural regions.

### 2.2.8 THE INTEGRATED GROWTH AND DEVELOPMENT POLICY (IGDP), 2012 AND THE AGRICULTURAL POLICY ACTION PLAN (APAP), 2015-2019

Given the central role the agricultural sector fulfils in many communities in South Africa, the APAP has been developed to aid in establishing an environment where opportunities for higher incomes and employment is created for poor-resource farmers alongside commercial farming sector. Therefore. decent work and job opportunities are considerably important. The APAP identifies four objectives for decent work and job opportunities, including:

- the promotion of standards and rights at work, to ensure that the workers' constitutionally protected rights to dignity, equality and fair labour practices, amongst others, are safeguarded by appropriate legal frameworks
- the promotion of employment creation and income opportunities, with the goal being "not just the creation of jobs, but the creation of jobs of acceptable quality"
- the provision and improvement of social protection and social security, which is regarded as fundamental to the alleviation of poverty, inequality and the burden of care responsibilities.

The plan identifies the following goals:

- To build an efficient and internationally competitive agricultural sector
- To support the emergence of a more diverse structure of production with large increase in the numbers of successful smallholder farming enterprises
- To conserve agricultural natural resources and put in place policies and institutions for sustainable resource use.

The APAP recognizes that different subsectors operate according to different dynamics and encounter district challenges, and therefore there is a need to be selective about which subsectors or value chains to focus on in the short and medium term, while also acknowledging that agricultural commodities in particular are frequently inter-related. In relation to this, eleven sector interventions were identified, with a specific key milestone developed specifically for each sector intervention. These eleven sector interventions (Key Action Programmes) include:

- Poultry/Soybeans/Maize Integrated Value Chain
- Red Meat Value Chain
- Dairy
- Sugar Cane
- Wheat Value Chain
- Horticulture
- Biofuels Value Chain
- Forestry
- Small-scale fisheries
- Aquaculture Competitiveness Improvement Programme (ACIP)
- Improved compliance enforcement in the fisheries sector.

**Key implications for Midvaal Local Municipality:**

As an economically significant sector within the local municipality, the agricultural sector of the Midvaal Local Municipality should be concerned with providing employment, improving food security, increasing economic opportunities, and developing a knowledgeable and trained workforce. It is consequently critical to align with the APAP-identified actions, particularly in the areas of red meat, horticulture, and dairy.

### 2.2.9 BLACK INDUSTRIALIST (BI) POLICY, 2015

The Black Industrialists (BI) policy seeks to improve the government capacity to unlock the industrial potential that exists within black-owned and managed

businesses in South Africa by promoting growth and competitiveness of black-owned businesses in the economy. This process involves deliberate, targeted and well-defined financial and non-financial interventions as described in IPAP and other government policies. The objectives in this policy include:

- Accelerating the quantitative and qualitative increase and participation of black industrialists in the National economy, selected industrial sectors and value chains, as reflected by their contribution to growth, investment, exports and employment
- Create multiple and diverse pathways and instruments for Black Industrialists to enter strategic and targeted industrial sectors and value chains.

The policy therefore seeks to promote industrialisation, sustainable economic growth and transformation through the support of black-owned entities in the manufacturing sector. .

**Key implications for Midvaal Local Municipality:**

The Midvaal LED should encourage the investment in Black Businesses and Black Entrepreneurs, ensuring that all citizens in the municipality have access to financial opportunities and that all citizens can partake in economic activities. Therefore, financial support should be provided to Black Industrialists, as well as training and information sharing in order to ensure sustainable growth and success in Black Businesses.

### 2.2.10 BROAD BASED BLACK ECONOMIC EMPOWERMENT AMENDMENT ACT, ACT 46 OF 2013

The Broad Based Black Economic Empowerment Amendment Act (BBBEE) essentially means the viable economic empowerment of all black people, in particular women, workers, youth, people with disabilities and people living in rural areas through diverse but integrated socio-economic strategies.

These strategies include (but are not limited to):

- Increasing the number of black people that manage, own and control enterprises and productive assets
- Facilitating ownership and management of enterprises and productive assets by communities, workers, co-operatives and other collective enterprises
- Human resource and skills development
- Achieving equitable representation in all occupational categories and levels in the workforce
- Preferential procurement from enterprises that are owned or managed by black people
- Investment in enterprises that are owned or managed by black people.

In addressing this, the following need to be implemented:

- Empowering rural and local communities by enabling access to economic activities, land, infrastructure, ownership and skills
- Promote access to finance for black start-up businesses, small, medium and micro enterprises, co-operatives and black entrepreneurs, including those in the informal business sector
- Increasing effective economic participation and black- owned and managed enterprises, including small, medium and micro enterprises and co-operatives and enhancing their access to financial and non-financial support.
- Develop a plan for financing broad-based black economic empowerment, including the creation of incentive schemes to support effective black owned and managed enterprises.

**Key implications for Midvaal Local Municipality:**

The Midvaal LED should align with this BBBEE Act, in empowering Black people in investing in their capabilities and skill development in order to ensure and encourage more black management and black-owned businesses. This may be achieved through programmes and initiatives that support the empowerment of rural and local communities to enable access to economic activities while investing in infrastructure that may increase the effective absorption of black people into the economy through financial support.

### 2.2.11 MEDIUM TERM STRATEGIC FRAMEWORK 2019-2025

The Medium-Term Strategic Framework (MTSF) is national government's strategic plan for the term 2019 to 2025. The framework essentially has two themes – radical economic transformation and improving service delivery. The MTSF is further structured around 14 priority outcomes which covers the focus areas identified in the NDP.

The MTSF highlights government's support for a competitive economy, creating decent work opportunities and encouragement of investment. The aim of the MTSF is to ensure policy coherence, alignment and coordination across government plans as well as alignment with budgeting processes.

There are also seven top priorities which continues to drive the MTSF:

- A capable, ethical developmental state
- Economic transformation, rapid economic growth and job creation
- Improving the quality of and expanding access to education and training, skills and health
- Consolidating the social wage through reliable and quality basic services, and ensuring adequate human settlements
- Spatial integration, human settlements and local government through rural development, land and agrarian reform and food security
- Social cohesion and safe communities while fighting corruption and crime
- Contributing towards a better Africa and world.

The plan provides a series or criteria for prioritising projects:

- Interventions can be evaluated across a range of criteria that would enable prioritisation of:
  - Policy based (e.g., transformation and inequality)
  - Social (e.g., extends life expectancy)
  - Economic (e.g., leveraging private investment)
  - Environment (e.g., positive environment impacts)
  - Regional integration (e.g., regional commitments)
  - Technical (e.g., rates of return or benefit / cost / risk analysis)
  - Capacity (e.g., feasibility to implement)
- Interventions could be assessed independently depending on their nature or a weighted average of multiple criteria can be determined to arrive at a final score for ranking
- Prioritisation criteria would then account for both economic and social interventions but would allow for ranking and trade-offs.

**Key implications for Midvaal Local Municipality:**

Midvaal's LED strategy review should seek to improve on crosscutting concerns that will promote economic growth. The economy should contribute to the attainment of the MTSF's objectives. Issues including technological breakthroughs, access to financing and infrastructure, human resource development, and other factors must be at the core of Midvaal Municipality's efforts to address economic backlogs. This should aim to increase local labour economic engagement through employment and consequently contribute to reducing poverty and inequality.

### 2.2.12 DRAFT NATIONAL SPATIAL DEVELOPMENT FRAMEWORK, 2018

The National Spatial Development Framework (NSDF) aims to make a daring and decisive contribution to achieving the peaceful, prosperous, and truly transformed South Africa envisioned in the Freedom Charter, the Reconstruction and Development Programme, and the National Development Plan. It does so in full acknowledgement of:

- The grasp that the past's oppressive national spatial development ideas, logics, and patterns have placed on numerous endeavours to destroy the credibility of poverty, unemployment, and inequality
- The significant, though often difficult, lessons learned over the previous years in pursuit of national rebuilding, inclusive economic growth, and spatial change
- The need for deliberate, collaborative, and focused state action in national space to propel South Africa toward the shared, inclusive, and sustainable future.

In being in line with the SPLUMA legislation, the NSDF considers:

- All policies, plans and programmes of public and private bodies that impact on spatial planning, land development and land use management
- Any matter relevant to the coordination of such policies, plans and programmes that impact on spatial planning, land development and land use management
- All representations submitted to the Minister in respect of the framework

**Key implications for Midvaal Local Municipality:**

The Midvaal LED should focus on aligning to policies, plans and programmes of the public and private sector that ensure adequate spatial planning, to eliminate the stronghold that past oppressive spatial development have had on the region. This may ensure inclusive economic growth and a sustainable future. Therefore, the LED should address the influence that spatial patterns and spatial planning have on economic growth, by enhancing natural resource usage, ensuring agglomeration benefits, addressing social inequalities, and enhancing economic growth.

### 2.2.13 NATIONAL INFORMAL BUSINESS UPLIFTMENT STRATEGY, 2014

The national Informal Business Upliftment Strategy (NIBUS) seeks to uplift the conditions and operations of informal businesses within the informal economy and concentrate government support to local chambers, local business associations, municipalities, and Local Economic Development offices to deliver and facilitate access to upliftment programmes.

The strategy is especially focused on women, youth, and people with disabilities in township and rural areas. With this strategy in place, government can improve the acceleration of economic growth in transforming and developing the economy in order to ensure the creation of decent jobs and sustainable livelihoods.

Within this strategy, an Informal Traders Upliftment Project (ITUP) is developed as an instrument with the aim to improve the capabilities and capacity of informal traders in the wholesale and retail sector. This will increase the competitiveness of local traders as well as ensure decent standard jobs within this sector.

**Key implications for Midvaal Local Municipality:**

The Midvaal LED should support the informal businesses in the municipal area, and also provide programmes and training in improving the capabilities of the informal traders. In addressing the contribution of the informal traders to the local municipality, it may increase investment in these informal businesses, and ensure sustainable and successful businesses. Therefore, all sectors in the local economy are being addressed, and uplifted.

### 2.2.14 INTERGOVERNMENTAL RELATIONS FRAMEWORK ACT, NO 13 OF 2005

This act applies specifically to national-, provincial- and local governments with the objective of providing the necessary principles of co-operative government as set out in Chapter 3 of the Constitution. This act promotes and facilitate intergovernmental relations as well as ensure the provisioning of mechanisms and procedures enabling the resolution of intergovernmental differences. The aim is to facilitate co-ordination in the implementation of policy and legislation.

National, provincial, and local governments should therefore uphold the objective of this act during the conduct of their functions. This includes taking into account:

- Circumstances, material interest and budgets of other organs of state
- The need for consulting other affected stat organs
- Coordinating actions when implementing policy or legislation affecting other governments
- Avoiding unnecessary and wasteful duplication or jurisdictional contests
- Taking reasonable steps to ensure all have sufficient institutional capacity and effective procedures
- Participating in intergovernmental structures and putting in effort to settle intergovernmental disagreements.

**Key implications for Midvaal Local Municipality:**

In ensuring economic development through the Midvaal LED, all spheres of the government should work in coherence in ensuring adequate local economic development and implementation.

### 2.2.15 NATIONAL FRAMEWORK FOR LOCAL ECONOMIC DEVELOPMENT, 2018-2028

The adopted and revised 2018-2028 National Framework for Local Economic Development is built upon the achievements and lessons gained in the implementation of the 2006-2011 LED Framework. The 2018-2028 LED Frameowrk sets out an expanded vision for LED which identifies with high levels of certainty what need to be done in order to move towards a more successful form of LED, which is underpinned by the need to advance and deepen the understanding of LED and its function in national , regional development and growth in South Africa.

The revised framework is anchored on six Core Policy Pillars that will influence the design, development and implementation of LED:

- Building diverse & innovation-driven local economies
- Developing inclusive economies
- Developing learning and skilful economies
- Enterprise development and support
- Economic governance and infrastructure
- Strengthening local systems of innovation

**Key implications for Midvaal Local Municipality:**

In aligning the Midvaal Local Municipal LED to the National LED, the Midvaal Local Municipal LED should address ways in which the competitiveness of the Local Municipality can increase, ensuring the LM to compete economically with all the other municipal regions in South Africa. This can be achieved through investing in competitive and comparative advantages of the local economy. The LED should also be constantly improving and integrating the national priorities and programmes into the local priorities and programmes and should also ensure the local developed initiatives and programmes align with the national economic development objectives.

## 2.3 PROVINCIAL POLICY ALIGNMENT

### 2.3.1 GAUTENG EMPLOYMENT GROWTH AND DEVELOPMENT STRATEGY, 2009 – 2014

The Gauteng Employment Growth and Development Strategy (GEGDS) outlines a set of strategic choices and programmes that will build towards strong and sustainable Gauteng economy in which all can access economic opportunities and enjoy decent work. Gauteng envisages that the economy will need to shift as rapidly as possible to a growth trajectory based on innovation, green growth and inclusivity. In achieving this, the main focus of the GEGDS strives to accomplishing “an inclusive and sustainable Gauteng City-Region that promotes a developmental and equitable society”.

The strategy also identifies the strategic interventions by which Gauteng will work to make Gauteng’s economy green, innovative and inclusive and these five pillars include:

- Transforming the provincial economy through improved efficiency
- Sustainable employment creation
- Increasing economic equity and ownership
- Investing in people
- Sustainable communities and social cohesion.
- The main economic agenda of the GEGDS is to create decent work through an inclusive growing economy and this will require GEDS to strike a balance in its interventions between the role of state and the role of the market
- The formal and informal sectors of the economy
- The first and second economy
- Mining and manufacturing sector development and service sector growth
- Developing new sector with high-valued added goods and services
- Supporting highly urbanised areas with a high concentration of people and existing services and more peripheral rural areas and informal sentiments where there are limited services available
- Focusing on both top-down and bottom-up interventions.

The main economic agenda of the GEGDS is to ensure and create decent jobs by developing an including, growing economy. In ensuring this, a balance is to be created between initiatives in the short- and medium-term in order to address the impact of the global economic crisis on businesses and communities.

**Key implications for Midvaal Local Municipality:**

In the GEGDS it is evident that the Sedibeng DM is an area which lack adequate education and economic support for adequate education. These objectives and strategic goals of the GEGDS should be implemented in order to accomplish and promote economic growth and social development. The LED should strive to improve production, reduce poverty, generate job creation, promote good health, and achieve environmental sustainability in addition to enhancing skills and education levels.

### 2.3.2 GAUTENG TOWNSHIP ECONOMY REVITALISTION STRATEGY, 2014 - 2019

Informal businesses form the root of the township economy, meeting the economic and social needs of the community on the basis of cooperation and solidarity. Considering this, these informal businesses as playing a vital role in creating a vibrant, socially inclusive, labour-absorbing and growing economy.

Government has a vision of transforming informal economies into vibrant and sustainable township businesses as part of building an inclusive, labour absorbing and growing economy.

The Township Economy Revitalisation Strategy builds on present government support programs and addresses the shared difficulties. This may include:

- Limited access to capital and finances
- Limited access to operating infrastructure
- Limited access to markets, skill development and monopoly power
- Lack of entrepreneurial and productive activity
- Poor understanding of the abilities and value to township enterprises
- Lack of evidence regarding the impact and value of township enterprises
- Limited account taken of the particular characteristics and needs of township enterprises within enabling and supportive environment
- Complexity and lack of coherence within township economy sectors combined with widely varying skills and knowledge bases.

Promoting successful informal businesses will contribute to economic transformation and modernisation that will create productive activities, socially inclusive wealth, as well as fostering sustainable livelihoods.

**Key implications for Midvaal Local Municipality:**

In ensuring comprehensive economic development in the Midvaal LM, the LED should address the impact that the informal economic active businesses have on the local economy. As previously mentioned, support programmes and skill-development initiatives should be development in order to provide informal businesses with access into the local economy. The informal economy should be embraced, rather than disregarded, due to its vital economic contribution.

### 2.3.3 GAUTENG DEPARTMENT OF CO-OPERATIVE GOVERNANCE AND TRADITIONAL AFFAIRS STRATEGIC PLAN, 2020-2050

Currently, municipalities within the Gauteng province are plagued by inter- and intra-political disputes that hinder effective governance and service delivery in the province. This influences the decreasing satisfaction with service delivery in Gauteng over time.

The lack of service delivery in the province is due to inadequate support mechanisms for local governance, as well as poor councillor skills, and the inability of local government structures to effectively respond to the complex service delivery demands. In addressing this, Government has put the following pillars in place, focusing on:

- Putting people (community members) first
- Providing adequate service delivery
- Ensure good governance
- Improve financial management
- Ensure capable local government institutions
- Improved spatial planning and Integrated Development Plans (IDPs)
- Encourage local economic development
- Building resilience for climate change

Although statistics illustrate an upswing of quality of life in Gauteng, the province still suffer from high unemployment rates as well as spatial and racial inequalities. This characterises Gauteng with an uneven and highly dual economy with a sophisticated formal sector while the informal sector exists on the margins of the formal economy.

**Key implications for Midvaal Local Municipality:**

Although the Midvaal LM being the service area with the highest satisfaction with services in 2017/18, the unemployment rates and spatial and racial inequalities are still high. Therefore, all spheres of the LM government should cooperate in ensuring intergovernmental relations in supporting economic growth in all sectors in the region.

### 2.3.4 GAUTENG SMME POLICY FRAMEWORK, 2010-2014

The Gauteng SMME Policy Framework establishes a comprehensive qualitative and quantitative framework for the growth of small, medium, and micro enterprises (SMMEs) in Gauteng Province. It recognizes the distinct contributions represented by this diversified and dynamic sector in the province in terms of job creation, economic growth, and the support of sustainable livelihoods. The policy framework capitalizes on the province's distinct characteristics and highlights how essential national, provincial, district, and local stakeholders in the province may collaborate.

The policy framework serves as a foundation for the creation, implementation, and evaluation of systems and procedures that promote the growth of a more competitive and sustainable SMME sector. It serves as a foundation for collaboration and coordination among public, private, and community stakeholders, and it creates a space for these stakeholders to contribute to SMME development in Gauteng in a mutually reinforcing and synergistic manner, while also increasing opportunities for mobilising resources that can be used to boost SMMEs' contribution to the province's long-term social and economic development.

**Key implications for Midvaal Local Municipality:**

The Midvaal LED should promote and contribute to the development of the SMME sector by providing a framework serving as a foundation for the growth of the SMME sector. Therefore, the Midvaal LED should address the impact that the SMME sector have on the economic development of the Midvaal LED and identify potential SMME businesses to invest in for job creation and economic development.

### 2.3.5 GROWING GAUTENG TOGETHER (GGT), 2030

The GGT2030 plan of action, sets out the vision for the Gauteng of 2030, inspired by the values and goals included in the Freedom Charter, the NDP, the Manifesto, and work carried out to date as part of Gauteng's Transformation, Modernisation and Reindustrialisation (TMR) initiative.

This plan of action seeks to address the fundamental problems facing the residents of Gauteng:

- Unemployment
- Poverty and hunger
- Crime and substance abuse
- Climate change
- Unsustainable growth and economic crises
- Migration
- Flight and displacement
- Health
- Inequality
- Social exclusion
- Lack of decent work and social protection
- Political instability, insecurity and violent conflicts.

In addressing these problems, the GGT2030 prioritises the following:

- Economic growth
- Improving employment and reducing unemployment
- Increasing per capita GDP
- Reducing the poverty rate

- Declining the income inequality
- Industrial restructuring

**Key implications for Midvaal Local Municipality:**

The GGT2030 identified Sedibeng DM as an agricultural value chain for grain, horticulture, poultry, piggery, and red meat. The GGT2030 also prioritised the support of upgrading informal settlements in the Sedibeng DM, while also aspiring to build a new economy in the Vaal by investing the Southern Development Corridor in the Sedibeng DM. Therefore, the Midvaal LED should provide initiatives to correlate with investment in these projects, due to the economic injection that the Midvaal LM will experience with these projects.

### 2.3.6 GAUTENG TRANSFORMATION, MODERNISATION AND RE-INDUSTRIALISATION PROGRAMME

The Gauteng Transformation, Modernisation and Re-Industrialisation (TMR) programme has been developed to enable radical socio-economic and political transformation of the province to build a globally competitive, socially inclusive and sustainable Gauteng province. The programme is based on ten pillars which include:

- Radical economic transformation
- Decisive spatial transformation
- Accelerated social transformation
- Transformation of the state and governance
- Modernisation of the economy
- Modernisation of the public service and the state
- Modernisation of human settlements and urban development
- Modernisation of public transport and other infrastructure
- Re-industrialising Gauteng as the country's economic hub
- Taking a lead in Africa's new industrial revolution.

**Key implications for Midvaal Local Municipality:**

The LED should align with the development priorities identified for the Southern Corridor. The TMR states that access to adequate service delivery in the Midvaal LM have declined from 2009 to 2013, considering access to piped water, electricity, sanitation and refuse. Therefore, it is evident that the LED should address the improvement of service delivery in the LM as part of the incentive to improve governmental investment in the LM.

### 2.3.7 GAUTENG 2055

While Gauteng is at the centre of South Africa, the Gauteng City Region (GCR) encompasses a broader functional region defined by clusters, linkages, and movements of transport, people, economic activity, natural resources, and other factors. The entire potential of this area may be fulfilled by recognizing the genuine flow of the GCR's economy beyond administrative and political limits.

Without a unified long-term vision, current short-term efforts may only yield short-term success at the expense of long-term sustainability. It is critical to address the urgent needs of many citizens.

To address concerns about long-term planning versus short-term delivery, the GCR envision developing a long-term plan with staggered deliverables and outcomes across the timeframe leading up to 2055, allowing for a clear sense of what is possible in the near future versus those outcomes that will require longer-term intervention. The objective of this framework is to fulfil the potential of the GCR in 2055 by:

- Change the urban landscape and remove social barriers
- Migrate fully to renewable energy and eradicate waste
- Build a refined education system, and generation of skilled, employable South Africans
- Eliminate poverty and reduce inequality
- Establish a unique approach to the management of the growth of the city-region, founded on economic, social and environmental sustainability.

**Key implications for Midvaal Local Municipality:**

It is important for the Midvaal LED to not only establish short- and medium-term goals, but also envisage long-term economic goals for the LM. Therefore, the LED should address the key priorities for the short, medium and long term in the Midvaal LM, while aligning with the Provincial long-term goals and objectives.

### 2.3.8 GAUTENG PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK, 2030

The Gauteng Spatial Development Framework (GSDF), 2030 aspires to establish a balanced, polycentric spatial network, with strong and resilient nodes that enables mutually beneficial exchanges of goods and services, as well as the movement of people. In support of the establishment of this polycentric form, four spatial development strategies are followed, namely:

- Building an integrated economic network, through a system of high-order nodes and activity corridors, developing economic clusters .
- Capitalising on proximity by directing higher densities closer to economic nodes and public transport networks, and improving conditions in areas closer to economic opportunities
- Managing settlement development and growth, to prioritise infill development and densification.
- Creating a viable and productive hinterland, protecting valuable resources and high potential agricultural land and managing water resources.

These four strategies in the GSDF address the six spatial objectives in various aspect, with certain principles featuring more prominently in certain development strategies. These spatial objectives for Gauteng are:

- Being liveable
- Concentration
- Connectivity
- Conservation
- Diversity
- Viability

In achieving this, the GSDF aim to:

- contain urban development within the existing Gauteng urban footprint
- prioritise development along the major public transport networks in the province, including the Gautrain, PRASA rail and the BRT networks
- Utilise well-located vacant land within the existing urban footprint for infill development

**Key implications for Midvaal Local Municipality:**

The Midvaal LED should take cognisance of the developments in the GSDF and the economic opportunities and implications offered. Midvaal is earmarked in the GSDF for the following strategic development initiatives:

- Incremental development of the western parts of the municipality
- Consolidation and expansion of the urban footprint along the R59 corridor
- Proposed infill development between the R59 corridor and the CoJ
- The south-eastern extents of Midvaal were identified as one of three agricultural hubs in the Sedibeng DM
- Proposed extensive agriculture in the remaining northern extents of the LM
- Development of the Vaal Marina and Suikerboschrand Nature Reserve as Provincial Tourism/ Cultural Nodes.

### 2.3.9 GAUTENG TOWNSHIP ECONOMIC DEVELOPMENT ACT (ACT 2 OF 2022)

The Gauteng Township Economic Development Act (GTEDA) promotes the development of the township economy, and creates an environment for thriving township-based businesses. The objectives of the GTEDA are to:

- Provide a regulatory framework which makes it possible for people living in townships to establish viable and thriving businesses where they live
- Make it possible for retail malls and supermarkets in townships to partner with local small enterprises, including enabling these established businesses to buy some of their products and services from township-based producers, service providers and manufacturers
- Establish procurement rules that allow government and its main contractors to:
    - Buy from a large group or groups of township-based enterprises, with systems linking them so they can supply as if they are one large enterprise, or

    - To compel enterprises that are awarded government contracts to spend a portion of their procurement budget on local entrepreneurs and co-operatives
- Provide an enabling environment for municipalities to develop taxi ranks into small central business districts and to support the taxi economy to use its economic muscle to supporting local value chains and industries
- Promotes the real estate industry in the township by converting areas with high commercial density into township high streets

**Key implications for Midvaal Local Municipality:**

The GTEDA provides for the designation, promotion, development and operation of Township Enterprise Zones, provides for the establishment of Township Enterprise Zone Coordination and Management Centres and provides for the establishment of the Township Enterprise Fund and for matters connected with township economies. The GTEDA clearly articulates the roles and responsibilities of organs of state and municipalities within the province in regard to the promotion and development of Township-based enterprises. It is important that the LED Strategy and the Midvaal Local municipality aligns with the GTEDA?

## 2.4 DISTRICT POLICY ALIGNMENT

### 2.4.1 SEDIBENG DISTRICT SPATIAL DEVELOPMENT FRAMEWORK, 2030

The Sedibeng Spatial Development Framework (SDF), 2030, provides greater detail on the desired spatial direction of the district, which includes the Midvaal Local Municipality. The SDF aims to address spatial, environmental and economic challenges in both urban and rural settlements. Therefore, the Sedibeng District SDF aim towards achieving the following objectives:

- Provide a strategic spatial development vision for the district in line with the broad development objectives of the National and Provincial policies
- Provide a clear and comprehensive Spatial Framework for the district which will inform, improve and guide cross-sectoral policy alignment and project implementation and integration
- Indicate in as much detail as possible to stakeholders the desired future spatial form for the district
- Highlight planning, environmental, infrastructural and institutional issues that gave rise to the proposals contained in the final document
- Provide all stakeholders an opportunity to participate during the process of formulating the SDF
- Provide a spatial reflection of the needs and priorities established in the district integrated development plan and identify specific issues which are unique to the district
- Address rural development issues such as the integration with urban areas, the provision of social facilities and the provision of infrastructure to rural communities
- Identify areas for economic opportunities, particularly in the industrial, commercial, agricultural and tourism sectors
- Identify infrastructure needs and services constraints and bring forward tangible solutions to address these
- Accommodate the growing housing needs taking into account the current backlogs and the projected need for development of various housing methodologies (e.g., “Gap Housing”, Social Housing, FLISP, etc.)
- Protect the natural environment, and more specifically hydrological and topographical resources, biodiversity areas, and high potential agricultural land.

The SDF advocates for spatial planning that eradicates the spatial challenges of the past, while bringing services and economic opportunities close to communities that need it most.

**Key implications for Midvaal Local Municipality:**

The Sedibeng SDF identifies the upgrading of the Midvaal Agro-processing facilities and roads and rail links to radically develop the Agritropolis sector in the DM. This development could be favourable for the Midvaal LM, if it is correctly implemented. There are also various projects mentioned in the Sedibeng SDF that may improve the local economy of the Midvaal area, due to investment in the LM. Midvaal LM is also identified as one of the municipalities with the highest economic growth in the Sedibeng DM, as well as the municipality with the largest recorded employment gains and the lowest unemployment rates. Therefore, the LED should address ways in maintaining these impressive statistics.

### 2.4.2 SEDIBENG INTEGRATED DEVELOPMENT PLAN, 2020/2021

According to the Sedibeng Integrated Development Plan (IDP) the mission of this district Municipality is to encourage and maintain integrated service delivery that improves and support the municipal area to achieve growth and development in the community. In achieving this, the following strategic objectives are devised:

- Promote efficient and effective integrated services that address the socio-economic and environmental development imperatives of the region
- Implement prudent and cost-effective financial management and sustainability
- Ensure good governance and sound management practices
- Ensure effective service delivery.

In order to accomplish the vision of job creation and the improvement of quality of life (providing basic needs, subsidies and community projects) of the Sedibeng District Municipality, nine strategies are established:

- Institutional capacity development (good governance, accountability, effectiveness, sustainable, leadership, partnership, participation)
- Facilitation of spatial structural change, nodal and corridor development (including housing and land)
- Regional infrastructural development
- Sectoral support and development: Manufacturing and re-industrialization
- Sectoral support and development: Agriculture and rural development (Agritropolis concept focus in Gauteng)
- Sectoral support and development: Tourism development and environmental management
- Township social and economic development (infra, industrial hubs, indigenous knowledge, access to markets revitalization and community development (including youth development)
- Maximize the impact of tertiary higher education (including youth development)
- Facilitation of business support and development (including skills, entrepreneurship, finance and youth development).

**Key implications for Midvaal Local Municipality:**

In the Sedibeng IDP, Midvaal is identified as a municipality rich in agriculture and tourism, contributing immensely to the Sedibeng DM. Midvaal LM is also elucidated as the Local Municipality in the Sedibeng DM with the highest level of development with the smallest rate of the population living below the upper poverty line. It is evident that the Midvaal LM should invest in the agriculture and tourism industry in supporting job creation in order to prevent the poverty rate from increasing.

### 2.4.3 SEDIBENG DISTRICT ONE PLAN

The Sedibeng District One Plan provides a strategic direction for many spheres of government, stakeholders, communities, and investors in moving from the current conditions to the desired future. This One Plan is intended to guide a more effective and accountable deployment and implementation of resources and investments. The purpose of the Sedibeng District One Plan is therefore to:

- Give effect to the District Development Model (DDM) as a practical method to improve service delivery and development impact in the Sedibeng District region.
- Localise and synergise the National Development Plan, the Medium-Term Strategic Framework, National Spatial Development Framework, Integrated Urban Development Framework and key, national and provincial sector policies/strategies/plans with socio-economic and spatial development logic of the space.
- Express a coherent and predictable government approach in relation to these key priorities through a long-term strategic framework

- Enable a programmatic intergovernmental relations approach with regard to the Sedibeng District through

In addressing the current challenges in the District Municipality, 6 goals are developed:

- Demographic/people development by prioritising:
- Economic positioning by focussing on:
- Spatial restructuring and environmental sustainability
- Spatial restructuring and environmental sustainability achieved through:
- Improving infrastructure engineering through:
- Ensuring integrated service provisioning:
- Improving governance through:

**Key implications for Midvaal Local Municipality:**

In the District One Plan, various development projects are earmarked for the Midvaal LM. This may promote major investment in the Midvaal economy. These investments mostly attend to infrastructure development, improved service delivery, and environmental sustainability. Therefore, the LED should address the support of these earmarked developments in the Midvaal LM.

## 2.5 LOCAL POLICY ALIGNMENT

### 2.5.1 MIDVAAL FIVE-YEAR INTEGRATED DEVELOPMENT PLAN (IDP), 2022-2027

The Midvaal IDP identifies the overarching vision and mission for the municipality for the next five years. The vision for the municipality is “Achieve excellence in service delivery.” This vision is underpinned by the following:

- Enhance service delivery through innovative technologies
- Enable a safe, healthy community and environment
- Promote local economic development and tourism
- Adopt clean, renewable energy
- Build strong partnerships
- Be a people-centred, compassionate institution.

The development priorities and objectives of the IDP are as follows:

- Good Governance: to promote increased participation and improved communication with all key internal and external stakeholders
- Safe and healthy environments: create a sustainable environment safe from harm
- Community development: to create an environment focussed on uplifting the youth, the poor and the most vulnerable.
- Institutional development: to transform and align the people, processes and systems of the municipality to achieve its objectives
- Financial stability: To improve the financial sustainability and capacity of the municipality, whilst adhering to statutory requirements
- Infrastructure and sustainable living environments: to ensure efficient infrastructure and energy supply that will improve the quality of life of the community
- Communications and customer care: to deliver inclusive and excellent services to the community
- Economic growth and spatial transformation: to facilitate sustainable economic empowerment for all communities within Midvaal and through the development of partnerships and innovation

The IDP provides detail regarding the key performance areas and their associated focus areas. This provides good guidelines regarding the development direction of the municipality.

**Key implications for Midvaal Local Municipality:**

The Midvaal IDP lists a series of key performance areas together with their objectives and associated performance areas. Overall, these objectives are in support of the general objectives of LED which is to enable economic growth to ultimately uplift local communities. All of the respective key performance areas will aid in creating an environment more conducive of inclusive economic growth and development. Economic growth and spatial transformation are also highlighted as key performance areas, underpinning the role of LED in the municipality’s development vision.

### 2.5.2 MIDVAAL SPATIAL DEVELOPMENT FRAMEWORK, 2022-2027

The Midvaal Spatial Vision as per the SDF (2022) is:

**The Midvaal Local Municipality offers a unique spatial composition of urban and rural development located along strategic economic corridors and spines. The rural character is protected by means of consolidated and well-designed urban areas and managed urban-rural cross-over zones. Urban expansion is consolidated along the R59 Corridor and R82 mobility spine, with east-west spines becoming more prominent.**

The MLM long term spatial vision is visually represented in Figure 2.1. It provides a schematic and diagrammatic view of the desired long-term spatial structure of the municipality. The process of developing the spatial vision incorporated several structuring elements to form the ideal vision, namely (1) nodes and centres, (2) connectivity, and (3) spatial areas and unique components.

The 2022-2027 SDF builds on the previous SDF that aimed to consolidate and integrate the national spatial directives with the reality on the ground. The Development Drivers and Spatial Proposals are set out in Table 2.2 (overleaf).

*Figure 2.1: Midvaal LM SDF concept*

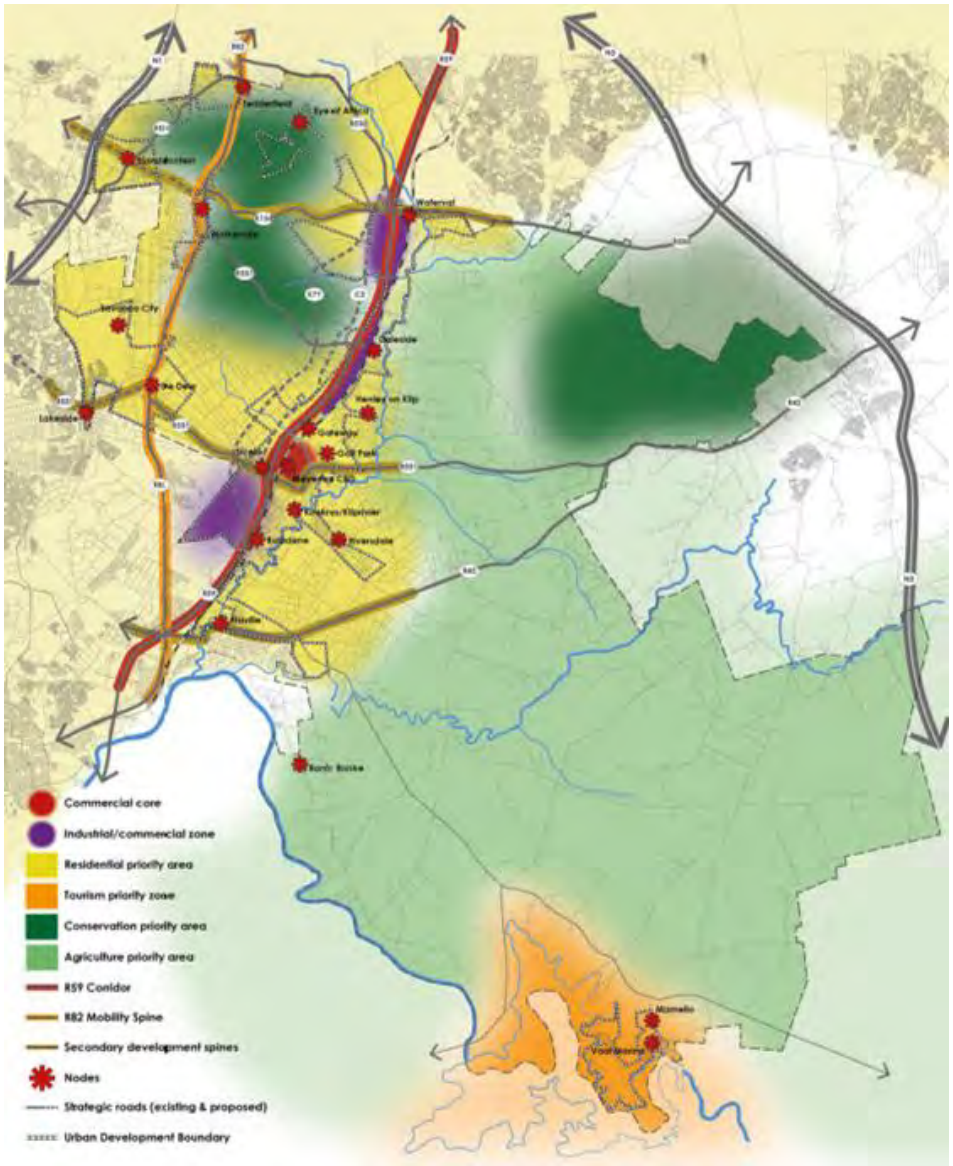


*Table 2.2: Spatial proposals*

| Development drivers | Spatial proposal |
|---|---|
| 1. Strive towards consolidated compact urban areas | Maintain the Urban Development Boundary (UDB) and manage urban-rural cross-over zones to promote compact urban development, support the integrity of rural residential areas, protect high potential agricultural land, and conserve critical biodiversity areas and valuable ecosystems |
| 2. Purse alternative clean energy and reduce the cost to industrial and commercial consumers | To tackle the shortage of energy by partnering with renewable energy service providers and participate in initiatives to generate local power, aid economic diversification along the R59 Corridor, industrial and commercial zones and the urban nodes through public-private partnerships. |
| 3. Implement and manage corridor and spine development initiatives | Plan, design and facilitate development along the R59 Corridor, the R82 Mobility Spine and secondary east-west spines by means of appropriate developments and responsive township layouts in line with the spatial vision and relevant precinct plan proposals. |
| 4. Encourage agricultural production and processing | Protect all land earmarked for agriculture in order to facilitate and enhance agricultural production. Support innovative small-scale farming in agricultural areas and cross-over zones, and support agri-processing in cross-over zones and in corridors and spines. |
| 5. Stimulate tourism | Protect tourism resources, heritage assets, and unique precincts by stimulating relevant tourism-related activities and appropriate developments in the ridges, in unique precincts, around Bass Lake, in Suikerbosrand Nature Reserve, and along the Vaal Dam. |
| 6. Foster walkable nodes and transit-orientated development (TODs) | Promote transit-orientated development (TODs) and the creation of compact, walkable, pedestrian-orientated, mixed-use communities centred around all public transit facilities (train stations, taxi ranks, rapid bus systems). Facilitate the development of walkable urban nodes, rather than suburban shopping centres for reduced dependence on a car for mobility and survival. |
| 7. Ensure connectivity by means of a considered movement network | Capitalise on existing regional links to promote development and utilise the internal movement network to support public transport networks and services. For enhanced continuity, prioritise strategic roads identified in the SDF and consider alignment of proposed roads carefully to prevent further fragmentation of precincts, and unnecessary sterilisation of potential land for development. |
| 8. Support quality human settlement development | Promote integrated human settlements through varying housing typologies, income models and densification, and prioritise the expansion of the gap market. Plan and implement for the integration of social facilities and commercial activities as integral part of any housing development. |
| 9. Prioritise environmental management | Protect and manage the natural environment by administering the UDB to ensure an equilibrium between agricultural, tourism, industrial, and urbanisation activities |

| Development drivers | Spatial proposal |
|---|---|
| 10. Streamline targeted engineering infrastructure | Prioritise short to medium term upgrading of engineering services in priority strategic development areas (SDAs) and ensure that engineering services are available before township establishment processes are finalised. |
| 11. Implement local area plans (precinct plans) | Undertake precinct plans to give effect to the intentions of the broader strategic direction of the SDF and make proposals on a detailed level. Proposals should not only be focused on land use and transport, but should also provide practical spatial proposals and urban design guidelines to ensure appropriate spatial form in support of design principles, such as walkability. |

**Key implications for Midvaal Local Municipality:**

In the SDF it is identified that the largest economic contribution to the local economy is along the R59 development corridor. It is also identified in the SDF that the Midvaal LM should diversify its economic base in order to reduce the pressure and dependency on a single economic sector, being the manufacturing sector. Considering this, there is potential for growth in the trade, tourism, agriculture and construction sectors. The investment in these key sectors should therefore be addressed in the Midvaal LED.

### 2.5.3 MIDVAAL AGRICULTURAL GROWTH STRATEGY, 2015

Agriculture is a critical enabler in terms of local employment creation, food and nutrition security, income generation, capacity building and skill development, as well as local economic growth. The strategy's aim is to increase the commitment of the Midvaal Local Municipality to agriculture investment and growth. The aim of this strategy is to:

- Create a common vision for agriculture with key stakeholders
- Design and implement a strategic framework
- Identify programmes and projects that will facilitate agricultural growth
- Address issues undermining investor confidence and interest in agriculture
- Ensure increased access and participation in the sector
- Combine, share and optimise the resources and benefits among the partners
- Foster global competitiveness, growth and profitability in the sector in order to attract new investment
- Ensure sustainable agricultural development
- Build lasting partnerships among key role-players
- Encourage youth participation in agriculture.

**Key implications for Midvaal Local Municipality:**

In previous documents the need for investment in the agricultural sector is evident. Therefore, it will be sensible for the Midvaal LED to address initiatives, policies and projects that may ensure the implementation of strategies to ensure the improvement and expansion of the agricultural sector. The LED should also address the impact that the agricultural sector may have on economic development on the Midvaal LM.

### 2.5.4 PREVIOUS MIDVAAL LOCAL ECONOMIC DEVELOPMENT PLAN, 2017

In May 2017, the Midvaal Local Municipality established a Local Economic Development (LED) Strategy, which offered mechanisms aimed at enabling long-term local economic growth. This strategy was based on 8 strategic pillars namely:

- Kgatelopele Youth Development Programme
- Agricultural growth and development
- Sectorial growth
- Youth skills, development, education and training
- Business development and support
- Township economic revitalization
- SMME, cooperatives and black industrial
- Poverty Reduction

The Municipal's Strategic Goals for LED, including Poverty Alleviation and Broad-Based Black Economic Empowerment, would be used to achieve these methods.

- Poverty Reduction
  - To focus on the sustainable livelihoods approach
  - Access to essential resources need to enable sustainable livelihood.
  - Provision of support to indigents, to reduce indigent households
- Broad Based Black Economic Empowerment
  - Increased broader based participation and ownership
  - Partnership initiatives that result in skills transfer and capacity building.
  - Focus on key growth sectors and industries of relevance to Midvaal .

**Key implications for Midvaal Local Municipality:**

The previous Midvaal LED provides good insight into the economic development direction of the municipality during previous years. This provides a good base for the development of a new LED for the Midvaal Municipality.

## 2.6 SYNTHESIS

The policy alignment process comprised a comprehensive review of key legislative and policy documents from all spheres of government. The process provided insight into the development objectives and principles identified by government spheres in pursuit of a communal goal – development that benefits all - which will underpin the considerations and recommendations of the Midvaal LED strategy development.

# SOCIO-ECONOMIC PROFILE

# 3

# 3. SOCIO-ECONOMIC PROFILE

## 3.1 INTRODUCTION

This section provides greater insight into the socio-economic context of the Midvaal Local Municipality. The chapter includes an overview of key demographic indicators together with selective mapping of key indicators. The socio-economic profile includes an overview of the following indicators:

- Population and household size
- Population forecasting –2025, 2030 and 2050.
- Population dynamics – age and gender profile, racial profile as well as migration profile.
- Education profiling – Educational institution attendance
- Employment dynamics including employment and unemployment, occupation profile and industry of employment as well as skills-levels.
- Housing profiling including dwelling typology and tenure status
- Socio Economic Measure (SEM) Profiling
- Household income profiling including average annual and monthly income for All SEM categories and SEM 2-5.

## 3.2 KEY SOCIO-ECONOMIC INDICATORS

***Table 3.1: Key Socio-Economic Indicators – Midvaal Local Municipality***

| | |
|---|---|
| **Total Population** | ✓ 121 153 people (2021 mid-year estimate) |
| **Total Households** | ✓ 39 239 households (2021 mid-year estimate) |
| **Migration** | ✓ 37.0% of the local population moved to the Midvaal Local Municipality since 2011. |
| **Education** | ✓ Moderate education levels with 29.4% of the local population having some secondary education. |
| **Employment** | ✓ 68.4% of the Midvaal Local Municipality's population is economically active of which 81.3% are employed and 18.7% are unemployed. |
| **Occupations** | ✓ The occupation profile by skill, the semi-skilled category dominates at 48.7%.<br>✓ The elementary occupations category, however, dominates in terms of individual occupations (26.1%) |
| **Industry of Employment** | ✓ Local population is employed mostly within the tertiary sector (58.6%) with the wholesale and retail trade sector employing the largest proportion of residents (18.7%). |
| **Housing** | ✓ Housing within the Midvaal Local Municipality is comprised mostly of formal dwelling typologies (81.3%) with the largest proportion of dwellings consisting of freestanding houses (71.6%). |
| **SEM Profile** | ✓ SEM 1 consists of 60.5% of local households |
| **Household Income** | **All SEM**<br>✓ R185 756 per annum<br>✓ R15 480 per month<br>**SEM 2 – 5**<br>✓ R434 794 per annum<br>✓ R36 233 per month |

**Note: Data Sources and Calculations:**

Demacon utilises data from various sources as base-data and re-work key base figures for specific applications. Demographic findings are based on Demacon-calculations informed by data from Statistics SA using multi-variant regression modelling.

## 3.2.1 DEMOGRAPHIC SIZE AND COMPOSITION – MIDVAAL LOCAL MUNICIPALITY

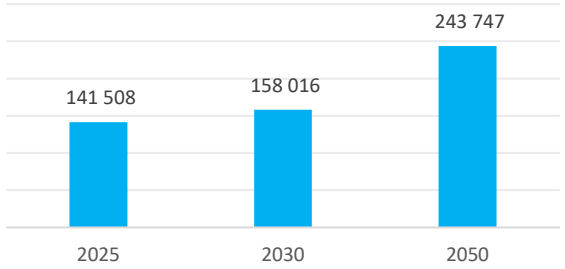
### POPULATION SIZE (2021)

**121 153**
PEOPLE IN THE
**MIDVAAL**
MUNICIPALITY

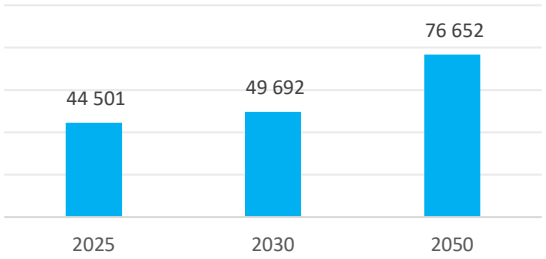
**39 239**
HOUSEHOLDS

**Population and Household figures are based on Mid-Year population estimates for 2021 published by Statistics SA**

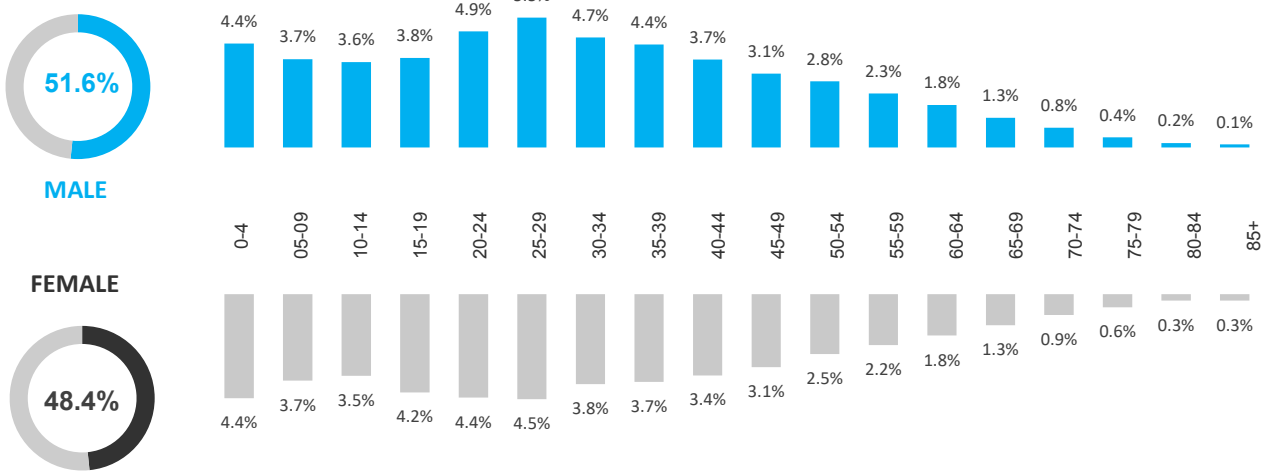
### POPULATION FORECAST (SDF MEDIUM GROWTH SCENARIO)




### HOUSEHOLD FORECAST (SDF MEDIUM GROWTH SCENARIO)




### AGE AND GENDER PROFILE



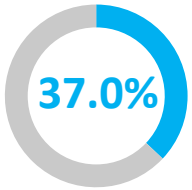

### RACIAL PROFILE



| | |
|---|---|
| Black African | 58.7% |
| Coloured | 1.6% |
| Indian / Asian | 0.8% |
| White | 38.9% |

### MIGRATION PROFILE

Data indicates that 37.0% of the municipal population migrated to the Midvaal Local Municipality since 2011.

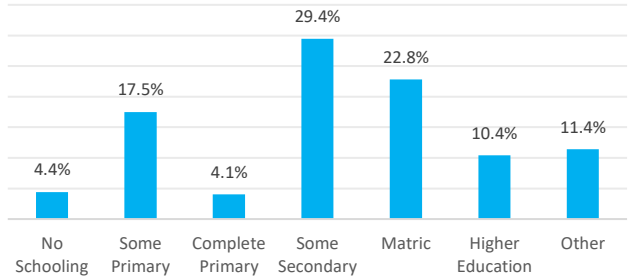



### EDUCATION PROFILE

**Educational Institution Attendance (20+ Years)**

| | | |
|---|---|---|
| **46.5%** attend a **UNIVERSITY** | **16.7%** attend an **FET COLLEGE** | **14.5%** attend an **ORDINARY SCHOOL** |

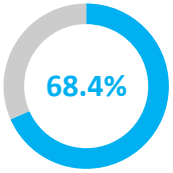
**Educational Institution Attendance (20+ Years)**



## 3.2.2 EMPLOYMENT PROFILE

### ECONOMICALLY ACTIVE SEGMENT

ECONOMICALLY
**ACTIVE**
Population

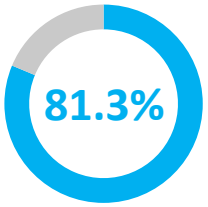



**31.6%** Not Economically Active

Economically active population refers to a person of working age 15 to 65 who are either employed or unemployed.

Not economically active population refers to ages 0 to 14 and 65 and older, persons unable to work or persons engaged in educational activities or are homemakers.

### EMPLOYMENT PROFILE




**Employed**
Economically
Active

**18.7%** Unemployed Economically Active

Employed and unemployed persons are economically active and thus is a segment of the economically active percentage.

### OCCUPATION PROFILE

Skilled Occupations
**18.6%**



Semi-Skilled Occupations
**48.7%**



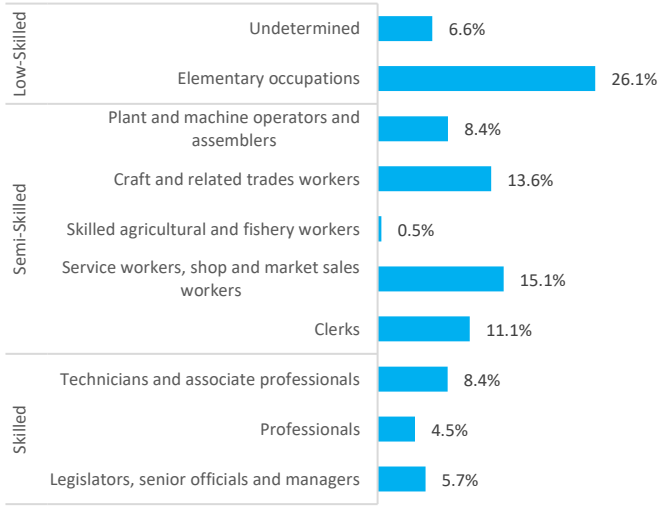
Low-Skilled Occupations
**26.1%**



**ELEMENTARY OCCUPATIONS**
ARE MOST POPULAR
**26.1%**

**SERVICE WORKERS, SHOP & MARKET SALES WORKERS**
ARE THE SECOND MOST POPULAR
**15.1%**

**CRAFT & RELATED TRADES WORKERS**
ARE THE THIRD MOST POPULAR
**13.6%**




### EMPLOYMENT PER INDUSTRY

**4.3%**
Employed in the
**Primary Sector**

**24.7%**
Employed in the
**Secondary Sector**

**58.6%**
Employed in the
**Tertiary Sector**

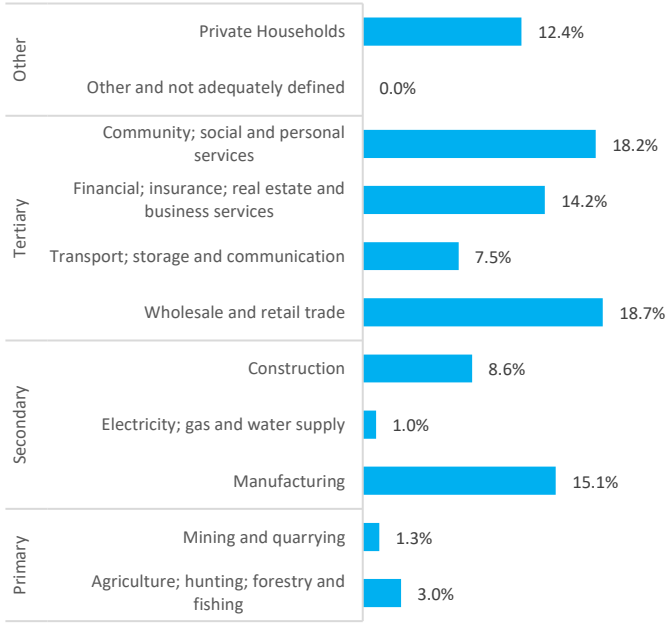


**Biggest Employing Economic Sectors among Midvaal population:**

**18.7%** Wholesale and retail trade

**18.2%** Community, social & personal services

**15.1%** Manufacturing



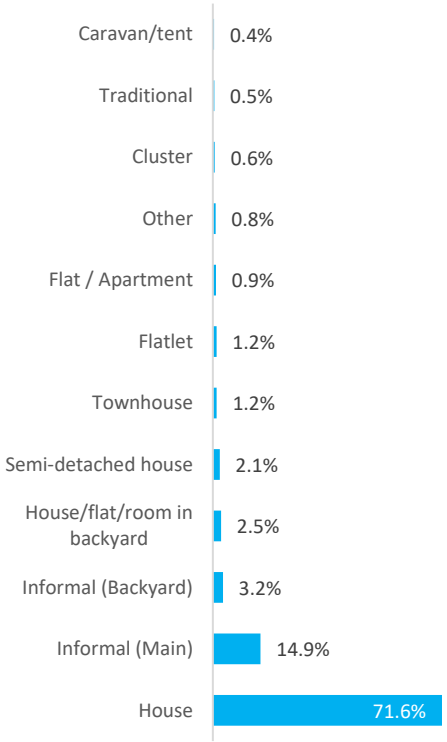
### 3.2.3 HOUSEHOLD PROFILE

#### DWELLING TYPOLOGY

**Majority** of Households Reside in a **Formal Dwelling** **81.3%**

**18.3%** of households reside in an **informal dwelling**

**0.5%** of households reside in a **traditional dwelling**




#### TENURE STATUS



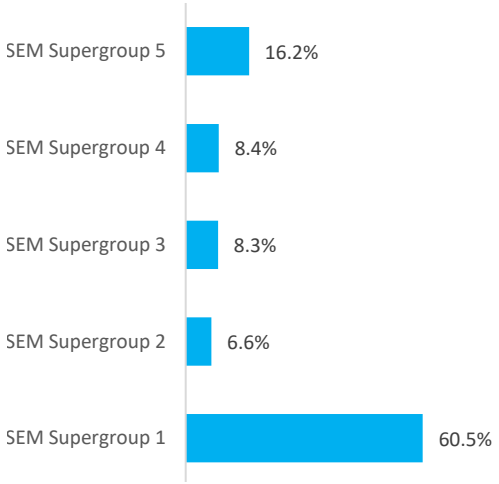
**24.7%** of households **own** and have **paid** for the property where they reside

**19.4%** of households **own** but have **not finished paying** for the property where they reside

**25.4%** of households **rent** the property where they reside

**30.5%** of households **occupy** the property where they reside **rent free**

#### SEM PROFILE




#### HOUSEHOLD INCOME PROFILE

Average annual household income for all SEM groups (2022)

**R185 756**

Average annual household income for SEM Groups 2+ (2022)

**R434 794**

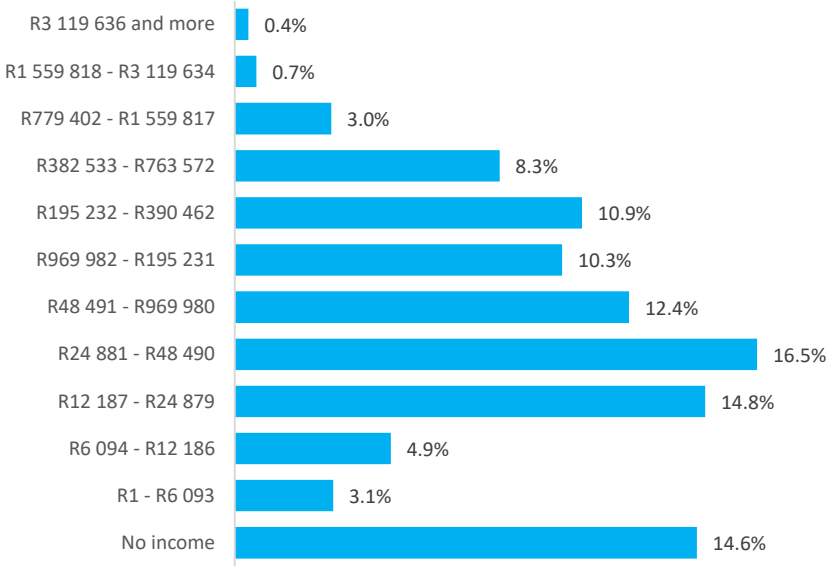


Average monthly household income for all SEM groups (2022)

**R15 480**

Average monthly household income for SEM Groups 2+ (2022)

**R36 233**



### 3.2.4 LIVING STANDARDS MEASURE (LSM) TO SOCIO-ECONOIC MEASURE (SEM)

# LSM

**LATEST VARIABLES:**

- Hot running water
- Fridge/freezer
- Flush toilet in house/on plot
- VCR in household
- Vacuum cleaner/floor polisher
- Have a washing machine
- Have a computer at home
- Have an electric stove
- Have TV set(s)
- Have a tumble dryer
- Have a Telkom telephone
- Hi-Fi or music centre
- Built-in kitchen sink
- Home security service
- Have a deep freeze
- Water in home/on stand
- Have M-Net and/or DSTV
- Have a dishwasher
- Metropolitan dweller
- Have a sewing machine
- DVD player
- House/cluster/townhouse
- 1/more motor vehicles
- No domestic worker
- No cell phone in household
- 1 cell phone in household
- None or only one radio
- Living in a non-urban area

VS

# SEM

**FINAL VARIABLES:**

- Post office nearby
- Police office nearby
- Built-in kitchen sink
- Home security service
- Motor car
- Deep freezer which is free standing
- Microwave oven
- Floor polisher or vacuum cleaner
- Washing machine
- Floor material
- Water source
- Type of toilet
- Roof material
- Number of sleeping rooms

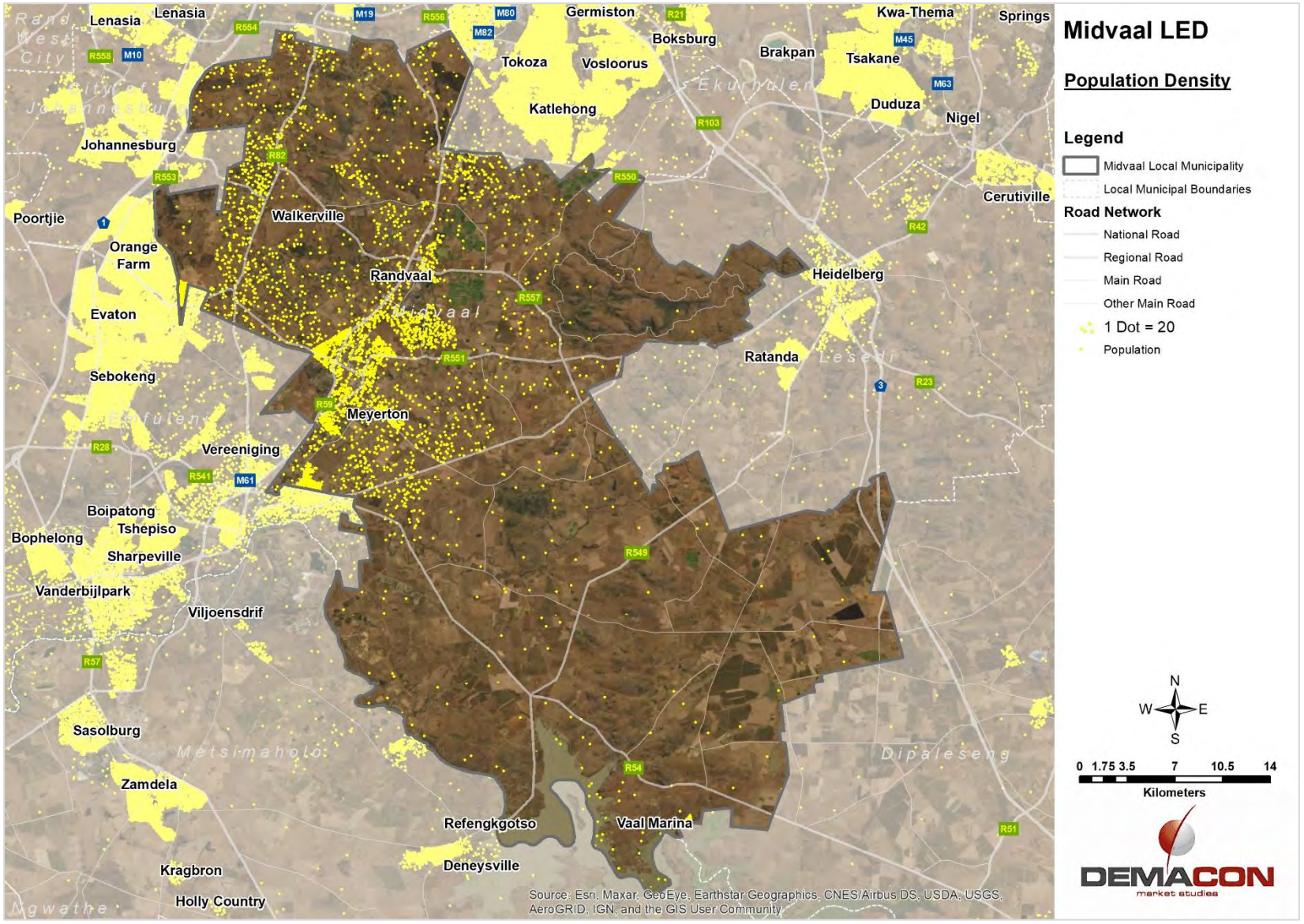
## LIMITATIONS OF LSM

- LSM is not related to any specific brand or category
- LSM cannot accurately determine spending power
- Consumers have changed, LSM has not

## ADVANTAGES OF SEM

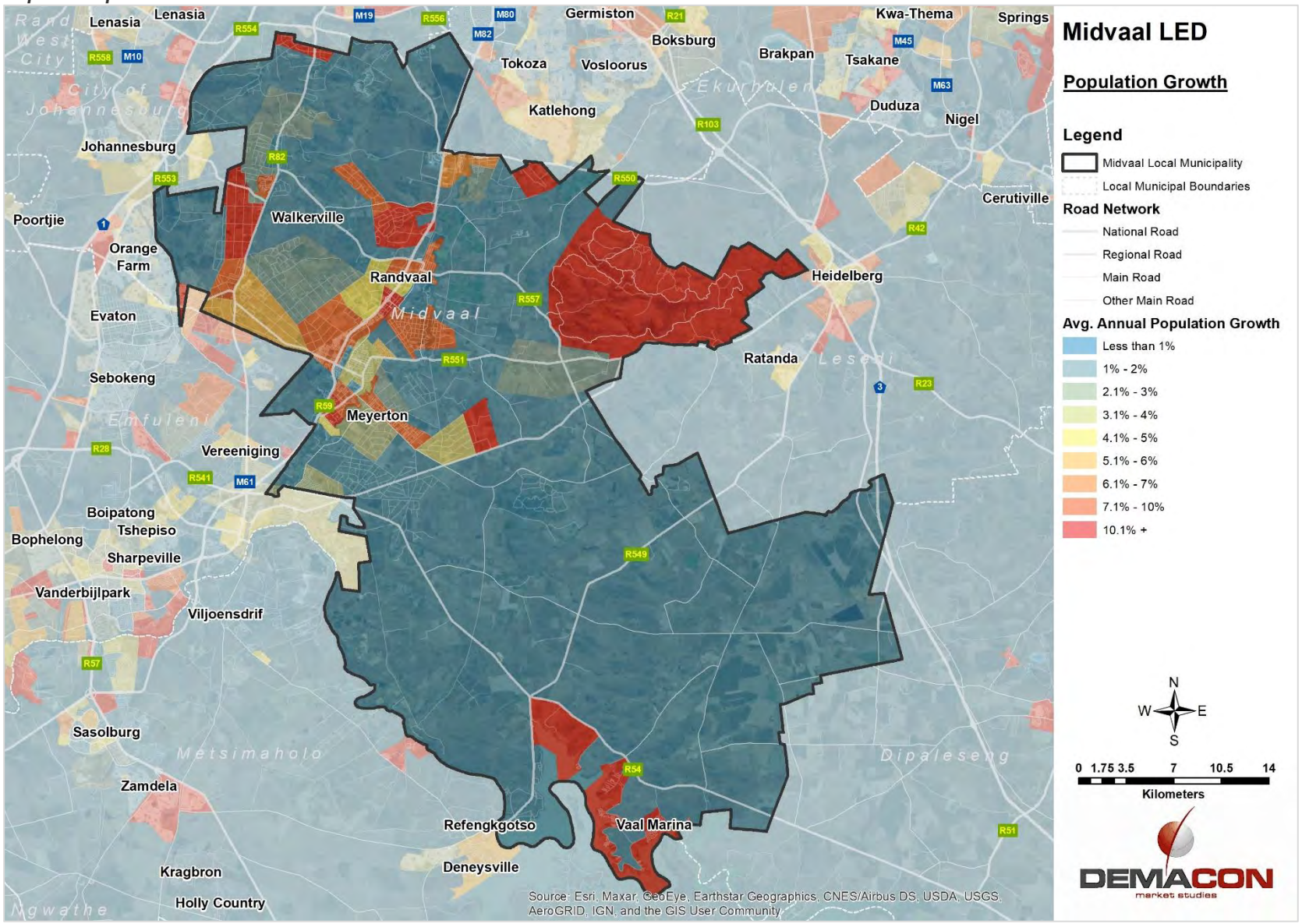
- Focus on structural items
- Low reliance on durables
- No reliance on technology items
- Short and easy to use

***Map 3.1: Population Density***



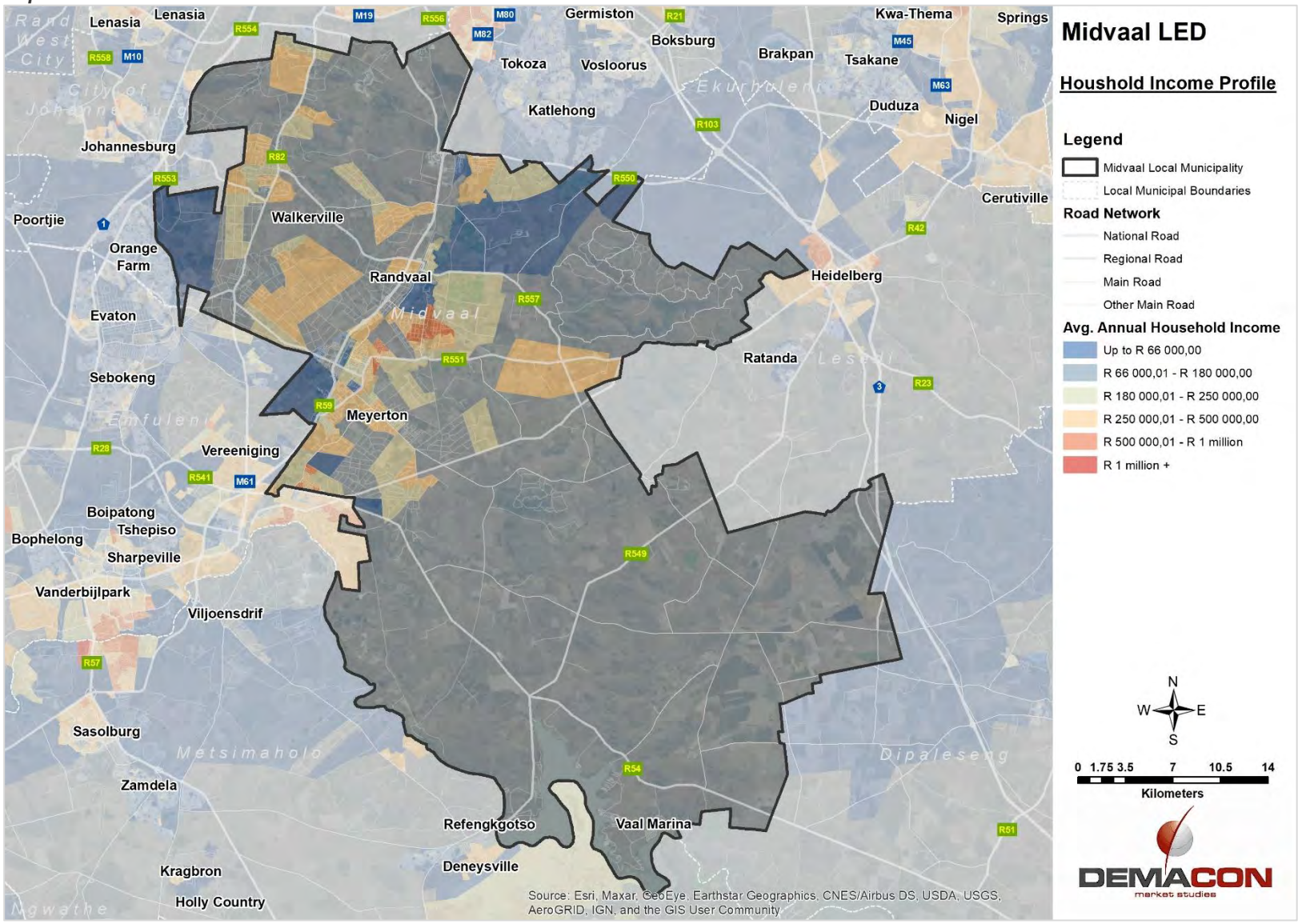

*Source: DEMACON, 2022*

***Map 3.2: Population Growth***



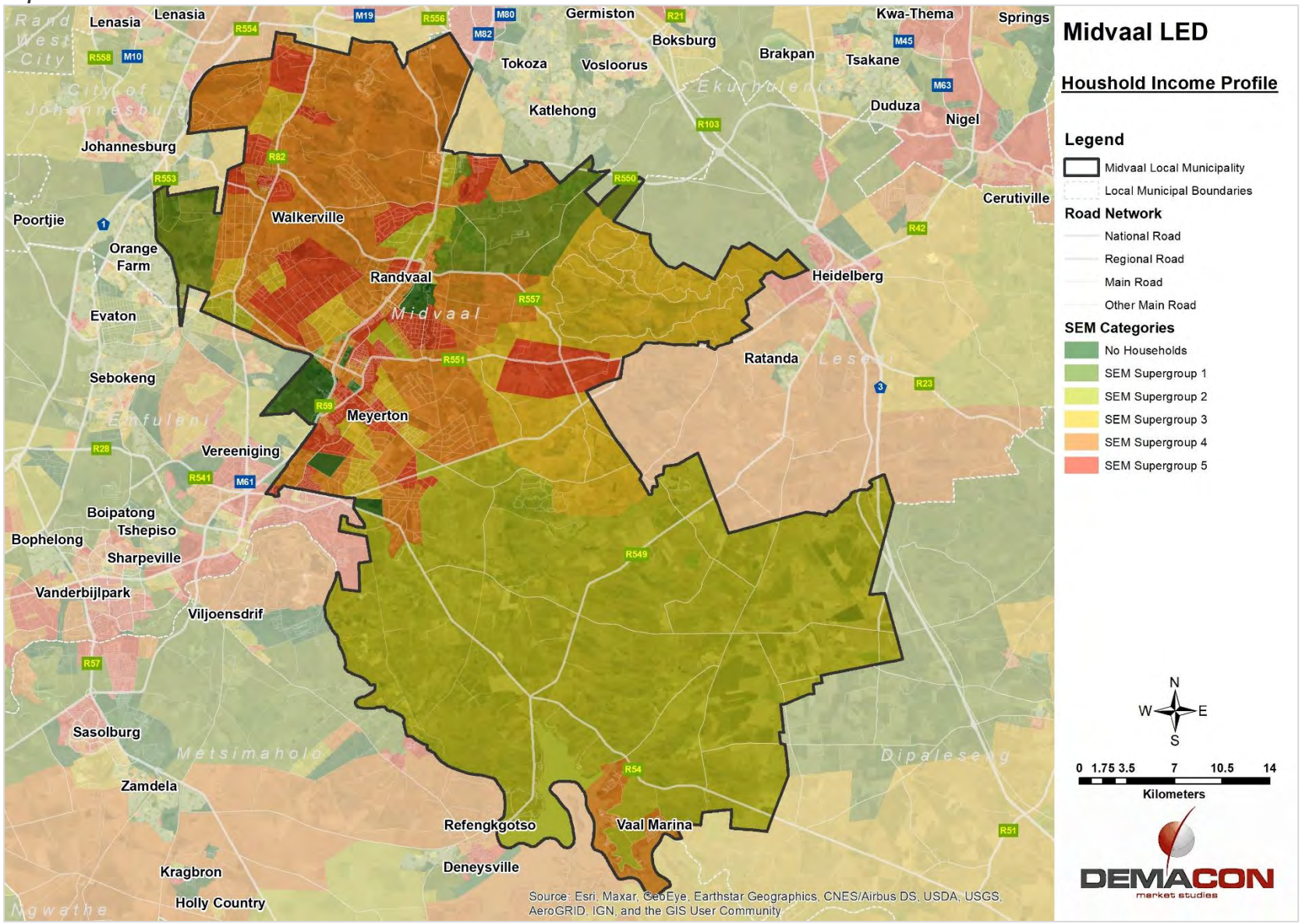

*Source: DEMACON, 2022*

***Map 3.3: Household Income Profile***

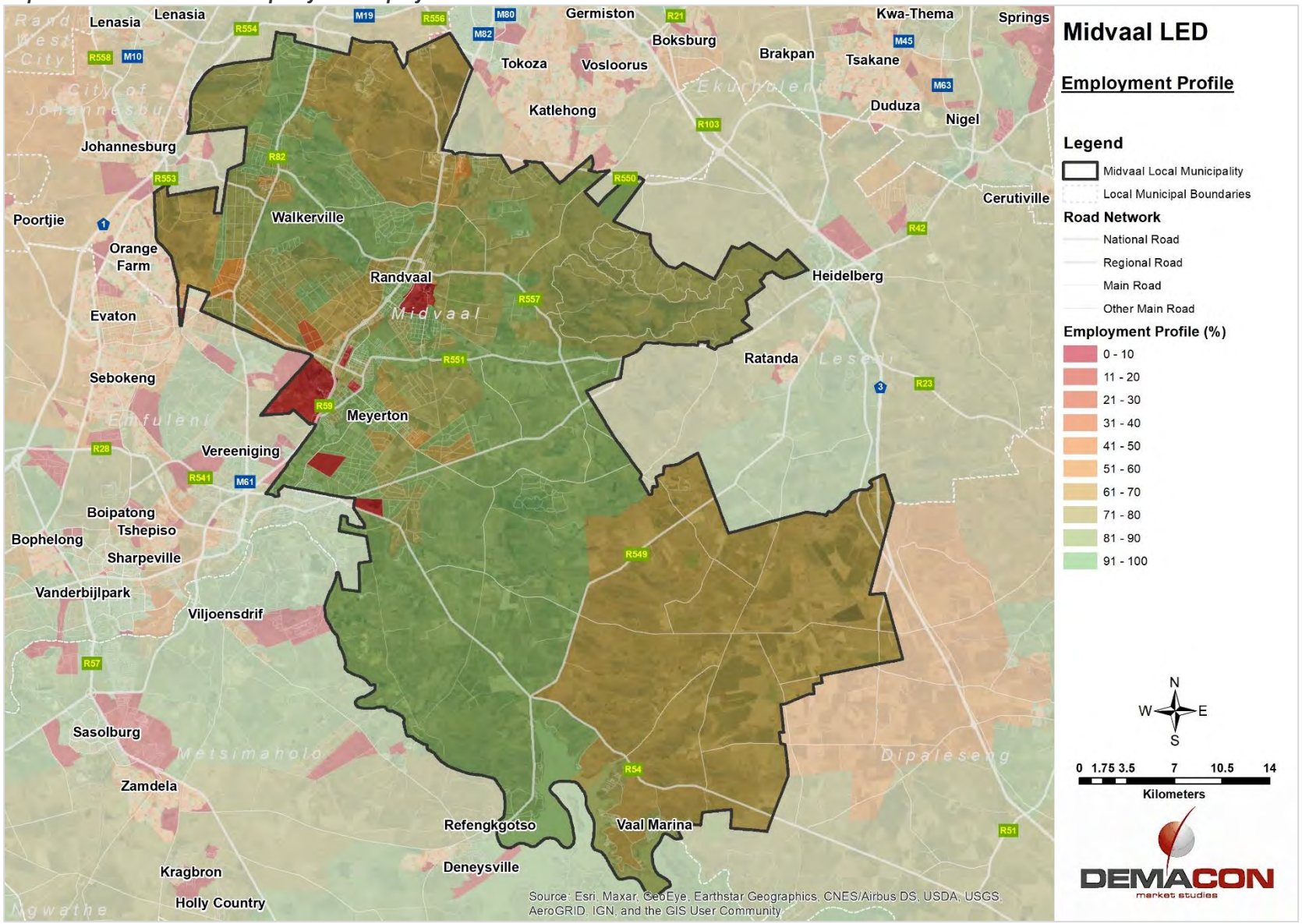



*Source: DEMACON, 2022*

***Map 3.4: SEM Profile***



***Map 3.5: Midvaal Local Municipality - Unemployment Profile***




*Source: DEMACON, 2022*

## 3.3 SYNTHESIS

### 3.3.1 POPULATION & HOUSEHOLD SIZE

According to Statistics SA mid-Year Population Estimates for 2021, Midvaal accommodates a population of 121 153 people and 39 239 households.

### 3.3.2 EMPLOYMENT

The largest proportion of residents within the Midvaal Local Municipality are economically active at 68.4%, translating to 31.6% of residents being not economically active. Of the economically active population, 81.3% are employed and 18.7% are unemployed.

Although the largest proportion of residents are employed within elementary occupations (16.1%), the occupation profile for the municipality in terms of skills category consists of semi-skilled occupations (48.7%). The tertiary sector employs more than half of local residents (58.6%) with the largest employment sector being the wholesale and retail trade sector (18.7%), followed by the community, social and personal services sector at (18.2%).

### 3.3.3 HOUSEHOLD INCOME

The largest proportion of households fall within the SEM supergroup 1 (60.5%) – indicative of comparatively poor living conditions. Around 14.6% of primary trade area households have no income.

The average annual household income figure across all SEM groups equates to R185 756, translating to R15 480 per month. The average annual household income among SEM 2+ groups are R434 794 and R36 233 per month.

Overall, despite the dominance of the SEM 1 category, household income levels reflect an overall middle-income environment which is the product of the effect of low-income households and pockets of higher income households within the municipality.

### 3.3.4 IMPLICATION

- ✓ Population and household growth is positive which translates to a growing population that will need access to stable, quality employment opportunities.
- ✓ A notable proportion of residents consists of young and upcoming individuals, again underpinning the need to create sustainable employment opportunities within the Midvaal Local Municipality.
- ✓ SEM profile reflects that a need exists for the upliftment of the residents and highlights the need for economic growth and the associated social benefits of economic development.

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# ECONOMIC ANALYSIS

# 4

# 4. ECONOMIC ANALYSIS

## 4.1 INTRODUCTION

This chapter provides insight into the features of the Midvaal Local Economy. This includes:

- Key economic statistics
- Economic profile
- Economic growth
- Employment profile
- Labour force participation and labour absorption
- Tress index
- Location quotient
- Economic base assessment
- Shift-Share analysis
- Carvalho Classification
- Industry targeting
- Target sector identification
- High level overview of existing vale chains
- Synthesis.

## 4.2 KEY ECONOMIC INDICATORS

The subsequent table provides a concise overview of key economic characteristics of the Midvaal Local Economy.

***Table 4.1: Summary of Key Economic Statistics – Midvaal Local Economy***

| | |
|---|---|
| **Economic Size 2020** (Current Value) | ✓ R13.7 billion |
| **Economic Contribution** | ✓ Midvaal Local Economy contributes 15.0% towards the Sedibeng District Economy |
| **Economic Growth** | ✓ 10 year annual average: 0.4%<br>✓ 5 year annual average: -0.7% |
| **Economic Sector Orientation** | ✓ Tertiary sector constitutes 58.2% of the local economy |
| **Dominant Economic Sectors** | ✓ Manufacturing (29.9%)<br>✓ Community, social and personal services (17.1%)<br>✓ Finance, insurance, real estate and business services (14.5%)<br>✓ Wholesale and retail trade (14.4%) |
| **Dominant Sub-Sectors** | ✓ Wholesale and retail trade (13.4%)<br>✓ Business services (11.5%)<br>✓ Metals, metal products, machinery and equipment (9.0%) |
| **Total Employment 2020** | ✓ 30 517 formal jobs |
| **Top Sectors of Employment** | ✓ Community, social and personal services (21.0%)<br>✓ Wholesale and retail trade (20.6%)<br>✓ Manufacturing (20.6%) |
| **Top Informal Employment Sector** | ✓ Trade (11.7%) |
| **Labour force Participation** | ✓ 73.0% |

**Note: Data Sources and Calculations**

Demacon utilises data from various sources as base-data and re-work key base figures for specific applications. Subsequent economic findings were based on Demacon calculations informed by Quantec data.

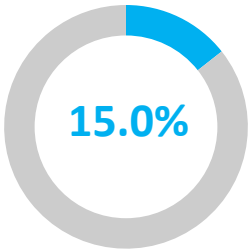
## 4.3 ECONOMIC PROFILE

### Midvaal Local Economy

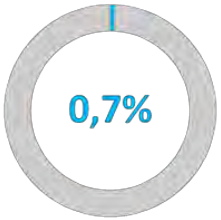
**R13.7 billion**

**(2021 current value)**

Midvaal Local Economy Contributes **15.0%** toward the **Sedibeng District Economy**




Midvaal Local Economy Contributes **0.7%** towards the **Gauteng Provincial Economy**.




The local economy is driven largely by the tertiary sector (58.2%), followed by the secondary sector (35.6%) with the primary sector being the smallest (6.3%).

***Figure 4.1: Midvaal Economic Profile – Sector Based***

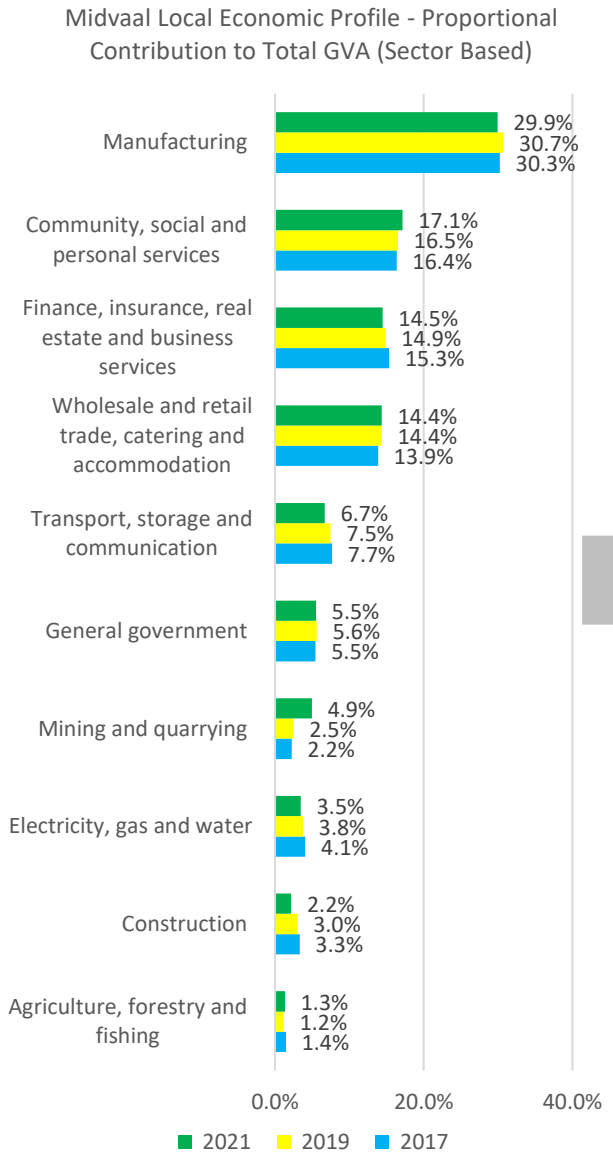
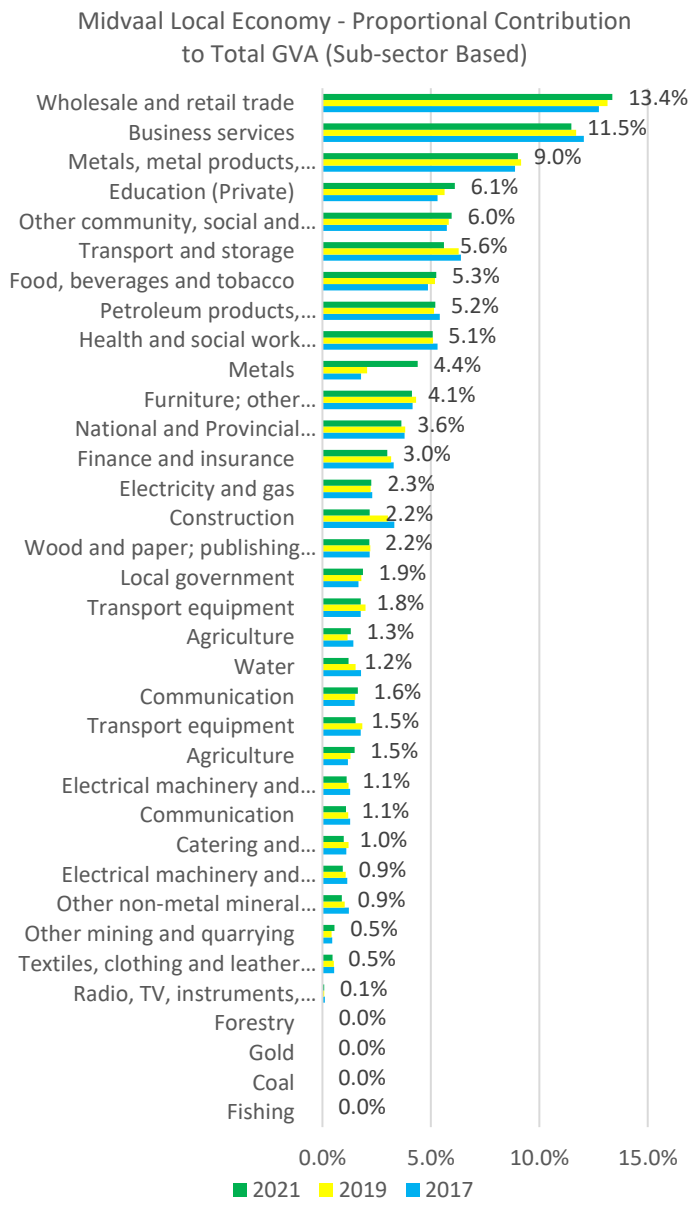



***Figure 4.2: Midvaal Economic Profile – Sub-Sector Based***



## 4.4 ECONOMIC GROWTH

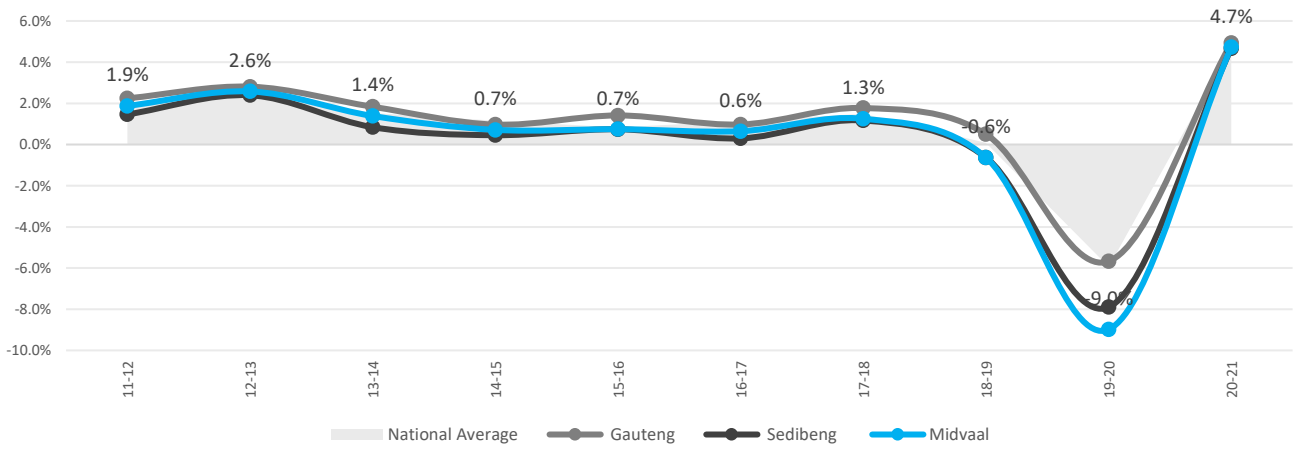
### Midvaal Local Economy

**10 Year Annual Average Growth Rate: 0.4%**

**5 Year Annual Average Growth Rate: -0.7%**

The Midvaal Local Economy generally recorded lower average annual growth rates than the district, provincial and national averages.

*Figure 4.3:Midvaal Economic Growth*

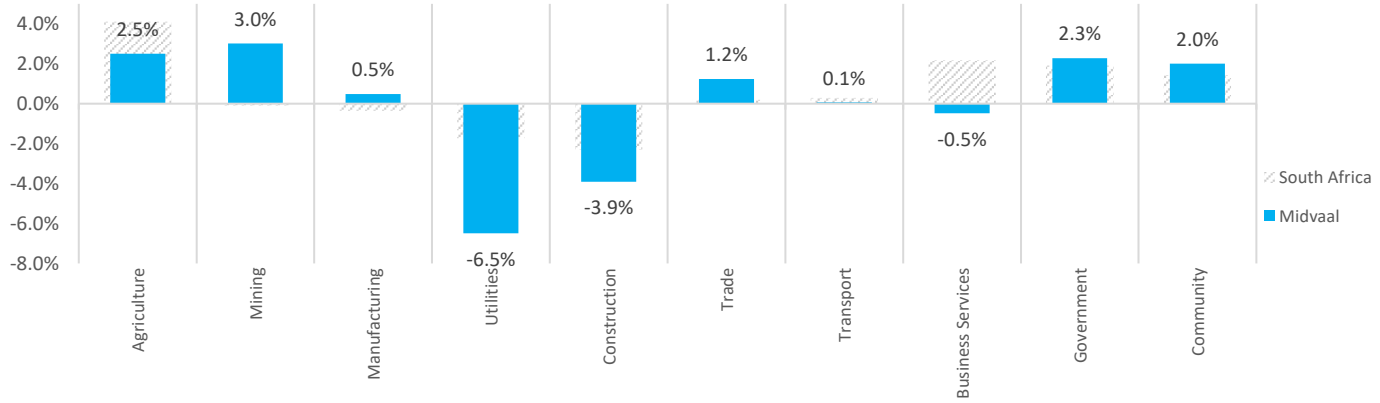



### Midvaal Local Economy – Sectoral Growth

**10 Year Annual Average Growth Rates**

- Agriculture: 2.5%
- Mining: 3.0%
- Manufacturing: 0.5%
- Utilities: -6.5%
- Construction: -3.9%
- Trade: 1.2%
- Transport: 0.1%
- Business Services: -0.5%
- Government Services: 2.3%
- Community Services: 2.0%

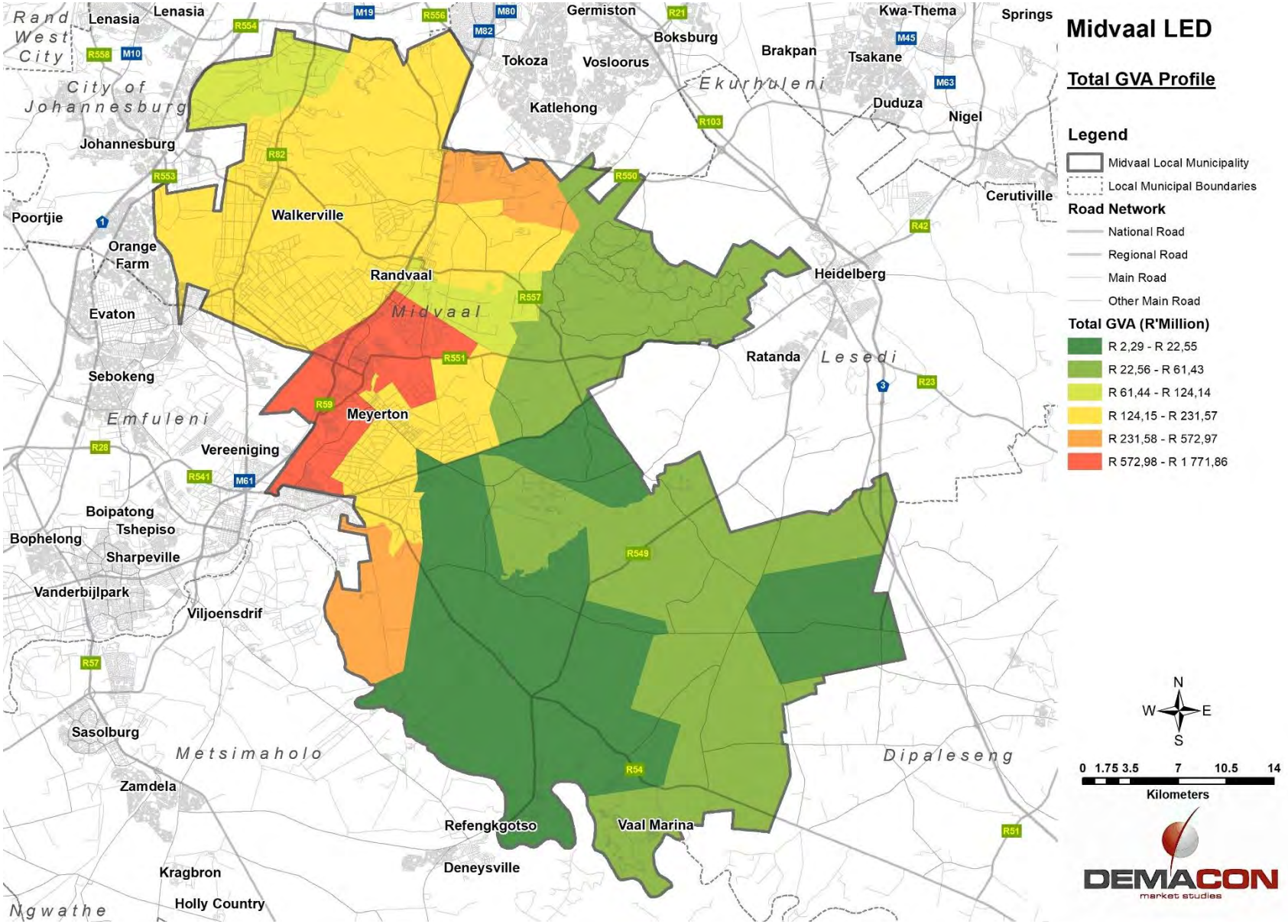
*Figure 4.4: Economic Sectoral Growth*




Overall, growth of the utilities and construction sectors are **decelerating** on a national and local economic level with negative growth rates recorded for the national and local economies.

The agriculture, trade, transport, government services and community services sectors recorded **positive growth** for both the national and local economy with the highest annual average growth rate in the **Midvaal Local Economy** recorded for the **mining sector** at **3.0%.**

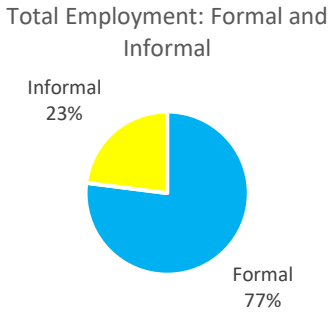
***Map 4.1: Midvaal Total GVA Profile (2020)***



## 4.5 EMPLOYMENT PROFILE

### Midvaal Local Economy

**Local economy consists of 77% formal employment 23% informal employment.**




**Total Employment: 39 630 jobs**

**Formal Employment: 30 517 jobs**

**Informal Employment: 9 113 jobs**

**The community services sector provides the most formal jobs within the local economy at 6 405 jobs (21.0%).**

**The trade sector provides the most informal jobs within the local economy at 3 562 jobs (11.7%).**

*Figure 4.6: Formal Employment by Sector (Proportional Contribution)*

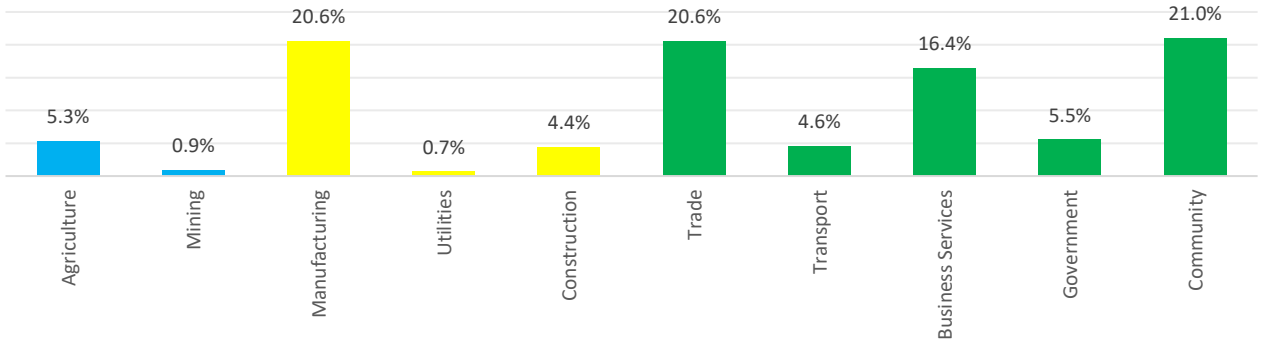



*Figure 4.8: Informal Employment by Sector (Proportional Contribution)*

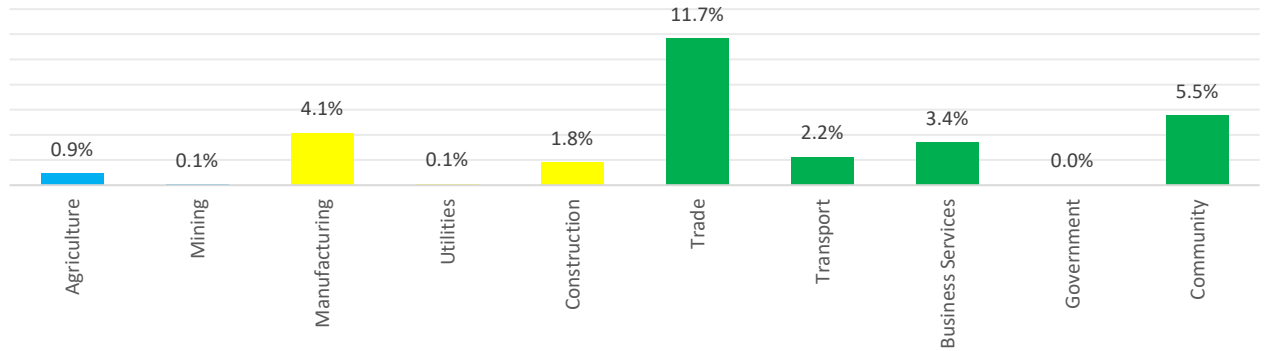
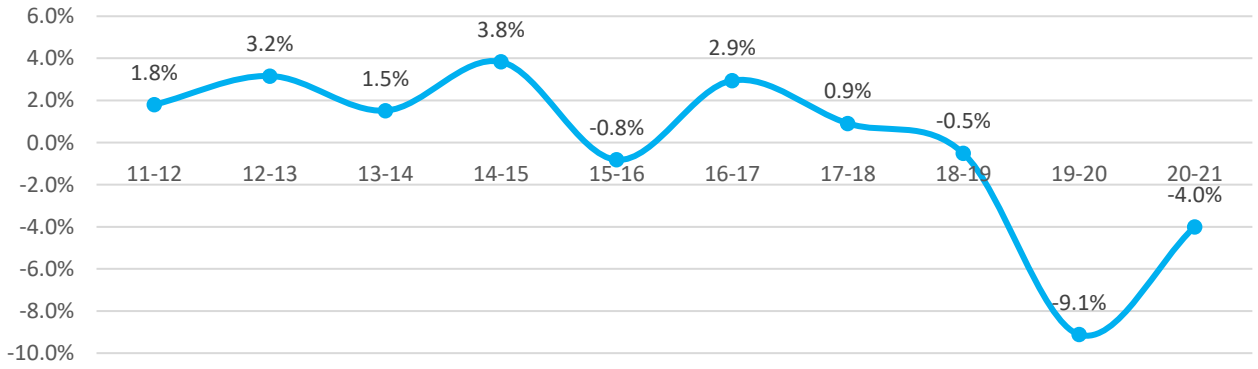
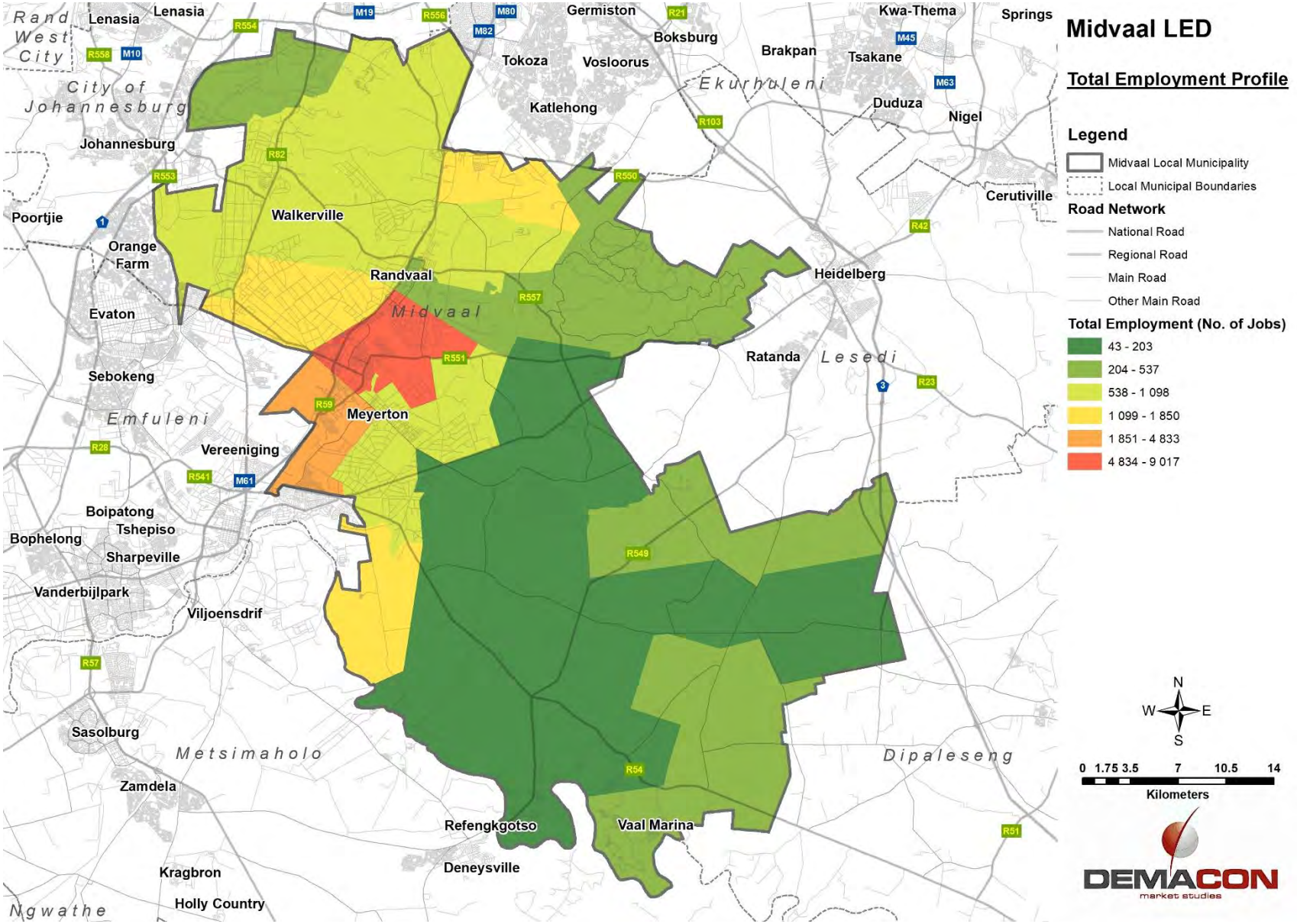



*Figure 4.7: Total Employment Growth (Formal & Informal)*



***Map 4.2: Midvaal Total Employment Profile – No. of Jobs (2020)***



# 4.6 LABOUR FORCE PARTICIPATION & ABSORPTION

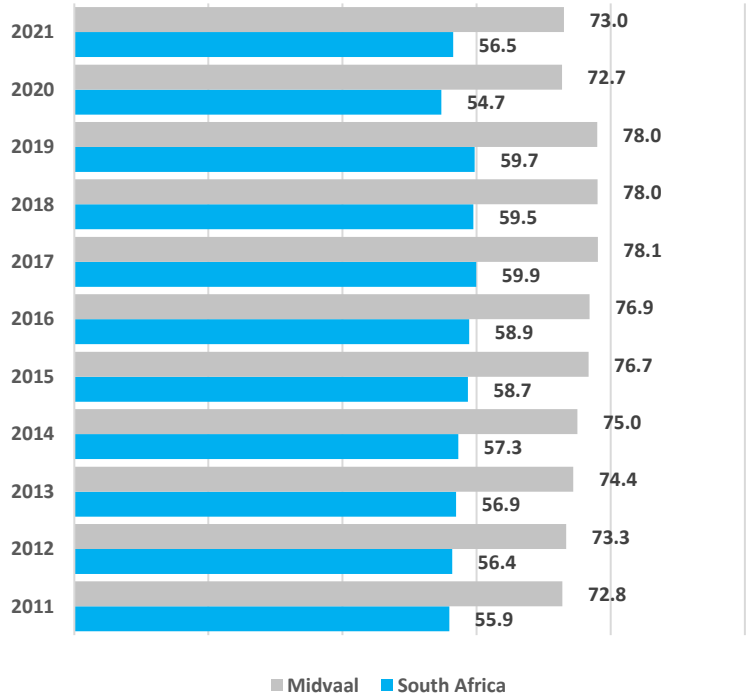
## Labour Force Participation National & Local

Labour force participation for the **Midvaal Local Economy is 73.0% -** higher than the National figure of 56.5% for 2021.



Overall, labour force participation in the Midvaal Local Economy has improved, although a notable decrease is evident from 2019 to 2020.

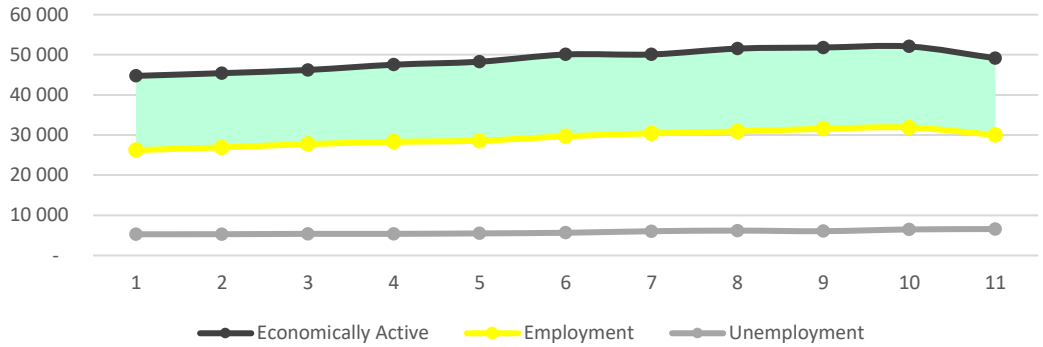
***Figure 4.11: Labour Force Participation – National and Local***




## Labour Absorption

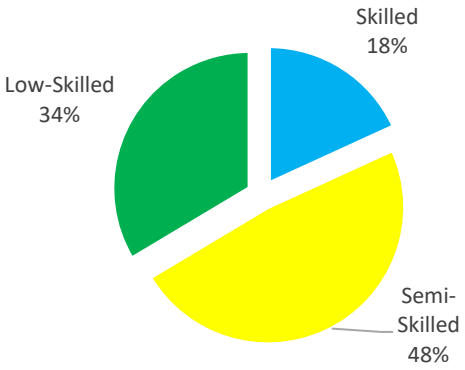
In terms of labour absorption reflects that despite a comparatively good labour force participation rate, the gap between the economically active population and those that are employed have remained constant. This is indicative of poor job creation within the local economy.

***Figure 4.10: Midvaal Local economy – Labour Absorption (No. of People)***




## Employment by Skill

***Figure 4.9: Employment by Skill Level***




## Midvaal Local Economy: Employment by Skill

### Skilled

- 5 545 jobs in 2021
- Lost 109 jobs since 2011

### Semi-Skilled

- 14 727 jobs in 2021
- Gained 2 218 jobs since 2011

### Low-Skilled

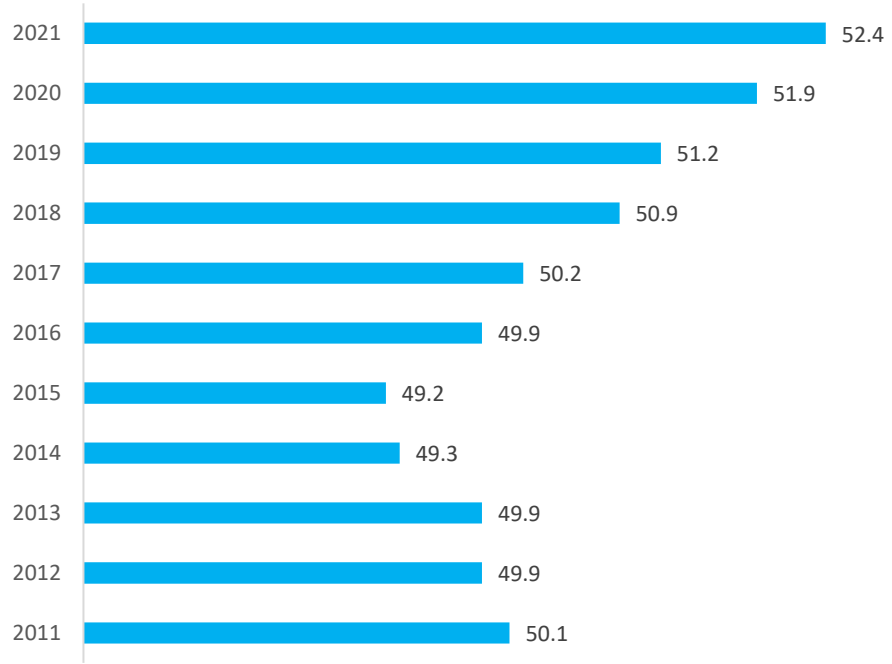
- 10 245 jobs in 2021
- Gained 1 524 jobs since 2011

## 4.7 TRESS INDEX

The subsequent figure reflects the tress index of the Midvaal Local Economy over 10 industries. The tress index measures the degree of concentration of an area's economy on a sector basis. A tress index value of 0 means that all economic sectors in the region contribute equally to GVA, whereas a tress index of 100 means that only one economic sector makes up the whole GVA of the region.

The tress index for the Midvaal Local economy shows that the local economy has become slightly more concentrated in 2021 in relation to 2020 with the tress index increasing from 51.9 to 52.4.

***Figure 4.12: Midvaal Local Economy – Tress Index (10 Industries)***

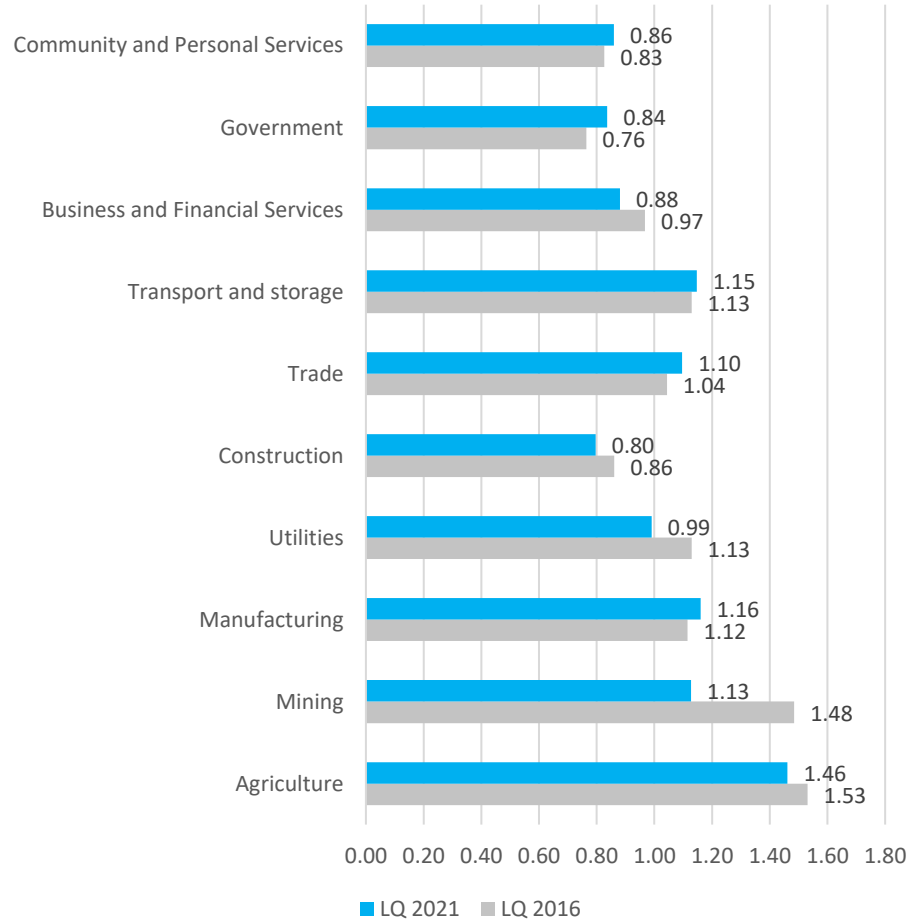



*Source: Demacon Ex. Quantec, 2022*

## 4.8 LOCATION QUOTIENT

The figure below provides a detailed overview of the location quotient of the Midvaal Local Economy. The figure reflects the location quotient per sector for 2016 vs. 2021.

***Figure 4.13: Midvaal Local Economy – Location Quotient (2016 vs. 2021)***




*Source: DEMACON Calculations, 2022*

The subsequent table provides a detailed overview of the location quotients for the respective economic sectors and associated sub-sectors of the Midvaal Local Economy.

*Table 4.2: Location Quotients of the Midvaal Local Economy (2021)*

| Economic Sector | 2021 LQ | Classification |
|---|---|---|
| **Agriculture** | **1.46** | **High** |
| Agriculture | 1.50 | High |
| Forestry | 0.68 | Low |
| Fishing | 0.00 | Low |
| **Mining** | **1.13** | **Medium** |
| Coal | 0.00 | Low |
| Gold | 0.00 | Low |
| Metals | 3.39 | High |
| Other mining and quarrying | 0.37 | Low |
| **Manufacturing** | **1.16** | **Medium** |
| Food, beverages and tobacco | 1.00 | Medium |
| Textiles, clothing and leather products | 1.01 | Medium |
| Wood and paper, publishing and printing | 1.37 | High |
| Petroleum products, chemicals, rubber and plastic | 1.05 | Medium |
| Other non-metal mineral products | 1.04 | Medium |
| Metals, metal products, machinery and equipment | 1.12 | Medium |
| Electrical machinery and apparatus | 1.44 | High |
| Radio, TV, instruments, watches and clocks | 0.74 | Low |
| Transport equipment | 1.51 | High |
| Furniture, other manufacturing | 1.53 | High |
| **Utilities** | **0.99** | **Medium** |
| Electricity and gas | 1.02 | Medium |
| Water | 0.92 | Medium |
| **Construction** | **0.80** | **Medium** |
| Construction | 0.80 | Medium |
| **Trade** | **1.10** | **Medium** |
| Wholesale and retail trade | 1.10 | Medium |
| Catering and accommodation services | 1.09 | Medium |
| **Transport and storage** | **1.15** | **Medium** |
| Transport and storage | 1.32 | High |
| Communication | 0.81 | Medium |
| **Business and Financial Services** | **0.88** | **Medium** |
| Finance and insurance | 0.87 | Medium |
| Business Services | 0.88 | Medium |
| **Government** | **0.84** | **Medium** |
| National and Provincial government | 0.80 | Medium |
| Local government | 0.92 | Medium |
| **Community and Personal Services** | **0.86** | **Medium** |
| Education (Private) | 0.71 | Low |
| Health and social work (Private) | 0.94 | Medium |
| Other community, social and personal services | 1.00 | Medium |

*Source: DEMACON Calculations, 2022*

The preceding data shows that the economic sectors such as **agriculture** are **serving** the needs of **communities beyond** the **boundaries of the local economy** (these sectors **likely export product**s and servcies). Economic sectors such mining, manufacturing, utilities, construction, trade, transport, business and financial services, government and community and personal services sectors are most likley importing goods and serivce.

Various sub-sectors are currently not respresented within the local economy or are not satisfying local needs and therfore import goods and services to service localised demand.

The **importance** of the local economy is illustrated when considering the **degree of specialization** in the economy. The data shows that all sectors and most sub-sectors of the local economy have medium to high level of specialization. Therefore, the **local economy** has the **capability** to successfully **drive growth** and **expansion**.

## 4.9 ECONOMIC BASE ASSESSMENT

The table below summarises the results of the economic base analysis. Essentially, the process reveals which economic sectors and sub-sectors are regarded as basic and non-basic sectors, indicative of which economic activities form the economic base of the Midvaal Local Economy. Basic sectors are regarded as sectors that contribute to the local economy by producing enough to export goods and services.

*Table 4.3: Midvaal Local Economy Base Analysis*

| Sector | Classification | BM Multiplier |
|---|---|---|
| **Agriculture** | Basic sector | 3.17 |
| Agriculture | Basic sector | 3.00 |
| Forestry | Non-basic sector | |
| Fishing | Non-basic sector | |
| **Mining** | Basic sector | 8.88 |
| Coal | Non-basic sector | |
| Gold | Non-basic sector | |
| Metals | Basic sector | 1.42 |
| Other mining and quarrying | Non-basic sector | |
| **Manufacturing** | Basic sector | 7.23 |
| Food, beverages and tobacco | Basic sector | 309.59 |
| Textiles, clothing and leather products | Basic sector | 71.52 |
| Wood and paper, publishing and printing | Basic sector | 3.69 |
| Petroleum products, chemicals, rubber and plastic | Basic sector | 20.59 |
| Other non-metal mineral products | Basic sector | 28.18 |
| Metals, metal products, machinery and equipment | Basic sector | 9.24 |
| Electrical machinery and apparatus | Basic sector | 3.25 |
| Radio, TV, instruments, watches and clocks | Non-basic sector | |
| Transport equipment | Basic sector | 2.95 |
| Furniture, other manufacturing | Basic sector | 2.88 |
| **Utilities** | Non-basic sector | |
| Electricity and gas | Basic sector | 41.07 |
| Water | Non-basic sector | |
| **Construction** | Non-basic sector | |
| **Trade** | Basic sector | 11.36 |
| Wholesale and retail trade | Basic sector | 11.33 |
| Catering and accommodation services | Basic sector | 12.04 |
| **Transport and storage** | Basic sector | 7.80 |
| Transport and storage | Basic sector | 4.14 |
| Communication | Non-basic sector | |
| **Business and Financial Services** | Non-basic sector | |
| **Finance and insurance** | Non-basic sector | |
| **Business Services** | Non-basic sector | |
| **Government** | Non-basic sector | |
| National and Provincial government | Non-basic sector | |
| Local government | Non-basic sector | |
| **Community and Personal Services** | Non-basic sector | |
| Education (Private) | Non-basic sector | |
| Health and social work (Private) | Non-basic sector | |
| Other community, social and personal services | Basic sector | 565.33 |

*Source: DEMACON Calculations, 2022*

The **agriculture, mining, manufacturing**, **trade** and **transportation and storage** sectors are classified as **basic sectors**. This means that these sectors represent the **base** of the **Midvaal Economy** and typically service local demand and export goods and services. The data shows that the basic multiplier for the local economy is 4.68. The data suggests that for every economic output created in the basic sector, approximately 4.68 times the economic output is created in non-basic sectors.

## 4.10 SHIFT-SHARE ANALYSIS

The subsequent table summarises the results of the **shift-share analysis** for the **Midvaal Local Economy**.

***Table 4.4: Midvaal Local Economy Shift-Share Analysis***

| Economic Sector | GVA 2016 | Share of GVA | | | | GVA 2021 |
|---|---|---|---|---|---|---|
| | | District Effect | Industrial Effect | Regional Effect | Total | |
| **Agriculture** | 133 | -4 | 35,7 | -8,6 | 23 | 157 |
| Agriculture | 132 | -4 | 35,8 | -8,5 | 24 | 155 |
| Forestry | 2 | 0 | 0,0 | -0,2 | 0 | 1 |
| Fishing | 0 | 0 | 0,0 | 0,0 | 0 | 0 |
| **Mining** | 214 | -6 | 32,1 | -59,2 | -33 | 181 |
| Coal | 0 | 0 | 0,0 | 0,0 | 0 | 0 |
| Gold | 0 | 0 | 0,0 | 0,0 | 0 | 0 |
| Metals | 175 | -5 | -20,8 | -9,6 | -35 | 140 |
| Other mining and quarrying | 39 | -1 | 13,0 | -9,7 | 2 | 41 |
| **Manufacturing** | 3 036 | -85 | -133,9 | 94,6 | -124 | 2 912 |
| **Food, beverages and tobacco** | 457 | -13 | 52,4 | 26,2 | 66 | 523 |
| Food | 268 | -8 | 65,3 | -14,7 | 43 | 311 |
| Beverages and tobacco | 190 | -5 | 3,9 | 24,1 | 23 | 213 |
| **Textiles, clothing and leather products** | 54 | -2 | -6,0 | -2,3 | -10 | 44 |
| Textiles | 16 | 0 | -1,5 | -0,9 | -3 | 13 |
| Wearing apparel | 20 | -1 | -0,5 | 0,2 | -1 | 19 |
| Leather and leather products | 18 | -1 | -6,4 | 0,6 | -6 | 12 |
| Footwear | 1 | 0 | 0,0 | 0,1 | 0 | 1 |
| **Wood and paper, publishing and printing** | 209 | -6 | -12,2 | 1,9 | -16 | 193 |
| Wood and wood products | 28 | -1 | 0,2 | -1,1 | -2 | 26 |
| Paper and paper products | 149 | -4 | -14,7 | 2,7 | -16 | 133 |
| Printing , recorded media | 32 | -1 | 0,3 | 2,3 | 2 | 33 |
| **Petroleum products, chemicals, rubber and plastic** | 547 | -15 | -13,4 | -11,4 | -40 | 507 |
| Coke, petroleum products and nuclear fuel | 136 | -4 | 23,0 | -16,0 | 3 | 139 |
| Basic chemicals | 157 | -4 | -35,0 | 11,3 | -28 | 129 |
| Other chemical products | 138 | -4 | -23,2 | 10,8 | -16 | 121 |
| Rubber products | 29 | -1 | -4,7 | 0,0 | -6 | 24 |
| Plastic products | 88 | -2 | 8,1 | 1,0 | 7 | 94 |
| **Other non-metal mineral products** | 145 | -4 | -28,7 | -9,3 | -42 | 103 |
| Glass and glass products | 29 | -1 | -0,6 | 0,4 | -1 | 28 |
| Non-metallic mineral products | 117 | -3 | -26,0 | -11,9 | -41 | 76 |
| **Metals, metal products, machinery and equipment** | 890 | -25 | -104,2 | 83,4 | -46 | 844 |
| Basic iron and steel products; casting of metal | 358 | -10 | -110,8 | 53,9 | -67 | 291 |
| Non-ferrous metal products | 112 | -3 | -22,5 | -3,0 | -29 | 83 |
| Structural metal products | 121 | -3 | 9,5 | 6,7 | 13 | 134 |
| Other fabricated metal products | 154 | -4 | 33,6 | 12,6 | 42 | 195 |
| Machinery and equipment | 145 | -4 | -1,4 | 0,7 | -5 | 140 |
| **Electrical machinery and apparatus** | 127 | -4 | -25,9 | 1,5 | -28 | 99 |
| Electrical machinery | 127 | -4 | -25,9 | 1,5 | -28 | 99 |
| **Radio, TV, instruments, watches and clocks** | 16 | 0 | -2,2 | -2,0 | -5 | 12 |
| Radio, television and communication apparatus | 10 | 0 | -1,8 | -1,3 | -3 | 7 |

| Economic Sector | GVA 2016 | Share of GVA | | | | GVA 2021 |
|---|---|---|---|---|---|---|
| | | District Effect | Industrial Effect | Regional Effect | Total | |
| Professional equipment | 6 | 0 | -0,6 | -0,4 | -1 | 5 |
| **Transport equipment** | 178 | -5 | -17,9 | 4,8 | -18 | 160 |
| Motor vehicles, parts and accessories | 129 | -4 | -14,2 | 2,8 | -15 | 114 |
| Other transport equipment | 49 | -1 | -2,7 | 1,1 | -3 | 46 |
| **Furniture, other manufacturing** | 411 | -12 | 21,6 | 4,5 | 15 | 426 |
| Furniture | 24 | -1 | -3,9 | 1,2 | -3 | 21 |
| Other manufacturing groups | 388 | -11 | 24,7 | 4,0 | 18 | 405 |
| **Utilities** | 391 | -11 | -55,9 | -41,9 | -109 | 282 |
| Electricity and gas | 220 | -6 | -31,7 | 8,5 | -29 | 191 |
| Water | 171 | -5 | -24,1 | -50,5 | -79 | 92 |
| **Construction** | 376 | -11 | -107,2 | -21,1 | -139 | 237 |
| Construction | 376 | -11 | -107,2 | -21,1 | -139 | 237 |
| **Trade** | 1 415 | -40 | -60,7 | 57,2 | -43 | 1 372 |
| Wholesale and retail trade | 1 301 | -36 | -2,4 | 56,4 | 18 | 1 318 |
| Catering and accommodation services | 114 | -3 | -59,0 | 1,4 | -61 | 54 |
| **Transport and storage** | 764 | -21 | -81,7 | 6,0 | -97 | 666 |
| Transport and storage | 616 | -17 | -119,0 | 28,6 | -108 | 508 |
| Communication | 148 | -4 | 19,9 | -5,1 | 11 | 159 |
| **Business and Financial Services** | 1 596 | -45 | 194,3 | -167,8 | -18 | 1 578 |
| **Finance and insurance** | 332 | -9 | 39,5 | -30,7 | 0 | 331 |
| Finance and insurance | 332 | -9 | 39,5 | -30,7 | 0 | 331 |
| **Business Services** | 1 264 | -35 | 154,8 | -137,1 | -18 | 1 247 |
| Professional business services | 979 | -27 | 131,0 | -139,0 | -35 | 943 |
| Business activities n.e.c. | 286 | -8 | 23,0 | 2,8 | 18 | 303 |
| **Government** | 545 | -15 | 10,9 | 46,8 | 42 | 588 |
| National and Provincial government | 383 | -11 | -30,4 | 26,2 | -15 | 368 |
| Local government | 162 | -5 | 47,3 | 14,6 | 57 | 220 |
| **Community and Personal Services** | 1 610 | -45 | 136,0 | 57,0 | 148 | 1 758 |
| Education (Private) | 515 | -14 | 96,9 | 30,0 | 112 | 627 |
| Health and social work (Private) | 532 | -15 | -52,3 | 42,6 | -25 | 507 |
| Other community, social and personal services | 564 | -16 | 82,7 | -6,9 | 60 | 624 |
| **Midvaal Local Economy** | **10 082** | **-283** | **-30** | **-37** | **-350** | **9 732** |

*Source: DEMACON Calculations, 2022*

The preceding data shows:

- **District growth share:** the local economy performs comparatively weaker than the district economy in terms of GVA contribution. If the local economy was identical to the provincial economy, the loss in GVA would have been -R283 million as opposed to -R350 million.
- **Industry Mix Share** – If the Midvaal local economy's sectors were similar in terms of structure to the district's sectors, the local economy would have lost R30 million in GVA.
- **Local Share** – The Midvaal local economy has lost R37 million in GVA on account of the lack of competitive advantage that the economy has in relation to the district. Therefore, local economic conditions have resulted in the local economy to underperform in relation to growth within the district economy.

## 4.11 CARVALHO CLASSIFICATION

The subsequent table provides a summary of the **Carvalho Classification** results for the **Midvaal Local Economy**.

***Table 4.5: Midvaal Local Economy Carvalho Classification***

| Economic Sector | District Relative Growth | Local Relative Growth | Classification |
|---|---|---|---|
| **Agriculture** | **Lagging** | **Lagging** | **Challenging** |
| Agriculture | Lagging | Lagging | Challenging |
| Forestry | Leading | Lagging | Modest |

| Economic Sector | District Relative Growth | Local Relative Growth | Classification |
|---|---|---|---|
| Fishing | - | - | - |
| **Mining** | **Leading** | **Lagging** | **Vulnerable** |
| Coal | - | - | - |
| Gold | - | - | - |
| Metals | Leading | Lagging | Promising |
| Other mining and quarrying | Lagging | Lagging | Marginal |
| **Manufacturing** | **Leading** | **Leading** | **Accelerating** |
| Food, beverages and tobacco | Lagging | Leading | Transitional |
| Textiles, clothing and leather products | Leading | Lagging | Yielding |
| Wood and paper, publishing and printing | Leading | Leading | Driving |
| Petroleum products, chemicals, rubber and plastic | Leading | Lagging | Yielding |
| Other non-metal mineral products | Leading | Lagging | Yielding |
| Metals, metal products, machinery and equipment | Leading | Leading | Accelerating |
| Electrical machinery and apparatus | Leading | Leading | Driving |
| Radio, TV, instruments, watches and clocks | Leading | Lagging | Modest |
| Transport equipment | Leading | Leading | Driving |
| Furniture, other manufacturing | Lagging | Leading | Evolving |
| **Utilities** | **Leading** | **Lagging** | **Yielding** |
| Electricity and gas | Leading | Leading | Accelerating |
| Water | Leading | Lagging | Yielding |
| **Construction** | **Leading** | **Lagging** | **Yielding** |
| **Trade** | **Leading** | **Leading** | **Accelerating** |
| Wholesale and retail trade | Leading | Leading | Accelerating |
| Catering and accommodation services | Leading | Leading | Accelerating |
| **Transport and storage** | **Leading** | **Leading** | **Accelerating** |
| Transport and storage | Leading | Leading | Driving |
| Communication | Lagging | Lagging | Vulnerable |
| **Business and Financial Services** | **Lagging** | **Lagging** | **Vulnerable** |
| Finance and insurance | Lagging | Lagging | Vulnerable |
| Business Services | Lagging | Lagging | Vulnerable |
| Professional business services | Lagging | Lagging | Vulnerable |
| Business activities n.e.c. | Lagging | Leading | Transitional |
| **Government** | **Leading** | **Leading** | **Accelerating** |
| National and Provincial government | Leading | Leading | Accelerating |
| Local government | Lagging | Leading | Transitional |
| **Community and Personal Services** | **Lagging** | **Leading** | **Transitional** |
| Education (Private) | Lagging | Leading | Moderate |
| Health and social work (Private) | Leading | Leading | Accelerating |
| Other community, social and personal services | Lagging | Lagging | Vulnerable |

*Source: DEMACON Calculations, 2022*

The preceding table reflects that the **mining, manufacturing**, utilities**, construction, trade**, **transport** and **storage**, and government services sectors are growing at a rate **faster** than the **comparative sectors** at **district level**. Therefore, the local economy has a **competitive advantage** in the sense that these sectors are growing more than the district average.

The following table provides an **interpretation** of the **preceding table**. The interpretation shows that several primary and secondary sectors are classified as accelerating which means the local economy is moderately specialised and is growing at a rate greater than the provincial economy in the manufacturing, trade, transport storage and communication sectors. Many secondary sectors of the manufacturing sector are also in the process of accelerating. See Table 4.6 overleaf.

*Table 4.6: Interpretation of the Carvalho Classification for Midvaal Local Economy*

| Classification Definition | Primary Sectors | Secondary Sectors |
|---|---|---|
| **Accelerating**<br>Community is neither highly specialised nor under-specialised in this sector, which is growing at the aggregate economy level and growing at an even higher rate locally | • Manufacturing<br>• Trade<br>• Transportation, storage and communication | • Beverages and tobacco<br>• Textiles, clothing and leather products<br>• Wood and paper, publishing and printing<br>• Metals, metal products, machinery and equipment<br>• Electrical machinery and apparatus<br>• Transport equipment manufacturing<br>• Furniture and other manufacturing<br>• Electricity and gas<br>• Wholesale and retail trade<br>• Catering and accommodation services<br>• Transport and storage<br>• National and provincial government<br>• Health and social work (private) |
| **Rising**<br>A relatively low proportion of local productivity, but will likely increase due to growth in this sector, which is growing on an aggregate economic level and growing at an even higher rate locally | • None | • Education (private) |
| **Transitional**<br>Average specialisation in a sector which grew at an aggregate economy level at a slower rate than overall growth, local growth exceeded aggregate economic growth in this sector | • Government services<br>• Community and personal services | • Food, beverages and tobacco<br>• Local government |
| **Yielding**<br>Average specialisation in a sector which grew at an aggregate economic level, local growth was slower than aggregate economic growth in this sector | • Mining and quarrying<br>• Utilities<br>• Construction | • Metal mining<br>• Petroleum products, chemicals, rubber and plastic manufacturing<br>• Other non-metal mineral product manufacturing<br>• Water |
| **Modest**<br>Relatively low specialisation in a sector which grew at an aggregate economic level; local growth was slower than aggregate economic growth in this sector | • None | • Forestry<br>• Other mining and quarrying<br>• Radio, TV, instruments, watches and clocks manufacturing |
| **Vulnerable**<br>Industries have an average concentration of productivity | • Agriculture, forestry and fishing<br>• Finance, insurance and business services | • Agriculture<br>• Communication<br>• Finance and insurance<br>• Business services<br>• Other community, social and personal services |

*Source: DEMACON Calculations, 2022*

## 4.12 INDUSTRY TARGETING

Industry Target Classification is similar to the Carvalho model in that it is based on a combination of the location quotient, Provincial Sector Growth and Local Sector Growth values and it is expressed qualitatively not quantitatively. It is somewhat different in the way that it classifies the sectors, the categories and phrases that suggest the kind of prospects for growth that could be expected and, in some cases, whether the sector should be a retention target.

*Table 4.7: Midvaal Local Economy Targeting Classification*

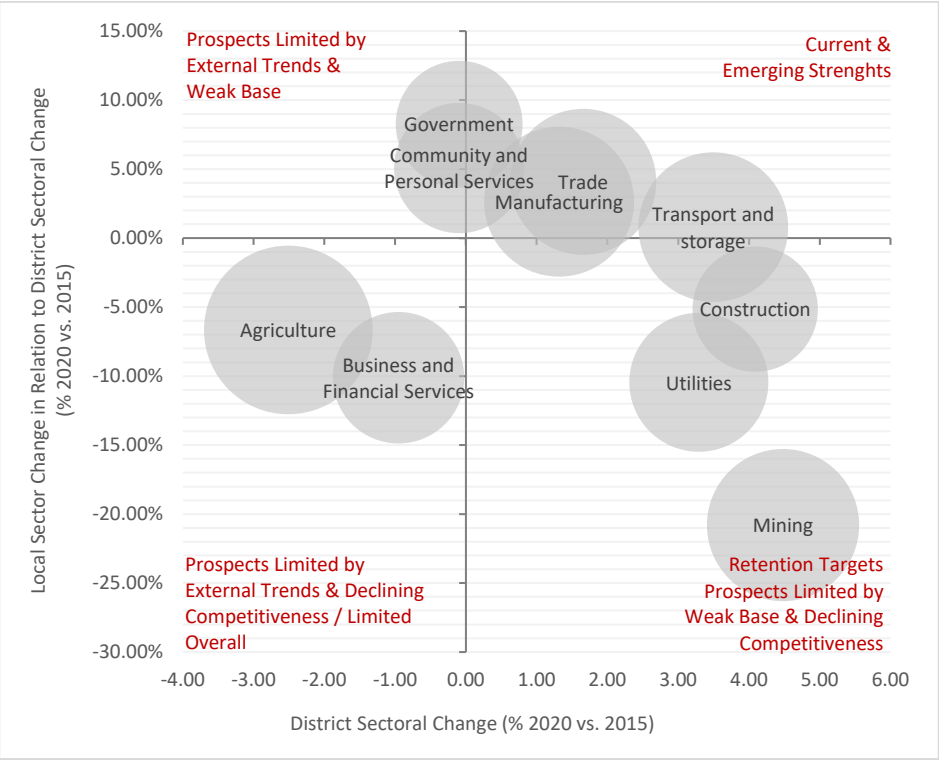
| Sector | Classification |
|---|---|
| **Agriculture** | High priority retention target |
| Agriculture | High priority retention target |
| Forestry | Prospects limited overall |

| Sector | Classification |
|---|---|
| Fishing | Prospects limited by weak base and declining competitiveness |
| **Mining** | Prospects limited by external trends and declining competitiveness |
| Coal | Prospects limited by weak base and external trends |
| Gold | Prospects limited by weak base and external trends |
| Metals | Prospects limited by external trends and declining competitiveness |
| Other mining and quarrying | Prospects limited overall |
| **Manufacturing** | Prospects limited by external trends |
| Food, beverages and tobacco | Current Strength |
| Textiles, clothing and leather products | Prospects limited by external trends |
| Wood and paper, publishing and printing | Prospects limited by external trends |
| Petroleum products, chemicals, rubber and plastic | Prospects limited by external trends and declining competitiveness |
| Other non-metal mineral products | Prospects limited by external trends and declining competitiveness |
| Metals, metal products, machinery and equipment | Prospects limited by external trends |
| Electrical machinery and apparatus | Prospects limited by external trends |
| Radio, TV, instruments, watches and clocks | Prospects limited overall |
| Transport equipment | Prospects limited by external trends |
| Furniture, other manufacturing | Prospects limited by external trends |
| **Utilities** | Prospects limited by external trends and declining competitiveness |
| Electricity and gas | Prospects limited by external trends |
| Water | Prospects limited by external trends and declining competitiveness |
| **Construction** | Prospects limited by external trends and declining competitiveness |
| **Trade** | Prospects limited by external trends |
| Wholesale and retail trade | Prospects limited by external trends |
| Catering and accommodation services | Prospects limited by external trends |
| **Transport and storage** | Prospects limited by external trends |
| Transport and storage | Prospects limited by external trends |
| Communication | High priority retention target |
| **Business and Financial Services** | High priority retention target |
| **Finance and insurance** | High priority retention target |
| Finance and insurance | High priority retention target |
| **Business Services** | High priority retention target |
| Professional business services | High priority retention target |
| Business activities n.e.c. | Current Strength |
| **Government** | Current Strength |
| National and Provincial government | Prospects limited by external trends |
| Local government | Current Strength |
| **Community and Personal Services** | Current Strength |
| Education (Private) | Prospects limited by weak base and external trends |
| Health and social work (Private) | Prospects limited by external trends |
| Other community, social and personal services | High priority retention target |

*Source: DEMACON Calculations, 2022*

The industry target classification is displayed graphically by the subsequent figure. The size of the circles represents the location quotient, that its, the relative size of the sector.

***Figure 4.14: Midvaal Local Economy Sector Targeting Classification***




*Source: DEMACON Calculations, 2022*

Sectors in the top and bottom left quadrants are considered to have limited prospects because these industries are declining in the aggregate economy. If they are small, they have additional challenges and if they are within the negative range in terms of LSRG, they also suffer from declining competitiveness.

In business terminology, the upper left quadrant reflects industry groups that are increasing their market share in a declining market, industries in the lower left quadrant represents industries that are losing market share in a declining market.

Sectors falling within the lower right quadrant are classified as retention targets (if large enough) because they are growing in the aggregate economy but more slowly locally. Smaller industry groups in this quadrant are deemed to have limited prospects. Sectors within the upper right quadrant are growing in the aggregate economy and locally. These industries represent the strengths and emerging strengths of the local economy.

If the circles are large, it represents current strengths and if the circles are smaller then it reflects emerging strengths. In business terminology, industries sin the upper right quadrant are increasing their market share in an expanding market, whereas the industries in the lower right quadrant are losing market share in an expanding market.

## 4.13 TARGET SECTOR IDENTIFICATION

Considering the preceding analysis and key findings, primary and secondary target sectors can be identified. The target sectors are, according to the preceding analysis, key sectors that, given their potential to lead growth in accordance to the district economy, have the ability generate economic benefit as a result of localised demand and market factors, have a locational advantage considering the degree to which local industries are specialised and consists of several basic sectors that form a multi-sectoral base upon which the remainder of the economy is built.

**Current strengths:**

- Food, beverages and tobacco manufacturing sub-sector
- Although the metal, metal products, machinery and equipment manufacturing sub-sector is identified as a sub-sector where prospects are limited by external trends, the manufacturing of other metal products in particular is identified as a current strength
- Government services
- Community and personal services sector.

**High Priority Retention Target Sectors:**

- Agricultural sector
- Business and financial services sector
- Communication sub-sector.

## 4.14 HIGH LEVEL OVERVIEW OF EXISTING VALUE CHAINS

The section to follow provides a high-level overview of key value-chains within the Midvaal Local Economy.

***Table 4.8: High Level Value Chain Overview***

| Value Chain | Indicators | Note |
|---|---|---|
| **Agriculture**  | ✓ Sector Size: R142 million (GVA 2020, Constant Value)<br>✓ Contributes 1.5% towards the total Midvaal Economy<br>✓ Positive sector growth at 2.4% (10 year annual average)<br>✓ Sector employs 1 623 people<br>✓ Contributes 5.4% of total formal employment within Midvaal | The Midvaal IDP Theme for 2021/2022 is Growth and Employment with a specific focus on the key sectors for growth:<br>• Agriculture<br>• Construction<br>• Tourism<br>• Commercial (retail).<br>IDP highlights the importance of promoting the efficient use of vast arable land within the municipality to encourage growth and job creation within the agricultural sector and the associated agro-processing industry. The Midvaal Region has the potential to increase its agricultural production, not only to create employment but to contribute to the local economy and food security. Despite the comparatively small economic contribution of the economic sector to the local economy, the sector presents opportunity for job creation and unlocking the agro-processing value chain. |
| **Manufacturing**  | ✓ Sector Size: R2.8 billion (GVA 2020, Constant Value)<br>✓ Manufacturing sector contributes 30.6% toward the total Midvaal economy – the largest sectoral contribution.<br>✓ Dominated by the manufacturing of metals, metal products, machinery and equipment (9.3% of the total Midvaal economy).<br>✓ Positive sector growth at 0.5% (10 year annual average)<br>✓ Total Employment (2020):6 078 jobs<br>✓ Contributes to 20.2% of total formal employment within the local municipality (third largest contributor to formal employment) | The Midvaal local economy boasts a notable manufacturing sector. The Midvaal IDP notes the need for economic diversification to ensure greater sustainability of the local economy, given the sectors vulnerability to external factors.<br><br>The IDP also identifies the need for the local economy to move towards higher value-added activities and technological innovation and advanced manufacturing activities.<br><br>Current industries within the Midvaal local economy are dominated by heavy industries which translates to environmental, social and planning impacts. This underpins the desire to diversify the local economy and to incorporate higher value added and advanced manufacturing activities. The manufacturing sector is dominated by the manufacturing of metals, metal products and equipment but does exhibit various other smaller-scale manufacturing activities including the manufacturing of food and beverages, chemicals, timber products, diapers, gas products etc. |
| **Retail**  | ✓ Sector Size (Trade): R1.3 billion (GVA 2020, Constant Value)<br>✓ Trade sector contributes 13.3% toward the total Midvaal economy<br>✓ Positive sector growth at 1.6% (10 year annual average)<br>✓ Total Employment (2020): 5 730 formal jobs<br>✓ Total Employment (2020): 4 396 informal jobs | The greatest contribution to the Midvaal LM's trade sector can be attributed to the Henly-on-Klip / Highbury / Daleside agglomeration along the R59 freeway, followed by the Vereeniging / Meyerton agglomeration and the Walkerville area. Trade activities include formal shopping centres, town CBD environment and trade linked to the steel sector. Informal trading contributes significantly to the overall second economy of the Midvaal local economy. This sector is invaluable in the creation of entrepreneurial spirit, enabling residents to make a livelihood and for businesses to eventually enter |

| Value Chain | Indicators | Note |
|---|---|---|
| | ✓ Contributes to 19.1% of total formal employment within the local municipality (largest formal employment sector).<br>✓ Contributes to 35.0% of total informal employment within the local municipality (largest informal employment sector). | the formal market. Informal trade policy and regulations should create a conducive environment/<br><br>The trade sector is identified as a sector in which growth and diversification is encouraged. The Midvaal SDF identifies the need to facilitate informal trade upscaling through district policy as a means of developing business in the area. Trade sector has been identified as a sector for future diversification and intensification. |
| **Tourism**  | ✓ Sector Size (Catering & Accommodation): R52 million (GVA 2020, Constant Value)<br>✓ Catering and accommodation sector contributes 0.5% toward the total Midvaal economy<br>✓ Decelerating sector growth at -6.9% (10 year annual average)<br>✓ Total Employment (2020): 651 formal jobs and 519 informal jobs<br>✓ Contributes to 2.2% of total formal employment within the local municipality.<br>✓ Contributes to 4.1% of total informal employment within the local municipality. | The Midvaal Local Municipality offers various tourist attractions including nature reserves, beautiful natural scenery and tourism accommodation. The most notable attraction is the Vaal Dam and the Vaal Marina development.<br><br>The greater area exhibits great potential for expansion of the tourism sector given the scenic natural environment, key points of interest on offer and the proximity of the area to major cities. Walkerville has the potential to develop as a tourism town, similar to Clarens / Cullinan.<br><br>Investment in the tourism sector is encouraged in the Midvaal SDF given the need for economic diversification within the municipality and existing tourism base. |

## 4.15 SYNTHESIS

This **Economic Analysis chapter** investigated the key economic features of the Midvaal Local Economy. The objective of the analysis was to gain greater insight regarding the salient economic features of the local economy, and to highlight key strengths and advantages presented by the local economy to ultimately inform the LED strategy.

The analysis reflects the following **key characteristics** for the **Midvaal Local Economy:**

- ✓ The Midvaal Local Economy recorded a total GVA value of R13.7 billion in 2021 (current value)
- ✓ Comparatively higher value economic activity is concentrated around the Meyerton area.
- ✓ In terms of economic growth, the Midvaal Local Economy recorded an average annual growth rate of 0.4% over the past decade with more recent growth trends reflecting a decelerating economy with average annual growth at -0.7% over the past five years.
- ✓ The Midvaal Local Economy is performing comparatively poor in relation to the district, provincial and national economies
- ✓ The economic profile of the Midvaal Local Economy in terms of proportional GVA contribution reflects the following dominant **sectors**:
  - Manufacturing (29.9%)
  - Community, social and personal services (17.1%)
  - Finance insurance, real estate and business services (14.5%)
  - Wholesale and retail trade (14.4%)
- ✓ In terms of proportional contribution by **sub-sectors** (more detailed insights), the following sub-sectors are most notable:
  - Wholesale and retail trade (13.4%)
  - Business services (11.5%)
  - Metals, metal products, machinery & equipment manufacturing (9.0%)
- ✓ In terms of economic base, which considers whether a sector is basic or non-basic and whether it produces enough goods and services for export as opposed to selling all output within the local economy, the following basic sectors exist within the Midvaal Local Economy:
  - Agricultural sector
  - Mining sector
  - Manufacturing sector
  - Wholesale and retail trade, catering and accommodation services
  - Transportation, storage and communication.
- ✓ The agricultural, manufacturing, trade, government and community services sector are the only sectors that recorded positive average annual growth rates over the past decade.
- ✓ Overall, it is evident that the Midvaal Local Economy has a competitive and comparative advantage in the following sectors:
  - Agriculture
  - Manufacturing.
- ✓ Given insight gained from this investigation, it is recommended that the following **sectors and sub-sector** form **primary focus** of **economic interventions** within the Midvaal Local Economy:
  - Agricultural sector and associated activities
  - Manufacturing sector, in particular the following:
    - Food and beverage manufacturing
    - Steel product manufacturing
  - Trade sector– including informal trade
  - Transport & storage – especially activities associated with logistics
  - Business services.

Potential within the Midvaal Local Economy is not limited to the abovementioned sectors and sub-sectors only, although these sectors are highlighted as those which fulfil a prominent function within the local economy and most likely to result in sustainable, economic growth and diversification.

It is vital to invest in the current strengths and opportunities presented by the local economy within the agricultural and manufacturing industries as well as trade, transport and business services together with their associated supporting activities to enable economic development. Further diversifying and growing these sectors will result in beneficial outcomes for other sectors within the local economy.

# LED FRAMEWORK

5

# 5. LED FRAMEWORK

## 5.1. INTRODUCTION

This section forms the backbone of the strategy and provides the LED vision for the municipality, a set of objectives, development thrusts, programmes and projects identified through Section 4. These projects are then prioritised. The structure of the Section is as follows:

- LED vision and objectives
- Development Thrusts, Programmes and Projects
- Project Prioritisation

## 5.2. LED VISION AND OBJECTIVES

In order to achieve sustained economic development in the Midvaal Local Municipality, it is very important to envision a clear future for the municipality and to establish a clear path to achieve the desired future.

This visioning should be done in a realistic manner through acknowledging and incorporating the strengths and opportunities embedded within the Midvaal Local Municipality. This will enable the local community to set up attainable objectives and reach them – thus achieving economic development and community upliftment. It is important that the LED vision and objectives be aligned with that of the Local Municipality's IDP.

The vision and objectives as set out by the IDP (2022-2027) are presented below.

**IDP Vision:**

*"Achieve **excellence** in service delivery".*

**IDP mission:**

- *Enhance service delivery through **innovative technologies***
- *Enhance a safe, **heathy community and environment***
- *Promote **local economic development and tourism***
- *Adopt clean, **renewable energy***
- *Build strong **partnerships***
- *Be a **people centred**, compassionate institution*

**Core values of the municipality:**

- *Equity*
- *Accessibility and Communication*
- *Collaboration*
- *Innovation*
- *Safety and Security*
- *Forward Thinking*
- *Decisive decision-making*

The previous LED Strategy (2017) did not have a clearly defined local economic development vision for the Midvaal Local Municipality. Seeing as the previous LED Strategy for Midvaal did not have a LED vision, it was deemed extremely important to refer to the following set of principles to compile a vision and objectives for this LED Strategy that would align with the vision of the Integrated Development Plan (IDP):

- Identified needs: The needs of the community were translated into priorities to be addressed by the programmes suggested within this LED strategy
- Comparative advantage: Focus was placed on developing areas of current comparative advantage within the municipality
- Linkages: In order for Midvaal Local Municipality's economy to grow and be sustainable, two linkages are needed; economic linkages and information linkages
- Employment: All programmes and projects to be implemented must be focussed on job creation. This means that programmes and projects must be labour intensive
- Income: The project has to be aimed at improving the income distribution in the municipality
- Sustainability: The economic and socio-environmental impacts of development need to be taken into account. These financial and physical impacts have to be assessed before the implementation of programmes

and projects to ensure responsible utilisation of resources to ensure that the economy is sustainable in the long run

- Economic equality and empowerment: Economic empowerment is an integral part of our country's transformation process. This is to ensure the equal redistribution of wealth and opportunities amongst previously disadvantaged individuals
- Efficiency: Efficiency is achieved as soon as the rate of the completion of a task is increased. This approach is focussed on the projects and outcomes that must be achieved. Improvement in efficiency of municipal tasks and implementation of projects will make investment more attractive and improve the business climate
- Effectiveness: Effectiveness goes hand in hand with efficiency. The aim of effectiveness is to improve the relationship between outputs and inputs and energy required to perform a task
- Capacitation: In order to exploit and implement the development opportunities and projects the skills base of the economically active population, local governments and non-government institutions needs to be improved. It is implied that skills and technical knowledge must be expanded and developed to capacitate the municipality to take advantage of development opportunities

Taking all of the above into consideration, the proposed vision and objectives for the Midvaal Local Municipality's LED can be defined as the following:

**LED Vision:**

*"to improve and promote economic growth through diversification and integration; ensuring job creation, equal economic opportunities and ultimately a better quality of life for it's citizens."*

**LED Strategic objectives**:

- *Establish the municipality as a competitive economy on a sub-regional and regional level*
- *Enhance and promote the agricultural sector*
- *Expand and diversify the manufacturing sector*
- *Encourage entrepreneurship through education and enhanced opportunities*
- *Promote existing business and provide for their needs*
- *Provide small business support*
- *Promote local economic development capacity within the municipality and amongst the communities*

The vision stated above is aligned with the visions and objectives of various National, Provincial and Local legislation and policies (all of which are outlined in Section 2), in that it is geared toward alleviating poverty, creating sustainable jobs and reducing inequality.

## 5.3. DEVELOPMENT THRUSTS, PROGRAMMES AND PROJECTS

The LED framework is based on the competitive and comparative advantage of the local municipality, as well as the strengths and opportunities identified within the different economic sectors. In an effort to capitalise on the unique advantages of the area, as well as to intensify the local community benefit and enhance the competitiveness of the municipality, the strengths and opportunities identified through Chapter 4 are grouped into strategic thrusts. Thrusts are defined as "planned actions aimed at creating impetus and critical mass in the local economic environment in order to generate momentum in the economy".

Within each thrust, a number of programmes have been identified which are aimed on specific areas of development. These programmes were formulated specifically to obtain the overall goals set for the LED Strategy. Furthermore, each programme has a number of projects and facilitation issues that need to be implemented and addressed. These projects and facilitation actions are aimed specifically at enabling the municipality to achieve the targets that have been set by the various development programmes and thrusts.

The thrusts are therefore formulated and packaged in such a way that an integrated approach towards development and growth in the municipality is possible. The various thrusts also enable projects and other development initiatives to be linked to the different thrusts identified, so as to enable a more focused and coordinated approach to economic development.

While issues such as the expansion of economic infrastructure, improved institutional capacity and good governance do have a critical role to play in ensuring the effective economic development does take place, these issues are considered to be supportive elements that will not in its own result in the

expansion of the economic base, and are therefore not included in the strategic thrusts.

Table 5.1 presents the key thrusts and programmes of the reviewed Midvaal Local Municipality LED Strategy.

***Table 5.1: LED Thrusts and Programmes***

| LED THRUSTS | | | | |
|---|---|---|---|---|
| **Agriculture development, support & value-adding** | **Tourism & Green-economy development & promotion** | **Business development, support & promotion** | **Township & Informal Economy Revitalisation** | **Business Retention and Investment Attraction** |
| **LED PROGRAMMES** | | | | |
| • Sustainable & diversified agricultural development<br>• Emerging farmer support and skills development<br>• Agro-processing & niche produce development<br>• Market development & creating an enabling environment | • Tourism industry growth & development<br>• Tourism marketing, promotion & awareness<br>• Green-economy and eco-tourism development and promotion | • Business support & capacitation & Entrepreneurial Development<br>• SMME development & Integration of the informal economy<br>• Promotion of Industrial, Trade & Construction activities<br>• Marketing & Information Technology Platforms | • Provision of an Adequate Regulatory and Policy Environment<br>• Economic Infrastructure<br>• Business Skills Development & Entrepreneurship<br>• Provision of market support and business linkages through partnerships and collaboration | • Existing Business Retention and Expansion<br>• New Business and Investment Attraction |

As can be seen in the above table, there are five (5) thrusts, and each have a number of supporting programmes. The following sub-sections details upon the three thrusts, the programmes associated with each of the thrusts and all of the projects and development facilitation actions associated with each of the programmes.

### 5.3.1 THRUST 1: AGRICULTURAL DEVELOPMENT, SUPPORT AND VALUE-ADDING

The Agricultural sector is considered an important sector within the Midvaal Local economy. The future of agricultural production (especially maize, red meat, etc.) and agro-processing is critical for the area. The agricultural sector not only contribute to employment (as it is labour-intensive) but also contributes to food security.

According to information obtained from Gauteng Department of Agriculture and Rural Development there is both active and inactive farmers, subsistence and commercial farmers within the municipality. Farmers are primarily small scale and farming from their individual plots/farms. In achieving agricultural growth and sustenance, it is important for MLM to focus on supporting these small scale farmers with training and appropriate expertise so that they can be self-reliance and graduate from subsistence farming to commercial farming: "**AGRO-PRENEURS**". The ultimate vision is for the farmers to be able to contribute towards a regional agricultural production in MLM and extend their knowledge and expertise to other struggling farmers. MLM is a very important resource to Sedibeng and the rest of Gauteng in terms of food production.

This thrust is aligned with various policies at national, provincial, district and local level, by focusing on sustainable agricultural development, ensuring food security and transforming the agrarian industry/sector.

The objective of this Thrust is to add value to agricultural activities through establishing local manufacturing and processing plants, which utilise local raw materials and resources as primary inputs. It is therefore aimed at the regeneration of the agricultural sector, through building upon existing structures, to enable improved efficiency and diversification. Even though commercial pressures bear on the agricultural sector, large numbers of existing producers are likely to seek continued involvement in primary agriculture.

The following programmes have been identified under the agricultural development, support and value-adding thrust:

- Sustainable and diversified agricultural development
- Emerging farmer support and skills development
- Agro-processing and niche produce development
- Market development & creating an enabling environment

This thrust is thus aimed at:

- Supporting existing agricultural activities by building upon existing structures
- Diversifying the sector by proposing alternative agriculture activities
- Adding value to local raw materials through establishing beneficiation activities
- Ensuring food security to local communities
- Developing the skills of local communities
- Providing avenues and access to local markets for products

#### 5.3.1.1 Programme 1: Sustainable and Diversified Agricultural Development

The aim of this Programme is to ensure that the agricultural production in Midvaal Local Municipality becomes more diversified whilst also ensuring that farmers, communities as well as households become more self-sufficient through sustainable agricultural production.

Diversification of agriculture refers to the increase of agricultural activities undertaken within a specific area, while sustainable agriculture not only refers to ecological aspects, but considers social aspects such as hunger and poverty eradication. One of the main ways to expand production is to involve subsistence and emerging/ upcoming farmers by increasing involvement in formal sector production as well as promoting the use of new cultivars more suited to sub-tropical climates.

The projects listed below therefore aims to encourage subsistence farmers, agricultural households and community members to take part in organised and different types of new and current agricultural activities to become emerging/ upcoming/small-scale farmers while ensuring food security, taking cognisance of existing and proposed projects:

- **Project 1:** Promote and assist the establishment of vegetable production small-scale farmers (especially niche products) and encourage commercialisation
- **Project 2:** Encourage the development of agro-processing plants in the area to process and package agricultural produce to market standards
- **Project 3:** Develop small-scale livestock farming cooperatives, identify land for livestock farming and align to Department of Agriculture initiatives
- **Project 4:** Establish vegetable production cooperatives focusing of produce suitable to the area such as spinach, cabbage, butternut, beans peppers, etc. Obtain mentorship for these cooperatives from the current cooperatives practising vegetable production. Furthermore, investigate possible tunnel production for certain everyday vegetables that is not suitable for cultivation in the climate of the area.
- **Project 5:** Develop a poultry cluster, focusing on support and development of the existing and struggling poultry farming cooperatives/small-scale farmers in the area. Conduct an audit to determine the needs of and constraints faced by these cooperatives/small-scale farmers.
- **Project 6:** Investigate opportunities for the cultivation, processing and distribution of cannabis in alignment with Gauteng Province's Cannabis Industrialisation Programme

The actions requiring facilitation to support this programme include:

- Identify and approach possible niche markets for vegetable production
- Facilitate the creation of support groups with mentorship and training programmes for farmers seeking to diversify their faming activities
- Facilitate and assist with continuous research for agriculture diversification and the introduction of new products
- Entice communities to start chicken farming, drought-resistant crops, vegetable farming, etc.
- Facilitate the establishment of a cattle support centre/group that will support and provide guidance to new cattle farmers
- Ensure continued discussion with institutions like SEDA and with national institutions like the IDC and the dti to formulate financing mechanisms for the establishment of BBBEE farming enterprises and cooperatives
- Facilitate and assist interested farmers and agripreneurs with applications to the Gauteng Provincial Government for support from the Cannabis Industrialisation Programme

#### 5.3.1.2 Programme 2: Emerging Farmer Support & Skills Development

The establishment of stronger linkages between small-scale, emerging/upcoming and commercial farmers and drawing the emerging/upcoming and small-scale farmers into the first economy is required. These linkages are vital for economic development. However, emerging/upcoming and small-scale farmers face several constraints to develop sustainable ventures. These include a lack of adequate transportation, lack of business management skills, lack of access to external markets, existing levels of small-scale production, lack of access to financing for improvement, and lack of knowledge of existing opportunities.

Another constraint faced by emerging/ upcoming farmers is the inability to finance investments in equipment, such as irrigation to increase the efficiency of production. Another way to provide practical hands-on training is to develop training plots where participants would come and spend time doing what they would do in the project but under supervision while being given more formal instruction in the evening. These training or demonstration plots are small-scale, short-cycle projects or test projects that prepare the way for replication or expansion.

Public Private Partnerships (PPP) between the existing commercial farmers and the emerging/ upcoming farmers also need to be promoted. This programme should also be aimed at getting the emerging/ upcoming farmers (and mostly women and the youth) involved in part ownership of agricultural activities.

It is vital that sustainable farming practices become a central feature of the farming activities undertaken in the rural economies. A key aspect facing the agricultural sector in the rural areas is the large percentage of aged persons whom are currently practising agriculture and linked to this the lack of interest of youth to be involved in agriculture. A dire need exists for the development of a farming succession plan.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Develop a central mentorship programme for emerging farmers to enable them to effectively manage a productive farming unit
- **Project 2:** Develop a skills development programme aimed specifically at young/emerging farmers (including business management skills, etc.)
- **Project 3:** Bring commercial farmers and emerging/upcoming and small-scale farmers together through Agri-BEE partnerships
- **Project 4:** Create a farming education and information sharing centre for farmers to share information on farming practices, attend training seminars and access local and affordable inputs for farming
- **Project 5:** Monitor and Ensure that an agricultural expert (a Department of Agriculture official/extension officer) visit each emerging farmer/cooperative once or twice a year to assess the farming practices and techniques and to give practical advice and on-site training and guidance

The actions requiring facilitation to support this programme include:

- Identify and approach candidates (commercial and/or retired farmers) to be incorporated into the Central Mentorship database
- Explore different sources of funding; approach funding institutions and source investors/partners

- Appoint a knowledgeable agricultural official to manage the information sharing centre
- Facilitate the acquisition of suitable land for sustainable small farming enterprises through projects catered for under the Land Redistribution for Agricultural Development (LRAD) Programme
- Facilitate access to training for youth and women
- Organise working groups among the same type livestock, poultry horticulture and maize/grains farmers
- Facilitate the formation of farmer-based community associations and agri-business entities for farmer support, to ensure full participation in local economic development opportunities
- Facilitate provision of information on how to access funding such as the Comprehensive Agricultural Support Programme, etc.
- Promote farmer utilisation of extension officers
- Initiate shared transport and machinery scheme to support emerging farmers

#### 5.3.1.3 Programme 3: Agro-processing and niche produce development

This programme is aimed at the development and promotion of agro-processing/value-adding activities in the municipality as well as the development of niche produce. Various opportunities exist to taking the production of raw material in the Municipality as inputs into the development of local value-adding activities to produce both intermediate and final products. The processing of raw materials from agricultural products will contribute significantly in expanding the manufacturing sector. The agglomeration of these activities will result in economies of scale and that would increase both economic development and employment opportunities.

Furthermore, in response to declining agricultural profits, the general trend is for producers to develop new products with higher profit margins. Customer consumption habits are also shifting and demanding products such as organic produce and pre-packaged foods. Certain opportunities have been identified for the production of niche produce that are well adapted to the climatic conditions of the Municipality, such as cassava and honey.

The following projects were identified in support of this programme:

- **Project 1:** Investigate niche agricultural products and agro-processing opportunities such as cassava processing, bees wax beneficiation, etc.
- **Project 2:** Investigate the expansion of the Bantu-Bonke Hydroponic project. Furthermore, investigate agro-processing/beneficiation opportunities such as the manufacturing of jams, juices, achars, etc.
- **Project 3:** Investigate the feasibility of an Essential Oils Pilot project and the roll-out of additional project once the cultivars have been determined – focused on the lucrative export market for locally produced essential oils.
- **Project 4:** Investigate the feasibility of a cattle feed production plant that will use processed chicken manure from broiler and poultry cooperatives/projects as primary input

Development facilitation issues to be addressed in support of this programme include:

- Facilitate public-private partnerships and joint venture establishments for development of agro-processing facilities
- Facilitate training in agro-processing, and develop and maintain a database of trained individual

#### 5.3.1.4 Programme 4: Market development & Creating an enabling environment

The aim of this programme is to successfully market the agricultural sector in Midvaal; in terms of new and existing development products, facilities and local markets (such as the Walkerville Farmers Market – see Thrust 2 Programme 1). The marketing of the opportunities that the agricultural sector in Midvaal provides will enable maximum beneficiation for the community.

At present, a fair amount of road freight transport moves through the Municipality (via the R59 as an alternative route), but also on either sides of the municipality via the N1 and N3. The municipality is also ideally located as part of the Southern Development Corridor. Therefore through capitalising on its location and improving its transport and logistics services an enabling environment should be

created for the agricultural sector in order to further stimulate the sector in Midvaal.

This programme will thus focus on the municipality creating awareness of the potential opportunities that have been identified in this LED strategy that would be implemented to strengthen the economy.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Develop a multi-purpose agricultural centre and distribution depot that supports the agricultural sector with: storage and distribution of fresh produce, weekly market, nursery, agricultural retailers, youth development, commodity groups associations, truck pooling, skills training, letting of equipment, demonstration plots, etc.
- **Project 2:** Initiate a study to identify niche markets in agriculture suitable for small farmers.
- **Project 3:** Assist small-scale as well as emerging/ upcoming farmers in terms of packaging, quality management and marketing of produce to be able to market and sell their produce at existing markets in Midvaal LM.
- **Project 4:** Assist local sellers with their current needs (e.g. packaging, quality management and marketing)

The actions requiring facilitation to support this programme include:

- Audit existing cooperatives, determine what their challenges are and how they can be assisted.
- Facilitate land acquisition for the development of a multi-purpose agricultural centre and distribution depot
- Facilitate the establishment of well-advertised markets for emerging/ upcoming farmers

### 5.3.2 THRUST 2: TOURISM AND GREEN ECONOMY DEVELOPMENT AND PROMOTION

The objective of this thrust is to promote economic development through promotion of the tourism industry and development of the green economy.

Currently, the economy of Midvaal Local Municipality is largely dependent on certain sectors, such as manufacturing, community and business services. In order to address this dependency it is vitally important that the Municipality diversify by developing and supporting the underdeveloped sectors within the area. These sectors include Tourism and Green Economy sectors.

The following programmes have been identified under the Tourism and Green Economy Development and Promotion Thrust:

- Tourism Industry Growth & Development
- Tourism Marketing, Promotion & Awareness
- Green Economy & Eco-Tourism development & promotion

#### 5.3.2.1 Programme 1: Tourism Industry Growth and Development

The Tourism sector has been identified as a key focus area for the Midvaal Local Municipality by the previous LED Strategy and current IDP. The Tourism sector is increasingly being recognised as an industry which has the economic potential to contribute to the reduction of poverty in developing countries and in remote rural areas, particularly as a result of its labour-intensive nature, as well as the fact that many of the natural and heritage attractions are located in these rural areas, giving them a comparative advantage

Midvaal's locality in relation to Johannesburg Metro and Ekurhuleni Metropolitan Municipality, two of the most important Metro's in South Africa is potentially one of its greatest assets. Existing and potential future tourism activities are not far from large concentrations of potential customers, and the roads linking them are generally good. Facilitates attracting day visitors increases the possibility of marketing the entire Midvaal as a tourist destination. Tourism should not be defined by a narrow definition of tourism, and should not be limited to trying to attract just International Tourists. The strategy should cater for all kinds of tourists, local and international, business and recreational, active and passive recreation, eco-tourism and non-eco- tourism etc.

Walkerville has a unique tourist destination potential because of its country setting, and excellent locality. Midvaal offers: scenic beauty with ridges and river systems, conservancies, nature reserves, game farms, a range of outdoor activities; cultural experiences; local cuisine; and historical landmarks. Tourists can spend a few days leisurely travelling through Midvaal; or day tourists can visit a few tourism nodes and experience a range of tourist activities. The aim of

this programme is therefore to develop the tourism sector within the Midvaal Local Municipality, by promoting existing tourism products and activities but also by creating and developing new tourism products and activities.

The key principles in developing new tourism products is to ensure, firstly, that markets for such products have been identified, and, secondly, that the new product will be located along strategic tourism corridors or flows or within, or adjacent to, established destinations. Any resource that lies too far from main routes and flows, or is not close to a place already visited by tourists, will need to have exceptional drawing power to attract viable flows of visitors.

The following projects were identified in support of this programme:

- **Project 1:** Cooperate and support the Gauteng Provincial Government with regard to the Suikerbosrand Nature Reserve. Specific focus need to be given to the upgrading and maintenance of facilities (especially ablutions), the development of additional facilities (such as a curio shop, kiosk and possibly a restaurant/coffee shop); as well as extensive branding and marketing. Developing the Nature Reserve into a viable tourist destination with game viewing, market-related overnight facilities, guided trails, teambuilding/conferencing, etc.
- **Project 2:** Erect tourism signage and establish information landmarks along the main routes to ensure effective destination branding of Midvaal
- **Project 3:** Formulate hospitality training programmes aimed at the youth as well as individuals currently involved in the hospitality industry. These training programmes should be marketed by providing a link on the municipal website
- **Project 4:** Establishment of an adventure camp and youth development centre with environmental and tourism awareness education at the Vaaldam Nature Reserve
- **Project 5:** Investigate and implement one or two possible mountainbiking/hiking circuits with proper signage indicating location and routes (e.g. Suikerbosrand Nature Reserve has hiking routes, but no cross-country mountainbike trails). Klip River at Henley-on-Klip could also be considered.
- **Project 6:** Investigate the possibility of reviving the Walkersville Farmers Market. This market was once a thriving market and served as an inter-regional tourist attraction.
- **Project 7:** Develop day visitor facilities and recreational infrastructure aimed at promoting local tourism

Development facilitation issues to be addressed in support of this programme include:

- Facilitate training in the hospitality industry through accredited SETAs
- Facilitate and implement tourism development support systems for emerging entrepreneurs
- Create private sector awareness of opportunities in developing potential partnerships with the rural communities
- Facilitate the development of tourism activities within the Sicelo area promoting township tourism and contributing to the township economy revitalisation
- Creating public-private partnerships for opportunities to promote and enjoy the Klip River and Vaal Dam (such as low impact restaurants and places of leisure) and using such partners to maintain natural areas and provide ablution facilities

#### 5.3.2.2 Programme 2: Tourism Marketing, Promotion and Awareness

It is important to correctly package attractions, sites, products and experiences that make them easier to buy by the travelling public. It has been said that the simple objective of the tourism industry is to give people a reason to come, a reason to stop, a reason to stay and a reason to spend. This is achieved by making information available that is up-to-date, user-friendly, accurate and believable with regards to both tourism attractions, as well as existing investment opportunities.

Various opportunities exist to develop tourism within the area especially around adventure and natural tourism. In order for Midvaal Local Municipality to attract investment and ensure sustained economic development, it is of vital importance to ensure that the municipality and its various functions operate efficiently.

The following projects were identified in support of this programme:

- **Project 1:** Undertake tourism market demand and trends analysis of the local and surrounding areas
- **Project 2:** Develop a local Tourism Development and Marketing Plan
- **Project 3:** Update and expand the existing Midvaal Tourism website (www.midvaal.travel) to promote and provide more information on tourism activities and events, with links to other attractions and accommodation websites, maps, places to go and images of these areas.

Development facilitation issues to be addressed in support of this programme include:

- Liaise with neighbouring destinations
- Facilitate tourism awareness campaigns at schools
- Establish an appropriate performance evaluation and monitoring system for the destination within the tourism industry
- Collaborate and support the Gauteng Tourism Authority, with efforts focused on what can be done to promote Midvaal and its tourism offering.

#### 5.3.2.3 Programme 3: Green Economy & Eco-tourism development

A green economy is one that results in improved wellbeing and social equity, while significantly reducing environmental risks and ecological scarcities. The underlying principle is to reduce the reliance of economic development on the increased consumption of, and damage to, natural resources and the environment, while meeting social needs and understanding inequities.

The development of the green economy has become a significant topic and focus throughout South Africa and government. In order to obtain sustainable development and to ensure the future of our towns and country, it is vitally important that all development actions should include green practices such as carbon reduction measures.

This programme therefore seeks to promote the development of a green economy (harvesting an environmentally responsible community) and promote eco-tourism.

The following projects were identified in support of this programme:

- **Project 1:** An effort should be made to revive interest amongst the agricultural community in allowing tourists to visit farms and other places of interest involved with the planting, harvesting, packaging and processing of produce
- **Project 2:** Establish recycling collection points (plastic, paper and household and commercial waste) at various point around towns and settlements. Linked thereto, establish recycled goods manufacturing cooperatives that produce plastic furniture, gifts, arts and crafts and handmade paper, etc.
- **Project 3:** Establish building material manufacturing cooperatives (bricks, biodegradable materials)
- **Project 4:** Undertake a feasibility for the establishment of refuse buy-back voucher centres, undertake pilot and once successful roll-out to other communities

Development facilitation issues to be addressed in support of this programme include:

- Facilitate the education of local communities in regard to environmental conservation
- Identify stakeholders to champion ecosystem protection initiatives
- Facilitate training for the production of bio-degradable (green) building materials
- Incentivise and encourage the incorporation of alternative energy sources in new developments and existing business – both industrial and commercial in nature – to alleviate pressures on the national electricity grid
- Liaise with National Government to secure funding and gain support for green municipal service interventions

### 5.3.3 THRUST 3: BUSINESS DEVELOPMENT, SUPPORT & PROMOTION

This thrust is focussed on the development, support and promotion of local businesses to ensure that the needs of local communities are sufficiently served from within the Municipality. It is also important that local businesses are supported in their development and growth and that the development of new

SMMEs is stimulated. Many local businesses experience constraining factors such as a lack of business and financial management skills. The Municipality should, therefore, provide support in the provision of skills training.

The programmes forming the basis of this Thrust include:

- Business support & capacitation and Entrepreneurial Development
- SMME development & Integration of the informal economy
- Promotion of Industrial, Trade and Construction activities
- Marketing & Information Technology Platforms

#### 5.3.3.1 Programme 1: Business support & capacitation and Entrepreneurial Development

This programme is designed to help community members and existing businesses develop skills and knowledge to be able to survive and grow within the local economy. In essence this programme involves determining the skills level of local community members and businesses, as well as providing guidance with regards to mentorship and accessing of financial resources and potential opportunities.

In order to support business expansion entrepreneurs need to be successfully equipped with the necessary business skills in order to have knowledge about developing new business enterprises, technological advances, business and financial planning, resource usage, etc. Support should also be given to small local businesses in gaining access to capital and financial sources. It is essential that knowledge and skills are transferred to up-coming business men and women. By hosting training workshops, new businesses can be supported through training and mentoring to make their manufacturing enterprises viable and successful.

The following projects were identified in support of this programme:

- **Project 1:** Compile and maintain a Midvaal Gateway 2 Opportunity database that will consist of a referral database of local maintenance and service providers with an associated list of references (to “man on side of the road” and a local business database (business directory) to ensure networks, linkages, etc.) – could link with the municipal website and tourism website.
- **Project 2:** Collaborate with the Gauteng Provincial Treasury to assist qualifying local businesses to register on the National Treasury’s Central Supplier Databases (CSD)
- **Project 3:** Launch annual entrepreneur of the year competition and annually identify start-ups in tourism, agriculture, SMME as nominees
- **Project 4:** Develop a partnership with businesses in Midvaal to establish a skills transfer programme whereby aspiring entrepreneurs/ students can do a short-term internship at existing businesses
- **Project 5:** Undertake a skills review in relation to market demand with business organizations (particularly in tourism, manufacturing and agriculture) and connect current database to gaps in the market

The actions requiring facilitation to support this programme include:

- Set up a task team to undertake the opportunities audit and to maintain the completed database.
- Assist the application process for local businesses to register on the National Treasury’s Central Supplier Databases
- Setup criteria and selection process for the entrepreneur of the year competition.
- Facilitate the development of public-private partnerships
- Facilitate the development of discussion platforms to initiate marketing and networking opportunities
- Develop entrepreneurial study material for skills transfer and short term internships at various businesses.
- Create a task team to liaise with the local business sector to identify possible mentors as well as identifying any gaps and opportunities related to the local skills base.
- Promote competition among businesses through free for all access of information in the various industries (business processes, prices, suppliers, manufacturing processes etc.)

#### 5.3.3.2 Programme 2: SMME development & Integration of the informal economy

The main objective of this programme is for the Midvaal Local Municipality to promote small businesses as well as provide support to informal sector businesses. The programme focuses on stimulating the development of new businesses and cooperatives.

It is important that existing local businesses be supported in their development and growth and that the development of new SMMEs be stimulated. Apart from providing the support for the establishment of new enterprises, the public and potential entrepreneurs should also be made aware of specific opportunities that exist for the establishment of new businesses. In this respect, the Municipality should make available and actively promote projects and opportunities, thereby enticing industrial/manufacturing, trade, tourism and other businesses to develop.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Compile and maintain a funding resource database that can be distributed to entrepreneurs and used to facilitate lobbying for financial resources for SMMEs
- **Project 2:** Promote the establishment of IT-related SMMEs providing support services to individuals and on issues related to technology, internet services and connectivity
- **Project 3:** Promote the establishment of a local sewing and handiworks SMME focusing on manufacturing uniforms and other equipment (e.g. tables and chairs) for the local schools, businesses, etc.
- **Project 4:** Establish a local youth small business development centre in partnership with local FET, SEDA, TIL, linked to career guidance with high-schools, entrepreneurship development, sponsored computers etc.

The actions requiring facilitation to support this programme include:

- Set up a task team to undertake the funding resource database and to update the current assistance available for SMMEs
- Develop entrepreneurial study material based on the local economic climate and opportunities for the training workshops and business courses to be hosted local youth small business development centre in conjunction with local FET, SEDA, etc.
- Provide financial application assistance to SMME's through making use of the DTI's incentive programmes
- Appoint a task team to identify opportunities for small businesses based on skills identified in the skills register

#### 5.3.3.3 Programme 3: Promotion of Industrial, Trade and Construction activities

This programme is aimed at the continuation and further development of industrial, trade and construction activities. The programme includes the expansion of industrial areas, a diversification of manufacturing and trade opportunities, along with more local construction undertakings.

It is important for a database to be set up that reflects locally available construction companies and labour. This allows an opportunity for local construction companies and cooperatives to take part in projects and contribute towards the economy, and procurement of building materials which will contain spending within Midvaal Local Municipality.

The following projects were identified in support of this programme:

- **Project 1:** Collaborate with the Dti, Gauteng Government and neighbouring Emfuleni LM with regard to the planned Vaal River Special Economic Zone focusing on the agglomeration of industrial/manufacturing activities within existing industrial areas within Midvaal.
- **Project 2:** Develop Manufacturing Advice and Incubation Centre (MAC) to provide support, facilities and training to develop local manufacturers.
- **Project 3:** Support and promote current Business and Commercial Park(s) – such as the Midvaal Commercial Park.
- **Project 4:** Establish the qualifications and experience of construction companies and individuals and assist them with relevant

certification and registration to be able to content for government tenders. This should be linked to the skills and "Gateway 2 Opportunity" database

- **Project 5:** Setup an Internal Industrial Development Task Team that can provide advice and feedback to developers and industrialist, and to implement red tape interventions
- **Project 6:** Provide rate incentives for development that are in demand according to government policies
- **Project 7:** Develop guidelines for contractors development and programme alignment

The Actions requiring facilitation to support this programme include:

- Market industrial and manufacturing opportunities and facilitate/fast-track the processing of applications
- Identify the stakeholders who are interested in producing at the manufacturing centre (MAC)
- Create a task team who can be mentors at the MAC, through providing support, facilities and training
- Facilitate skills development in construction industry such as bricklaying, painting, plumbing, etc.
- Set up a task team to undertake the qualifications audit and to assist with registration of the construction companies and individuals

#### 5.3.3.4 Programme 4: Marketing & Information Technology Platforms

This programme is aimed at the influence and access that technology platforms can provide to businesses in Midvaal Local Municipality. By making use of these platforms it will allow for improved usage of existing business and networking groups as well as focusing on the development of new business assistance platforms.

In establishing new businesses and expanding existing business enterprises, it is also important for the Municipality to provide support by facilitating the establishment of business linkages between clients and suppliers, as well as facilitating networking opportunities and information sharing among businesses that provide similar commodities or services.

Networking is also an important business tool which allows small businesses to share information on current trends and new technologies and to work together to find solutions to the problems faced locally. In order to further expand the business sector in the Municipality, it is also essential that the Municipality facilitates and supports the establishment of a dedicated help desk where business can find e-learning centres, as well as assistance with other business documents such as business plans, tender applications or funding initiatives.

Furthermore, businesses in rural areas often do not have access to information in respect of new and emerging markets, the latest technology or business support services and the Municipality should ensure that support and information is also distributed into these areas where it is needed most.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Establish a municipal website and service desk/call centre where complaints as well as suggestions can be logged and tracked on the website
- **Project 2:** Launch an LED opportunities marketing campaign by distributing poster/providing links on the municipal website to attract investors/entice business start-ups in projects identified in the LED strategy
- **Project 3:** Establish a tender, business plan, government incentives, local recruitment support desk
- **Project 4:** Undertake a feasibility for the creation of Wi-Fi zones in strategic places in Meyerton and other nodes where individuals can log onto the internet at a reduced cost
- **Project 5:** Development of e-learning centres within rural nodes, providing rural communities with access to internet services, computers, etc.

The actions requiring facilitation to support this programme include:

- Source funding to appoint and train a team to set up the monitoring database and run the municipal services complaints desk
- Identify and promote economic opportunities for communities which will be developed through the implementation of the LED strategy

- Communicate these opportunities to the community to entice individuals or businesses to take part
- Identify stakeholders to champion a business support desk

### 5.3.4 THRUST 4: TOWNSHIP & INFORMAL ECONOMY REVITALISATION

Informal settlements in Midvaal Local Municipality have a unique character compared with ones in other regions such as Emfuleni (Boiketlong), Tshwane (Winterveld) and Merafong (Khutsong). The informal settlements in Midvaal Local Municipality show little evidence of rapid physical growth and subsequent land invasions. A common factor is the desire of households to be closer to social and economic opportunities. Many informal households are clustered in Sicelo - west of Meyerton CBD, in Vaal Marina along the Vaal Dam, and on the outskirts of the Waterval industrial complex.

The township & Informal Economy Revitalisation Thrust is aimed at achieving a more conducive, innovative, and developmentally orientated regulatory environment at the Midvaal Local Municipal level to revitalise the local township and informal economies of the municipality.

The programmes forming the basis of this Thrust include:

- Provision of an adequate regulatory and policy environment
- Economic infrastructure
- Business skills development and entrepreneurship
- Provision of market support and business linkages through partnerships and collaboration

#### 5.3.4.1 Programme 1: Provision of an Adequate Regulatory and Policy Environment

To ensure the functioning of the local economy, the Municipality need to ensure that the required enabling environment is in place – getting the basics right. This means reducing red tape to improve the conditions to do business in townships and addressing appropriate land use management and other regulatory issues that hamper economic development.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Develop an Informal Sector Plan to assist the sector to access amenities and opportunities for growth
- **Project 2:** Adopt By-laws on Informal Trading to assist with planning for the sector

The actions requiring facilitation to support this programme include:

- Provision of red tape reduction measures to ensure the ease of establishing businesses in townships
- Structure appropriate land uses along key transport nodes

#### 5.3.4.2 Programme 2: Economic Infrastructure

For businesses to prosper they need suitable infrastructure which includes access to electricity, roads and water, suitable lighting, adequate public transport, transport facilities, access to reliable internet and sufficient security. Details regarding economic empowerment/upscaling guidelines for the informal trade and services industry is included as Annexure A.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Develop the necessary infrastructure to empower local entrepreneurs in rural and township areas to establish more localised economic activities, specifically Sicelo, Bantu Bonke and Mamello
- **Project 2:** Provide and upgrade lockable storage facilities for traders at taxi ranks at key points
- **Project 3:** Provision of basic services and infrastructure at taxi ranks
- **Project 4:** Develop Neighourhood Watch Initiatives with increased street lighting and visible policing to target crime prevention

The actions requiring facilitation to support this programme include:

- Conduct a survey of all suitable sites in the townships within Midvaal Local Municipality

- Submit applications to the Municipal Infrastructure Grant (MIG) to develop suitable infrastructure to promote clusters of SMME incubators in designated areas

#### 5.3.4.3 Programme 3: Business skills development and entrepreneurship

This programme will focus on a structured framework to facilitate targeted business support initiatives to both formal and informal sector enterprises. The business support will focus on building the entrepreneur as the "jockey" of the enterprise but will also focus on the growth of the business. In addition it will include the establishment of a virtual business incubator to allow entrepreneurs to become part of a localised supply network.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Develop incentives for skills transfer from private sector to youth owned businesses
- **Project 2:** Conduct training in essential business skills

The actions requiring facilitation to support this programme include:

- Facilitate access to funding to finance businesses
- Provide customised support based on individual business needs

#### 5.3.4.4 Programme 4: Provision of market support and business linkages through partnerships and collaboration

The impact of the Covid-19 pandemic will exacerbate poverty and inequality in South Africa – with townships and informal areas affected most severely. Government will need to ensure that procurement regulations are adapted in order to ignite the local economy. To do this, the municipality will have to take lead in developing "buy-local" campaigns first – demonstrating the municipal commitment to build a resilient economy.

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Develop a new Preferential Procurement Policy aimed at supporting local businesses, especially SMME's and businesses owned by youth and women
- **Project 2:** Create a database of youth-owned businesses
- **Project 3:** Incorporate youth business owners in local business forums engagements
- **Project 4:** Establish and promote a market for rural business owners

The actions requiring facilitation to support this programme include:

- Facilitate local procurement opportunities through the implementation of a new Preferential Procurement Policy
- Facilitate business linkages with other local, regional and national value chains
- Work towards branding and quality standards for rural and township enterprises

### 5.3.5 THRUST 5: BUSINESS RETENTION & INVESTMENT ATTRACTION

Business Retention and Investment Attraction is a key element of local economic development efforts. Recent global economic conditions (exasperated by the global Covid-19 pandemic and the conflict in Eastern Europe) has impacted many companies and businesses. While the attraction of new businesses and investment can be an important component of the overall LED Strategy, current conditions recognise that helping existing businesses in Midvaal survive and grow should be the number one strategy.

Commonly, more jobs are created by business expansions than by new business start-ups. Research have shown that nearly 80% of new jobs in many local areas are created by existing businesses. The aim of this trust is to improve the climate for existing businesses and therefore, benefit from the continued presence and growth of those businesses.

The programmes forming the basis of this Thrust include:

- Existing Business Retention & Expansion
- New Business and Investment Attraction

#### 5.3.5.1 Programme 1: Existing Business Retention & Expansion

Any type of development, regardless of sector or project details, requires a favourable investment environment. The success of specific projects, to a certain degree, is dependent upon interventions to improve the existing business

environment. The existing business retention and expansion programme consists of various projects and development facilitation actions largely based on the components underpinning the Global Competitiveness Index (GCI[1]).

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Beautification and landscaping of main streets to give the main centres in Midvaal a facelift
- **Project 2:** Establish a Municipal Services Monitor at local level, whereby the municipality maintain a clear investment picture to inform planning, prioritisation and decision-making
- **Project 3:** Upgrading and maintenance of the main rail line connecting Vereeniging with Germiston and Johannesburg; as well as the train station in Meyerton
- **Project 4:** Undertake an Annual Business Confidence Survey to identify the strengths and weaknesses of the current business climate
- **Project 5:** Develop commodity/business working groups and stimulate dialogue over issues and problems within specific sectors/community groups in order to promote collective action
- **Project 6:** Identify business expansion opportunities and develop mechanisms to communicate these opportunities to businesses
- **Project 7:** Develop a Midvaal Economic Impact Assessment Tool for the evaluation of projects on an annual basis

The actions requiring facilitation to support this programme include:

- Improve intergovernmental relations, co-ordination and planning
- Develop partnerships (i.e. business sector, NPO's, NGO's) and facilitate institutional demarcation through the establishment of economic networks and linkages between entities to ensure coordination of development activities
- Undertake higher levels of interaction between communities and businesses with quality customer care facilities and better service delivery with high levels of maintenance, cleanliness and law enforcement, with associated high levels of public confidence
- Lobby with role-players (i.e. public works, international funding organisations, etc.
- Conduct a staff skills audit to determine skills gaps and required curriculum for training and undertake vigorous and comprehensive staff training programmes
- Utilise existing inter-governmental structures and local economic development forums to lobby the responsible authorities to prioritise key logistical infrastructure linkage investment benefitting the Midvaal Local Municipality

#### 5.3.5.2 Programme 2: New Business & Investment Attraction

The New Business and Investment Attraction Programme is ultimately aimed at attracting new development and direct investment to Midvaal Local Municipality. Focus is placed on improving and promoting the Midvaal image within the investment community as a favourable location for investment and making potential investors and stakeholders aware of the competitive advantages and potential business opportunities in the municipality in order to generate investment directly in such sectors (as identified within this LED Strategy).

The projects supporting the achievement of this programme are as follows:

- **Project 1:** Plan and undertake inward and outward missions – i.e. information seminars on investment opportunities; "Know your municipality" virtual tours; develop and distribute brochures and CDs of marketing information, and update website with marketing information.
- **Project 2:** Develop a Development Incentives Policy outlining development incentives as a discretionary reward system aimed at influencing and encouraging business development in the Midvaal area

[1] The index is an annual yardstick for policy-makers to look beyond short-term and reactionary measures and to instead assess their progress against the full set of factors that determine productivity.

- **Project 3:** Undertake Spatial Growth Demand Modelling and Economic Growth Modelling in order to identify spatial targeted areas for the Development Incentive Policy.
- **Project 4:** Undertake a Monitoring and Evaluation Appraisal (Cost-Benefit Analysis) post-implementation of the Incentives Policy.
- **Project 5:** Develop a Business Investment Guide providing potential investors access to information with regards to development potential in all sectors in the Municipality
- **Project 6:** Red tape reduction and ease of doing business to attract new businesses (but also retain existing businesses) – i.e. take stock of all procedures and regulations related to investment and determine where efficiency improvements and/or changes are required.
- **Project 7:** Develop a property database and market specific sites to certain prospective businesses
- **Project 8:** Develop and maintain business hubs and incubators with low rent to attract start-ups
- **Project 9:** Develop a Public Recruitment Agency that will assist labour market efficiency by matching appropriately skilled unemployed individuals with employers who are in the market for hiring

The actions requiring facilitation to support this programme include:

- Appoint an Investment Officer to the LED Portfolio and establish a special enquiry point
- Address the most pertinent barriers to new business development
- Promote entrance of new businesses: promote entrepreneurship and ensure adequate access to potential funding sources
- Assist local start-ups to access the dti's Black Industrialist Scheme Grant
- Encourage businesses to integrate skills strategies into business strategies and plans
- Ensure an increase in the municipality's base skills profile through registered accredited training linked to the National Qualifications Framework (NQF)

The following subsection provides a summary of the Development Framework's thrusts, programmes, projects and development facilitation actions as discussed in the preceding subsections.

### 5.3.4 SUMMARY OF THRUSTS, PROGRAMMES, PROJECTS AND FACILITATION ACTIONS

Having described the aims of each of the thrusts and specific programmes required to ensure the successful implementation of the Thrusts, Table 5.2 – 5.4 overleaf provides a summary of all the strategic programmes, projects (or potential local community-owned businesses) and development facilitation actions developed per Thrust as part of the LED Framework presented by this Strategy.

***Table 5.2: Summary of Thrust 1: Agricultural Development, Support & Value-Adding***

| | Sustainable and Diversified Agricultural Development | Emerging farmer support and skills development | Agro-processing and niche product development | Market development & creating an enabling environment |
|---|---|---|---|---|
| Projects | • Promote and assist the establishment of vegetable production small-scale farmers<br>• Encourage the development of agro-processing plants in the area<br>• Develop small-scale livestock farming cooperatives<br>• Establish vegetable production cooperatives focusing of produce suitable to the area<br>• Develop a poultry cluster, focusing on support and development of the existing and struggling poultry farming cooperatives/small-scale farmers in the area.<br>• Investigate opportunities for the cultivation, processing and distribution of cannabis in alignment with Gauteng Province's Cannabis Industrialisation Programme | • Develop a central mentorship programme for emerging farmers<br>• Develop a skills development programme aimed specifically at young/emerging farmers<br>• Bring commercial farmers and emerging/upcoming and small-scale farmers together through Agri-BEE partnerships<br>• Create a farming education and information sharing centre<br>• Monitor and ensure that an agricultural export (an Department of Agriculture official/extension officer) visit each emerging farmer/cooperative once or twice a year | • Investigate niche agricultural products and agro-processing opportunities.<br>• Investigate the expansion of the Bantu-Bonke Hydroponic project.<br>• Investigate the feasibility of an Essential Oils Pilot project.<br>• Investigate the feasibility of a cattle feed production plant | • Develop a multi-purpose agricultural centre and distribution depot.<br>• Initiate a study to identify niche markets in agriculture suitable for small farmers.<br>• Assist small-scale and emerging farmers in terms of packaging, quality management and marketing of produce to be able to market and sell their produce at the existing markets in Midvaal LM.<br>• Assist local sellers with their current needs (e.g. packaging, quality management and marketing)<br>• Promote a SMME for hiring of farming implements, tools and machinery and other equipment |
| Development Facilitation | • Identify and approach possible niche markets for vegetable production<br>• Facilitate the creation of support groups with mentorship and training programmes for farmers seeking to diversify their faming activities<br>• Facilitate and assist with continuous research for agriculture diversification and the introduction of new products<br>• Entice communities to start chicken farming, drought-resistant crops, vegetable farming, etc.<br>• Facilitate the establishment of a cattle support centre/group that will support and provide guidance to new cattle farmers<br>• Ensure continued discussion with institutions like SEDA and with national institutions like the IDC and the dti to formulate financing mechanisms for the establishment of BBBEE farming enterprises and cooperatives | • Identify and approach candidates to be incorporated into the Central Mentorship database<br>• Explore different sources of funding; approach funding institutions and source investors/partners<br>• Appoint a knowledge agricultural official to manage the information sharing centre<br>• Facilitate the acquisition of suitable land for sustainable small farming enterprises<br>• Facilitate access to training for youth and women<br>• Organise working groups among the same type livestock, poultry horticulture and maize/grains farmers<br>• Facilitate the formation of farmer-based community associations and agri-business entities<br>• Facilitate provision of information on how to access funding<br>• Promote farmer utilisation of extension officers<br>• Initiate shared transport and machinery scheme to support emerging farmers | • Facilitate public-private partnerships and joint venture establishments for development of agro-processing facilities<br>• Facilitate training in agro-processing, and develop and maintain a database of trained individual | • Audit existing cooperatives, determine what there challenges are and how they can be assisted<br>• Facilitate land acquisition for the development of a multi-purpose centre and distribution depot<br>• Facilitate the establishment of well-advertised markets for emerging/ upcoming farmers |

***Table 5.3: Summary of Thrust 2: Tourism and Green Economy Development and Promotion***

| | Tourism Industry Growth and Development | Tourism Marketing, Promotion and Awareness | Green Economy & Eco-tourism development |
|---|---|---|---|
| Projects | • Cooperate and support the Gauteng Provincial Government with regard to the Suikerbosrand Nature Reserve.<br>• Erect tourism signage and establish information landmarks along the main routes to ensure effective destination branding of Midvaal<br>• Formulate hospitality training programmes aimed at the youth as well as individuals currently involved in the hospitality industry<br>• Establishment of an adventure camp and youth development centre with environmental and tourism awareness education at the Vaaldam Nature Reserve<br>• Investigate and implement one or two possible mountainbiking/hiking circuits with proper signage<br>• Investigate the possibility of reviving the Walkersville Farmers Market.<br>• Develop day visitor facilities and recreational infrastructure aimed at promoting local tourism | • Undertake tourism market demand and trends analysis of the local and surrounding areas<br>• Develop a local Tourism Development and Marketing Plan<br>• Update and expand the existing Midvaal Tourism website (www.midvaal.travel) to promote and provide more information on tourism activities and events, with links to other attractions and accommodation websites, maps, places to go and images of these areas. | • An effort should be made to revive interest amongst the agricultural community in allowing tourists to visit farms and other places of interest involved with the planting, harvesting, packaging and processing of produce<br>• Establish recycling collection points (plastic, paper and household and commercial waste) at various point around towns and settlements. Linked thereto, establish recycled goods manufacturing cooperatives that produce plastic furniture, gifts, arts and crafts and handmade paper, etc.<br>• Establish building material manufacturing cooperatives (bricks, biodegradable materials)<br>• Undertake a feasibility for the establishment of refuse buy-back voucher centres, undertake pilot and once successful roll-out to other communities |
| Development Facilitation | • Facilitate training in the hospitality industry through accredited SETAs<br>• Facilitate and implement tourism development support systems for emerging entrepreneurs<br>• Create private sector awareness of opportunities in developing potential partnerships with the rural communities<br>• Facilitate the development of tourism activities within the Sicelo area promoting township tourism and contributing to the township economy revitalisation<br>• Creating public-private partnerships for opportunities to promote and enjoy the Klip River and Vaal Dam (such as low impact restaurants and places of leisure) and using such partners to maintain natural areas and provide ablution facilities | • Liaise with neighbouring destinations<br>• Facilitate tourism awareness campaigns at schools<br>• Establish an appropriate performance evaluation and monitoring system for the destination within the tourism industry<br>• Collaborate and support the Gauteng Tourism Authority, with efforts focused on what can be done to promote Midvaal and its tourism offering. | • Facilitate the education of local communities in regard to environmental conservation<br>• Identify stakeholders to champion ecosystem protection initiatives<br>• Facilitate training for the production of bio-degradable (green) building materials<br>• Incentivise and encourage the incorporation of alternative energy sources in new developments and existing business – both industrial and commercial in nature – to alleviate pressures on the national electricity grid<br>• Liaise with National Government to secure funding and gain support for green municipal service interventions<br>• |

***Table 5.4: Summary of Thrust 3: Business Development, Support & Promotion***

| | Business support, capacitation, and Entrepreneurial development | SMME Development & Integration of the Informal Economy | Promotion of Industrial, Trade and Construction activities | Marketing & Information Technology Platforms |
|---|---|---|---|---|
| Projects | • Compile and maintain a Midvaal Gateway 2 Opportunity database<br>• Collaborate with the Gauteng Provincial Treasury to assist qualifying local businesses to register on the National Treasury's Central Supplier Databases (CSD)<br>• Launch annual entrepreneur of the year competition and annually identify start-ups in tourism, agriculture, SMME as nominees<br>• Develop a partnership with businesses in Midvaal to establish a skills transfer programme<br>• Undertake a skills review in relation to market demand with business organizations (particularly in tourism, manufacturing and agriculture) and connect current database to gaps in the market | • Compile and maintain a funding resource database that can be distributed to entrepreneurs and used to facilitate lobbying for financial resources for SMMEs<br>• Promote the establishment of IT-related SMMEs providing support services to individuals and on issues related to technology, internet services and connectivity<br>• Promote the establishment of a local sewing and handiworks SMME focusing on manufacturing uniforms and other equipment (e.g. tables and chairs) for the local schools, businesses, etc.<br>• Establish a local youth small business development centre | • Collaborate with regard to the planned Vaal River SEZ<br>• Develop Manufacturing Advice and Incubation Centre (MAC)<br>• Support and promote current Business and Commercial Park(s)<br>• Establish the qualifications and experience of construction companies and individuals and assist with certification and registration to content for tenders.<br>• Setup an Internal Industrial Development Task Team that can provide advice and feedback to developers and industrialist<br>• Provide rate incentives for development that are in demand according to government policies<br>• Develop guidelines for contractors development and programme alignment | • Establish a municipal website and service desk/call centre<br>• Launch an LED opportunities marketing campaign by distributing poster/providing links on the municipal website to attract investors/entice business start-ups<br>• Establish a tender, business plan, government incentives, local recruitment support desk<br>• Undertake a feasibility for the creation of Wi-Fi zones in strategic places in Meyerton and other nodes where individuals can log onto the internet at a reduced cost<br>• Development of e-learning centres within rural nodes, providing rural communities with access to internet services, computers, etc |
| Development Facilitation | • Set up a task team to undertake the opportunities audit and to maintain the completed database.<br>• Assist the application process for local businesses to register on the National Treasury's CSD<br>• Setup criteria and selection process for the entrepreneur of the year competition.<br>• Facilitate the development of public-private partnerships<br>• Facilitate the development of discussion platforms to initiate marketing and networking opportunities<br>• Develop entrepreneurial study material for skills transfer and short term internships<br>• Create a task team to liaise with local businesses to identify possible mentors & identifying any gaps and opportunities related to local skills base.<br>• Promote competition among businesses through free for all access of information in the various industries | • Set up a task team to undertake the funding resource database and to update the current assistance available for SMMEs<br>• Develop entrepreneurial study material based on the local economic climate and opportunities for the training workshops and business courses<br>• Provide financial application assistance to SMME's through making use of the DTI's incentive programmes<br>• Appoint a task team to identify opportunities for small businesses based on skills identified in the skills register | • Market industrial and manufacturing opportunities and facilitate/fast-track the processing of applications<br>• Identify the stakeholders who are interested in producing at the manufacturing centre (MAC)<br>• Create a task team who can be mentors at the MAC<br>• Facilitate skills development in construction industry.<br>• Set up a task team to undertake the qualifications audit and to assist with registration of the construction companies and individuals | • Source funding to appoint and train a team to set up the monitoring database and run the municipal services complaints desk<br>• Identify and promote economic opportunities for communities which will be developed through the implementation of the LED strategy<br>• Communicate these opportunities to the community to entice individuals or businesses to take part<br>• Identify stakeholders to champion a business support desk |

***Table 5.5: Summary of Thrust 4: Township & Informal Economy Revitalisation***

| | Provision of an Adequate Regulatory and Policy Environment | Economic Infrastructure | Business Skills Development & Entrepreneurship | Provision of market support and business linkages through partnerships and collaboration |
|---|---|---|---|---|
| Projects | • Develop an Informal Sector Plan to assist the sector to access amenities and opportunities for growth<br>• Adopt By-laws on Informal Trading to assist with planning for the sector. | • Develop the necessary infrastructure to empower local entrepreneurs in rural and township areas to establish more localised economic activities, specifically Sicelo, Bantu Bonke and Mamello<br>• Provide and upgrade lockable storage facilities for traders at taxi ranks at key points<br>• Provision of basic services and infrastructure at taxi ranks<br>• Develop Neighourhood Watch Initiatives with increased street lighting and visible policing to target crime prevention | • Develop incentives for skills transfer from private sector to youth owned businesses<br>• Conduct training in essential business skills | • Develop a new Preferential Procurement Policy aimed at supporting local businesses, especially SMME's and businesses owned by youth and women<br>• Create a database of youth-owned businesses<br>• Incorporate youth business owners in local business forums engagements<br>• Establish and promote a market for rural business owners |
| Development Facilitation | • Provision of red tape reduction measures to ensure the ease of establishing businesses in townships<br>• Structure appropriate land uses along key transport nodes | • Conduct a survey of all suitable sites in the townships within Midvaal Local Municipality<br>• Submit applications to the Municipal Infrastructure Grant (MIG) to develop suitable infrastructure to promote clusters of SMME incubators in designated areas | • Facilitate access to funding to finance businesses<br>• Provide customised support based on individual business needs | • Facilitate local procurement opportunities through the implementation of a new Preferential Procurement Policy<br>• Facilitate business linkages with other local, regional and national value chains<br>• Work towards branding and quality standards for rural and township enterprises |

***Table 5.6: Summary of Thrust 5: Business Retention and Investment Attraction***

| | Existing Business Retention and Expansion | New Business and Investment Attraction |
|---|---|---|
| Projects | • Beautification and landscaping of main streets to give the main centres in Midvaal a facelift<br>• Establish a Municipal Services Monitor at local level, whereby the municipality maintain a clear investment picture to inform planning, prioritisation and decision-making<br>• Upgrading and maintenance of the main rail line connecting Vereeniging with Germiston and Johannesburg; as well as the train station in Meyerton<br>• Undertake an Annual Business Confidence Survey to identify the strengths and weaknesses of the current business climate<br>• Develop commodity/business working groups and stimulate dialogue over issues and problems within specific sectors/community groups in order to promote collective action<br>• Identify business expansion opportunities and develop mechanisms to communicate these opportunities to businesses.<br>• Develop a Midvaal Economic Impact Assessment Tool for the evaluation of projects on an annual basis | • Plan and undertake inward and outward missions – i.e. information seminars on investment opportunities; "Know your municipality" virtual tours; develop and distribute brochures and CDs of marketing information, and update website with marketing information.<br>• Develop a Development Incentives Policy outlining development incentives as a discretionary reward system aimed at influencing and encouraging business development in the Midvaal area, together with an Implementation Plan<br>• Undertake Spatial Growth Demand Modelling and Economic Growth Modelling in order to identify spatial targeted areas for the Development Incentive Policy.<br>• Undertake a Monitoring and Evaluation Appraisal (Cost-Benefit Analysis) post-implementation of the Incentives Policy.<br>• Develop a Business Investment Guide providing potential investors access to information with regards to development potential in all sectors in the Municipality<br>• Red tape reduction and ease of doing business to attract new businesses (but also retain existing businesses) – i.e. take stock of all procedures and regulations related to investment and determine where efficiency improvements and/or changes are required.<br>• Develop a property database and market specific sites to certain prospective businesses<br>• Develop and maintain business hubs and incubators with low rent to attract start-ups<br>• Develop a Public Recruitment Agency that will assist labour market efficiency by matching appropriately skilled unemployed individuals with employers who are in the market for hiring |
| Development Facilitation | • Improve intergovernmental relations, co-ordination and planning<br>• Develop partnerships (i.e. business sector, NPO's, NGO's) and facilitate institutional demarcation through the establishment of economic networks and linkages between entities to ensure coordination of development activities<br>• Undertake higher levels of interaction between communities and businesses with quality customer care facilities and better service delivery with high levels of maintenance, cleanliness and law enforcement, with associated high levels of public confidence<br>• Lobby with role-players (i.e. public works, international funding organisations, etc.<br>• Conduct a staff skills audit to determine skills gaps and required curriculum for training and undertake vigorous and comprehensive staff training programmes<br>• Utilise existing inter-governmental structures and local economic development forums to lobby the responsible authorities to prioritise key logistical infrastructure linkage investment benefitting the Midvaal Local Municipality | • Appoint an Investment Officer to the LED Portfolio and establish a special enquiry point<br>• Address the most pertinent barriers to new business development<br>• Promote entrance of new businesses: promote entrepreneurship and ensure adequate access to potential funding sources<br>• Assist local start-ups to access the dti's Black Industrialist Scheme Grant<br>• Encourage businesses to ingrate skills strategies into business strategies and plans<br>• Ensure an increase in the municipality's base skills profile through registered accredited training linked to the National Qualifications Framework (NQF) |

## 5.4. PROJECT PRIORITISATION

The purpose of this section is to prioritise the different projects according to the potential multiplier effect or impact of the projects. The projects deemed to have the greatest impact will be implemented first.

The criteria used in the prioritisation are as follows:

- Capacity building
- Economic empowerment
- Job creation
- Economic growth and impact
- Implementability

**Criterion 1: Capacity building**

The development of capacity within the LED unit, SMMEs and community on issues of Local Economic Development is key in shaping the future of the Midvaal Local Municipality. Such capacity building interventions will ensure that both the first and second economy grows to the benefit of big businesses and SMMEs. The prioritisation matrix should therefore favour projects that promote skills development and transfer.

**Criterion 2: Economic Empowerment**

Economic Empowerment is a criterion which measures how a particular project favours the previously disadvantaged groups. This dimension forces project implementation to be as inclusive as possible, signifying the importance of community economic development. Key questions that guide such determination are:

- Will the proposed project cater for SMME, community and small business assistance and involvement?
- Will the proposed initiative be sufficiently linked to the primary and tertiary sectors of the local economy?
- Will the proposed initiative make use of local resources and skills?
- Will the proposed project promote the establishment or expansion of start-up SMMEs?

**Criterion 3: Job creation**

One of the key dimensions of LED is dealing with the socio-economic challenges of unemployment and poverty. Any project implemented should at least address the following issues:

- The number of direct jobs to be created or generated
- Quality of the jobs created
- Long-term sustainability of the jobs
- Ability to improve skills and capacity levels of the local people

**Criterion 4: Economic Growth and Impact**

Economic impact refers to the sum of the project's influence on the economy, commonly known as its multiplier effect in terms of GDP contribution. Other impacts also considered include the following:

- Increased levy income
- Social advantages
- Foreign direct investment
- Inflows resultant

This criterion is probably the first to be considered when evaluating any investment opportunity or initiative from a business perspective.

**Criterion 5: Implementability**

This criterion focuses on the ease of implementing a particular project. Key issues for consideration under this criterion include:

- Cost of implementation of the project
- Possible access to funding and the funding mechanism
- Existing infrastructure availability and need for new infrastructure

A prioritisation model was developed that ranks projects as high, medium, and low. The projects that are considered as having the highest ranking receive implementation priority first.

| Rank | Low | Medium | High |
|---|---|---|---|
| Project score | 1 | 2 | 3 |

Each project is measured on a 0-3 score and the projects with the highest-ranking score will receive priority.

The table below summarises the project scoring using the prioritisation matrix:

- Five factor criteria:
  - Capacity Building (CB)
  - Economic Empowerment (EE)
  - Job Creation (JC)
  - Economic Impact (EI)
  - Implementability (I)
- Three-point score:
  - Low (1)
  - Medium (2)
  - High (3)

***Table 5.7: Project Prioritisation***

| Programme | Projects | CB | EE | JC | EI | I | Score |
|---|---|---|---|---|---|---|---|
| Sustainable and Diversified Agricultural Development | Promote and assist the establishment of vegetable production small-scale farmers | 1 | 3 | 3 | 3 | 2 | 12 |
| | Encourage the development of agro-processing plants in the area | 1 | 2 | 2 | 3 | 2 | 10 |
| | Develop small-scale livestock farming cooperatives | 1 | 3 | 3 | 3 | 2 | 12 |
| | Establish vegetable production cooperatives focusing of produce suitable to the area | 1 | 3 | 3 | 3 | 2 | 12 |
| | Develop a poultry cluster, focusing on support & development of the existing and struggling poultry farming cooperatives/small-scale farmers in the area. | 2 | 3 | 2 | 3 | 1 | 11 |
| | Investigate opportunities for the cultivation, processing and distribution of cannabis in alignment with Gauteng Province's Cannabis Industrialisation Programme | 1 | 2 | 2 | 3 | 2 | 10 |
| Emerging farmer support and skills development | Develop a central mentorship programme for emerging farmers | 3 | 3 | 1 | 2 | 2 | 11 |
| | Develop a skills development programme aimed specifically at young/emerging farmers | 3 | 3 | 1 | 2 | 2 | 11 |
| | Bring commercial farmers and emerging/upcoming and small-scale farmers together through Agri-BEE partnerships | 2 | 3 | 1 | 2 | 1 | 9 |
| | Create a farming education and information sharing centre | 3 | 2 | 1 | 2 | 2 | 10 |
| | Monitor and ensure that an agricultural export (an Department of Agriculture official/extension officer) visit each emerging farmer/cooperative once or twice a year | 2 | 2 | 1 | 2 | 2 | 9 |
| | Investigate niche agricultural products and agro-processing opportunities. | 1 | 2 | 1 | 2 | 2 | 8 |
| | Investigate the expansion of the Bantu-Bonke Hydroponic project. | 1 | 2 | 2 | 2 | 2 | 9 |

| Programme | Projects | CB | EE | JC | EI | I | Score |
|---|---|---|---|---|---|---|---|
| Agro-processing and niche product development | Investigate the feasibility of an Essential Oils Pilot project. | 1 | 2 | 2 | 2 | 2 | 9 |
| | Investigate the feasibility of a cattle feed production plant | 1 | 2 | 2 | 2 | 2 | 9 |
| Market development & creating an enabling environment | Develop a multi-purpose agricultural centre and distribution depot. | 1 | 2 | 3 | 3 | 1 | 10 |
| | Initiate a study to identify niche markets in agriculture suitable for small farmers. | 1 | 3 | 1 | 2 | 3 | 10 |
| | Assist small-scale and emerging farmers in terms of packaging, quality management and marketing of produce to be able to market and sell their produce at the existing markets in Midvaal LM. | 2 | 3 | 2 | 2 | 2 | 11 |
| | Assist local sellers with their current needs (e.g. packaging, quality management and marketing) | 2 | 2 | 1 | 2 | 1 | 8 |
| | Promote a SMME for hiring of farming implements, tools, machinery & other equipment | 1 | 3 | 3 | 2 | 1 | 10 |
| Tourism Industry Growth and Development | Cooperate and support the Gauteng Provincial Government with regard to the Suikerbosrand Nature Reserve. | 1 | 1 | 2 | 3 | 3 | 10 |
| | Erect tourism signage and establish information landmarks along the main routes to ensure effective destination branding of Midvaal | 1 | 1 | 1 | 2 | 2 | 7 |
| | Formulate hospitality training programmes aimed at the youth as well as individuals currently involved in the hospitality industry | 3 | 2 | 1 | 2 | 2 | 10 |
| | Establishment of an adventure camp and youth development centre with environmental and tourism awareness education at the Vaaldam Nature Reserve | 2 | 2 | 3 | 3 | 1 | 11 |
| | Investigate and implement one or two possible mountain biking/hiking circuits with proper signage | 1 | 1 | 1 | 2 | 2 | 7 |
| | Investigate the possibility of reviving the Walkersville Farmers Market. | 1 | 3 | 2 | 3 | 2 | 11 |
| | Develop day visitor facilities & recreational infrastructure aimed at promoting local tourism | 1 | 1 | 1 | 2 | 1 | 6 |
| | Undertake tourism market demand and trends analysis of the local and surrounding areas | 1 | 1 | 1 | 2 | 3 | 8 |

| Programme | Projects | CB | EE | JC | EI | I | Score |
|---|---|---|---|---|---|---|---|
| Tourism Marketing, Promotion and Awareness | Develop a local Tourism Development and Marketing Plan | 1 | 1 | 1 | 2 | 3 | 8 |
| | Update and expand the existing Midvaal Tourism website (www.midvaal.travel) to promote and provide more information on tourism activities and events, with links to other attractions and accommodation websites, maps, places to go and images of these areas. | 1 | 1 | 1 | 2 | 3 | 8 |
| Green Economy & Eco-tourism development | An effort should be made to revive interest amongst the agricultural community in allowing tourists to visit farms and other places of interest involved with the planting, harvesting, packaging and processing of produce | 1 | 1 | 1 | 2 | 2 | 7 |
| | Establish recycling collection points (plastic, paper and household and commercial waste) at various point around towns and settlements. Linked thereto, establish recycled goods manufacturing cooperatives that produce plastic furniture, gifts, arts and crafts and handmade paper, etc. | 2 | 3 | 3 | 3 | 2 | 13 |
| | Establish building material manufacturing cooperatives (bricks, biodegradable materials) | 1 | 3 | 3 | 3 | 1 | 11 |
| | Undertake a feasibility for the establishment of refuse buy-back voucher centres, undertake pilot and once successful roll-out to other communities | 1 | 2 | 1 | 2 | 2 | 8 |
| Business support, capacitation, and Entrepreneurial development | Compile and maintain a Midvaal Gateway 2 Opportunity database | 2 | 2 | 1 | 2 | 2 | 9 |
| | Collaborate with the Gauteng Provincial Treasury to assist qualifying local businesses to register on the National Treasury's Central Supplier Databases (CSD) | 2 | 2 | 1 | 1 | 3 | 9 |
| | Launch annual entrepreneur of the year competition and annually identify start-ups in tourism, agriculture, SMME as nominees | 2 | 2 | 1 | 1 | 2 | 8 |
| | Develop a partnership with businesses in Midvaal to establish a skills transfer programme | 3 | 2 | 1 | 1 | 2 | 9 |
| | Undertake a skills review in relation to market demand with business organisations (particularly in tourism, manufacturing and agriculture) and connect current database to gaps in the market | 3 | 2 | 1 | 1 | 1 | 8 |
| SMME Development & | Compile and maintain a funding resource database that can be distributed to entrepreneurs and used to facilitate lobbying for financial resources for SMMEs | 1 | 3 | 1 | 2 | 3 | 10 |

| Programme | Projects | CB | EE | JC | EI | I | Score |
|---|---|---|---|---|---|---|---|
| Integration of the Informal Economy | Promote the establishment of IT-related SMMEs providing support services to individuals and on issues related to technology, internet services and connectivity | 2 | 3 | 3 | 3 | 1 | 12 |
| | Promote the establishment of a local sewing and handiworks SMME focusing on manufacturing uniforms and other equipment (e.g. tables and chairs) for the local schools, businesses, etc. | 2 | 3 | 3 | 3 | 1 | 12 |
| | Establish a local youth small business development centre | 3 | 3 | 2 | 3 | 1 | 12 |
| Promotion of Industrial, Trade and Construction activities | Collaborate with regard to the planned Vaal River SEZ | 1 | 2 | 3 | 3 | 2 | 11 |
| | Develop Manufacturing Advice and Incubation Centre (MAC) | 2 | 2 | 3 | 3 | 1 | 11 |
| | Support and promote current Business and Commercial Park(s) | 1 | 2 | 2 | 3 | 2 | 10 |
| | Establish the qualifications and experience of construction companies and individuals and assist with certification and registration to content for tenders. | 2 | 2 | 2 | 2 | 2 | 10 |
| | Setup an Internal Industrial Development Task Team that can provide advice and feedback to developers and industrialist | 2 | 2 | 2 | 1 | 2 | 9 |
| | Provide rate incentives for development that are in demand according to government policies | 1 | 1 | 1 | 2 | 3 | 8 |
| | Develop guidelines for contractors development and programme alignment | 2 | 2 | 1 | 1 | 2 | 8 |
| Marketing & Information Technology Platforms | Establish a municipal website and service desk/call centre | 2 | 1 | 2 | 1 | 2 | 8 |
| | Launch an LED opportunities marketing campaign by distributing poster/providing links on the municipal website to attract investors/entice business start-ups | 1 | 1 | 1 | 2 | 2 | 6 |
| | Establish a tender, business plan, government incentives, local recruitment support desk | 2 | 1 | 2 | 2 | 2 | 9 |
| | Undertake a feasibility for the creation of Wi-Fi zones in strategic places in Meyerton and other nodes where individuals can log onto the internet at a reduced cost | 2 | 1 | 1 | 2 | 2 | 8 |
| | Development of e-learning centres within rural nodes, providing rural communities with access to internet services, computers, etc | 3 | 2 | 1 | 2 | 1 | 9 |

| Programme | Projects | CB | EE | JC | EI | I | Score |
|---|---|---|---|---|---|---|---|
| Provision of an Adequate Regulatory and Policy Environment | Develop an Informal Sector Plan to assist the sector to access amenities and opportunities for growth | 1 | 3 | 1 | 2 | 3 | 10 |
| | Adopt By-laws on Informal Trading to assist with planning for the sector. | 1 | 2 | 1 | 1 | 3 | 8 |
| Economic Infrastructure | Develop the necessary infrastructure to empower local entrepreneurs in rural and township areas to establish more localised economic activities, specifically Sicelo, Bantu Bonke and Mamello | 1 | 3 | 1 | 3 | 2 | 10 |
| | Provide and upgrade lockable storage facilities for traders at taxi ranks at key points | 1 | 2 | 1 | 1 | 2 | 7 |
| | Provision of basic services and infrastructure at taxi ranks | 1 | 1 | 1 | 1 | 2 | 6 |
| | Develop Neighourhood Watch Initiatives with increased street lighting and visible policing to target crime prevention | 1 | 1 | 2 | 1 | 2 | 7 |
| Business Skills Development & Entrepreneurship | Develop incentives for skills transfer from private sector to youth owned businesses | 3 | 3 | 1 | 1 | 3 | 11 |
| | Conduct training in essential business skills | 3 | 2 | 1 | 1 | 3 | 10 |
| Provision of market support and business linkages through partnerships and collaboration | Develop a new Preferential Procurement Policy aimed at supporting local businesses, especially SMME's and businesses owned by youth and women | 2 | 3 | 1 | 2 | 3 | 11 |
| | Create a database of youth-owned businesses | 2 | 3 | 1 | 2 | 3 | 11 |
| | Incorporate youth business owners in local business forums engagements | 2 | 3 | 1 | 1 | 3 | 10 |
| | Establish and promote a market for rural business owners | 2 | 2 | 1 | 2 | 2 | 9 |
| Existing Business Retention and Expansion | Beautification & landscaping of main streets to give the main centres in Midvaal a facelift | 1 | 1 | 2 | 1 | 2 | 7 |
| | Establish a Municipal Services Monitor at local level, whereby the municipality maintain a clear investment picture to inform planning, prioritisation and decision-making | 1 | 1 | 1 | 2 | 3 | 8 |
| | Upgrading and maintenance of the main rail line connecting Vereeniging with Germiston and Johannesburg; as well as the train station in Meyerton | 1 | 1 | 2 | 3 | 1 | 8 |
| | Undertake an Annual Business Confidence Survey to identify the strengths and weaknesses of the current business climate | 1 | 2 | 1 | 2 | 3 | 9 |

| Programme | Projects | CB | EE | JC | EI | I | Score |
|---|---|---|---|---|---|---|---|
| | Develop commodity/business working groups and stimulate dialogue over issues and problems within specific sectors/community groups to promote collective action | 2 | 2 | 1 | 2 | 3 | 10 |
| | Identify business expansion opportunities and develop mechanisms to communicate these opportunities to businesses. | 1 | 3 | 1 | 2 | 2 | 9 |
| | Develop a Midvaal Economic Impact Assessment Tool for the evaluation of projects on an annual basis | 1 | 2 | 1 | 2 | 3 | 9 |
| New Business and Investment Attraction | Plan and undertake inward and outward missions – i.e. information seminars on investment opportunities; "Know your municipality" virtual tours; develop and distribute brochures and CDs of marketing information, and update website with marketing information. | 2 | 1 | 2 | 1 | 2 | 8 |
| | Develop a Development Incentives Policy outlining development incentives as a discretionary reward system aimed at influencing and encouraging business development in the Midvaal area, together with an Implementation Plan | 2 | 2 | 1 | 2 | 3 | 10 |
| | Undertake Spatial Growth Demand Modelling and Economic Growth Modelling in order to identify spatial targeted areas for the Development Incentive Policy. | 1 | 1 | 2 | 2 | 3 | 9 |
| | Undertake a Monitoring and Evaluation Appraisal (Cost-Benefit Analysis) post-implementation of the Incentives Policy. | 1 | 2 | 1 | 2 | 3 | 9 |
| | Develop a Business Investment Guide providing potential investors access to information with regards to development potential in all sectors in the Municipality | 2 | 3 | 1 | 3 | 3 | 12 |
| | Red tape reduction and ease of doing business to attract new businesses (but also retain existing businesses) – i.e. take stock of all procedures and regulations related to investment and determine where efficiency improvements and/or changes are required. | 1 | 2 | 1 | 2 | 3 | 9 |
| | Develop a property database and market specific sites to certain prospective businesses | 1 | 2 | 1 | 2 | 2 | 8 |
| | Develop and maintain business hubs and incubators with low rent to attract start-ups | 1 | 3 | 1 | 3 | 2 | 9 |
| | Develop a Public Recruitment Agency that will assist labour market efficiency by matching appropriately skilled unemployed individuals with employers who are in the market for hiring | 1 | 2 | 2 | 2 | 1 | 8 |

Important notes about the matrix:

- Projects are rated in the same manner
- The ranking in the matrix is based on a five-factor criteria system
- The assumption in categorising the ranking is that each criterion will score equally in a ranking level
- Where x is a project, the ranking can be categorised as follows:

| Type | Formula | Priority |
|---|---|---|
| Category One | x = 0 | No priority |
| Category Two | 0 ≤ x ≤ 5 | Low priority |
| Category Three | 5 ≤ x ≤ 10 | Medium priority |
| Category Four | 10 ≤ x ≤ 15 | High priority |

It is clear that a large number of projects are in the high priority category and the challenge will be on whether the municipality can have the time and resources to implement all of these projects at once. The strategy gives the municipality an opportunity to further engage and come up with annual implementation or actions plans that will further prioritise projects for implementation.

Possible factors contributing to the above scenario could include the following:

- Configuration and lean staffing of the LED unit
- Absence of a stakeholder owned and driven LED Strategy
- Uncoordinated LED support by key stakeholders
- Lack of LED capacity development
- Allocation of inadequate budget for core LED activities and absence of mechanism for sourcing funds

# 6

# IMPLEMENTATION GUIDELINES

# 6. IMPLEMENTATION GUIDELINES

## 6.1 INTRODUCTION

This section provides guidelines for the preparation and implementation of the identified LED projects. It will service as an LED implementation manual for the Midvaal Local Municipality's LED unit after the completion and adoption of the LED Strategy.

## 6.2 PRIORITY PROJECTS IMPLEMENTATION GUIDELINES

The purpose of this sub-section is to facilitate the streamlined and fast-tracked delivery of the LED Strategy, its Thrusts and Programmes, through the effective implementation of a number of key projects and development facilitation actions. In order to successfully implement the projects, a number of implementation tasks typically need to be undertaken. The following aspects typically need to be addressed in order to facilitate the implementation of projects:

- Obtain ongoing funding
- Appoint an implementer
- Finalise ownership
- Develop detailed business plan
- Location and facilities (if need arises)
- Management team
- Staffing
- Human resource development
- Financial and accounting system

These are detailed upon hereunder.

### 6.2.1 Obtain ongoing funding

- There are numerous funding sources through which the Municipality can secure financial assistance or loans to support the implementation of the proposed projects. These sources include both private sector establishments and public sector resources. A complete list of potential funding institutions is provided in Annexure B.
- Find ways to obtain and secure capital;
- Determine how much money the owners/members have, how much the owners/members are willing to risk, how much they are going to invest, etc.
- Determine whether or not the owners are going to obtain a loan or make use of investors;
- Contact all funding sources and development programmes to obtain buy-in and support;
- Utilise a feasibility study to market the project to potential funders;
- Compile and submit applications for funding. Please note that funding of development is often one of the most constraining issues faced during the implementation of projects. Development funds is a scarce resource and all sources should be mobilised with due care;
- Ensure alignment of project with Council policies in order to get funding;
- Government support mechanism for the SMMEs also need to obtained, as well as other support mechanisms. These programmes aim to assist people to apply for new projects (e.g. close corporation), expansion of an existing project and skills support programmes.
- Consider utilising an external implementer to attain funding on behalf of the municipality for priority projects on a risk basis. I.e. the external entity is not remunerated for work undertaken in order to obtain funding, but should funding be obtained, the said external implementer needs to be appointed to undertake the project implementation (remuneration of which typically entails a 10-15% implementation fee of the funding obtained).

### 6.2.2 Appoint an implementer

- In order to implement the project successfully, a dedicated person needs to take responsibility for the implementation. This can either be done in-house if sufficient capacity and know-how exists, or can be put out on tender for development facilitators (in the short term) or in the medium term obtain assistance from the Gauteng Provincial Government. In order to ensure that the implementation and management of the proposed project is driven successfully, the implementer must ensure

that the project produces the deliverables to the required standard of quality and facilitate handover of the successfully implemented project. Consequently, the implementer must be appropriately empowered and provided with sufficient decision-making authority to fulfil his or her responsibilities;

- The project implementer needs to meet regularly with the community/potential owners of the project, as well as with the relevant LED coordinator / tourism & SMME officer/ agriculture and environmental officer (whichever is applicable) on a weekly basis to ensure that the learning process is shared with all members and to effectively evaluate the progress of the project. This will ensure that the LED Unit is capacitated to in future implement projects internally;
- The implementer must also take responsibility for the following: liaising with the Municipality, project programming and execution, monitoring overall performance of members, undertaking accounting administration of project, time frame management, setting up implementing user agreements, monitoring and managing risks, establishing and enhancing reporting mechanisms, conducting regular team meetings, monitoring quality assurance and deliverable acceptance, monitoring construction and skills training phases, producing monthly progress reports and status reports in order to ensure that the project aligns with the required outputs, timeframe and budget.

### 6.2.3 Finalise ownership

- Identify stakeholders/businesses/community members interested in becoming involved in the proposed project;
- Identify local communities and role-players/stakeholders (such as Government departments, Traditional Authorities, parastatals, NGOs, CBOs, emerging SMMEs, etc.) that need to be involved in planning and decision-making processes;
- Undertake strategic workshops to engage with relevant project stakeholders. This includes obtaining local business interests with regards to the projects and to obtain community-based interests. It is essential that this participation be fostered, as the acceptance of the outputs of the project needs to be in line with business and community desires. The purpose of these workshops will also be to ascertain stakeholder visions for the project, so that key issues not previously raised can be taken into consideration. It is essential to obtain such input from the start of the project;
- Undertake negotiations with the community, private sector businesses/funders interested in partnerships, government departments, support organisations, etc. to finalise ownership. The negotiations should include determining what possible partnerships can be forged with; and
- Hold introductory meetings with existing (or proposed beneficiaries) of the proposed projects. The purpose of this introductory meeting will be to explain the purpose of the project to the beneficiaries so that they are able to make informed decisions regarding the project at a later stage.

### 6.2.4 Develop a detailed business plan

- Once the body responsible for implementation (either internal or external) has been identified, such a person needs to develop a detailed action plan (as part of the business plan), which consists of: project scope and work breakdown structure, programme and milestones, agenda's and minutes of meetings, correspondence, progress reports, communication schedule, coordination of parties involved, timeframe management, working capital, liaison with end users, ongoing monitoring plan, facilitation and final handover, etc.
- The action plan needs to identify: whether each action is really required for reaching the vision; will these actions allow you to reach all of the defined objectives; will these actions remove all of the identified issues; will these actions allow you to reach the identified critical success factors; and can you do these actions for the expected investment?
- A detailed business plan needs to be developed and should contain the following guidelines and actions to facilitate the implementation: project description, vital issues that need to be addressed before the business can be started, economic impact, key role-players that need to take responsibility for the development, nature and possible sources of additional financing for the business, facilitation plan (what needs to be done to ensure successful implementation), implementation timeframe and phasing, institutional arrangements (Legal form of ownerships and responsibilities, strategic partners, organisational structure, internal monitoring mechanisms), operating plan, forecasts and timeframes, financial requirements, income creation to ensure breaking-even, final

capital costs, operating costs, outputs and outcomes, resource requirements, budget, cash flow, funding sources, investment opportunities, returns, income/expenditure and revenue stream, balance sheet, etc.

- Such a business plan is often required in order to obtain funding (see first step – Obtain ongoing funding).
- Business plan assessment and refinement is also needed. This entails ensuring attainable vision, goals, strategies and objectives, ensuring that detailed outcomes and project indicators exist, ensuring alignment to policy frameworks, obtaining a detailed understanding of risks and identifying risk ameliorations, verifying timeframes for implementation, revising financial plans and resource requirements, ensuring effectiveness – to ensure it contains all that investors need to know, etc.
- Other actions that need to be undertaken to ensure the successful implementation of a project include: determining the income and expenditure of the project over a three-year period, giving an indication of the monthly profit/loss, establishing how any profits will be re-invested into the project, how the project will break even and the sustainability of the project; determine what type of record keeping will be required; identify which associations need to be joined; etc.

### 6.2.5 Location and facilities (if need arises)

- Finalise location and position of the potential project;
- Determine requirements in terms of location such as identifying local authority regulations and permits needed for business in the area;
- Insure acceptance of location by those involved;
- Appoint architect/specialist for design of floor layout plan to ensure most efficient layout of space;
- Determine detailed costs of the buildings required in terms of size, parameters, and rental requirements, where applicable;
- Appoint specialists as and when needed, such as quantity surveyor, architect, construction company etc.
- Fast track approval of building plans, the provision of bulk services, etc.
- Provide assistance with regards to preparations of the sites and buildings to accommodate the project, as well as the purchase of equipment and tools required;
- Obtain quotes for costs and discuss with owners; and
- The construction processes also need to be monitored to ensure its timely completion and to ensure that all aspects of the project are implemented successfully.

### 6.2.6 Management Team

- Finalise partnerships with other entities/support organisations/initiatives where appropriate;
- Finalise exact legal requirements for type of company/co-operative/association;
- Contact institute involved and obtain requirements for the registration of the company; and
- The personality, professional and social competence, and motivation of the team also need to be evaluated so as to ensure successful implementation.

### 6.2.7 Staffing

- Assist with the identification and appointment of a manager. This position is extremely important, as the manager will drive the entire project and provide the necessary assistance and mentorship to members/staff/permanent workforce.
- Ensure that adequately skilled workers are appointed (where appropriate) for the proposed project; and
- Develop detailed job descriptions in association with owners, including roles and responsibilities.

### 6.2.8 Human Resource Development

- Identify needs through research, meetings, seminars and workshops with similar type projects and related staff;
- Undertake the identification of training and technical needs of similar type companies in collaboration with relevant and interested organisations, e.g. SEDA;
- Identify cost of training required. The training required should include access to technical training in order to operate the machinery involved in manufacturing processes if projects require this type of skill;
- Identify sources of training;

- Negotiate with existing similar type business owners and managers in Midvaal Local Municipality who are willing to be involved in skills transfer, mentorship and assistance in respect of business management, market penetration, registration, etc. Request assistance from the LED forum members in this regard.
- Contact and rope in relevant SETA's;
- Monitor the training programmes to meet these needs; and
- Ensure that staffing teams have complementary skills and strengths, shared vision, flexible approach to problems, sticks together etc.

### 6.2.9 Financial and accounting system

- Effectively manage cash flow and funding resources of the proposed project;
- Efficient management of working capital includes the following: reducing the duration of the working capital shortage (and hence reducing the cost of the product due to lower interest expense), selecting the best option available for financing any working capital shortfall, ensuring that the time required to bring the product to the market is not underestimated, ensuring that market acceptance is not overestimated – realistic goals are required, the need for increased working capital must be taken into consideration as turnover rises, not to use short-term finance for long-term requirements, make allowance for peak cash requirements just prior to month end, make allowance for monthly salary deductions, determining how large the companies' capital requirements will be until break-even, etc. How much cash will be needed in the worst case? Determining where the capital will come from, what returns investors can expect, determining how profits can be realised, etc.; and
- The financial and accounting system needs to be implemented.

## 6.3 CONCLUSION

While all the aspects covered in the preceding subsection need to be addressed in implementation, some of the critical success factors required to ensure successful implementation include:

- The development of a feasibility and business plan
- Lodging applications with financial sources and lobbying and determination of the amount of subsidies available
- The identification of appropriate partners/beneficiaries and type of ownership
- The identification of skills requirements
- The establishment of appropriate linkages with existing similar type enterprises for the provision of practical advice and mentorship, as well as the possible formation of an advisory board.

Furthermore Section 5 of this strategy provided the complete LED Framework with a comprehensive list of Programmes, Projects and Development Facilitation Actions. If these are addressed and implemented successfully, the Municipality should be able to reach its goals of poverty alleviation through the creation of employment opportunities by primarily utilising local resources.

However a 'vital issues' approach needs to be undertaken. That is, not all of the above-indicated programmes, projects and actions, should or could (given financial and human resources constraints) be implemented simultaneously. The Economic Framework set out in this Strategy should thus be implemented in a phased manner, necessitating a focused and progressive approach toward the implementation of certain programmes and projects throughout the LED process. Nonetheless, equal attention should be given to each of the thrusts so as to avoid the creation of economic sector dominance on the one hand and dependence on the other.

# STRATEGIC FRAMEWORK

# 7

# 7. STRATEGIC FRAMEWORK

## 7.1 INTRODUCTION

The purpose of this section is to provide a strategic framework for the implementation of the LED Strategy. This Section address strategic aspects of Local Economic Development, such as institutional arrangements, the relationship of LED to other municipal, provincial and government structures, factors in development facilitation, marketing, integrated programming and performance monitoring.

This Section constitutes the following:

- Legislative background and LED roles and responsibilities
- Programme and Project Implementation Requirements of the LED Unit
- Outsourcing projects for implementation
- Capacitation and Human Capital Development
- Monitoring and Evaluation Guidelines & Procedures

## 7.2 LEGISLATIVE BACKGROUND & LED ROLES AND RESPONSIBILITIES

This sub-section is aimed at firstly clarifying the legislative background against which Municipalities are tasked to implement local economic development in their areas of jurisdiction and the roles and responsibilities.

The cornerstone for all legislation and policy-making in South Africa is the Constitution (No 108 of 1996). Chapter 7 of the Act defines the role of local government in its community, and five objectives of local government are outlined in section 152:

- To provide democratic and accountable government for local communities.
- To ensure the provision of services to communities in a sustainable manner.
- To promote social and economic development.
- To promote a safe and healthy environment.
- To encourage the involvement of communities and community organisations in the matter of local government.

Furthermore, section 153 of the Constitution stipulates the following developmental duties of all municipalities:

- A municipality must structure and manage its administration, budgeting and planning processes to give priority to the basic needs of the community, and to promote social and economic development.
- A municipality must participate in national and provincial development programmes.

The Medium Term Strategy Framework builds on the successes of democracy, and is a framework which identifies South Africa's development challenges and outlines the medium-term strategy for improvements in the conditions of life of the citizens of South Africa. The aim of the MTSF is focussed on sustaining higher GDP growth, job creation, investment and exports, as well as broadening economic participation and activity through Black Economic Empowerment and enterprise development. Planning and resource allocation across all the spheres of government should be guided by the MTSF. The MTSF provides:

- A translation of the electoral mandate.
- Priorities for the next 5 years
- Focus on economic investment and growth
- An expansionary fiscal outlook

The National Framework for LED aims to serve as a guide that seeks to ensure an understanding of LED and has put forward a strategic implementation approach that municipalities, provinces, national government, state-owned enterprises and communities can follow to improve local economic development. The NFLED seeks to mobilise local people and local resources in an effort to fight poverty. This framework also seeks to guide the implementation of the LED Key Performance Indicator of the 5-year Local Government Strategic Agenda.

LED is not conducted in isolation by a particular municipal department or private sector organisation. It is an integrated strategy that involves a number of key role players, who are responsible for a variety of activities that are imperative to the potential success of any LED strategy. Almost every LED action will, or should, involve the local government to some degree. This is because they are deeply involved in local business activity as suppliers of infrastructure, as tax collectors,

through service delivery, resource allocation and as regulators of land, buildings and activities.

**National roles and responsibilities** are outlined below:

- Provide an overall policy and strategic framework for LED at provincial & local government levels;
- Provide legislative framework for LED;
- Provide a framework for provincial and municipal capacity-building and support systems;
- Support for key institutions;
- Obtain support for commitment towards LED;
- Maintain strong inter-governmental relationships using and strengthening existing IGR institutions;
- Disseminate information to provincial and local government levels about LED support;
- Increase administrative efficiency, and
- Monitor and evaluate the impact of LED nationally

**Provincial roles and responsibilities** are as follows:

- Provide a strategic vision and strategy for integrated economic, social and community development through the Provincial Growth and Development Plan (PGDP);
- Vertical and horizontal integration of the municipal IDPs
- Training and capacity building for LED;
- Facilitate LED through financial and technical resources to implement and sustain LED in municipalities;
- Share information (e.g., provincial economic trends, land use, investment); and
- Monitor and evaluate the impact of LED provincially.

**District roles and responsibilities** are as follows:

- Establish a LED institution which includes the DM and LMs to foster cooperation and coordinate LED policies, structures and projects in the district municipality;
- Identify "lead" LED sectors within the district that can drive development, by undertaking economic analysis and studies;
- Collect and disseminate information to assist local municipalities with LED interventions;
- Identify resource availability (grants available at provincial level, land, infrastructure);
- Maintain strong relationship with the province;
- Build capacity of LMs in its area to perform their LED functions;
- Monitor and evaluate LED strategy within the IDP framework.
- Provide assistance to local municipalities in the accessing of funding;
- Develop a district-wide LED/Economic Development strategy.

**The roles and responsibilities of local municipalities** are as follows:

- Coordinate & manage LED planning within the LM
- Implement LED projects;
- Source funding from government and private sector for the implementation of LED projects;
- Establish a LED institution to coordinate LED activities;
- Build local capacity over the long term as LED becomes embedded within the municipality's priorities;
- Encourage and facilitate public participation in LED;
- Promote inter-departmental collaboration;
- Promote and organise PPPs
- Establish sector linkages; and
- Monitor and evaluate the implementation of the LED strategy and specific LED projects.

The roles and responsibilities of other roleplayers are as follows:

- **Private Sector:**
  - Establishment, management and operation of business enterprises to the benefit of the enterprise and the community of the local area;
  - Sustainable employment creation, income generation and investment; and
  - Capacity building of personnel.
- **Labour/NGO/CBO sector:**

  - Provide support to economic growth and development policies, strategies and the implementation of opportunities within the context of sustainable development.
- **Local/national/international donor organisations:**
  - Provide funding and economic development support and services within the legislative and institutional context of economic development at national, provincial and local level
- **National & Provincial Development Agencies:**
  - Provide funding and economic development support and services within the legislative and institutional context of economic development at national, provincial and local level.
  - Appropriate partnership mechanisms between government, the private sector and civil society can enhance the ability of the private sector to accelerate job creation within an LED programme. This is to ensure that social capital is nurtured at the local level, empowered and drawn upon. Overall, in line with international best practice, local government is allocated a facilitative or enabling role in LED processes.

Outside of government, an important role is played in LED by a number of other key stakeholders, namely the South African Local Government Association (SALGA), the Development Bank of Southern Africa (DBSA), Department of Local Government (DPLG), Department of Trade and Investment (Dti), Integrated Development Corporation (IDC), Small Enterprise Development Agency (SEDA), etc. The aforementioned should all engage in a process which defines complementary roles for each partner rather than the existing situation of overlapping roles and responsibilities. Finally, a valuable role is assumed in the landscape of LED in South Africa by the activities of the group of international donors, including the European Union, The World Bank, GTZ, DFID, etc.

## 7.3 PROGRAMME AND PROJECT IMPLEMENTATION REQUIREMENTS OF THE LED UNIT

Developing an effective institutional structure and framework for a municipality is often challenged by various factors such as funding availability to employ more LED officers, identifying the skills shortages and filling the gaps where responsibilities of the LED Unit are not being met, working within the political and economic context of the municipality and being able to construct an institutional structure and framework that will appropriately address needs of that context.

The purpose of this section is to offer viable options for the institutional arrangements of the LED Unit of Midvaal LM. Recommendations will be provided for the short-, medium-, and long- term restructuring possibilities.

To ensure that the LED Strategy is properly implemented and focuses on key LED factors such as poverty alleviation, job creation, SMME development there are several standard actions that key role-players must undertake. These include:

- Capacitate the LED Unit with competent and relevantly skilled people before beginning with implementation of LED programmes and projects
- Facilitate the successful roll-out of programmes and projects by implementing those that have been identified as immediate priority, followed by the medium- and long-term projects as prioritised in Section 5.
- Develop reasonable timeframes and monitor the time schedule monthly or weekly in order to effectively evaluate the progress of all necessary actions
- Create a balance between noticeable economic growth and stimulating local community empowerment in order to have more sustained LED
- Job creation and implementation of projects must be primarily undertaken by the local community, not through the utilisation of external service providers and workers
- Ensure that vital financial resources, equipment and human capital are have been accessed and are in place for utilisation prior to the roll-out of programmes and projects.

Appointed LED institutions/role-players must be operational at Programme- and at Project level. At Programme level, institutions are tasked with coordinating development initiatives (see Diagram 7.1); while at Project level the institutions have definitive tasks, budgets and timeframes.

Whereas LED projects may be managed and driven through the support from a number of different institutions. The Municipality however needs to coordinate the project initiatives by drawing them together into a coherent LED Programme for the area. However, while Project level institutions can comprise institutional

arrangements outside of the Municipality, it should be stressed at the outset that Municipalities remain politically accountable for LED and cannot delegate political responsibility to other institutions. Furthermore, Municipalities also remain responsible for public funds, even if projects are delegated to Project level institutions, such as a Section 21 Company or a Community Trust.

***Diagram 7.1: Responsibilities of Programme Level Institutions***

**Programme Level Institutions**

- Coordination of LED Programme
- Management of LED Programme
- Communication between relevant stakeholders
- Driving force behind the development
- Identification of resources
- Mobilisation of resources
- Facilitate improved participation
- Build capacity of stakeholders to fulfil their individual functions as well
- Select appropriate Proejct Level Institutions

Given the large variety of projects that could be implemented as part of local economic development, it is impossible to provide details of specific institutional arrangements for each project. However, certain aspects are characteristic of successful Project level institutions, regardless of the projects they are involved in.

The capacity of any LED unit is dependent on its staffing levels, the levels of skills possessed by appointed staff, the available budget for the operation of the unit and for the implementation of projects, the commitment on the part of the Municipality and the presence of the necessary facilities to effectively complete its tasks.

## 7.4 OUTSOURCING PROJECTS FOR IMPLEMENTATION

A specific role for the implementation of projects also needs to be created within the LED Unit, to ensure that LED initiatives do not remain only identified projects but is successfully facilitated. Dedicated LED implementing post is thus needed, and it is suggested that the Senior LED Officers (includes Tourism and Agriculture) fulfil this role. This role requires focussed management and development facilitation of specific projects, including the targeting of support agencies and funding sources, the development of the required infrastructure, etc. This would include determining the feasibility of the projects in terms of demand and supply factors, potential stakeholders, potential impact in terms of employment, economic development potential, etc. Once feasibilities have been undertaken, promotion of the feasible projects to private sector stakeholders and funding institutions, and development facilitation to identifying stakeholders/partners, identifying suitable location and building, appointment of specialists (as and when required), providing training on way forward for implementation, etc. follows. The first step prior to implementation is to submit applications for funding and the ensure capacity-building and availability for project implementation.

As such, it is advised that an interim or second option entail outsourcing of the projects for development facilitation, to overcome budget and capacity constraints. In this instance the LED Unit could play a larger coordinating role at programme level, concentrating its efforts on the identification of LED programmes and projects, planning for LED programmes, consultations, etc. The implementation of specific projects can then be outsourced as many municipalities are currently undertaking. This means that all of the time-consuming aspects such as feasibilities, marketing, sourcing financing, sourcing investors, undertaking training, etc. are all outsourced. It is thus suggested as an interim measure that the implementation of projects get outsourced.

Throughout the country limited success is being achieved with regards to implementation of LED strategies. Midvaal Local Municipality should move beyond strategy development by implementing project opportunities contained in the LED strategy in order to obtain much needed economic development. However, lack of funding, shortage of resources, and lack of capacity are some of the most constraining issues faced during the implementation of projects. As such, it is proposed that implementing agents be endorsed by the Municipal Manager to submit applications for funding to various entities such as the DBSA,

IDC, DTI, etc. of projects contained within the approved LED strategy of the municipality. This will greatly assist the municipality, because in order to attain economic development it is critical that funding for priority projects be obtained so that the municipality can move beyond strategy development into actual delivery and job creation in line with national and provincial policy directives.

Implementing agents thus require permission to apply for funding to initiate the process of getting the projects on the ground through packaging funding applications accompanied with covering letters, motivations, concepts, etc. The professional work to be undertaken could be borne by the implementing agents on a risk basis and all professional work undertaken will be voluntarily and without payment. In return, the implementing agents will obtain funding for being the project implementers as part of the grant applications and will thus ensure implementation and realisation of the projects, for which funding has been obtained. In this regard, the implementing agents will have separate agreements in place with potential funding providers. The municipality will thus in no way be liable for providing the implementing agents with any fees related to professional work for attaining funds on behalf of high priority LED projects contained within the approved LED strategy and this in no way legally binds the municipality for payment in anyway.

The purpose of endorsing professionals is thus merely to provide the implementing agents with consent to apply for funding of Local Economic Development (LED) projects within the jurisdiction of the local municipality, as identified in the municipalities approved LED strategy, in order to initiate the process of getting LED projects on the ground.

## 7.5 CAPACITATION AND HUMAN CAPITAL DEVELOPMENT

The following local conditions contribute deeply to the building blocks of LED and needs to be in place to ensure economic growth within the Local Municipality:

- A strong local institutional presence with a variety of organisations, financial bodies, business chambers, trade unions, local and regional authorities, development agencies, innovation centres and marketing entities are vital to provide an ensemble of services and representative functions
- A high level of interaction between local organisations, in the form of regular formal and informal communication and at all levels of authority. Information exchanges, collaborations and cooperation between these entities are also necessary and provide the opportunity for organisations to adjust to the changing economic environment in relation to one another. Social norms and behaviour will collectively shape a certain social atmosphere which will help build trusting relationships between people and organisations
- Shared awareness of being part of a common enterprise. This will produce a common agenda which can both develop and influence patterns of relative power to establish trusting relations and local legitimacy. A widely held and accepted project will mobilise a large area of stakeholders with efficiency and speed
- Patterns of coalition and structures of power will decrease silo-behaviour or sectionalism. It will assist with coordination of projects and the sharing of costs. The structure of the entity relationships in the region will reflect on the power base of the organisations, their resources, the financial capacity and stability, and their independence from influential external factors.

It is this concept that will inform the elements of capacity building and human capital development that are discussed below.

### 7.5.1 LED Unit Capacity Building and Human Capital Development

It is not sufficient to only increase the number of personnel that is employed, but also that the right personnel with the appropriate qualifications, experience and training is appointed. None the less, it may be necessary for staff appointed to the LED Units to undergo training specific to local economic development in Midvaal Local Municipality.

This training could include aspects such as the context-specific economic theories that underlie local economic development, basic concepts and influences on economies, procedures related to LED in Midvaal Local Municipality, and undertaking situational analyses to understand the socio-economic and economic profiles of the Municipality. Training should also include the skills to identify opportunities and constraints and the conversion of these opportunities and constraints into programmes and viable projects, learning how

to compile and evaluate feasibility studies, gain access to capital and funding, implement the LED Strategy and manage programmes/projects, and how to monitor and evaluate the strategy and the programmes/projects set in motion.

### 7.5.2 Capacity of the Implementing Agent

Certain characteristics of implementing agents/institutions are essential for successful project delivery. These characteristics must be actively sought in the institutions to which tenders are awarded or to implementing agents that are endorsed to obtain funding for the implementation of LED Projects. The implementers appointed should:

- Have the ability to produce effective results
- Have sufficient staff capacity to implement the project efficiently
- Have the ability to mobilise sufficient finance and human resources for the project
- Have the ability to transfer skills from any outside agents involved to the municipality and community members to build in-house capacity where applicable
- Match LED objectives and strategies of the project
- Build and inspire confidence among the stakeholders
- Minimise the potential liability of the LED programme institution, the Municipality and other stakeholders if the project experiences problems
- Monitor the progress of the project
- Meet the requirements of government legislation and commercial law

Should the route of appointing external expertise be followed in the interim period, it is imperative that the implementers appointed contribute to the building of in-house capacity in the medium term, thereby ensuring that the Municipality will eventually be able to implement many of the projects on their own.

In other words it is suggested that the implementers whom get appointed create a fitting understanding of the underlying theoretical aspects influencing LED in the Midvaal Local Municipality, equip the local role-players to initiative and drive LED activities, and to enable the generation of LED momentum.

This can be achieved by involving the LED Unit in the hands-on implementing process of projects from start to finish, allowing the transfer of skills to LED officials. This almost 'on-the-job' training approach could include training related to:

- Identification of local people to become involved in ownership of projects
- Undertaking strategic workshops to engage relevant project stakeholders
- Negotiating with communities, traditional authorities, , land owners (where applicable), etc. in finalising ownership
- Putting projects out to tender by advertising and promoting opportunities for development of projects and evaluating tenders
- Finding ways to obtain and secure start-up capital
- Utilising feasibility studies to market projects to potential funders
- Submitting applications for funding
- Developing detailed business plans
- Determining requirements in terms of location, such as licensing and rental, etc.
- Determining infrastructure requirements of project
- Obtaining quotes for costs and appointing specialists
- Finalising legal requirements/registration related to management of projects
- Appointing appropriately skilled staff and developing suitable job descriptions
- Identifying training and technical needs of members and sourcing appropriate training
- Drawing up detailed marketing plans and understanding the markets
- Developing and implementing efficient financial and accounting systems
- Undertaking progress and performance monitoring
- Providing ongoing support and mentorship

### 7.5.3 External Stakeholder Relations

Essentially, the LED Unit cannot undertake local economic development in isolation, particularly in view of its currently constrained capacity. It should seek guidance and involvement from external institutions which could assist in achieving a dynamic, diverse and sustainable economy. It is, therefore, necessary for the LED unit to build relations and coordinate the involvement of various community groups, support service agencies and government structures

to successfully implement the Programmes and Projects identified and described in this Strategy.

LED involves local, national and international partnerships (e.g. twinning) between communities, businesses and governments to solve problems; create joint business ventures and build up local areas. It is also necessary that the Midvaal Local Municipality should make use of external support mechanisms by establishing linkages beyond the municipality with a wider group of stakeholders. Appropriate partnership mechanisms between government, the private sector, non-governmental organisations (NGOs) and civil society can enhance the ability of the private sector to accelerate job creation within an LED programme. In this way social capital is nurtured at the local level, empowered and drawn upon by the private sector and active external entities. The roles of these entities are defined below:

- **Private Sector:**
  - Establishment, management and operation of business enterprises to the benefit from the enterprise and the community of the local area;
  - Sustainable employment creation, income generation and investment; and Capacity building of personnel
- **Labour/NGO/CBO sector roles and responsibilities:**
  - Provide support to economic growth and development policies, strategies and the implementation of opportunities within the context of sustainable development.
- **Local/national/international donor organisations roles and responsibilities:**
  - Provide funding and economic development support and services within the legislative and institutional context of economic development at national, provincial and local level
- **National & Provincial Development Agencies' roles and responsibilities**
  - Provide funding and economic development support and services within the legislative and institutional context of economic development at national, provincial and local level.

Beyond government, an important role is played in LED by a number of other key stakeholders, namely the South African Local Government Association (SALGA), the Development Bank of Southern Africa (DBSA), Department of Local Government (DPLG), Department of Trade and Investment (DTI), Integrated Development Corporation (IDC), Small Enterprise Development Agency (SEDA), etc. The aforementioned should all engage in a process which defines complementary roles for each partner rather than the existing situation of overlapping roles and responsibilities. A valuable role is also assumed by the activities of the group of international donors, including the European Union, The World Bank, GIZ and DFID.

Successful LED depends on the collective efforts of the public, private and community sectors. Formal and informal structures and processes should be established to ensure all stakeholders are involved and the planning process is well managed.

The advantages to involving stakeholders include:

- Stakeholders bring specialist knowledge and different perspectives making the planning process more robust
- They bring professional, financial and physical resources to the table
- They legitimise the process by being involved
- They forestall problems by being engaged in the process
- Business partners are likely to know much more than local government representatives about the true state of the competitive position of the community
- By involving higher tiers of government, strategies are likely to benefit from their support (including financial)
- Local community representatives are likely to be best informed about local problems and opportunities that could be addressed by the LED strategy
- By involving communities, it is more likely that a volunteer effort could be established to support LED implementation programs
- Jobs and economic growth are created in the private sector. Government is usually merely a facilitator in this process.

However a 'vital issues' approach needs to be undertaken. That is, not all of the above-indicated programmes, projects and actions, should or could (given financial and human resources constraints) be implemented simultaneously. The Economic Framework set out in this Strategy should thus be implemented in a phased manner, necessitating a focussed and progressive approach towards the

implementation of certain programmes and projects throughout the LED Process. Nonetheless, equal attention should be given to each of the thrusts so as to avoid the creation of economic sector dominance on the one hand and dependence on the other.

## 7.6 MONITORING & EVALUATION

As highlighted by the LED South African Network, all LED strategies and projects must have specific goals and objectives in order to ensure success. These goals and objectives need to have effective monitoring and evaluation (M&E) focus points that will help guide implementation and deliver successful results.

The Monitoring and Evaluation Pan is an important component of the LED Strategy, as it allows the Midvaal Local Municipality to assess and report on how well it is performing in implementing the Strategy and reaching its goals in terms of local economic development. Monitoring and evaluation can effectively be used to improve how the LED Unit achieves results, as it provides set benchmarks against which progress can be tracked and can be utilised as essential feedback mechanisms, whereby the Municipality can ensure that its LED initiatives remain dynamic and responsive to changing conditions in the local, national and international economy.

Monitoring and evaluation are two separate, but interrelated strategies, which involve the collection of data and reporting on the findings, allowing the Municipality to assess its performance. The monitoring component of the Plan involves the continuous collection and analysis of information in order to compare how well the Strategy and its component Thrusts are performing against expected results. Results-based monitoring, therefore, demonstrates whether a project, programme, or policy is achieving its stated goals.

The evaluation component of the Plan involves assessing the information received during the monitoring process to measure how well local economic development is being implemented in the Municipality. It, therefore, entails analysis of the information and data collected during the monitoring phase. The evaluation component of the Monitoring and Evaluation Plan assesses the efficiency, effectiveness, and sustainability of any individual intervention in the local economy, as put forth by the LED Strategy. The evaluation component is also intended to incorporate lessons learnt into the decision-making process when implementing further development programmes. Both components are essential in the successful implementation of both the Midvaal Local Municipality LED as a whole and the individual Programmes themselves.

Five main priority areas can be identified within the LED Strategy that constitutes the main development thrusts. Proxies to measure success in implementation can be developed for each of these thrusts:

- Thrust 1: Agriculture development, support & value-adding
- Thrust 2: Tourism & Green-economy development & promotion
- Thrust 3: Business development, support & promotion
- Thrust 4: Township & Informal Economy Revitalisation
- Thrust 5: Business Retention and Investment Attraction

Examples of performance indicators have been selected for each of the five thrusts in order to develop an index to measure the success of each thrust. The following indicators were selected for each thrust:

### 7.6.1 Agricultural Development, Support and Value Adding Index

Employment and GDP growth in the agricultural and agro-processing sectors are used as indicators of the development and expansion of the agricultural sector, on the bases that as the sector develops there will be increasing opportunities for job and GDP growth, and in addition the number of new agriculture products introduced to the area will provide further indication of expansion within this sector.

The following proxies are used to measure this thrust/index:

- Agriculture sector GDP
- Agriculture sector employment
- Agro-processing sector GDP
- Agro-processing sector employment
- Number of new agricultural products introduced to the LM

### 7.6.2 Tourism and Green Economy Development & Promotion Index

In monitoring the performance of the Tourism and Green Economy Development and Promotion Thrust a number of indicators in regards to the various sectors are taken into account, namely the Tourism Sector as well as the Green Economy sector.

The proxy indicators utilised in this index are:

- Catering and Accommodation GDP
- Catering and Accommodation employment
- Number of establishments accredited by the Tourism Grading Council of South Africa (TGCSA)
- Number of tourism-related events hosted
- Number of green economy initiatives established/implemented
- Number of conservation initiatives implemented

### 7.6.3 Business development, support and promotion index

This thrust is focussed on the development, support and promotion of local businesses to ensure that the needs of local communities are sufficiently served from within the Municipality. It is also important that local businesses are supported in their development and growth and that the development of new SMMEs is stimulated. Many local businesses experience constraining factors such as a lack of business and financial management skills. The Municipality should, therefore, provide support in the provision of skills training.

The proxy indicators utilised in this index are:

- Overall GDP
- Tress Index for GDP
- Overall imployment
- Number of registered SMMEs
- Number of SMMEs successfully implemented/supported
- Number of cooperatives registered
- Number of cooperatives successfully implemented/supported

### 7.6.4 Township & Informal Economy Revitalisation Index

The township & Informal Economy Revitalisation Thrust is aimed at achieving a more conducive, innovative, and developmentally orientated regulatory environment at the Midvaal Local Municipal level to revitalise the local township and informal economies of the municipality.

The proxy indicators for this index area:

- Number of entrepreneurs from rural and township areas assisted
- Number of supporting infrastructural project implemented
- Informal Economy employment

### 7.6.5 Business Retention & Investment Attraction Index

The aim of this trust is to improve the climate for existing businesses and therefore, benefit from the continued presence and growth of those businesses.

- Number of existing businesses retained
- Number of new businesses attracted

### 7.6.6 LED Implementation Index

This Index seeks to measure the effectiveness of the LED Unit in implementing the Projects and Programmes identified in the LED Strategy. Through this Index, the LED Unit can measure its performance in implementing the Strategy, as well as its effect on the local economy. The number of LED projects successfully implemented and the number of LED actions per programme successfully facilitated by the Midvaal Local Municipality LED unit gives an indication of how effective the Unit is in the implementation of the LED Strategy. The number of direct job opportunities created through the implementation of certain projects and actions is a further measure of the Unit's effectiveness in meeting the employment generation goals and objectives of the LED Strategy.

The indicators utilised as performance proxy for the LED unit are:

- Number of LED projects successfully implemented
- Number of LED actions per programme successfully facilitated
- Number of direct permanent employment opportunities created
- Number of direct temporary employment opportunities created
- Number of indirect permanent employment opportunities created

Table 8.1 (overleaf) provides an example of the indicator that can be used to measure the performance of the LED Strategy and LED implementation.

| Index | Proxy Indicators | Baseline (2022) | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 |
|---|---|---|---|---|---|---|
| Agriculture development, support & value-adding | Agriculture sector GDP | | | | | |
| | Agriculture sector employment | | | | | |
| | Agro-processing sector GDP | | | | | |
| | Agro-processing sector employment | | | | | |
| | Number of new agricultural products introduced to the LM | | | | | |
| Tourism & Green-economy development & promotion | Catering and Accommodation GDP | | | | | |
| | Catering and Accommodation employment | | | | | |
| | Number of establishments accredited by the Tourism Grading Council of South Africa (TGCSA) | | | | | |
| | Number of tourism-related events hosted | | | | | |
| | Number of green economy initiatives established/implemented | | | | | |
| | Number of conservation initiatives implemented | | | | | |
| Business development, support & promotion | Overall GDP | | | | | |
| | Tress Index for GDP | | | | | |
| | Overall employment | | | | | |
| | Number of registered SMMEs | | | | | |
| | Number of SMMEs successfully implemented/supported | | | | | |
| | Number of cooperatives registered | | | | | |
| | Number of cooperatives successfully implemented/supported | | | | | |
| | Number of entrepreneurs from rural and township areas assisted | | | | | |
| | Number of supporting infrastructural project implemented | | | | | |

| Index | Proxy Indicators | Baseline (2022) | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 |
|---|---|---|---|---|---|---|
| Township & Informal Economy Revitalisation | Informal Economy employment | | | | | |
| Business Retention & Investment Attraction | Number of existing businesses retained | | | | | |
| | Number of new businesses attracted | | | | | |
| LED Implementation | Number of LED projects successfully implemented | | | | | |
| | Number of LED actions per programme successfully facilitated | | | | | |
| | Number of direct permanent employment opportunities created | | | | | |
| | Number of direct temporary employment opportunities created | | | | | |
| | Number of indirect permanent employment opportunities created | | | | | |

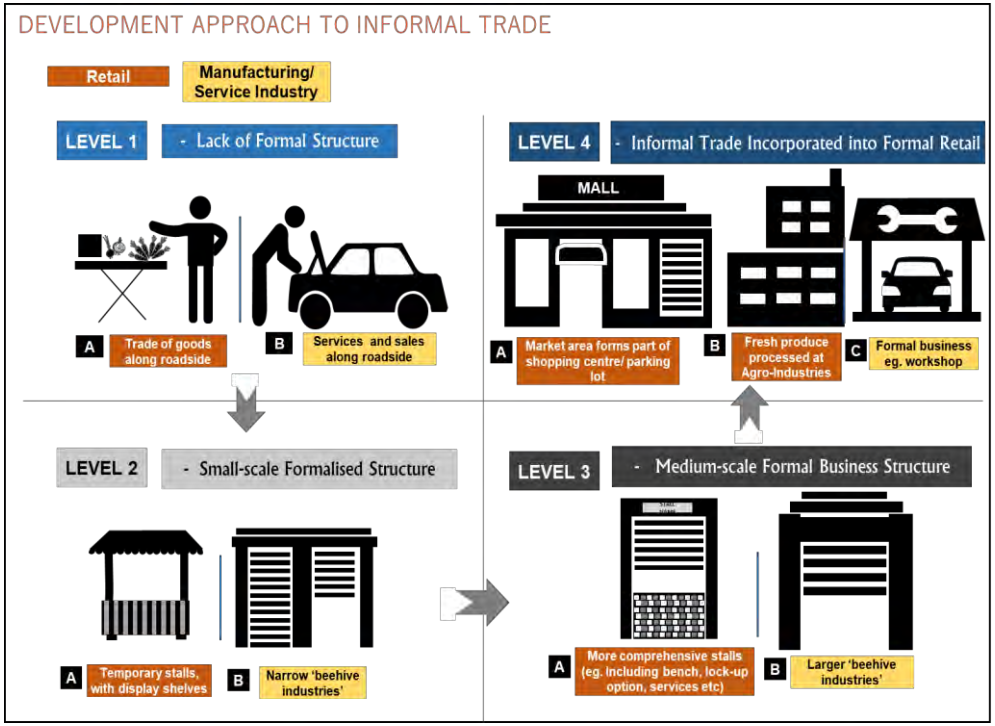
## 7.7 WAY FORWARD

A critically important aspect for the successful implementation of the LED Strategy in Midvaal Local Municipality is the need to ensure that all stakeholders and parties involved in the LED process take ownership of the Programmes and Projects identified. It is also important that the monitoring and evaluation elements of the Strategy are incorporated into the performance management system of the Local Municipality. This will ensure accountability and responsibility for the implementation of the LED Strategy and its Programmes.

# ANNEXURE A: ECONOMIC EMPOWERMENT/UPSCALING GUIDELINES FOR THE INFORMAL TRADE/SERVICES SECTOR

**Informal Trade Empowerment and Upscaling**

| | |
|---|---|
| **Level 1** | Informal trading business in a form of selling perishable or non-perishable goods, and informal motor repair businesses are being conducted without adequate formalised informal structures. |
| **Level 2** | Formalised informal trading structures in this level are very basic. Level 2a structures are temporary and may be placed along pedestrian movement desire lines where space is limited. Level 2b structures are more permanent in nature, and may be utilised by small emerging service industries. |
| **Level 3** | The structures at Level 3 are permanent and typically larger in size when compared with 'level 1' informal trading structures. Level 3a includes features such as lock-up roller doors for over-night storage, and may include water and sanitation services shared between traders. This allows for more comprehensive retail activities including food preparations and/ or service industries such as internet cafes, kiosk, electronic repair services, motor repairs services and welding works. |
| **Level 4** | Level 4 provides that informal traders be incorporated into the formal economy (as illustrated on Diagram 12) by way of providing permanent and formalised trading structures as part of a shopping centre or business incubation centre. |



# DEVELOPMENT APPROACH TO INFORMAL TRADE

## Level 2 - Small-scale Formalised Structure

**Temporary stalls, with brick display counter** — A




**Temporary stalls, with display shelves** — A




**Temporary stalls, with display shelves** — A




## Level 3 - Medium-scale Formal Structure

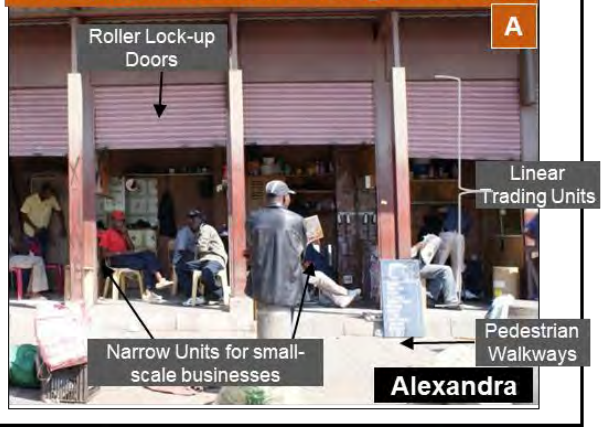
**Permanent Informal Trading Structures** — A




**Permanent Informal Trading Structures** — A




**Permanent Informal Trading Structures** — A



# DEVELOPMENT APPROACH TO INFORMAL TRADE

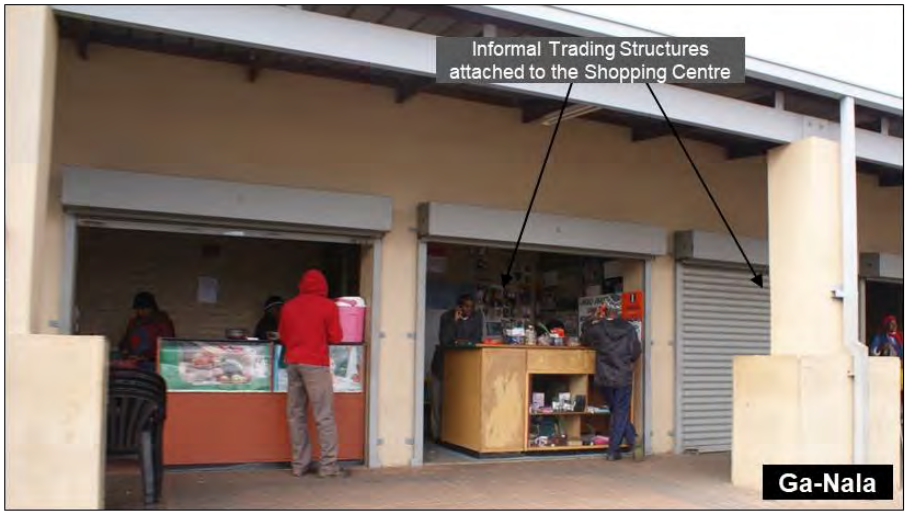
## Level 4 - Informal Trade Incorporated into Formal Retail









## LOCAL EMPOWERMENT INDUSTRIAL ZONE-
## BEEHIVE SERVICE INDUSTRY

### SMME INFRASTRUCTURE - Linear Beehive Buildings





### Shipping Containers – Emerging Local Businesses





## LOCAL EMPOWERMENT INDUSTRIAL ZONE- BEEHIVE SERVICE INDUSTRY



Mangaung Bloemfontein Motor Repair Services


Service Industry Units


Repairs Workshop


Service Industry Units

## PROMINENT TOURISM DESTINATIONS DESIGNED FROM SHIPPING CONTAINERS



- Restaurants at Ground Floor
- Retail Clothing Shop on Upper Floor




Food Court



Las Vages – Downtown Container Park with an Outdoor Cinema



Shopping Mall

# ANNEXURE B: POTENTIAL FUNDING SOURCES

- Department of Human Settlements (DHS)
- Department of Trade and Industry (DTI)
- Department of Environmental Affairs (DEA)
- Department of Labour's National Skills Fund (NSF)
- EPWP (National Dept. of Public Works)
- Industrial Development Corporation (IDC)
- Development Bank of Southern Africa (DBSA)
- Small Enterprise Development Agency (SEDA)
- Culture, Arts, Tourism, Hospitality and Sports Sector Education and Training Authority (CATHSSETA)
- Sector Education Training Authorities (SETA)
- Gauteng Provincial Government
- Gauteng Growth and Development Agency (GGDA)
- Gauteng Tourism Authority
- Sedibeng District LED Unit
- Midvaal Local Municipality Economic Development & Planning

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

## Annexure E:

# Water Conservation and Water Demand Management Strategy and Business Plan (2020)

**Prepared for:**

Director Engineering Services
Midvaal Local Municipality
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**Water and Sanitation Department**



# Water Conservation and Water Demand Management Strategy and Business Plan

June 2020

**Prepared by:**

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| | |
|---|---|
| **Title:** | **WATER CONSERVATION AND WATER DEMAND MANAGEMENT STRATEGY AND BUSINESS PLAN** |
| **Authors:** | **Willem Wegelin, Takalani Mamphitha, Zama Siqalaba** |
| **Report No:** | **P0415** |
| **Report Date:** | **June 2020** |
| **Status of Report:** | **Final** |

# LIST OF ABBREVIATIONS AND ACRONYMS

| | |
|---|---|
| CS2016 | Community Survey 2016 (StatsSA) |
| DM | District Municipality |
| DWS | Department of Water and Sanitation |
| IVRS | Integrated Vaal River System |
| LHWP | Lesotho Highlands Water Project |
| LOS | Level of Service |
| MTREF | Medium Term Revenue & Expenditure Framework |
| MLM | Midvaal Local Municipality |
| NRW | Non-Revenue Water |
| PRV | Pressure Reducing Valve |
| WCWDM | Water Conservation and Water Demand Management |
| WSA | Water Service Authority |
| WSP | Water Service Provider |
| WSS | Water Supply Scheme |
| WTW | Water Treatment Works |

# EXECUTIVE SUMMARY

**INTRODUCTION**

Midvaal Local Municipality (MLM) forms part of the Integrated Vaal River System (IVRS). The IVRS provides water to one of the most densely populated and economic significant areas in the country as reflected by the magnitude of the developments located in the Vaal, the Olifants and the upper portion of the Crocodile West / Marico Water Management areas. These developments include many of the country's power stations, gold mines, platinum mines, petro-chemical plants, sprawling urban developments as well as various other strategic industries. The water requirements in the area are therefore very important to sustain the economy of the country and the well-being of its people. The latest results from the IVRS indicate that the demand is currently exceeding the available supply, and Rand Water's abstraction licence will not be increased until the next Lesotho Highlands Water Project (LHWP) Phase II is commissioned in 2025 at a total estimated cost of R 23 billion.

The need for Water Conservation and Water Demand Management (WCWDM) in the Municipal Water Services Sector is essential, and perhaps of the highest priority, despite the fact that this sector uses less than 15% of South Africa's resources. Together with large industry, this is the sector with the largest expected future growth in demand, which requires the continuous development of new water resources and new infrastructure. The WCWDM paradigm and the principles proposed in these strategies integrate some of the relevant principles recognised in both the Water Services Act (No. 108 of 1997) and the National Water Act (No. 36 of 1998). The need to implement WCWDM is also based on economic efficiency objectives, due to the significant and rising costs associated with the provision of water services.

Five key interventions were identified in the Vaal River System Reconciliation Strategy to ensure sufficient future water availability to its users:

- Eradicate extensive unlawful water use in the irrigation sector as a national priority by 2011;
- Implement WCWDM measures to reduce losses and the urban demand with at least 15% by 2014;
- Undertake a feasibility study into the re-use of water with gold mines as first priority;
- Implement the Vaal River Integrated Water Quality Management Strategy focussing on salinity, eutrophication, microbiological pollution and institutional challenges, and;
- Implement Phase II of the Lesotho Highlands Water Project.

The five-point plan highlights the significant contribution that the municipal sector can make in ensuring that the surface water resources are managed in a sustainable manner.

**STATUS QUO ASSESSMENT**

**Figure 1** shows the 2019 water balance for MLM and indicates unit consumption of 309 l/c/d and water losses and NRW of 27.4%. The unit consumption is high because of the inclusion of Sedibeng Breweries that accounts for approximately 20% of the total consumption. The unit consumption reduces to approximately 225 l/c/d if the eight largest users are excluded which, is below the national average of 233 l/c/d (DWS, 2017). The municipality has managed to reduce the unit consumption over the past 5 years as shown in **Figure 2** and the water losses and NRW are both below the national averages.

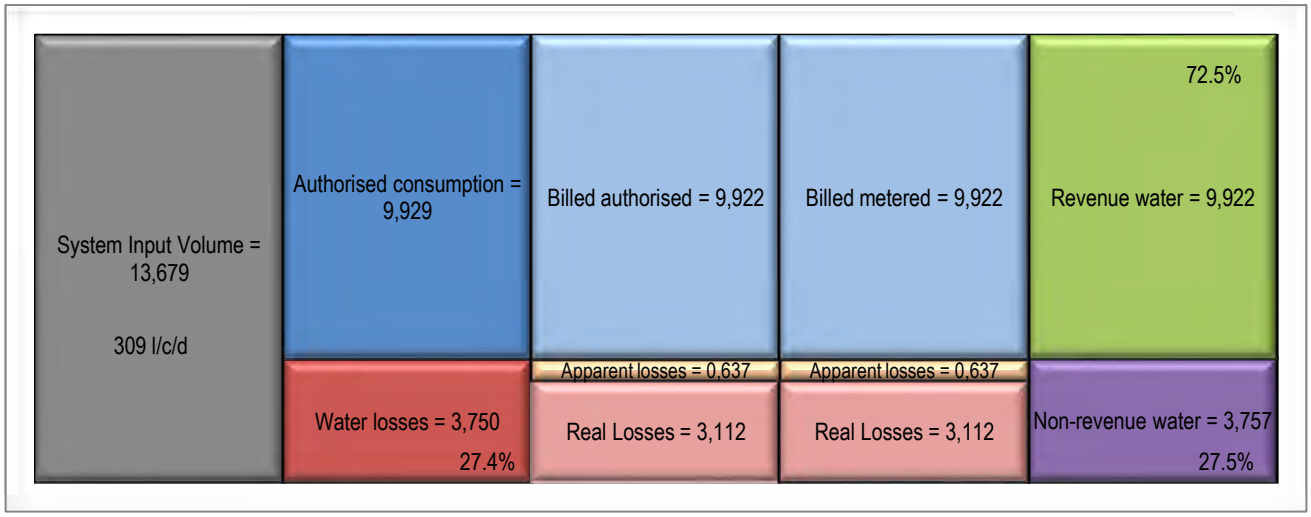



**Figure 1: NRW water balance (2019)**

MLM has, for the past four years, achieved or exceeded the targets set under the IVRS reconciliation strategy as shown in **Figure 2** and is well positioned to achieve the 2022 target. The IVRS targets are considerably higher than the Rand Water Project 1600.

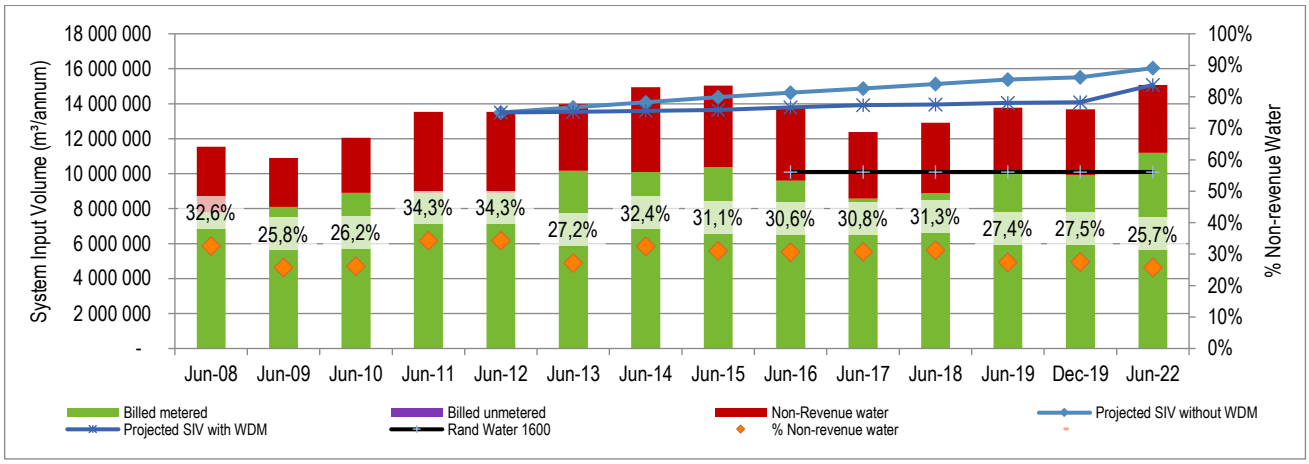



**Figure 2: NRW water balance trend**

## WCWDM TARGET

The following targets have been set by the municipality, in line with the regional and national targets.

**Table 1: Projection and target KPI summary (m³/annum)**

| Year ending | Jun-14 | Jun-15 | Jun-16 | Jun-17 | Jun-18 | Jun-19 | Jun-20 | Jun-21 | Jun-22 | Jun-23 | Jun-24 | Jun-25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Population served | **94 816** | **97 922** | **106 681** | **110 607** | **114 678** | **116 972** | **119 311** | **121 697** | **124 131** | **126 614** | **129 146** | **131 729** |
| Households served | **32 711** | **34 537** | **36 364** | **39 617** | **42 105** | **42 947** | **43 806** | **44 682** | **45 575** | **46 487** | **47 417** | **48 365** |
| Projected SIV without WDM | 14 077 512 | 14 375 468 | 14 629 161 | 14 882 854 | 15 182 440 | 15 460 687 | 15 739 613 | 16 017 777 | 16 295 941 | 16 574 105 | 16 853 031 | 17 131 195 |
| Projected SIV with WDM | 13 595 972 | 13 653 158 | 13 786 467 | 13 919 775 | 13 956 299 | 14 037 903 | 14 120 549 | 14 202 970 | 14 285 391 | 14 367 812 | 14 450 458 | 14 532 879 |
| Project 1600 | | | | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 |
| System input volume (SIV) | 14 946 866 | 15 037 482 | 13 842 674 | 12 389 557 | 12 915 967 | 13 770 363 | 13 494 956 | 13 225 057 | 12 960 555 | 12 701 344 | 12 447 317 | 12 198 371 |
| Billed consumption (BC) | 10 098 777 | 10 365 657 | 9 604 062 | 8 577 362 | 8 879 379 | 9 991 983 | 10 052 934 | 10 114 257 | 10 175 954 | 10 238 027 | 10 300 479 | 10 363 312 |
| Unbilled consumption (UBC) | **310 311** | **346 283** | **415 321** | **340 815** | **320 406** | **245 056** | **235 254** | **225 844** | **216 810** | **208 137** | **199 812** | **191 819** |
| Non-revenue water | **4 848 089** | **4 671 825** | **4 238 612** | **3 812 195** | **4 036 588** | **3 778 380** | **3 442 022** | **3 110 800** | **2 784 602** | **2 463 317** | **2 146 838** | **1 835 059** |
| % Non-revenue water | **32.4%** | **31.1%** | **30.6%** | **30.8%** | **31.3%** | **27.4%** | **25.5%** | **23.5%** | **21.5%** | **19.4%** | **17.2%** | **15.0%** |

| Year ending | Jun-14 | Jun-15 | Jun-16 | Jun-17 | Jun-18 | Jun-19 | Jun-20 | Jun-21 | Jun-22 | Jun-23 | Jun-24 | Jun-25 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| % Water Losses | **30.4%** | **28.8%** | **27.6%** | **28.0%** | **28.8%** | **25.7%** | **23.8%** | **21.8%** | **19.8%** | **17.8%** | **15.6%** | **13.5%** |
| Litres / capita / day | **387** | **376** | **334** | **307** | **309** | **323** | **310** | **298** | **286** | **275** | **264** | **254** |
| % Reduction in SIV required | | | | | | | -2.0% | -2.0% | -2.0% | -2.0% | -2.0% | -2.0% |
| % Increase in BC required | | | | | | | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% |
| % Reduction in UBC required | | | | | | | -4.0% | -4.0% | -4.0% | -4.0% | -4.0% | -4.0% |
| **Previous NRW targets** | **32.4%** | **29.4%** | **26.7%** | **24.3%** | **22.1%** | **20.0%** | | | | | | |
| **Revised NRW targets** | | | | **28.5%** | **28.5%** | **26.5%** | **25.5%** | **24%** | **23%** | **22%** | **21%** | **20%** |
| **Over / under target** | **0.00%** | **1.70%** | **3.90%** | **2.30%** | **2.80%** | **0.90%** | | | | | | |

The municipality was unable to achieve the targets set in the previous WCWDM strategy and were revised in 2017. The new targets are now set to achieve 20% NRW by 2025.

If the above saving could be achieved, the potential financial benefits are summarised in **Table 2**. An 8% annual increase in Rand Water purchase cost and water sales cost was assumed. The municipality stands to gain R 34.2 million over 6 years if escalation is included.

**Table 2: Nett benefit of reduced purchases and sales**

| Year ending | Jun-20 | Jun-21 | Jun-22 | Jun-23 | Jun -24 | Jun-25 |
|---|---|---|---|---|---|---|
| Reduction in purchases ($m^3$/annum) | 275 407 | 269 899 | 264 501 | 259 211 | 254 027 | 248 946 |
| Rand Water tariff (R/$m^3$) (increase @8%) | R 10.40 | R 11.24 | R 12.14 | R 13.11 | R 14.16 | R 15.29 |
| Reduced purchases (R/annum) | R 2 865 589 | R 3 032 940 | R 3 210 063 | R 3 397 531 | R 3 595 947 | R 3 805 950 |
| **A: Cumulative reduced purchases (Rand)** | **R 2 865 589** | **R 5 898 529** | **R 9 108 592** | **R 12 506 123** | **R 16 102 070** | **R 19 908 020** |
| Increase in sales ($m^3$/annum) | 60 951 | 61 323 | 61 697 | 62 073 | 62 452 | 62 833 |
| Average selling price (R/$m^3$)(increase @8%) | R 31.54 | R 34.06 | R 36.78 | R 39.73 | R 42.90 | R 46.34 |
| Increased income (R/annum) | R 1 922 154 | R 2 088 589 | R 2 269 436 | R 2 465 942 | R 2 679 463 | R 2 911 472 |
| **B: Cumulative increased income (Rand)** | **R 1 922 154** | **R 4 010 743** | **R 6 280 179** | **R 8 746 121** | **R 11 425 584** | **R 14 337 056** |
| A plus B: Nett benefit (Rand) | R 4 787 743 | R 9 909 272 | R 15 388 771 | R 21 252 244 | R 27 527 654 | R 34 245 076 |

## BUDGET REQUIREMENTS

The total estimated cost for implementation of a comprehensive WCWDM programme amounts to approximately R 130.17 million until 2025**.** The total amount is split between OPEX and CAPEX as shown in **Table 1.**

**Table 1: NRW reduction budget**

| Year | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total | Budget |
|---|---|---|---|---|---|---|---|---|---|
| **Institutional and Local Regulation Pillar** | R 0 | R 3 000 000 | R 3 200 000 | R 3 000 000 | R 3 000 000 | R 3 200 000 | R 3 000 000 | R 18 400 000 | |
| Establishment of a WCWDM Steering Committee | R 0 | R 0 | R 0 | R 0 | R 0 | R 0 | R 0 | R 0 | OPEX |
| Organisation and Human Resource Plan | R 0 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 18 000 000 | OPEX |
| Review and update policies and bylaws | R 0 | R 0 | R 200 000 | R 0 | R 0 | R 200 000 | R 0 | R 400 000 | CAPEX |
| **Technical pillar** | R 5 900 000 | R 9 540 000 | R 10 310 000 | R 11 330 000 | R 12 300 000 | R 12 300 000 | R 12 300 000 | R 74 380 000 | |
| Calculation and Preparation of Monthly Water Balance | R 100 000 | R 140 000 | R 150 000 | R 160 000 | R 170 000 | R 170 000 | R 170 000 | R 1 060 000 | OPEX |
| Cathodic Protection of Steel Pipes | R 0 | R 800 000 | R 700 000 | R 800 000 | R 900 000 | R 900 000 | R 900 000 | R 5 000 000 | CAPEX |
| | R 0 | R 220 000 | R 220 000 | R 220 000 | R 220 000 | R 220 000 | R 220 000 | R 1 320 000 | OPEX |
| Pressure Management | R 200 000 | R 500 000 | R 600 000 | R 700 000 | R 800 000 | R 800 000 | R 800 000 | R 4 400 000 | CAPEX |
| | R 0 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 2 200 000 | OPEX |
| Document and Update Asset Register | R 0 | R 50 000 | R 60 000 | R 70 000 | R 80 000 | R 80 000 | R 80 000 | R 420 000 | OPEX |
| Bulk meter and Sectorisation | R 200 000 | R 200 000 | R 250 000 | R 300 000 | R 350 000 | R 350 000 | R 350 000 | R 2 000 000 | CAPEX |
| Valve audit | R 0 | R 200 000 | R 250 000 | R 250 000 | R 300 000 | R 300 000 | R 300 000 | R 1 600 000 | CAPEX |
| Asset Management Replacement Programme | R 4 400 000 | R 5 000 000 | R 5 500 000 | R 6 000 000 | R 6 500 000 | R 6 500 000 | R 6 500 000 | R 40 400 000 | CAPEX |
| Timeous Leak Detection & Repairs | R 500 000 | R 550 000 | R 600 000 | R 650 000 | R 700 000 | R 700 000 | R 700 000 | R 4 400 000 | OPEX |
| Telemetry of Water Supply and Distribution Systems | R 0 | R 500 000 | R 500 000 | R 600 000 | R 600 000 | R 600 000 | R 600 000 | R 3 400 000 | CAPEX |
| | | R 280 000 | R 280 000 | R 280 000 | R 280 000 | R 280 000 | R 280 000 | R 1 680 000 | OPEX |
| Master Planning of Water System | R 500 000 | R 800 000 | R 900 000 | R 1 000 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 6 500 000 | CAPEX |
| **Financial pillar** | R 4 040 000 | R 4 360 000 | R 4 180 000 | R 4 200 000 | R 4 470 000 | R 4 220 000 | R 4 220 000 | R 29 690 000 | |
| War on Leaks | R 300 000 | R 320 000 | R 340 000 | R 360 000 | R 380 000 | R 380 000 | R 380 000 | R 2 460 000 | OPEX |
| Consumer Meter Management Plan | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 24 500 000 | CAPEX |
| Consumer Data Base Audit | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 980 000 | CAPEX |
| Indigent Leak Repair Programme and Retro Fitting of Toilet Plumbing | R 100 000 | R 150 000 | R 200 000 | R 200 000 | R 200 000 | R 200 000 | R 200 000 | R 1 250 000 | CAPEX |
| Tariff review | R 0 | R 250 000 | R 0 | R 0 | R 250 000 | R 0 | R 0 | R 500 000 | CAPEX |
| **Social pillar** | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 7 700 000 | |
| Schools awareness programme | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 2 100 000 | CAPEX |
| Community Awareness programme | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 5 600 000 | CAPEX |
| **Total** | **R 11 040 000** | **R 18 000 000** | **R 18 790 000** | **R 19 630 000** | **R 20 870 000** | **R 20 820 000** | **R 20 620 000** | **R 130 170 000** | |
| CAPEX | R 10 140 000 | R 13 140 000 | R 13 840 000 | R 14 590 000 | R 15 740 000 | R 15 690 000 | R 15 490 000 | R 98 630 000 | |
| OPEX | R 900 000 | R 4 860 000 | R 4 950 000 | R 5 040 000 | R 5 130 000 | R 5 130 000 | R 5 130 000 | R 31 140 000 | |

***CONCLUSIONS AND RECOMMENDATIONS***

- The analysis of the MLM water supply system indicates water losses, inefficiencies and NRW figures below the national averages. There is scope for improvement to bring the MLM in line with international best practice;
- The Rand Water target is unrealistically low and should be further investigated. For the purposes of this strategy the average consumption for the past five years was accepted as the target;
- The current demand is exceeding average supply for the past five years and the MLM needs to reduce its current consumption by 12% over the next 6 years (2% per annum);
- Most bulk meters are working and the municipality is preparing a water balance on a monthly basis;
- The water supply from Rand Water decreased by 1.1% per annum while the cost increased by 10% per annum over the past five years. The municipality needs to increase its water tariffs and manage billed metered consumption to ensure the MLM remains financially sustainable;
- Approximately R 20 million/annum is required for the next five years to improve the NRW, water losses and inefficiencies in the MLM. An estimated R 25 million $m^3$/annum, excluding escalation, could be saved through reduced water purchases and increased water sales.

It is recommended that the WCWDM interventions identified are implemented and the targets are achieved as a matter of priority. The WCWDM strategy and business plan will focus on the enhancement of long-term water security and protection, climate change adaptation and catchment resilience through the reduction of water losses, NRW and the improvement of water use efficiency over a five-year period.

# TABLE OF CONTENTS

**1 INTRODUCTION ..... 1**

**2 TERMINOLOGY ..... 2**

2.1 Definitions ..... 2
2.2 IWA Water Balance ..... 2
2.3 Potential benefit ..... 4

**3 EXISTING STRATEGIES ..... 5**

3.1 NDP, NWRS2 and Master Plan ..... 5
3.2 Integrated Vaal River System ..... 6
3.3 Rand Water supply and cost ..... 7
3.4 Rand Water "Project 1600" ..... 8

**4 STATUS QUO ..... 11**

4.1 National perspective ..... 11
4.2 Metropolitan perspective ..... 12
4.3 MLM perspective ..... 12
4.3.1 Water balance ..... 12
4.3.2 Water supply cost analysis ..... 14
4.3.3 Institutional arrangements ..... 15
4.3.4 Existing projects ..... 15

**5 TARGETS ..... 17**

**6 INTERVENTION PROGRAMME ..... 19**

6.1 Institutional and Local Regulation Pillar ..... 19
6.1.1 Establishment of a WCWDM Steering Committee ..... 19
6.1.2 Organisation and Human Resource Plan ..... 19
6.1.3 Review and update policies and bylaws ..... 19
6.2 Technical pillar ..... 20
6.2.1 Calculation and Preparation of Monthly Water Balance ..... 20
6.2.2 Cathodic Protection of Steel Pipes ..... 20
6.2.3 Pressure Management ..... 20
6.2.4 Document and Update Asset Register ..... 21
6.2.5 Bulk meter and Sectorisation ..... 21
6.2.6 Asset Management Replacement Programme ..... 21

6.2.7 Timeous Leak Detection & Repairs....21
6.2.8 Telemetry of Water Supply and Distribution Systems....22
6.2.9 Master Planning of Water System....22
6.3 Financial pillar....23
6.3.1 Consumer Meter Management Plan....23
6.3.2 Consumer Data Base Audit....23
6.3.3 Indigent Leak Repair Programme and Retro Fitting of Toilet Plumbing....24
6.3.4 Tariff review....24
6.4 Social pillar....24
6.4.1 Community Awareness programme....24
6.4.2 Schools awareness programme....25
**7 FINANCIAL IMPLICATIONS AND BUDGET .... 26**
**8 CONCLUSIONS .... 29**
**9 RECOMMENDATIONS .... 29**

# LIST OF FIGURES

Figure 2.1: Modified IWA water balance....3
Figure 2.2: Benefits of water demand management throughout the water services cycle....4
Figure 3.1: Vaal River Water Supply System....6
Figure 3.2: Vaal River WSS water resource balance diagram (DWS, Feb 2018)....7
Figure 3.3: Rand Water supply and cost....8
Figure 3.4: Performance against IVRS licensed target....8
Figure 4.1: National IWA water balance (2015/16)....11
Figure 4.2: NRW water balance (2019)....13
Figure 4.3: NRW water balance trend....13
Figure 4.4: Physical water loss trend....13
Figure 4.5: Litres per capita per day trend....14

# LIST OF TABLES

Table 3.1: Summary of Project 1600 license target per supply areas....9
Table 3.2: Summary of KPIs for various targets....9

Table 4.1: Summary of provincial water loss indicators....11
Table 4.2: Summary of metro KPIs....12
Table 4.3: Water supply cost analysis....14
Table 4.4: 2018/19 Operational and capital budgets....15
Table 5.1: Projection and target KPI summary ($m^3$/annum)(see Appendix A)....17
Table 5.2: Nett benefit of reduced purchases and sales....17
Table 5.3: Nett benefit of reduced purchases and sales....18
Table 5.4: Impact on key performance indicators....18
Table 7.1: NRW reduction budget....26

# 1 INTRODUCTION

South Africa is a water stressed country with an average rainfall of 450 mm, compared to a global average of 860 mm (Wikipedia). The disparate and low average rainfall, climate change, droughts and environmental degradation calls for the proper management of our water resources and efficient water use. The Water Services Act, Act 108 of 1997 stipulates that all spheres of government must provide water supply services in an efficient, equitable and sustainable manner. The Act also requires municipalities that have been given Water Services Provider (WSP) status to implement measures to promote water conservation and water demand management (WCWDM) which should be included in their WCWDM strategy and business plan and Water Services Development Plan (WSDP).

Midvaal Local Municipality (MLM) forms part of the Integrated Vaal River System (IVRS). The IVRS provides water to one of the most densely populated and economic significant areas in the country as reflected by the magnitude of the developments located in the Vaal, the Olifants and the upper portion of the Crocodile West / Marico Water Management areas. These developments include many of the country's power stations, gold mines, platinum mines, petro-chemical plants, sprawling urban developments as well as various other strategic industries. The water requirements in the area are therefore very important to sustain the economy of the country and the well-being of its people. The latest results from the IVRS indicate that the demand is currently exceeding the available supply, and Rand Water's abstraction licence will not be increased until the next Lesotho Highlands Water Project (LHWP) Phase II is commissioned in 2025 at a total estimated cost of R 23 billion. Rand Water has been restricted to 1600 million $m^3$/annum and is enforcing this restriction onto its water users through Project 1600. The result is that all municipalities in the IVRS must target a zero or negative growth in water demand for the next 7 years until the next augmentation scheme has been commissioned. This is assuming there will not be a drought and the dams will be filled in the first years following construction.

The need for WCWDM in the Municipal Water Services Sector is essential, and perhaps of the highest priority, despite the fact that this sector uses less than 15% of South Africa's fresh water resources. Together with large industry, this is the sector with the largest expected future growth in demand, which requires the continuous development of new water resources and new infrastructure. The need to implement WCWDM is also based on economic efficiency objectives, due to the significant and rising costs associated with the provision of water services. It is estimated that the potential economic benefit of WCWDM over the next fifteen years in the Water Services Sector in South Africa will be approximately R50 billion. This could be achieved through cost savings in postponing capital infrastructure and savings in operating costs. The WCWDM paradigm and the principles proposed in these strategies integrate some of the relevant principles recognised in both the Water Services Act (No. 108 of 1997) and the National Water Act (No. 36 of 1998). The strategies developed are related to existing requirements promulgated through both Acts, and in particular, the Water Services Act Regulations, Water Services Development Plans and the Water Board Business Plans.

This report explains the current water efficiency, loss and non-revenue water (NRW) situation in MLM, which have been used to develop a customised WCWDM strategy and business plan, complete with interventions, budgets and timelines, to achieve the set targets.

# 2 TERMINOLOGY

## *2.1 Definitions*

The Department of Water and Sanitation (DWS) has adopted the collective term of WCWDM, which has been defined in the Water Services Sector Strategy (DWAF, 2004) as follows:

- WC is the minimisation of loss or waste, the care and protection of water resources and the efficient and effective use of water; and
- WDM is the adaptation and implementation of a strategy by a water institution or consumer to influence the water demand and usage of water in order to meet any of the following objectives: economic efficiency, social development, social equity, environmental protection, sustainability of water supply and services and political acceptability.

WCWDM can also be defined as follows (Butler and Memon, 2006):

- water conservation means ***doing less with less*** and is particularly applicable in drought scenarios and water restrictions (example: take shorter showers; do not irrigate the lawn);
- water efficiency means ***doing the same (or more) with less*** (example: fix leaks; use hydraulically efficient toilet pan and cistern design);
- water sufficiency means ***enough is enough*** (example: use automatic shut-off of taps; dual flush toilets; careful garden watering);
- water substitution means ***replace water with something else****, say air* (example: waterless urinals; vacuum drainage; dry cleaning); and
- water **reuse**, (example: grey water reuse on-site; shared bath water; groundwater abstraction on-site).

## *2.2 IWA Water Balance*

South Africa has adopted the standard International Water Association (IWA) water balance, which provides a breakdown of the system input volume (SIV), authorised consumption, water losses and NRW in a water supply system as shown in **Figure 2.1.**

The components of the IWA water balance are defined as follows (Seago & McKenzie 2007):

- *SIV* represents the potable water volume input to the water supply system from the water utility's own sources, as measured at the water treatment works (WTW) outlet, allowing for all known errors (i.e. errors on bulk water meters) as well as any water imported from other sources, also corrected for known bulk metering errors;
- *Authorised Consumption* is the volume of metered and / or unmetered water used by registered customers, the water utility and others who are implicitly or explicitly authorised to do so by the water utility, for residential, commercial and industrial purposes;

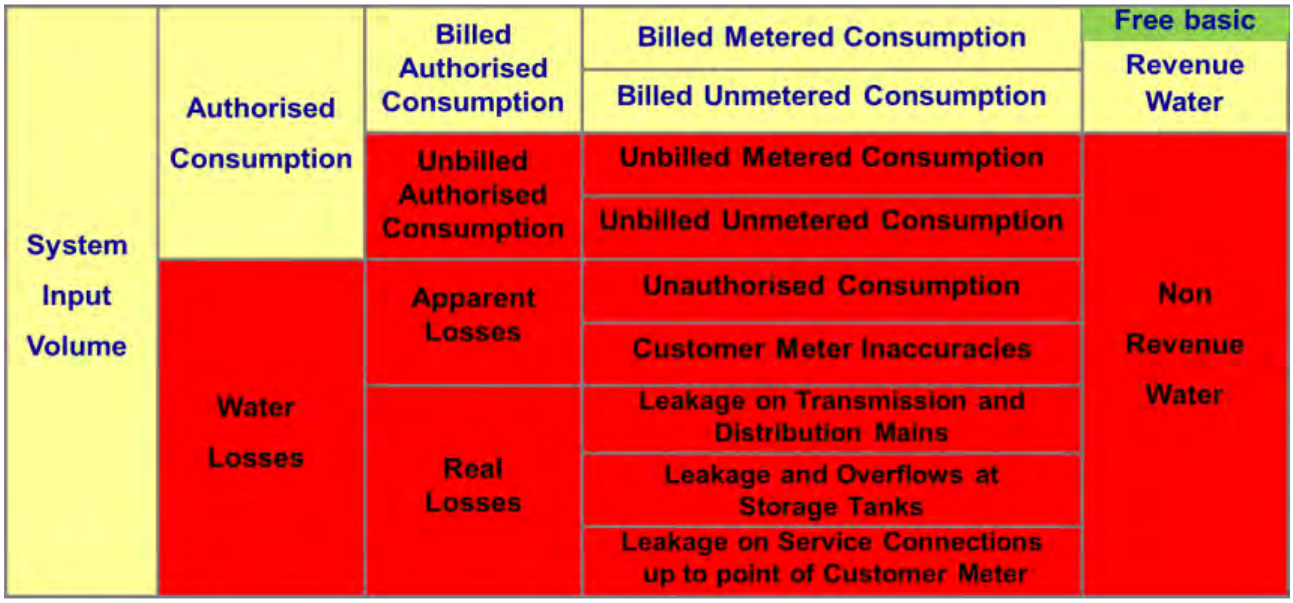



**Figure 2.1: Modified IWA water balance**

- *Water Losses are* the sum of the physical and commercial losses and are calculated as the difference between the SIV and the authorised consumption. In most countries, water losses are also considered to be unaccounted for water (UFW) although the exact definition of UFW can vary from country to country;
- *Billed Authorised consumption* is effectively the revenue water, and is the volume of authorised metered and unmetered consumption which is billed by the water utility and paid for by the customer;
- *Unbilled \ Authorised consumption* is the volume of authorised metered and unmetered consumption that is not billed or paid for;
- *Commercial Losses or Apparent Losses* are made up from the unauthorised consumption (theft or illegal use), plus all technical and administrative inaccuracies associated with customer metering. If commercial losses are reduced, generally more revenue will be generated by and for the water utility;
- *Real Losses* are the physical water losses from the pressurised system, up to the point of measurement of customer use. In most cases, real losses represent the unknown component in the overall water balance. The purpose of most water balance models is therefore to estimate the magnitude of real losses so that the water utility can gauge whether or not it has a serious leakage problem. Real losses are generally calculated as the difference between total losses and estimated commercial losses; and
- *NRW* is the volume of water supplied by the water utility but for which it receives no income. NRW incorporates unbilled (metered or unmetered) authorised consumption, apparent / commercial losses and real / physical losses.

## 2.3 *Potential benefit*

WCWDM affects all aspects of the water services cycle and has several potential direct and indirect benefits as summarised in **Figure 2.2.**

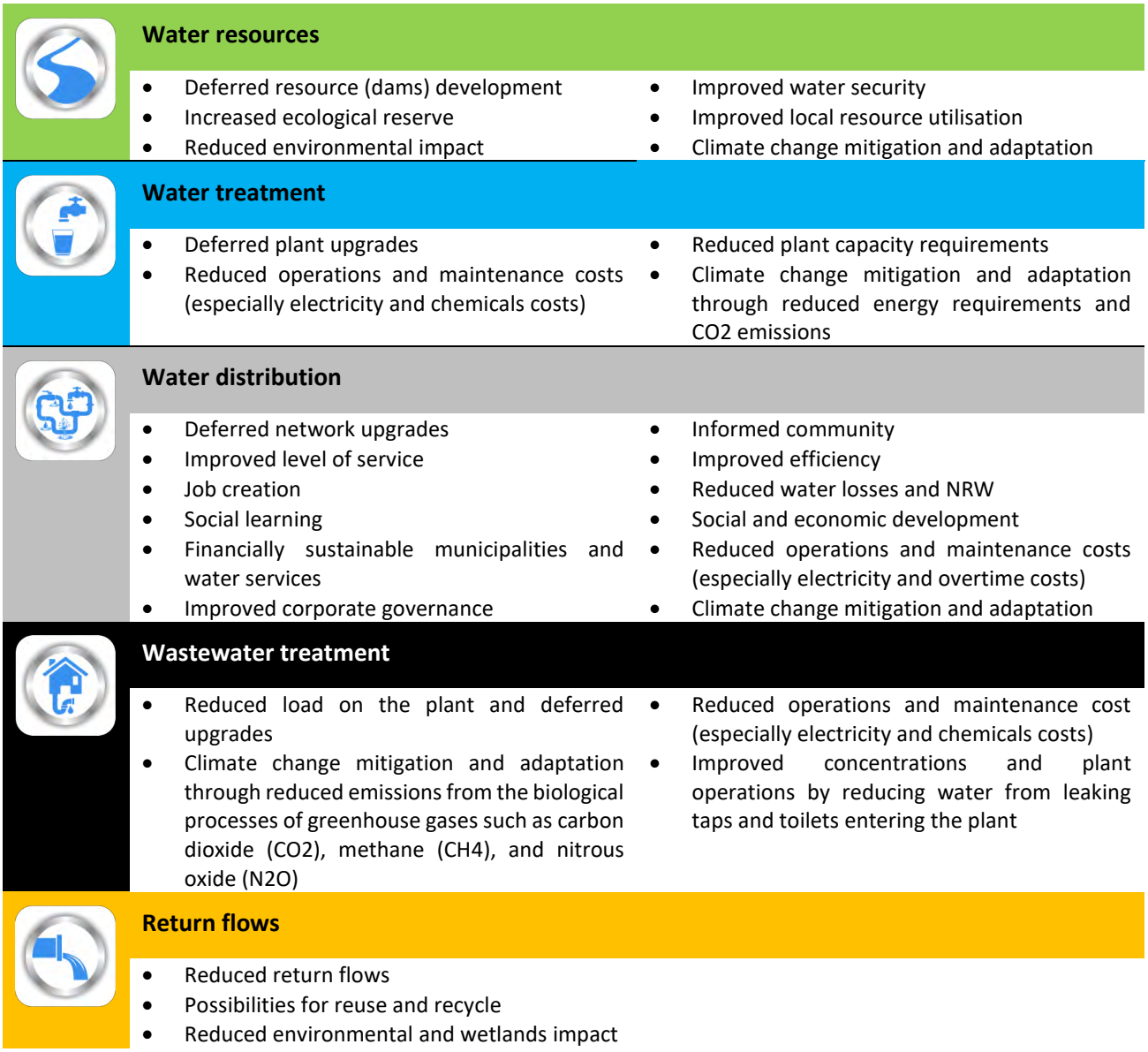



**Figure 2.2: Benefits of water demand management throughout the water services cycle**

# 3 EXISTING STRATEGIES

## *3.1 NDP, NWRS2 and Master Plan*

The "National Development Plan – Vision 2030" (NDP) and the Second Edition of the National Water Resource Strategy (NWRS2) state that reducing growth in water demand is just as important as increasing the supply. South Africa is a water-stressed country and is facing a number of water challenges and concerns, which include security of supply, environmental degradation and resource pollution, as well as the inefficient use of water. In light of the urgency to protect our water resources and the adverse effects of climate change, the NWRS2 highlights that WCWDM should be one of the top priorities, and measures to reconcile demand and supply in order to provide for the national goals of a better life for all through job creation and inclusive economic growth.

The main proposals of the National Development Plan - Vision for 2030, (NPD 2030), related to the efficient use of South Africa's scarce water resources, or the implementation of WCWDM measures, are as follows:

- "Establishment of a national water conservation programme with clear targets to improve water use efficiency;"
- "Reducing demand, rather than just increasing supply, is important. Current planning assumes that it will be possible to achieve an average reduction in water demand of 15 percent below business-as-usual levels in urban areas over the period leading to 2030;"
- "Specific savings estimates can be made in different localities;"
- "Achieving demand reductions on this scale will require active programmes to reduce water leakage in distribution networks and to increase the efficiency of water use by domestic and commercial water users;"
- "A dedicated national water conservation and demand management programme by 2012, with clear national and local targets for 2017 and 2022, and sub-programmes focused on municipalities, industry and agriculture;" and
- "... a dedicated national program to provide support to local and sectoral efforts to reduce water demand and improve water efficiency. Water-saving demand-management projects should be considered as part of the overall range of water supply investment programmes."

The National Water and Sanitation Master Plan (DWS, 2018) goes further and states that South Africa is facing a water crisis caused by insufficient water infrastructure maintenance and investment, recurrent droughts driven by climatic variation, inequities in access to water and sanitation, environmental degradation and resource pollution, and a lack of skilled water engineers. This crisis is already having significant impacts on economic growth and on the well-being of everyone in South Africa.

## *3.2 Integrated Vaal River System*

The geographical area of the IVRS is shown in **Figure** 3.1.

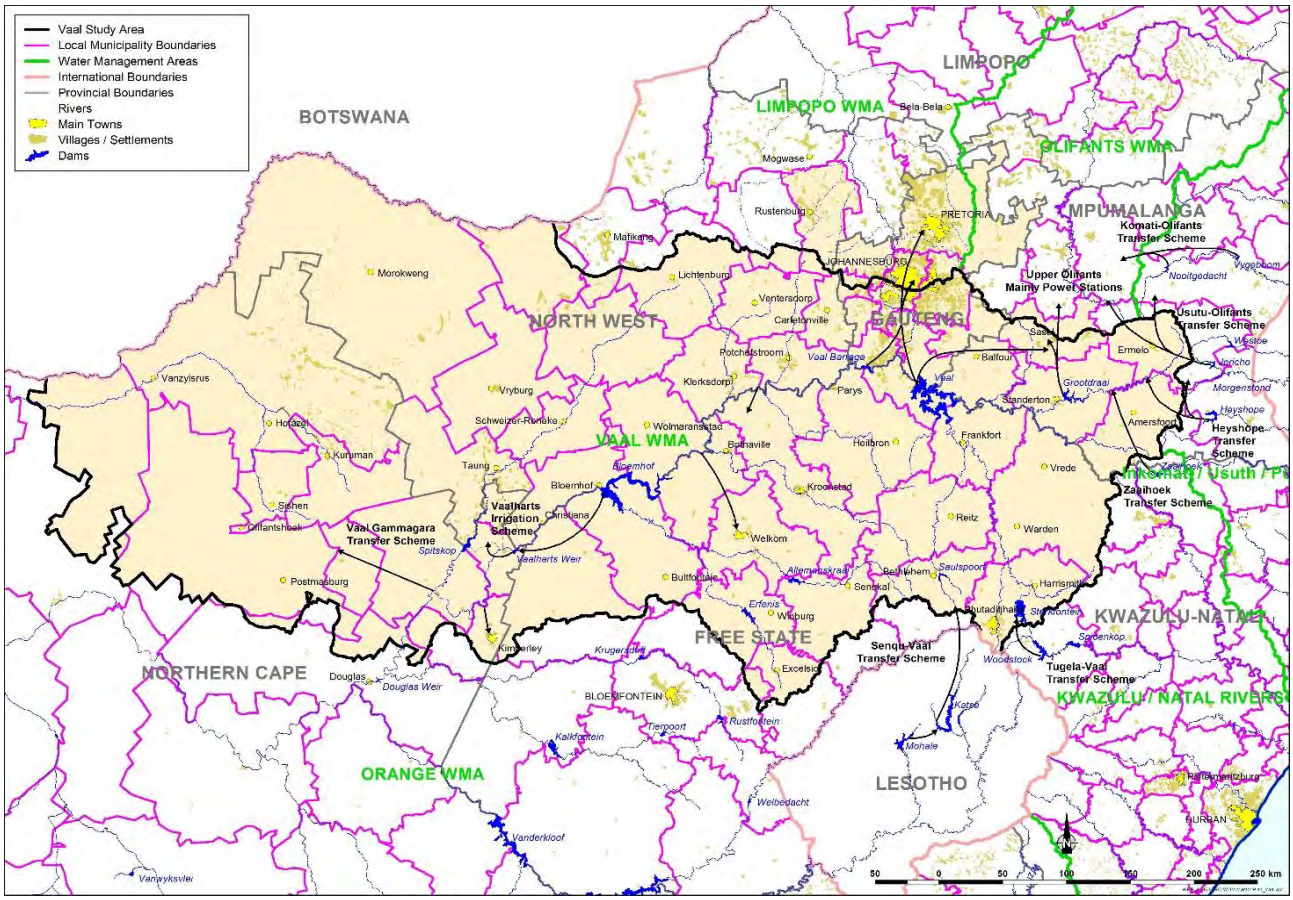



**Figure 3.1: Vaal River Water Supply System**

The IVRS consists of the Vaal River water management area (WMA). Due to the numerous inter-basin transfers that link this core area with other WMAs, reconciliation planning has to be undertaken in the context of the IVRS which also includes portions of the Komati, Usutu, Thukela and Senqu River (located in Lesotho) catchments. In addition, significant water transfers occur to water users in the Olifants and Crocodile (West) River catchments, of which most are completely dependent on the water resources of the IVRS.

Based on the *Second Stage Reconciliation Strategy of the Vaal River System* (DWA, 2009), a WCWDM assessment was undertaken for the nine largest urban water users accounting for a demand of 1 186 million m³/a in the year 2004. Potential savings, resulting from the implementation of WCWDM measures, were determined based on detailed assessments of supply districts in the various municipalities. The findings from this study were based on the contents of a parallel study i.e. *Potential Savings through WCWDM in the Upper and Middle Vaal Water Management Areas (DWS, 2007)*.

Five key interventions were identified in the Vaal River System Reconciliation Strategy to ensure sufficient future water availability to its users:

- Eradicate extensive unlawful water use in the irrigation sector as a national priority by 2011;
- Implement WCWDM measures to reduce losses and the urban demand with at least 15% by 2014;
- Undertake a feasibility study into the re-use of water with gold mines as first priority;

- Implement the Vaal River Integrated Water Quality Management Strategy focussing on salinity, eutrophication, microbiological pollution and institutional challenges, and;
- Implement Phase II of the Lesotho Highlands Water Project.

From the WCWDM assessments in the Upper and Middle Vaal basin, it was concluded that the Rand Water demand would increase from 1 200 million m³/a in 2007 to 1 500 million m³/a in 2024/25 had WCWDM measures not been implemented. According to the results based on scenario E, which were the most conservative and realistic among the scenarios, the demand could drop to 1 300 million m³/a by 2024/25 indicating an estimated potential saving of 200 million m³/a.

The latest water resource balance diagram for the IVRS is shown in **Figure 3.2** and highlights the urgent need for WCWDM to reconcile the water supply and demand. The following interventions are essential to maintain the balance until LHWP Phase 2 can deliver water:

- Water conservation and water demand management;
- Eradication of unlawful use;
- Desalination and re-use of mine water, and;
- Tshwane re-use project.

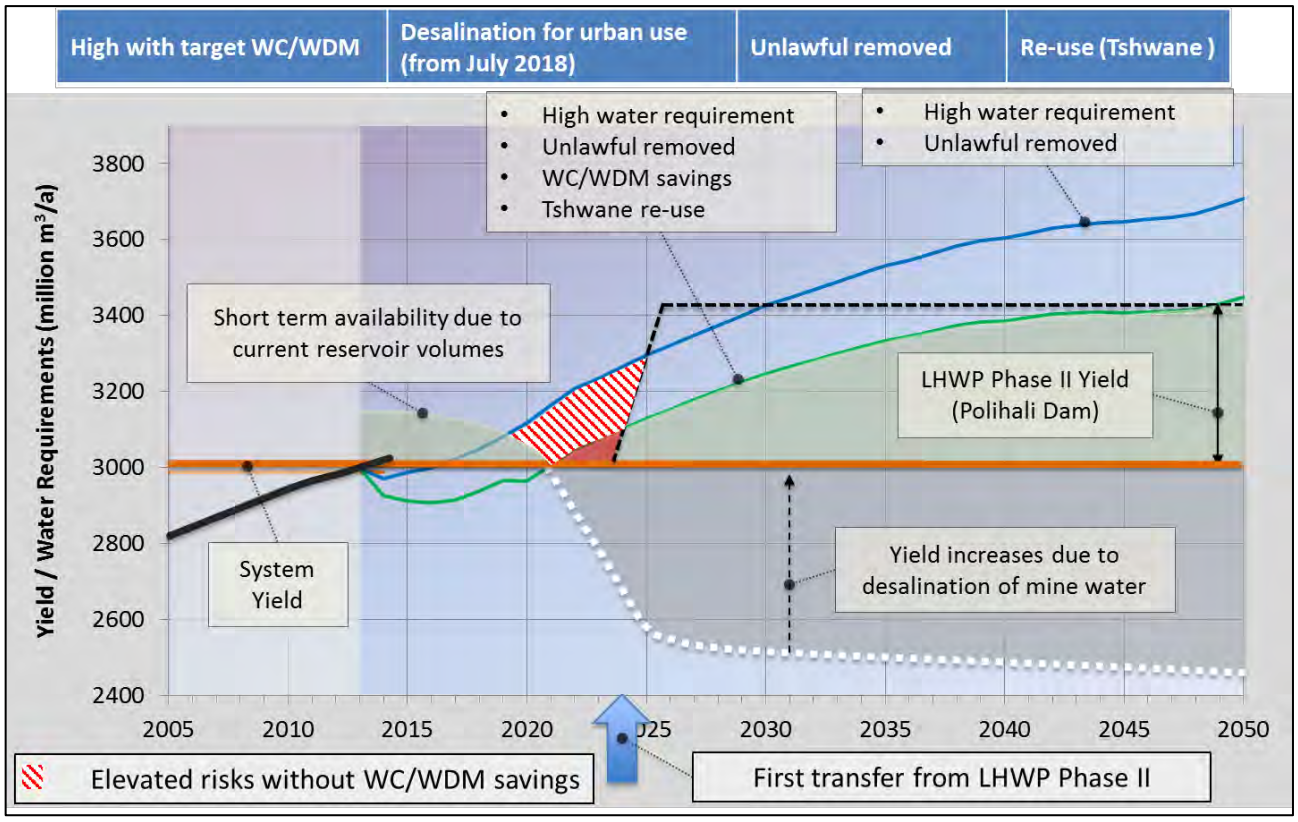



**Figure 3.2: Vaal River WSS water resource balance diagram (DWS, Feb 2018)**

## *3.3 Rand Water supply and cost*

The Rand Water supply versus cost is shown in **Figure 3.3**. The results show that the supply from Rand Water decreased by 1.1% per annum while the cost increased by 10.0% per annum over the past five years. The

municipality needs to ensure its water tariffs are adjusted and revenue water maintained or increased to ensure the sustainability of the municipality.

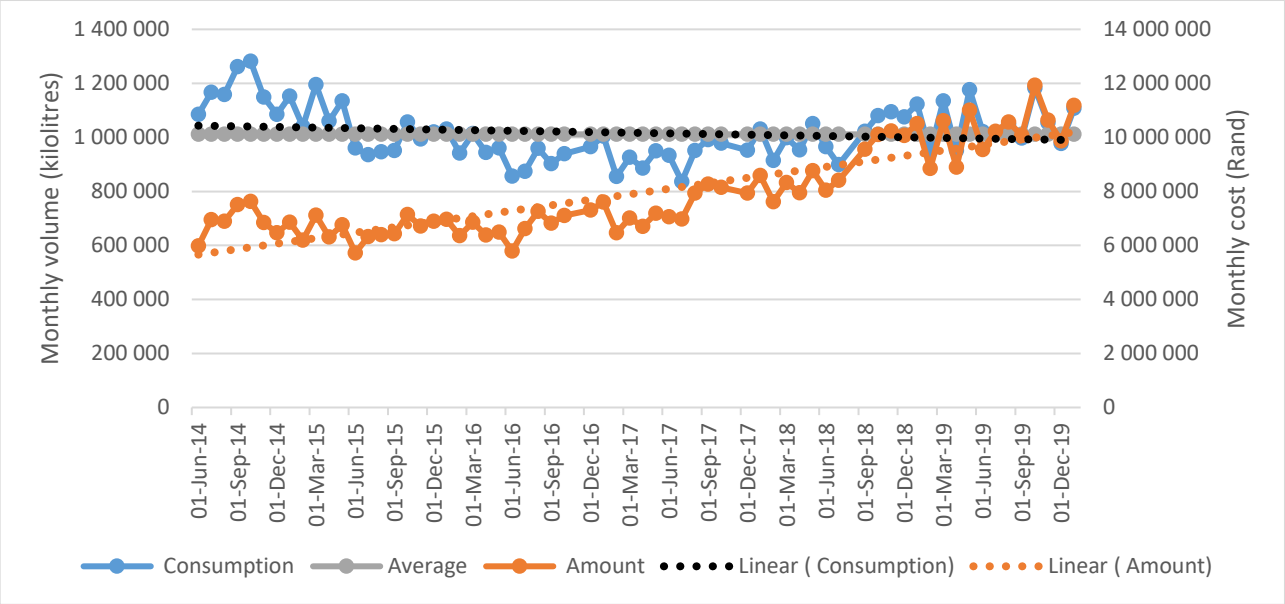



**Figure 3.3: Rand Water supply and cost**

## *3.4 Rand Water "Project 1600"*

Rand Water introduced "Project 1600" in 2017. The objective of the programme is to limit all Rand Water users to 1600 million $m^3$/annum until the LHWP Phase II is commissioned in 2025. The performance targets for MLM are summarised in **Figure 3.4**.

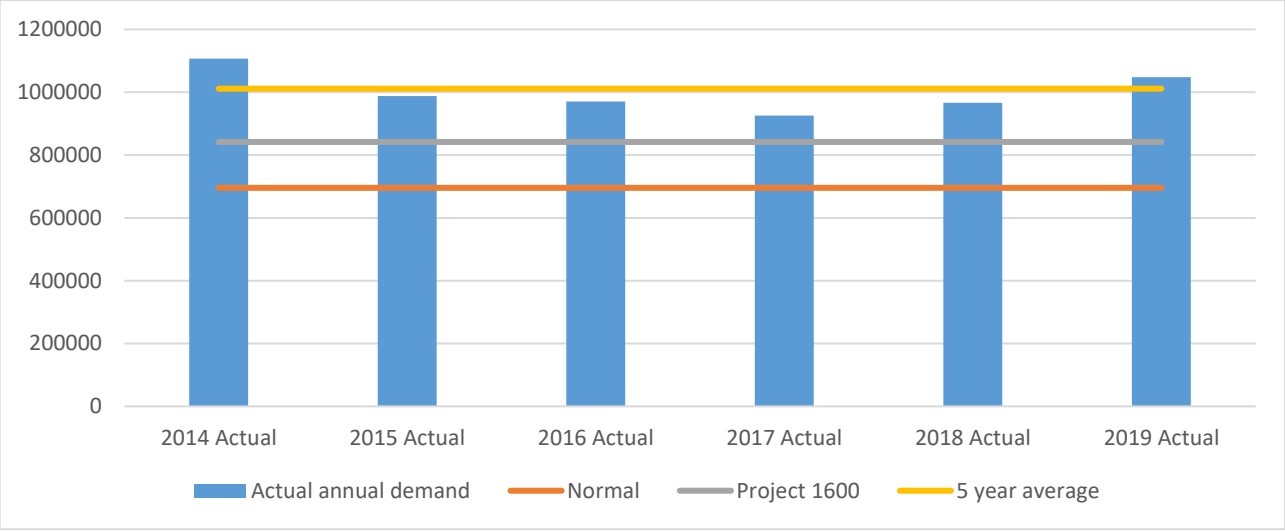



**Figure 3.4: Performance against IVRS licensed target**

The results indicate that in the period July 2018 to March 2019, MLM operated above the Project 1600 target of 841 587 $m^3$/month and the normal average monthly demand of 695 527 $m^3$/month. The Project 1600 target is set by Rand Water and the normal average monthly demand is the theoretical water demand as calculated by Rand Water based on the population and level of service (LOS). MLM needs to reduce its

consumption by 25% to achieve the Project 1600 target as shown in **Table 3.1** through a concerted effort to reduce physical water losses and to increase revenue where feasible.

**Table 3.1: Summary of Project 1600 license target per supply areas**

| Rand Water connection and supply area | Normal Total (kl/m) | Project 1600 license target (kl/m) | 2018/19 YTD actual (kl/m) | Over / under Project 1600 (kl/m) | Over / under Project 1600 (%) |
|---|---|---|---|---|---|
| 5800 + 5801 + 5802 + 5803 + 5804 + 5805 + 5813 + 5816 + 5862 Walkerville | 73 384 | 88 795 | 239 567 | 150 772 | 170% |
| 5629 Sedibeng Brewery | 101 591 | 122 925 | 189 756 | 66 830 | 54% |
| 4524 Portion 20 | 17 288 | 20 918 | 46 403 | 25 485 | 122% |
| 4337 Henley on Klip | 6 123 | 7 409 | 19 144 | 11 736 | 158% |
| 1616 + 4373 + 4060 Meyerton | 21 624 | 26 165 | 32 154 | 5 989 | 23% |
| 2853 Klipriver Valley | 97 206 | 117 620 | 122 833 | 5 214 | 4% |
| 2854 Portion 5 Nooitgedacht | 390 | 472 | 216 | -255 | -54% |
| 1871 Eastern Gauteng Services Council | 9 068 | 10 972 | 7 872 | -3 100 | -28% |
| 4369 Riversdale | 21 605 | 26 142 | 22 973 | -3 168 | -12% |
| 2561 + 4164 Midvaal | 15 078 | 18 244 | 14 502 | -3 743 | -21% |
| 2940 Boven Road Garthdale | 15 880 | 19 215 | 15 099 | -4 116 | -21% |
| 2279 Reservoir | 316 290 | 382 711 | 340 000 | -42 711 | -11% |
| **Total** | **695 527** | **841 587** | **1 050 520** | **208 932** | **25%** |

These targets are considered unrealistic and are currently under review by Rand Water. Concerns raised by Midvaal include the following:

- Midvaal's eight largest water users for 2018/19 have an average consumption of 346 849 kl/month. Water use is mostly for production purposes, which promotes business development and job creation. These users cannot reduce their consumption without compromising their production except for one or two users, which might have limited scope for improvement.
- Large water users account for 50% of the normal use target and 41% of the Project 1600 target. To expect a further 25% reduction in demand is unrealistic and will affect the economy of MLM. Key performance indicators for the municipality are already well within international best practice as summarised in **Table 3.2.**

**Table 3.2: Summary of KPIs for various targets**

| Indicator | NORMAL TOTAL (kl/m) 2019 | Project 1600 license target | YTD actual AAMD (kl/m) 2019 |
|---|---|---|---|
| Rand Water supply | 695 527 | 841 587 | 1 147 530 |
| Large users | 346 849 | 346 849 | 346 849 |
| % of Rand Water supply | 50% | 41% | 30% |
| Normal use | 348 678 | 494 738 | 800 681 |
| Population | 116 972 | 116 972 | 116 972 |

| Indicator | NORMAL TOTAL (kl/m) 2019 | Project 1600 license target | YTD actual AAMD (kl/m) 2019 |
|---|---|---|---|
| Households | 42 947 | 42 947 | 42 947 |
| **KPIs excluding large users** | | | |
| l/c/d | 98 | 139 | 225 |
| $m^3$/hh/month | 8 | 12 | 19 |
| **KPIs including large users** | | | |
| l/c/d | 195 | 237 | 323 |
| $m^3$/hh/month | 16 | 20 | 27 |

For the purposes of this strategy, it was assumed that Midvaal's current water consumption is within acceptable range. A realistic target would be if the municipality could reduce the average consumption of the past five years by 12% over the next 6 years. For the purposes of this strategy, a Rand Water target of 1 011 284 kl/month or 12 134 976 kl/annum was assumed.

# 4 STATUS QUO

## *4.1 National perspective*

The report on *Benchmarking of Water Loss, Water Use Efficiency and Non-Revenue Water in South African Municipalities 2004/05 to 2015/16* (DWS, July 2017) indicates water losses of 1462.01 million $m^3$/a (35.9%) and NRW of 1659.6 million $m^3$/a (41.0%) for all municipalities in 2015/16. The national IWA water balance for 2015/16 is shown in **Figure 4.1**.

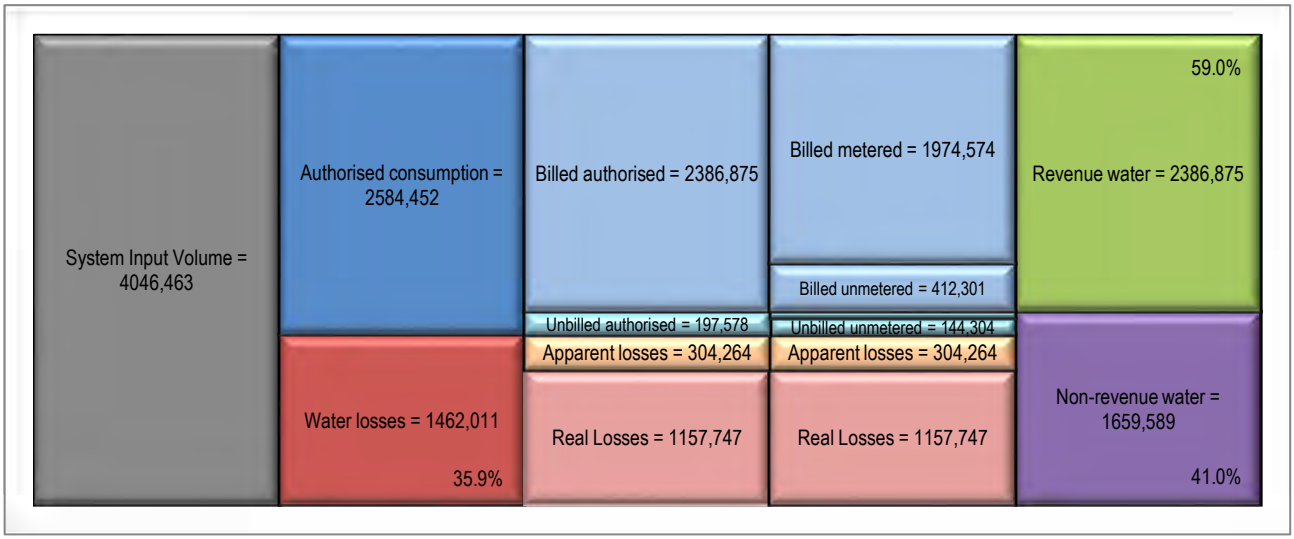



**Figure 4.1: National IWA water balance (2015/16)**

The estimated national water balance for 2015 /16, broken down per province, is summarised in **Table 4.1**. The highest and lowest figure for each key performance indicator are highlighted in red and green respectively.

**Table 4.1: Summary of provincial water loss indicators**

| Province | Population | System input volume ($m^3$/annum) | NRW ($m^3$/annum) | % NRW | % Water loss | ℓ/c/d | ILI |
|---|---|---|---|---|---|---|---|
| EC | 4 477 918 | 332 151 376 | 158 647 165 | 47.8% | 45.0% | 200 | 4.8 |
| FS | 2 723 028 | 207 835 805 | 106 908 574 | 51.4% | 46.6% | 209 | 4.8 |
| GT | 12 978 281 | 1 473 100 700 | 528 839 540 | 35.9% | 27.4% | 305 | 5.8 |
| LIM | 4 225 967 | 281 235 907 | 155 016 679 | 55.1% | 55.1% | 182 | 5.0 |
| KZN | 8 491 508 | 697 751 184 | 327 444 107 | 46.9% | 43.0% | 225 | 6.2 |
| NW | 3 039 995 | 206 496 825 | 105 577 898 | 51.1% | 51.1% | 186 | 4.7 |
| NC | 1 085 944 | 94 205 305 | 45 418 308 | 48.2% | 45.5% | 238 | 7.1 |
| WC | 6 108 993 | 482 695 411 | 102 720 237 | 21.3% | 16.7% | 201 | 2.4 |
| MP | 3 622 506 | 270 990 713 | 129 852 490 | 47.9% | 43.9% | 205 | 4.3 |
| **National** | **46 754 140** | **4 046 463 225** | **1 659 588 711** | **41.0%** | **35.9%** | **233** | **5.3** |

Gauteng is the largest water user in the country, and with KwaZulu-Natal and Western Cape, account for 66% of the total demand. Gauteng and KwaZulu-Natal account for 52% of the NRW by volume. Limpopo has the highest percentage NRW and water losses but the lowest litres / capita / day. Limpopo has a high prevalence of rural water supply schemes, which support the low l/c/d, however, should be verified.

Western Cape is the overall best performing province. Gauteng has the highest per capita consumption due to the high number of wet industries in the supply area.

## *4.2 Metropolitan perspective*

The 2016/17 key water loss performance indicators for the eight metros are summarised in **Table 4.2.**

**Table 4.2: Summary of metro KPIs**

| Metro | Population | System input volume ($m^3$/annum) | NRW ($m^3$/annum) | Water loss ($m^3$/annum) | % NRW | % Water loss | ℓ/c/d | ILI |
|---|---|---|---|---|---|---|---|---|
| Johannesburg | 5 054 084 | 558 916 194 | 225 204 419 | 149 596 607 | 40.29% | 26.77% | 301 | 8.3 |
| City of Cape Town | 4 677 410 | 335 498 796 | 76 911 359 | 58 113 549 | 22.92% | 17.32% | 181 | 2.6 |
| eThekwini | 3 570 797 | 311 073 884 | 97 188 131 | 92 922 189 | 31.24% | 29.87% | 239 | 4.9 |
| City of Tshwane | 3 211 261 | 332 387 892 | 91 129 188 | 88 471 775 | 27.42% | 26.62% | 271 | 6.2 |
| City of Ekurhuleni | 3 194 088 | 338 445 271 | 117 478 608 | 103 475 428 | 34.71% | 30.57% | 285 | 4.5 |
| Nelson Mandela Bay | 1 337 666 | 107 036 037 | 43 774 249 | 41 633 528 | 40.90% | 38.90% | 207 | 8.5 |
| Buffalo City | 789 289 | 62 490 024 | 21 332 354 | 13 524 474 | 34.14% | 21.64% | 217 | 2.3 |
| Mangaung | 749 802 | 69 103 990 | 24 337 427 | 18 219 490 | 35.22% | 26.37% | 253 | 3.1 |
| **Total** | **22 584 398** | **2 114 952 088** | **697 355 736** | **565 957 040** | **32.97%** | **26.76%** | **256** | **5.0** |

City of Johannesburg is the largest metro based on the population served and the largest municipal water user in the country. City of Cape Town is the best performing metro mainly driven by the extreme drought of the past three years. City of Cape Town has done extremely well to reduce consumption without reverting to intermittent supply.

The litres per capita per day is based on the system input volume divided by the total population and include the industrial and commercial water use. City of Ekurhuleni has the second highest litres per capita per day of the metros but also has the highest number of wet industries.

## *4.3 MLM perspective*

### 4.3.1 Water balance

**Figure 4.2** shows the 2019 water balance for MLM and indicates unit consumption of 309 l/c/d, water losses of 27.4% and NRW of 27.5%. The unit consumption is high because of the inclusion of Sedibeng Breweries that accounts for approximately 20% of the total consumption. The unit consumption reduces to approximately 225 l/c/d if the eight largest users are excluded which, is still below the national average of 233 l/c/d (DWS, 2017). The municipality has managed to reduce the unit consumption over the past 5 years as shown in **Figure 4.5**. The water losses and NRW are both below the national averages.

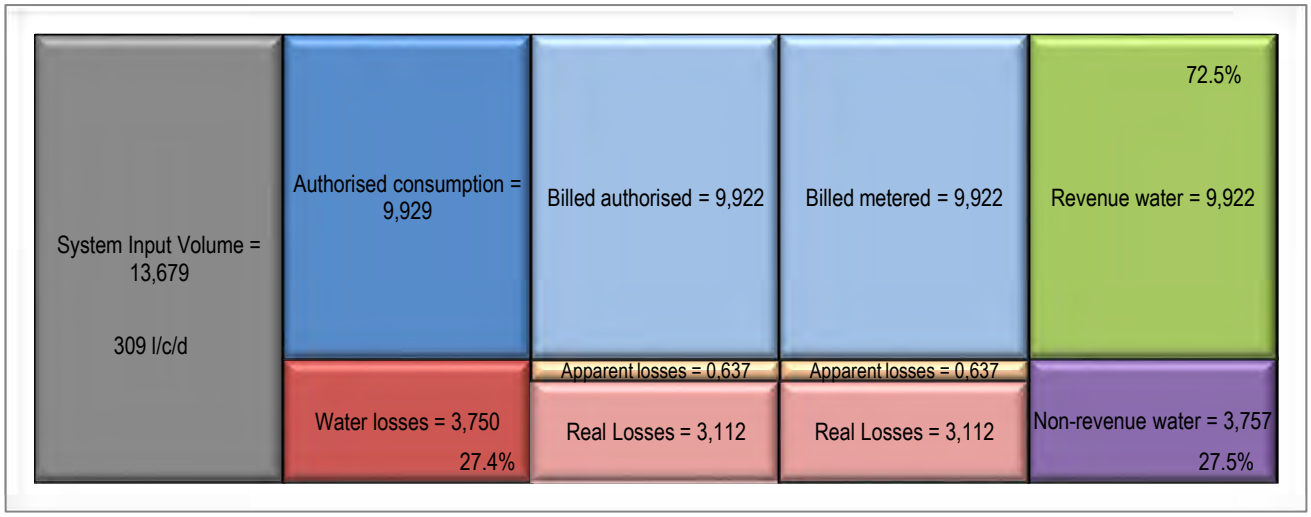



**Figure 4.2: NRW water balance (2019)**

MLM has, for the past four years, achieved or exceeded the targets set under the IVRS reconciliation strategy as shown in **Figure 4.3** and is well positioned to achieve the 2022 target. The IVRS target is considerably higher than the Rand Water Project 1600 target. **Figure 4.4** and **Figure 4.5** show a steady decline in physical water losses since 2014 and unit consumption over the past few years.

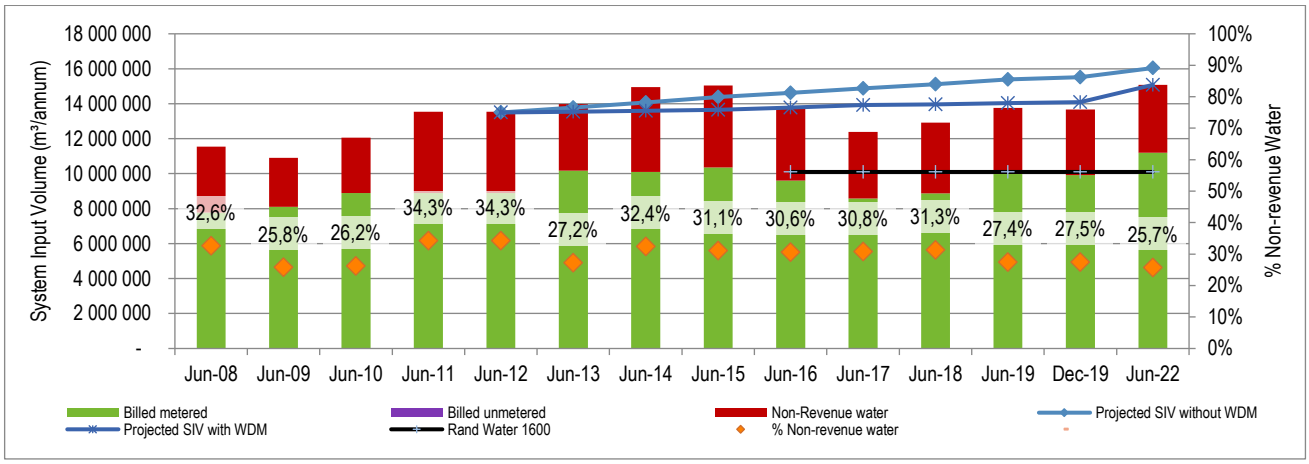



**Figure 4.3: NRW water balance trend**

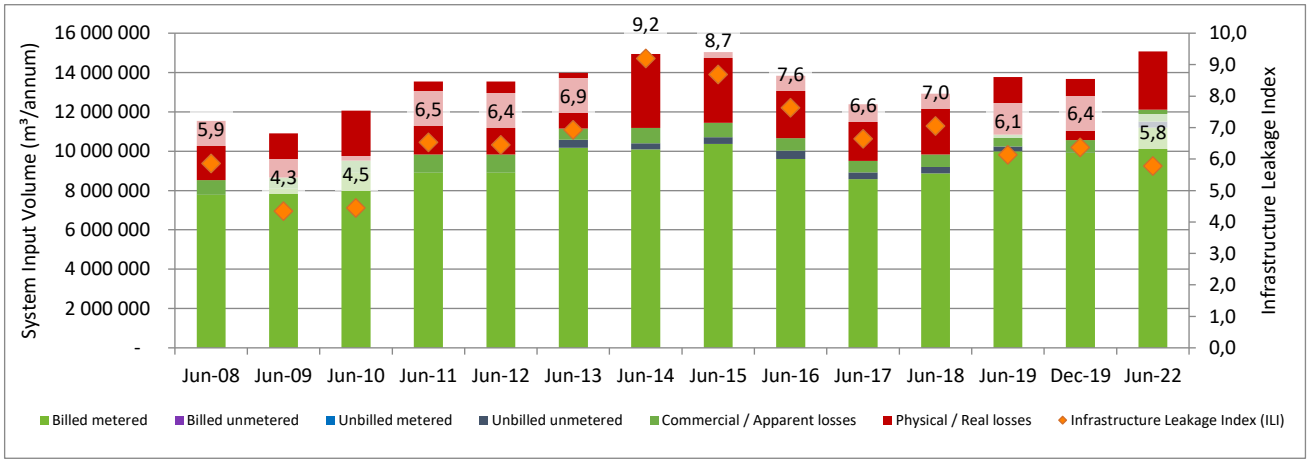



**Figure 4.4: Physical water loss trend**

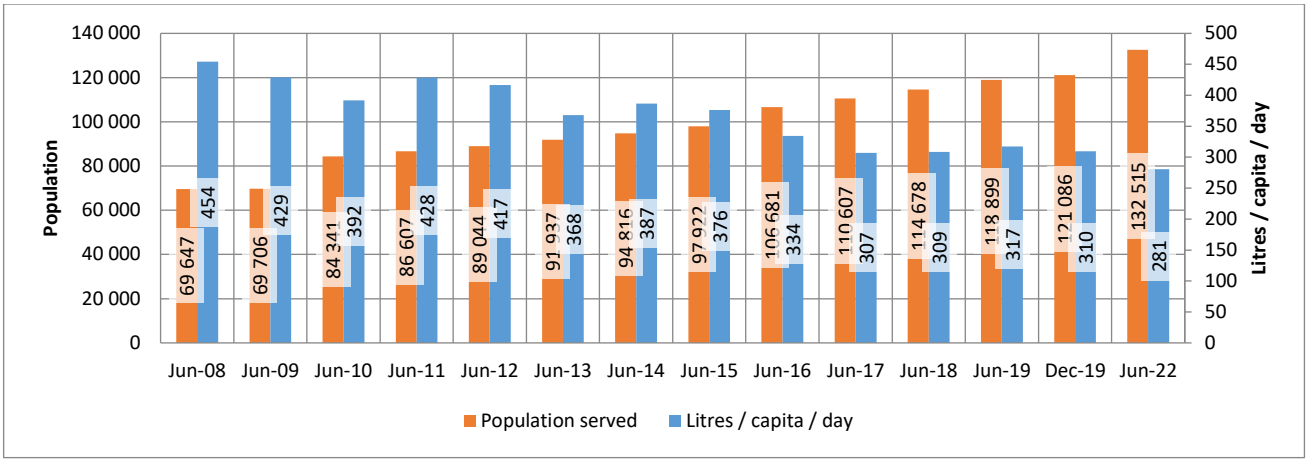



**Figure 4.5: Litres per capita per day trend**

### 4.3.2 Water supply cost analysis

Results from the MTREF budget indicate that the municipality operated at a 27% surplus in 2018/19 and plan for an annualised growth of 4.6% in revenue and 6.6% in water expenditure over the next three years. The projections are significantly lower than the 16.5% increase in revenue and 10.7% in expenditure over the past three years. The average selling / production cost ratio is 1.9, which is on par with the average of 1.9 for all large municipalities and suggests good metering, billing and cost recovery for large parts of the municipality supported by a low NRW. The average cost per household per month of R 840 is well above the average of R 347 for large municipalities and implies extensive cross subsidisation and potentially unaffordable water services for paying consumers. Overall, the results indicate that financially the municipality has been doing well and operates sustainably.

**Table 4.3: Water supply cost analysis**

| Description | 2015/16 | 2016/17 | 2017/18 | 2018/19 | Medium Term Revenue & Expenditure Framework | | |
|---|---|---|---|---|---|---|---|
| | Audited Outcome | Audited Outcome | Audited Outcome | Full Year Forecast | Budget 2019/20 | Budget 2020/21 | Budget 2021/22 |
| Water Revenue ('000) | 161 383 | 195 361 | 220 434 | 255 425 | 273 317 | 291 576 | 292 216 |
| Water Expenditure ('000) | 138 140 | 142 741 | 149 731 | 187 391 | 201 413 | 214 629 | 226 994 |
| **Surplus / Deficit ('000)** | **23 243** | **52 619** | **70 704** | **68 033** | **71 904** | **76 947** | **65 222** |
| System input volume ($m^3$/annum) | 13 842 674 | 12 389 557 | 12 915 967 | 12 270 169 | 11 656 660 | 11 073 827 | 10 520 136 |
| Billed authorised ($m^3$/annum) | 9 604 062 | 8 577 362 | 8 879 379 | 8 746 188 | 8 614 995 | 8 485 771 | 8 358 484 |
| **Average production cost (R/kl)** | **R 9.98** | **R 11.52** | **R 11.59** | **R 15.27** | **R 17.28** | **R 19.38** | **R 21.58** |
| **Average selling cost (R/kl)** | **R 16.80** | **R 22.78** | **R 24.83** | **R 29.20** | **R 31.73** | **R 34.36** | **R 34.96** |
| **Selling / production cost ratio** | **1.7** | **2.0** | **2.1** | **1.9** | **1.8** | **1.8** | **1.6** |
| Piped Water inside Dwelling | 19 461 | 19 461 | 19 461 | 19 850 | 19 850 | 19 850 | 19 850 |
| Piped Water inside Yard | 5 376 | 5 376 | 5 376 | 5 484 | 5 484 | 5 484 | 5 484 |
| Using Public Tap | 1 467 | 1 467 | 1 467 | 1 496 | 1 496 | 1 496 | 1 496 |
| Other Water Supply | – | – | – | – | – | – | – |
| **Sub-total** | **26 304** | **26 304** | **26 304** | **26 830** | **26 830** | **26 830** | **26 830** |
| **Avg cost/household/month** | **R 541** | **R 655** | **R 740** | **R 840** | **R 899** | **R 959** | **R 961** |

*Average cost / household / month = Water revenue / (Piped water inside dwelling + inside yard) / 12

### 4.3.3 Institutional arrangements

The Executive Director: Engineering Services is responsible for WCWDM in the MLM. Most of the functions are performed by the Directorate Technical Support with a team of 17 people. Currently two of the positions are vacant and three are unfunded. There are only four technical staff members in the Directorate with all other staff members performing administrative or clerical duties.

The Directorate Technical Support works closely with the Directorate Water and Sanitation, which is responsible for the day-to-day operations and maintenance of the water distribution network and wastewater treatment plants. The Directorate Technical Support also works closely with the Finance Department, which is responsible for Billing and Revenue, Credit Control, Rates and Tariffs, Budget Control, Valuation, Asset Management, Risk Management and Supply Chain Management. Both these departments have vacant and unfunded positions. The Directorate Water and Sanitation has currently has six vacant positions and nine unfunded positions.

The latest organisational structures are included in Appendix A.

It is recommended that the technical capacity of the Directorate Technical Support be increased to perform WCWDM functions and all vacant and unfunded positions be filled. WCWDM should also be entrenched in all departments to improve efficiency, water loss and NRW.

### 4.3.4 Existing projects

The operational and capital budgets for 2018/19 are summarised in **Table 4.4**. The municipality is spending 71% of the budget on water purchases from Rand Water. The municipality is spending R 15.975 million (10%) on its water loss reduction programme in 2018/19. The water loss items are marked in blue.

**Table 4.4: 2018/19 Operational and capital budgets**

| Project description | Original Budget Amount | % of budget |
|---|---|---|
| **Operational Budget** | | |
| Connections | R 318 834.00 | 0.2% |
| Stores and Materials | R 195 412.00 | 0.1% |
| Indigent Relief | R 525 672.00 | 0.3% |
| Purchase of Water | R 115 852 934.00 | 71.2% |
| Contracted Services | R 2 896 727.00 | 1.8% |
| Contracted Services: Master planning | R 215 180.00 | 0.1% |
| Buildings, Fences and Sites | R 11 379.00 | 0.0% |
| Network / Infrastructure: Bulk Services | R 1 810 862.00 | 1.1% |
| Contracted services: Water Loss Programme | R 318 834.00 | 0.2% |
| Pump Stations | R 271 297.00 | 0.2% |
| Water Meters | R 724 133.00 | 0.4% |
| Water Loss Programme | R 1 241 370.00 | 0.8% |
| Contracted Services: Water Loss Program | R 2 012 660.00 | 1.2% |
| Contracted Services: Water Demand Management | R 380 000.00 | 0.2% |
| HIRE Charges | R 200 000.00 | 0.1% |
| **Total operational budget** | **R 126 975 294.00** | 78.0% |

| Project description | Original Budget Amount | % of budget |
|---|---|---|
| **Capital Budget** | | |
| Roller Compactor Wacker | R 45 000.00 | 0.0% |
| Re-allocation of Vaal Marina Ring feed | R 150 000.00 | 0.1% |
| Water Pipe Installation - W/L Programme | R 500 000.00 | 0.3% |
| Telemetry of Water Supply and Distribution | R 600 000.00 | 0.4% |
| Bulk Water Meters W/L Programme | R 500 000.00 | 0.3% |
| Mamello Bulk Water (MIG) | R 430 000.00 | 0.3% |
| Refurbishment / Replacement - Supply Valve | R 1 500 000.00 | 0.9% |
| Bulk Water meters | R 2 000 000.00 | 1.2% |
| Installation: Domestic w/meters (Lakeside) | R 2 000 000.00 | 1.2% |
| Water Meter Replacement Programme | R 1 150 000.00 | 0.7% |
| Pressure management infra, pipes ,valves | R 2 500 000.00 | 1.5% |
| Aged Bulk Water Pipe Replacement | R 6 850 000.00 | 4.2% |
| Sicelo/Highbury (Valley Settlements) Re | R 15 000 000.00 | 9.2% |
| Replacement-Prepaid & Conventional Water | R 500 000.00 | 0.3% |
| Vehicles Water Demand Management | R 400 000.00 | 0.2% |
| PRV 'S W/L Programme | R 500 000.00 | 0.3% |
| Reservoir Refurbishment - W/L Programme | R 730 000.00 | 0.4% |
| 1 Ton Double Cabs | R 400 000.00 | 0.2% |
| **Total capital budget** | **R 35 755 000.00** | **22.0%** |
| **Total capital and operational budget** | **R 162 730 294.00** | **100.0%** |

# 5 TARGETS

The following targets have been set by the municipality, in line with the regional and national targets.

**Table 5.1: Projection and target KPI summary ($m^3$/annum)(see Appendix A)**

| | Actual | | | | | | Projected | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year ending | Jun-14 | Jun-15 | Jun-16 | Jun-17 | Jun-18 | Jun-19 | Jun-20 | Jun-21 | Jun-22 | Jun-23 | Jun-24 | Jun-25 |
| Population served | 94 816 | 97 922 | 106 681 | 110 607 | 114 678 | 116 972 | 119 311 | 121 697 | 124 131 | 126 614 | 129 146 | 131 729 |
| Households served | 32 711 | 34 537 | 36 364 | 39 617 | 42 105 | 42 947 | 43 806 | 44 682 | 45 575 | 46 487 | 47 417 | 48 365 |
| Projected SIV without WDM | 14 077 512 | 14 375 468 | 14 629 161 | 14 882 854 | 15 182 440 | 15 460 687 | 15 739 613 | 16 017 777 | 16 295 941 | 16 574 105 | 16 853 031 | 17 131 195 |
| Projected SIV with WDM | 13 595 972 | 13 653 158 | 13 786 467 | 13 919 775 | 13 956 299 | 14 037 903 | 14 120 549 | 14 202 970 | 14 285 391 | 14 367 812 | 14 450 458 | 14 532 879 |
| Project 1600 | | | | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 |
| System input volume (SIV) | 14 946 866 | 15 037 482 | 13 842 674 | 12 389 557 | 12 915 967 | 13 770 363 | 13 494 956 | 13 225 057 | 12 960 555 | 12 701 344 | 12 447 317 | 12 198 371 |
| Billed consumption (BC) | 10 098 777 | 10 365 657 | 9 604 062 | 8 577 362 | 8 879 379 | 9 991 983 | 10 052 934 | 10 114 257 | 10 175 954 | 10 238 027 | 10 300 479 | 10 363 312 |
| Unbilled consumption (UBC) | 310 311 | 346 283 | 415 321 | 340 815 | 320 406 | 245 056 | 235 254 | 225 844 | 216 810 | 208 137 | 199 812 | 191 819 |
| Non-revenue water | 4 848 089 | 4 671 825 | 4 238 612 | 3 812 195 | 4 036 588 | 3 778 380 | 3 442 022 | 3 110 800 | 2 784 602 | 2 463 317 | 2 146 838 | 1 835 059 |
| % Non-revenue water | 32.4% | 31.1% | 30.6% | 30.8% | 31.3% | 27.4% | 25.5% | 23.5% | 21.5% | 19.4% | 17.2% | 15.0% |
| % Water Losses | 30.4% | 28.8% | 27.6% | 28.0% | 28.8% | 25.7% | 23.8% | 21.8% | 19.8% | 17.8% | 15.6% | 13.5% |
| Litres / capita / day | 387 | 376 | 334 | 307 | 309 | 323 | 310 | 298 | 286 | 275 | 264 | 254 |
| % Reduction in SIV required | | | | | | | -2.0% | -2.0% | -2.0% | -2.0% | -2.0% | -2.0% |
| % Increase in BC required | | | | | | | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% |
| % Reduction in UBC required | | | | | | | -4.0% | -4.0% | -4.0% | -4.0% | -4.0% | -4.0% |
| **Previous NRW targets** | 32.4% | 29.4% | 26.7% | 24.3% | 22.1% | 20.0% | | | | | | |
| **Revised NRW targets** | | | | 28.5% | 28.5% | 26.5% | 25.5% | 23.5% | 21.5% | 19.4% | 17.2% | 15.0% |
| **Over / under target** | 0.00% | 1.70% | 3.90% | 2.30% | 2.80% | 0.90% | | | | | | |

The municipality was unable to achieve the targets set in the previous WCWDM strategy and were revised in 2017. The new targets are now set to achieve 15% NRW by 2025.

If the above saving could be achieved, the potential financial benefits are summarised in **Table 5.2.** An 8% annual increase in Rand Water purchase cost and water sales cost was assumed. The municipality stands to gain R 34.2 million over 5 years if escalation is included.

**Table 5.2: Nett benefit of reduced purchases and sales**

| Year ending | Jun-20 | Jun-21 | Jun-22 | Jun-23 | Jun -24 | Jun-25 |
|---|---|---|---|---|---|---|
| Reduction in purchases ($m^3$/annum) | 275 407 | 269 899 | 264 501 | 259 211 | 254 027 | 248 946 |
| Rand Water tariff (R/$m^3$) (increase @8%) | R 10.40 | R 11.24 | R 12.14 | R 13.11 | R 14.16 | R 15.29 |
| Reduced purchases (R/annum) | R 2 865 589 | R 3 032 940 | R 3 210 063 | R 3 397 531 | R 3 595 947 | R 3 805 950 |
| **A: Cumulative reduced purchases (Rand)** | **R 2 865 589** | **R 5 898 529** | **R 9 108 592** | **R 12 506 123** | **R 16 102 070** | **R 19 908 020** |
| Increase in sales ($m^3$/annum) | 60 951 | 61 323 | 61 697 | 62 073 | 62 452 | 62 833 |
| Average selling price (R/$m^3$)(increase @8%) | R 31.54 | R 34.06 | R 36.78 | R 39.73 | R 42.90 | R 46.34 |
| Increased income (R/annum) | R 1 922 154 | R 2 088 589 | R 2 269 436 | R 2 465 942 | R 2 679 463 | R 2 911 472 |
| **B: Cumulative increased income (Rand)** | **R 1 922 154** | **R 4 010 743** | **R 6 280 179** | **R 8 746 121** | **R 11 425 584** | **R 14 337 056** |
| A plus B: Nett benefit (Rand) | R 4 787 743 | R 9 909 272 | R 15 388 771 | R 21 252 244 | R 27 527 654 | R 34 245 076 |

The matrix shown in **Table 5.3** shows the impact of increasing the billed consumption and reducing the Rand Water purchases. The table does not allow for inflation. A 12% reduction in Rand Water purchases will save the municipality R 15.92 million per annum, while a 3% increase in billed consumption will generate an additional income of R 8.75 million. The combined saving would be R 24.67 million per annum.

**Table 5.3: Nett benefit of reduced purchases and sales**

| Percentage reduction in system input volume | Percentage increase in billed consumption | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 0.0% | 0.5% | 1.0% | 1.5% | 2.0% | 2.5% | 3.0% | 3.5% | 4.0% |
| | 0.0% | R 0.00 | R 1.46 | R 2.92 | R 4.38 | R 5.84 | R 7.30 | R 8.75 | R 10.21 | R 11.67 |
| | 2.0% | R 2.65 | R 4.11 | R 5.57 | R 7.03 | R 8.49 | R 9.95 | R 11.41 | R 12.87 | R 14.33 |
| | 4.0% | R 5.31 | R 6.77 | R 8.22 | R 9.68 | R 11.14 | R 12.60 | R 14.06 | R 15.52 | R 16.98 |
| | 6.0% | R 7.96 | R 9.42 | R 10.88 | R 12.34 | R 13.80 | R 15.26 | R 16.71 | R 18.17 | R 19.63 |
| | 8.0% | R 10.61 | R 12.07 | R 13.53 | R 14.99 | R 16.45 | R 17.91 | R 19.37 | R 20.83 | R 22.29 |
| | 10.0% | R 13.27 | R 14.73 | R 16.18 | R 17.64 | R 19.10 | R 20.56 | R 22.02 | R 23.48 | R 24.94 |
| | 12.0% | R 15.92 | R 17.38 | R 18.84 | R 20.30 | R 21.76 | R 23.22 | R 24.67 | R 26.13 | R 27.59 |
| | 14.0% | R 18.57 | R 20.03 | R 21.49 | R 22.95 | R 24.41 | R 25.87 | R 27.33 | R 28.79 | R 30.25 |
| | 16.0% | R 21.23 | R 22.69 | R 24.14 | R 25.60 | R 27.06 | R 28.52 | R 29.98 | R 31.44 | R 32.90 |

**Table 5.4** shows the impact on the water loss key performance indicators. If the system input volume could be reduced by 12% and billed consumption increased by 3% the NRW will reduce to 15% and unit consumption to 284 l/c/d. This will bring the municipality in line with international best practice and one of the best performing municipalities in the country.

**Table 5.4: Impact on key performance indicators**

| % reduction in SIV | SIV ($m^3$/annum) | % increase in billed consumption | Billed consumption ($m^3$/annum) | NRW ($m^3$/annum) | % NRW | l/c/d |
|---|---|---|---|---|---|---|
| 0.0% | 13 770 363 | 0.0% | 9 991 983 | 3 778 380 | 27% | 323 |
| 2.0% | 13 494 956 | 0.5% | 10 041 943 | 3 453 013 | 26% | 316 |
| 4.0% | 13 219 548 | 1.0% | 10 091 903 | 3 127 646 | 24% | 310 |
| 6.0% | 12 944 141 | 1.5% | 10 141 863 | 2 802 278 | 22% | 303 |
| 8.0% | 12 668 734 | 2.0% | 10 191 823 | 2 476 911 | 20% | 297 |
| 10.0% | 12 393 327 | 2.5% | 10 241 783 | 2 151 544 | 17% | 290 |
| 12.0% | 12 117 919 | 3.0% | 10 291 742 | 1 826 177 | 15% | 284 |
| 14.0% | 11 842 512 | 3.5% | 10 341 702 | 1 500 810 | 13% | 277 |
| 16.0% | 11 567 105 | 4.0% | 10 391 662 | 1 175 443 | 10% | 271 |

# 6 INTERVENTION PROGRAMME

The proposed interventions would be undertaken over a period of five years with focus on interventions providing the highest return on investment. Interventions will be prioritised according to:

- **Reducing the Rand Water bill** – this will include all interventions that will reduce visible water losses and improve efficiency in areas which lack effective metering, billing and or cost recovery systems.
- **Increasing revenue** – this will include all interventions that will improve revenue collection.

The interventions are split into five pillars and programmes. A number of projects will be identified under each programme. The pillars and programmes are summarised in the following sections.

## *6.1 Institutional and Local Regulation Pillar*

### 6.1.1 Establishment of a WCWDM Steering Committee

A WCWDM Steering Committee should be established in order to manage and implement this plan. This is essential to obtain the necessary buy-in from all role players through participative, collective decision-making and to monitor the implementation progress.

*It is recommended that the HOD: Engineering establishes a Steering Committee in conjunction with the MMC: Engineering Services to promote political buy-in. In addition, this steering committee should include relevant members from other Departments such as finance, customer care, water and sanitation to ensure that WCWDM becomes well entrenched in the institution.*

### 6.1.2 Organisation and Human Resource Plan

The MLM does not have the necessary capacity and skills for the efficient management of the water supply and distribution system as well as what is required to reduce the NRW from 27.4% to 15% over a 5 year period. Filling and funding of the existing vacant and unfunded positions will greatly contribute to the effective operation of the municipality and reducing NRW.

*It is recommended that the all the vacant and unfunded positions in the Engineering Services - Technical Support and Engineering Services – Water are filled and funded as a matter of priority. Once the positions are filled and funded, the HOD: Engineering Services should conduct a detail gap analysis with regards to existing capacity and skills available, versus the capacity and skills required to meet these targets. The gap analysis should detail the additional skills and training requirements, affordability and succession planning.*

### 6.1.3 Review and update policies and bylaws

Clear and up to date policies and bylaws are required to guide the implementation and enforcement of WCWDM. Policies and bylaws that need to be reviewed and updated to ensure they are in line with the latest national government policies and promote WCWDM are:

- Metering, billing and credit control policy;
- Consumer meter replacement strategy;
- Municipal bylaws;
- Consumer charter; and
- Indigent policy and register and the requisite registration process.

*It is recommended that all policies and bylaws older than five years are reviewed and updated. New policies should be approved by council and the new bylaws promulgated.*

## 6.2 Technical pillar

### 6.2.1 Calculation and Preparation of Monthly Water Balance

The essential first step in the practical management of NRW, is to calculate the monthly IWA water balances for each distribution area. It is important to prepare a water balance for each distribution area in order to identify problem areas, prioritise budgets and projects, to avoid wasteful expenditure and obtain the quickest return on investment.

*It is thus recommended that the HOD: Engineering Services prepare monthly water balances for each water distribution area.*

### 6.2.2 Cathodic Protection of Steel Pipes

Cathodic Protection is a technique used to control the corrosion of a metal pipe surface by making it the cathode of an electrochemical cell, a more easily corroded "sacrificial metal" to act as the anode. The sacrificial metal then corrodes instead of the protected metal. For structures such as long pipelines, where passive galvanic cathodic protection is not adequate, and where stay currents from electric power distribution systems such as power lines and railway lines are present, an external DC electric power source is used on the steel pipeline to neutralise such external induced stray currents. Stray currents from external sources can have a major negative impact on the life expectancy of a steel pipeline.

*It is recommended that the HOD Engineering Services appoints a specialist service provider to analyse existing steel pipelines and cathodic protection systems and develop a five year implementation plan.*

### 6.2.3 Pressure Management

Pressure management is a concept whereby the water pressure in a distribution system is reduced and controlled to an optimal point within acceptable volume and pressure standards. The Guidelines for Human Settlement Planning and Design (Red Book) (CSIR) provides the following guidelines:

- Minimum residual pressure house connections = 2.4 bar
- Minimum residual pressure yard and public tap connections = 1.0 bar
- Recommended maximum pressure in a distribution system = 6.0 to 7.0 bar
- Maximum static pressure in a distribution system = 9.0 bar

Advanced water pressure management can also be implemented whereby the water pressure is automatically further reduced during off-peak demand periods. Advanced pressure management has its own challenges, and additional benefits should be weighed up against the costs, skills required, operations and maintenance.

The benefits of pressure management include the reduction of leak flow rates, reduction of burst frequency of water pipes and extension of residual water infrastructure life.

*It is recommended that the HOD: Engineering Services appoints a specialist service provider to implement the existing pressure management plan.*

### 6.2.4 Document and Update Asset Register

In order to efficiently manage a water supply and distribution system, the management and operational staff should have access to accurate and clear water supply plans.

The Engineering Department is continuously developing and updating the Information Management Query System (IMQS). The IMQS system is effectively an asset register and GIS system. The system can also be linked to a water modelling system (WADISO) and meter reading, billing analysis system (VENUS) and procedure system for new developments, replacements and upgrading of the water system (IMaS).

*It is recommended that the HOD: Engineering Services ensures that the IMQS system and associated systems are continuously updated.*

### 6.2.5 Bulk meter and Sectorisation

Sectorisation of a municipal water distribution is a concept and process whereby the distribution network is divided into smaller supply and distribution areas. This is required in order to separate distribution areas because of the topography, assist in identifying areas with high water losses and to prioritise projects within a water loss reduction programme.

The installation and maintenance of valves within a water supply and distribution system is crucial for the efficient management of such a system. In the past, it was common to install anti-clock wise closing valves. Later on, the same municipalities converted to clockwise closing valves. Unfortunately, especially with the demarcation of Local Government and changing of boundaries, most municipalities have ended up with systems where both anti-clockwise and clockwise valves are present in their water systems. Should these valves not be marked clearly, operations and maintenance staff open valves with the understanding that they are closing valves and vice versa. This obviously can cause havoc in the operations and maintenance of water systems. Many water systems capacity has reduced drastically because of this confusion, whereby many system valves are closed that should be open and vice versa.

*It is recommended that the HOD Engineering appoints a specialist service provider to analyse the water supply and distribution network and implement a sectorisation plan. The implementation plan should be combined with a valve audit and replacement programme.*

### 6.2.6 Asset Management Replacement Programme

It is estimated that replacement value of the MLM's water supply and distribution network is R900 million. Some of the infrastructure has reached or surpassed its life expectancy, which is affecting service delivery and contributing to water losses. Preventative maintenance, retrofitting and upgrading of infrastructure will assist in increasing the life expectancy of the water infrastructure.

*It is recommended that the HOD: Engineering Services develops an Asset Management replacement programme that will inform the annual budgeting process. This programme should run parallel with the master planning programme.*

### 6.2.7 Timeous Leak Detection & Repairs

The Department of Human Settlements, Water and Sanitation has encouraged Municipalities to declare War on Leaks. It is estimated that at least 30% of a municipality's water losses is attributed to leaking network pipes, pipe bursts, leaking stand connection pipes, leaking reservoirs and overflowing of reservoirs.

It is thus important that municipal maintenance teams are well equipped and alert to immediately address these problems, and have such wastage of water addressed within 24 hours or preferably even less.

The following aspects should be taken into consideration in preparing a War on Leaks Programme:

- An Informed public;
- Dedicated, well trained and equipped committed maintenance teams;
- Efficient Call Centre and system (generation and allocation of job cards, dispatch, reporting and control);
- Good communication between stakeholders;
- Service delivery charter (all leaks, wastage of water systems to be fixed within acceptable time frames); and
- Record keeping and analysis of identified problematic areas.

The cost for purchasing, operating and maintaining leak detection equipment and systems is very expensive and dedicated trained staff needs to be employed to perform such investigations. It may be cost effective for large municipalities such as metros to put together a leak detection section, but it is more cost effective for smaller municipalities such as MLM to outsource such function.

*It is recommended that a three-year annual leak detection and repair contract be rolled-out to assist the Engineering Department to detect and repair leaks when required.*

*It is recommended that the HOD: Engineering Services develops a War on Leaks programme for immediate implementation.*

### 6.2.8 Telemetry of Water Supply and Distribution Systems

Telemetry can be defined as a system whereby important information such as reservoir water levels, pressures, flows, pump activation is logged in order to have accurate information on the functioning and performance of a water supply and distribution network.

MLM covers a very large area and with limited water staff. It is very difficult to manage and operate the water distribution network without an efficient telemetry system. Water is lost because of protracted response times to overflowing reservoirs and burst pipes.

*It is recommended that the HOD: Engineering Services implements a cost effective telemetry system to monitor the water supply and distribution system of MLM*.

### 6.2.9 Master Planning of Water System

A Master Plan for a Water System takes into consideration, the existing water system and through predictive modelling, develops a 20 to 25 year water supply and distribution system. It is a planning tool especially in preparing a long-term investment plan, future capacity plan and an upgrading plan.

With regards to NRW reduction, the more successful a water service provider is in reducing its NRW, the more it can save in terms of provision capacity and capital investment in extending its water system. MLM has developed a "Computer Model Analysis and Master Planning of Water System-Summary Report, December 2012."

The project entailed the establishment of computer models for all the water networks in MLM, the linking of these models to the stand and water meter database of the Finance Departments financial system, and evaluation and master planning of the water networks, and the posting of all information to the IMaS viewer. There is a separate report for each of the 25 distribution zones, addressing both the bulk and the distribution network aspects of each area's water system. This should then also be linked to each distribution zones water balance.

*It is recommended that the HOD: Engineering Services ensures that the outcomes and capacity siting from this study be utilized strictly during upgrading and replacement of water infrastructure in MLM and that the master plan be updated at least every two years.*

## *6.3 Financial pillar*

### 6.3.1 Consumer Meter Management Plan

The Water Services Department of a municipality has the responsibility to generate income from the water produced/ purchased and distributed to its customers in terms of the Municipal Systems Act and Municipal Finance Management Act. In order to meet the legislative requirement, the Engineering and Finance Departments are responsible for the accurate metering, billing and revenue collection system.

The Water Services Division of a Municipality therefore needs to install and maintain water meters with the objective of reducing apparent or commercial losses. Commercial losses include the following:

- Unauthorised water use and illegal connections;
- Customer meter inaccuracies;
- Wrong sizing of meters;
- Wrong meter readings;
- Connections not metered;
- Connections metered but meters not visible; and
- Connection metered but not read and billed.

*It is recommended that the HOD: Engineering Services prepare a meter management plan, which should at least include the following and be implemented over the five-year period:*

- *Meter replacement policy and programme;*
- *Plan to meter unmetered areas;*
- *Plan to meter informal settlements;*
- *Procedure for the correct sizing of meters for customers other than residential stands/consumers;*
- *Audit plan for all meter installations larger than 15mm; and*
- *Accurate metering of council properties.*

### 6.3.2 Consumer Data Base Audit

It is estimated that unbilled authorised water consumption makes up 2,0% of the MLM NRW. In most cases, this is caused by the anomaly between the actual meter information of the meter/s installed on a property and the information on the Venus billing system. This anomaly also causes inaccurate billing and consumer dissatisfaction.

*It is recommended that the HOD: Engineering Services and the Chief Financial Officer initiate a meter database and site audit as explained above and that such audit be executed within the first two years of the five year programme.*

### 6.3.3 Indigent Leak Repair Programme and Retro Fitting of Toilet Plumbing

A preliminary desktop study revealed that indigents are consuming on average more than 40 kl per household per month with some households that consume more than 200 kl/month. It was found that most of the consumption was wasted and ends up in the sewer system, because of malfunctioning toilet systems. These consumers are expected to make use of the 6 kl/month free basic water supply.

*It is recommended that approval be obtained from Council that the Engineering Services Department be authorised to repair leaks and retrofitting of toilet plumbing together with education of consumers at indigent households and other households where specific conditions apply.*

### 6.3.4 Tariff review

Cost effective water and sanitation tariffs should be developed that comply with the requirements of Notice 1153 of 2015 - *Revised Norms and Standards in Respect of Tariffs for Water Services* in terms of Section 10 (1) of the Water Services Act (Act no. 108 of 1997) as published in the Government Gazette, 13 November 2015. Water utilities should ensure water services are provided in an efficient, equitable and sustainable manner, which is sufficient for subsistence and sustainable economic activity.

*It is recommended that the HOD: Engineering Services and the Chief Financial Officer initiate a project to ensure water tariffs are reviewed in terms of the Norms and Standards on a 3 year cycle. It is also recommended that the indigent register be reviewed to ensure that all consumers that can pay for service, start to pay for the water services provided.*

## *6.4 Social pillar*

### 6.4.1 Community Awareness programme

Community awareness plays an integral part of any WDM project. The community can save water through the reporting of leaks, fixing household plumbing and using water efficiently in the home and garden. Community awareness could be undertaken through outreach activities and schools awareness campaigns. Outreach activities are usually undertaken at public gatherings such as clinics, sport events, shopping centres and public meetings. The political leadership of the WSA should participate in all awareness activities and lead by example. Community awareness programmes should be supported by proper training and awareness material such as brochures, T-shirts, fridge magnets, licence disk holders, water bottles, etc. to strengthen consumer participation in ensuring efficient water use and in looking after the water infrastructure installed eg. distribution pipes, meters (conventional and prepaid), valves etc.

*It is recommended that the HOD: Engineering Services initiates project specific awareness programmes to create opportunities to inform, consult, involve, collaborate and empower the local community. Involving the community create support, upliftment, empowerment, economic and socio economic growth and ultimate sustainability of the programme.*

### 6.4.2 Schools awareness programme

There are 29 schools in Midvaal with 18 272 learners and 719 educators. Eleven of these schools are no fee schools, which typically mean income is limited and leakage levels are high.

*It is recommended that the HOD: Engineering Services initiates a schools awareness campaign. Schools awareness programmes should focus on the management teams, teachers and caretakers of the schools to create momentum, awareness and sustainability. Once the management teams, teachers and caretakers are on board, they can involve the learners and include WCWDM in the curriculum. The learners can then promote and implement the awareness campaign at school, at home and in the greater community to the benefit of the catchment and country.*

# 7 FINANCIAL IMPLICATIONS AND BUDGET

The total estimated cost for implementation of a comprehensive WCWDM programme amounts to approximately R 130.17 million**.** The total amount is split between OPEX and CAPEX as shown in **Table 7.1.**

**Table 7.1: NRW reduction budget**

| Year | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total | Budget |
|---|---|---|---|---|---|---|---|---|---|
| **Institutional and Local Regulation Pillar** | R 0 | R 3 000 000 | R 3 200 000 | R 3 000 000 | R 3 000 000 | R 3 200 000 | R 3 000 000 | R 18 400 000 | |
| Establishment of a WCWDM Steering Committee | R 0 | R 0 | R 0 | R 0 | R 0 | R 0 | R 0 | R 0 | OPEX |
| Organisation and Human Resource Plan | R 0 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 3 000 000 | R 18 000 000 | OPEX |
| Review and update policies and bylaws | R 0 | R 0 | R 200 000 | R 0 | R 0 | R 200 000 | R 0 | R 400 000 | CAPEX |
| **Technical pillar** | R 5 900 000 | R 9 540 000 | R 10 310 000 | R 11 330 000 | R 12 300 000 | R 12 300 000 | R 12 300 000 | R 74 380 000 | |
| Calculation and Preparation of Monthly Water Balance | R 100 000 | R 140 000 | R 150 000 | R 160 000 | R 170 000 | R 170 000 | R 170 000 | R 1 060 000 | OPEX |
| Cathodic Protection of Steel Pipes | R 0 | R 800 000 | R 700 000 | R 800 000 | R 900 000 | R 900 000 | R 900 000 | R 5 000 000 | CAPEX |
| | R 0 | R 220 000 | R 220 000 | R 220 000 | R 220 000 | R 220 000 | R 220 000 | R 1 320 000 | OPEX |
| Pressure Management | R 200 000 | R 500 000 | R 600 000 | R 700 000 | R 800 000 | R 800 000 | R 800 000 | R 4 400 000 | CAPEX |
| | R 0 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 2 200 000 | OPEX |
| Document and Update Asset Register | R 0 | R 50 000 | R 60 000 | R 70 000 | R 80 000 | R 80 000 | R 80 000 | R 420 000 | OPEX |
| Bulk meter and Sectorisation | R 200 000 | R 200 000 | R 250 000 | R 300 000 | R 350 000 | R 350 000 | R 350 000 | R 2 000 000 | CAPEX |
| Valve audit | R 0 | R 200 000 | R 250 000 | R 250 000 | R 300 000 | R 300 000 | R 300 000 | R 1 600 000 | CAPEX |
| Asset Management Replacement Programme | R 4 400 000 | R 5 000 000 | R 5 500 000 | R 6 000 000 | R 6 500 000 | R 6 500 000 | R 6 500 000 | R 40 400 000 | CAPEX |
| Timeous Leak Detection & Repairs | R 500 000 | R 550 000 | R 600 000 | R 650 000 | R 700 000 | R 700 000 | R 700 000 | R 4 400 000 | OPEX |
| Telemetry of Water Supply and Distribution Systems | R 0 | R 500 000 | R 500 000 | R 600 000 | R 600 000 | R 600 000 | R 600 000 | R 3 400 000 | CAPEX |
| | | R 280 000 | R 280 000 | R 280 000 | R 280 000 | R 280 000 | R 280 000 | R 1 680 000 | OPEX |
| Master Planning of Water System | R 500 000 | R 800 000 | R 900 000 | R 1 000 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 6 500 000 | CAPEX |
| **Financial pillar** | R 4 040 000 | R 4 360 000 | R 4 180 000 | R 4 200 000 | R 4 470 000 | R 4 220 000 | R 4 220 000 | R 29 690 000 | |
| War on Leaks | R 300 000 | R 320 000 | R 340 000 | R 360 000 | R 380 000 | R 380 000 | R 380 000 | R 2 460 000 | OPEX |
| Consumer Meter Management Plan | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 3 500 000 | R 24 500 000 | CAPEX |
| Consumer Data Base Audit | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 140 000 | R 980 000 | CAPEX |
| Indigent Leak Repair Programme and Retro Fitting of Toilet Plumbing | R 100 000 | R 150 000 | R 200 000 | R 200 000 | R 200 000 | R 200 000 | R 200 000 | R 1 250 000 | CAPEX |
| Tariff review | R 0 | R 250 000 | R 0 | R 0 | R 250 000 | R 0 | R 0 | R 500 000 | CAPEX |

| Year | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total | Budget |
|---|---|---|---|---|---|---|---|---|---|
| **Social pillar** | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 1 100 000 | R 7 700 000 | |
| Schools awareness programme | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 300 000 | R 2 100 000 | CAPEX |
| Community Awareness programme | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 800 000 | R 5 600 000 | CAPEX |
| **Total** | **R 11 040 000** | **R 18 000 000** | **R 18 790 000** | **R 19 630 000** | **R 20 870 000** | **R 20 820 000** | **R 20 620 000** | **R 130 170 000** | |
| CAPEX | R 10 140 000 | R 13 140 000 | R 13 840 000 | R 14 590 000 | R 15 740 000 | R 15 690 000 | R 15 490 000 | R 98 630 000 | |
| OPEX | R 900 000 | R 4 860 000 | R 4 950 000 | R 5 040 000 | R 5 130 000 | R 5 130 000 | R 5 130 000 | R 31 140 000 | |

The budget allocation is inline with the current budget.

Source of funding:

CAPEX

| VOTE NUMBER | SECTION | SOURCE OF FUNDING | PROJECT DESCRIPTION | 2020-2021 |
|---|---|---|---|---|
| 12056444420F5H22ZZWM | Water Network | Capital Operational Revenue | Reservior refurbishment - w/l programme | 500 000 |
| 12056444420FNJ44ZZWM | Water Network | Water Service Infrastructure Grant | Aged bulk water pipe replacement | 10 325 000 |
| 12056444420FNJ45ZZWM | Water Network | Water Service Infrastructure Grant | Refurbishment/replacement-supply valves | 1 000 000 |
| 12056444420FNJ47ZZWM | Water Network | Water Service Infrastructure Grant | Pressure management infrastructure | 1 000 000 |
| 12056444420FPH87ZZWM | Water Network | External Loans | Pre-paid water meter project | 2 000 000 |

| | | | | |
|---|---|---|---|---|
| 12056444420FPH88ZZWM | Water Network | External Loans | Replacement-prepaid&conventional water m | 1 000 000 |
| 12056444420FPH89ZZ02 | Water Network | External Loans | Rissiville water network (new) | 4 500 000 |
| 12056446020F5D89ZZWM | Water Network | Capital Operational Revenue | Water meter replacement programme | 700 000 |

OPEX

| | | |
|---|---|---|
| Contracted Services:Water Demand Management | 12052265130F9P15ZZWM | 4 369 550,00 |
| Contracted Services:Water Loss Programm | **12052265130F9P16ZZWM** | 2 208 391,00 |
| Indigent Leaks Repairs Project (WSIG) | **12052265120WSQ43ZZWM** | 1 500 000,00 |

# 8 CONCLUSIONS

- The analysis of the MLM water supply system indicates water losses, inefficiencies and NRW figures below the national averages. There is scope for improvement to bring the MLM in line with international best practice;
- The Rand Water target is unrealistically low and should be further investigated. A realistic target would be if the municipality could reduce the average consumption of the past five years by 10% over the next 5 years;
- The current demand is exceeding average supply for the past five years and the MLM needs to reduce its current consumption by 10% over the next 5 years;
- Most bulk meters are working and the municipality is preparing a water balance on a monthly basis;
- The water supply from Rand Water decreased by 1.1% per annum while the cost increased by 10% per annum over the past five years.
- Approximately R 20 million/annum is required for the next five years to improve the NRW, water losses and inefficiencies in the MLM. An estimated R 25 million $m^3$/annum, excluding escalation, could be saved through reduced bulk water purchases from Rand Water and increased water accounted for through water metering.

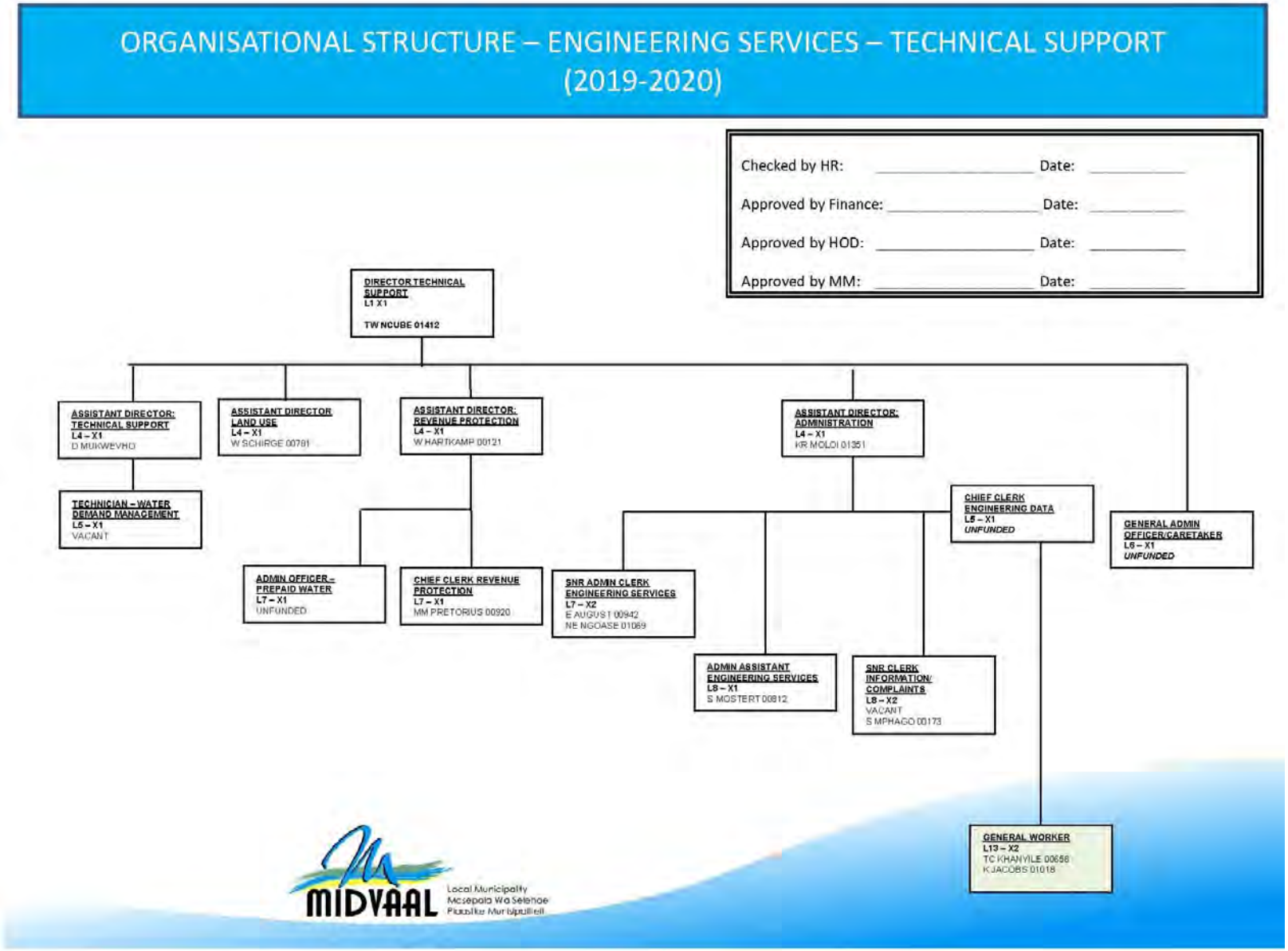
# 9 RECOMMENDATIONS

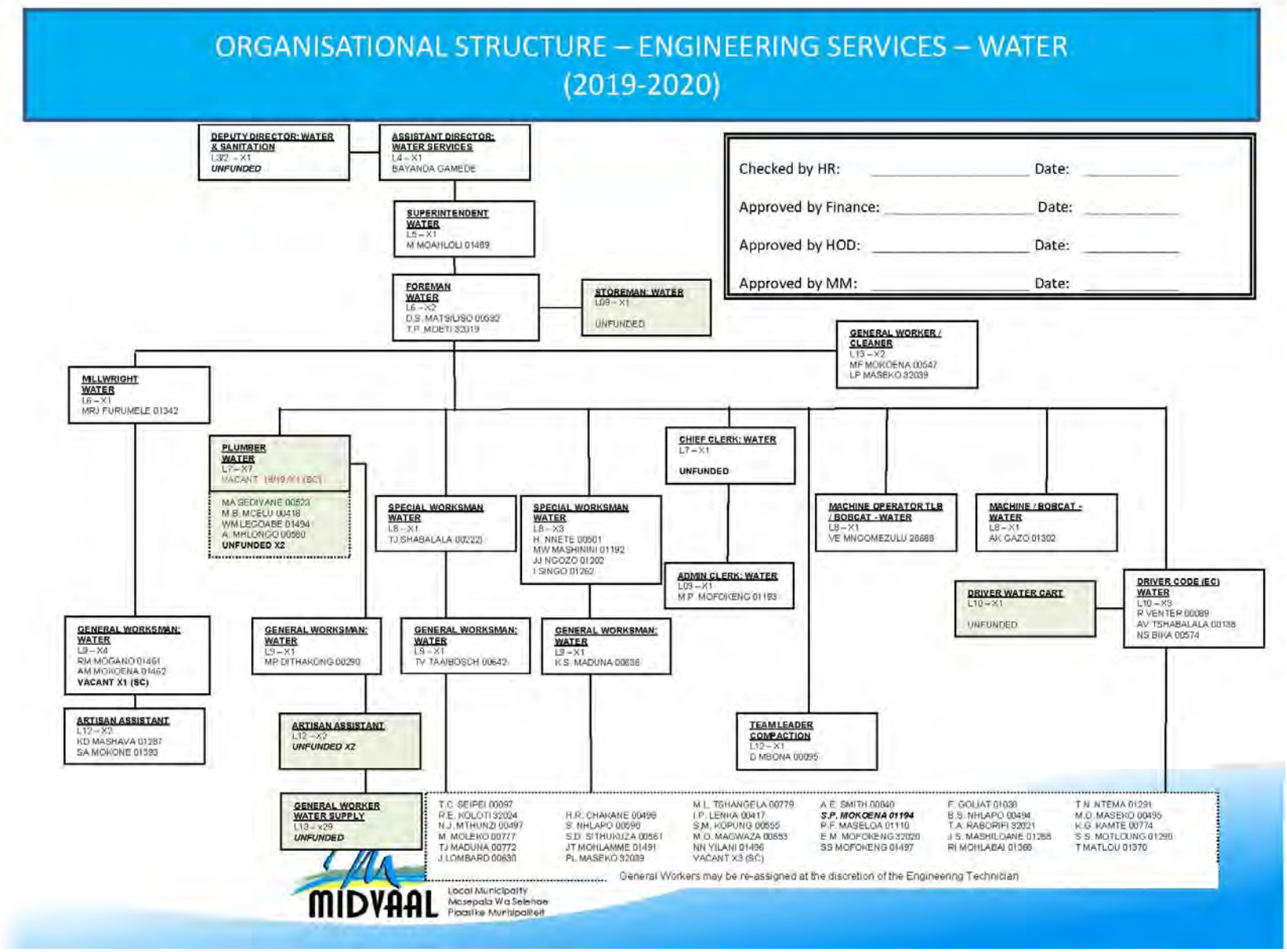
It is recommended that the WCWDM interventions identified are implemented and the targets are achieved as a matter of priority. The WCWDM strategy and business plan will focus on the enhancement of long-term water security and protection, climate change adaptation and catchment resilience through the reduction of water losses, NRW and the improvement of water use efficiency over a five-year period.

**Appendix A - Table 5.1: Projection and target KPI summary ($m^3$/annum)**

| | Actual | | | | | | Projected | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year ending | Jun-14 | Jun-15 | Jun-16 | Jun-17 | Jun-18 | Jun-19 | Jun-20 | Jun-21 | Jun-22 | Jun-23 | Jun-24 | Jun-25 |
| Population served | 94 816 | 97 922 | 106 681 | 110 607 | 114 678 | 116 972 | 119 311 | 121 697 | 124 131 | 126 614 | 129 146 | 131 729 |
| Households served | 32 711 | 34 537 | 36 364 | 39 617 | 42 105 | 42 947 | 43 806 | 44 682 | 45 575 | 46 487 | 47 417 | 48 365 |
| Projected SIV without WDM | 14 077 512 | 14 375 468 | 14 629 161 | 14 882 854 | 15 182 440 | 15 460 687 | 15 739 613 | 16 017 777 | 16 295 941 | 16 574 105 | 16 853 031 | 17 131 195 |
| Projected SIV with WDM | 13 595 972 | 13 653 158 | 13 786 467 | 13 919 775 | 13 956 299 | 14 037 903 | 14 120 549 | 14 202 970 | 14 285 391 | 14 367 812 | 14 450 458 | 14 532 879 |
| Project 1600 | | | | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 | 12 134 976 |
| System input volume (SIV) | 14 946 866 | 15 037 482 | 13 842 674 | 12 389 557 | 12 915 967 | 13 770 363 | 13 494 956 | 13 225 057 | 12 960 555 | 12 701 344 | 12 447 317 | 12 198 371 |
| Billed consumption (BC) | 10 098 777 | 10 365 657 | 9 604 062 | 8 577 362 | 8 879 379 | 9 991 983 | 10 052 934 | 10 114 257 | 10 175 954 | 10 238 027 | 10 300 479 | 10 363 312 |
| Unbilled consumption (UBC) | 310 311 | 346 283 | 415 321 | 340 815 | 320 406 | 245 056 | 235 254 | 225 844 | 216 810 | 208 137 | 199 812 | 191 819 |
| Non-revenue water | 4 848 089 | 4 671 825 | 4 238 612 | 3 812 195 | 4 036 588 | 3 778 380 | 3 442 022 | 3 110 800 | 2 784 602 | 2 463 317 | 2 146 838 | 1 835 059 |
| % Non-revenue water | 32.4% | 31.1% | 30.6% | 30.8% | 31.3% | 27.4% | 25.5% | 23.5% | 21.5% | 19.4% | 17.2% | 15.0% |
| % Water Losses | 30.4% | 28.8% | 27.6% | 28.0% | 28.8% | 25.7% | 23.8% | 21.8% | 19.8% | 17.8% | 15.6% | 13.5% |
| Litres / capita / day | 387 | 376 | 334 | 307 | 309 | 323 | 310 | 298 | 286 | 275 | 264 | 254 |
| % Reduction in SIV required | | | | | | | -2.0% | -2.0% | -2.0% | -2.0% | -2.0% | -2.0% |
| % Increase in BC required | | | | | | | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% |
| % Reduction in UBC required | | | | | | | -4.0% | -4.0% | -4.0% | -4.0% | -4.0% | -4.0% |
| **Previous strategy NRW targets** | 32.4% | 29.4% | 26.7% | 24.3% | 22.1% | 20.0% | | | | | | |
| **Revised NRW targets** | | | | 28.5% | 28.5% | 26.5% | 25.5% | 23.5% | 21.5% | 19.4% | 17.2% | 15.0% |

**Appendix B: Organisational structures**




ORGANISATIONAL STRUCTURE – ENGINEERING SERVICES – WATER
(2019-2020)
DEPUTY DIRECTOR: WATER & SANITATION
L3/2 – X1
UNFUNDED
ASSISTANT DIRECTOR: WATER SERVICES
L4 – X1
BAYANDA GAMEDE
SUPERINTENDENT WATER
L5 – X1
M MOAHLOLI 01469
FOREMAN WATER
L6 – X2
D.S. MATSIUSO 00592
T.P. MOETI 32019
STOREMAN: WATER
L09 – X1
UNFUNDED
Checked by HR: Date:
Approved by Finance: Date:
Approved by HOD: Date:
Approved by MM: Date:
GENERAL WORKER / CLEANER
L13 – X2
MF MOKOENA 00647
LP MASEKO 32039
MILLWRIGHT WATER
L6 – X1
MRJ FURUMELE 01342
PLUMBER WATER
L7 – X7
VACANT (2019/11 (SC)
MA SEDIYANE 00523
M.B. MCELU 00418
WM LEGOABE 01494
A. MHLONGO 00580
UNFUNDED X2
SPECIAL WORKSMAN WATER
L8 – X1
TJ SHABALALA 00222
SPECIAL WORKSMAN WATER
L8 – X3
H. NNETE 00501
MW MASHININI 01192
JJ NGOZO 01202
I SINGO 01262
CHIEF CLERK: WATER
L7 – X1
UNFUNDED
MACHINE OPERATOR TLB / BOBCAT - WATER
L8 – X1
VE MNGOMEZULU 28688
MACHINE / BOBCAT - WATER
L8 – X1
AK GAZO 01302
ADMIN CLERK: WATER
L09 – X1
M P. MOFOKENG 01193
DRIVER WATER CART
L10 – X1
UNFUNDED
DRIVER CODE (EC) WATER
L10 – X3
R VENTER 00089
AV TSHABALALA 00138
NS BIKA 00574
GENERAL WORKSMAN: WATER
L9 – X4
RM MOGANO 01461
AM MOKOENA 01462
VACANT X1 (SC)
GENERAL WORKSMAN: WATER
L9 – X1
MP DITHAKONG 00290
GENERAL WORKSMAN: WATER
L9 – X1
TV TAABOSCH 00642
GENERAL WORKSMAN: WATER
L9 – X1
K.S. MADUNA 00838
ARTISAN ASSISTANT
L12 – X2
KD MASHAVA 01287
SA MOKONE 01393
ARTISAN ASSISTANT
L12 – X2
UNFUNDED X2
TEAM LEADER COMPACTION
L12 – X1
D MBONA 00095
GENERAL WORKER WATER SUPPLY
L13 – x29
UNFUNDED
T.C. SEIPEI 00097
R.E. KOLOTI 32024
N.J. MTHUNZI 00497
M. MOLEKO 00777
TJ MADUNA 00772
J LOMBARD 00630
H.R. CHAKANE 00499
S. NHLAPO 00590
S.D. SITHUKUZA 00561
JT MOHLAMME 01491
PL MASEKO 32039
M.L. TSHANGELA 00779
I.P. LENKA 00417
S.M. KOPUNG 00555
M.O. MAGWAZA 00653
NN YILANI 01496
VACANT X3 (SC)
A.E. SMITH 00840
S.P. MOKOENA 01194
P.F. MASELOA 01110
E.M. MOFOKENG 32026
SS MOFOKENG 01497
F. GOLIAT 01036
B.S. NHLAPO 00494
T.A. RABORIFI 32021
J.S. MASHILOANE 01268
RI MOHLABAI 01366
T.N. NTEMA 01291
M.D. MASEKO 00495
K.G. KAMTE 00774
S.S. MOTLOUNG 01290
T MATLOU 01370
General Workers may be re-assigned at the discretion of the Engineering Technician
MIDVAAL
Local Municipality
Masepala Wa Selehae
Plaaslike Munisipaliteit

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure F: ICT Policies

**C 2779/03/2022**
**MC A/5716/03/2022**

## 9.A.7 [CC:CS]: APPROVAL OF THE INFORMATION COMMUNICATION TECHNOLOGY (ICT) STRATEGY FOR MIDVAAL LOCAL MUNICIPALITY

**6/2/2/5**

**COMPETENCY: COUNCIL**

**PURPOSE**

To approve the ICT strategy for Midvaal Local Municipality.

**RECOMMENDATIONS**

1. That the ICT Strategy for 2021-2026, be approved.
2. That Council Resolution C 2485/02/2021, be rescinded.

**REPORT**

The ICT Charter/Master System plan of Midvaal Local Municipality (C 2485/02/2021) was adopted by Council. Subsequent to a review of the ICT Charter/Master System plan document it is proposed that the document be rescinded and replaced by introducing ICT Strategy.

**COMMENTS:**

**EXECUTIVE DIRECTOR: COMMUNITY SERVICES**

Supported.

**EXECUTIVE DIRECTOR: ENGINEERING SERVICES**

Supported.

**EXECUTIVE DIRECTOR: FINANCIAL SERVICES**

Supported.

**EXECUTIVE DIRECTOR: DEVELOPMENT & PLANNING**

Supported.

**COMMENTS: MEETING OF THE MUNICIPAL MANAGER AND HEADS OF DEPARTMENT: 22 FEBRUARY 2022**

**Resolved to Recommend**

That the Item be referred to the Section 80 Corporate Services Portfolio Committee.

**COMMENTS: SECTION 80 CORPORATE SERVICES PORTFOLIO COMMITTEE: 08 MARCH 2022**

The recommendations are supported.

MIDVAAL
LOCAL MUNICIPALITY

Enhancing service delivery through

innovative technologies




# ICT STRATEGY
## 2021-2026

# Foreword by the IT Director



I am grateful to present this ICT Strategy Document to the Midvaal Local Municipality (MLM) and community. It is a strategy we are hopeful will take us to a higher level of service delivery aptly supported by the Information technology deployed using best practices. We also are delighted that this Strategy will ensure that MLM will continue to maintain its high standards of service delivery. Under the concept of "cloud first", which ensures that MLM benefits from already existing ICT cloud infrastructures internally and externally, we will deploy a structured approach in the monitoring of the quality of these Cloud Service offerings, which we have already started receiving in some business units. The strategy will ensure that the city is not left behind in embracing the paradigm of Smart Cities. Big cities around us and in other provinces have already put in place Smart City Concept strategies, which ensure efficient use of resources supported by smart technologies. This has space in our ICT Strategy. The ICT will also focus on addressing the highlighted limitations in the current services as documented in the Audit findings of the past cycle. We are also cognizant of the fact that strategies are not documents to gather dust, to this effect, we will put in a Performance Monitoring and Evaluation process with measurable indicators. After 3 years, we will report to MLM on the Performance of Strategy implementation and a further 2 years later, we will conduct an impact evaluation exercise.

In delivering this programme of technological change, it is important that we continue to adopt sound governance for oversight of the strategy and for ICT individual projects. A clear corporate and operational governance focus, ICT Steering Committee at the helm, will ensure that our Strategy objectives are met.

Finally, we must continue to invest in the development of our ICT support staff and ensure that our systems and services are appropriately configured to meet our needs.

S'phesihle Mnguni

*IT-Director*





# Executive Summary

This strategy represents a significant change in how the Department uses and delivers ICT services, reflecting new opportunities presented by technologies such as cloud and changes in the ICT delivery landscape both within the public service and the wider environment.

This ICT Strategy sets in place the technology foundations needed to enable the business improvement transformation which the Municipality is committed to.

The development of this strategy it is leveraged on the ICT Situational Analysis activities conducted in 2020 which saw the IT teams engaging and consulting widely across the Municipality. Issues raised in the Audit of the past cycle affected the choice of initiatives and objectives to drive the Strategy plan.

It must also be noted that the delivery of this ICT Strategy will fall under the overall control of the IT Director who is responsible for IT activity across the Municipality. Progress on the implementation of the strategy will be overseen by the Executive director Corporate Services and IT Steering Committee.

The ICT Strategic Plan is focused on pragmatic actions that we can take over the next five years. It will undergo a desktop review annually with a full review undertaken biannually. The Strategy Objectives are deliberately aligned to the MLM strategic themes (which are the corporate objectives). This will ensure that the strategy will address issues of business central to MLM

Furthermore, the Strategy looks critically at gaps within the ICT service offerings. An indication of the initiatives to address these gaps is provided. We have developed a Strategic plan with estimated timeframes for the delivery initiatives, hence fulfilling the Strategic objectives. A need to then measure the Strategy Implementation performance is stated.

The Strategy plan is a living document and will be implemented over a 5-year period, after which a revision is expected.

# The Table of Contents

Foreword by the IT Director.....1

Executive Summary .....2

1 ICT Strategy Background.....4

1.1 Vision.....4

1.2 Achieving Our Vision.....4

1.3 Alignment of MLM IDP Business Objectives with ICT Strategy.....5

1.4 Existing Environment.....7

1.5 Infrastructure Analysis.....19

2 ICT Strategy Architecture .....22

3 ICT Strategy Implementation Plan.....27

3.1 Initiative: MLM ICT Governance.....28

3.2 Initiative: Enterprise Architecture.....30

3.3 Initiative: Project Management Unit.....32

3.4 Initiative: Enterprise content and document management.....34

3.5 Initiative: Cloud First and Governance.....35

3.6 Initiative: Service Improvements and Performance Management.....38

3.7 Smart City Framework Implementation.....40

4 Monitoring and Evaluation of ICT Strategy .....47

4.1 Service Improvements Monitoring .....47

4.2 Monitoring Initiatives (Programs).....51

4.3 Evaluation Plan.....52

Concluding Remarks .....53

Appendix 1: Smart Technologies Categories.....54

# 1 ICT Strategy Background

The ICT Strategy is an approach to create an information technology capability for maximum, and sustainable value for an organization. The ICT Strategy is implemented using an ICT Strategic Plan which documents specific steps, deliverables, and timeline. The MLM ICT strategy will consider the organisation's broader vision and objectives as well and this will enable business to move forward with a clear technology roadmap.

## 1.1 Vision

The Strategy seeks to establish an IT Centre that will be renowned as being "the fountain of excellent ICT services to the internal staff and citizens" and also an integral component of Midvaal Municipality in its continuous delivery of an outstanding service to the community.

## 1.2 Achieving Our Vision

This vision will be delivered through a number of high-level objectives, which are then aligned to the initiatives:

- Consider the utilization of **Cloud facilities** as a first option in all future systems across the MLM.
- Develop engagement **programs** between the ICT Unit and its internal customers
- Use **a customer led approach** in Delivering Services.
- Ensure that **all Data** is properly warehoused, easily accessible and credible to support Business Services.
- Put in place robust **governance arrangements** to drive and oversee operations and implementation of interventions.
- Continue to build **best practice principles** to deliver a robust, secure and effective ICT service.
- Ensure that the MLM business systems **interoperate and eliminate** duplication.
- Ensure that MLM will continuously **uplift the skill** levels of the internal ICT Staff

- The ICT team will take advantage of improvements and **research innovations** in technology to support service delivery.

These objectives will be delivered through a programme of a number of initiatives which are set out in the strategy plan. Delivery of these initiatives will be aligned with the overall strategic objectives identified.

The Initiatives or programs delivery will require careful consideration of priorities and scheduling of resources. The strategy is an ICT strategy for the whole Municipality as such, its success will depend as much on the engagement of stakeholders and business units as it does on the role of the ICT Unit.

## 1.3 Alignment of MLM IDP Business Objectives with ICT Strategy

To align ICT strategy with MLM Strategic themes, hence MLM business objectives, every aspect of the ICT strategy should support the MLM business goals. In other words, all ICT systems, applications, processes, and budgets should agree with the overall MLM IDP (Integrated Development Plan) and its objectives.

Alignment is not the sole responsibility of the IT Department though. Various Business Leadership teams, in which IT resources reside, need to be aware of their responsibilities and links with the IT Department, something often neglected.

The Diagram below, Figure 1 illustrates the concept of alignment between MLM IDP strategic themes (see Table 1) and ICT Strategy objectives. The MLM Strategy objectives (themes) must align first with the ICT Strategic objectives. Then the MLM Principles will give guidance on how IT Governance will be implemented. The Municipal Initiatives will trigger the identification of the correct ICT initiatives (or projects), see Figure 2, below. At the end of the day, this integrated alignment will ensure that the overall MLM objectives are addressed.

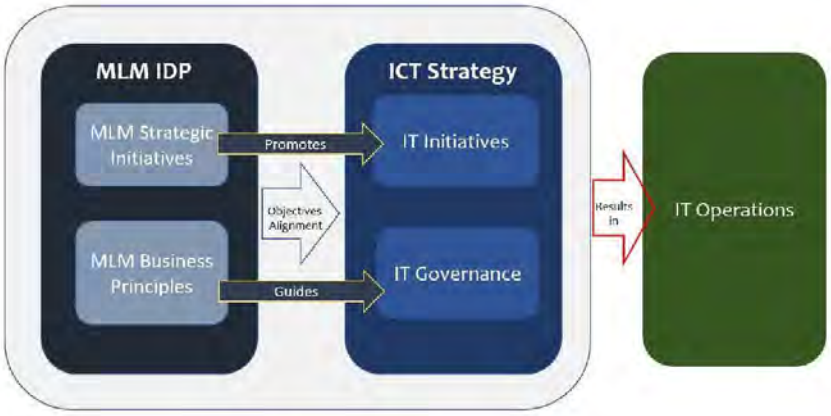



*Figure 1 Conceptual View: Objectives Alignment*

The key to an aligned ICT Strategy and MLML IDP business strategy is mutual leadership and accountability. IT must increase accountability for their results, but they must also hold the business accountable for IT.

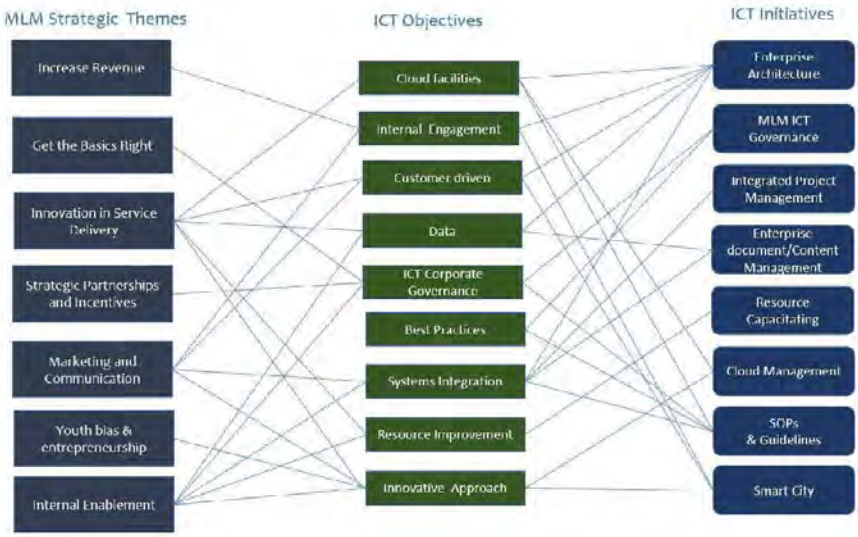



*Figure 2: Detailed Strategy Alignment*

Figure 2, shows a detailed alignment depiction Across MLM Strategic Themes, ICT Objectives and ICT Initiatives. The Relationships in some cases are many-to-many. Imply that a number of ICT Initiatives will fulfil the technological requirements of a number of the ICT Objectives. In turn, a number of ICT objectives will address the technological elements of an MLM Strategic Theme.

| # | Strategic Theme | Description |
|---|---|---|
| 1 | **Increase revenue** | Increasing the revenue position of Midvaal Local Municipality to ensure its financial sustainability, provide improved services and enable growth |
| 2 | **Get the basics right** | Delivery of services through continuous improvement on our current processes and systems to ensure that we deliver on what is required of us |
| 3 | **Innovation in service delivery** | Innovating the way, we approach challenges and how we operate to enable us to do more with less |
| 4 | **Strategic partnerships and incentives** | Forming strategic alliances with commercial and non- commercial entities, improving inter- governmental relations and working together with the community to increase resources available to the municipality to create change |
| 5 | **Marketing and communication** | Improving communication with the community, other governmental departments, and internally within the municipal administration, whilst also elevating the perception of Midvaal within the broader economy |
| 6 | **Youth bias & entrepreneurship** | Aggressive creating an enabling environment for youth to thrive and to breed a culture of entrepreneurship |
| 7 | **Internal enablement** | Improving the municipality's ability to deliver on the 6 promises through by resolving challenges hampering its progress |

*Table 1: MLM Strategic Themes*

## 1.4 Existing Environment

For the Strategy to succeed, there is a clear need of fitting it within the existing environment. This section provides a synopsis of the MLM ICT landscape. The definition of the existing environment is based on an analysis carried out on The IDP and Audit Reports, IDP Strategic Themes' alignment with ICT governance, All the ICT Systems across the Municipality, Existing Infrastructural documents, Standard Guides and Operational Procedures. The analysis was guided by:

- Defining the nature and scope of service delivery system problems
- Identification of the current strategies, be it from various business units and activities in place (through the analysis of the IDP)
- understanding the opinions and experiences of stakeholders
- defining a comprehensive view of the current situation of the organization

- detecting the gaps between the current state and desired state at stated in the MLM IDP
- Identification of the state of current improvement projects
- Analysis of the usage of the ICT guiding Frameworks like TOGAF and CobiT for building the Enterprise Architecture and ICT governance.
- Analysis of existing Partnerships internally and externally, and agreements in place.
- Defining the Corporate and Operational ICT governance processes

Furthermore, a critical analysis of the ICT and related business processes was viewed based on the Enterprise Architecture Togaf 9.2 Framework (Figure 3, below).

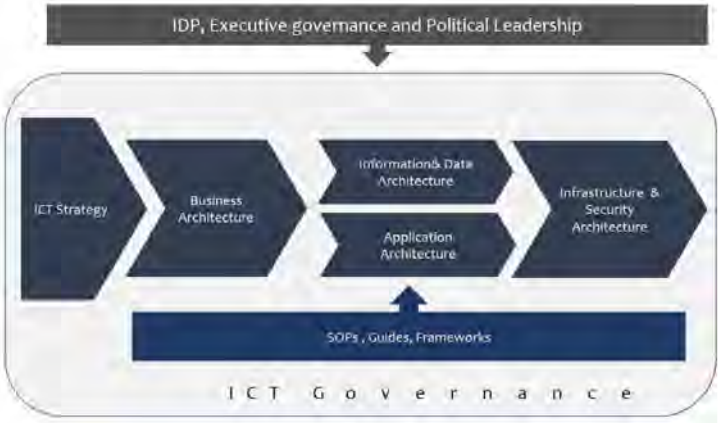



*Figure 3: Enterprise Architecture Conceptual View*

The EA template of analysing the environment categorized the landscape into:

- Business and Strategies
- Data and Information
- Business Applications/Software
- ICT Infrastructure
- Ops, Guides and Frameworks in use

### 1.4.1 IDP based environmental Analysis

The prime Strategic document, as required by the Municipal Systems Act No 32 of 2000 is the Integrated Development Plans (IDP). The IDP is a tool used by the Municipality to plan future development, guide and informs all planning, budgeting, management and decision. The IDP also contains the Municipal services delivery objectives.

Hence, Within the realm of this environmental analysis, The IDP is regarded as the main strategic document capturing service delivery objectives of MLM, is analysed against a backdrop of the adopted and recommend frameworks, legislations and Policy positions.

| Item# | Analysis Criteria | comments: | |
|---|---|---|---|
| 1 | **IDP Executive Summary** | | |
| 1.1 | Does the IDP Summary provide an adequate summary of who the Midvaal Municipality is? | The Forewords, by both the Mayor and the Municipal Manager and the Introduction section of the IDP clearly articulates the Business programs, objectives, Key Challenges and Key Performance Areas |  |
| 2 | **The King IV Code (practices under principle 12: IT Governance) recommends that the MLM governing body should:** | | |
| 2.1 | Assume responsibility by setting the direction for how the organization should approach and address information and technology (IT). | ICT Strategy for MLM is not in place, hence this initiative to put it in place. |  |
| 2.2 | Approve policy to give effect to the direction. | Strategic Policies on ICT are not in place. These will be developed per business unit once the ICT strategy has been finalized |  |
| | Delegate to management the responsibility to manage IT effectively | The IT department is located within the Corporate Services Cluster. Not much was evident in terms of MLM Corporate Management of ICT. |  |

| | | | |
|---|---|---|---|
| 2.3 | • Oversee the management of IT<br>• IT risks are integrated into organization-wide risk management,<br>• IT is used ethically and responsibly through an IT policy,<br>• IT laws are complied with,<br>• information management sustains and enhances the intellectual property protection of the organization,<br>• an enabling and supportive IT architecture exists,<br>• data protection,<br>• information security law aspects are in place,<br>• the risks pertaining to the sourcing of IT in IT contracts are managed,<br>• the organization responds to disruptive technologies, | The Analysis revealed that<br>• Some business Units were Running with their own ICT systems, either locally or in the cloud<br>• The ONLY "visible" policy documents, though outdated were those relating to the systems under the custodianship of the IT Department<br>• Data/Information Management is not strategically addressed<br>• The Municipal IT Infrastructure strategy is not in place<br>• It is also not evident as to how the municipal as a whole is responding to disruptive technologies. It must be stated though, that some Business Units have already started enjoying the use of Cloud Computing Technology. | |
| 2.4 | Consider receiving periodic independent assurances on the organization's IT arrangements, including outsourced services, | There is no regular and independent assessment of outsourced services | |
| 2.5 | Disclose the governance and management of IT by the organization, including disclosing an overview, focus areas, actions taken and plans. | Continuous monitoring and reporting are not evident. However, the IDP and Internal audits have highlighted gaps within ICT. | |

### 1.4.2 Internal and Auditor General Audit Analysis

Another source of service delivery performance Management is Audit processes. An analysis of Audits carried out provided important insight into the gaps within the ICT environment and help shape out the ICT Strategy and intended initiatives to re-dress the situation and audit findings.

| Item# | Gap Analysis Phase | Audit finding | Analysis of Redress | |
|---|---|---|---|---|
| 1.0 | IDP KPA1. Good Governance & Public Participation | **Internal communication:** It is reported that "internal communication is limited due to the internal operating structure, which supports a 'silo' way of working. There is limited flow of information between Departments, which results in a high level of inefficiency in multi-department projects, especially when multiple sign-offs are required". | Systems are not integrated as affirmed during the environmental Analysis. No integrative programs at all levels of the Enterprise Architecture domain are in place. | |
| | | External Communication: It was cited that there was ineffectiveness in the use of a variety of communication channels in order to reach target communities. These are a result of a poorly integrated communication system within the municipality. | There is no program at present from an ICT perspective to address this gap. | |
| 2.0 | IDP KPA 4: | Lack of capacity and skills | Outsourcing of Services is alleviating this problem | |

| | | | | |
|---|---|---|---|---|
| | Institutional Transformation | Outdated internal technology and systems | In some instances, Business Units are using outsourced cloud services where technologies are far much better. | |
| | | Inefficient internal processes for decision making, building plans, communications | No plan in place from the context of ICT | |
| 3.0 | IDP KPA 6: Physical Infrastructure & Energy Efficiency | Limited financing for infrastructure build | No ICT Integrated future Plan is in place | |
| | | Limited-service delivery enabling infrastructure in certain areas of the municipality | From a Context, this is not being addressed | |
| | | Limited long-term planning with respect to infrastructure | No plan is in place | |
| AUDITOR GENERAL ANALYSIS -Final Management Report (2019) | | | | |
| 4.0 | Information Technology Governance | The information technology (IT) master system plan was outdated. | The Master Plan has not been updated yet | |
| | | There were also no formally documented processes relating to return on investment (ROI) and benefit realization (BR) in terms of IT spending. | No ROI determination documents | |
| | | While IT risks formed part of the Municipality's operational risk register and was reported on collectively, strategic IT risk discussions were not taking place consistently during every Ethics and Risk Management Committee (RMC) meeting | Besides the IT Steering committee constituted at an operational level, this has not been fully addressed. | |

| | | | | |
|---|---|---|---|---|
| | | IT training could not be confirmed to have been taking place for IT personnel. | IT training programs are not well planned for. There are indications of Training plans being developed. | |
| | | Outdated information technology (IT) master system plan. | It was noted that the IT MSP contained outdated IT environment information | |
| | | | The Alignment Exercise between IT plans and MLM Strategy is not taking place. | |
| | | Information technology risks not presented at the ethics and risk committee | There no Risk register management processes | |
| | | information technology system controls within Financial Systems | Real-time Logs of systems are not systematically provided. Although Some Periodic logs are being provided. | |
| 5.0 | **Information technology systems** | IT controls pertaining to security management, service continuity, user access management and change control were not effectively implemented | Notable and documented controls are in place for those systems in care of IT Department. But there is lack of clarity on those systems controlled by other Business Units and also those controlled by Service providers (besides the commitments mentioned in Service Level Agreements). | |
| | | Access and Password a configuration setting on the network, and security log reviews on business systems were not effectively implemented | There are outdated SOPs in place on the IT department side. | |
| | | Administrator and external vendor, access and activity | The is no policy on Vendor Access Management. | |

| | | | |
|---|---|---|---|
| | monitoring was not performed for all business systems | Individually, Business Units are following what SLAs contain. | |
| | System Security | MLM is busy working a new VPN Security program as the contract for the previous one came to an end in June 2021. |  |
| | | Generally, across all Systems, The System security operations are not clearly defined. Updates, Configurations, Administrator logs are some of the outstanding issues |  |
| **change management** | The Program Change Management Policy did not address requirements for 3E, amongst other application systems used at the Municipality. | There is no Change Management process in place to support new and Upgraded systems |  |
| | Lack of formally documented processes relating to skills gap analysis of IT staff to identify training needs for the IT department | This has to be part of a comprehensive change management strategy. It is not in place |  |

### 1.4.3 Analysis of System Documentation

Part of the ICT Strategy environmental analysis was to look at the existing documentation relating to the Business Processes, Software, Hardware and General Infrastructure.

The picture paints a clear lack of documentation. This documentation is key to all operational sustenance, systems integrations and improvement of programs. Hence it is imperative that all MLM systems and IT assets are well documented.

| | Documentation | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Business Strategies | Budget Documentation | Performance | Business Functional Blueprints | Organograms (indicating ICT In Business Units) | Systems & ICT Policy documents | SOPS | Data Warehousing | Software/Application Specifications | Hosting Environments | Ownership & Custodianship | Licensing | Manuals | Training Programs |
| IDP development | 🟢 | 🟢 | 🟢 | | | | | | | | | | | |
| Business Processes | | | | 🔴 | 🟢 | 🟡 | 🟡 | | | | | | | |
| Application & Software Management | | | | | | 🟡 | 🟡 | 🔴 | 🟡 | | 🔴 | 🟡 | 🔴 | 🔴 |
| Data Modelling | | | | | | | 🔴 | 🔴 | 🔴 | 🔴 | | 🔴 | 🔴 | 🔴 |
| Hardware Management | | | | | | 🔴 | 🔴 | | 🔴 | 🟡 | 🔴 | 🟡 | 🔴 | 🔴 |
| Governance | | | | | 🟡 | 🟡 | 🟡 | | | | 🟡 | | | |

| | | | | | |
|---|---|---|---|---|---|
| 🟢 | 50% and above | 🟡 | 20-49% | 🔴 | Below 20% |

### 1.4.4 ICT Governance

ICT Governance is made up of corporate governance and Operational Governance. Operational Governance is supposedly administered through the IT Department. The Department itself is located within the Corporate Services Cluster. The Mandate of the Department is derived from the IDP. The operational guidance of the Department comes from the IT Steering Committee. On the Hand, ICT Corporate Governance is under the custodianship of the Head of Department Corporate Services.

An environmental investigative analysis showed the following:

- There is no ICT Strategy in place, which should have been the Link between the IDP/Enterprise Governance and ICT Operations across the Municipality, hence this initiative.
- The IT Steering Committee Operations are pegged at the levels needed. The Committee is the body that would have been continuously checking on the operational efficiencies of ICT services Across the Municipality. A Clear term of reference of Steering Committee and ICT performance monitoring framework/guide is a necessity.
- There are no records to indicate the ICT Corporate governance activities from the Senior Management/Executive. It is not clear how the ICT challenges mentioned in the IDP are then addressed at both Corporate Governance and Operational Governance Levels. The Same applies to addressing Audit findings.

### 1.4.5 Cloud Systems Management

It is evident that MLM has embraced cloud computing services across most important business operations. MLM uses the Service Level Agreement (SLA) tool as a governance platform between mostly external service providers and MLM. Below are the summary details of the SLAs that were analysed

| Number of Systems | Hosting Location | | Service Monitoring | | |
|---|---|---|---|---|---|
| 11 | Cloud (offsite) | MLM | SLA | MLM Monitoring Plans | None |
| | 11 systems | | 11 | 0 | 4 |

Across all the systems hosted in the cloud, services offered include:

Storage Management, which would include

- VMWare (i.e., offering of virtualisation of server environment) Services
- Security Management

In summary, the overall agreements with external cloud service providers revealed the following:

- The assumption is that MLM has a control room of remotely monitoring the VMWare environment or at least is receiving the log files and Event files continuously.
- Secondly, Cloud Service Providers leave the maintenance of the VMWare environment in the hands of MLM.
- The Last assumption is that MLM has the skills set to perform the above maintenance and monitoring activities.
- Most Service providers support Service is limited to 12 hours per months which could only be carried over for 3 Months
- It is assumed that MLM has in place a Change Management program.
- MLM assumes all responsibility for Network connectivity, performance and configuration issues
- Data lost in connection service is the responsibility of MLM

- MLM must assume all responsibility for Data Back-Up and Recovery
- The SLA arrangements provide MLM with administrative rights in terms of management of data. However, within MLM, there are no Municipal plans to monitor this service.

- Cloud Services Schedules indicated that:
  - After hour Administration is not available. This implies that overnight issues will be attended to the following morning. But the other caveat to this is the fact that, should problems be raised by MLM, then the service provider has at least 5 days to respond to them.
  - The Storage Support is limited to 6 hours per month, this is a major risk, as the contract carried forward hours are valid for 3 Months ONLY.

### 1.4.6 Standard Operating Procedures and Policies

Key to ICT business operations is the Standard Operating Procedures (SOPs) to ensure uniformity and uncertainty to users and ICT policies. Table 2, provides an analysis of the status of SOPs and ICT Policies.

| Item | Analysed | SOP Alignment with Policy | # Meeting Standards | Implementation Tools |
|---|---|---|---|---|
| Policy | 5 | n/a | 5 | 0 |
| SOP | 25 | 0 | 2/25 | 0 |

*Table 2: SOPs and Policies Analysis*

This detailed environmental analysis revealed the following:

- Most of the SOPs developed qualify as guides to software use. They indicate steps undertaken in operating software for a particular task.
- SOPs must be informed by policy or frameworks. In this instance, that alignment did not exist.
- The biggest challenge with MLM is the availability of system records. If SOPs are developed on a standard Document Management tool across MLM, it would mean all staff will easily have access.
- Most of the Business Units don't have technical documents relating to the Systems within their custodianships. This can be attributed to the fact that they did not have dedicated resources

to conduct technical administration of the tools. In some scenarios e.g. On Solar, the responsibility to administer the software was shared between Finance and IT Department. There was no formal governance structure on that arrangement, and this also is risky in that certain responsibilities will fall off unnoticed.

- The Various systems show lack of integration, an issue highlighted in the audits.
- No data schemas were identified as defined in the ICT policies or Technical Frameworks. This going forward will provide a challenge to MLM as the management of data is key to the success of all systems. MLM invests about 80% of its ICT resources in Data Acquisition and Storage Facilities.

## 1.5 Infrastructure Analysis

The infrastructure environments analysis focused on the Operating Systems, Hosting environments and Connectivity. The IT Department did well in properly archiving most of the Infrastructural documents.

The connectivity infrastructure as shown in Figure 4 below indicated a combination of Fibre, ADSL and Radio Link.

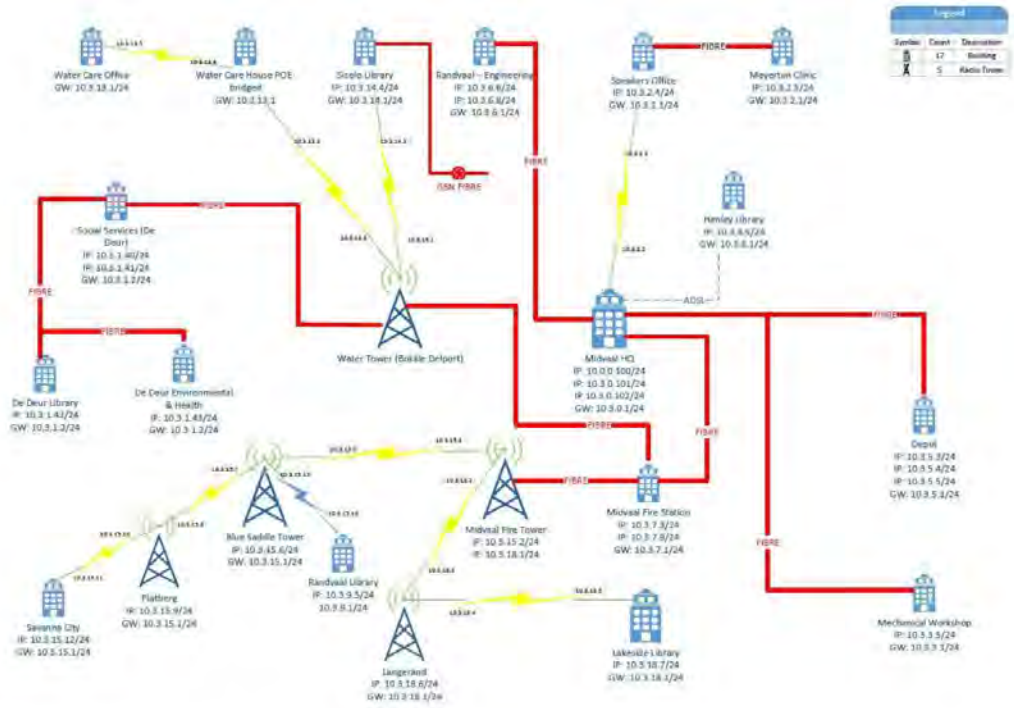



*Figure 4: MLM Network Infrastructure*

The Breakdown of the Wide Area Network for MLM can be summarized as:

- Fibre optic links to De Deur, Randvaal Engineering, Fire, Depots and Mechanical Workshop (marked with a red connection line);
- Radio links to Lakeside Library, Randvaal Library, Savanna City, Water care, Sicelo Library and Speakers Office (marked with a yellow line);
- Telkom ADSL line to Henley-on–Klip library.

Performance Management of the connectivity is administered by the IT Department through:

- The uptime of these links is measured on by doing a ping to establish whether there is communication to each of the satellite offices daily basis
- In the background, a software program named "the Dude" also monitors the network.

| Application system name | System Resides at: | System Description | System Owner |
|---|---|---|---|
| SOLAR | *Physical locations:* Midvaal LM | Financial Management System | BCX (Annual License Renewal) |
| Payday | *Physical locations:* Midvaal LM Server | Payroll and HRM | PAYDAY (Annual License Renewal) |
| ABSA Business Integrator | *Hosted by Service Provider* | Banking Platform | ABSA |
| Eclipse Enterprise Edition (3E) | *Hosted by Service Provider* | Finance (Prepaid Water and Electricity) | Ontec |
| Quidity Records Management | *Physical locations:* Midvaal LM | Records management System | Sedibeng District Municipality |
| ManageEngine ServiceDesk | *Physical locations:* Midvaal LM Server | IT Service Desk Application | Midvaal LM (Annual License Renewal) |
| CP3 | Hosted by Service Provider | Project Management | Novus3 |
| Hosted Contact Centre and MyMidvaal App | Hosted by Service Provider | Call Centre and App | Vodacom |
| Cash Drawer | *Physical locations:* Midvaal LM | Cash Receipting system | Midvaal LM (Annual License Renewal) |
| CaseWare | Hosted by Service Provider | Financial reporting (AFS) | Midvaal LM (Annual License Renewal) |
| ManageEngine AD Manager, Self-service, Audit Plus, Password Manager | *Physical locations:* Midvaal LM | IT Service Management Application Suite | Midvaal LM (Annual License Renewal) |
| TCMS | *Physical locations:* Midvaal LM | Traffic fines revenue | Total Computer Services |
| IMQS | Hosted by Service Provider | Engineering Infrastructure Asset Management Software | IQMS |
| CitySolve | Hosted by Service Provider | Town Planning and Building Control Application | i@ Consulting |
| Microsoft 365 E3 | Hosted by Service Provider | Emails | Midvaal LM (Annual License Renewal) |
| VOIP Telephone System | *Physical locations:* Midvaal LM | Telephone system | VOX Telecoms |
| Solarwinds Network Monitoring | *Physical locations:* Midvaal LM | Network Traffic Monitoring | Midvaal LM (Annual License Renewal) |
| Fortigate Firewall | *Physical locations:* Midvaal LM | Cyber and Network Security Appliance | Midvaal LM (Annual License Renewal) |

*Table 3: Server Infrastructure*

Data and Systems Backups are essential to business Continuity. MLM has designed its backup processes as:

- Scheduled daily backups
- Month-end backups
- Disk to Disk Back up
- Daily replications of Core systems

The analysis can be summarised as:

- The WAN Connectivity architectural diagrams are deemed old
- Realtime Monitoring of Infrastructure is not in place, although the "Dude" Software was not clearly explained, we would assume it not effectively providing this function. Realtime SMS's and email alerts would have been received.
- Server Infrastructure is monitored mainly Through a service Provider. It is not clear how this operation is being supervised.
- The servers are running mainly on different versions of the same operating system. This can be attributed to the fact that they are hosted on different hardware platforms and managed differently.
- Most Data updates and maintenance are carried out by a Service Provider. The role of MLM in this regard is not very clear.
- No clear processes are put in place to test the Backups, hence providing a performance measure to the exercise.
- Disaster Recovery is essential for MLM to be recovered in case of natural and unforeseen disaster having occurred. No Disaster recovery plans are in place.

# 2 ICT Strategy Architecture

The development of the strategy includes developing a value proposition and decomposing the high-level strategic direction into four Strategic perspectives. The perspectives are those focus areas on which the organization must excel in order to fulfil its mission and achieve its vision.

These Strategic Perspectives are: Financial, Customer/Stakeholder, Internal Process and Learning and Growth (or Organizational Capacity). The perspectives work together in a series of cause and effect (or drivers and results), creating value from the internal to the external. When combined, the Strategic Perspectives frame and define an integrated strategy.

## 2.1.1 Customer Value Proposition

As part of IT service offerings, the Team will provide a two-week time period through which it will make constant monitoring and seeking satisfaction from internal staff and external citizens to ALL technological requests/or issues attended to. This will help in building confidence in the support services offered by the IT Team.

## 2.1.2 The Strategy Map

Key to the Strategy development is the Strategy Map. It is a simple graphic that shows a logical, cause-and-effect connection between strategic objectives.

Strategy mapping can vastly improve strategy communication effort. Most people are visual learners and so a picture of the strategy will be understood by many more staff members than a written narrative.

A balanced way of developing an ICT Strategy looks at the Municipality organization from four

different perspectives to measure its health. Each of these perspectives focuses on a different side of MLM, creating a balanced view of the organization.

The five distinct perspectives, aligned to the MLM ICT Strategy Mapping are:

**Financial Perspective:** How do ICT Services add value to the MLM? Just because we're taking a balanced look at the organization doesn't mean that we want to ignore traditional financial measures. Quite the contrary, the financial perspective is a major focus of delivering on the ICT strategy. Return on ICT investment will also be measured

**Customer Perspective:** How do we know that MLM customers (internal or external) are delighted? The customer perspective focuses on the people who are actually recipients of MLM ICT products and services. How are the customers kept happy? Customer satisfaction is a great forward-looking indicator of success.

**Process Perspective:** Are MLM ICT processes and Support services performing at levels sufficient to meet customer expectations? The internal business processes perspective looks at how smoothly MLM ICT business is running. Efficiency is important here. It's all about reducing waste, speeding things up, and doing more with less. Are there unneeded obstacles standing between new ideas and execution? How quickly can MLM adapt to changing business conditions?

**The learning and growth perspective:** looks at your overall corporate culture. Are staff aware of the latest industry trends? Is it easy for staff to collaborate and share knowledge, or is the Municipality a mess of tangled bureaucracy? Does everyone have access to training and continuing education opportunities?

Technology also plays a major role in learning and growth. Are people able to use the latest devices and software, or are MLM archaic systems stuck running yesterday's tech? What is IT Department doing to make sure the Municipality is staying ahead with technological changes? Are process improvement, technology and organizational infrastructure issues being addressed to implement a sustainable improvement program?

The map below (Figure 5) indicates how MLM ICT business organize their strategic objectives across the four perspectives of the balanced scorecard. Arrows are used to illustrate the cause-and-effect relationship between the objectives. By following the path of the arrows, you can see how the objectives in the lower perspectives drive the success of the higher ones. These causal relationships are central to the idea of strategic planning and management with a balanced scorecard. If you

Improve Knowledge and Skills and Improve Tools and Technology (in the Organizational Capacity perspective), you will more easily Increase Process Efficiency and Lower Cycle Time (in the Internal Process Perspective). If you do those things, you will more easily Lower Wait Time, and so on.

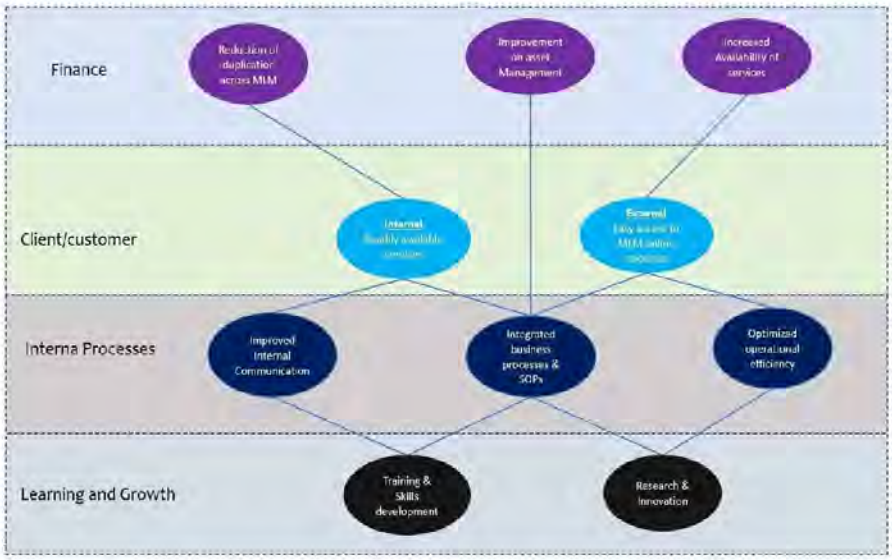



*Figure 5: Strategy Map*

With a well-designed strategy map, every staff member can know your overall strategy and where they fit in. It helps keep everyone on the same page, and it allows people to see how their jobs affectthe MLM's ICT strategic objectives. With proper performance management tools, the strategy map will also show how the MLM is performing at a glance. Each bubble is automatically coloured red, yellow, or green based on your actual measures and the goals you set for them.

The Strategy Mapping benefits MLM in the following ways:

**Integration**: A Strategy Map will help keep Business Units and MLM aligned on the big picture strategy, goals, and the steps taken to achieve them. The simplicity of a Strategy Map means that MLM can quickly review it to remind the Stakeholders of the top priorities.

**Organization**: One of the major benefits of creating a strategy map is that it gives an opportunity to organize different perspectives, duties, and goals into a single easily interpreted visualization of ICT strategy. Oftentimes, these goals remain unstated or informal; by putting them in a strategy map, MLM is forced to clarify them and lay out ways to accomplish them.

**Communication**: With ICT Strategy goals and objectives established, a strategy map also services the critical function of communicating these goals to various stakeholders and team members. This will make sure everyone understands what MLM will be trying to accomplish.

**Mission-alignment**: Finally, a strategy map is a helpful tool for ensuring stakeholders and business units understand how their own goals and objectives align with overall ICT strategy goals and objectives. For business unit to stay committed, they need to be able to draw a specific connection between their efforts and overall MLM ICT efforts. Strategy maps help accomplish this.

### 2.1.3 The Business Priorities

Prior to implementing the ICT Strategy plan and moving forward with action steps, it is critical that priority areas and goals support the vision. It is also critical that each business Unit and individual understands which goals and tactics they are accountable to deliver on. Furthermore, it is important that they are aware of project expectations and understand what success looks like.

The Environmental analysis coupled with Stakeholder Engagements, IDP analysis and Audit analysis revealed the crucial gaps in ICT Governance and Operations. It is important to focus the organization on the execution of the most prioritized strategic projects versus creating a long list of potential actions and projects. Without this disciplined focus, organizations struggle to execute their strategy. The Prioritized areas are:

- ICT Governance
- Cloud Management
- Managing Systems Architectural documents across the entire MLM

- Developing Standard Operating procedures for directing use of ICT resources
- Coordinated Management of ICT projects
- Ensuring System Integration through creation of Enterprise Architecture

# 3 ICT Strategy Implementation Plan

The prioritized initiatives will be delivered through a well-coordinated ICT strategy implementation plan. Figure 6, provides a generic view of the implementation plan. Detailed planning, resource allocations and time scheduling will still need to be carried per each initiative during implementation. The success of the ICT strategy within the 5-year cycle is hinged on the successful implementation of these prioritized areas.

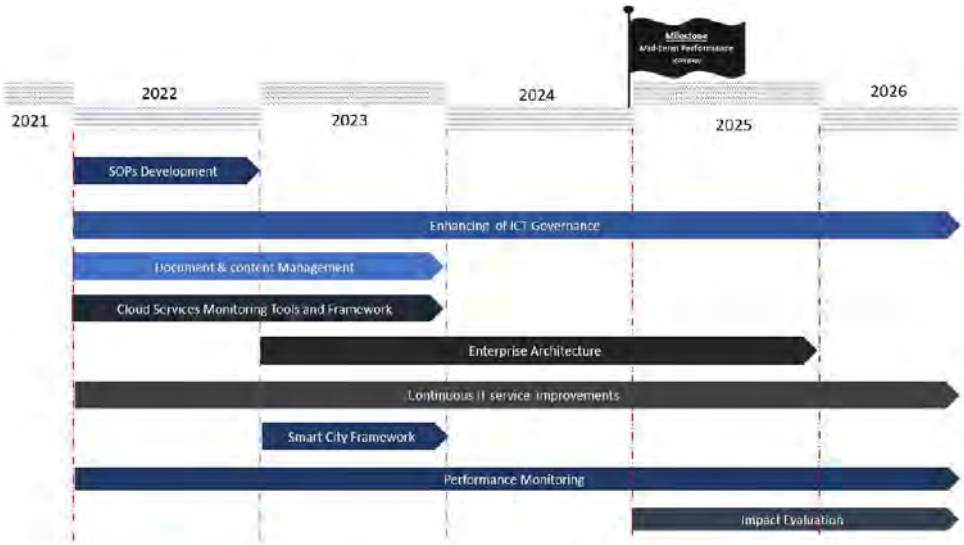



*Figure 6: Strategy Implementation Plan*

Below, each initiative identified is further elaborated upon in the context of MLM:

## 3.1 Initiative: MLM ICT Governance

Because of the holistic nature of ICT, and how it affects every aspect of Municipality business, Organizations like SALGA (in the A Municipal Guide / Roadmap to Successful ICT Governance Report), Recommend the Municipal Manager as the Strategic Executive of ICT, and the ICT Business Unit being treated at the same level with Internal Audit and PMU (See diagram below).

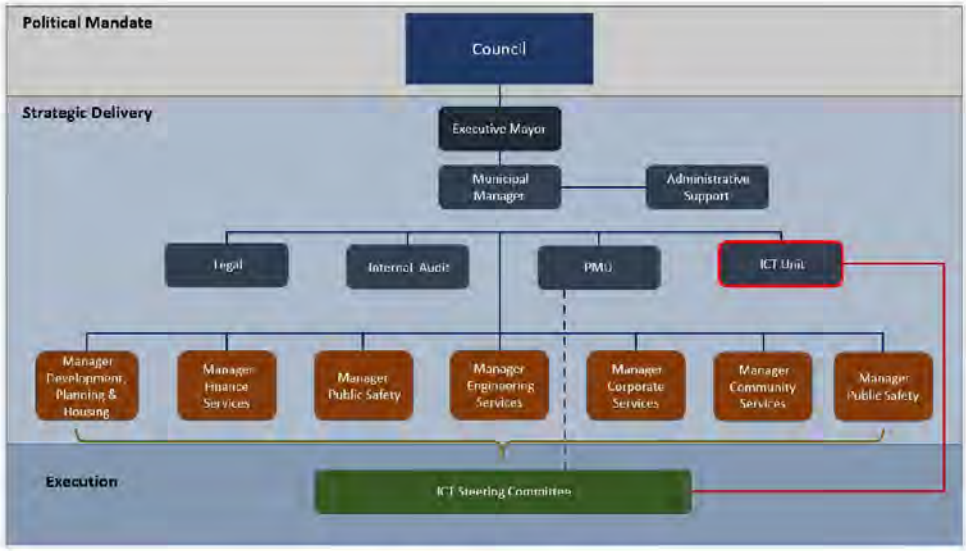



*Figure 7: ICT Governance*

The main issue that is clear and at the centre of ICT challenges, is the fuzziness of ICT governance within MLM. As already brought to the fore, we have Business Units implementing major systems

within MLM in 'Silos'. We have service providers running with major systems in the cloud, almost unmonitored.

There are two levels of Governance that need addressing for MLM:

- IT Corporate Governance
- IT (Operational) Governance

**ICT Corporate Governance:** The corporate governance of ICT is a subset of corporate governance and is an integral part of the governance system:

- The Executive Authority provides political leadership;
- The Accounting Officer provides strategic leadership; and
- Executive Management is responsible to ensure that the governance of ICT is implemented and managed.
    - ICT Corporate describes how the institution is directed and controlled and is in particular concerned with:
- Organization: the organizational structures and coordinating mechanisms (such as steering forums) established within the institution and in partnership with external bodies;
- Management: the individual roles and responsibilities established to manage business change and operational services; and
- Policies: the frameworks established for making decisions and the context and constraints within which decisions are taken.

**IT (Operational) Governance:** It can be defined as the effective and efficient management of IT resources to facilitate the achievement of the Municipalities' strategic objectives. Furthermore, it:

- Provides the structure that links ICT processes, ICT resources and information to enterprise strategies and objectives;

- Enables the integration and institutionalization of best practices of planning and organizing, acquiring and implementing, delivering and supporting, and monitoring and evaluating ICT performance to ensure that the enterprise's information and related technology support its business objectives;
- Allows the enterprise to take full advantage of its information; and
- Identifies control weaknesses and assures the efficient and effective implementation of measurable improvements.

The Implementation of ICT Governance within MLM is recommended to be carried out in Phases. The following considerations will need to be taken into account whilst Building ICT governance:

- Defining appropriate organizational structures
- Integrating ICT Corporate Governance with Enterprise Governance
- Ensuring accountability for ICT throughout the enterprise
- Drafting and clearly communicating policies, standards and processes for ICT governance and control
- Effecting cultural change (commitment at all levels in the enterprise—from the executive office to the 'shop floor')
- Driving a process and culture of continuous improvement
- Creating optimum monitoring and reporting structures

## 3.2 Initiative: Enterprise Architecture

Municipal Systems Integration will be achieved once there is a blueprint on how to do so. This is made possible by the development of the Enterprise Architecture (EA). The EA is a logical organization of a business and its supporting data, applications, and IT infrastructure, with clearly defined goals and objectives for the future success of the business. A typical architecture consists of diagrams, or models, that show how aspects of the Municipality business relate.

Businesses should have an "as-is" architecture that represents its current state, and a planned architecture to show the direction of the business over the next one to five years.

Enterprise architecture aligns the following key areas:

- Business: Processes, strategies, organization charts, and functions
- Information: Conceptual, logical and physical data models to show what information is needed and how it relates to other information, for example, a customer and an order
- Application: Portfolios, interfaces, and services
- Infrastructure: Network concept diagrams, technology reference models
- Security: Provides a holistic security architecture or blueprint on all municipal systems
- Disaster Recovery framework: With Cloud and traditional Systems as part of the mix, the EA must consider how disaster management is to be implemented

The following industry standard frameworks can help the Municipality create an enterprise architecture:

- Togaf
- Zachman
- EA3
- DoDAF

Using a standard framework gives the architecture a "skeleton" from which building will rise from. A framework also provides guidance on what information you need to capture based on the stakeholders who will use the architecture. It provides guidance on organizing information but does not suggest a specific implementation for the architecture.

## 3.3 Initiative: Project Management Unit

The Project Management Unit (PMU) must be all inclusive, so that it coordinates all ICT projects and programs running across the city. This will also ensure integration of services. The PMU core responsibility is to set standards for how projects implemented, monitor their progress and ensure that the documentation is warehoused within the Document Management System.

The Project standards could include mandatory project templates but also rules on how projects must be carried out. For example, what lines of approval must be followed, which project stakeholders should be included and other rules.

The Table Below summarizes how this initiative would be carried out:

| Phases | Activities |
|---|---|
| **Phase 1: Assessment and Strategy**<br>**The first goal of this activity is to assess the current status of project management and the current project portfolio within the organization.**<br>**This assessment is followed by the development of a desired future state and a gap analysis between the current and future states.** | • Assessment: The goal of this activity is to find the issues, gaps, challenges and key decisions to be made.<br>• Current Project Portfolio: This includes carrying out a review of any existing project-based structures and a high-level assessment of the current portfolio of projects.<br>• Organizational Culture: This should cover how projects are done today, the perception of project management, and what things are valued. Establish what existing project management methodology and governance reporting are in place. In addition, name the stakeholders who will be a key for the PMU project success.<br>• Desired Future State: Outline a desired future state for Project Management based on the assessment findings.<br>• Gap Analysis: Perform a gap analysis between the desired future state and the current state. This analysis will form the basis of the initial PMU Strategy and an Outline Business Case. |

| | |
|---|---|
| **Phase 2: Project Initiation** | • Business Case and PMU Charter: As part of this phase, a Business Case for the PMU will be completed as well as a Charter for the PMU. The aim of the PMU Charter is to outline what is in scope for the PMU and what services it will initially offer.<br>• PMU Services: A successful PMU will offer a range of services that business units can rely on time after time. From the outset, the capability to deliver and support such services will not be in place.<br>• PMU Roadmap: Services have to be introduced gradually and the PMU roadmap should clearly highlight this, explaining when certain key deliverables will be achieved. The PMU Roadmap will be ready with input from all stakeholders. The roadmap will include the rollout scope document that describes the goals, approach, risks, and constraints. It should also link to the training and change resistance strategies. |
| **Phase 3: PMU Set up and development** | • PMU Office Establishment: The physical place for the PMU is established, roles are defined, and staff are appointed to those roles to set up the PMU office. |
| **Phase 4: Implement the PMU** | • Having fully defined how the PMU will run, projects will be transitioned into the PMU, the planning of which will largely be driven by the outcome of a project review, carried out as part of the current situation analysis. |
| **Phase 5: PMU continuous improvements** | • The PMU improves its operations by measuring its effectiveness, implementing changes to existing services, and adding new services.<br>• The PMU may also need to update its Charter. The PMU should assess the overall capability of the organization to reliably deliver acceptable project results on time and |

| | |
|---|---|
| | within budget. It can then develop and carry out a long-term plan to improve that capability. |

*Table 4: Project Management Unit*

## 3.4 Initiative: Enterprise content and document management

Content and document management creates the warehouse for the MLM's structured data (Through Business Application), and unstructured data in electronic or imaged documents (Word processing documents, spreadsheets, emails and reports). What came from the environmental analysis is that documents are not easy to locate within MLM. Even the creation process of the documents that came through is not systematic. A strategic approach to content and document management is needed by developing an Enterprise Solution.

The Municipality's enterprise data/ or information architecture needs to be modified to provide clear guidance in forms of processes on content and document creation and management. The Identified enterprise document management technology must have the following attributes:

- Ability to upload scanned hard copy documents and index them for easy search and retrieval
- Incorporated workflows in generating reports and documents of a certain nature.
- Ensure that document creation can be collaborative and there is version control
- Corporate document storage will be classified based on pre-defined MLM categories.

This Initiative will seek to:

- Develop Document and Content Management Plan for MLM
- Identify the appropriate Content Management technology
- Digitize existing documents and capture them into the Content Management System

## 3.5 Initiative: Cloud First and Governance

### 3.5.1 Cloud First

The question is no longer about whether the Department should adopt a cloud first approach in relation to the deployment of solutions; it is now a question of what system is moved, when and to what type of cloud (the deployment model). Deploying suitable applications and services to the cloud will provide greater levels of agility and resilience, provide increased access to the latest advances in technology and enabling future technology adoption, while also releasing capacity within the ICT Unit to develop and offer new value-add services. There are multiple routes to cloud adoption & different cloud models. All will need to be evaluated and assessed based on the specific needs of the Department and its Offices, taking account of both current and long-term demand. Cloud adoption brings significant advantages and benefits; however, there are also consequences, constraints and risks that need to be considered. These have implications for both the ICT Unit and the wider Department.

MLM must consider other service delivery models such as platform-as-a-service and software-as-a service both of which have similar benefits, risks and implications for the ICT Unit (staffing and long-term role) and wider Department. These options will be considered using the Cloud First objective in building the business case for a new system. Note that Cloud First does not mean cloud only, but that cloud deployment should be the first option to be considered for new service deployment. Cloud deployment may be too private MLM cloud or to public cloud suitably configured to meet the MLM's security and privacy standards. It is hence imperative for the IT department to quickly develop an educational guide on "how to move into the Cloud", seeing that departments have already started using private cloud services without guidance.

### 3.5.2 Cloud Governance

The use of Cloud services within MLM has matured to a level that requires governance processes to put in place. This governance will consist of policies, guidance, processes and decision-rights.

Industry best practice defines cloud services on three different levels, Diagram below:

- Software as a Service (SaaS);
- Platform as a Service (PaaS);
- Infrastructure as a Service(IaaS).

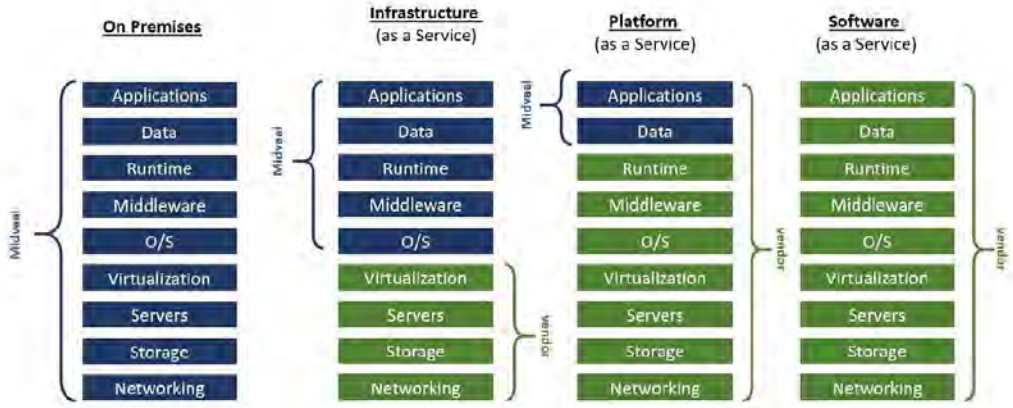



*Figure 8: Cloud services*

It must be appreciated that the new cloud environment is very different from traditional outsourcing and hence requires a new approach to governance and management. There are important risks that should be analysed before migrating to the cloud such as:

- Internal threats;
- Horizontal audit compliance;
- Performance metrics;

- Security;
- Accountability and responsibility.

To deal with internal threats, standards, interfaces, controls, and integration requirements should be addressed with **policies** and **procedures** that tell how everything fits together.

Horizontal audit compliance gives an overall view of all business units and unifies the information streams which help businesses to find vulnerabilities across the Municipality.

Achieving accountability in the context of cloud computing requires mechanisms that result in trust and security. These mechanisms range from auditing, tracking and reporting and monitoring through contracts and service level agreements. It is the customer's responsibility to enforce these mechanisms and to ensure successful implementation.

The b e s t C l o u d Governance model takes an approach of deconstructing the cloud. This approach starts by assessing each application domain or business process individually asking the following questions:

1. What (process) is moving to the cloud? (Application domain or business process)
2. How will it be delivered? (SaaS, PaaS, IaaS)
3. How will it be deployed? (Public, Private, Hybrid)

The next step for deconstructing the cloud is to get answers to four more questions:

1. Where will the data be located? (Internal or External)
2. Who owns the technology, services, and interfaces? (Proprietary or Open)
3. Are there expectations of collaboration and data sharing?
4. Who is managing the delivery? (Insourced or outsourced)
5. What unique risk factors arise from steps 1-4?

6. Control – What are the control modifications necessary for this cloud solution?

The expectation is that the IT Department will create a Cloud Framework document which will among other things:

- Provide policies on the MLM cloud
- Guide on how Business Units will move they systems into the Cloud
- How Cloud Based Systems will be performance Managed
- Type and Nature of service Level Agreements with Cloud Services
- How Cloud based Data will be secured

## 3.6 Initiative: Service Improvements and Performance Management

The general staff of MLM is impacted on poor ICT services on daily operations, so are the citizens who rely on online Municipal services. This initiative focuses on putting together the operational activities and also focusses on systems monitoring.

The services which need enhancing include:

- User desktop applications support
- Help Desk log management
- MLM ICT Assets Management
- ICT Procurement processes
- Resources Training and Knowledge Improvements

On the other hand, monitoring is essential for the health of the system and is important for both providers and consumers. Primarily, monitoring is a key tool for

- managing software and hardware resources; and

- providing continuous information for those resources as well as for consumers hosted applications on the cloud.

MLM is currently running a hybrid of Internally hosted and Cloud hosted applications. These have a myriad of maintenance techniques, all different. Cloud activities like resource planning, resource management, data center management, SLA management, billing, troubleshooting, performance management, and security management essentially need monitoring to effective and smooth operations of the systems.

Systems is needed for continuous measurements to assess resources or applications on various server environments platform in terms of performance, reliability, power usage, ability to meet SLA, security. Fundamentally, monitoring tests can be computation based and/or network based. Computation based tests are concerned about the status of the real or virtualized platforms running applications. Data metrics considered in such test include CPU speed, CPU utilization, disk throughput, VM acquisition/release time and system up-time.

Network-based tests focus on network layer data related metrics like jitter, round-trip time RTT, packets loss, traffic volume, etc. At run-time, a set of operations takes place in order to meet the QoS parameters specified in SLA document that guarantees the required performance objectives of the cloud consumers. The availability, load, and throughput of hardware resources can vary in unpredictable ways, so ensuring that applications achieve QoS targets is not trivial. Being aware of the system's current software and hardware service status is imperative for handling such uncertainties to ensure the fulfilment of QoS targets. In addition, detecting exceptions and malfunctions while deploying software services on hardware resources is essential e.g., showing QoS delivered by each application component (software service such as web server or database server) hosted on each hardware resource. Uncertainties can be tackled through the development of efficient, scalable, interoperable monitoring

tools with easy-to-use interfaces.

As mentioned previously, application components (e.g., streaming server, web server, indexing server, compute service, storage service, and network) are distributed across cloud layers including PaaS and IaaS. Thus, in order to guarantee the achievement of QoS targets for the application as a whole, monitoring QoS parameters should be performed across all the layers of cloud stack including Platform-as-a-Service (PaaS) (e.g., web server, streaming server, indexing server, etc.) and Infrastructure-as-a-Service (IaaS) (e.g., compute services, storage services, and network).

Secondly, all the Municipal ICT Assets must be accounted for. These could be classified as:

- Data/Information
- Records
- Hardware Infrastructure: Switches, Connectivity lines, Servers
- Applications, Software and Operating Systems

This initiative advocates for:

- the creation of a single control room from which dashboards to various systems can be monitored in Realtime. Also, from the control room, reports of a periodic nature can be generated, and it will become easier to conduct diagnostic analysis of incidents as log reports could be easily accessible from a single point. The initiative will also create an ICT asset management plan and Platform for tracking MLM Digital Assets.
- Developing and control corporate wide ICT training and improvement programs
- Create Asset Management platform which will track MLM assets

## 3.7 Smart City Framework Implementation

MLM has shown that it has the ability to go out and take advantage of the latest of what technology can offer in improving service delivery. A case in point is that MLM have key systems already on cloud computing. Predictably, MLM will move towards smart management of operations. In this cycle of the ICT Strategy, it becomes then imperative that MLM develops a Smart City

Framework/Strategy document. Key Metros have done so across the country and a sizeable number of Municipalities in the world have had full implementations. Evidently, smart city approach provides a clear way of addressing traditional ways of operations within the city (see Figure, below)

| | The Problem | The Smart City Solution |
|---|---|---|
| Planning | • Ad hoc and decentralized<br>• Cost savings aren't realized<br>• Limited potential for scalability of investment | • Coordinated and holistic<br>• Resources are shared<br>• Cost savings are fully realized<br>• Investments are scalable<br>• Improved City planning and forecasting |
| Infrastructure | • Runs inefficiently<br>• Costs more money and resources to run | • Optimized with cutting-edge technology<br>• Saves money and resources<br>• Improved service-level agreements<br>• Built on open standards |
| System Operators | • Guess at infrastructure conditions<br>• React to problems<br>• Cant deploy resources efficiently to address problems | • Enjoy real-time reporting on infrastructure conditions<br>• Predict and prevent problems<br>• Deploy resources more efficiently<br>• Automate maintenance |
| ICT Investments | • Piecemeal and Siloed<br>• Deliver sub-optimal benefit<br>• Don't easily realize economies of scale | Centrally planned<br>Deployed across Municipal departments and projects<br>Deliver optimal benefits |
| Citizen Engagement | • Limited , scattered online connection to citizens<br>• Citizens cant make optimal use of city services (or easily find them) | • Complete and singular online presence<br>• Citizens can easily find and use services<br>• Citizens can participate in smart city initiatives<br>• Two-way communications between MLM and people<br>• Specialized services focused on individual citizen<br>• Citizens can both contribute to and access Realtime intelligent city data and offer apps that use data |
| Sharing Data | • Departments and functions are siloed<br>• Departments rarely share data and collaborate on initiatives | • Departments and functions are integrated and/or shared<br>• Data is shared between departments and better correlated with other data services through open standards.<br>• Results are improved<br>• Costs are cut |

*Table 5: Smart City Remedies*

A smart city efficiently mobilizes and uses available resources (including but not limited to social and cultural capital, financial capital, natural resources, information and technology) for efficiently improving the quality of life of its inhabitants, commuting workers and students, and other visitors significantly improving its resource efficiency, decreasing its pressure on the environment, building an innovation-driven and green economy and fostering a well-developed local democracy.




*Figure 9: Smart City Concept*

The MLM smart city context could be captured under the following attributes:

| Smart City element | Attributes | Description |
|---|---|---|
| **Smart Governance** | Digital Administration | All Administrative communique and communication will be based on an online system |
| | Online Citizen Services | Services to citizens will be provided through interactive online systems and smart phones apps |
| | e-Democracy | Issues of ward demarcations, electoral priorities, programs and electoral news require a digital platform. |

| | | |
|---|---|---|
| **Smart Economy** | Innovation | Application of Smart Technologies within the economy business processes. |
| | Greenfield development | Use of Smart systems in the Environmental economic processes within MLM |
| | e-procurement | All the procurement processes to be fully online and available to the suppliers in a controlled manner |
| | Employment Opportunities | Continuously creating opportunities to the Citizens through smart technology |
| **Smart Environment** | Sustainable energy | Management of energy processes through smart systems. |
| | Water | Control the usage of water (smart meters) and conduct real-time leak detection operations |
| | Waste Management | Coordinate waste collection and processing through technological use |
| | Air quality | Manage and detect pollution around the city through use of sensors and Technology |
| **Smart Mobility** | Walkability | |
| | Transport options | Transport control and availability through smart systems |
| | Shared and Public Transport | Ensure all the public transport systems are scheduled and notifications of timetables are available to the Citizens online |
| | Traffic Management | Using smart-sensors, Traffic controls are optimized to avoid congestions and accidents |
| **Smart People** | Education | Online MLM Learning Systems and Library facilities |

| | | |
|---|---|---|
| | Communication | Communication channels created to reach all citizens |
| | Open Data | Data availability to follow open standards and accessible |
| | Consultation and Engagement | Platforms created to allow citizen integration |
| | Cultural Activities | Use technology to provide outreach for cultural activities |
| **Smart Living** | Housing | Provide secure housing and services through technology |
| | Health | Telemedicine through mobile clinics and facilities must be within reach of the citizen |
| | Sewerage and Sanitation | Deployment of sensor technology onto Sewer leakage detection operations and Plant management |
| | IT Connectivity | MLM must work towards facilitation of the provision of Fiber and wireless technology connectivity to the Citizens |
| | Safety | With Smart systems, comes the issues of Securing the City through surveillance systems |

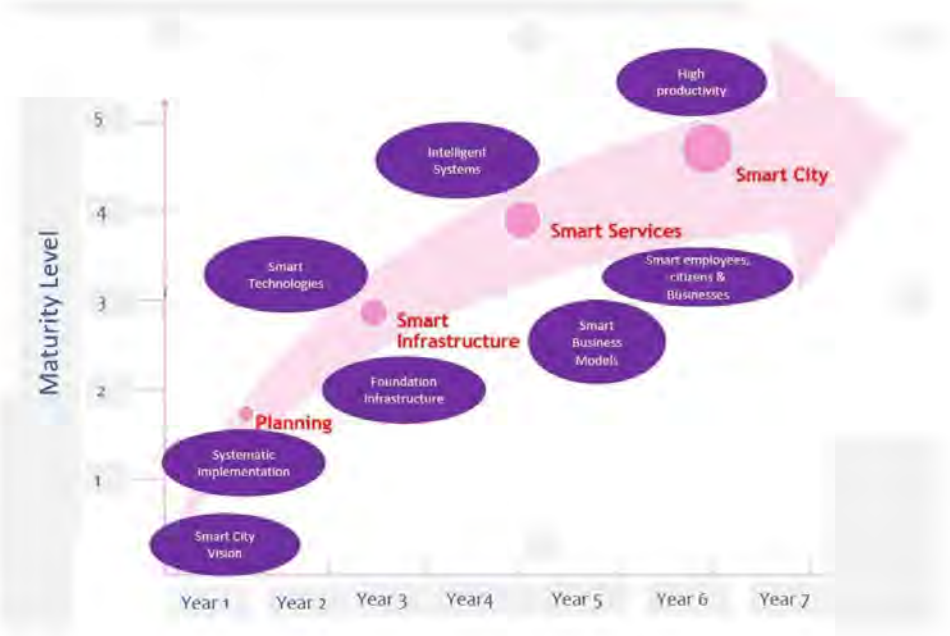
*Table 6: Smart Cities Attributes*

It is important to Apply the Smart Cities Maturity Model before embarking on the program. The SmartCities Maturity Model outlines five maturing levels that lead to an optimized Smart Cities approach.

This systems approach is enabled by increasing use of data and digital technologies to transform governance and service delivery models and citizen and business engagement. The

Smart Cities Maturity Model identifies these as critical dimensions that a Smart City must invest and commit to as part of its strategic intent.

Throughout the stages of the self-assessment, you are therefore prompted to consider the extent to which these dimensions are maturing. The ultimate vision is of a Smart City that strategically manages multiple systems at a city-wide level and through increased transparency, openness and shared accountability creates an innovation system that improves outcomes and enhances city performance.




The Smart Cities Maturity Model outlines five maturing levels that lead to an optimized Smart Cities approach. It describes that a maturing Smart City will increasingly plan and deliver services within an interconnected system (i.e., transport) as opposed to elements within the system.

| Level Description | |
|---|---|
| Level 1 – Non-Existent/Ad-hoc/Chaotic | In this level there **are no discernible smart city features in a municipality.** There is no focused and municipal-wide **strategy** and planning for implementation of smart city capability. Activities and products implemented and used by the municipality that resemble **smart city features are ad-hoc**, un-coordinated and exist in isolation. |
| Level 2 – Defined / Systematic | In this level municipality has a defined enterprise-wide strategy to implement smart city capability. This is irrespective of the completeness of the strategy in covering comprehensive list of smart city dimensions, performance areas and goals. The strategy includes **practical and systematic implementation approach with multiple streams and implementation phases. An implementationprograms has been established, resourced and functional.** |
| Level 3 – Purposeful / Repeatable | Armed with a clearly defined and implementable Smart City Strategy, in this level the municipality is purposefully implementing their smart city strategy as per their plan. **There is a city-wide smart-city implementation programme which successfully coordinates the implementation of smart city capabilities across people, process and tools/infrastructure.** The programme harnesses lessons learnt from previous implementation phases for improved results in subsequent phases. There are successful smart city capabilities the municipality can show casein at lead 2 key process areas. |
| Level 4 – Managed / Operationalized / Capable | In this level a municipality has **implemented smart capabilities in varying degrees of success and efficiency across the municipal value chain in almost all smart city dimensions** where applicable. In this level the municipality has **achieved its smart city goals** for smart administration, service delivery, governance, economy, environment, technologies and |
| Level 5 – Optimized / Efficient | At this level the municipality is fully smart city and **continuously improves and enhances** its citizen satisfaction levels. |

The Smart City approach is made up of technologies that are already in use within MLM. Below, we attempt to categorize these technologies based on Municipal use. This will help in conducting a Technology audit systematically when putting together the Smart City Strategy/or Framework.

# 4 Monitoring and Evaluation of ICT Strategy

After developing the strategy, senior management often communicates its key themes to the organization, expecting employees to act quickly upon it. However, without a strategy control system that supports the strategy, it remains a wish list or a set of goals that may or may not ever be achieved.

The goal of the strategy control system is to ensure effective action throughout the organization. What gets measured, gets done is an old saying.

Key to ICT strategy implementation is the development of SMART (Specific, Measurable, Attainable and action-oriented, Relevant, and Time-bound) key performance indicators (KPIs). The KPIs will be developed to monitor operational service improvements and also to monitor development of Change programs (initiatives).

Hence, the monitoring of the effective implementation of the Strategy is divided into two parts: Service Improvements monitoring and Initiatives Monitoring.

## 4.1 Service Improvements Monitoring

The service improvements monitoring is based on the following Key Performance Indicators:

### 4.1.1 Financial Perspective KPIs

IT does not generate revenue directly, but there are some expenses that it makes sense to track. Here are examples of some performance indicators that MLM could use in this case:

- **IT expense as a percentage of total expense:** Running internal business systems or maintaining MLM's web portal's is neither IT-Department core competency, nor something that generates sales for it; this should be reflected in expenses structure. MLM budgeting must however, have enough to keep systems running smoothly.

- **IT expense per employee:** On the one hand the MLM staff need to be equipped with appropriate tools, on the other hand you need to know where to stop. A Comparison your data with benchmarks in your industry to make some conclusions.

- **Support expense per user:** Similar to the previous one. Having high support expenses (compared to the industry average or your own historical data) might indicate a potential problem. For example, MLM staff might contact IT too often because there are no clear manuals or people simply were not trained to use information systems.

### 4.1.2 Customer KPIs

Mostly IT department has two types of customers:

- **Internal customers** (Municipal Staff), and
- **External customers** (outside end users of MLM systems and Citizens in general.)

Another point is that today IT is not just about fixing computer-related problems, it's about providing the best experience to the customers; make sure IT Department is tracking respective experience/ engagement metrics as well. Below, are Performance Indicators that are appropriate:

- **Request response time, hours:** This will work as a leading indicator for the business goals related to the user/employee engagement. The faster an IT team responds to the support queries, the higher the engagement rate that is expected.

- **Business system use:** Take some business system in MLM (CRM, ERP, or BI dashboard), define an interval (for example 7 days) and calculate the percentage of registered users who used the system within the defined time interval. Compared to the historical data, this is a good lagging indicator for user engagement as well: if there is a top-notch computer software, but no one actually uses it, then it's time to start asking questions.

- **The number of critical problems reported by user.** Problems appear every day, but it is important to learn what critical problems were found and prevented by the IT Department internal team, and what critical problems were reported by the end users.

- **New Services Commissioned:** Another area of Performance is the turnaround times of on-boarding staff onto ICT platforms:
  - Time to register a new account, minutes or
  - Account creation success rate

### 4.1.3 Internal Processes KPIs

Normally, there are no problems with defining indicators for **internal business processes**. A good practice is to track separately downtime related to the **security issues** and create prevention plan respectively.

- **Mean Time Between Failures (MTBF).** Average time between failures.
- **Mean Time to Repair (MTTR).** Compare this indicator to the industrial benchmark. For example, if your service provider takes too much time to repair, then find someone who will do a better job.
- **Availability (uptime)** calculated as MTBF/ (MTBF + MTTR). Applied to your internal systems, network, website, etc.
- **Downtime related to security issue.** A lagging indicator for the IT security initiatives. For the leading actions one might plan regular security audits by experts.

### 4.1.4 Learning & Growth KPIs

From the management point of view, we need to understand if IT is on the find-and-fix-problems rail,or it is learning from its errors. Here are two indicators that are a good starting point for this.

- **The number of returning problems** (also known as: percentage of tickets reopened). Is a good lagging indicator of IT Department improvement efforts: if the team did well first, then less repeat problems will appear?
- **Restore success rate.** Emulate system crash, track the percentage of data restored and restoration time. Such emulation will generate an action plan for IT system improvement.

The KPI dashboard below then captures and summaries the KPIs measures.

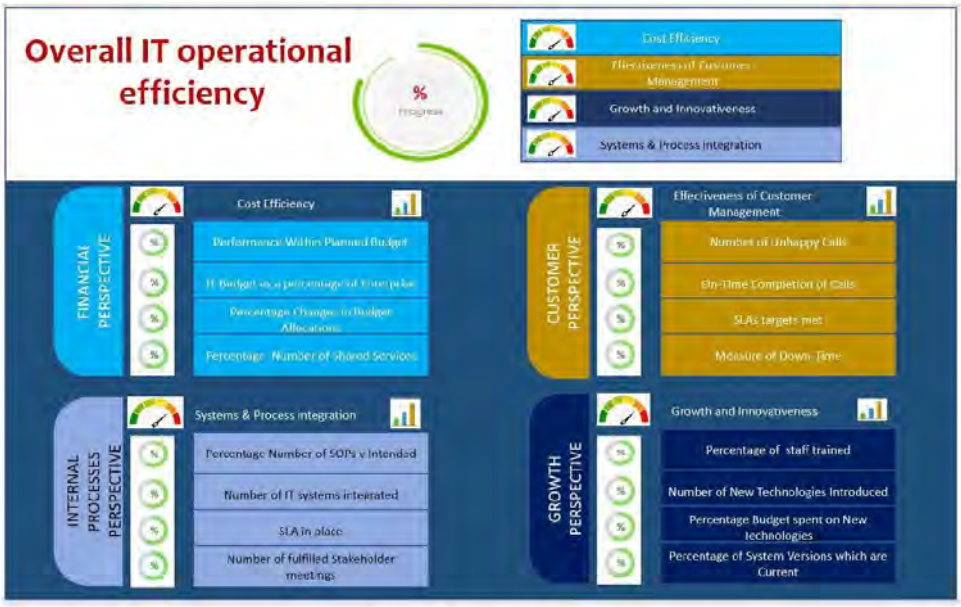



*Figure 10: Dashboard for KPIs*

## 4.2 Monitoring Initiatives (Programs)

Key performance indicators (KPIs) in project management consist of various specific measurement tools for indicating how well teams are achieving specific goals. Project management KPIs are generally agreed upon early in the project.

Top project management benchmarking measures include return on investment (ROI), productivity, cost performance, cycle time, customer satisfaction, schedule performance, employee satisfaction and alignment with strategic business goals.

The Dashboard below shows the indicators alignment to the various initiatives with target reporting spread over the 5 years; life cycle of the Strategy.

| Initiative | KPIs | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|---|---|---|---|---|---|---|
| Development of SOPs | % of SOPs Developed | 100% | | | | |
| Dev Cloud Framework | % of Cloud Implementation | 50% | 50% | | | |
| Dev DMS | % DMS Development | 50% | 50% | | | |
| ICT Governance enhancement | % of SOPs Developed | 40% | 20% | 20% | 10% | 10% |
| Dev of EA | % of EA Developed | | 40% | 30% | 30% | |
| Framework of IT Services Improvements | % IT Service Improvements | 20% | 20% | 20% | 20% | 20% |
| Smart City Framework | % of SC Framework Developed | | 100% | | | |

## 4.3 Evaluation Plan

In addition to monitoring the progress of strategy implementation, the Digital Transformation Strategy for MLM will undergo an internal evaluation within the next three years. The objective of the evaluation will mainly be to verify the extent to which expected strategy results have been achieved, review the relevance of selected strategy priorities and objectives, and review the efficiency of strategy implementation and governance schemes. The questions guiding the evaluation exercise will be conducted by the Project Management Unit or Performance Management Division with the support of the ICT steering committee.

In general, these evaluations will mostly analyse complex issues and capture intended and unintended effects, investigating the reasons why certain aspects of an activity or action have or have not been implemented as planned. Appendices

## Concluding Remarks

The ICT Strategy is a living document. Technologies do change hence disrupting the plan of actions. Based on the Budget and priorities, some of the Initiatives might be impacted upon. The Expectations are that the key initiatives will be implemented within the life cycle of this ICT Strategy.

## Appendix 1: Smart Technologies Categories

The Smart City concept is made possible by a number of technologies. Looking closely, some of these technologies are already in use with MLM. Below, we have classified them and referenced them to some use cases.

### Smart Water Technologies

| Smart Technology | Description | Use Cases | Architecture Layer |
|---|---|---|---|
| • smart water meter<br>• Smart Water Management system<br>• Flow Meter Sensors | • Advanced metering technology<br>Management of water supply using sensors and software. | Account for all water used and create revenue<br>Control water flow, cut water supply, monitor water usage and storage<br>Functionality<br>Used to manage the entire system<br>Remotely analyse the water<br>Allow or stop the flow of water at specific points | Technology and Infrastructure |

## Smart Waste Management Technologies

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| **Smart Trash** | Intelligent identification, sorting and recycling process. | Prevent the wrong stuff from finding its way into areas where they can cause harm | Information Technology |
| **Waste Collection Apps** | Local waste collection with waste and recycling information | Garbage and waste collection | Technology Infrastructure |
| **IoT-Related Solutions** | Network of devices connecting trash bins and smart devices | Offer communication solutions between the trash bins, the citizens, and the garbage collection agencies | Technology, Infrastructure |
| **Fill-Sensors** | Capacitive fill-level sensor for soiled media | Sends real-time data to city cleaning agencies | Technology, Infrastructure |
| **Ultrasonic fill-level Sensor** | Wireless ultrasonic fill-level sensor | Secures monitors in containers and sends real- time data to city cleaning agencies | Technology, Infrastructure |

## Smart Technology for Energy

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| **Smart Grid** | Management Systems for electricity supply system | Efficient energy transmission | New technologies and equipment |

| | | | |
|---|---|---|---|
| **Roof top wind power systems for municipal offices** | Electricity generation | Green energy production and cost effectiveness. | Clean energy technology |
| **Roof top/Parking Solar PV system** | Electricity generation | Green energy production and cost effectiveness. | Clean energy technology |
| **Smart Meters** | Monitoring energy usage in real time | Allow power suppliers to offer tariffs that help consumers manage energy usage | Technology |

## Smart Transportation Technologies

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| **Intelligent Transport System** | An advanced Application in transport and traffic management. | Innovative services Relating to different models of transport and traffic management. | **IoT system** |
| **Smart Traffic Lights** | Vehicle traffic control system | Intelligent routing of vehicle and pedestrian traffic | **Specialized Technology** |
| **Street Hazards App** | **Application allowing drivers to report road hazards** | **Application automatically reports Hazards using GPS** | **Technology infrastructure** |

Roads and Storm Water

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| Sanitary Sewer Overflows | Vast system of sanitary sewers and stormwater drains. | Properly convey sanitary flows | Infrastructure and Technology |
| "Smart" Storm water Management Solution | Manage Stormwater and implement stormwater infrastructure | Moving storm Water away from the city and save lives | Infrastructure and Technology |
| Data-Driven Urban Water Management | Collecting and Utilizing Large Amounts of Data in UWM | Addressing challenges such as better rain-data management, sewer network operation and management, and drinking water | Infrastructure and Technology |
| Green Storm water Infrastructure | Manage wet weather impacts | Reduces and treats storm water and its sources | Green Infrastructure |

Disaster and Emergency

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| **Agile Security Technology** | A Technological approach based on the premise that most crimes and terror-related activities are not random and can be predicted | Prevent crimes and terror-related activities. | **Specialized Technology** |
| **Facial Recognition** | Identification of individuals | Identify criminals and terror suspects | **Specialized Technology** |
| **CCTV Surveillance** | Identification of individuals Unusual activity identification | Identify individuals or activities that are abnormal and pose a security threat | **Specialized Technology** |
| **Smart Card Reader (RFID reader)** | Device used to gather information from an RFID tag | Track individual objects using radio waves | **Specialized Technology** |
| **Biometric Sensors** | **Transducers that change biometric trats of individuals into electric signals** | **Identify Specific individuals** | **Specialized Technology** |

## Policing

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| **CCTV surveillance** | Identification of individuals and activities | Used to assist in identifying suspects at the scene of | **Specialized Technology** |
| **Facial Recognition Technology** | Identification of individuals | Used of investigations, missing people, pre-crime programmes, etc. | **Specialized Technology** |
| **Body Cameras for Police** | Recording event during a crime | Provide evidence and pre-crime programmes, court processes. | **Specialized Technology** |
| **Dash Cameras for Police vehicles** | Recording event during a crime | Provide evidence and promote responsible policing | **Specialized Technology** |
| **Gunshot Detector/ Sensors** | Identify and convey the location of gunfire | Identify the source of gunfire | **Specialized Technology** |
| **Drone Surveillance** | Risk-free aerial surveillance and observation | Advanced aerial surveillance and monitoring | **Specialized Technology** |
| **Biometrics and DNA registrations System for offenders** | **Forensic identification** | **Accurate and efficient individual identification** | **Forensic science technology** |

Health and Social

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| **Telemonitoring** | Monitoring patients | Remote monitoring of patients with kidney failure | Medical technology |
| **RFID Technology** | Live medical monitoring | tracking radiotherapy patients, hospital equipment and staff | Medical Technology |
| **Telehealth** | Technology used to store, share or analyses health information | Improve interactions between health providers and patients | Specialized Technology |
| **Da Vinci Surgical System** | Robotic surgical system | Facilitate complex surgery using minimally invasive approach | Specialized Technology |
| **Tele stroke** | **An approach to treat vascular strokes** | **Allow neurologist to provide remote treatment for stroke victims** | Specialized Technology |

Human Settlement

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| Energy efficient buildings | Heating and ventilation technologies | To make efficient use of resources such as water and electricity | Infrastructure |
| Intelligent Buildings | Intelligent Buildings for sustainable human settlement | Advanced technologies used to develop high-performing buildings | Technology and Infrastructure |
| Smart Green Buildings | A series of smart and intelligent buildings | New energy ecosystem that connects smart green buildings to a smart grid that optimizes energy usage | Technology and Infrastructure |

## Environment

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| Smart Environment (Smart Ecosystems) | A physical world that is richly and invisibly interwoven with sensors, actuators, displays, and computational elements, embedded seamlessly in the everyday objects of our lives, and connected through a continuous network | Conserving the natural resources and environment | Green technology |
| Smart Green Buildings | A series of smart and intelligent buildings | New energy ecosystem that connects smart green buildings to a smart grid that optimizes energy usage | Technology and infrastructure |
| Environment Monitoring technologies (Drones) | Technologies that ensure that environmental laws and regulations are being followed. | Conservatives are using drones to keep an eye on the environment. | Specialized Technology |
| Geo-Spatial Measurement Technologies | Air-Pollution systems used to detect increased air pollution levels. | Testing the air around the smart cities and detecting pollution followed by implementation | Specialized Technology |

Communications

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| Information and Communication technology | Economic growth through advancement in key technological areas | Economic Development | Technology and Economic Infrastructure |
| Cloud Storage Services | Economic Data is stored in the cloud | The data is made available to the city budgeting agencies and the general public | Specialized Technology |
| LED Street lights | Lightbulbs that conserve energy and save on electric bills | Smart bulbs that turn on and off when necessary | Infrastructure, Technology |

e-Democracy

| Smart Technology | Description | Use Case | Architecture Layer |
|---|---|---|---|
| Open Data Based Application | Applications that contain information on the political system. | Encourage voter participation. | Specialized Technology |
| Digital Democracy Application | Applications that provide the citizen with information about government. | Provide information on health, public administration, local economy, education, culture and sports. | Specialized Technology |

| | | | |
|---|---|---|---|
| **Chatroom Applications** | Applications that provide a platform for the discussion of issues affecting the city and its citizens | Avenue for communication of issues, making of contribution, resolving cases and general communication. | **Specialized Technology** |
| **Represent Me App** | Application used to stimulate political debate. | Engage young people in political decision making | **Specialized Technology** |
| **Digital Performance Dashboard** | **Platforms that summarize the popularity, consistency, effectiveness and other performance metrics for politicians and their parties.** | **Helps promote democracy, transparency, and accountability** | **Specialized Technology** |


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MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure G: Midvaal Integrity Management Strategy Implementation Plan (2026/2027)

# INTEGRITY MANAGEMENT STRATEGY

# &

# IMPLEMENTATION PLAN

# 2026/2027

**Midvaal Local Municipality**

**25 Mitchell Street**

**Meyerton**

# Index


| | | Page |
|---|---|---|
| A. | Introduction | 2 |
| B. | Strategic Objectives | 3 |
| 1. | Set a strong ethical tone with clear standards | 3 |
| 2. | Develop a professional workforce in a respectful workplace | 3 |
| 3. | Actively manage operational fraud, corruption and ethics risks | 3 |
| 4. | Ensure effective consequence management | 4 |
| 5. | Work with communities and service providers | 4 |
| C. | Unpacking the Strategy | 5 |
| 1. | Objective 1 – Set a strong ethical tone with clear standards | 5 |
| 2. | Objective 2 – Develop a professional workforce in a respectful workplace | 6 |
| 3. | Objective 3 – Actively manage operational fraud, corruption and ethics risks | 6 |
| 4. | Objective 4 – Ensure effective consequence management | 7 |
| 5. | Objective 5 – Work with communities and community organisations | 8 |
| D. | Governance Arrangements | 9 |
| 1. | Oversight Committee | 9 |
| 2. | Integrity Champion | 9 |
| 3. | Ethics Working Group | 9 |
| 4. | Implementers | 9 |
| 5. | Reporting and information management | 9 |
| E. | Implementation Plan | 10 |

# Integrity Management Strategy

## Including anti-fraud and anti-corruption measures

## A. INTRODUCTION

In order to be a well governed municipality that fulfils its obligations and delivers services to the community, we need effective, committed leadership and a professional, competent workforce. We also have a responsibility to manage our entrusted resources responsibly and to combat all forms of fraud, corruption and misconduct.

We strongly believe that none of the above will be possible without a strong ethical culture that enables all parties to focus on the right things for the right reasons. For this reason, Midvaal is committing to managing its organisational integrity more actively.

The South African Local Government Anti-Corruption Strategy of 2016 requires all municipalities to strengthen their resilience against corruption by implementing the Local Government Integrity Management Framework. This Midvaal Integrity Management Strategy aligns with the Integrity Management Framework, but has been adapted to Midvaal's specific circumstances and needs.

This Strategy was developed after an Ethics Management Maturity Assessment and an Ethics Risk Workshop was conducted in the Municipality.

## B. STRATEGIC OBJECTIVES

Following a review of the existing integrity management maturity, the Midvaal Local Municipality developed the Integrity Management Strategy. We believe that by focusing on the following 5 key objectives we will improve the culture and manage our ethics risks.

1. **Set a strong ethical tone with clear standards;**
2. **Develop a professional workforce in a respectful workplace;**
3. **Actively manage operational fraud, corruption and ethics risks;**
4. **Ensure effective consequence management; and**
5. **Work with communities and service providers.**

### 1. Set a strong ethical tone with clear standards (Leadership)

Midvaal is committed to strong ethical governance.

To avoid us becoming complacent about our ethical standards we believe it is necessary to be more explicit about what we stand for and what we expect of each other. We therefore commit, as the political and administrative leaders of the municipality, to develop a clear Value Statement and to ensure that this becomes embedded in our language and our actions.

Our values will be supported by our policies and communicated to all our stakeholders in a way that conveys the importance that these values have.

### 2. Develop a professional workforce in a respectful workplace (People)

We believe that if we are focussed and effective, there will be fewer temptations to be involved in unethical actions.

We therefore aim to get the right people into the organisation so that they are competent and confident in fulfilling their responsibilities and proud of the work they do. We also believe that when employees are treated fairly and feel respected, they are more inclined to give their best to the organisation and the community.

We therefore aim to develop respectful personnel practices and to create a fair and supportive work environment.

### 3. Actively manage operational fraud and corruption and ethics risks (Processes)

Midvaal has a strong focus on risk management which extends to risks related to fraud and corruption.

We do however believe that we have a responsibility for additional oversight and diligence in high-risk areas. Where people have discretionary power, the temptations are numerous and we must help to keep each other and our external stakeholders, honest.

**4. Ensure effective consequence management (Accountability)**

We understand that we will not be able to prevent all occurrences of misconduct, fraud and corruption.

Where incidents do occur, we need to know about it. Offenders are being held accountable, face the consequences and take responsibility for any losses. It is owed to the community.

We also believe that we can prevent large incidents by consistently manage discipline and act swiftly and fairly as soon as the need arises.

**5. Work with communities and service providers (External stakeholders)**

Creating an ethical Midvaal is dependent on a mature, transparent and accountable partnership between the municipality and the community.

The municipality must build trust with the community and ensure to create open and responsive communication avenues.

At the same time, the morality of the municipality is only as strong as that of the community and we will therefore aim to partner with community organisations to promote a healthy, moral society.

## C. UNPACKING THE STRATEGY

### 1. Objective 1: Set a strong ethical tone with clear standards

Midvaal is committed to strong ethical governance.

To avoid becoming complacent about ethical standards we believe it is necessary to be more explicit about what we stand for and what we expect of each other. We therefore commit, as the political and administrative leaders of the municipality, to develop a clear Value Statement for the municipality and to ensure that this becomes embedded in our language and our actions.

Our values will be supported by our policies and communicated to all our stakeholders in a way that conveys the importance that these values have to us.

#### Actions

**1.1 Clarify our values**

1. Develop a clear Value Statement for Midvaal;
2. The Value Statement will be aligned with all relevant documents and policies of the municipality.

**1.2 Ensure that we have clear policies on ethics and anti-corruption**

1. Review anti-fraud and anti-corruption risk management strategy and related policies annually;
2. Develop integrated Code of Ethics document for the municipality;
3. Revisit the Conflict of Interest Policy annually.

**1.3 Communicate the Integrity Management Strategy**

Once the strategy has been adopted by Council, a campaign will be launched to make the Strategy known in the municipality.

**1.4 Create awareness of ethics and anti-corruption**

Review and implement the Ethics and Anti-corruption Communication Strategy.

**1.5 Ensure governance oversight of the implementation of the Integrity Management Strategy**

1. Incorporate the Integrity Management Strategy (IMS) in the Integrated Development Plan (IDP);
2. Report quarterly progress to the Audit, Performance, Integrity & Risk Management Committee;
3. Allocate budget to ensure the implementation of the Integrity Management Strategy.

## 2. Objective 2: Develop a professional workforce, in a respectful workplace

We believe that if we are focussed and effective, there will be fewer temptations to be involved in unethical actions.

We therefore aim to have an organisation where employees are competent and confident in fulfilling their responsibilities, where they assist each other and the communities and are proud of the work they do. We aim to get the best people into the organisation and then to create an environment where each employee lives our values intuitively.

### Actions

#### 2.1 Ensure we get the right people into the organisation

1. Ensure consistent recruitment procedures are applied;
2. Include reference to our Value Statement in recruitment advertisements;
3. Include values-alignment as a requirement for appointment;
4. Implement competency assessments for directors, specialised and tactical positions;
5. Include the Values and Code in Letters of Appointment.

#### 2.2 Ensure employees and councillors know and share our values

1. Develop internal capacity to facilitate interactive ethics workshops in the municipality;
2. Include a significant ethics component in induction processes;
3. Frequent ethics workshops to management and staff;
4. Annual ethics workshops for councillors;
5. Training and awareness for all Supply Chain Management Staff on ethics, fraud and corruption.

#### 2.3 Acknowledge when employees live our values

Launch a good conduct acknowledgement initiative.

#### 2.4 Promote professionalisation

Actively encourage employees to register with recognised professional bodies.

#### 2.5 Create a network of ethics ambassadors

Identify and capacitate ethics ambassadors in the organisation.

## 3. Objective 3: Actively manage operational fraud, corruption and ethics risks

Midvaal has a strong focus on risk management which extends to risks related to fraud and corruption.

We do however believe that we have a responsibility for additional oversight and diligence in high-risk areas. Where people have discretionary power, the temptations are numerous and we must help to keep each other and our external stakeholders, honest.

The following areas have been identified as high-risk:

- Counter-productive employee behaviours
- Supply Chain Management
- Recruitment
- Illegal electricity connections
- Traffic management
- Misuse / Abuse of Council's resources (Vehicles)
- Theft of Council's resources / Assets
- Abuse/misuse of Council's resources
- Illegal tampering with water meters

## Actions

### 3.1 Improve corruption risk management

1. Assess ethics, fraud and corruption risks as part of the annual risk assessment going forward;
2. Review mitigating strategies for key risk areas.

### 3.2 Ensure active detection and oversight

Provide additional oversight through unscheduled audits (by Internal Audit) for high-risk areas.

### 3.3 Improve Supply Chain Corruption Risk Management

1. Conduct due diligence on potential service providers (pre-contracting);
2. Maintain the 'Ethics Pledge' for service providers;
3. Reconfirm ethical obligations in information sessions to service providers;
4. Publish all bid awards on the municipality's website;
5. Maintain the 'open tender processes';
6. Maintain the standard "Conflict of Interest" statement or paragraph in the Letters of Appointment, contracts and all role-players in the SCM processes.

## 4. Objective 4: Ensure effective consequence management

We understand that we will not be able to prevent all occurrences of misconduct, fraud and corruption. Where incidents do occur, we want to make sure we are aware in order to rectify the situation. We owe it to our communities to ensure that those who steal or abuse resources and position are held accountable and we recover losses.

We also believe that we can prevent large incidents by consistently managing discipline and act swiftly and fairly as soon as the need arises.

## Actions

### 4.1 Improve awareness of the whistle-blowing facility

Communicate to internal and external stakeholders and make the scope broader than just fraud.

### 4.2 Improve performance and discipline management

Engage with / train managers to enhance instruction, information and supervision on performance and discipline management.

### 4.3 Establish accountability mechanisms in Council

1. Council's Section 79-Ethics Committee to define processes for keeping councillors accountable to the Code of Conduct;
2. Maintain the investigations component of the Anti-fraud and Anti-corruption Risk Management Strategy to ensure independence and oversight in investigations.

## 5. Objective 5: Work with communities and community organisations

Creating an ethical Midvaal, between the municipality and the community, dependent on a mature, transparent and accountable partnership.

The municipality must build trust with the community and ensure we create open and responsive communication avenues. At the same time, the morality of the municipality is only as strong as that of the community and we will therefore aim to partner with community organisations to promote a healthy, moral society.

## Actions

### 5.1 Be deliberate in engaging communities on transparency and accountable service delivery

1. Keep the community informed on the municipality's ethics strategy;
2. Improve community participation to promote transparency and accountability.

## D. GOVERNANCE ARRANGEMENTS

### Governance Structures

Institutionalisation of the strategy requires leadership commitment, direction and oversight.

The following governance arrangements will be put in place to implement the strategy.

### 1. Oversight Committee

1.1 Audit, Performance, Integrity & Risk Management Committee

- Responsible for direction, oversight and pro-active and reactive measures;
- Monitor and oversee the implementation of the strategy;
- Oversight of investigations.

1.2 Council

- Receives and consider reports from the Committee

### 2. Integrity Champion

The Municipal Manager takes ultimate responsibility for driving and promoting the implementation of the strategy including the implementation and co-ordination.

### 3. Ethics Working Group

3.1 The Ethics Working Group combined with the Committee constituted to maintain the programme and ensure improved co-ordination and synergies to implement the strategy;

3.2 The Ethics Working Group will comprise of staff members nominated from every department, namely PMS, IDP, Chief Risk Officer, Head of Labour Relations, Occupational Health & Safety and any other relevant staff member.

### 4. Implementers

Responsibilities for implementation are included in the implementation plan.

### 5. Reporting and Information Management

5.1 The Municipal Manager must ensure that regular reports on progress with implementation are made to the Committee;

5.2 The other role-players must submit their progress to the Office of the Municipal Manager. This reporting will be done at the Ethics Working Group meetings.

## E. IMPLEMENTATION PLAN

The strategy is supported by the Integrity Management Strategy Implementation Plan, attached as Annexure A.

## Integrity Management Strategy – Implementation Plan (2025/2026)

| # | Strategic Objective | Action | Activity | Description | Responsibility | Timeline | Comments |
|---|---|---|---|---|---|---|---|
| **1.** | Set a strong ethical tone with clear standards | Clarify our values | **Develop a Value Statement for Midvaal** | Develop a clear Value Statement through a structured engagement with both political and administrative leadership, included in the Integrated Development Plan (IDP) | Municipal Manager in consultation with the Executive Mayor | **March** | The intent is to develop a principle-based document focusing more on what we want to promote than what we want to prevent |
| **2.** | Set a strong ethical tone with clear standards | Clarify our values | **Align Value Statement with all documents/policies** | Reflect the Value Statement in all official documents | Municipal Manager supported by all Heads of Department | **May** | Value Statement to reflect in the IDP, Budget, SDBIP and Council policies, once adopted by Council |
| **3.** | Set a strong ethical tone with clear standards | Clarify our values | **Accept documented Value Statement** | The approved Integrity Pledge to be accepted and signed by all Councillors and municipal staff members | Municipal Manager in consultation with the Executive Mayor | **July** | Integrity Pledge to be signed by all Councillors & municipal staff members |
| **4.** | Set a strong ethical tone with clear standards | Ensure policy clarity | **Review Integrity Management Strategy and related policies** | The Integrity Management Strategy includes various aspects of the Integrity Management Policy & Plan and therefore to ensure consistency with the related policies | Municipal Manager | **March** | The anti-fraud and anti-corruption principles are included in the Integrity Management Strategy |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **5.** | Set a strong ethical tone with clear standards | Ensure policy clarity | **Develop an integrated Code of Ethics document** | To ensure we have one reference document that aligns with our values, develop an integrated Code of Ethics document, including the Value Statement, Code of Conduct for Councillors & Municipal Staff and the Supply Chain Management Code of Conduct, including referencing to other related policies | Municipal Manager | **March** | The Integrity Management Policy & Plan to be reviewed to ensure all the components are addressed |
| **6.** | Set a strong ethical tone with clear standards | Ensure policy clarity | **Revisit the Conflict of Interest Policy** | Review conflict of interest through<br>Annual Financial Declarations, in view of components of the Code of Conduct for municipal staff members, councillors and supply chain management<br>including service providers | Municipal Manager | **July** | Complete and submit Annual Financial Declarations |
| **7.** | Set a strong ethical tone with clear standards | Ensure policy clarity | **Review the Confidentiality Agreement** | The Confidentiality Agreement between Council, Councillors and municipal staff members to be aligned with all legislative changes and amendments | Municipal Manager in conjunction with the Executive Mayor | **Jul** | Complete and submit Confidentiality Agreement |
| **8.** | Set a strong ethical tone with clear standards | Ensure policy clarity | **Develop Policy Register with all existing policies** | Policy Register to be reviewed in consultation with the relevant end-users to ensure all municipal policies are<br>reviewed at least bi-annually, documented, approved and communicated to all affected municipal staff members | Municipal Manager in co-operation with all Heads of Department | **March** | Policy Register to be reviewed as per the Key Performance Indicator contained in the SDBIP |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **9.** | Set a strong ethical tone with clear standards | Communication of the Integrity Management Strategy (IMS) | **Integrity Management Strategy (IMS) to be communicated to all Councillors, municipal staff members and relevant role-players** | Communication strategies and awareness material to be developed to ensure all relevant role-players and aware and informed about the Integrity Management Strategy | Municipal Manager | **Jul** | Communication strategies to address communication with all relevant role-players/ stakeholders |
| **10.** | Set a strong ethical tone with clear standards | Create awareness of ethics and anti-corruption | **Integrity Management Strategy (IMS) to be communicated to all Councillors, municipal staff members and relevant role-players** | Communication strategies to include awareness | Municipal Manager | **Jul** | Communication strategies to include awareness |
| **11.** | Set a strong ethical tone with clear standards | Governance oversight | **Incorporate the Integrity Management Strategy into the IDP** | Include the IMS in the IDP | Municipal Manager | **March** | Integrity Management Stra-tegy to be included in the IDP to create community awareness |
| **12.** | Set a strong ethical tone with clear standards | Governance oversight | **Report progress on implementation of the Integrity Management Strategy to the Audit, Performance, Integrity & Risk Management Committee** | Quarterly progress reporting to the Committee, as per the Charter of the Committee | Municipal Manager | **Quarterly** | The Committee to exercise oversight on the implementation of Integrity Management in terms of their Charter |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **13.** | Develop a professional workforce in a respectful workplace | Ensure we get the right people into the organisation | **Ensure consistent application of recruitment procedures and adherence to Recruitment Policy** | Monitor consistent application of recruitment procedures and no incidents of nepotism, favouritism, or abuse of cadre deployment | Executive Director: Corporate Services | **Per appointment** | Recruitment Policy, working processes and procedures to be diligently executed |
| **14.** | Develop a professional workforce in a respectful workplace | Ensure we get the right people into the organisation | **Include reference to the Value Statement in recruitment adverts** | Job and tender advertisements | Executive Director: Corporate Services | **May** | Review and align Job & Tender advertisements to the Value Statement |
| **15.** | Develop a professional workforce in a respectful workplace | Ensure we get the right people into the organisation | **Include value alignment as a requirement for appointment** | Promote values during interviewing and asking relevant questions | Executive Director: Corporate Services | **Ongoing** | Effective vetting processes to be in place and verified |
| **16.** | Develop a professional workforce in a respectful workplace | Ensure we get the right people into the organisation | **Implement competency assessments for directors, specialised and tactical positions** | Conduct competency assessments in terms of:<br><br>- MFMA competencies for existing staff<br>- Competency assessments for new tactical positions<br>- Specialised = Task Grade 12 upwards<br>- Tactical = Middle management | Executive Director: Corporate Services - in consultation with relevant line departments | **Ongoing** | Effective vetting processes to be in place and verified |
| **17.** | Develop a professional workforce in a respectful workplace | Ensure we get the right people into the organisation | **Reflect the Value Statement & Code of Conduct in Letters of Appointment** | Maintain Value Statement and Code of Conduct in Letters of Appointment | Executive Director: Corporate Services | **May** | Review Letters of Appointment to reflect Value Statement and Code of Conduct for Municipal Staff Members |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **18.** | Develop a professional workforce in a respectful workplace | Ensure municipal staff members and councillors know and share our values | **Develop internal capacity to facilitate interactive ethics workshops in the municipality** | Departmental management meetings to include ethics related topics and awareness<br><br>Departmental representation at Ethics Working Group meetings | Municipal Manager supported by Heads of Department | **Ongoing** | Heads of Department to reflect on ethics related topics and identified fall outs<br><br>Heads of Department to nominate representatives to serve at Ethics Working Group meetings |
| **19.** | Develop a professional workforce in a respectful workplace | Ensure municipal staff members and councillors know and share our values | **Include a significant ethics component in induction processes** | Maintain including the ethics component in induction processes | Executive Director: Corporate Services | **Monthly** | Council's stance on ethics to be communicated and awareness created during the induction processes |
| **20.** | Develop a professional workforce in a respectful workplace | Ensure municipal staff members and councillors know and share our values | **Conduct roll-out of ethics to management and staff** | Workshops on ethics, including the Code of Conduct and Value Statement and risk management | Municipal Manager | **Nov** | Annual workshops conducted to refresh and create awareness. Communicating ethics fall outs to all relevant departments/sections |
| **21.** | Develop a professional workforce in a respectful workplace | Ensure municipal staff members and councillors know and share our values | **Conduct workshop with Councillors on Code of Conduct for Councillors and Council's Value Statement** | Ethics Workshop on Code of Conduct for Councillors and Council's Value Statement | Office of the Speaker | **Jan/Feb** | Ethics component included in Strategic Planning Sessions |
| **22.** | Develop a professional workforce in a respectful workplace | Ensure municipal staff members and councillors know and share our values | **Train and conduct awareness for all Supply Chain Management staff on ethics, fraud & corruption** | Conduct continuous awareness sessions and completion and submission of financial declarations<br><br>Maintain platforms to report ethical fall outs<br><br>Maintain platforms to engage in terms of ethical dilemmas | Chief Financial Officer | **Jul/Ongoing** | Awareness, reporting platforms and supporting<br>platforms in place and maintained |

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| **23.** | Develop a professional workforce in a respectful workplace | Acknowledgement | **Launch good conduct acknowledgement initiative** | Acknowledge good conduct through formal and informal departmental staff meetings | Municipal Manager in consultation with Heads of Department | **Ongoing** | Heads of Department to focus on acknowledgement of good conduct |
| **24.** | Develop a professional workforce in a respectful workplace | Professionalisation | **Actively encourage employees to register with recognised professional bodies** | Municipal staff members, specifically Job Levels 1 – 4, to register with relevant professional bodies | Heads of Department | **Jul** | Municipal staff members to be encouraged to register with relevant professional bodies |
| **25.** | Develop a professional workforce in a respectful workplace | Ethics Ambassador Programme | **Heads of Department to be capacitated to act as Ethics Ambassadors in the organisation** | Heads of Department to act in support of the Ethics Champion (Municipal Manager) as Ethics Ambassadors | Municipal Manager & Heads of Department | **Ongoing** | Heads of Department support the Municipal Manager as Ethics Ambassadors. Criteria included in the Ethics Working Group Terms & Conditions |
| **26.** | Actively manage operational fraud, corruption and ethics risks | Ethics Risk Management | **Assess Ethics Risks and Fraud and Corruption Risks as part of the annual risk assessment** | Integrate ethics, fraud and corruption risks during enterprise risk assessment session | Municipal Manager | **Apr/May** | Ethics Risk Register annually reviewed and appropriate remedial actions implemented |
| **27.** | Actively manage operational fraud, corruption and ethics risks | Ethics Risk Management | **Ethics Risk & Fraud and Corruption Risk Register maintained and progress reported** | Progress reports submitted to the Committee for consideration | Municipal Manager | **Quarterly** | Heads of Department to submit quarterly progress reports to the Office of the Municipal Manager |
| **28.** | Actively manage operational fraud, corruption and ethics risks | Specific measures in Supply Chain Management | **Conduct due diligence on potential service providers** | Develop due diligence criteria and measures applicable to potential service providers | Chief Financial Officer | **Jul** | Due diligence criteria and measures drafted and approved by the Bid Adjudication Committee for implementation |

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| **29.** | Actively manage operational fraud, corruption and ethics risks | Specific measures in Supply Chain Management | **Implement an Ethics Pledge for service providers** | Ethics Pledge for service providers communicated and implemented | Chief Financial Officer | **Sep** | Appointed service providers to accept and sign Council's Ethics Pledge |
| **30.** | Actively manage operational fraud, corruption and ethics risks | Specific measures in Supply Chain Management | **Implement an Ethics Pledge for service providers** | Ethics Pledge for service providers communicated to service providers during information/engagement/compulsory briefing sessions | Chief Financial Officer | **Ongoing** | Potential service providers to be aware of Council's Ethics Pledge for service providers |
| **31.** | Actively manage operational fraud, corruption and ethics risks | Specific measures in Supply Chain Management | **Publish all bid awards on the municipal website** | Maintain publishing awards on the website | Chief Financial Officer | **Monthly** | Awards to be published on Council's website according to the required stipulations |
| **32.** | Actively manage operational fraud, corruption and ethics risks | Specific measures in Supply Chain Management | **"Open tender processes" to be maintained** | "Open tender processes" maintained to encourage transparency | Chief Financial Officer | **Ongoing** | "Open tender processes" maintained with caution of possible collusion |
| **33.** | Actively manage operational fraud, corruption and ethics risks | Specific measures in Supply Chain Management | **Include standard "Conflict of Interest" statement or paragraph in the Letters of Appointment and contracts** | Letters of Appointment to include "Conflict of Interest" statement | Chief Financial Officer | **Ongoing** | Declaration of "Conflict of Interest" maintained and monitored |
| **34.** | Actively manage operational fraud, corruption and ethics risks | Active detection and oversight | **Provide additional oversight through unscheduled audits in high-risk areas** | Use Risk Register and ethical fall outs to conduct unscheduled audits by internal audit | Chief Audit Executive | **Ongoing** | |

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| **35.** | Ensure effective consequence management | Awareness of whistle-blowing facility | **Maintain awareness of the whistle-blowing facilities** | Internal and external stakeholders, for example using the website and roadshows to be aware of the various reporting platforms to report any dubious actions involving municipal staff members | Municipal Manager | **Ongoing** | Allegations involving municipal staff members/service providers to be reported in terms of Council's reporting mechanisms and platforms |
| **36.** | Ensure effective consequence management | Improve performance and discipline management | **Enhance instruction, information and supervision on performance and discipline management** | Continuous communication at:<br><br>1. Toolbox talks as in Health and Safety;<br>2. Supervisors trained on supervision responsibilities, performance and discipline management;<br>3. Departmental management meetings. | Heads of Department | **Monthly** | Exercise oversight to enhance instructions, information and supervision on performance and discipline management |
| **37.** | Ensure effective consequence management | Improve performance and discipline management | **Maintain the investigations component of the Integrity Management Policy & Plan to ensure independence and oversight** | 1. Investigations to cover non-fraud related matters and any other related matters;<br><br>2. Ensure independence, especially where senior staff or politicians are implicated;<br><br>3. Align and comply with the MFMA Municipal Regulations on Financial Misconduct Procedures and Criminal Proceedings (2014) and other related legislation. | Municipal Manager | **Ongoing** | Investigations conducted in terms of approved working processes and procedures aligned with the approved Council's policy |
| **38.** | Ensure effective consequence management | Establish accountability mechanisms in Council | **Council's Section 79-Ethics Committee to define processes for keeping Councillors accountable to the Code of Conduct** | Procedures to include methods for ensuring independence, especially where senior politicians (Executive Mayor/Speaker are implicated) | Municipal Manager | **Jun** | Section 79-Ethics Committee Terms of Reference aligned to relevant legislation |

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| **39.** | Work with communities and community organisations | Be deliberate in engaging communities on transparency and accountable service delivery | **Inform community on the Integrity Management Strategy & Implementation Plan** | Distribute Integrity Management Strategy & Implementation Plan to all Ward Committee Members via the Ward Committee Councillors | Office of the Speaker | **Jun** | Integrity Management Strategy distributed to all ward committee members |
| **40.** | Work with communities and community organisations | Be deliberate in engaging communities on transparency and accountable service delivery | **Inform community on the Integrity Management Strategy & Implementation Plan** | Include ethics components in the Midvaal Newsletter | Executive Director: Corporate Services | **Quarterly** | Highlight identified critical matters to the community |
| **41** | Work with communities and community organisations | Be deliberate in engaging communities on transparency and accountable service delivery | **Inform community on the Integrity Management Strategy & Implementation Plan** | Make Integrity Management Strategy available on Council's Website | Executive Director: Corporate Services | **Jun** | Create awareness of Council's stance on ethics management |
| **42.** | Work with communities and community organisations | Be deliberate in engaging communities on transparency and accountable service delivery | **Improve community participation to promote transparency and accountability** | Engage communities on the periodic performance evaluations of the municipality during IDP/Budget Engagements | Municipal Manager | **As per approved Key Deadlines** | Create awareness amongst the community on Council's performance |

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure H: 2026-2027 Human Settlement Plan Review

MIDVAAL
LOCAL MUNICIPALITY

# 2022 - 2027

# Human Settlements Plan (HSP)

Review
Feb 2026

**TABLE OF CONTENTS**


| No. | Content | Page |
|---|---|---|
| **1.0** | **INTRODUCTION** | **6** |
| **1.1** | Background | **6** |
| **1.2** | Purpose of the Human Settlement Plan | **6** |
| **1.3** | Methodology | **7** |
| **2.0** | **OVERVIEW OF HUMAN SETTLEMENTS LEGISLATION & POLICIES** | **8** |
| **2.1** | **National Legislation & Policies** | **8** |
| **2.1.1** | The Constitution of the Republic of South Africa (RSA), 1996 | **8** |
| **2.1.2** | The Housing Act, 107 of 1997 | **8** |
| **2.1.3** | The National Housing Code, 2000 | **8** |
| **2.1.4** | The Housing White Paper, 1994 | **9** |
| **2.1.5** | The Rental Housing Act, 1999 | **9** |
| **2.1.6** | Prevention of Illegal Eviction/Unlawful Occupation of Land Act, 1998 | **9** |
| **2.1.7** | The Spatial Planning and Land Use Management Act, 16 of 2013 | **9** |
| **2.1.8** | Breaking New Ground (BNG), 2004 | **10** |
| **2.1.9** | National Development Plan (NDP) | **10** |
| **2.1.10** | National Development Agreements: Outcome 8 | **10** |
| **2.1.11** | Intergovernmental Relations Framework Act, 2005 | **11** |
| **2.1.12** | Disaster Management Act, 2002 | **11** |
| **2.1.13** | Policy on Emergency Housing Assistance | **11** |
| **2.1.14** | Public Finance Management Act, 1999 | **11** |
| **2.1.15** | Municipal Systems Act (MSA), 32 of 2000 | **11** |
| **2.1.16** | Social Housing Act, 16 of 2008 | **12** |
| **2.1.17** | National Environmental Management Act (NEMA), 107 of 1998 | **12** |
| **2.1.18** | Division of Revenue Act (DORA), 7 of 2003 | **12** |
| **2.1.19** | Extension of Security of Tenure Act (ESTA), 62 of 1997 | **12** |
| **2.1.20** | Housing Consumers Protection Measures Act, 95 of 1998 | **12** |
| **2.1.21** | National Building Regulations and Building Standards Act, 103 of 1977 | **12** |
| **2.1.22** | Municipal Finance Management Act (MFMA), 56 of 2003 | **13** |
| **2.2** | **Provincial Legislation & Policies** | **13** |
| **2.2.1** | Provincial Growth & Development Strategies (PGDS) | **13** |
| **2.2.2** | Provincial Spatial Development Framework 2030 (PSDF) | **13** |
| **2.2.3** | Sustainable Development Goals | **14** |
| **2.3** | **District & Local Legislation & Policies** | **15** |
| **2.3.1** | Midvaal Indigent Policy 2022/23 | **15** |
| **2.3.2** | District IDP & SDF, 2022/27 | **15** |
| **2.3.3** | Midvaal IDP & SDF, 2022/27 | **16** |
| **2.3.4** | Midvaal Land Use SPLUMA By-Law 2017 | **17** |
| **3.0** | **ROLE OF THE SPHERES OF GOVERNMENT IN HOUSING DELIVERY** | **17** |

| | | |
|---|---|---|
| **4.0** | **SITUATIONAL ANALYSIS** | **18** |
| **4.1** | **Spatial Analysis** | **19** |
| **4.1.1** | Spatial Locality | **19** |
| **4.1.2** | Settlement Patterns | **22** |
| **4.1.3** | Housing Typologies | **26** |
| **4.1.4** | Land Ownership | **26** |
| **4.2** | **Socio-Economic Analysis** | **28** |
| **4.2.1** | Population & Household Profiles | **28** |
| **4.2.2** | Racial Groups | **28** |
| **4.2.3** | Gender Distribution | **29** |
| **4.2.4** | Age composition | **29** |
| **4.2.5** | Household Incomes | **29** |
| **4.2.6** | Indigent Status Quo | **30** |
| **4.2.7** | Migration Pattern | **31** |
| **4.3** | **Social Facilities Analysis** | **31** |
| **4.3.1** | Educational facilities | **31** |
| **4.3.2** | Health facilities | **31** |
| **4.3.3** | Community Halls/MPCC | **32** |
| **4.3.4** | Sports & Recreational facilities | **32** |
| **4.3.5** | Cemeteries | **32** |
| **4.4** | **Engineering Services Analysis** | **34** |
| **4.4.1** | Water | **34** |
| **4.4.2** | Sanitation services | **34** |
| **4.4.3** | Electricity | **34** |
| **5.0** | **HOUSING DEMAND** | **36** |
| **5.1** | **Determination of Housing Need** | **36** |
| **5.1.1** | Statistical Method | **36** |
| **5.1.2** | National Database & Housing Subsidy System (HSS) | **37** |
| **5.1.3** | Midvaal Informal Settlement Database | **37** |
| **5.2** | **MIDVAAL HOUSING DEMAND ASSESSMENT** | **37** |
| **6.0** | **HOUSING DELIVERY PROGRAMMES** | **38** |
| **6.1** | Integrated Residential Development Programme (IRDP) | **38** |
| **6.2** | Upgrading of Informal Settlements Programme (UISP) | **38** |
| **6.3** | National Upgrading Support Programme (NUSP) | **39** |
| **6.4** | Finance Linked Subsidy Programme (FLISP) | **39** |
| **6.5** | Emergency Housing Assistance Programme | **39** |
| **6.6** | Provision of Social & Economic Facilities | **39** |
| **6.7** | Military Veterans Housing Programme (MKV) | **40** |
| **6.8** | Rapid Land Release Programme (RLRP) | **40** |

| | | |
|---|---|---|
| **7.0** | **MIDVAAL PRIORITY HUMAN SETTLEMENTS AND HOUSING DEVELOPMENTS AREAS (PHSHDA)** | **40** |
| **7.1** | **GOVERNMENT FUNDED PROJECTS IN MIDVAAL** | **40** |
| **7.1.1** | Completed projects. | **40** |
| **7.1.2** | Current housing projects (short-medium term projects) | **42** |
| **7.1.2.1** | Low Income Housing | **42** |
| **7.1.2.2** | Middle Income/Credit Linked Housing | **44** |
| **7.1.3** | Future housing projects | **46** |
| **7.1.4** | Land for future development | **50** |
| **7.2** | **PLANNED PRIVATE DEVELOPMENTS IN MIDVAAL** | **50** |
| **7.3** | **KEY HOUSING CHALLENGES FACING THE MUNICIPALITY** | **51** |
| | **STRATEGIC FRAMEWORK** | **55** |
| **8.0** | **Housing Vision & Mission** | **55** |
| **8.1** | Vision | **55** |
| **8.1.1** | Mission | **55** |
| **8.1.2** | **SWOT Analysis** | **55** |
| **8.2 8.3** | **Housing Development Objectives and Strategies** | **57** |
| **8.4** | **Development Proposals** | **63** |
| **8.4.1** | Land availability and acquisition for housing development | **63** |
| **8.4.2** | Promote mixed housing development. | **64** |
| **8.4.3** | Special Needs for Emergency Housing | **64** |
| **8.4.4** | Obtain accreditation for the municipality | **68** |
| **8.4.5** | Upgrading of informal settlements | **68** |
| **8.4.6** | Upgrading of Backyard Shacks | **72** |
| **8.4.7** | Densification | **72** |
| **8.4.8** | Implementation agreements | **72** |
| **8.4.9** | Infrastructure Master plan | **72** |
| **8.4.10** | Urban Management Plan | **72** |
| **8.4.11** | Institutional arrangements/stakeholder meetings | **73** |
| **8.4.12** | Social Services Master Plan | **73** |
| **9.0** | **IMPLEMENTATION PROGRAMME** | **74** |
| **10** | **CONCLUSION** | **79** |
| **11** | **REFERENCE** | **80** |

## MAPS

**Map 1** - Midvaal Local Municipality in a Regional context
**Map 2** - Midvaal Local Municipality Wards
**Map 3** - Informal settlements in Midvaal
**Map 4** - Community Facilities in Midvaal
**Map 5** - Midvaal Priority Human Settlements and Housing Development Areas (PHSHDAs)
**Map 6** - Dolomitic Areas in Midvaal

## TABLES

**Table 1:** Spatial Pattern of Midvaal
**Table 2:** Informal Settlements in Midvaal
**Table 3:** Detailed Housing Typologies
**Table 4:** Land Ownership Breakdown
**Table 5**: Identified State Owned Land for Human Settlements Development
**Table 6**: Midvaal Population & Household Profile
**Table 7:** Racial Groups
**Table 8:** Gender Distribution
**Table 9:** Age Profile
**Table 10:** Household Income
**Table 11:** Educational Facilities
**Table 12:** Health Facilities
**Table 13:** Midvaal Informal Settlements & the engineering services available
**Table 14**: Estimated Backlog – Census vs Community Survey
**Table 15:** National Housing Needs Register & HSS Approvals
**Table 16:** Completed Housing Projects
**Table 17:** Number of Houses yet to be transferred to beneficiaries.
**Table 18:** Active low-income housing projects in Midvaal
**Table 19:** Middle income housing in Midvaal
**Table 20:** Future housing projects in Midvaal
**Table 21:** Estimated housing supply by 2027
**Table 22:** Land for Future Housing Development
**Table 23:** Midvaal Strategic Development Areas
**Table 24:** Planned private developments Initiated.
**Table 25:** SWOT Analysis
**Table 26:** Housing Development Strategies and Objectives
**Table 27:** Application for the Emergency Housing Programme

## FIGURES

**Figure 1:** Land identification and Assessment criteria
**Figure 2:** Informal Settlements Categorization Model

## 1.0 INTRODUCTION

### 1.1 Background

According to the Municipal Systems Act (Section 32 of 2000), each municipal Council must adopt an inclusive and strategic plan for the development of the Municipality referred to as the Integrated Development Plan (IDP). The IDP has a lifespan of 5 years and is directly linked to the Council's elected term of office.

As part of the IDP process, Municipalities are expected to compile sector plans for various development sectors. The Human Settlements Plan (HSP) is one of such plans and this sector plan has a 5-year planning cycle, aligned with the IDP cycle.

In addition to the Municipal Systems Act, Section 9 (1) of the National Housing Act No. 107 of 1997 requires every Municipality as part of its IDP process, to take all reasonable and necessary steps within the framework of National and Provincial housing legislation and policy to:

- Set housing delivery goals in respect of its area of jurisdiction.
- Identify and designate land for housing development.
- Create and maintain a public environment conducive to housing development which is financially and socially viable.
- Promote the resolution of conflicts arising in the housing development process.
- Initiate, plan, co-ordinate, facilitate, promote, and enable appropriate housing development in its area of jurisdiction.
- Provide bulk engineering services and revenue generating services in so far as such services are not provided by specialist utility suppliers and
- Plan and manage land use and development.

Midvaal Local Municipality (MLM) therefore has a responsibility in ensuring that the housing needs of residents within the municipal jurisdiction are met by fulfilling the above-mentioned functions and hence the need for the formulation of this HSP.

The Midvaal 2022-2027 HSP was approved by Council as part of the 2022-2027 IDP and is subject to annual reviews. Once the revised HSP is approved, the housing strategies in the HSP will be implemented to contribute positively towards the Municipality's overall housing mission and vision.

### 1.2 Purpose of the Human Settlements Plan (HSP)

The HSP aims to fulfil the following:

- Ensure that there is a definite housing focus in the IDP and Spatial Development Framework (SDF) with clear direction for current and future housing delivery across all social and economic categories and locations in the Municipality.
- Facilitate the implementation of the Municipality's IDP, SDF and any other sector plan strategies.
- Ensure the effective allocation of adequate resources (specifically human and financial) for possible developments.

- Provide a practical method for housing projects prioritisation and political consent for the project execution.
- Address the growth of informal settlements and guide housing developments.
- Comply with National, Provincial and District legislation and policy frameworks relating with human settlements.
- Conform to the Gauteng National and Provincial Human Settlement Plans.
- Establish a short, medium, and long-term human settlements delivery plan.
- Respond to the current and future housing needs and challenges faced within the municipal area.
- Identify the strategic housing priorities within the municipal area.
- Assist with the preparation of Council's annual budget for housing and related expenditure for projects implemented by the Municipality.
- Guide the identification, prioritization and implementation of housing, land for housing and related projects.

### 1.3 Methodology

The methodology spells out the processes undertaken in the formulation of the Human Settlements Plan (HSP) and includes the following:

#### 1.3.1 Phase 1: Introductory phase

The introductory phase includes the need for the formulation of the HSP as well as what the HSP aims to achieve by the year 2027.

#### 1.3.2 Phase 2: Analysis

The analysis phase includes the following:

- Reviewing of legislation, policies, strategies, and documents relating to housing delivery.
- Collating and organizing of secondary data that affect housing delivery.
- Assessment of infrastructure capacities, future infrastructure demand and the availability of suitably located land.
- Assessment of existing and planned community facilities.
- Status quo of current and future housing projects.
- Status of informal settlements in relation to the provision of basic services.
- The role of the different spheres of Government in relation to housing; and
- Identification of key housing issues and challenges.

#### 1.3.3 Phase 3: Strategy Formulation

The strategy formulation phase, includes the following:

- Compilation of the National housing programmes available.
- The Municipality's priority human settlements and housing development areas (PHSHDAs) and the status of current and future projects.
- The Municipality's housing vision and mission.
- The objectives and key housing development strategies taking into consideration the main housing issues.

- Development proposals.

### 1.3.4 Phase 4: Implementation Framework

The implementation framework gives the strategies identified meaningful and practical realisation. It makes the strategies measurable, achievable, and realistic. The identified strategies are linked to an implementation programme that is based on three project management principles, time, cost, and quality.

### 1.3.5 Phase 5: Monitoring and Evaluation

Monitoring and Evaluation oversees the implementation of the key strategies and interventions. Constant monitoring and evaluation will ensure that strategies and programmes are implemented on time, within budget and with the required quality. If the programmes and interventions are not regularly monitored and evaluated, then the implementation of the programmes will not be realised within the expected time, quality and within the budget.

## 2.0 OVERVIEW OF HUMAN SETTLEMENTS LEGISLATION & POLICIES

Below is a summary of some of the legislative and policy framework within which human settlements delivery takes place. These are classified according to the different spheres of Government, i.e. National, Provincial, District and Municipal.

## 2.1 NATIONAL LEGISLATION & POLICIES

### 2.1.1 The Constitution of the Republic of South Africa (RSA), 1996

The Constitution of the RSA is the supreme law of which all obligations imposed by it must be fulfilled. Section 26 of the Constitution grants everyone the right to have access to adequate housing. Government must take reasonable legislative and other measures, within its available resources to achieve the progressive realisation of this right.

Section 153(b) and 156(4) further requires that Municipalities participate in National and Provincial development programmes. It permits the National and Provincial Governments to assign administration matters, including housing delivery to Municipalities through accreditation.

### 2.1.2 The Housing Act, 107 of 1997

The Housing Act outlines the roles and functions of the National, Provincial and Local Government with regards to housing development and the financial arrangements available to ensure that the assigned roles to the various spheres are accomplished. The Act provides the key principles applicable to housing development for all spheres of Government including the following:

- Promotion of higher density developments.
- Education and consumer protection.
- Racial, social, and physical integration.

### 2.1.3 The National Housing Code, 2000

This policy provides the administrative guidelines for the implementation of the National housing policy. It sets out the underlying policy guidelines, norms and standards which apply to Government's numerous housing assistance programmes. This includes the following:

- Integrated Residential Development Programme (IRDP).
  Upgrading of Informal Settlements Programme (UISP).
- Social Housing.
- Housing Assistance in Emergency Circumstances.
- Community Residential Units (CRU).
- Provision of Social and Economic Facilities.

### 2.1.4 The Housing White Paper, 1994

The White Paper commits Government to the establishment of socially and economically integrated communities situated in areas allowing for convenient access to economic opportunities as well as educational, health and social amenities.

### 2.1.5 The Rental Housing Act, 1999

The Act defines the responsibility of Government in respect of rental housing and property. It mandates the setting of mechanisms to promote the provision of rental housing property and to promote the access to adequate housing through the creation of mechanisms to ensure the proper functioning of the rental housing market.

This act also mandates the provision for Rental Housing Tribunals in defining the functions, powers, and duties of these tribunals. This legislation seeks to provide the general principles of the governing conflict resolution between tenants and landlords in the rental housing sector and to promote the sound facilitation of relations between landlords and tenants and to stipulate the requirements relating to leases.

### 2.1.6 The Prevention of Illegal Eviction (PIE) from Unlawful Occupation of Land Act, 1998

The PIE Act is a critical piece of legislation in South Africa giving effect to Section 26 (3) of the Constitution of the Republic of South Africa, 1996, which states that: “No one may be evicted from their home or have their home demolished without an order of court made after considering all the relevant circumstances. No legislation may permit arbitrary evictions”.

Key elements of the PIE Act include the following:

- It protects the rights of tenants and prohibits unlawful eviction.
- It provides for a legal, fair, and just process for evictions, if eviction is necessary.
- It describes how to evict unlawful occupiers.
- It provides for urgent proceedings in instances where there is threat of damage, danger, or extreme circumstances.
- It describes the eviction process that will be followed if it is carried out by the State.
- It repeals the Prevention of Illegal Squatting Act of 1951 and other out of date legislation.

### 2.1.7 The Spatial Planning & Land Use Management Act (SPLUMA), 16 of 2013

Main objective of this act is to provide a framework for spatial planning and land-use management to address past spatial and regulatory imbalances. The act sets out the following five main development principles applicable to spatial planning, land-use management, and land development:

**Spatial justice** (improved access to and use of land with an emphasis on informal settlements and disadvantaged communities).

- **Spatial sustainability** (protection of prime and unique agricultural land, development in locations that are sustainable, limitation of urban sprawl and creation of viable communities).
- **Efficiency** (optimising the use of existing resources and infrastructure).
- **Spatial resilience** (allowing for flexibility in spatial plans).
- **Good administration.**

### 2.1.8 Breaking New Ground (BNG), 2004

The BNG policy also referred to as the "Comprehensive Plan for the Development of Sustainable Human Settlements" promotes a non-racial, integrated society through the development of sustainable human settlements and quality housing.

The BNG principles recommends that housing development should be close to socio-economic activities and that basic services such as clinics, job opportunities, schools, taxi ranks, sanitation, water and electricity should be provided for in every housing development.

In addition, housing developments should offer different housing typologies to cater for the various needs of people. Poverty which is a major problem in South Africa should also be lessened through the promotion of economic activities.

### 2.1.9 National Development Plan (NDP)

The NDP is a long-term strategic plan that recognises the need to unlock well-located land, especially state-owned land for affordable housing. The NDP defines a desired destination and identifies the roles that different sectors of society need to play in attaining that goal.

The NDP identifies several key strategies including the following:

- An economy that creates more jobs.
- Improving Infrastructure.
- Transition to a low-carbon economy.
- An inclusive and integrated rural economy.
- Reversing the spatial effects of apartheid.
- Social protection.
- Building safer communities.

### 2.1.10 National Development Agreement: Outcome 8

A National Delivery Agreement has been established between the Presidency and the National Department of Human Settlements (NDHS) on several outcomes for developments which are formulated and forms part of the National Medium-Term Strategic Framework.

This includes the following:

- Decent employment through inclusive economic growth.
- Skilled and capable workforce to support an inclusive growth path.
  Efficient, competitive, and responsive economic infrastructure network

- Vibrant, equitable and sustainable rural communities with food security for all
- Sustainable human settlements and improved quality of household life
- Responsive, accountable, effective, and efficient local government system.
- Environmental assets and natural resources that are well protected and continually enhanced.
- Efficient, effective and development oriented public service and an empowered, fair, and inclusive citizenship.
- Social cohesion and protection.

### 2.1.11 Intergovernmental Relations (IGR) Framework Act, 2005

This Act relates to a framework through which National, Provincial and Local Governments promote and facilitate intergovernmental relations. It provides for mechanisms and procedures to facilitate the settlement of intergovernmental disputes and to provide for matters connected therewith.

### 2.1.12 Disaster Management Act, 2002

This Act commands for Provinces and Municipalities to establish and implement a framework for Disaster Risk Management (DRM) aimed at ensuring an integrated and uniform approach to DRM between the different spheres of Government.

### 2.1.13 Policy on Emergency Housing Assistance

This policy provides programmes that will ensure the speedy provision of temporary housing relief to people who find themselves in emergency situations. Such situations include households whose existing shelters have been destroyed by natural causes such as flooding, earthquake, tornados, fire, etc. as well as those that face threat of imminent evictions (i.e. farm dwellers, tenants, etc.) and those whose existing houses are not conducive for human habitation.

### 2.1.14 Public Finance Management Act (PFMA), 1999

The purpose of this Act is to regulate financial management in the National and Provincial Governments to ensure that all revenue, expenditure, assets, and liabilities of Government is managed efficiently and effectively. It ensures that the people who are entrusted with the responsibilities of managing Government funds understand their duties and take accountability of their actions.

### 2.1.15 Municipal Systems Act (MSA), 32 of 2000

This Act compels all Municipalities to compile housing strategies and targets as part of the IDP and within the framework of National and Provincial Policy and Legislation. The formulation of IDPs is a requisite under the Municipal Systems Act 32 of 2000, while the development of Housing Plans is a sector requirement to enable the Municipality to strategically plan housing development within its area of jurisdiction through a Municipal Housing Plan that sets housing delivery goals and ensures that sustainable housing projects are implemented.

**2.1.16 Social Housing Act, 16 of 2008**
The Act aims to establish and promote a sustainable social housing environment and defines the functions of National, Provincial and Local Governments in respect of social housing, allows for the undertaking of approved projects by other delivery agents with the benefit of public money and gives statutory recognition to Social Housing Institutions (SHI's).

**2.1.17 National Environmental Management Act (NEMA), 107 of 1998**
NEMA provides for co-operative environmental governance by establishing principles for decision-making on matters affecting the environment. The Act also allows for the provision of institutions that will promote co-operation within Government as well as procedures for coordinating environmental functions exercised by organs of state.

**2.1.18 Division of Revenue Act (DORA), 7 of 2003**
This Act provides for the equitable division of revenue raised nationally among the National, Provincial and Local spheres of Government per financial year. The determination of equitable share and allocations to Provinces, Local Government and Municipalities from National Government's equitable share and the responsibilities of all three spheres pursuant to such division and allocations and to provide for matters connected therewith.

**2.1.19 Extension of Security of Tenure Act (ESTA), 62 of 1997**
ESTA provides for measures with State assistance to facilitate long-term security of land tenure; to regulate the conditions of residence on certain land; to regulate the conditions on and circumstances under which the right of persons to reside on land may be terminated and to regulate the conditions and circumstances under which persons, whose right of residence has been terminated, may be evicted from land; and to provide for matters connected therewith.

**2.1.20 Housing Consumers Protection Measures Act, 95 of 1998**
This Act provides for the establishment of the National Home Builder's Regulation Council (NHBRC). The NHBRC is established as a juristic person that provides protection to housing consumers.

The Act describes details such as objectives of the Council, composition, staffing and financial matters and it provides for the registration and deregistration of home builders. It also restricts activity of a home builder unless they are registered.

The NHBRC is mandated to publish a Home Builders Manual in the Act, and the Manual describes technical and other requirements as well as agreements between housing consumers and home builders. It further provides for legal enforcement regarding mortgagees, conveyancers, and other parties.

**2.1.21 National Building Regulations & Building Standards Act (NBRS), 103 of 1977** The NBRS Act provides for the promotion of uniformity in the law relating to the construction of

buildings in the areas of jurisdiction of local authorities and for the prescribing of building standards.

### 2.1.22 Municipal Finance Management Act (MFMA), 56 of 2003

The MFMA aims to ensure secure, sound, and sustainable management of the financial affairs of Municipalities and other institutions in the local sphere of Government; to establish treasury norms and standards for the local sphere of Government; and to provide for matters connected therewith.

## 2.2 PROVINCIAL LEGISLATION & POLICIES

### 2.2.1 Provincial Growth & Development Strategies (PGDS)

The PGDS is a strategic plan that focuses on where and what types of investment should be prioritised in different localities. The PGDS focuses primarily on a long-term strategic view (10 to 20 years) of the province and takes into consideration action-orientated collaboration and implementation plan that sets specific annual goals and targets including, the monitoring and evaluation.

According to the strategy a Municipality must:

- Structure and manage its administration, budgeting, and planning processes to give priority to the basic need of the community and to promote the social and economic development of the community; and
- Participate in National and Provincial development programmes as per the powers and functions of Municipalities clearly outlined in Section 156 (1) and (2) and (4).

### 2.2.2 Provincial Spatial Development Framework 2030 (PSDF)

Gauteng Spatial Development Framework 2030 is based on the following six Spatial Objectives:

- **Liveability**: Focus on the creation of settlements in which people live their lives in a way that is worthy of human beings, that enables contentment, personal growth and healthy social interactions.
- **Concentration:**
  - Allow the concentration of (i) opportunities in key nodes and along key connectors and (ii) public investment in and around these nodes or connectors.
  - Focus on the integration between land use and public transport around nodes and along connectors according to the nature of these two structural elements.
  - Bring more people closer to a greater number of opportunities in the areas of concentration through increased densities, implying a need for affordable and lower income housing as well.
- **Connectivity:** Ensure connectivity between nodes and connectivity from surrounding areas, for example lower density neighbourhoods, major industrial zones, or the rural hinterland, to areas of concentration, which implies a hierarchy of movement routes.
- **Conservation:** Allow for the maintenance of healthy natural environments, ecosystems and biophysical processes which support life, and which must be allowed to continue without significant change.

- **Diversity:** Make provision for and allow the development of various types of environments that are linked to the spatial characteristics of that geographic location. Different zones would be suitable for different types of development and housing types, which in turn would also be able to accommodate different income groups and lifestyles. The overall design of cities must suit all income groups and lifestyles and offer a multitude of equally accessible and convenient choices (i.e. everyone, depending on their personal preferences and not on the income group they belong to, should be able to choose between urban or suburban lifestyle, high- or low-density neighbourhood, public or private transport, etc.).
- **Viability:** Maximise residents' access to goods, services, and opportunities within a region, and ensure the optimal use of available land, services and facilities in the region in a manner that can be sustained over time.

The Gauteng Spatial Development Framework 2030 is furthermore based on four (4) key spatial development strategies namely:

- Building an Integrated Network.
- Capitalising on Proximity.
- Managing Settlement Development and Growth.
- Creating a Viable and Productive Hinterland.

### 2.2.3 Sustainable Development Goals

The Sustainable Development Goals forms part of a wider 2030 Agenda for Sustainable Development and also build on the Millennium Development Goals (MDGs). The goals include the following:

- End poverty in all its forms everywhere
- End hunger, achieve food security and improved nutrition and promote sustainable agriculture.
- Ensure healthy lives and promote well-being for all at all ages.
- Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.
- Achieve gender equality and empower all women and girls.
- Ensure availability and sustainable management of water and sanitation for all.
- Ensure access to affordable, reliable, sustainable, and modern energy for all.
- Promote sustained, inclusive, and sustainable economic growth, full and productive employment and decent work for all.
- Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.
- Reduce inequality within and among countries.
- Make cities and human settlements inclusive, safe, resilient, and sustainable.
- Ensure sustainable consumption and production patterns.
- Take urgent action to combat climate change and its impacts.
- Conserve and sustainably use the oceans, seas, and marine resources for sustainable development.

- Protect, restore, and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.
- Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable, and inclusive institutions at all levels.
- Strengthen the means of implementation and revitalize the global partnership for sustainable development.

## 2.3 DISTRICT & LOCAL LEGISLATION & POLICIES

### 2.3.1 Midvaal Indigent Policy 2025-2026

The indigent policy provides an opportunity to create a safety net to the poorest section of the population. Indigents are defined as people, who due to several factors, are unable to make monetary contribution towards basic services, no matter how small the amounts seem to be. Any household, earning less than the R6000 per month, qualifies to be registered as indigents. This includes pensioners, unemployed, child headed families and students.

The Municipality will benchmark the income level of indigent households with the income category as determined by the Department of Human Settlement for ownership of RDP properties.

The Midvaal indigent policy seeks to address the Constitutional obligations to provide basic services to the poor in the form of free basic municipal services, Indigents burials and employment opportunities.

The policy sets out the following principles:

- **Equity:** All people in a similar position should be treated similarly, and the Municipality must differentiate fairly between those in different circumstances and treat them accordingly.
- **Sustainability:** Policy must be financially and environmentally sustainable.
- **Reasonable choices**: All households, including indigent households are permitted to take responsibility and make choices wherever possible that best suit their circumstances.
- **Inclusivity:** Income and indigent policies for poor Midvaal residents must be integrated seamlessly with income policy for all other citizens. As households' circumstances change, they should be able to shift relatively easily across the continuum of choices.
- **Implementable:** Policy must be administratively practical and implementable.

### 2.3.2 District IDP & SDF, 2022- 2027

The Sedibeng IDP and SDF define a set of Development Principles towards the future development of the Sedibeng District. These development principles include the following:

- **Principle 1:** Effective environmental and land use management to achieve a sustainable equilibrium between ecosystem and biodiversity conservation, and urban related development within the district.
- **Principle 2:** Enhanced spatial efficiency through a defined range of urban and rural nodes in the district around which to consolidate economic development and infrastructure investment (spatial targeting).

- **Principle 3:** Enhancement of four Strategic Development Corridors supplemented by an extensive local transport network providing linkages between urban and rural nodes.
- **Principle 4:** Consolidation of the urban structure of the district around the nodal points by way of infill development and densification in identified Priority Housing Development Areas (PHDAs)
- **Principle 5:** Consolidate community facilities at urban and rural nodal points to enhance "one-stop" access to such facilities for the community, and to contribute towards creating "critical mass" required to stimulate local economic development.
- **Principle 6:** Enhance business activities (formal and informal) at each of the identified nodal points in the Sedibeng District and incorporate informal/ emerging business activities into Thusong Centres and modal transfer facilities.
- **Principle 7:** Concentrate industrial and agro-processing activities at the higher order nodes or along the major development corridors in the district where infrastructure is available.
- **Principle 8:** Optimally utilise the mining potential in the district in such a way that a sustainable balance is maintained between mining, agriculture, and the natural environment.
- **Principle 9:** Promote the commercial farming activities throughout the district and the establishment of the Agri Park concept.
- **Principle 10:** Utilise the existing natural, cultural-historic, and man-made resources towards development of Tourism Precincts and Corridors throughout the District.
- **Principle 11:** Ensure that all communities (urban and rural) have access to at least the minimum levels of service as enshrined in the constitution, and to direct infrastructure investment towards the economic activity nodes in the district, priority housing development areas earmarked for residential development, and communities with excessive service backlogs.
- **Principle 12:** Implement a district-wide Growth Management Strategy to ensure spatial manifestation of the SDF Development Principles.

### 2.3.3 Midvaal IDP & SDF, 2022 -2027

The Midvaal IDP & SDF focuses on 11 Development Drivers namely:

- **Development Driver 1:** Strive towards consolidated compact urban areas.
- **Development Driver 2**: Pursue alternative clean energy and reduce cost to industrial and commercial consumers.
- **Development Driver 3:** Implement and manage corridor and spine development initiatives.
- **Development Driver 4:** Encourage agricultural production and processing.
- **Development Driver 5:** Stimulate tourism.
- **Development Driver 6:** Foster walkable nodes and transit-orientated development (TODs).
- **Development Driver 7:** Ensure connectivity by means of a continuous, hierarchical movement network.
- **Development Driver 8:** Support quality human settlement development

- **Development Driver 9:** Prioritise environmental management.
- **Development Driver 10:** Streamline targeted engineering infrastructure investment.
- **Development Driver 11:** Implement Local Area Plans (Precinct Plan).

### 2.3.4 Midvaal Spatial Planning and Land Use Management By-Law, 2017

The Midvaal Spatial Planning and Land Use Management By-Law is in line with the SDF and aims to promote:

- Economic growth.
- Social inclusion.
- Efficient land development and
- Minimal impact on public health, the environment, and natural resources.

## 3.0 ROLE OF SPHERES OF GOVERNMENT IN HOUSING DELIVERY

The various spheres of Government have a role to play in housing delivery and according to the Housing Act, 107 of 1997, the roles and responsibilities are as follows:

### 3.1 National Department of Human Settlements (NDHS)

The primary role of National Government is to "establish and facilitate sustainable housing development process" through the following key functions.

- **Policy:** Determine National policy, including norms and standards, in respect of housing development
- **Goals:** Set broad National housing delivery goals, facilitate the setting of Provincial housing delivery goals and where appropriate, facilitate the setting of housing delivery goals of a Municipality
- **Performance monitoring:** Monitor the performance of the housing sector against housing delivery goals and performance indicators.
- **Capacity support:**
  - Assist Provinces to develop their administrative capacity.
  - Support and strengthen the capacity of Municipalities to manage their own affairs, to exercise their powers and perform their duties in respect of housing development.
- **Consultation:** Promote consultation on matters regarding housing development between National Government and representatives of civil society, the sectors and subsectors supplying or financing housing goods and services, Provincial Government and Municipalities and any other stakeholder in housing development.
- **Communication:** Promote effective communication in respect of housing development.

In addition to the above broad functions and in support thereof, undertake the following:

- To establish a National institutional and funding framework for housing development.
- To negotiate the apportionment of the State budget for housing development purposes.
- To allocate funds for National housing programmes to Provincial Governments.
- To prepare and maintain a multi-year housing development plan.
- To establish and finance national institutions for purposes of housing development.
- To evaluate the performance of the housing sector.

- To take steps reasonably necessary to create an environment conducive to enable all role players and individuals to achieve their respective goals in respect of housing development.

### 3.2 Provincial Department of Human Settlements (PDHS)

The role of the Provincial Department of Human Settlements is to:

- Determine Provincial policy in respect of housing development.
- Promote the adoption of Provincial legislation to ensure effective housing delivery.
- Take all reasonable and necessary steps to support and strengthen the capacity of Municipalities to effectively exercise their powers and perform their duties in respect of housing development.
- Co-ordinate housing development in the province.
- When a Municipality cannot or does not perform a duty imposed by the Housing Act, intervene by taking any appropriate steps in accordance with section 139 of the Constitution to ensure the performance of such duty.
- Prepare and maintain a multi-year plan in respect of the execution in the Province of every National housing programme and every Provincial housing programme, which is consistent with National housing policy.

### 3.3 Municipalities

Municipalities are required to:

- Ensure that inhabitants of its area of jurisdiction have access to adequate housing on a progressive basis.
- Guarantee that conditions not conducive to the health and safety of the inhabitants of its area of jurisdiction are prevented or removed.
- Make certain that services in respect of water, sanitation, electricity, roads, stormwater drainage and transport are provided in a manner which is economically efficient.
- Set housing delivery goals in respect of its area of jurisdiction.
- Identify and designate land for housing development.
- Create and maintain a public environment conducive to housing development which is financially and socially viable.
- Promote the resolution of conflicts arising in the housing development process.
- Initiate plan, co-ordinate, facilitate, promote, and enable appropriate housing development in its area of jurisdiction.
- Provide bulk engineering services, and revenue generating services in so far as such services are not provided by specialist utility suppliers.
- Plan and manage land use and development.

## 4. SITUATIONAL ANALYSIS

The situation analysis will examine the Spatial, Socio-Demographic, Social Services and Infrastructure analysis:

## 4.1 SPATIAL ANALYSIS

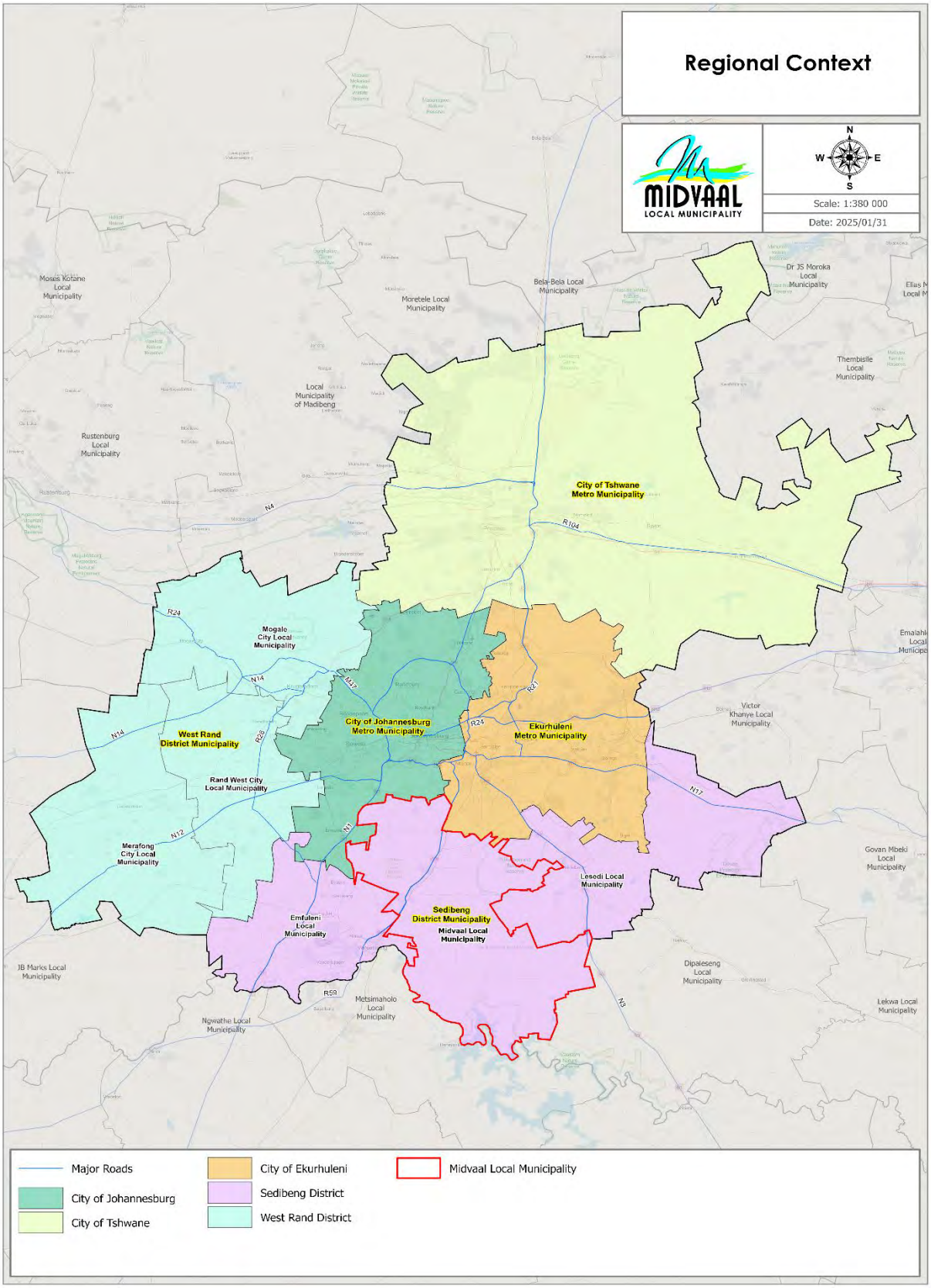
### 4.1.1 Spatial Locality

Midvaal Local Municipality is situated within the Sedibeng District in the south of the Gauteng Province. The City of Ekurhuleni and City of Johannesburg Metropolitan Municipalities are situated to the north **(See map 1 - Midvaal Local Municipality in a Regional context)**. The Municipality is bordered by the Free State Province to the south and the Mpumalanga Province to the east. Midvaal is the biggest Municipality of the three (3) in the district, covering an area of approximately 1722 km2 making up almost half of its geographical area.

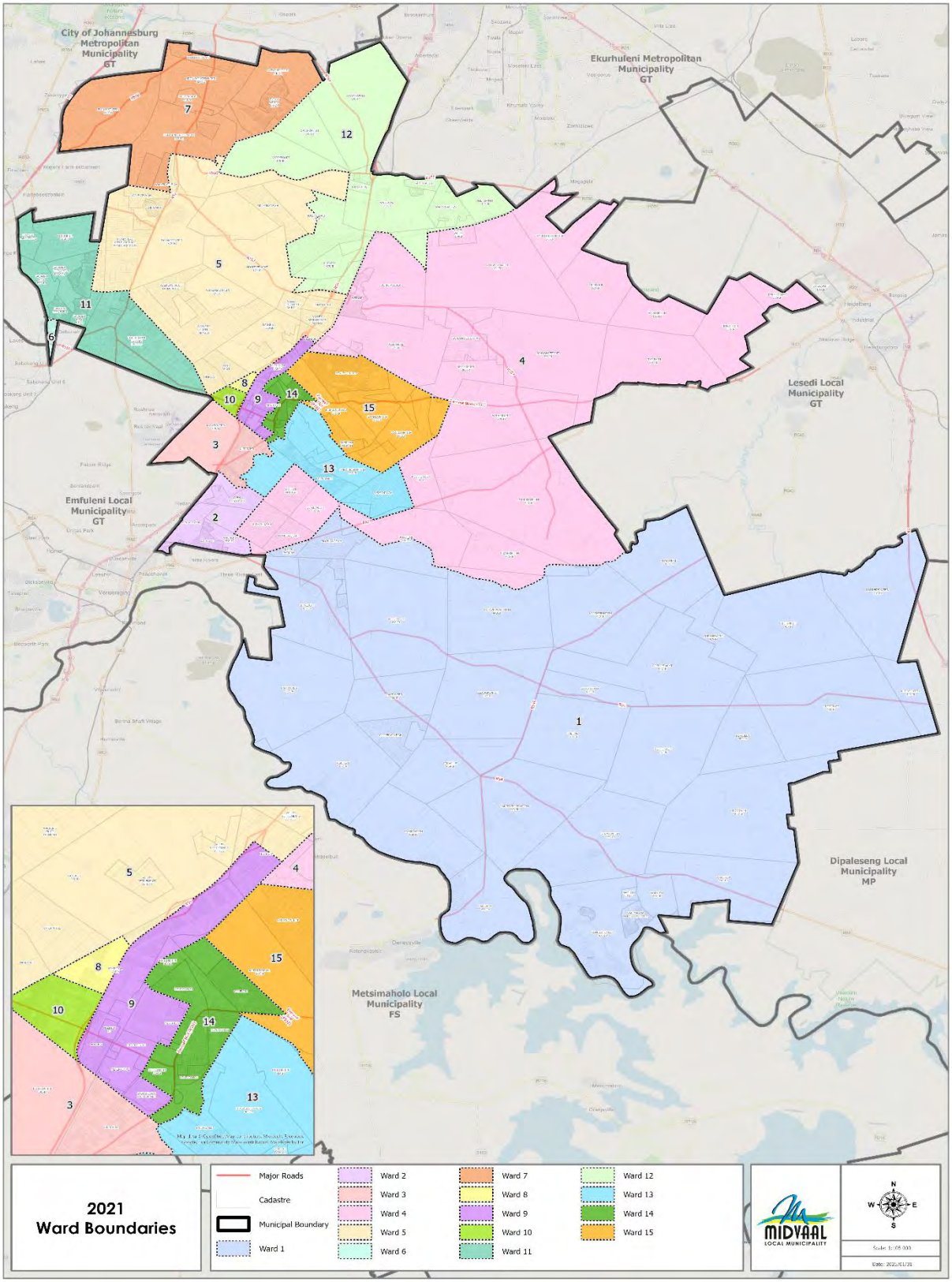
The spatial structure of the Midvaal municipal area is predominantly that of a rural area with extensive farming constituting approximately 50% of the total area of jurisdiction. There are two significant natural features impacting on the physical structure, namely the Suikerbosrand Nature Reserve and the Vaal River, which form the southern boundary of the municipality and the Gauteng Province. Secondary natural features that play a significant role in the development dynamics of the area are the Klip River, Suikerbosrand River and the Vaal Dam.

The Municipality presently comprises of 15 wards **(See map 2 - Midvaal Local Municipality wards)** and according to the Municipal Structures Act, Midvaal is defined as a category B Municipality.

**Map 1: Map indicating Midvaal Local Municipality in a Regional context.**



**Map 2: Map indicating the Municipal wards.**



### 4.1.2 Settlement Patterns

The settlement patterns in the Midvaal Local Municipality as per the SDF comprises of the following:

- **Tourism** - Areas such as Vaal Marina and the Suikerbosrand Nature Reserve are developed in response to the Tourism demands of residents within the Municipality as well as the Gauteng Province as a whole. Care should be taken to ensure that housing developments are done in such a way that will not jeopardise the tourism aspects.
- **Urban areas/towns** - Riversdale, Noldick, Klip River, Waterval, Randvaal, Henley on Klip, Risiville, De Deur and Meyerton are some of the major towns in the Midvaal Local Municipality. The SDF specifies Meyerton as the town that supports major economic and social functions in the Municipality. This is due to the large number of businesses and residential component in Meyerton. According to the SDF, developments within the Municipality are concentrated mostly along the corridors of these towns (i.e. R59 and R82 corridors).
- **Rural areas -** The SDF indicates that the spatial structure of the Midvaal Local Municipal area is predominantly that of a rural area character with majority of the total land being farm portions and agricultural holdings. Such areas include Valley Settlement, Nelsonia, Walkers Fruits Farm, Ironside and Homestead Apple Orchids. Rural housing in the form of farm workers accommodation is evident.
- **Townships -** There are several townships in Midvaal such as Savanna City, Sicelo, Lakeside Estates, Mamello and Lakesides Estates Extension 1 that are developed with government fully subsidised housing. The above-mentioned spatial structure is summarised in the table below:

**Table 1: Spatial patterns of Midvaal**

| Areas | Total Number |
|---|---|
| Townships | 56 (31 314 Stands) |
| Farms | 80 (3 235 Portions) |
| Agricultural holdings | 33 (4 169 agricultural holdings) |
| Informal settlements | 29 |
| Nature reserves | 1 |
| Conservancies | 10 |
| **Total** | **209** |

**Source: Midvaal GIS, 2025**

- **Informal Settlements -** There are 29 informal settlements within the Municipality, and these informal settlements households form part of the housing backlog. Informal settlements within Midvaal are defined in line with the National Housing Code which defines informal settlements based on the following characteristics:
    - Illegality and informality
    - Inappropriate locations
    - Restricted public sector investment
    - Poverty and vulnerability and
    - Social stress

Following the above-mentioned definition, the final informal settlements list compiled took the following into consideration:

- Settlements comprising informal structures, where there is no General Plan or where settlement has not taken place according to the approved layout, were included.
- Backyard shacks and occupied/ hi-jacked buildings were explicitly excluded (even where shacks had been built inside of structures)
- Areas with an approved General Plan and formal houses but lacking services were excluded.

Most of the informal settlements in Midvaal are situated on privately owned land with a few on Municipal and Government owned land.

With regards to size, majority of the informal settlements are smaller in size. The larger informal settlements in the Municipality are situated along the R59 and closer to job opportunities and transport routes. Such informal settlements include: Sicelo, Khayelitsha, Kromdraai, Boitumelo, Piel's Farm, Skansdam and Mamello.

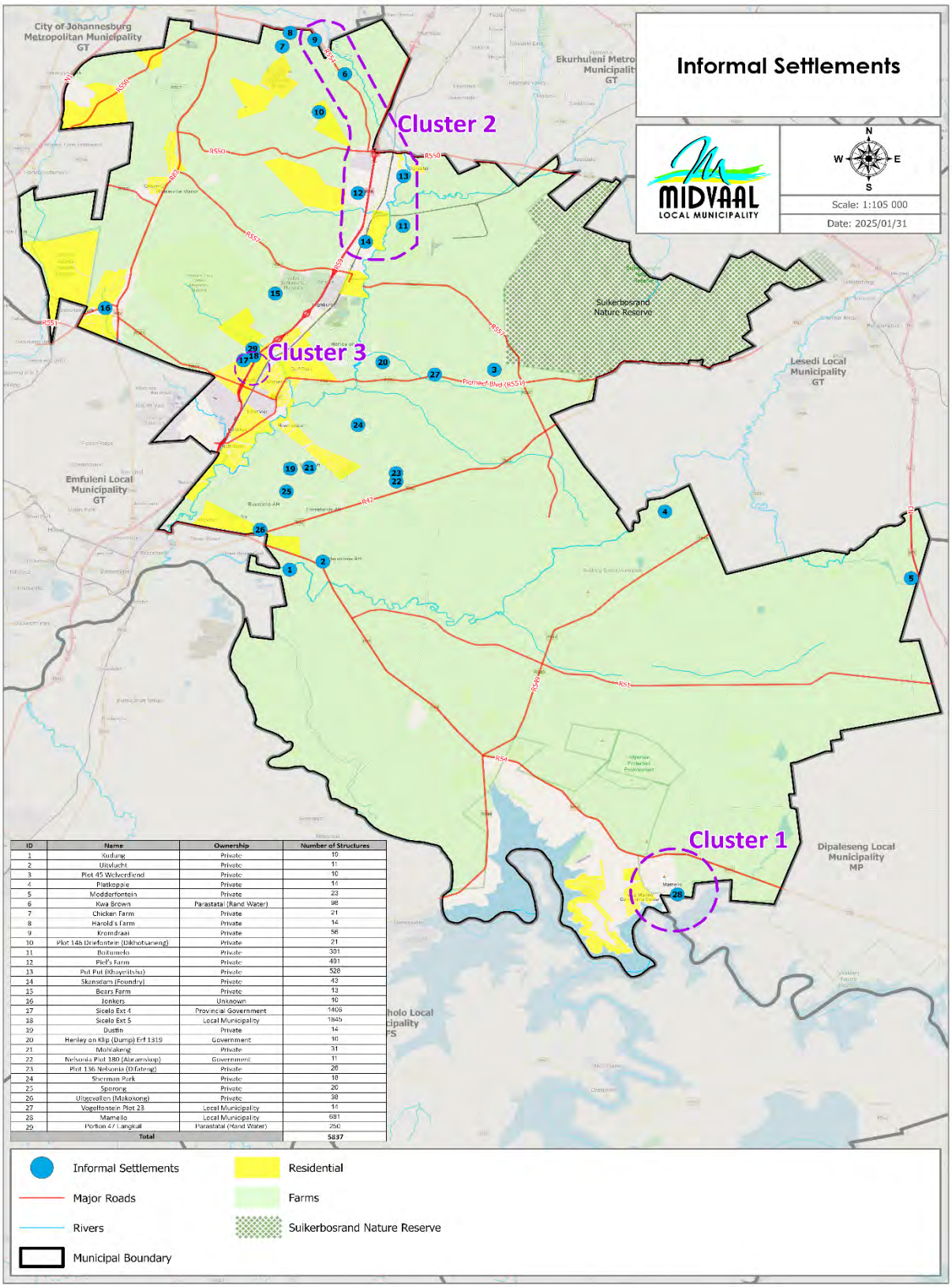
This is represented in the table below and spatially on **Map 3 - Informal settlements in the Midvaal Local Municipality.**

**Table 2: List of Informal settlements in Midvaal**

| No | Informal Settlement | Ownership | No. of structures |
|---|---|---|---|
| 1 | Portion 47 Langkuil | Parastatal (Rand Water) | 250 |
| 2 | Kudung | Private | 19 |
| 3 | Uitvlucht | Private | 11 |
| 4 | Plot 45 Welverdiend | Private | 10 |
| 5 | Platkoppie | Private | 14 |
| 6 | Modderfontein | Private | 23 |
| 7 | Kwa Brown | Parastatal (Rand Water) | 98 |
| 8 | Chicken Farm | Private | 21 |
| 9 | Harold's Farm | Private | 14 |
| 10 | Kromdraai | Private | 56 |
| 11 | Plot 146 Driefontein (Dikhotsaneng) | Private | 21 |
| 12 | Boitumelo | Private | 301 |
| 13 | Piel's Farm | Private | 491 |
| 14 | Put Put (Khayelitsha) | Private | 528 |
| 15 | Skansdam (Foundry) | Private | 43 |
| 16 | Bears Farm | Private | 13 |
| 17 | Jonkers | Unknown | 10 |
| 18 | Sicelo Ext 4 | Department of Public Works | 1406 |
| 19 | Sicelo Ext 5 | Midvaal Local Municipality | 1645 |
| 20 | Dustin | Private | 14 |
| 21 | Henley on Klip (Dump) Erf 1319 | Government | 10 |
| 22 | Mohlakeng | Private | 31 |
| 23 | Nelsonia Plot 180 (Abramskop) | Government | 11 |
| 24 | Plot 136 Nelsonia (Difateng) | Private | 26 |
| 25 | Sherman Park | Private | 18 |
| 26 | Sporong | Private | 20 |
| 27 | Uitgevallen (Makokong) | Private | 38 |
| 28 | Vogelfontein Plot 23 | Midvaal Local Municipality | 14 |
| 29 | Mamello | Midvaal Local Municipality | 681 |
| **Total** | | | **5837** |

**Source: Midvaal Community Survey 2024**

## Map 3- Informal settlements in Midvaal Local Municipality




| ID | Name | Ownership | Number of Structures |
|---|---|---|---|
| 1 | Kudiang | Private | 10 |
| 2 | Uitvlucht | Private | 11 |
| 3 | Plot 45 Welvanfiend | Private | 10 |
| 4 | Platkopple | Private | 14 |
| 5 | Modderfontein | Private | 23 |
| 6 | Kwa Brown | Parastatal (Rand Water) | 98 |
| 7 | Chicken Farm | Private | 21 |
| 8 | Harold's Farm | Private | 14 |
| 9 | Kromdraai | Private | 56 |
| 10 | Plot 14b Driefontein (Dikhotsaneng) | Private | 21 |
| 11 | Boitumelo | Private | 301 |
| 12 | Piet's Farm | Private | 491 |
| 13 | Put Put (Khayelitsha) | Private | 528 |
| 14 | Skansdam (Foundry) | Private | 43 |
| 15 | Bears Farm | Private | 13 |
| 16 | Jonkers | Unknown | 10 |
| 17 | Sicelo Ext 4 | Provincial Government | 1406 |
| 18 | Sicelo Ext 5 | Local Municipality | 1845 |
| 19 | Dustin | Private | 14 |
| 20 | Henley on Klip (Dump) Erf 1319 | Government | 10 |
| 21 | Mohlakeng | Private | 31 |
| 22 | Nelsonia Plot 180 (Abramsloop) | Government | 11 |
| 23 | Plot 136 Nelsonia (Difateng) | Private | 26 |
| 24 | Sherman Park | Private | 10 |
| 25 | Sporong | Private | 20 |
| 26 | Uitgevallen (Makolong) | Private | 38 |
| 27 | Vogelfontein Plot 23 | Local Municipality | 11 |
| 28 | Mamello | Local Municipality | 681 |
| 29 | Portion 47 Langkuil | Parastatal (Rand Water) | 250 |
| | Total | | 5837 |

### 4.1.3 Housing Typologies

There are both formal and informal settlement types within the Midvaal Local Municipality. According to the Stats SA, 2016 Community Survey, majority of people (82%) residing within the Midvaal Local Municipality live in a formal dwelling which includes formal houses, flats, townhouses, formal rooms in backyards and so forth.

In terms of the informal dwellings, 18% of households are living in informal structures which includes informal settlement households, backyard shacks dwellers huts and tents. This is represented below:

**Table 3: Detailed Housing Typologies**

| Typology (Dwelling Type) | Number | Percentage |
|---|---|---|
| Traditional dwelling/hut/structure made of traditional materials | 151 | 0.49% |
| House or brick/concrete block structure on a separate stand or yard | 21405 | 69% |
| Flat or apartment in a block of flats | 279 | 0.90% |
| Cluster house in complex | 179 | 0.57% |
| Town house (semi-detached house in complex) | 365 | 1.18% |
| Semi-detached house | 654 | 2.11% |
| House/flat/room in back yard | 778 | 2.51% |
| Informal dwelling/shack in back yard | 944 | 3.04% |
| Informal dwelling/shack NOT in backyard, e.g. in an informal/squatter settlement or on farm | 4436 | 14.3% |
| Room/flatlet on a property or a larger dwelling/servant 'quarters/granny flat | 380 | 1.22% |
| Caravan or tent | 118 | 0.38% |
| Other | 273 | 0.88% |
| Unspecified | 297 | 0.95% |
| Not applicable | 709 | 2.29% |
| **Total** | **30967** | **100%** |

**Source: Stats SA Community Survey, 2016**

### 4.1.4 Land Ownership

The following table provides a breakdown of the land ownership in terms of hectares (Ha) and percentages (%).

**Table 4: Land Ownership Breakdown**

| Land Ownership | Hectares (Ha) | Percentage (%) |
|---|---|---|
| Provincial Government | 326 | 0.90% |
| Midvaal Local Municipality | 817 | 2.25% |
| State Owned Entities (SOEs) | 347 | 0.95% |
| Private | 20735 | 57% |
| Other (Unregistered & Vacant Land) | 14100 | 38.8% |
| **Total** | **36325** | **100%** |

**Source: Midvaal GIS, 2023**

The table above indicates that 2.25% of land in Midvaal is municipal owned, 57% is under private ownership, 0.95% is registered with SOEs and 0.90% belongs to the Provincial Government. Unregistered and vacant stands contribute 39%. One of the biggest challenges in relation to land ownership is the unavailability of well-located Municipal land for human settlements.

Out of the 4.1% Government owned land, the following hectares of land has been allocated for housing development as indicated below in table 5.

**Table 5: Identified State Owned Land for Human Settlements Development**

| Erf Number | Project Name | Ownership | Hectares |
|---|---|---|---|
| Erf 78 Meyerton Farms | Sicelo Walk-up Units | Midvaal Municipality | 6, 0714 ha |
| Portion 400 of the Farm Koppiesfontein 478 IR | Mamello Ext 1 | Midvaal Municipality | 75, 1974 ha |
| Erf 206 Meyerton Farms | Sicelo Shiceka Ext 5 | Midvaal Municipality | 11, 0633 ha |
| Erf 41 Meyerton Farms | Sicelo Informal Settlement Upgrading | Department of Public Works | 6, 0712 ha |
| Portion 77 of the Farm Langkuil 373 IR | Sicelo Rapid Land Release Program | Gauteng Provincial Government | 316 ha |
| Erven 52, 53 Meyerton Farms (Consolidated to Erf 202 Meyerton Farms) | Sicelo Informal Settlement Upgrading | Midvaal Municipality | 6, 0714 ha |

| | | | |
|---|---|---|---|
| Portions 1, 2, 3 & 7 of Erf 188 Meyerton Farms | Sicelo De-densification and Relocation | National Government of RSA | 1-3 =2697 ha<br>Re: 2=5441m2<br>3= 3,2697 ha<br>7= 4065m2 |
| Erf 56 Meyerton Farms | Sicelo Walk-up Units | Department of Public Works | 6, 0714 ha |
| Erf 72 Meyerton Farms | Sicelo Walk-up Units | Department of Human Settlements | 6, 0713 ha |
| Boitumelo Informal Settlement | Boitumelo Rapid Land Release Program | ERWAT | 335, 7142 ha |
| Portion 47 of the farm Langkuil 373 IR | Sicelo De-densification and Relocation | Rand Water | 21, 4119 ha |
| Portion 7 of the Farm Panfontein 437 IR | Bantu Bonke Agri-Village | National Government of RSA | 876, 1345 ha |

**Source: Midvaal Properties & GIS 2023**

### 4.2 SOCIO-DEMOGRAPHIC ANALYSIS

#### 4.2.1 Population & Household Profile

The population of people residing in Midvaal has grown over the years. According to the IDP, Midvaal Local Municipality has a total population of 112 254. This shows a population growth from the Stats SA 2011 Census count of 95 301.

In terms of the number of households, there has been a significant growth as well. The number of households has grown from a base of 29 964 to 36 464 as of 2022.

It is expected that the population and number of households will double in anticipation of housing opportunities in the Savanna City Development.

**Table 6: Midvaal Population & Household Profile**

| Year | Population | Number of Household |
|---|---|---|
| 2011 | 95 301 | 29 964 |
| 2022 | 112 254 | 36 464 |
| **Total** | | **100%** |

**Source: Midvaal IDP, 2025**

#### 4.2.2 Racial Groups

Midvaal Local Municipality has a racially and culturally diverse community. As per the Stats SA, 2016 Community Survey, black Africans form most of the population at 54% followed by whites at 43%. The Coloured and Indian/Asian community make up 1.8% and 1.24% respectively.

**Table 7: Racial Groups**

| Population Group | Total | Percentage |
|---|---|---|
| Black African | 59781 | 53.56% |
| Coloured | 2063 | 1.84% |
| Indian / Asian | 1385 | 1.24% |
| White | 4883 | 43.34% |
| **Total** | **111612** | **100%** |

**Source: Stats SA Community Survey, 2016**

### 4.2.3 Gender Distribution

Majority of the people residing in Midvaal are male. The gender ratio indicates that 52% of the total population is male and 48% is female. The slightly higher percentage of male as compared to females may be attributed to the mine (Glen Donald) and factories within the area.

**Table 8: Gender Distribution**

| Gender | Number | Percentage (%) |
|---|---|---|
| Male | 57926 | 51.89% |
| Female | 53685 | 48.09% |
| **Total** | **111612** | **100%** |

**Source: Stats SA, Community Survey, 2016**

### 4.2.4 Age Profile

The age profile of the Midvaal population is depicted in the table below. Majority falls within the youth sector which composes approximately 58% of the total population. In addition, about 65% of the population falls within the working age group (people aged between 15-64).

Table 9: Age Profile

| Age groups | Total | Percentage (%) |
|---|---|---|
| 0–14 (Children) | 25761 | 23.08% |
| 15–34 (Youth) | 36715 | 32.89% |
| 35–64 (Adults) | 36241 | 32.47% |
| 65+ (Elderly) | 12895 | 11.55% |
| **Total** | **111612** | **100%** |

**Source: Stats SA, Community Survey, 2016**

### 4.2.5 Household Incomes

According to the Stats SA 2011 census statistics, 15% of households within Midvaal have no income at all. 8.0% of the households earn less than R800 per month and 53% earn less than R3500 per month. This puts pressure on the Municipality to provide free basic services to such households as a majority will fall within the indigent category. 23% of households as indicated below earn between R6400 and R13000 per month and this category need to be catered for

preferably in the low to middle-income housing programmes such as Finance Linked Individual Subsidy Programme (FLISP)

**Table 10: Household Income**

| Annual Income | Percentage |
|---|---|
| No Income | 14.5% |
| R1 - R4800 | 3.2% |
| R4801 - R9600 | 4.9% |
| R9601 - R19600 | 14.8% |
| R19601 - R38200 | 16.4% |
| R38201 - R76400 | 12.4% |
| R76401 - R153800 | 10.3% |
| R15301 - R307600 | 10.9% |
| R307601 - R614400 | 8.3% |
| R614001 - R1228800 | 3.1% |
| R1228801 - R2457600 | 0.7% |
| R2457601 + | 0.5% |
| **TOTAL** | **100%** |

**Source: Stats SA, Community Survey 2016**

### 4.2.6 Indigent status quo

The Midvaal Indigent Policy (2024-2025) defines indigents as persons who due to several factors are unable to make monetary contribution towards basic services, no matter how small the amounts seem to be. Any household, earning less than R6000 per month qualifies to be registered as indigents. Free or subsided water (free supply of 6 kl water per month), electricity (free supply of electricity of 50 kWh per month) and refuse collection are provided to such households by the Municipality monthly.

According to the Indigent Database at the Finance Department, there are currently 7141 households deemed and registered as indigents in 2026. This shows an increase of 1190 from the 5951 households registered in 2025. These households are considered as economically vulnerable with a gross monthly income not exceeding R6000.

It should however be noted that households can only qualify as indigent if they are the registered property owners of either a house or a stand. In the pro-poor framework, households should be provided with housing and security of tenure, thus allowing them to register as indigents and for the Municipality to include them in the Equitable Share.

### 4.2.7 Migration Pattern

The Midvaal Migration Plan compiled in 2014 indicates that the migrant population signifies approximately 4% of the total population of the Midvaal Local Municipality. It is estimated that about 3,800 people will migrate to Midvaal on an annual basis.

Reasons for migration to Midvaal range from the perception of a better life, job opportunities and location. The Migration Plan further indicates that there has been both rural and urban migration within the Municipal jurisdiction. Urbanisation has resulted in a shift towards most people moving from the rural homesteads to urban regions and this influences the demand for housing within the Municipal jurisdiction.

## 4.3 SOCIAL FACILITIES ANALYSIS

### 4.3.1 Educational Facilities

Educational facilities within the Municipal jurisdiction include primary, secondary, combined schools, as well as special needs schools. This is represented in the table below.

The primary schools are located around Daleside, De Deur, Rothdene, Bantu Bonke, Meyerton, etc. whilst the secondary schools that offer training to adults are predominantly clustered around Meyerton.

With regards to the special needs' schools, these are situated in Waterval, Meyerton and De Deur and they provide dedicated education for children with disabilities. There are no Tertiary academic institutions or agricultural college in Midvaal. An Agricultural College will likely benefit the agricultural industry given the extent of the agricultural land in Midvaal and surroundings.

**Table 11: Educational Facilities**

| Facility | Quantity |
|---|---|
| Primary schools | 17 |
| Secondary schools | 5 |
| Combined schools | 7 |
| Special Education Schools | 3 |
| Tertiary institution | 0 |
| **Total** | **32** |

**Source: Midvaal SDF, 2022/23**

### 4.3.2 Health facilities

There are currently no public or private hospitals within the municipal jurisdiction. The Municipality is served by a private hospital which is situated in Three Rivers and falls under the Emfuleni Local Municipality.

The Municipality has 3 clinics which are situated in Meyerton, Randvaal and Kookrus, 1 Community Day Centre and 4 mobile clinic units. In terms of health facilities, MLM lacks adequacy.

**Table 12: Health Facilities**

| Facility | Quantity |
|---|---|
| Public hospital | 0 |
| Private hospital | 0 |
| Clinic | 3 |
| Mobile Clinic | 4 |
| Day Care Centre | 1 |
| **Total** | **8** |

**Source: Midvaal SDF, 2022/23**

### 4.3.3 Community Halls/MPCC

The Midvaal SDF describes community halls as a combination of town halls and multi-purpose community centres (MPCC). These facilities provide central locations in which community meetings are conducted and serve as gathering points. There are currently town halls in Meyerton and Rothdene, and community halls or MPCCs in Vaal Marina, Bantu-Bonke, Lakeside Estate, Sicelo, Henley-on-Klip and Ohenimuri.

### 4.3.4 Sports & Recreational Facilities

The Municipality has 3 sporting facilities. This is insufficient to serve the entire municipal area. 3 open gym and equipment have also been constructed and are in use.

### 4.3.5 Cemeteries

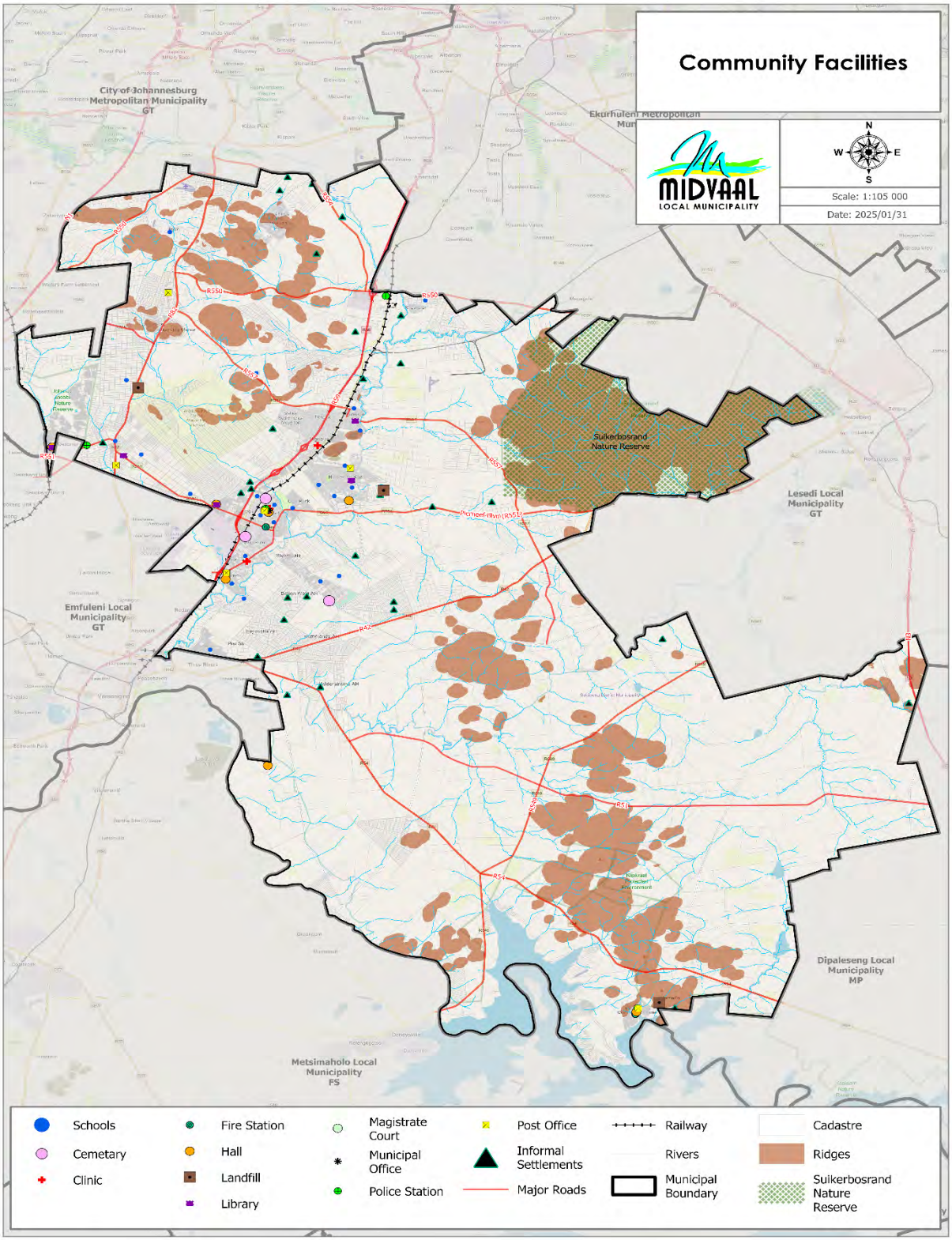
There are currently 3 cemetery sites within the Municipality and adequate land needs to be identified for the creation of new cemetery sites. Availability of land for the establishment of cemeteries is however hindered by the lack of suitable Municipal owned land.

Other community facilities within the Municipal jurisdiction are listed below:

- 4 Police Stations
- 6 Post Offices
- 1 Thusong Centre
- 1 Magistrates Court
- 6 Libraries
- 3 Landfill Sites, etc.

See below Map 4 indicating Community Facilities in Midvaal

## Map 4: Community Facilities in Midvaal



## 4.4 ENGINEERING SERVICES ANALYSIS

The availability of infrastructure is an essential component in the delivery of human settlements, and it is recommended that a supporting Engineering Master Plan be developed.

### 4.4.1 Water

The Engineering Services Department compiled a Water Services Development Plan (WSDP) in 2014. According to the WSDP, 96% of households in Midvaal have access to water whilst 4% do not have access to water (the 4% is mainly applicable to farm workers and some informal settlements). In terms of the informal settlements with accessibility, the Municipality delivers water on a regular basis, and the water is provided either via a tanker or a standpipe. Rural areas within the Municipality make use of boreholes for their water consumption.

The SDF mentions that there is a need for the Engineering Services Department to upgrade the water reticulation networks especially on agricultural holdings and rural areas.

### 4.4.2 Sanitation Services

82% of the households in Midvaal have access to sanitation. As per the WSDP, sanitation takes different forms like waterborne or septic tanks. With regards to informal settlement areas, most of the informal settlement households within the Municipality have access to sanitation either though the Midvaal Engineering Services Sanitation Programme or the GDHS Upgrading of Informal Settlements Programme (UISP).

Such informal settlements include Piel's farm, Kromdraai, Mamello, Skansdam, Bears Farm, Boitumelo, Makokong, Dustin, Sporong, Khayelitsha and Sicelo. The smaller informal settlements are making use of pit latrines, which is unhygienic and unsafe.

The estimated backlog for households with no sanitation is 18% which are mostly farm labourers and residents of informal settlements.

### 4.4.3 Electricity

Majority (79%) of the households within Midvaal have access to electricity whilst approximately 21% of households do not have access. The households with lack of electricity are mostly informal settlements and farm workers who make use of either paraffin or candles due to the lack of such services.

Majority of the informal settlements within Midvaal have no access to electricity, with a few having access to high mast lights (Sicelo, Mamello, Khayelitsha, etc). The Portion 47 Langkuil informal settlement and Sicelo Extension 5 informal settlement has recently been electrified with the electrification for the Sicelo Extension 4 informal settlement is underway by the Municipality to address the illegal electrical connections.

**Table 13: Midvaal Informal Settlements & Engineering Services available**

| No. | Informal Settlement | No. of structures | Engineering Services | | | |
|---|---|---|---|---|---|---|
| | | | Water | Sanitation | Electricity | Refuse |
| 1 | Kudung | 19 | Yes | Yes | No | Yes |
| 2 | Mamello | 681 | Yes | Yes | No | Yes |
| 3 | Modderfontein | 23 | Yes | No | No | Yes |
| 4 | Platkoppie | 14 | Yes | No | No | Yes |
| 5 | Uitvlucht | 11 | Yes | No | No | Yes |
| 6 | Boitumelo | 301 | Yes | Yes | No | Yes |
| 7 | Dustin | 14 | Yes | Yes | No | Yes |
| 8 | Mohlakeng | 31 | Yes | Yes | No | Yes |
| 9 | Skansdam Foundry | 43 | Yes | Yes | No | Yes |
| 10 | Sporong | 20 | Yes | Yes | No | Yes |
| 11 | Uitgevallen (Mokokeng) | 38 | Yes | Yes | No | Yes |
| 12 | Plot 45 Welverdiend | 10 | Yes | No | No | Yes |
| 13 | Bears Farm | 13 | Yes | Yes | No | Yes |
| 14 | Chicken Farm | 21 | Yes | Yes | No | Yes |
| 15 | Portion 47 Langkuil | 250 | Yes | Yes | Yes | Yes |
| 16 | Harold's Farm | 14 | Yes | No | No | No |
| 17 | Kromdraai | 56 | Yes | Yes | No | Yes |
| 18 | Sicelo Ext 4 | 1,406 | Yes | Yes | Project is ongoing | Yes |
| 19 | Sicelo Ext 5 | 1,645 | Yes | Yes | Yes | Yes |
| 20 | Jonkers | 10 | No | No | No | No |
| 21 | Kwa Brown | 98 | Yes | Yes | No | Yes |
| 22 | Piel's Farm | 491 | Yes | Yes | No | Yes |
| 23 | Plot 146 Driefontein (Dikhotsaneng) | 21 | Yes | Yes | No | Yes |
| 24 | Put Put (Khayelitsha) | 528 | Yes | Yes | No | Yes |
| 25 | Nelsonia Plot 180 Abramskop | 11 | Yes | Yes | No | Yes |
| 26 | Plot 136 Nelsonia Difateng | 26 | Yes | No | No | Yes |
| 27 | Henley on Klip (Dump) Erf 1319 | 10 | No | No | No | Yes |

| | | | | | | |
|---|---|---|---|---|---|---|
| 28 | Sherman Park | 18 | Yes | No | No | Yes |
| 29 | Vogelfontein Plot 23 | 14 | Yes | No | No | No |
| **Total** | | **5837** | | | | |

**Source: UISP & Engineering Services Department, 2025**

## 5.0 HOUSING DEMAND

### 5.1 Determination of Housing Need

The Municipality currently does not have accurate data on the housing demand of all the residents and income groups within the municipal jurisdiction. The Municipality relies mainly on the Census/Community survey statistics, GDHS Housing Subsidy System (HSS) Information, Informal Settlement Enumeration data and the National Housing Needs Register (NHNR). There are however limitations to these methods as the data could be outdated or inaccurate.

#### 5.1.1 Statistical Method

The statistical method utilises information from the Census 2011 and the 2016 Community Survey. The information relating to individuals' incomes and those residing in traditional dwellings, informal dwelling/ shack in backyard and informal dwelling/ shack not in backyard can be used to estimate the demand for housing.

As per the table below, the Census 2011 statistics estimates the housing backlog at **5546**. The 2016 Community Survey on the other hand, estimates the housing backlog at **5649**.

It should be noted that there isn't a significant difference between the 2 statistical methods. The Community Survey of 2016 shows an increase of 103 informal households from the 2011 Census.

**Table 14: Estimated backlog - Census 2011 data vs Community Survey 2016**

| Type of Informal Dwelling | Number of Structures (Community Survey 2016) | Number of Structures (Census 2011) |
|---|---|---|
| Traditional dwelling/hut/structure made of traditional materials | 151 | 150 |
| Informal dwelling/shack in back yard | 944 | 944 |
| Informal dwelling/shack NOT in backyard e.g. in an informal/squatter settlement or on farm | 4436 | 4435 |
| Caravan or tent | 118 | 117 |
| **Total** | **5649** | **5546** |

**Source: Community Survey, 2016 & Census 2011**

### 5.1.2 National Housing Needs Register (NHNR) & Housing Subsidy System (HSS)

The NHNR is a central database that offers households the opportunity to register their needs for adequate shelter by providing information about their current living conditions, household composition and to indicate the type of housing assistance they require from Government.

Currently, households on the NHNR residing in Midvaal Municipality is estimated at **12896**. Out of the registered people on the database, **3035** have completed housing subsidies and their applications are approved on the HSS (See table below).

**Table 15: National Needs Register & HSS Approvals**

| GAUTENG | NHNR and Approved on HSS | On NHNR Only | NHNR Total |
|---|---|---|---|
| Midvaal Municipality | | | |
| Meyerton | 2373 | 8979 | 11352 |
| Randvaal | 110 | 255 | 365 |
| Walkerville | 552 | 627 | 1179 |
| **TOTAL** | **3035** | **9861** | **12896** |

**Source: GDHS, 2026**

### 5.1.3 Midvaal Informal Settlement Database

The informal settlements within the Municipality are enumerated to keep record of the household's residing in the informal areas and for planning purposes. The last informal settlement survey was undertaken in December 2024 by a service provider appointed by the Municipality (Red Ants Security and Relocation Services).

There are 29 informal settlements in Midvaal and the number of households living in informal settlements is estimated at **5837**, the number is expected to grow given the natural growth of informal settlements. This means about 5837 households living in shacks, mud structures and containers need various housing opportunities.

## 5.2 MIDVAAL HOUSING DEMAND ASSESSMENT

For the purpose of this HSP, the information on the NHNR will be used to determine the Municipality's housing backlog. According to the NHNR, the housing backlog is estimated at **12896.** These are households that have formally registered for Government housing opportunities. The NHNR is utilised to determine the housing backlog as until beneficiaries register and complete housing subsidy applications, they are unable to qualify for Government housing opportunities.

## 6.0 HOUSING DELIVERY PROGRAMMES

The following National housing programmes and Provincial plans are facilitated in Midvaal:

### 6.1 Integrated Residential Development Programme (IRDP)

The IRDP provides for the acquisition of land and servicing of stands for a variety of land uses including commercial, recreational, schools and clinics, as well as residential stands for both low, middle, and high-income groups. The land use and income group mix will be based on local planning and needs assessment.

The IRDP can be undertaken in phases or in a single phase as described below:

**Phase 1: Land, Services and Township proclamation**

This phase entails planning, land acquisition, township establishment and provision of serviced residential and other land use stands to ensure a sustainable integrated community.

**Phase 2: Construction**

This comprises of the construction of houses for qualifying housing subsidy beneficiaries and the sale of stands to non-qualifying beneficiaries and to commercial interests.

### 6.2 Upgrading of Informal Settlements Programme (UISP)

This UISP is aimed at the in-situ upgrading of informal settlements. The UISP seeks to upgrade the living conditions of millions of poor people by providing secure tenure and access to basic services and housing as described below.

The UISP programme aims to bring about social cohesion, stability and security in integrated developments and to create jobs and economic well-being for communities which did not previously have access to land, business services, formal housing, social and economic amenities in the following ways:

**Security of Tenure:** To enhance the concept of citizenship, incorporating both rights and obligations, by recognising and formalising the tenure rights of residents within informal settlements.

**Health and Security:** To promote the development of healthy and secure living environments by facilitating the provision of affordable and sustainable basic municipal engineering infrastructure to the residents of informal settlements.

**Empowerment:** To address the social and economic exclusion by focusing on community empowerment and the promotion of social and economic integration, building social capital through participative processes, and addressing the broader social needs of communities.

### 6.3 National Upgrading Support Programme (NUSP)

The NUSP was designed to support the National Department of Human Settlement (NDHS) in its implementation of the UISP as there were significant blockages in the programme despite the wide array of policies in place. No comprehensive informal settlement response strategies at the Local and Metropolitan Government levels in many statutory plans, such as the IDPs and housing sector plans were successful.

The NUSP by the NDHS ensures that technical support is provided to Municipalities. This programme includes the assessment and categorisation of informal settlements, formulation of municipal informal settlement strategies, systematic resource planning towards such strategies and in some cases, detailed settlement level plans, informal economy and livelihood strategies and protocols for engaging communities.

### 6.4 Finance Linked Subsidy Programme (FLISP)

FLISP is for applicants whose total monthly household income is between R3501 and R22000. This subsidy provided by Government is based on a sliding scale whereby the less your total household income, the greater the subsidy provided. The subsidy provides a once-off down payment which is to be used as a deposit to secure a mortgage/bond from a bank. Applications for FLISP subsidies can be made to the GDHS or the developer of a project.

### 6.5 Emerging Housing Assistance Programme

It may be necessary to temporarily re-house households while services are being installed, or formal houses are being built on sites previously occupied by informal structures. Likewise, it may be necessary to provide temporary housing relief to households in stress following natural or manmade disasters (e.g. where settlements have been destroyed by fire or houses have been rendered uninhabitable by storms and need to be repaired).

In such cases, the National Disaster Relief Fund renders the first line of Government assistance. The Emergency Housing Assistance Programme may then be used for temporary housing for disaster victims until such time as they can be provided with permanent houses.

### 6.6 Provision of Social & Economic Facilities

This programme deals with the development of primary public, social, and economic facilities within existing and new housing areas, as well as within informal settlement upgrading projects, in cases where municipalities are unable to provide such facilities.

Capital funding for the following facilities can be provided through the Programme:

- Medical care facilities
- Community halls
- Community Park/playground
- Taxi ranks
- Sport facilities
- Informal trading facilities and
- Basic ablution facilities.

### 6.7 Military Veterans Housing Programme (MKV)

This programme aims to provide housing opportunities (50 square metre houses) to war veterans who were actively involved in service prior to the transitional government (pre-1994). The programme stipulates a criterion that must be fulfilled for a beneficiary to qualify. Qualifying beneficiary's household income should be less than R125000 per annum or income of R10416 per month and the housing benefit should not exceed a total value of R175,000.

### 6.8 Rapid Land Release Program (RLRP)

The RLRP is a programme aimed to make serviced stands available to qualifying households who would not be able to meet their own housing needs without Government assistance. Individuals earning between R3501 to R7000 under this programme will receive serviced land for free, however they must be able to demonstrate their potential to build incrementally within 18 months – 60 months (5 years).

The sizes of the stands provided in the RLRP range between 150m2–200m2 and the programme provides at least seven (7) standard building plans for beneficiaries to choose from (including double storeys). Building plans shall be subject to approval of the municipal building approval processes at a cost to the beneficiary.

## 7.0 MIDVAAL PRIORITY HUMAN SETTLEMENTS AND HOUSING DEVELOPMENT AREAS

Housing delivery within the Municipality is delivered in 2 forms, Government led developments and private sector developments. The government led developments are provided as per the PHSHDAs whilst the private sector developments are initiated by private developers.

The government led developments within Midvaal are as per PHSHDAs submitted to the GDHS, aimed at ensuring that the delivery of housing is used to restructure and revitalise towns and cities, strengthen the livelihood prospects of households and fostering integrated urban forms.

Below are the PHSHDA's:

- Savanna City Development
- Sicelo Housing Developments (Erf 206 Meyerton Farms, Sicelo informal settlement upgrading, Erf 78 Meyerton Farms, Erf 56 Meyerton Farms, Erf 72 Meyerton Farms and Portions of Erf 188 Meyerton Farms)
- Mamello Extension 1 Project
- Panfontein Agri Village Project
- Langkuil Project (Portion 47 of the Farm Langkuil 363-IR).
- Boitumelo informal settlement upgrading (Remaining Extent of Portion 3 of the Farm Witkop 180IR).

It should be noted that the NDHS is yet to gazette the above mentioned PHSHDA's for Midvaal. There have been attempts with the NDHS to ensure the process to gazette is undertaken, feedback is still awaited. Whilst this is ongoing, the GDHS is implementing the said developments as per their business plans.

## 7.1 GOVERNMENT FUNDED PROJECTS IN MIDVAAL

### 7.1.1 Completed projects.

Listed below are the housing projects that have been completed by the GDHS in partnership with the Municipality over the past fifteen (15) years. These completed projects are situated in wards 6, 8, 10 & 11, where the majority of the Municipality's housing backlog is located.

All the listed projects fall under the fully subsidised housing category, which caters for low-income earners (monthly income not exceeding R3500 per month). Some of the completed and occupied houses are yet to be transferred to beneficiaries (title deed registration) by the GDHS.

Conveyancer has been recently appointed by the GDHS to finalise the transfers, process is underway. Municipality will continue to facilitate the process to ensure that the beneficiaries of the outstanding houses receive their title deeds from the GDHS.

**Table 16: Completed housing projects**

| Project Name | Ward | Target market | Project Type | Completed & Allocated Houses |
|---|---|---|---|---|
| Sicelo Proper North and South | 8 & 10 | Low-income earners | Fully subsidised | 1089 |
| Lakeside Estates Extension 1 | 6 | Low-income earners | Fully subsidised | 1247 |
| Lakeside Estates | 6 | Low-income earners | Fully subsidised | 1187 |
| Sicelo Shiceka Ext 5 (Erf 206 Meyerton Farms) | 8 | Low-income earners | Fully subsidised | 290 |
| Savanna City | 11 | Low-income earners | Fully subsidised | 2800 |
| Savanna City (MKV) | 11 | Low-income earners | Fully subsidised | 98 |
| Sicelo Shiceka Ext 5 (Erf 78 Meyerton Farms (Phase 1) | 10 | Low-income earners | Fully subsidised | 180 |
| Sicelo Shiceka (Portion 47 Langkuil) | 5 | Low-income earners | Site and service | 252 |
| **Total** | | | | **7143** |

**Table 17: Number of houses yet to be transferred to beneficiaries**

| Project Name | Ward | Completed & Allocated Stands/Houses | Number of Houses Not Yet Transferred to Beneficiaries |
|---|---|---|---|
| Sicelo Proper North and South | 8 & 10 | 1089 | 38 |
| Sicelo Shiceka Ext 5 (Erf 206 Meyerton Farms) | 8 | 290 | 100 |
| Savanna City (Fully Subsidised) | 11 | 2800 | 628 |
| Savanna City (MKV) | 11 | 98 | 98 |
| Sicelo Shiceka Ext 5 (Erf 78 Meyerton Farms) | 10 | 180 | 180 |
| **Total** | | **4457** | **1044** |

**Source: Finance Department, 2024**

### 7.1.2 Current housing projects (short-medium term projects)

The GDHS and the Municipality have commenced with projects to eradicate the housing backlog through the delivery of housing units in wards 1, 8, 10 and 11.

The current housing projects are short-medium term projects and comprise of fully subsidised houses (IRDP), MKV houses, provision of serviced stands and walk-up units with full title deeds.

#### 7.1.2.1 Low Income Housing

The following housing projects are currently ongoing:

- **Sicelo Shiceka (Erf 78 Meyerton Farms Project (Phase 2) - Walk-up Units with full title)** – This project aims to assist in eradicating the Sicelo Informal Settlement (Extension 4 and 5) backlog and backyard shacks in wards 8 and 10. Contractor and Consultant for Phase 2 of the project comprising of 540 walk-up units has been appointed by the GDHS. Phase 2 of the project will comprise of a Brick-and-Mortar project. Contractor has completed the installation of engineering services. Top structures construction is ongoing and is at 95% completion. Internal infrastructure is yet to be installed to enable the completion of the project.
- **Savanna City Development (Fully Subsidised Houses)** – This project is a Private Public Partnership (PPP) and mega project comprising of 18399 opportunities, with a component of 5517 fully subsidised houses. To date, 2800 of the 5517 fully subsidised houses have been completed and allocated to beneficiaries from Midvaal Local Municipality as well as neighbouring Municipalities such as Emfuleni Local Municipality and the City of Johannesburg Metropolitan Municipality. The inclusion of beneficiaries from the said Municipalities in the project, is due to a cross-border agreement. According to the Developers records, 2300 houses have been transferred to beneficiaries. Title deed

registration for the remaining allocated houses is still underway by the Conveyancer appointed by the GDHS.

- **Savanna City Development (MKV Houses) –** The Savanna development will provide 200 housing opportunities to Military Veterans in Midvaal and surrounding areas who meet the stipulated criteria set by the GDHS. To date, 98 houses have been allocated to MKV beneficiaries. The outstanding 108 houses are yet to be completed by the Developer.
- **Mamello Extension 1 Project (Fully Subsidised Houses)** – This project aims to assist in the relocation of households residing in the Mamello Informal Settlement, neighbouring farms and informal settlements such as Uitvlucht and Kudung. The project size for this development is 515 housing units with social amenities such as schools, creches, community facility, church sites, commercial sites, taxi rank, etc. Contractor was appointed by the GDHS for the installation of bulk infrastructure but has since vacated site due to various project challenges including limited servitude for the bulk infrastructure installation. The municipality has since acquired additional servitude for the development to proceed. Attempts are being made by the GDHS to revive the project. The GDHS is in the process of appointing a consultant to review and amend the engineering designs (bulk water and sewer), prepare a TIA, design the access roads, etc.
- **Sicelo Shiceka (Portions of Erf 188 Meyerton Farms – Serviced Stands)** – This project is to assist with the provision of serviced stands to beneficiaries earning between R3501 and R22000 to build houses for themselves. Project size is for the provision of 152 serviced stands. Beneficiaries for this project will be drawn from the GDHS Housing Subsidy System (HSS) for the allocation of stands. Planning related activities such as Rezoning, Subdivision and Consolidation applications, Dolomitic Stability Investigations, Engineering Designs and Layout Plan has been completed. Awaiting the GDHS to appoint a Contractor for the installation of engineering services as per the approved engineering designs (water, sewer, roads and electricity). Thereafter, the serviced stands will be allocated to beneficiaries as per the GDHS Rapid Land Release policy.

The above-mentioned short-medium term housing projects will yield 4026 housing opportunities to cater for low-income households in Midvaal. This is summarised in the table below:

**Table 18: Active low-income housing projects in Midvaal**

| Project Name | Ward | Targeted Informal Settlements | Project Type | Project Size | Allocations to Date | Remaining Stands/Houses per Project |
|---|---|---|---|---|---|---|
| Savanna City | 11 | All informal settlements in Midvaal | Fully subsidised | 5517 | 2800 | 2717 |
| Mamello Ext 1 | 1 | Mamello, Kudung and surroundings | Fully subsidised | 515 | 0 | 515 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Sicelo Shiceka (Erf 78 Meyerton Farms) | 10 | Sicelo | Fully subsidised | 720 | 180 | 540 |
| Sicelo Shiceka (Portions of Erf 188 Meyerton Farms) | 8 | Sicelo | provision of serviced stands | 152 | 0 | 152 |
| Savanna City (MKV) | 11 | All areas within Midvaal and surroundings | Fully subsidised | 200 | 98 | 102 |
| **Total** | | | | **7104** | **3078** | **4026** |

**7.1.2.2 Middle Income/Credit Linked Housing**

The middle-income housing programme aims to assist households falling within the 'gap' market, i.e. those who are too rich to qualify for the fully subsidised houses but too poor to afford a bond for a house. Finance Linked Individual Subsidy Programme (FLISP) is intended to assist these households to access housing, by providing a subsidy that can be used to pay the deposit on a house or to decrease the size of the home loan.

The following project is ongoing to cater for this market and is partially funded by Government:

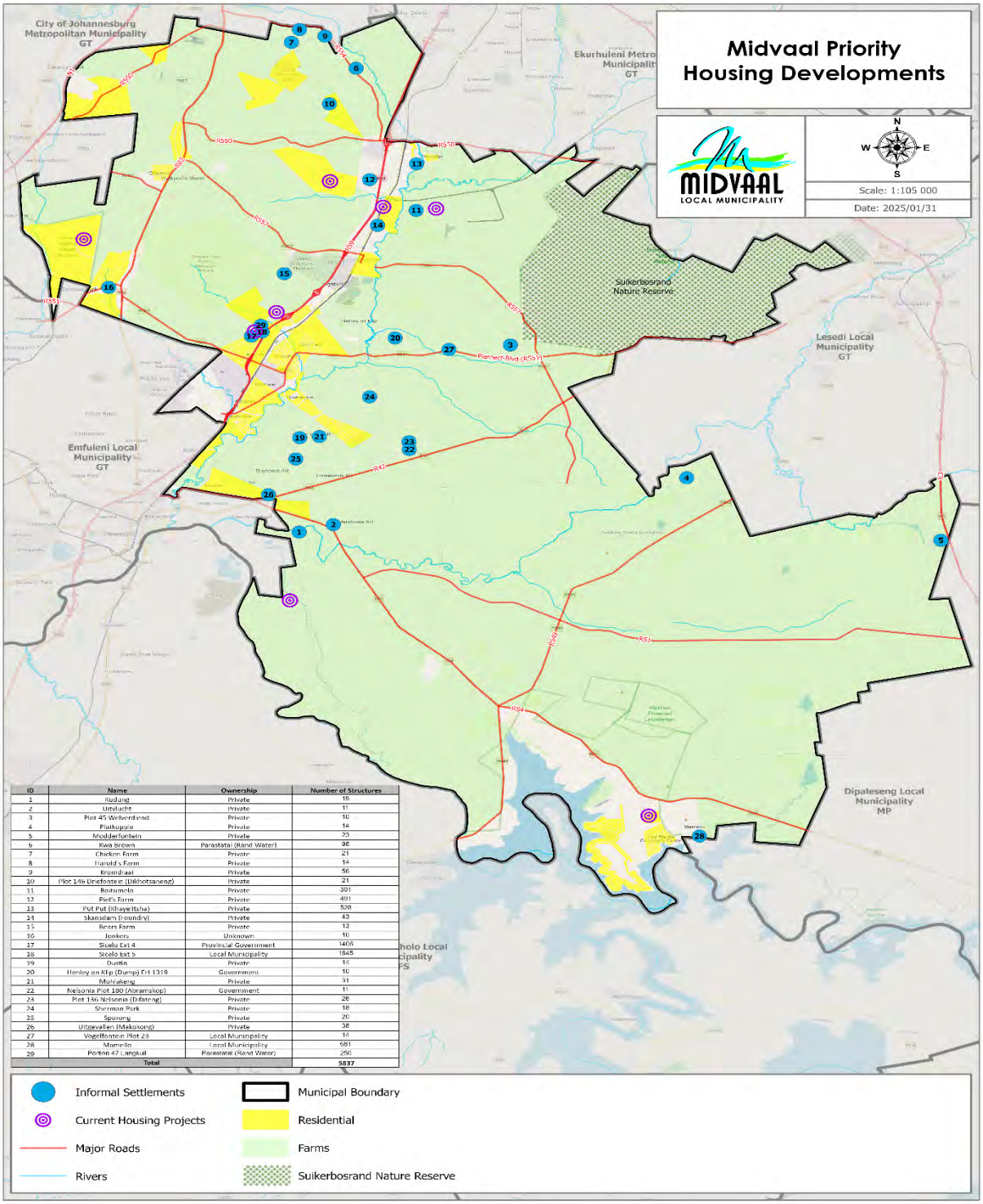
- **Savanna City Development (FLISP)** – This project is market driven and comprises of 5518 opportunities. The beneficiaries of this project need to meet certain criteria stipulated by the NDHS as per the subsidy instrument. To date, 1063 FLISP houses out of the 5518 have been allocated to qualifying beneficiaries in the Savanna project. Developer continues to construct the remaining houses.

**Table19: Middle Income Housing in Midvaal**

| Project Name | Ward | Targeted Informal Settlements | Project Type | Project Size | Allocations to Date | Remaining Houses per Project |
|---|---|---|---|---|---|---|
| Savanna City (FLISP) | 11 | All areas within Midvaal and surroundings | Partially subsidised | 5518 | 1063 | 4455 |
| **Total** | | | | **5518** | **1063** | **4455** |

It should be noted that the provision of the low-medium income projects will yield and supply a total of **8481** housing opportunities, which will assist in addressing part of the estimated housing backlog of **12896.**

**Map 5: Midvaal Priority Human Settlements and Housing Development Areas (PHSHDAs)**




| ID | Name | Ownership | Number of Structures |
|---|---|---|---|
| 1 | Kudung | Private | 16 |
| 2 | Uitvlucht | Private | 11 |
| 3 | Plot 45 Welverdiend | Private | 10 |
| 4 | Platkopjie | Private | 14 |
| 5 | Modderfontein | Private | 23 |
| 6 | Kwa Brown | Parastatal (Rand Water) | 98 |
| 7 | Chicken Farm | Private | 21 |
| 8 | Harold's Farm | Private | 14 |
| 9 | Kromdraai | Private | 56 |
| 10 | Plot 146 Driefontein (Dikhotsaneng) | Private | 21 |
| 11 | Boitumelo | Private | 301 |
| 12 | Piet's Farm | Private | 401 |
| 13 | Put Put (Khayelitsha) | Private | 328 |
| 14 | Skansdam (Foundry) | Private | 43 |
| 15 | Bears Farm | Private | 13 |
| 16 | Jonkers | Unknown | 10 |
| 17 | Sicelo Ext 4 | Provincial Government | 1408 |
| 18 | Sicelo Ext 5 | Local Municipality | 1845 |
| 19 | Dustin | Private | 14 |
| 20 | Henley on Klip (Dump) Erf 1319 | Government | 10 |
| 21 | Mohlakeng | Private | 31 |
| 22 | Nelsonia Plot 180 (Aloramskop) | Government | 11 |
| 23 | Plot 146 Nelsonia (Difateng) | Private | 26 |
| 24 | Sherman Park | Private | 18 |
| 25 | Spurong | Private | 20 |
| 26 | Uitgevallen (Maskolong) | Private | 38 |
| 27 | Vogelfontein Plot 28 | Local Municipality | 16 |
| 28 | Mamello | Local Municipality | 681 |
| 29 | Portion 47 Langkuil | Parastatal (Rand Water) | 250 |
| | Total | | 5837 |

### 7.1.3 Future housing projects

There are projects within Midvaal currently in the planning phase. These projects are listed below and will contribute to the future housing needs and the eradication of the housing backlog. The projects will yield about **16682** housing opportunities. It should be mentioned that these projects could take between 5-10 years to be implemented.

**Table 20: Future Housing Projects in Midvaal**

| Project | Ward | Project Type | Target Beneficiaries | Project size | Progress to date |
|---|---|---|---|---|---|
| Sicelo Erf 72 Meyerton Farms | 10 | Walk-up units with full title deed | Sicelo informal settlement | 720 | • Rezoning application from Res 1 to Res 3 has been approved by the Municipality.<br>• The consultant appointed by the GDHS submitted the SDP and Building Plans to the Municipality for consideration, both of which have been approved.<br>• Awaiting the GDHS to appoint a Contractor for the installation of services and top structure. |

| | | | | | |
|---|---|---|---|---|---|
| Boitumelo Informal Settlement Upgrading | 4 | Rapid Land Release Program (Provision of serviced stands) | Boitumelo, Khayelitsha, Piel's Farms and neighbouring informal settlements | 4700 | • Feasibility Study is completed.<br>• Engagements are ongoing with the Ekurhuleni Metropolitan Municipality for the donation of land.<br>• Relevant Town Planning activities are to be undertaken, once the land donation request has been resolved. |
| Sicelo Erf 56 Meyerton Farms | 8 | Walk-up units with full title deeds | Sicelo informal settlement | 720 | • Rezoning application from Res 1 to Res 3 has |
| | | | | | been approved by the Municipality.<br>• The consultant appointed by the GDHS has submitted the Site Development Plan (SDP) to the Municipality.<br>• SDP approval is pending the submission of a Rehabilitation Plan by the GDHS given the soil conditions, awaiting submission. |

| | | | | | |
|---|---|---|---|---|---|
| Sicelo Informal Settlement Upgrading | 8 | Res 1, 3 & others | Sicelo informal settlement | 842 | • All planning processes are completed.<br>• Project cannot commence, as the informal settlement is densely populated.<br>• Municipality to relocate some households to alternative projects before project implementation. |
| Bantu Bonke Agri-Village | 1 | Agri Village | Bantu Bonke and surrounding informal settlements | 500 | • Feasibility and Cost Benefit Analysis study completed.<br>• Awaiting the GDHS to include the project in their Business Plan and undertake the necessary planning studies. |
| The Grace | 12 | Walk-up units with full title deeds | Boitumelo, Khayelitsha, Piel's Farms, Harold's Farm and neighbouring informal settlements | 700 | • Township application approved by the Municipality.<br>• Project to commence once bulk challenges are resolved. |

| | | | | | |
|---|---|---|---|---|---|
| Portion 77 Langkuil development | 5 | Mixed housing development | Sicelo informal settlement | 8500 | • The consultant appointed by the GDHS has submitted a Township Establishment application to the Municipality.<br>• Application is under consideration. |
| **Total** | | | | **16682** | |

The current and future housing priority projects once completed will result in an oversupply of housing opportunities as indicated in the table below. About **25163** housing units will be available to Midvaal residents by 2027; this is over the housing demand of **12896**.

**Table 21: Estimated housing supply by 2027**

| Project Type | Project Name | Project Size | No of units |
|---|---|---|---|
| Low Income earners (Fully subsidized, MKVs, Walk-ups & provision of serviced stands) | Sicelo Siceka (Erf 56 Meyerton Farms) | 720 | **20714** |
| | Savanna City | 2717 | |
| | Sicelo Informal Settlements Upgrading | 842 | |
| | Bantu Bonke Agri Village | 500 | |
| | Sicelo (Erf 78 Meyerton Farms) | 540 | |
| | Sicelo (Erf 72 Meyerton Farms) | 720 | |
| | Mamello Ext 1 | 515 | |
| | Savanna City (MKV) | 108 | |
| | Boitumelo Rapid Land Release Program | 4700 | |
| | The Grace | 700 | |
| | Sicelo (Portions of 188 Meyerton Farms De-densification & Relocation) | 152 | |
| | Portion 77 Langkuil | 8500 | |
| Middle Income earners (FLISP) | Savanna City | 4455 | **4455** |

| | | | |
|---|---|---|---|
| **Total** | | **25169** | **25169** |

### 7.1.4 Land for future housing development

The following land parcels have been acquired by Government for future developments to accommodate households in the Sicelo, Bantu Bonke, Uitvlucht, Skansdam and neighbouring areas. Detailed studies will have to be undertaken prior to the implementation of these projects.

**Table 22: Land for Future Housing Development**

| Property Description | Ward | Ownership | Target Beneficiaries | Project Size | Land Size |
|---|---|---|---|---|---|
| Portion 77 Langkuil | 5 | Gauteng Provincial Government | Sicelo informal settlement | 8500 | 316 ha |
| Portion 7 of Panfontein 437 IR | 1 | Department of Rural Development and Land Reform | Bantu Bonke, Kudung, Uitvlucht and surrounding informal settlements | 500 | 876, 1345 ha |
| Portion 32 of the farm Nooitgedacht 176 IR | 12 | Gauteng Provincial Government | Skansdam and surrounding informal settlements | TBC | 179 ha |
| **Total** | | | | **9000** | **1371, 1345ha** |

### 7.2 PLANNED PRIVATE DEVELOPMENTS INITIATED IN MIDVAAL

The table below provides details on housing developments pursued by the private sector. These projects are targeted at the middle to upper income earners.

**Table 23: Planned Private Developments Initiated**

| Project Name | Ownership | Project Type | Project Size | Status |
|---|---|---|---|---|
| Uitvlucht Project | Private | Medium to high residential | Res 1 – 1926<br>Res 2 – 2439<br>Res 2 – 210 | Township establishment yet to be completed |
| Gateway Eco Estate | Private | Medium to high residential | Res 1 – 1518<br>Res 2 – 453<br>Res 3 -2093 | Township establishment approved |
| Savanna City (Bonded & Proposed Res 3) | Private | Middle-high residential | Bonded – 3654<br>Res 3 – 2635 | 1075 bonded houses are completed and occupied.<br>Construction of the bonded houses is ongoing |
| The Grace | Private | Middle-high income | Res 1 – 1414 | Township establishment approved; however bulk challenges exist. |
| **Total** | | | **16342** | |

### 7.3 KEY HOUSING CHALLENGES FACING THE MIDVAAL LOCAL MUNICIPALITY

Challenges facing the Midvaal Local Municipality in terms of housing delivery include the following:

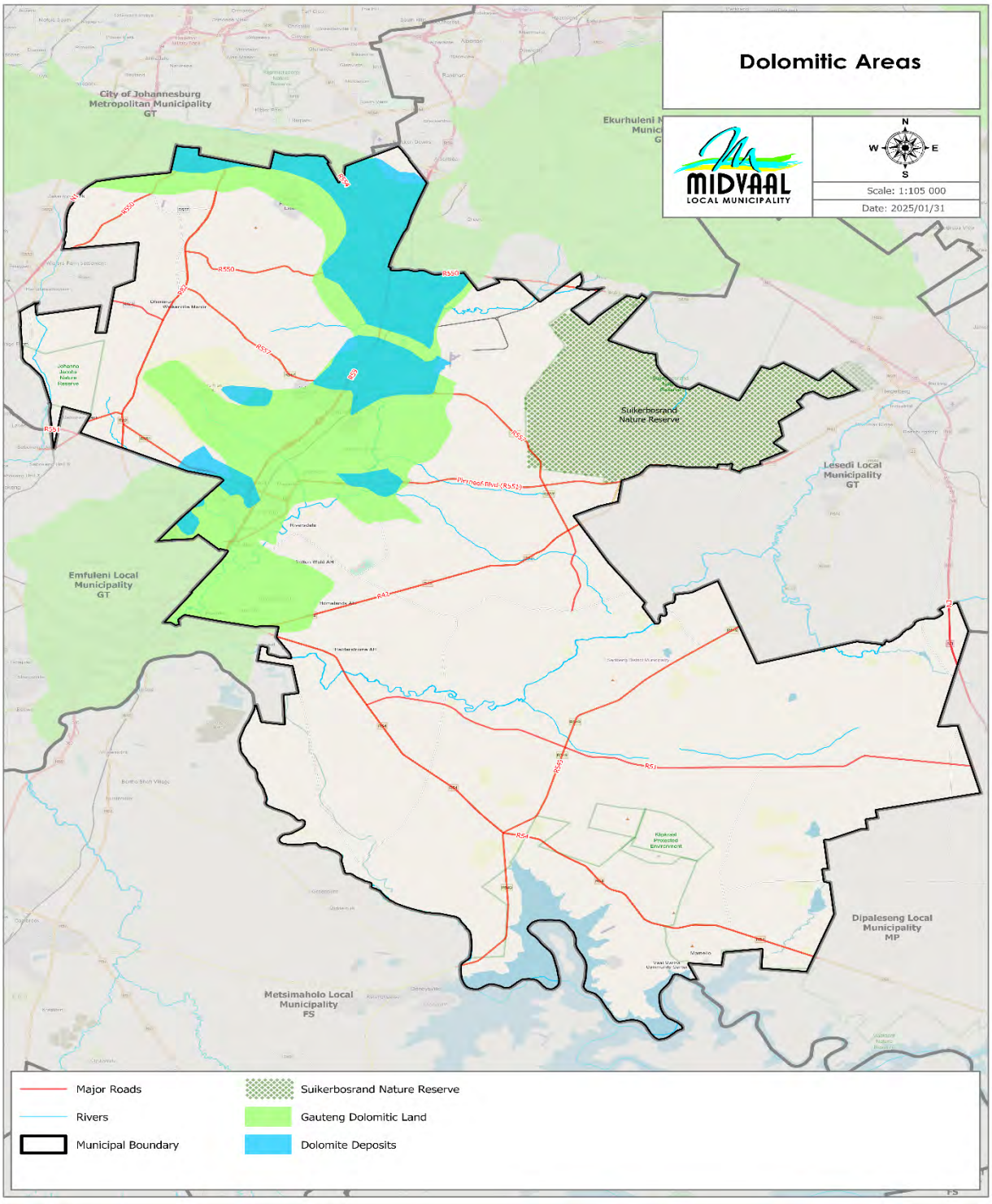
- **Land availability and acquisition challenges**: Well-located, municipally owned land for housing development is scarce, posing a significant challenge to expanding housing opportunities.
- **Dolomitic conditions**: Land in areas such as Slangfontein, Meyerton Farms, Klipriver, Witkop, Golf Park, Henley on Klip, Kookrus, etc is highly dolomitic and hinders the housing development process since such land is either not developable or costly to develop as additional studies such as a Geotech Study and Dolomite Stability Investigations are required **(See Map 7: Dolomitic Areas in Midvaal)**
- **Limited housing typologies:** Majority of the Government housing projects implemented by the GDHS in the Municipality is for low-cost housing (fully subsidised houses). National housing programmes such as social housing, CRU/rental housing and Rural housing that will cater for middle and high-income earners are non-existent. Such typologies need to be initiated to suit the target group's needs.
- **Inadequate Municipal Housing Capacity**: The Municipality's Human Settlements Unit comprises of only 2 officials (x1 Deputy Director and x1 Housing Officer). This shows the inadequate capacity to handle all housing project matters in the Municipality, more

especially since the Municipality is applying to be Accredited for Level 1 accreditation functions.

- **Insufficient infrastructure for housing development**: The current bulk infrastructure capacity is limited hence affecting the Mamello, The Grace and Savanna City Developments. Ageing infrastructure upgrades are a necessity in these areas. Without these Engineering Services, housing delivery is impossible.
- **Growth in informal housing and settlements:** Community surveys are conducted in the informal settlements, subject to budget availability or through the UISP. There has been growth in the informal households especially in the larger informal settlements such as Piel's Farm, Sicelo, Mamello, Khayelitsha and Boitumelo. There has also been an increase in backyard shacks specifically in Lakeside and Sicelo. The issue of informality increases the housing backlog resulting in the Municipality not being able to eradicate the housing backlog. Rental housing option is a necessity.
- **Limited basic services within informal settlements:** Majority of the informal settlements within the Midvaal jurisdiction are on privately owned land and this makes it difficult for the Municipality to provide permanent/cost effective basic services. Some informal settlements have access to limited basic services more especially sanitation and electrification. The informal settlements included in the GDHS UISP Business Plans is assisting the Municipality in providing better and improved interim services in 8 informal settlements (Piel's Farm, Sicelo, Mamello, Khayelitsha, Kwa Brown, Skansdam, Kromdraai and Boitumelo).
- **Restricted Disaster Management Assistance**: There is a lack of serviced sites, housing, or camps for the temporary relocation of families who encounter disasters. In addition, there is no funding available to the Municipality for disaster relief primarily in informal settlements. Public Safety & Roads Department and the Sedibeng District Municipality (SDM) supply limited, short-term, and unsustainable assistance to affected families. The Municipality needs to explore the possibilities of accessing the Disaster Relief Fund or any other funding for disaster relief purposes through the GDHS.
- **Illegal sale of subsidised Government houses:** Although the Housing Act clearly states that a person shall not sell or alienate from his or her dwelling or site within a period of eight (8) years from the date of occupation, beneficiaries are not complying with this clause and selling their fully subsidised houses illegally. The effect of this is that beneficiaries who sell their houses do so at a price below the market value, return to live in informal settlements, become non-qualifiers and have expectation of receiving further housing assistance from the Municipality, hence adding to the backlog. Community awareness campaigns are essential in this regard to educate beneficiaries of the effects of illegal sales.
- **Non-Accreditation of Housing Delivery Functions to Midvaal:** The GDHS is the implementation agent for housing delivery in the Municipality. The role of the Municipality in terms of the housing process is therefore limited. This prevents the Municipality from being able to intervene effectively in areas of housing delivery. The Municipality has submitted a formal housing accreditation Level 1 application to the GDHS and NDHS, engagements are ongoing to enable the Municipality to obtain the housing accreditation level 1 status.

- **Housing quality concerns**: While progress has been made in the delivery of low-cost housing, questions around quality remain. Quality concerns continue to be raised by community members more especially with the Sicelo Erf 78 Meyerton Farms project (phase 1). Relevant stakeholders need to have a mindset of adhering to all building standards.
- **Lack of Social amenities in Housing Developments:** With housing being the dire need for the eradication of informal settlements, it gets more priority resulting in inadequate land earmarked for social amenities such as schools, churches, clinics, and crèche. In certain instances, land earmarked for social amenities remain vacant years after completion of the houses. This can be because of uncoordinated Provincial and Local planning.

## Map 6: Dolomitic Areas in Midvaal



## 8.0 STRATEGIC FRAMEWORK

### 8.1 Housing Vision & Mission

#### 8.1.1 Vision

To plan, co-ordinate and facilitate the provision of human settlements linked with social facilities and job opportunities in an integrated, sustainable, and effective manner that responds to the housing needs of Midvaal residents.

#### 8.1.2 Mission

A municipality aimed at serving its community by providing adequate access to human settlements through effective partnerships with relevant stakeholders.

### 8.2 SWOT ANALYSIS

The table below indicates the strengths, weaknesses, opportunities and threats in terms of housing delivery:

**Table 24: SWOT Analysis**

| Strengths | Weaknesses |
|---|---|
| • Availability of a functional Human Settlements Section which forms part of the Development & Planning Department<br>• Land Invasion within the municipal area is under control and relevant municipal by- laws are in place to deal with non-compliance.<br>• Ward Land Invasion Committee (WLIC) established to assist in resolving issues pertaining to land invasion. | • Inadequate Municipal Housing Capacity – technical capacity within the Municipality is generally limited to fulfil its housing functions. Currently, there are only 2 staff to undertake all housing roles and functions.<br>• Insufficient bulk infrastructure in the Municipal area prohibits housing development.<br>• Dolomitic soil conditions in specific areas within the Municipality restricts and compromises housing development.<br>• Inadequate Consumer Education Awareness and Campaigns for housing beneficiaries. This results in beneficiaries being unclear about their roles and responsibilities as new homeowners. Also, the Town Planning and Building Control processes to be followed by beneficiaries in the extension of homes and establishment of businesses is uncertain. Enforcements to ensure compliance through Attorneys becomes an expensive exercise. |

| | |
|---|---|
| | • Uncertainty regarding how best to cater for the non-qualifiers of Government housing programmes within the area.<br>• Lack of proper co-ordination between the relevant municipal departments (e.g. |
| | Engineering, Social Services, Disaster Management, etc.)<br>• Limited job creation and skills development through housing projects. In most cases, only short-term jobs are created, and this does not fully address the unemployment issues.<br>• Non effective disaster management interventions resulting in a lack of improvement in the lives of those who are affected by natural disaster |
| **Opportunities** | **Threats** |
| • Build on a strong IGR between the various spheres of Government.<br>• Formation of stronger partnerships with private sector developers is a necessity.<br>• Increasing demand and acceptance for Rental/Social Housing to cater for medium-high income groups and non-qualifiers.<br>• Introduction of mixed income housing projects. This will ensure social integration and create vibrant communities.<br>• Plan for housing Accreditation Level 1 application to enable the Municipality to receive funding directly from National Treasury and take ownership of future housing developments | • Land invasion and illegal occupation of land and completed houses (RDPs, etc).<br>• Increasing demand for housing and migration due to urbanisation.<br>• Long administrative processes in the housing delivery chain causing project delays. These include delays in land acquisition and transfer, township establishment processes, environmental approvals, beneficiary registration and approvals, etc.<br>• Inadequate, affordable, and safe housing for all population could result in people immigrating from Midvaal to neighbouring Municipalities.<br>• Well-located land for housing development is scarce, and this can result in urban sprawl.<br>• Unavailability of funds and land for relocation of beneficiaries on dolomitic land.<br>• Job creation using Emerging Contractors/SMMEs has ensued in administrative overload and quality concerns for the Municipality |

## 8.3 HOUSING DEVELOPMENT OBJECTIVES & STRATEGIES

Taking the key housing issues and challenges highlighted in item 7.3 and the SWOT analysis into consideration, the following objectives and strategies are devised:

**Table 25: Housing Development Strategies and Objectives**

| Priority Housing Issue | Objectives | Strategies |
|---|---|---|
| Land availability and acquisition | • To identify adequate, well-located municipal owned land for housing development within the Urban Development Boundary (UDB)<br>• To ensure unutilised state-owned land within the municipal jurisdiction is donated and transferred to the Municipality for housing development as per the National housing programmes to address shortage of housing.<br>• To assist in resolving land acquisition challenges that arise between the GDHS and private landowners within Midvaal. | • Conduct land audit to have accurate information on land availability. This is however subject to budget availability.<br>• Establish a set of guidelines for assessing well-located land for housing development (e.g. locality, ease of access, infrastructure availability, etc.)<br>• Consult with the relevant Government Departments and institutions to ensure unutilised state-owned land is reserved and transferred to the Municipality for sustainable housing development.<br>• Approach the Housing Development Agency (HDA) to assist and fast track land acquisition processes and transfers between private landowners and the GDHS.<br>• Offer incentives (where possible) to private landowners to persuade them to sell their properties for housing developments |

| | | |
|---|---|---|
| Integrated Residential Development | • To facilitate and promote developments that offer various housing typologies to diverse income earners.<br>• To offer social and rental housing opportunities to increase revenue and assist “non-qualifiers” of fully or partially subsidised housing.<br>• To ensure housing developments integrate communities whilst at the same time providing the necessary social and economic<br>• activities.<br>To encourage Private Public Partnerships (PPP) for inclusion and<br>• community development<br>To formulate skills development programmes that addresses youth<br>• unemployment.<br>Promote the inclusion of local SMME’s and local labourers in housing<br>• developments.<br>To report, monitor and evaluate housing<br>• projects.<br>To promote the Green Building Policy guidelines as approved by Council. | • Identify the housing needs of residents within the Municipality.<br>• Promote the creation of sustainable human settlements. Assess the need for Rental and Social housing through community surveys or the National Housing Needs Register (NHNR) and provide opportunities based on the need and affordability.<br>Capacitate the Municipality to be able to deal with rent collection, construction quality standards and other related housing<br>• challenges.<br>Conduct an audit on the availability of<br>• infrastructure to support diverse housing typologies.<br>• Embrace forward planning for housing development. Assess available social facilities<br>• and determine future needs.<br>Provide incentives for PPPs.<br>• Develop policies that promote SMMEs & Youth development.<br>Define clear roles and responsibilities for each sphere of government regarding Monitoring and Evaluations (M&E)<br>• Participate in effective M&E of housing projects and assist the GDHS in dealing with challenges.<br>Adopt the Green Building Policy guidelines. |

| | | |
|---|---|---|
| Rapid Land Release Program (RLRP) | • To provide serviced stands to qualifying beneficiaries<br>• To provide security of tenure and title deeds to beneficiaries | • Conduct enumeration in applicable settlements and areas to source accurate information on households in need of the program.<br>• Develop a set of guidelines in terms of qualifying criteria.<br>• Assess available and required infrastructure for the programme and projects.<br>• Explore funding streams for the installation of services.<br>• Establish a Technical Team to deal with planning issues (relevant studies, layout plans, dolomite study, infrastructure assessment and installation, etc.)<br>• Establish a Project Steering Committee (PSC) to ensure community participation and success of the programme.<br>• Provide relocation assistance to households, subject to budget availability.<br>• Appoint Conveyancer for the transfer of title deeds |
| Eradication of Informal Settlements | • To monitor existing informal settlements<br>• To prevent the expansion of informal settlements or the formation of new informal settlements. | • Appoint service provider to patrol and monitor the municipal jurisdiction daily.<br>• Keep up to date information of informal settlement households.<br>• Link informal settlements and households to existing and future housing developments<br>• Form partnership with the GDHS, private developers and other relevant stakeholders for the implementation of housing programmes to eradicate backlog. |

| | | |
|---|---|---|
| Informal settlement and backyard upgrading | • Upgrade informal settlements on suitable municipal owned/state owned land (e.g. Sicelo Shiceka and Boitumelo) as per the UISP<br>• Relocate households on unsuitable land into formal housing projects.<br>• Support backyard accommodation as per the GDHS Backyard Rental Policy | • Keep an up-to-date informal settlement<br>• database.<br>Monitor the existing informal settlements.<br>• Ensure control measures are put in place to avoid expansion of informal settlements.<br>• Refer matters of non-compliance to the<br>• appointed<br>Attorneys, if necessary, for litigation.<br>Formulate an informal settlement plan.<br>Accommodate non-qualifiers by ensuring that serviced site is made available to them in this programme.<br>• Determine the status quo of backyard shacks.<br>• Support backyard rental projects as per the stipulated norms and standards.<br>• Address National Building Regulation (NBR) compliance issues, taking into consideration the GDHS Backyard Rental Policy<br>• Ensure the Building Control Section enforces compliance on backyard accommodation.<br>• Partner with the GDHS and other stakeholders for the successful implementation of this programme. |
| Infrastructure Development | • To ensure the provision of adequate and quality infrastructure to meet the needs of various housing programmes. To<br>• provide informal settlements with satisfactory basic services. | • Align housing developments with the Engineering Departments Infrastructure Master<br>• Plan.<br>Apply for adequate MIG funding to ensure the<br>• service level for engineering services is satisfactory. |

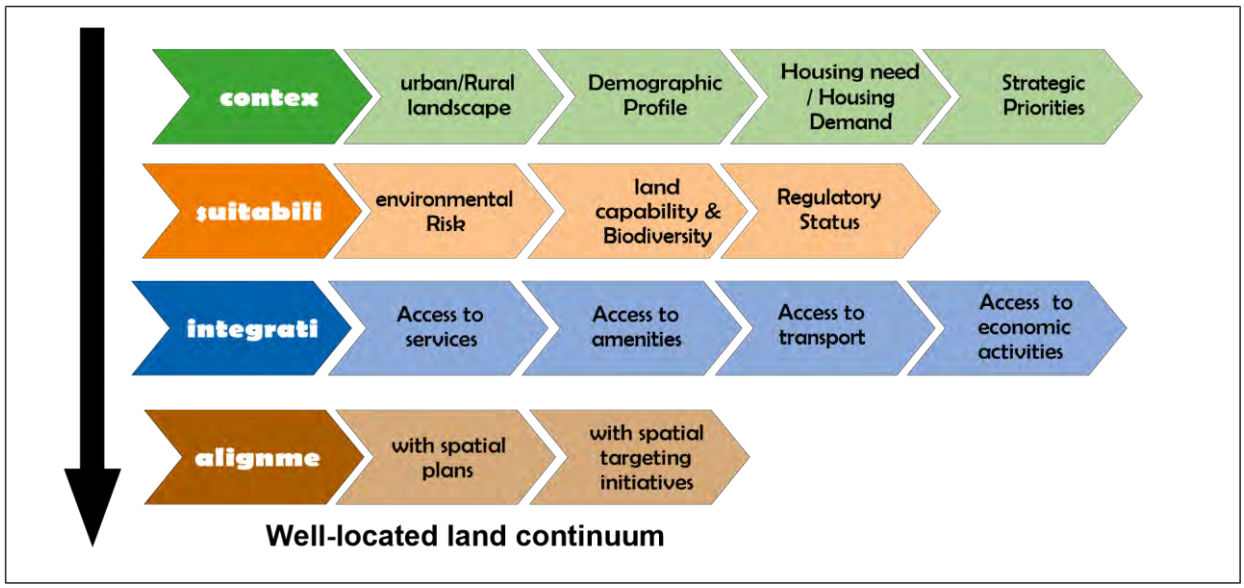
| | | |
|---|---|---|
| | | Explore alternative financial institutions.<br><br>• Implement prioritized projects in line with overall priority areas of housing project services |
| Institutional Arrangements Restructuring | • To ensure that the Development & Planning Department is capacitated to deliver on housing programmes.<br>• Apply for Level 1 Accreditation by end of 2025 and Level 2 Accreditation by 2027 | • Engage with the GDHS on the requirements to qualify for Accreditation and technical<br>• assistance available.<br>Strengthen the Development & Planning Department to enable it to meet the accreditation standards set by the NDHS.<br>• Fill in vacant positions and appoint additional key housing personnel (technical, property management, project management, etc.) to meet key deliverables.<br>• Identify skills gaps/training needs, funding required and implement the required programmes |
| Emergency Housing Assistance | • To provide emergency assistance to destitute households | • Assess disasters as and when they<br>• occur<br>• Engage with the GDHS on available funding.<br>Compile an Emergency Housing Guideline |

## 8.4 DEVELOPMENT PROPOSALS

### 8.4.1 Land availability and acquisition for housing development

The effective delivery of housing in Midvaal requires the identification and acquisition of well-located land. The process of identification is, however, played out in a contested space between both the public and private sector and land uses. Therefore, care must always be exercised. The Housing Development Agency (HDA) has developed land identification and assessment criteria as indicated below:

**Figure 1: Land identification and Assessment criteria**




The Municipality will ensure that land identified for housing development is evaluated taking the above criteria into account. The Municipality will consider the housing needs of beneficiaries and identify land that is closer to economic opportunities and with access to engineering services. Such land should be in-line with the Midvaal SDF's development focus areas. Furthermore, the integration of people is crucial in housing developments if apartheid planning is to be addressed, land for housing developments should therefore integrate people and not exempt marginalized people.

The Municipality will ensure that the Spatial Planning and Land Use Management Act (SPLUMA) 2013 (Act No 16 of 2013) development principles, namely, principle of spatial resilience, spatial sustainability, spatial justice, efficiency and good administration is taken into consideration in the identification of land for housing development as well as township establishment processes.

Given that Municipal owned land is inadequate, and land is affected by dolomitic soil conditions, the necessary steps need to be undertaken to ensure that suitable state-owned land (e.g. Public Works, Provincial Government, etc.) are identified to be donated or transferred to the Municipality for sustainable housing development. Consultation with the different spheres of Government is

essential. Land audits need to be conducted on state owned land within the jurisdiction to have accurate information regarding location, size, infrastructure available, geotechnical conditions, housing demand in the area, etc. Construction on dolomitic land should adhere to the Municipality's Dolomite Risk Management Policy.

In instances where housing developments are undertaken by private entities, the Municipality should undertake the necessary negotiations to ensure that a percentage of the project accommodates low-income earners as per the GDHS Inclusionary Housing Policy. Inclusionary housing is a form of planned mixed-income community where developers are incentivized or required to set aside a proportion of their building units, often 10%-20%, for low- or moderate-income households.

### 8.4.2 Promote mixed housing developments (Integrated Residential Development)

Mixed-income housing projects have a potential to transform the socio-spatial division in urban areas, contributing to the creation of compact inclusive cities where people of different incomes live in harmony and equally benefit from the social and economic opportunities available. In the Midvaal Municipality, there are greater opportunities for building a cohesive urban society.

To ensure that this is a success, the various housing needs of Midvaal residents need to be catered for. It is important for the Municipality to facilitate a diverse range of housing programmes that should include low-cost housing, social housing, Rental housing, FLISP and bonded houses, such as the Savanna City Development. Implementation agreements need to be signed between MLM and the GDHS to ensure the roles and responsibilities of each sphere of government is clearly defined. Further, this may mean that more Private and Public Partnerships need to be established to ensure mixed housing opportunities can be delivered.

Social and Rental housing is currently lacking in the Municipality. Such needs should be identified and recognised as these housing typologies can cater for the gap market. Community facilities (e.g. schools, clinics, parks, etc.) should be considered and accommodated for when approving such housing developments. Engagements with the necessary Provincial Departments (e.g. Department of Health, Department of Education, etc.) need to be undertaken to make certain that houses are not occupied by beneficiaries without the availability of schools, clinics, libraries, sports facilities and so forth.

Housing developments should also be linked to economic opportunities that will enable communities to sustain themselves on a long-term basis and contribute to increasing the Municipality's revenue base. The Municipality's LED programmes, capital projects and policies will play a major role in this regard.

### 8.4.3 Special Needs for Emergency Housing

There are various cases that renders communities homeless, and the National Housing Code identifies the following instances:

**a. Homelessness Through Extraordinary Circumstances (Reactive)**

This applies to a situation declared a disaster (possibly where initial steps have been taken under the Disaster Risk Management Act), or to situations that are not declared but have caused destitution. Extraordinary circumstances include the following:

- Floods
- Earthquakes
- Strong winds
- Sinkholes
- Severe rainstorms
- Disastrous industrial accidents
- Hail/snow.
- Evictions/house demolition
- Devastating fires
- Social/political unrest

**b. Households and Communities Living in Hazardous Conditions (Proactive)**

This applies to dangerous conditions and any condition that poses a threat to life, health, and safety that can be addressed through a housing intervention. Dangerous conditions include:

- Land or houses highly vulnerable to any of the risks outlined above (i.e. floods, strong winds, severe rainstorms, fires, living under power lines, and others)
- Dolomitic land (prone to sinkholes)
- Land under-mined at shallow depth
- Rectification of pre-1994 government housing (through the Rectification Programme)
- Threat of eviction from land or unsafe buildings/structures, or threat of demolition of structures
- Threat of dislocation due to civil conflict or unrest.

**c. Households and Communities Living in the way of Services or Proposed Services**

The following services apply:

- Water
- Power lines
- Sewerage
- Roads/railways
- Established reserves and
- In-situ (on-site) upgrades

The Emergency Housing Programme is provided for in the National Housing Code and the main objective of the programme is to provide temporary assistance in the form of secure access to land and/or basic municipal engineering services and/or shelter in a wide range of emergency situations of exceptional housing need through the allocation of grants to municipalities. Midvaal Municipality will explore the various assistance to be made available to affected communities as and when these incidents occur.

The Municipality will:

- Choose the appropriate emergency housing response.
- Assess and understand the emergency housing situation.
- Consider and apply the key principles of the programme (reducing vulnerability, restoring human dignity, etc.)
- Consider the trade-offs (transit camps, Temporary Relocation Area (TRAs), starter kits, etc.)
- Align the Emergency Housing Programmes with other programmes (UISP, IRDP, etc.)
- Look towards a permanent solution, where applicable.
- Apply and secure the emergency housing funding.
- Ensuring appropriate community engagement and participation
- Consider the livelihoods and vulnerability.

(*Application of the Emergency Housing Programme will only apply to informal settlements included in the approved HSP).

**Table 26: Application of the Emergency Housing Programme**

| Options for the use of the Policy | | | | |
|---|---|---|---|---|
| | **Policy reference** | **Situation Category** | **When to use** | **Considerations to be addressed by the intervention** |
| On-site assistance | 1.1 | Temporary on-site assistance.<br><br>No relocation required | Settlements devastated by fire or severe weather events (e.g. informal settlements)<br><br>The site of the emergency is suitable for future permanent development | • Reducing vulnerability<br><br>• Building method<br><br>• Materials to be used (materials offered must be the same for all beneficiaries)<br><br>• Permanent future solution on the site or on another site within an acceptable timeframe<br><br>• Community negotiation (partnerships with NGOs) |
| | 3.2 | Temporary onsite assistance.<br><br>Resettlement at a later stage to a 'permanent temporary settlement area' | Settlements devastated by fire or severe weather events (e.g. informal settlements)<br><br>The site of the emergency is not suitable for permanent settlement but is habitable on a temporary basis (i.e. absence of imminent threat to health and safety OR the hazards can be addressed/mitigated) | |
| Relocation with assistance | 1.2 | Relocation to a permanent location with assistance on a temporary basis | Settlements devastated by fires or severe weather events or eviction where land is uninhabitable (imminent threat to health and safety) and households must be resettled<br><br>Resettlement land is suitable for permanent housing development | • Length of stay on relocated or resettled site<br><br>• Key trade-offs including choices between on-site settlement or relocation, as well as between temporary or permanent relocation<br><br>• Key land use trade-offs |

| | | | | |
|---|---|---|---|---|
| | 1.3 | Temporary assistance through resettlement to an existing developed area | Settlements devastated by fires or severe weather events or eviction where emergency land is uninhabitable (imminent threat to health and safety) and people must be resettled<br><br>Resettlement land is suitable for permanent housing development.<br><br>Resettlement land is located within an existing developed area | • On-site assistance to be provided in conjunction with relocation (i.e. transit camps, Temporary Relocation Area (TRAs), starter kits)<br>• Length of time needed to provide accommodation (TRAs can take a long time to establish)<br>• Location of the site in relationship to key facilities, resources, and amenities<br>• Community engagement with all stakeholders including the receiving community<br>• Budgeting for maintenance of temporarily established areas |
| | **Policy reference** | **Situation category** | **When to use** | **Considerations to be addressed by the intervention** |
| Relocation with assistance (continued) | 3.1 | Assistance with relocation to temporary settlement area<br><br>To be relocated again, once a permanent housing solution is possible | When households are settled on land or in buildings that are temporarily or permanently uninhabitable for any reason<br><br>Settlements devastated by fires or severe weather events (e.g. informal settlements) | • Community engagement with all stake holders including the receiving community.<br>• Budgeting for maintenance of temporarily established areas.<br>• Maintenance of areas established under the Programme and long-term solutions for qualifiers and non-qualifiers. |

| | | | | |
|---|---|---|---|---|
| | 3.3 | Temporary assistance with resettlement to a 'permanent temporary settlement area' | Emergencies or evictions where households must be moved, and a suitable and available site does not exist for future development | • Destruction of livelihoods and fragmentation of social networks |
| Formal house repair or reconstruction | 3. 2 | Permanent formal housing to be repaired or rebuilt | When formal housing is destroyed or damaged (usually caused by fires or severe weather events) and the site is suitable for permanent settlement<br><br>This can only be used if the homeowner does not have insurance. Other stipulations apply | • Emergency housing is used an interim measure while housing is being relief is (alignment with disaster applicable)<br>ınd skills<br>• Contracting of local labor transfer<br>• Limitations on use of the Prog cases of formal house reconstru (cannot be applied to covers, those superstructure insurance, or thos secure tenure). Additionally, no r the project linked subsidy can b repair or reconstruct the dwellinç |

### 8.4.4 Housing Accreditation for the Municipality

For the Midvaal Local Municipality to deliver housing, the Municipality should seek to achieve Level 1 Accreditation by the end of 2025 and Level 2 Accreditation by 2027. With accreditation, the delegation of the housing functions from the GDHS to the Municipality will comprise of:

- **Level One Accreditation**: This includes beneficiary management, subsidy budget planning and allocation and priority programme management and administration.
- **Level Two Accreditation**: This comprises of Midvaal undertaking the full programme management and administration of all housing programmes together with the functions in the Level One Accreditation.

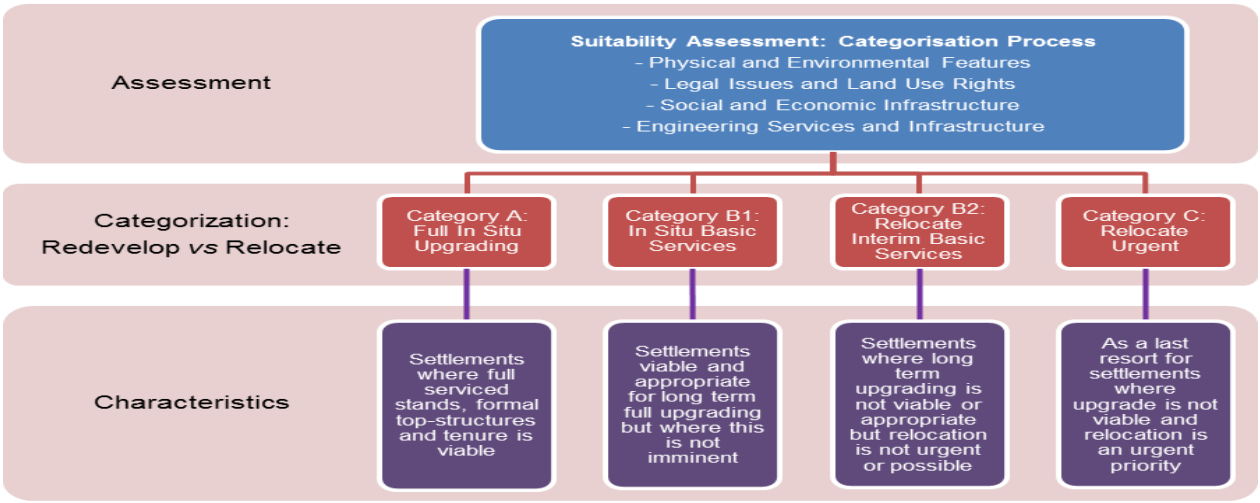
Accreditation will enable the Municipality to have control over the planning and administration of this HSP and to ensure the acceleration of human settlements developments whilst at the same time improving the quality of life of households residing in Midvaal.

The organogram of the Municipality's Human Settlements Section should be strengthened through the creation and filling of posts for project management and implementation (both technical and administrative) to enable the Municipality to meet the necessary accreditation standards as set by the NDHS. Similarly, training and skills development programmes should be provided to municipal officials to ensure housing functions are undertaken successfully.

### 8.4.5 Upgrading of Informal Settlements Programme (UISP)

The UISP is aimed at improving the living conditions of people residing in informal settlements (slums). The programme is designed to provide residents with the tools, infrastructure, and support needed to upgrade their living conditions and secure their rights. The Assessment and Categorisation of informal settlements in Midvaal will be undertaken as per the diagram below in the UISP Framework.

**Figure 2: Informal Settlements Categorization Model**



Currently, 8 informal settlements in the Midvaal Local Municipality are being considered for upgrading by the GDHS (implementing agent) as part of the UISP. The informal settlements included in the GDHS Business Plan and budgeted for include the following:

- Sicelo informal settlement (Category B2)
- Boitumelo informal settlement (Category B2)
- Kromdraai informal settlement (Category B2)
- Piels Farm informal settlement (Category B2)
- Mamello informal settlement (Category B2)
- Kwa Brown informal settlement (Category B2)
- Skansdam informal settlement. (Category B2)
- Khayelitsha informal settlement (Category B2/C)

Interim sanitation services in the 8 informal settlements mentioned above were previously inadequate. Through the engagements in the UISP platforms, the GDHS has appointed 4 service providers who have supplied 1541 chemical toilets to the 8 informal settlements (including maintenance) for a duration of 10 months. Municipality has been requested to make alternative arrangements to take over the provision of the services after the 10-month period. A more sustainable sanitation services is proposed for the Sicelo informal settlement, processes are underway.

6 Consultants have been appointed by the GDHS to undertake planning related activities for the 8 informal settlements included in the GDHS Business Plans. The scope of work for the appointed Consultants includes the following:

- Conduct all required feasibility studies to make proper determination of appropriate interventions / decisions like in-situ upgrading or relocation of informal settlements to suitable land.
- Conclusion of the Social Compact Contract
- Provision of Emergency Sanitation Services
- Development of an Upgrading/Relocation Plan
- Facilitate Land Acquisition, if required.
- Oversee Township Establishment, if required
- Design of Permanent Engineering Services
- Installation of permanent engineering services.
- Upgrading of the informal settlement.
- Support to all municipalities regarding the implementation of the Upgrading of Informal Settlements Programme (UISP).

Bi-weekly meetings are held with the GDHS on the status of UISP scope of work. A report will be presented to the Council on the recommendations from the UISP upgrading/relocation plans, prior to acceptance and implementation.

### 8.4.6 Upgrading of Backyard Shacks

There are several backyard shacks within Midvaal, more especially in townships such as Lakeside and Sicelo. This highlights the need for quality and affordable rental accommodation within the Municipal jurisdiction. Backyard rental is a means of increasing municipal revenue through the payment of rates, taxes, etc. and as means of accommodation to non-qualifiers of Government assisted housing programmes. In terms of strategies, an accurate database should be developed for backyard shacks within the Municipality. Communities need to be educated on the effects of increased backyard development and the impact on the available municipal services should be determined and upgraded, where applicable.

Minimum norms and standards in terms of the National Building Regulations (NBR) and South African National Standards (SANS) should be formulated by the Building Control Section on how best to accommodate backyard shacks. The Backyard Policy as compiled by the GDHS needs to be taken into consideration and backyard structures need to comply with the Municipal by-laws.

### 8.4.7 Densification

Future housing programmes should be aligned with the municipal Densification Policy. The future housing determination should be informed by availability of infrastructure (bulk water, sewer, and electricity), access to public transport systems, access to public and recreational facilities, employment opportunities and recreational facilities.

### 8.4.8 Implementation agreements

Implementation agreements refer to an agreement that the Municipality should enter into with various housing delivery institutions be it public or private partnerships. The agreement should spell out the housing delivery process, housing typology, housing specifications and systematic processes that need to be followed, roles and responsibilities of various stakeholders, terms of reference (TOR) of various committees to be established, expected delivery period, and committed budget. This will ensure that housing is delivered in accordance with scope, budget, and time.

### 8.4.9 Infrastructure Master Plan

An Infrastructure Master Plan that is aligned with municipal priority development areas should be formulated. This plan will serve as a guide to future housing developments and will outline the short, medium, and long-term infrastructure planning of the Municipality. The plan will thus have to inform when and where future housing developments should be undertaken. The Engineering Services Department has completed an Electricity, Roads and Storm-water master plan. The water and sanitation master plan is underway.

### 8.4.10 Urban Management Plan

An Urban Management Plan should inform how general urban management should be undertaken in the various housing development programmes. It should describe various urban management aspects of the development such as informal trading areas, development character, architecture,

street furniture, waste management, by-law enforcements and social amenities such as mobile clinics, libraries, etc. The plan will further provide guidelines on how public and common spaces should be managed.

### 8.4.11 Institutional Arrangements & Stakeholder Meetings

Each development comes with its own operational mechanisms, and the delivery of human settlements should not be seen as delivery of housing only but as articulated in the vision of the HSP should be seen as delivery of human settlements linked with the necessary facilities. It is therefore important to ensure that in planning for housing, there is a simultaneous process indicating how many public facilities will be required and the necessary budget. This means that there should be Stakeholder Engagements to ensure that there is parallel coordinated housing delivery process which also gives an indication of how and when the various facilities will be delivered.

It is crucial to give an indication of the human capital required to capacitate the Municipality where there is not enough staff compliment to ensure the successful implementation of housing that necessary arrangements are made. The housing delivery process should be coordinated from the onset with effective institutional management system which comprises of task teams, project steering committees and stakeholder engagement forums.

### 8.4.12 Social Services Master Plan

A Social Services Master Plan needs to be devised taking into consideration the lack of social services such as schools, clinics, cemeteries, community facilities, cemeteries and so forth in the Municipality. For the Municipality to ensure the provision of integrated human settlements, the Social Services Department needs to ensure social amenities are available to households. The Social Services Master Plan should be aligned with the municipal priority development areas as depicted in the SDF.

**9.0 IMPLEMENTATION PROGRAMME**

| Strategic Objective | Activity | Estimated Cost | Accountable Department | Time Frame |
|---|---|---|---|---|
| To identify adequate, well-located land for housing development and assist in resolving land acquisition challenges that arise between the GDHS and private landowners | • Liaise with the Finance Section for the conducting of land audits for housing development | No cost involved | Finance | 1 year |
| | • Devise a set of criteria to be used in classifying suitable and well-located land (e.g. geo-tech, availability of infrastructure/ engineering services, SDF compliance, etc.) | No cost involved | D&P & Engineering Services | 1 year |
| | • Secure land owned by State/SOEs (e.g. Rand Water, Eskom, Public works, etc.) for housing development through consultations and negotiations | No cost involved | D&P & Legal Services | 1 year |
| | • Facilitate (where necessary) the land acquisition processes between the GDHS and private owners | No cost involved | D&P & Legal Services | As and when required |
| Promote and facilitate the creation of mixed housing developments integrated with the job opportunities and social facilities. | • Identify the housing needs within the Municipality | No cost involved | D&P & GDHS | 1-2 years |
| | • Conduct an audit on the availability of infrastructure to support diverse housing typologies and affordability levels | To be determined | D&P & Engineering Services | 1-2 years |
| | • Embrace forward planning for housing development. | No cost involved. | D&P & Engineering Services | On an annual basis |

| Strategic Objective | Activity | Estimated Cost | Accountable Department | Time Frame |
|---|---|---|---|---|
| | • Develop implementation agreements which should be agreed upon between the GDHS, MLM and relevant Stakeholders preceding to the commencement of a project. | No cost involved | D&P & Legal Services &relevant Stakeholder Dept | As and when required |
| | • Report, monitor and evaluate housing construction and the installation of engineering services. | No cost involved | D&P & Engineering Services | As and when required |
| Promote Emergency Assistance Programme | Conduct assessment of the<br>• emergency/disaster<br>• Sign MOU with relevant department to access Disaster Relief Fund<br>• Compile an assistance plan | To be determined | D&P, SDM, Protection Services & Service Provider | 1-2 years |
| Informal settlement upgrading | • Develop an informal settlement database.<br>• Assess and formulate an informal settlement plan.<br>• Facilitate the implementation of informal settlements upgrading programme. This should be in-line with the National Housing Code | To be determined | D&P, GDHS & Engineering Services | 1-3 years |

| | | | | |
|---|---|---|---|---|
| Eradication of Informal Settlements | • Monitor informal settlements on a regular basis.<br>• Prevent the formation of new informal settlements.<br>• Link existing informal settlements to projects in the IDP | To be determined | D&P, GDHS & Engineering Services | Ongoing basis |
| Regulate backyard rental to provide affordable and quality rental accommodation. | • Establish an accurate database for all backyard shacks in MLM.<br>• Formulate minimum norms and building standards as well as the legislative framework to accommodate backyard shacks in MLM.<br>• Enforce municipal by-laws where necessary.<br>• Upgrade backyard shacks taking into consideration infrastructure availability, health issues and densities | To be determined | D&P, GDHS & Engineering Services | 1-3 years |
| Promote job opportunities in housing development (SMMEs & general labourers) and identify the training needs. | • Liaise with the GDHS and private developers to ensure sufficient job creation and skills transfer | No costs involved | D&P & GDHS | As and when required |
| | • Develop LED policies and programmes and identify funding for the required training and implement training programmes. | To be determined | D&P | 1-2 years |

| | | | | |
|---|---|---|---|---|
| Capacitate the Department (technical and admin) to ensure staff can undertake housing development functions | • Devise a realistic organogram for the Department to enable the unit to function properly and ensure project management | To be determined | D&P & HR | 1-3 years |
| | • Advertise and appoint adequate staff | To be determined | D&P & HR | |
| | • Provide the necessary training (property management, beneficiary registration, project management, etc.) for current and new staff to enable them perform tasks required | To be determined | D&P & HR | |
| Develop HSP with a clear Housing Vision and Mission | • Draft HSP with strategies and objectives<br>• Align the HSP with the Municipality's IDP & SDF and other relevant National and Provincial policies and plans | No cost involved | D&P | May 2026 |
| | • Workshop (Public Participation) the HSP | No cost involved | D&P | |

| | | | | |
|---|---|---|---|---|
| Attain Accreditation Level 1 and 2 | • Engage with the GDHS on the Accreditation requirements and functions.<br>• Compile and submit the necessary business plans to the NDHS.<br>• Request approval for accreditation from the NDHS<br>• Determine the accreditation roles and responsibilities required from the Municipality.<br>• Provide the necessary skills and training regarding beneficiary management, subsidy budget planning and allocation, housing programme management | To be determined | D&P & GDHS | 1-4 years |
| Rapid Land Release Programme (Boitumelo & Sicelo) | • Identify land for the RLRL as per the policy.<br>• Undertake the necessary studies (Geotech/Flood line) and planning (Rezoning/Layout Plan, etc.<br>• Source funding for the installation of permanent engineering services | To be determined | D&P, Engineering Services & GDHS | 1-3 years |

## 10. CONCLUSION

Although Midvaal Local Municipality is currently not accredited to implement or carry out housing developments, the Municipality has a responsibility to ensure residents within its jurisdiction have access to adequate housing. This is done through the planning, co-ordinating and facilitation of housing development in partnership with the GDHS, private developers and other relevant stakeholders.

The Midvaal HSP aims to assist the Municipality in undertaking its housing roles and in ensuring that appropriate housing typologies are undertaken in the Municipal area. The HSP, like the Integrated Development Plan (IDP) will be reviewed on an annual basis to accommodate new projects, update current projects information, align with National and Provincial programmes and plans.

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Upgrading of Informal Settlements Programme (UISP)

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure I: Integrated Waste Management Plan (2021-2026)

**C 2592/06/2021**
**SMC A/5566/06/2021**

## 9.A.16 [COMM]: INTERGRATED WASTE MANAGEMENT PLAN

**10/3/3/5**

**COMPETENCY: COUNCIL**

**RESOLVED**

1. That the Integrated Waste Management Plan (IWMP), attached to the report as Annexure "A", be approved.

2. That the waste management objectives for the next 5 years, be approved as follows:

   - Effective waste information management and reporting
   - Improved waste education and awareness
   - Improved institutional functioning, financial management and capacity
   - Provision of efficient and financially viable waste management services
   - Increased waste minimisation and recycling
   - Improved compliance and enforcement
   - Improved future planning

GAUTENG
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

**Member of the Executive Council (MEC)**
ECONOMIC DEVELOPMENT | AGRICULTURE, ENVIRONMENT & RURAL DEVELOPMENT

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**Ald. Peter Teixera**
**Executive Mayor: Midvaal Local Municipality**
**P.O. Box 9**
**Meyerton**
**1960**

PER EMAIL: Janetta@midvaal.gov.za

Dear Executive Mayor

**ENDORSEMENT OF THE MIDVAAL LOCAL MUNICIPALITY INTEGRATED WASTE MANAGEMENT PLAN (IWMP)**

I, Mpho Parks Tau, in my capacity as a Member of the Executive Council of the Gauteng Province responsible for Environmental Affairs, do hereby endorse the Midvaal Local Municipality Integrated Waste Management Plan, 2021 - 2026 (Reference number GE39053) in terms of Section 11(4)(b)(iii) of the National Environmental Management: Waste Act, 2008 (as amended).

Yours sincerely,

Mr. Parks Tau (MPL)
**MEMBER OF THE EXECUTIVE COUNCIL (MEC)**
**ECONOMIC DEVELOPMENT, AGRICULTURE, ENVIRONMENT AND RURAL DEVELOPMENT**
**DATE:** 8/9/2022

COPIES TO: EXECUTIVE DIRECTOR: COMMUNITY SERVICES
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Midvaal Local Municipality

# Midvaal Local Municipality
# Integrated Waste Management Plan
# 3rd Generation
# 2021 - 2026

**FINAL**

GIBB Reference: GE39053

*15 July 2021*



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# Midvaal Local Municipality Integrated Waste Management Plan
# FINAL
# CONTENTS


| Chapter | Description | Page |
|---|---|---|
| Contact Information | | iv |
| Revision Status | | iv |
| Distribution List | | v |
| Abbreviations / Acronyms / Definitions | | v |
| Appendices | | vi |
| List of Figures | | vi |
| List of Tables | | viii |
| 1 | Introduction | 1 |
| | 1.1 Definition of Waste | 1 |
| | 1.2 Contents of an IWMP | 2 |
| | 1.3 History of Integrated Waste Management Plans in the Midvaal Local Municipality | 3 |
| | 1.4 Objectives of an Integrated Waste Management Plan | 3 |
| | 1.5 Integrated Waste Management Plan Development Process | 4 |
| | 1.6 Scope of the Integrated Waste Management Plan | 5 |
| | 1.7 Context of Roles and Responsibilities | 6 |
| | 1.8 Alignment with other Strategic Plans | 7 |
| 2 | Approach and Methodology | 15 |
| | 2.1 Legislated Requirements for Integrated Waste Management Plans | 15 |
| | 2.2 Methodology | 15 |
| | 2.3 Assumptions and Limitations | 18 |
| 3 | Legal Requirements Overview | 19 |

3.1 South African Legislation 19
3.2 International Legislation 20
3.3 Key Changes to Legislation since 2013 21
4 Waste Management Performance Review 22
4.1 Implementation of 2013 Integrated Waste Management Plan 22
4.2 Progress towards Compliance with National Waste Management Strategy Goals 32
5 Situation Analysis 34
5.1 Scope and Purpose of the Situation Analysis 34
5.2 Demographics 35
5.3 Type of Housing and Access to Services 36
5.4 Local Economy 38
5.5 Waste Profile 40
5.6 Waste Generation 48
5.7 Future Waste Generation 52
5.8 Waste Information Systems 53
5.9 Health Care Risk Waste 54
5.10 Waste Services 55
5.11 Waste Recycling 57
5.12 Management of Hazardous Waste 58
5.13 Organic Waste Management 58
5.14 Waste Management Facilities 58
5.15 Landfill site airspace concerns 78
5.16 Other Waste Management Services 80
5.17 Complaints 84
5.18 Compliance Notices 84
5.19 Waste Management Fleet 84
5.20 Waste Management By-Laws 86

5.21 Institutional Management 87
5.22 Financial Management 90
5.23 Waste Employee Interviews 97
6 Gap and Needs Assessment 99
6.1 Gaps and Needs Identified in 2013 IWMP 99
6.2 Gaps and Needs Identified in 2021 103
7 Goals, Objectives and Assessment of Alternatives 113
7.1 Goals for Midvaal Local Municipality 113
7.2 Alignment with National and Provincial Waste Management Goals 114
7.3 Objectives and Assessment of Alternatives 115
8 Implementation Plan 122
9 Monitoring 131
10 References 132
*Introduction* 135
International conventions 135
South African Legislation 138
National Policies and Guidelines 151
Local Strategy and Policies 160
Document Control and Disclaimer 170

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# Revision Status

| Rev No. | Issue Date | # Pages | Revision Description | Prepared By | Reviewed By | Approved By |
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| 06 | 15/07/2021 | 183 | Final IWMP | Ian Malloy | Kate Flood | Walter Fyvie |

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# Abbreviations / Acronyms / Definitions

| | |
|---|---|
| BKB | Bontle Ke Botho |
| CCA | Chromated copper arsenate |
| C&DW | Construction and demolition waste |
| DEFF | Department of Environment, Forestry and Fisheries (formerly Department of Environmental Affairs (DEA)) |
| DM | District Municipality |
| DOH | Department of Health |
| DoE | Department of Education |
| DWS | Department of Water and Sanitation (formerly Department of Water Affairs (DWA) |
| ECA | Environment Conservation Act (73 of 1989) |
| EPWP | Expanded Public Works Programme |
| eWASA | e-Waste Association of South Africa |
| FBRR | Free Basic Refuse Removal |
| GDARD | Gauteng Department of Agriculture and Rural Development |
| GDPR | Gross Domestic Product per Region |
| GIWMP | Gauteng Integrated Waste Management Plan |
| GSDF | Gauteng Spatial Development Framework |
| GWIS | Gauteng Waste Management Information System |
| HCRW | Health Care Risk Waste |
| HHW | Household Hazardous Waste |
| HWMP | Hazardous Waste Management Plan |
| IDP | Integrated Development Plan |
| IT | Information Technology |
| IWM | Integrated Waste Management |
| IWMP | Integrated Waste Management Plan. |
| LAs | Local Authorities (Local and District level authorities) |
| LM | Local Municipality |
| MEC | Member of Executive Council |
| MLM | Midvaal Local Municipality |
| MIIU | Municipal Infrastructure Investment Unit |
| MRF | Material Recovery Faciliity |
| NEMA | National Environmental Management Act |
| NEMWA | National Environmental Management: Waste Act (59 of 2008) |

| | |
|---|---|
| NWMS | National Waste Management Strategy |
| OHSA | Occupational Health and Safety Act (85 of 1993) |
| PCBs | Polychlorinated Biphenyls |
| PE-HD | Polyethylene high density |
| PE-LD- | Polyethylene low density |
| PET | Polyethylene Terephthalate |
| POP(s) | Persistent Organic Pollutant(s) |
| PP | Polypropylene |
| PS | Polystyrene |
| PSC | Project Steering Committee |
| PVC | Polyvinyl Chloride |
| RDP | Reconstruction and Development Programme |
| ROSE | Recycling Oil Saves the Environment |
| RSA | Republic of South Africa |
| S@S | Separation at Source |
| SABS | South African Bureu of Standards |
| SANBI | South African National Biodiversity Institute |
| SAWIC | South African Waste Information Centre |
| SAWIS | South African Waste Information System |
| SDM | Sedibeng District Municipality |
| SIDA | Swedish International Development Coorporation Agency |
| STATSA | Statistics South Africa |
| UN | United Nations |
| WHO | World Health Organisation |
| WIS | Waste Information System |
| WMCO(s) | Waste Management Control Officer(s) |
| WMO(s) | Waste Management Officer(s) |
| WWTW | Waste Water Treatment Works |

# *Appendices*

Appendix A: Waste Legislation
Appendix B: Summary of Funding Agencies Applicable to Waste Management Legislation
Appendix C: Public Participation Process
Appendix D: Midvaal Local Municipality Council Resolution to approve the 2021 IWMP

# *List of Figures*

Figure 1: The waste hierarchy as per the National Waste Management Strategy (DEFF, 2020)..... 4
Figure 2: IWMP planning phases as per the Guideline for the Development of Integrated Waste Management Plans (DEA)..... 4
Figure 3: Midvaal local municipality jurisdictional area..... 5
Figure 4: IWMP planning phases – situation analysis..... 34
Figure 5: Ethic profile..... 35
Figure 6: Houses by type of dwelling..... 36
Figure 7: RDP/ government subsidy status of households..... 36
Figure 8: Access to safe drinking water..... 36
Figure 9: Access of households to the internet..... 37
Figure 10: The economic activity by sector for the Midvaal Local Municipality (IDP 2014 - 2019)..... 39

Figure 11: Waste characterisation results – low income households..... 44

Figure 12: Waste characterisation results – high income households..... 44

Figure 13: Waste characterisation results – combined households ..... 45

Figure 14: A: Bins used to sort different waste types, B: waste sorting, C&D: low income area waste collection, E&F: high income area waste collection..... 46

Figure 15: Photo A: Glass igloos for glass recycling in Blackwood transfer station, B: glass igloo for glass recycling in Galloway transfer station. ..... 57

Figure 16: Waste management facilities in the MLM area ..... 59

Figure 17: Blackwood transfer station (source, google earth satellite imagery, accessed on 12 March 2020)..... 60

Figure 18: Photographs of Blackwood transfer station. Photo A: Signage along the site entrance. Photo B: glass igloos for glass recycling. Photo C: damaged western boundary fence. Photo D: illegally dumping of hazardous waste noted on site. Photo E: guard house, Photo F: ablution facility, Photo G: unchipped garden waste noted on site..... 62

Figure 19: Satellite image of Galloway transfer station (data source: Google Earth, accessed on 12 March 2020) ..... 63

Figure 20: Photographs of the Galloway transfer station. Photo A: Signage. Photo B: skip bins on site and vacant land that is currently not utilised. Photo C: glass igloos for glass recycling is currently full and more glass bottles noted adjacent to the bin. Photo D: mixing of garden and general waste noted. Un-chipped garden waste in the skip bin, Photo F: guard house with ablution facilities. ..... 65

Figure 21: Satellite image of Klip Rivier transfer station (data source: Google Earth, accessed on 12 March 2020) ..... 65

Figure 22: Photo A: Sign boards, Photo B: guard house with ablution facilities, bulky waste and garden waste. Photo C: truck with a back haul for off-loading waste. Photo D: full skip containers, E: ramp where skips are located for dumping, F: mixed garden and general refuse, G: pit toilet that was in use before the site was refurbished..... 67

Figure 23: Photo A: Guard house. Photo B: TLB and a bull dozer both not operational noted on site. Photo C: brick building with site office, staff eating area, change room and ablution facilities. Photo D: skip truck entering facility. Photo E: informal recycling noted on site. Photo F: uncovered waste. Photo G: Height of the waste body. Photo H: Tyres noted on site. Photo I: Informal glass recycling noted. Photo J: Informal PET recycling. Photo K: pedestrian gate in the southern boundary of the site ..... 71

Figure 24: Walkerville landfill site (data source: Google Earth, accessed on 03/12/2005) ..... 72

Figure 25: Photo A. Uncovered waste noted. Photo B: steep waste body. Photo C: incoming building rubble used as cover material. Photo D: incoming building rubble dumped in wet cell. Photo E: stormwater channel. Photo F: exposed waste at the edge of the waste body. Photo G: A prefabricated weighbridge kiosk on site. Photo H: informal recycling occurring on site. Photo I: scavenging occurring on site. Photo J: non-operational bulldozer on site. ..... 75

Figure 26: Satellite image of Vaal Marina landfill site, (data source: Google Earth, accessed on 12 May 2020)..... 75

Figure 27: Photo A: Visual impact of site, B: clearing of waste on site, Photos C & D: recyclable material recovered by informal re-claimers on site, Photos E: quarry where cover material is mined from is also used as a wet weather cell. Photo G: powerline traversing the site. Photo H: water

ponding noted in the wet weather cell. Photo I: TLB in use on site. Photo J: PET recycled from site. Photo K: damaged south western boundary of the fence. ..... 78

Figure 28: Temporary skips site ..... 81

Figure 29: Street bins ..... 81

Figure 30: Illegal dumping hotspots in MLM ..... 83

Figure 31: Photo A: Branded compactor truck. Photo B: un-branded compactor truck. Photo C: skip truck. Photo D: other waste collection trucks ..... 86

Figure 32: Organisational Structure – Community Services – Waste Management (2019 – 2020)..... 88

Figure 33: Organisational Structure – Community Services – Waste Management (2018 – 2019)..... 89

Figure 34: Organisational Structure – Community Services – Waste Management (2018 – 2019)..... 89

Figure 35: Organisational Structure – Community Services – Waste Management (SC) (2019 - 2020)90

Figure 36: IWMP planning phases as per the Guideline for the Development of Integrated Waste Management Plans (DEA) ..... 131

Figure 37: Tear sheet of Midvaal LM IWMP PPP advert in the North Ster newspaper ..... 165

Figure 38: Midvaal Municipality IWMP PPP advert placed on the Midvaal Municipality Facebook page ..... 166

Figure 39: Midvaal Municipality IWMP PPP advert placed on the Midvaal Municipality Twitter page ..... 167

Figure 40: Midvaal Municipality IWMP report placed on the Midvaal Municipality's website..... 168

Figure 41: Midvaal Municipality IWMP report available from the link on Midvaal Municipality's website ..... 168

Figure 42: The Midvaal Local Municipality Council resolution to approve the 2021 IWMP..... 169

# *List of Tables*

Table 1: The Waste Act Requirements for an Integrated Waste Management Plan 2

Table 2: Midvaal local municipality largest towns/ settlements (Stats SA, 2011) 6

Table 3: Summary of 2020 NWMS Goals 7

Table 4: Gauteng IWMP 2018-2023 Goals and Objectives 10

Table 5: Goals for the MLM extracted from the 2013 Sedibeng District Municipality IWMP 12

Table 6: Facility inspections undertaken as part of this IWMP 16

Table 7: Stakeholders engaged during the review of this IWMP 16

Table 8: Project Steering Committee Members **Error! Bookmark not defined.**

Table 9: Presentations and Workshops undertaken during the review of this IWMP 17

Table 10: Key South African waste legislation 19

Table 11: Key international legislation 20

Table 12: Key Changes to Legislation 21

Table 13: Project Status 23

Table 14: Implementation status of the 2013 IWMP targets 24
Table 15 : 2011 National Waste Management Strategy Objectives 32
Table 16: Population profile 35
Table 17: Language profile 35
Table 18: Household profile (CS, 2016 and Census 2011) 35
Table 19: Education profile (Highest level of education for population aged 20 years and older, CS 2016) 35
Table 20: Access to toilet facilities 36
Table 21: Type of energy used for different household activities 37
Table 22: Households access to refuse services 37
Table 23: Employment status is those aged 15 – 64 (Census 2011) 38
Table 24: Average household income (Census 2011) 38
Table 25: Local municipalities of the Sedibeng District Municipality contributions to the GDP and the average annual economic growth rate (Midvaal IDP, 2014 – 2019) 38
Table 26: Categories of waste weighed and sorted 40
Table 27: Domestic waste stream composition (Results as % of waste stream by weight) 42
Table 28: Waste characterisation results summary 43
Table 29: Description of different categories of plastics 48
Table 30: Plastic characterisation results 48
Table 31: Domestic waste disposal records (tonnes) for the MLM (January 2019 – December 2020, data source GDARD, GWIS sourced 19/02/2021) 49
Table 32: Theoretical calculation of domestic waste produced in the MLM 50
Table 33: Summary of commercial and industrial waste disposal in MLM from 2015 - 2019 (source: SAWIC, accessed 02/03/2020) 51
Table 34: Summary of hazardous waste generated in the MLM that was disposed from 2015 to 2019 (data source - SAWIC; 02/03/2020) 51
Table 35: Summary of hazardous waste disposal in MLM in 2017 - 2019 (data source – SAWIC; 02/03/2020) 52
Table 36: MLM waste profile in 2019 (source: SAWIS, accessed on 16/03/2020) 52
Table 37: Future domestic annual waste generation rates based on projected population growth rate of 3.2% per annum 53
Table 38: SAWIC waste disposal records for MLM (data source, SAWIC, accessed on 09/01/2020) 53
Table 39: Monthly tonnes of general waste treated, landfilled or recycled from 2015 - 2020 (data source, GWIS, accessed 01/03/2021) 54
Table 40: Monthly tonnes of Hazardous waste treated, landfilled or recycled during 2016 – 2020 (data source, GWIS, accessed 01/03/2021) 54
Table 41: Waste collection services in the MLM (data source Stats SA Census 2011 and Community Survey 2016 55
Table 42: Number of households per waste service (data source Community Survey 2016) 55

Table 43: Midvaal weekly waste collection service 56
Table 44: Midvaal weekly waste collection service 56
Table 45: Summary of waste management facilities in the MLM area 58
Table 46: Blackwood street refuse transfer station landfill site profile 60
Table 47: Galloway Street Refuse Transfer station profile 63
Table 48: Klip Rivier refuse transfer station profile 65
Table 49: Henley on Klip landfill site profile 68
Table 50: Walkerville landfill site profile 72
Table 51: Vaal Marina landfill site profile 75
Table 52: Landfill site details 78
Table 53: Constraints for siting of a landfill site 79
Table 54: Fleet replacement guide by vehicle type 84
Table 55: Waste management fleet 84
Table 56: Waste management organogram 87
Table 57: MLM domestic waste tariff history (per unit) excl. VAT 90
Table 58: Comparison of the domestic waste collection tariff for households in the Midvaal, Emfuleni and Leside local municipalities 91
Table 59: Budgeted and Actual Income and Expenditure for the waste collection services for the 2017/18 financial year 92
Table 60: Budgeted and Actual Income and Expenditure for the waste collection services for the 2018/19 financial year 93
Table 61: Budgeted Income and Expenditure for the for the waste collection service for the 2019/20 financial year 94
Table 62: Summary of the Actual Income and Expenditure for the MLM from the 2016/17 – 2018/19 financial years 96
Table 63: Budget and Expenditure for the management of the landfill sites for the 2018/19 financial year 96
Table 64: Budget and Expenditure for the management of the landfill sites for the 2019/20 financial year 97
Table 65: Comments/ concerns raised through MLM employees interviews 97
Table 66: Gaps identified in the 2013 IWMP (2013) 99
Table 67: Waste management gap and needs 104
Table 68: Waste diversion targets 110
Table 69: Recyclable waste available in the domestic waste stream 110
Table 70: Meyerton Separation at Source Programme Case Study 111
Table 71: Possible waste diversion from landfill in the MLM 112
Table 72: Examples of Goals, Objectives and Target terminology. 113
Table 73: Alignment of MLM Goals with National and Provincial Goals 114

Table 74: MLM waste management objectives and assessment of alternatives 115
Table 75: Implementation Plan 122
Table 76: Details of funding agents 161

# 1 Introduction

The Midvaal Local Municipality (MLM) is required to develop an Integrated Waste Management Plan (IWMP) as per the requirements of the National Environmental Management Waste Act (59 of 2008) as amended (hereafter referred to as the Waste Act). The IWMP must be endorsed by the Provincial department, Gauteng Department of Agriculture and Rural Development (GDARD), and then incorporated into the municipal IDP.

In terms of the Municipal Systems Act, a municipality must give effect to the provisions of section 152(1) and 153 of the Constitution and must:

- Give priority to the basic needs of the local community
- Promote the development of the local community
- Ensure that all members of the local community have access to at least the minimum level of available resources and the improvement of standards of quality over time.

GIBB Pty Ltd (hereafter referred to as GIBB) has been appointed for the revision of the MLM IWMP.

## 1.1 Definition of Waste

The Waste Act defines waste as follows:

a) any substance, material or object, that is unwanted, rejected, abandoned, discarded or disposed of, or that is intended or required to be discarded or disposed of, by the holder of that substance, material or object, whether or not such substance, material or object can be re-used, recycled or recovered and includes all wastes as defined in Schedule 3 to this Act; or

b) any other substance, material or object that is not included in Schedule 3 that may be defined as a waste by the Minister by notice in the Gazette, but any waste or portion of waste, referred to in paragraphs (a) and (b), ceases to be a waste—

   i. once an application for its re-use, recycling or recovery has been approved or, after such approval, once it is, or has been re-used, recycled or recovered;

   ii. where approval is not required, once a waste is, or has been re-used, recycled or recovered;

   iii. where the Minister has, in terms of section 74, exempted any waste or a portion of waste generated by a particular process from the definition of waste; or

   iv. where the Minister has, in the prescribed manner, excluded any waste stream or a portion of a waste stream from the definition of waste.

## 1.2 Contents of an IWMP

The Waste Act outlines the minimum requirements for an IWMP. These requirements have been included in the table below along with a description of how this requirement has been met and details of where in this report that relevant information is located.

**Table 1: The Waste Act Requirements for an Integrated Waste Management Plan**

| Waste Act section no. | Requirement | Section in the IWMP |
|---|---|---|
| 12(1)(a) | Contain a situation analysis that includes: | |
| 12(1)(a)(i) | A description of the population and development profiles of the area to which the plan related | Section 5.2 Demographics |
| 12(1)(a)(ii) | An assessment of the quantities and types of waste that are generated in the area | Section 5.5 Waste Profile<br>Section 5.6 Waste Generation<br>Section 5.8 Waste Information Systems<br>Section 5.9 Health Care Risk Waste |
| 12(1)(a)(iii) | A description of the services that are provided , or that are available for the collection, minimisation, re-use, recycling and recovery, treatment and disposal of waste | Section 5.10 Waste Services<br>Section 5.11 Waste Recycling<br>Section 5.12 Management of Hazardous Waste<br>Section 5.13 Organic Waste Management |
| 12(1)(a)(iv) | The number of persons in the area who are not receiving waste collection services | Section 5.2 Demographics<br>Section 5.11 Waste Services |
| 12(1)(b) | Within the domain of the municipality, set out how that municipality intends to: | |
| 12(1)(b)(i) | To give effect, in respect of waste management, to chapter 3 of the National Environmental Management Act | Section 7 Goals, Objectives and Assessment of Alternatives<br>Section 8 Implementation Plan |
| 12(1)(b)(ii) | To give effect to the objectives of this Act | |
| 12(1)(b)(iii) | To identify and address the negative impacts of poor waste management practise on health and the environment | Section 5.10 Waste Services<br>Section 6 Gap and Needs Assessment |
| 12(1)(b)(iv) | To provide for the implementation of waste minimisation, re-use, recycling and recovery targets and initiatives | Section 6 Gap and Needs Assessment<br>Section 7 Goals, Objectives and Assessment of Alternatives<br>Section 8 Implementation Plan |
| 12(1)(b)(v) | In the case of a municipal IWMP, to address the delivery of waste management services to residential premises | Section 6 Gap and Needs Assessment |
| 12(1)(b)(vi) | To implement the Republic's obligations in respect of relevant international agreements | Section 3.2 |
| 12(1)(b)(vii) | To give effect to best environmental practice in respect of waste management | Section 6 – 8 |
| 12(1)(e) | Establish targets for the collection, minimisation, re-use and recycling of waste | Section 7 Objectives and Targets |
| 12(1)(f) | Set out the approach of the municipality for the planning of any new facilities for disposal and decommissioning of existing waste disposal facilities | Section 7 Goals, Objectives and Assessment of Alternatives<br>Section 8 Implementation Plan |
| 12(1)(g) | Indicate the financial resources required to give effect to the plan | Section 8 Implementation Plan<br>Appendix B: Summary of Funding Agencies Applicable to Waste Management Legislation |
| 12(1)(h) | Describe how the municipality intends to | Section 8 Implementation Plan |

| Waste Act section no. | Requirement | Section in the IWMP |
|---|---|---|
| | give effect to its IWMP | |
| 12(1)(i) | Comply with requirements prescribed by the Minister | Section 2 and Section 3.1 |

## 1.3 History of Integrated Waste Management Plans in the Midvaal Local Municipality

This is the third generation IWMP for the MLM and this plan will cover the period 2021 – 2026. The first generation IWMP for MLM was developed in 2005 and was subsequently revised in 2013. An IWMP is typically revised every 5 years parallel to the municipal IDP planning process, and to take into cognisance changes in the status quo of waste management and changes in legislation and guidelines related to waste management.

The development of this IWMP is currently out of sync with the MLM IDP cycles. The current MLM IDP covers the period 2014 - 2019. The IDP is however reviewed on an annual basis and all the projects listed in the implementation plan of this IWMP should be included in the next annual review of the IDP to ensure budget is allocated for the implementation of these projects.

## 1.4 Objectives of an Integrated Waste Management Plan

The aim of an IWMP is to determine the status quo of waste management and identify measures to improve waste management in the municipality. The objective of this IWMP is to present a vision of waste management in the MLM. The majority of the projects identified in this IWMP will be conducted over a five-year timeframe, however some longer term projects have also been identified.

The National Waste Management Strategy of 2020 (NWMS) identifies the primary objective of integrated waste management planning as being to ensure that: “all South Africans live in clean communities with waste services that are well managed and financially sustainable” by

- recognising and addressing the different circumstance and waste management challenges,
- shifting the focus of municipal services from collection and disposal to separation at source and waste beneficiation,
- developing and implementing flexible service delivery approaches that incorporates the informal sector while addressing the local needs,
- guiding public investment and partnerships with the private sector in waste management infrastructure and projects, and
- ensuring that the delivery of waste services contributes to sustainable development.

The NWMS also presents the waste management hierarchy (presented in figure 1 below) which outlines the preferred methods for management of waste.

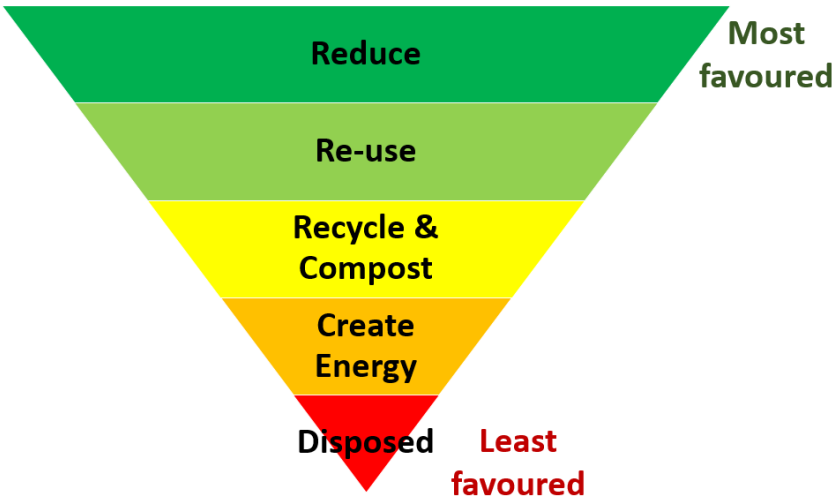



**Figure 1: The waste hierarchy as per the National Waste Management Strategy (DEFF, 2020)**

The goals and targets of the 2020 NWMS were reviewed and incorporated into this IWMP. The goals and targets as well as the implementation plan for the MLM IWMP will be aligned to meet the goals and targets proposed in the 2020 NWMS for local municipalities.

## 1.5 Integrated Waste Management Plan Development Process

In addition to the Waste Act, the Department of Environment Affairs (DEA) Guideline for the Development of Integrated Waste Management Plans (IWMPs) was considered when developing this IWMP. This guideline outlines the following planning process.

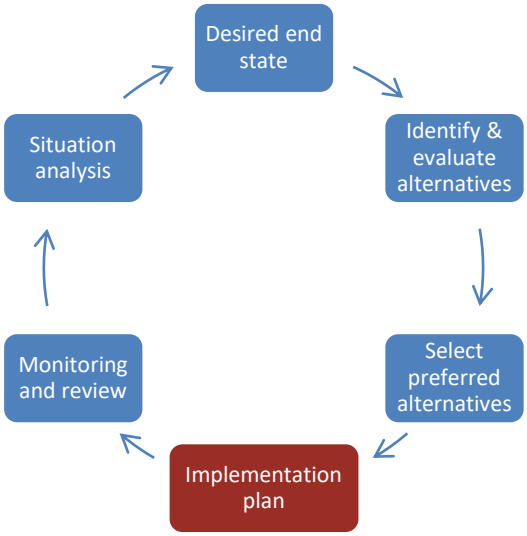



**Figure 2: IWMP planning phases as per the Guideline for the Development of Integrated Waste Management Plans (DEA)**

## 1.6 Scope of the Integrated Waste Management Plan

This IWMP is limited to the jurisdictional area of the MLM which covers an area of 1,722km$^2$ and is composed of 15 wards, the largest being ward 1 which accounts for more than 45% of the MLM area (825km$^2$). The MLM is a category B2 municipality as per the Municipal Structure Act (No 117 of 1998) and one of three local municipalities which fall under the Sedibeng District Municipality (SDM), in the Gauteng Province. The MLM is the largest municipality in the SDM and makes up nearly half of the geographical area of the District (The Midvaal Local Municipality, 2019).

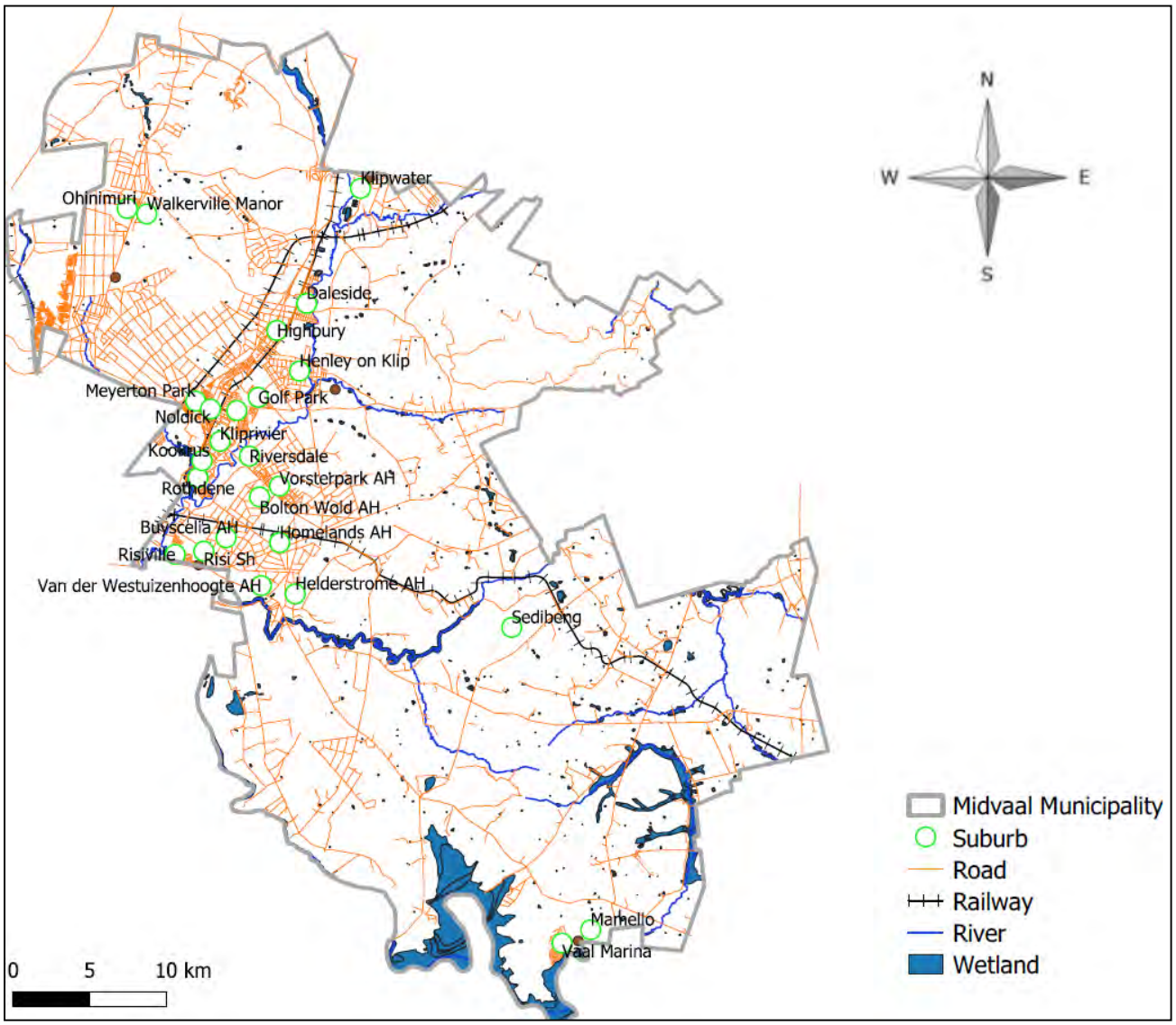



**Figure 3: Midvaal local municipality jurisdictional area**

The majority (58.0%) of the MLM population is located in the urban area of Meyerton. The population of the MLM is estimated to be 135,156 (Midvaal IDP, 2014 - 2019).

**Table 2: Midvaal local municipality largest towns/ settlements (Stats SA, 2011)**

| Suburb | Total population | % of population |
|---|---|---|
| Alberton | 339 | 0.36 |
| Evaton | 9,234 | 9.69 |
| Hartebeesfontein | 162 | 0.17 |
| Mamello | 1,175 | 1.23 |
| Meyerton | 55,283 | 58.01 |
| Midvaal NU | 13,566 | 14.24 |
| Nooitgecht | 879 | 0.92 |
| Randvaal | 1,711 | 1.80 |
| Vaal Marina | 701 | 0.74 |
| Vereeniging | 3,077 | 3.23 |
| Walkerville | 9,173 | 9.63 |
| **Total** | **95,300** | **100.00** |

## 1.7 Context of Roles and Responsibilities

### 1.7.1 National Government

National government is tasked with establishing a national waste management strategy, including norms, standards and targets. National norms and standards may cover all aspects of the waste value chain, from planning to service delivery.

### 1.7.2 Provincial Government

Provincial governments are tasked with the implementation of the National Waste Management Strategy and national norms and standards, and may set additional, complementary provincial norms and standards. The Waste Act notes that these norms and standards must amongst other things facilitate and advance regionalization of waste management services. The Constitution requires Provincial Government to monitor and provide support to municipalities in the province and to promote the development of local government capacity.

### 1.7.3 Local Government

The Waste Act requires local authorities to implement mechanisms for the provision of waste collection services including collection, storage and disposal. Local authorities are also required to facilitate recycling and waste diversion from landfill and manage waste information appropriately.

Local municipalities are also required to maintain separate financial statements, including a balance sheet of the services provided.

### 1.7.4 Waste Management Officer

The Waste Act requires that all local municipalities appoint a waste management officer (WMO) from its administration who is responsible for co-ordinating waste management in the municipality.

The responsibilities of the WMO of a local municipality are defined in the National Waste Management Strategy (2011) as:

- Manage stakeholders in the implementation of the Waste Act
- Liaise with EMI compliance monitoring activities in the municipality
- Plan and implement the municipal IWMP and subsequent reporting cycles
- Build capacity in relation to Waste Act implementation
- Monitor adherence to norms and standards in the delivery of waste services.

The DEFF's Guideline for designation of WMOs (DEA, 2008) further expands on the role of the WMO for local municipalities.

## 1.8 Alignment with other Strategic Plans

There are a number of strategic plans on a national, provincial and local level which have been taken into consideration during the developing this IWMP. A summary of these is provided in the section below.

### 1.8.1 Alignment with National Strategic Plans

(a) National Waste Management Strategy (2020)

The 2020 NWMS has three strategic goals to drive an improvement in waste management in South Africa:

1. Waste minimisation
2. Effective and sustainable waste services
3. Compliance, enforcement and awareness

These are unpacked further in the table below.

**Table 3: Summary of 2020 NWMS Goals**

| Goal | Implementation mechanism |
|---|---|
| 1. Prevent waste, and where waste cannot be prevented, divert 40% of waste from landfill within 5 years; 55% within 10 years; and at least 70% of waste within 15 years going to Zero-Waste to landfill through reuse, recycling, and recovery and alternative waste | **Waste Prevention:**<br>• Prevent waste through cleaner production, industrial symbiosis, and extended producer responsibility<br>• Prevent food waste by:<br>  • working with agricultural producers, food producers and transporters, retailers, the hospitality sector and consumers.<br>  • improving consumer awareness<br>  • developing guidelines, norms and standards for redistributing surplus foods and composting of spoilt foods.<br>**Waste as a Resource:**<br>• Increase re-use, recycling and recovery rates |

| Goal | Implementation mechanism |
|---|---|
| treatment. | • Divert organic waste from landfill through composting and the recovery of energy<br>• Divert construction and demolition waste from landfill through beneficiation<br>• Increase recycling and recovery rates<br>• Increase technical capacity and innovation for the beneficiation of waste |
| 2. All South Africans live in clean communities with waste services that are well managed and financially sustainable. | **Waste Collection:**<br>• Separation of waste at source by integrating waste pickers into municipal collection services, develop an online training tool for municipal managers and develop a national awareness campaign on recycling and waste management<br>• Safe and environmentally sustainable disposable of hazardous household wastes.<br>**Effective Integrated Waste Management Planning:**<br>• Provinces and municipalities to develop and implement 5-year IWMPs<br>• Improve collection, reporting and dissemination of information on SAWIS<br>• All local authorities to include provisions for recycling drop-off/buy-back/storage centres in their IWMPs by 2020 |
| 3. South Africans are aware of waste and a culture of compliance with waste management norms and standards exists, resulting in zero tolerance of pollution, litter and illegal dumping. | • Reduction of littering and illegal dumping due to attitudinal shifts and greater public awareness of the environmental damage caused by waste<br>• Enhanced capacity to monitor compliance and enforce the Waste Act and International Agreements on waste and pollution<br>• Municipal landfill sites and waste management facilities comply with licensing standards |

(b) Operation Phakisa: Chemicals and Waste Phakisa

Operation Phakisa, an initiative which looks to unlock South Africa's economic potential, sets a number of waste-related national targets. These targets include:

- Reduce industrial waste to landfill by 75%
- Reduce municipal waste to landfill site 50%
- Move towards zero sewage sludge to landfill by 2023
- Move toward zero meat production waste to landfill by 2023
- Increase e-waste recycling from 7% to 30%
- Create 1,000 jobs through recycling and re-use of government computers
- 50% of households in metropolitan municipalities separating at source by 2023
- 8,000 direct and indirect jobs through plastic recycling
- Produce building aggregates and construction inputs from rubble and glass

### 1.8.2 National Development Plan

South Africa National Development Plan (NDP) was published in 2012 and outlined the required steps to eliminate poverty and reduce inequality by 2030.

The NDP sets the following objectives related to waste management:

- An absolute reduction in the total volume of waste disposed to landfill site each year through a national recycling strategy

- Carbon price, building standards, vehicle emission standards and municipal regulations to achieve scale in stimulating renewable energy, waste recycling and retrofitting buildings
- Consumer awareness initiatives and sufficient recycling infrastructure should result in South Africa becoming a zero waste society
- Implement a waste management system through rapid expansion of recycling infrastructure and encouraging composting of organic domestic waste to bolster economic activity in poor urban communities

The NDP also recognises the opportunity for the manufacturing sector to reuse waste.

### 1.8.3 Back to Basics

The National Department of Cooperative Governance and Traditional Affairs (COGTA) showcased a new strategy at the Presidential Local Government Summit in 2014. The strategy was titled Back to Basics: Serving our Communities Better.

The strategy identified that although progress has been made with regard to service delivery since 1994 more actions are needed to support, education and where required enforce the government mandate for service delivery.

The Back of Basics programme is centred around five pillars:

1. **Put people and their concerns first** and ensure constant contact with communities through effective public participation platforms
2. **Create conditions for decent living** by consistently delivering municipal services to the right quality and standard. This includes planning for and delivery of infrastructure and amenities, maintenance and upkeep, including the budgeting to do this. Ensure no failures in services and where there are, restore services with urgency
3. **Be well governed** and demonstrate good governance and administration – cut wastage, spend public funds prudently, hire competent staff, ensure transparency and accountability
4. **Ensure sound financial management and accounting,** and prudently manage resources so as to sustainably deliver services and bring development to communities
5. **Build and maintain sound institutional and administrative capabilities**, administered and managed by dedicated skilled personnel at all levels.

The Back to Basics pillars are all applicable to waste management within the municipality.

### 1.8.4 Alignment with Provincial Strategic Plans

(a) Gauteng Province Integrated Waste Management Plan 2018

The GPIWMP is centred around 6 goals and 24 strategic objectives.

**Table 4: Gauteng IWMP 2018-2023 Goals and Objectives**

| Goal | Strategic Objectives |
|---|---|
| Goal 1. Development of Integrated Waste Management Plans | **1.** All Gauteng Province local municipalities should have approved IWMPs in line with NEM:WA 2008. By 2019, local municipalities should be implementing these IWMPs<br>**2.** Ensure complete awareness and understanding of IWMPs<br>**3.** Ensuring of timeous review of IWMPs by municipalities within the 5 year cycle |
| Goal 2. Institutional development, capacity building and integration of waste pickers into the waste management service | 1. Municipalities to ensure that all the coordination of waste related matters is with their designated WMO<br>2. Municipalities to ensure that their waste organogram is reviewed in line with all the legal requirements and relevant guideline documents. Furthermore, competent and skilled workers should be sourced to ensure efficiency in the waste service<br>3. GDARD to collaborate with municipalities in developing waste awareness and environmental awareness material<br>4. Municipalities to collaborate with private sector in launching and running a BKB programme<br>5. Municipalities to integrate and formalize waste pickers into the formal waste management service |
| Goal 3. Waste Information Management | 1. GDARD to continue updating waste management information into GWIS |
| Goal 4. Alignment with applicable legislation | 1. Municipalities to update their waste management By-Laws in line with NEM:WA 2008<br>2. Municipalities to appoint EMIs<br>3. Continuous monitoring of waste management facilities in line with the issued WML<br>4. Municipalities to ensure that waste management facilities are operated in line with the issued WML, the 1998 minimum requirements for waste disposal by Landfill and or/the NEM:WA, 2008<br>5. Municipalities to ensure that separation of waste at source is implemented |
| Goal 5. Funding and job creation | 1. Municipalities to undertake a full cost accounting exercise for the provision of waste services<br>2. Municipalities to document financial plans reflecting waste management priorities identified in IWMPs<br>3. Municipalities to exploit waste as a revenue source through waste management projects/programmes/initiatives<br>4. Municipalities to ensure radical economic transformation and re-industrialisation of Gauteng through waste |
| Goal 6. Monitoring selected waste streams | 1. Municipalities, GDARD and industries to monitor selected waste stream types (WEEE, HCRW, Tyres and Construction and Demolition Waste and their origin<br>2. Municipalities to come up with a system of dealing with household selected waste streams to prevent it from landing in landfill sites<br>3. Municipalities to identify and establish suitable facilities for selected waste streams within the Province<br>4. Industries and HCRW generators (hospitals and medical centres) to develop their own IWMPs have regular implementation reviews undertaken<br>5. GDARD and Municipalities to encourage cleaner and resource efficient production technology for industries |

| Goal | Strategic Objectives |
|---|---|
| | 6. GDARD and Municipalities to ensure that all generators of selected waste streams comply with the national policies and legislation. |

(b) Provincial Strategic Plan 2014 - 2019

The Gauteng Provincial Strategic Plan 2014 – 2019 is built on the vision of "*a radically transformed, modernised and re-industrialised economy in Gauteng*". Six of the ten pillars have been adopted in the plan outlined in the National Development Plan 2030 which help the province attain its vision.

The six pillars are:

1. Radical economic transformation
2. Transforming the state and governance
3. Modernisation of the public services
4. Modernisation of the economy
5. Re-industrialise Gauteng and South Africa; and
6. Take a lead in Africa's industrial revolution.

(c) Gauteng Spatial Development Framework 2030 (GSDF)

The Gauteng Spatial development vision of 2030 is the conservation of unbuilt areas of the province for agriculture, agro processing, relaxation and tourism. The GSDF recognises the need for landfill sites with longer lifespans (20 – 30 years) in the majority of the municipalities. Furthermore, limited waste collection services in the low-income areas attributes to pollution and health issues in these communities is identified as an issue in the plan. A significant contribution to the total waste generated in the country comes from the Gauteng Province, therefore there is a huge gap in recycling in this Province.

Five development spatial principles related to waste management were identified:

1. Maintain healthy natural environments and ecosystems
2. Maintain environmental integrity and mitigate or limit stress to the environment
3. Increase the use of natural resources through recycling, limiting transport emission by using zero emission transport and implementing waste reduction measures
4. Create a functional and pleasing, integrated open space system across the province that will add essential cultural services, and enhance other types of ecosystems
5. Protect high-potential agricultural land on the rural-urban fringe to ensure future food security.

(d) Gauteng Green Economy Strategy Framework, 2014 - 2019

In order to radically transform the economy and maximise the potential of the varying sectors, the Province will focus on key priorities. One of the key priorities to be implemented includes innovation driven, knowledge based, smart and green economy. The delivery of this priority

goal will be recognised through collaboration with research institutions to develop an economy that is innovation-driven, knowledge based, smart and green. Programs under the Economic empowerment projects will include establishment of bio digesters, waste to energy projects and industrial waste energy.

### 1.8.5 Alignment with Regional Strategic Plans

(a) The Sedibeng District Municipality IWMP

The last review of the Sedibeng District Municipality IWMP was undertaken in 2013. Although the district IWMP is currently outdated, it will be considered in the development of the MLM IWMP. Below is a list of strategic goals that were set in the IWMP:

1. Review and implement a waste disposal strategy
2. Ensure that a standard waste disposal service is delivered to the entire District
3. Development of a Waste Information System
4. Develop and implement information dissemination strategies
5. Develop and implement a practical waste minimisation strategy

The goals within the Sedibeng District Municipality IWMP that were applicable to the MLM are included in the table below.

**Table 5: Goals for the MLM extracted from the 2013 Sedibeng District Municipality IWMP**

| **Goal 1: Waste disposal infrastructure** | | | |
|---|---|---|---|
| **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| Apply for funding through available funding mechanisms for the closure of the Henley on Klip landfill | Proceed with closure application | Conduct site closure | Audit and monitor landfill according to closure conditions |
| Determine the status of the proposed Walkerville and Vaal Marina landfill WML applications from GDARD | Construct any infrastructure required in terms of the License conditions at the Walkerville and Vaal Marina landfills. Conduct operations according to license conditions | Conduct operations according to license conditions | Continue operations according to license conditions. Audit and monitor landfill site operations |
| **Goal 2:Waste Collection** | | | |
| **Immediate goals** | **Short term goals** | **Medium goals** | **Long term goals** |
| Identify new developments in the municipal area | Implement waste collection services to new developments | Implement waste collection services to new developments | Implement waste collection services to new developments |
| Identify and compile a map or schedule of serviced and unserviced areas within the municipality | Identify various service points for the serviced and unserviced areas | Extend services to unserviced areas | Update and manage the schedule to ensure all areas are receiving collection services |
| Budget for and apply for funding through available funding mechanisms in order to conduct a transportation study | Appoint a service provider to conduct a transportation study of the waste collection area | Implement optimum waste collection route as determined in transportation study | Implement optimum waste collection route and make amendments for new developments |
| Identify indigents that are not receiving waste collection services | Extend free basic waste removal services to indigents | Continue to identify indigents and extend free basic waste removal services | Continue to identify indigents and extend free basic waste removal services |
| Establish receptacle requirements in all areas within the local municipalities | Determine the funding requirements for receptacles | Implement the receptacle distribution for the identified municipal areas | Continue and extend the receptacle service |

| | | | |
|---|---|---|---|
| Apply for funding through available funding mechanisms in order to conduct a Municipal Services Partnership (MSP) / Section 78 study for waste management services in the municipalities | Conduct MSP / Section 78 study | Implement outcome | |
| **Goal 3: Resource Extension** | | | |
| **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| ***Personal Resources*** | | | |
| Develop detailed organogram of waste management personnel in terms of the NEMWA requirements | Fill vacant positions and establish positions required for proper waste management | Update organogram and appoint staff in vacant positions | Update organogram and appoint staff in vacant positions |
| ***Financial Resources*** | | | |
| Conduct a detailed financial investigation for proper waste management budgeting | Identify shortages in the budget and identify possible funding sources for these shortages and amend budget accordingly.<br>Implement revised budget | Identify shortages in the budget and identify possible funding sources for these shortages and amend budget accordingly.<br>Implement revised budget | Identify shortages in the budget and identify possible funding sources for these shortages and amend budget accordingly.<br>Implement |
| Review tariffs for waste collection and disposal and identify shortcomings | Implement tariff model (as developed by DEA) | Implement tariff model and amend as required | Implement tariff model and amend as required |
| Develop strategy for proper revenue collection | Implement revenue collection strategy | Implement and monitor revenue collection strategy | Implement and monitor revenue collection strategy |
| ***Equipment Resources*** | | | |
| Review current equipment and identify equipment that needs maintenance and/or replacement | Develop an equipment replacement plan and acquire funding for the implementation of this replacement plan | Replace equipment or extend vehicle fleet as required | Update and amend equipment replacement plan and implement accordingly |
| **Goal 4: Waste Minimisation** | | | |
| **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| Conduct a study to determine whether the following are feasible:<br>• Waste minimisation/ recycling<br>• Establishment of composting facilities<br>• Separation at source programs | **If feasible**, apply for funding through available funding mechanisms for the establishment of waste minimisation infrastructure and equipment | Establish, operate and maintain the waste minimisation infrastructure | Establish, operate and maintain the waste minimisation infrastructure |
| | **If feasible**, develop a composting strategy to divert green waste to landfill | Establish a compost recycling plant on the larger town landfill or on the best strategically located landfill | Compost recycling plant fully operational and is operated in a sustainable manner |
| | **If feasible**, establish mechanisms for promoting separation at source | Roll out separation at source to 30% of households | Roll out separation at source to 70% of households |
| Establish Municipal Recycling Forum with stakeholders and hold quarterly forum meetings to co-ordinate waste minimisation in order to encourage growth on the recycling section and to discuss possible initiatives for, or by, entrepreneurs | | | |
| **Goal 5: Management of Illegal Activities** | | | |
| **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| Develop an Illegal Dumping Management Strategy | Implement Illegal Dumping Management Strategy (for example, place mass containers at identified dumping hot spots) | Implement Illegal Dumping Management Strategy (for example, establish community watch and incentive schemes) | Implement and update Illegal Waste Management Strategy |
| Clean up illegal dumping areas | Continue cleaning up illegal dumping areas | Continue cleaning up illegal dumping areas | Continue cleaning up illegal dumping areas |
| Update the by-laws to address the NEMWA requirements | Implement system | Implement system | Implement system |
| **Goal 6: Waste Information System** | | | |
| **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |

| | | | |
|---|---|---|---|
| Establish a Waste Information System (WIS) | Keep proper records of waste quantities and types received at the waste management facilities.<br>Provide information to the District Municipality | Use records for proper planning and decision making | Ensure that the future planning is effectively carried out |
| Compile a list or database of all industries, private landfills and medical facilities in the municipal area | Compile a list of industry waste management facilities | Ensure that all industrial and medical waste are disposed of in a responsible manner | Ensure that all industrial and medical waste are disposed of in a responsible manner |
| **Goal 7: Education and Awareness** | | | |
| **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| Recruit environmental/ waste education personnel | Develop an education and awareness strategy and training materials to roll out education and awareness campaigns | Continue and revise implementation of education and awareness campaigns in a sustainable manner | Continue and revise implementation of education and awareness campaigns in a sustainable manner |
| Develop an awareness campaign with regards to waste minimisation and the hierarchy of waste management | Launch awareness campaign in the community, e.g. recycling competition at school level | Amend and continue awareness campaign in order to reach entire community | Amend and continue awareness campaign in order to reach entire community |
| Develop information dissemination strategies between all stakeholders | Implement information dissemination strategy, for example build community awareness through education | Implement information dissemination strategy, for example communicate with stakeholders on a regular basis in the form of forums or workshops | Implement and amend information dissemination strategy in order to ensure adequate communication between stakeholders |
| Train waste disposal facility managers / operators to ensure disposal facilities can be operated in accordance with the permit/license requirements. | | | |

### 1.8.6 Sedibeng District Municipality Waste Management Policy

The Sedibeng District Municipality has a policy, but it was not available for review when this report was drafted.

### 1.8.7 Alignment with Local Strategic Plans

(a) The Midvaal Local Municipality Integrated Development Plan 2014 – 2019

The Midvaal Integrated Development Plan (IDP) 2014 - 2019 is centred on six promises made by the Mayor:

1. To be youth biased by creating productive activities aimed specifically at the youth
2. To be an open, transparent, honest and responsive government
3. To grow the economy
4. To provide quality and standardised service delivery
5. To create safe communities and environment
6. To fight the demarcation board

Once this IWMP is finalised it will be incorporated into the IDP. As the current IDP covers the period 2014 – 2019 it is anticipated that the IWMP will be incorporated into the next version of the IDP. The incorporation of the IWMP into the IDP is essential in order for budget to be allocated to the projects which will be identified in the implementation plan.

# 2 Approach and Methodology

## 2.1 Legislated Requirements for Integrated Waste Management Plans

The requirements of the National Environmental Management Waste Act (Act 59 of 2008, as amended) (refer to Table 1) and the DEA Guideline for the Development of Integrated Waste Management Plans were used to guide the development of this IWMP.

## 2.2 Methodology

A phased approach was used to develop the IWMP, as detailed below.

### 2.2.1 Integrated Waste Management Plan Review

The 2013 MLM IWMP was reviewed for content and a performance review of the projects listed in the implementation plan was also undertaken.

### 2.2.2 Literature Review

A review of legislation, strategies and plans were undertaken. This included the following key documents.

- National Waste Management Strategy (2020)
- Gauteng Province IWMP (2018)
- Gauteng Provincial Integrated Waste Management Policy (2006)
- Gauteng Socio-Economic Review and Outlook (2016)
- Sedibeng District Municipality IWMP (2013)
- Sedibeng District Municipality IDP (2017 - 2021)
- Midvaal Local Municipality 2nd Generation IWMP (2013)
- Midvaal Integrated Development Plan (2014 - 2020)
- South African Waste Information Centre (SAWIC) data
- Waste facility permits
- Statistics SA Census 2011 and Community Survey 2016 data

**Waste information systems:**
This report refers to a number of different waste information systems, a brief description of the different systems is provided below.

1. **South African Waste Information System** (SAWIS) – A national waste information system managed by DEFF. Information reported on the SAWIS is publically accessible through the South African Waste Information Centre (SAWIC)
2. **Gauteng Waste Information System** (GWIS) – A provincial waste information system managed by Department of Agriculture and Rural Development

A full list of documentation reviewed is available as the reference list at the end of this report.

### 2.2.3 Questionnaires

A questionnaire was developed for use when engaging with private companies and industries. The aim of the questionnaire was to capture information on the generation of business, commercial, agricultural and industrial waste with a focus on hazardous waste. A database of industry in MLM was developed based on:

- Companies identified in the project initiation meeting
- Recommendations from the MLM
- Review of members of the Midvaal/Meyerton Business Chamber

### 2.2.4 Site Visits and Ground-Truthing

A site visit was undertaken in MLM on 20 – 24 January 2020. Details of facilities visited are listed below.

**Table 6: Facility inspections undertaken as part of this IWMP**

| Facility | Date of visit |
|---|---|
| Galloway Street Transfer Station | 21 January 2020 |
| Blackwood Transfer Station | 21 January 2020 |
| Henley on Klip Waste Disposal Facility | 21 January 2020 |
| Vaal Marina Waste Disposal Facility | 23 January 2020 |
| Klip Rivier Transfer Station | 23 January 2020 |
| Walkerville Waste Disposal Facility | 23 January 2020 |

### 2.2.5 Engagements with Stakeholders

The following stakeholders were engaged and interviewed during the visit to the MLM.

**Table 7: Stakeholders engaged during the review of this IWMP**

| Designation | Date | Engagement |
|---|---|---|
| Assistant Director: Waste Management | 20 & 24 January 2020 | Interview & Meeting |
| Director: Waste and Environmental Management | 21 January 2020 | Interview |
| Foreman: Landfill sites | 21 January 2020 | Interview |
| Eddie Shabalala: DEFF Local Government Support | 24 January 2020 | Interview |
| Manager: Town and Regional Planning | 24 January 2020 | Interview |
| Trivania Sudkev | 24 January 2020 | Interview |
| Yashin Monileil | 24 January 2020 | Interview |

### 2.2.6 Project Steering Committee

A project inception meeting was held on 20 and 21 January 2020 during which the project steering committee (PSC) was established. The details of the PSC are presented in the table below.

**Table 8: Project Steering Committee Members**

| Name | Designation | Organisation |
|---|---|---|
| Mukhethwa Mudau | Assistant Director: Waste Management | Midvaal Local Municipality |
| Nono Zandamela | Director: Waste Management | Midvaal Local Municipality |
| Phethile Kona | Foreman: Waste Disposal Facilities | Midvaal Local Municipality |
| Janett Seno | DEFF Local Government Support | Sedibeng District Municipality |
| Eddy Tshabalala | DEFF Local Government Support | Sedibeng District Municipality |
| Walter Fyvie | Technical Executive | GIBB |
| Ian Malloy | Project Lead | GIBB |
| Kate Flood | Technical Lead | GIBB |
| Ziyanda Makapela | Environmental Scientist | GIBB |
| Charl Kruger | Environmental Scientist | GIBB |

### 2.2.7 Presentations and Workshops

Since the commencement of the project, 4 presentations for the MLM IWMP were undertaken. These are the:

1. Introduction to the Project and review of the 2013 IWMP
2. MLM IWMP situation analysis workshop/presentation to the PSC and key stakeholders (virtual meeting/presentation)
3. MLM Draft IWMP workshop/presentation to the PSC and key stakeholders (virtual meeting/presentation)
4. MLM Draft IWMP presentation to the municipal technical and waste managers (virtual meeting/presentation)
5. MLM Draft IWMP presentation to the Midvaal Local Municipality Council

**Table 9: Presentations and Workshops undertaken during the review of this IWMP**

| Date | Contents of workshop | Location | No. of attendees | Stakeholders in attendance |
|---|---|---|---|---|
| 20 January 2020 | Introduction to the project | Midvaal Local Municipality – Local library boardroom | 5 | Mukhethwa Mudau<br>Ian Malloy<br>Kate Flood<br>Charl Kruger<br>Ziyanda Makapela |
| 21 January 2020 | Review of the previous IWMP implementation status | Midvaal Local Municipality – Local library boardroom | 7 | Mukhethwa Mudau<br>Nono Zandamela<br>Phethile Khona<br>Ian Malloy<br>Kate Flood<br>Charl Kruger<br>Ziyanda Makapela |
| 13 October 2020 | IWMP situation analysis workshop/presentation | Virtual meeting/presentation | | Solly Mosidi<br>Mukhethwa Mudau<br>Nono Zandamela<br>Palesa Mathibeli<br>Eddie Tshabalala<br>Ian Malloy<br>Ziyanda Makapela |

| Date | Contents of workshop | Location | No. of attendees | Stakeholders in attendance |
|---|---|---|---|---|
| 10 December 2020 | Draft IWMP workshop/presentation | Virtual meeting/presentation | | Solly Mosidi<br>Mukhethwa Mudau<br>Nono Zandamela<br>Dakalo Phaswa<br>Samkelo S<br>Palesa Mathibeli<br>Ian Malloy<br>Kate Flood |
| 02 March 2021 | Draft IWMP workshop/presentation | Virtual meeting/presentation | | Solly Mosidi<br>Mukhethwa Mudau<br>Ian Malloy<br>Kate Flood |
| 20 April 2021 | Draft IWMP workshop/presentation | Midvaal Municipal Offices. | | Midvaal Municipality Council |

### 2.2.8 Public Participation Process

The MLM IWMP was made available for a 29-day period from 02-31 March 2021 for the public to comment on the document. The availability of the report was communicated to the public through a newspaper advert in the North Ster newspaper, on the municipality's website and social media accounts (Facebook and Twitter). A virtual presentation was proposed for the 17 March 2021, which was communicated in the advert, but no individuals registered for the virtual presentation. A public meeting was therefore not conducted for the public participation process (PPP). Proof of the adverts are available in appendix C.

Due to the covid-19 pandemic the draft IWMP report was not made available as a hardcopy at public locations. The report was made available electronically for review on the municipality's website and the GIBB website. Electronic locations of the IWMP was advertised in the newspaper article and on the municipality's website and Facebook account.

The methodology of the PPP was communicated to the GDARD for approval prior to commencing with the PPP.

No comments were received from the public during the PPP period.

### 2.2.9 Council Approval

The MLM Council approved the draft MLM IWMP developed for the period 2021 to 2026. The IWMP report was made available to all Council member and was presented to Council on 20 April 2021. Subsequent to this, the Council resolved to approve IWMP and the waste management objectives contained therein. The Council resolution is included in Appendix D.

## 2.3 Assumptions and Limitations

This situation analysis has drawn information from a number of sources including interviews with the MLM and stakeholders, IWMPs, SAWIC records, GWIS records, MLM records and various literature sources. It is assumed that the information given verbally in interviews and documented information is accurate.

# 3 Legal Requirements Overview

## 3.1 South African Legislation

A summary of key South Africa legislation governing waste management is presented in the table below. A more comprehensive summary of South Africa and international waste legislation will be added to the report as **Appendix A.**

**Table 10: Key South African waste legislation**

| Legislation/ guidelines | Summary |
|---|---|
| Constitution of South Africa (Act 108 of 1996) | Section 24 of the Constitution states that everyone has the right to an environment that is not harmful to their health or wellbeing; and to have an environment protected for the benefit of present and future generations, through reasonable legislative and other measures |
| White Paper on Integrated Pollution and Waste Management for South Africa (1999) | The White Paper on Integrated Pollution and Waste Management is a subsidiary policy of the overarching environmental management and constitutes South Africa's first policy document focused on integrated waste management. This national policy set out Government's vision for integrated pollution and waste management in the country and applies to all government institutions and to society at large and to all activities that impact on pollution and waste management.<br><br>The overarching goal of the policy, is integrated pollution and waste management. The intention is to move away from fragmented and uncoordinated pollution control and waste management, towards an approach that incorporates pollution and waste management as well as waste minimisation. |
| National Environmental Management Act (Act 107 of 1998, as amended) | The objective of NEMA is to provide for operative environmental governance by establishing principles for decision-making on matters affecting the environment, institutions that will promote co-operative governance, and procedures for co-ordinating environmental functions exercised by organs of state. An important function of the Act is to serve as an enabling Act for the promulgation of legislation to effectively address integrated environmental management. |
| National Environmental Management Waste Act (Act 59 of 2008, as amended) | The act covers a wide spectrum of issues including requirements for a National Waste Management Strategy, IWMPs, definition of priority wastes, waste minimisation, treatment and disposal of waste, Industry Waste Management Plans, licensing of activities, waste information management, as well as addressing contaminated land. |
| National Pricing Strategy (GN 904 of 2016) | The strategy aims to fund re-use, recovery and recycling of waste through the extended producer responsibility principal. |
| National Waste Information Regulations (GN 625 of 2013) | These regulations give effect to the South African Waste Information System and specify registration and reporting requirements. |
| National Domestic Waste Collection Standards (GN 21 of 2011) | These specify methods for how domestic waste should be collected. Consideration is given to an appropriate level of service based on the nature (e.g. rural vs urban) of municipalities |

## 3.2 International Legislation

**Table 11: Key international legislation**

| Legislation/ guidelines | Summary |
|---|---|
| Basal Convention of the Control of Trans-Boundary Movement of Hazardous Wastes and Their Disposal (1989) | The Basel Convention (1989) is a global agreement which seeks to address the trans-boundary movement of hazardous waste. The convention is centred on the reduction of the production of hazardous waste and the restriction of trans-boundary movement and disposal of such waste. It also aims to ensure that strict controls are in place when any trans-boundary movement and disposal of hazardous waste does occur, and ensures that it is undertaken in an environmentally sound and responsible manner.<br><br>The key objectives of the Basel Convention are:<br>• To minimise the generation of hazardous wastes in terms of quantity and hazardousness.<br>• To dispose of hazardous waste as close to the source of generation as possible.<br>• To reduce the movement of hazardous wastes.<br>• Locally, draft regulations are being prepared in an effort to control the movement of such waste.<br>In response to the ever growing impact of plastic waste on the environment the Basal Convention was amended in May 2019 to regulate global trade in plastic waste. |
| Rotterdam Convention (1998) | The convention promotes open exchange of information and calls on exporters of hazardous chemicals to use proper labelling, include directions on safe handling, and inform purchasers of any known restrictions or bans. Parties can decide whether to allow or ban the importation of chemicals listed in the treaty, and exporting countries are obliged to make sure that producers within their jurisdiction comply. |
| Stockholm Convention | The Stockholm Convention was signed in 2001, South Africa became a party of the convention in 2002 and the convention came into effect in 2004. The Stockholm Convention addresses the management of persistent organic pollutants (POPs), which pose a threat to both health and the environment. Member countries of the convention have agreed to phase out POPs, and prevent their import or export. It imposes restrictions on the handling of all intentionally produced POPs, i.e. identified highly toxic, persistent chemicals.<br><br>The 12 POPs that have been identified under the convention are aldrin, chlordane, dieldrin, dichloride-diphenyl-trichloroethane (DDT), endrin, Hexachlorobenzene (HCB), heptachlor, mirex, polychlorinated biphenyls (PCBs), toxaphene, dioxins, and furans.<br><br>DEFF published the National Implementation Plan for the Stockholm Convention of POPs in 2011 |
| London Convention on Prevention of Marine Pollution by Dumping of Waste and Other Matters (1972) | The London Convention on the Prevention of Marine Pollution by Dumping of Waste and Other Matter, 1972, aims to prevent marine pollution by preventing the dumping of wastes such as industrial waste, sewage sludge, dredged material and radioactive waste at sea, as well as incineration at sea. South Africa is a signatory to the convention and the associated 1996 Protocol.<br><br>This convention and its various protocols were incorporated into the following South African legislation:<br>• Marine Pollution, Prevention of Pollution from Ships Act (Act 2 of 1986), and the regulations concerning the Prevention of Pollution by Garbage from Ships Regulations (GN R1490, published in Government Gazette No. 14000, dated 29 May 1992).<br>• The Dumping at Sea Control Act (Act 73 of 1980). |

| Legislation/ guidelines | Summary |
|---|---|
| Montreal Protocol on Substances that Deplete the Ozone Layer (1989) | South Africa is a party to the Montrel Protocol, an international agreement which addresses the phase out of ozone-depleting substances. Regulations to |

## 3.3 Key Changes to Legislation since 2013

The following table presents key changes and updates to waste legislation since the 2013 IWMP.

**Table 12: Key Changes to Legislation**

| Legislation | Key changes |
|---|---|
| National Norms and Standards for the Storage of Waste (GN 926 of 2013) | New norms and standards to govern the storage of waste. Waste storage facilities no longer require a waste management license.<br>Waste management facilities with the capacity to store in excess of 100m$^3$ of general waste or 80m$^3$ of hazardous waste are now required to register in terms of these norms and standard |
| National Environmental Management: Waste Amendment Act (Act 26 of 2014) | • Substitution and deletion of some definitions<br>• Establish a waste pricing strategy<br>• Establish a waste management bureau<br>• Transitional arrangement for existing industry waste management plans |
| National Norms and Standards for the Sorting, Shredding, Grinding, Crushing, Screening or Baling of General Waste (GN 1093 of 2017). | These norms and standards were developed to reduce the licensing requirements for low impact waste management activities. The norms and standards are applicable to all facilities where general waste is sorted, crushed, ground, crushed, screened or baled. All facilities where such activities are undertaken need to be registered with the provincial authority. Facilities with an operational area in excess of 1,000m$^2$ need to be registered and comply with all the requirements of the norms and standards. |
| National Environmental Management Waste Act (GN 1094 of 2017) Amendment to the list of waste management activities that have, or are likely to have, a detrimental effect on the environment. | The list of waste management activities that have, or are likely to have, a detrimental effect on the environment were updated in 2015 to remove low impact activities related to waste management including the sorting, shredding, grinding, crushing, screening and bailing of general waste. |
| National Pricing Strategy for Waste Management | The key aims of the strategy is to increase the diversion of waste from landfill, reduce the generation of waste and encourage reduction, reuse and recycling of waste. The strategy provides a methodology for setting waste management charges. The strategy identifies three economic instruments for waste management:<br><br>1. **Downstream instruments** – volumetric tariffs (pay-as-you-throw) and waste disposal taxes which would be applied to landfilling or incineration of waste.<br>2. **Upstream instruments** – material and input taxes which would apply to virgin materials and hazardous materials, product taxes, advance recycling fees or advance disposal fees, deposit-refund scheme and extended producer responsibility fees.<br>3. **Subsidy-based instruments** – recycling subsidies, tax rebates and benefits, capital financing. |
| 3rd National Waste Management Strategy | The 3rd generation, 2020 NWMS, presents three strategic goals for improving waste management in South Africa. |

# 4 Waste Management Performance Review

## 4.1 Implementation of 2013 Integrated Waste Management Plan

Goals in the 2013 MLM IWMP were grouped under the following headings:

- Waste disposal Infrastructure
- Waste Collection
- Resource extension
- Waste minimisation
- Management of illegal activities
- Waste information systems
- Education and awareness

A review of the implementation status of each of the goals was undertaken to determine progress made with regards to waste management since the 2013 IWMP.

Goals have been classified as complete, in progress and not commenced, not applicable or to be confirmed. The timeframes for projects have not been considered, for example, if the deadline for a project was 2016, but it was only completed in 2017, it is still listed a complete.

### Table 13: Project Status

| Status | Description | Immediate goal (1 year) | | Short term goal (2 to 3 years) | | Medium term goal (3 to 5 years) | | Long term goal (5 to 10 years) | |
|---|---|---|---|---|---|---|---|---|---|
| | | No. projects | Percentage of projects | No. projects | Percentage of projects | No. projects | Percentage of projects | No. projects | Percentage of projects |
| **Complete** | The goal has been achieved | 7 | 25.9% | 9 | 33.3% | 7 | 26.9% | 7 | 28% |
| **In progress** | The implementation of a goal is initiated/currently underway but not complete | 7 | 25.9% | 8 | 29.6% | 9 | 34.6% | 8 | 32% |
| **Not commenced** | No action has been taken to implement the goal | 12 | 44.4% | 8 | 29.6% | 7 | 26.9% | 7 | 28% |
| **Not applicable** | Where a goal is unmeasurable or no longer deemed applicable or the timeframe for the project has not yet passed. | 1 | 3.7% | 2 | 7.4% | 3 | 11.5% | 3 | 12% |
| **Total** | | 27 | 100% | 27 | 100% | 26 | 100% | 25 | 100% |

### Table 14: Implementation status of the 2013 IWMP targets

| Goal 1: Waste disposal infrastructure (Midvaal) | | | | |
|---|---|---|---|---|
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Goal 1.1** | Apply for funding through available mechanisms for the closure of the Henley-on-Klip landfill | Proceed with closure application | Conduct site closure | Audit and monitor according to closure conditions |
| **Implementation status** | **Not commenced** | **Complete** | **Not commenced** | **Not applicable** |
| **Comment** | Funding for the closure of the Henley on Klip landfill site has not been secured. The landfill is currently operating on a closure licence which is valid until 2022 | Henley on Klip landfill site was issued with a closure licence valid for 5 years in 2017. | Closure of the landfill site had not commenced. The license requires closures to commence by 2022. | Closure of the site had not yet commenced |
| **Goal 1.2** | Determine the status of the proposed Walkerville and Vaal Marina landfill waste management license (WML) applications from GDARD | Construct any infrastructure required in terms of the Licence conditions at the Walkerville and Vaal Marina landfills. Conduct operations according to the licence conditions | Conduct operations according to the licence conditions | Continue operations according to the licence conditions.<br>Audit and monitor landfill site operations |
| **Implementation status** | **Complete** | **In progress** | **In progress** | **In progress** |
| **Comment** | The operational licence for the Walkerville waste disposal facility expired in 2017. Vaal Marina was issued with an operational licence in 2014. There is no validity period or closure date stated in the licence | No new infrastructure has been constructed at Walkerville landfill site. At Vaal Marina landfill site a boundary fence has been erected | There is plant on site and waste is covered daily.<br>Vaal Marina landfill – No annual external audits have been undertaken in line with the licence conditions and there are no leachate prevention measures in place.<br>Walkerville – The Walkerville landfill site licence expired in 2017 | Vaal Marina landfill- There are 5 boreholes adjacent to the site and they are sampled quarterly. The remaining airspace is estimated to be approximately 8 years, however, no formal airspace determination surveys have been undertaken. External audits were last undertaken in 2016 and GDARD undertakes annual audits |
| **Goal 2: Waste Collection** | | | | |
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Goal 2.1** | Identify new developments in the municipal area | Implement waste collection services to new developments | Implement waste collection services to new developments | Implement waste collection services to new developments |
| **Implementation status** | **Complete** | **Complete** | **Complete** | **Complete** |
| **Comment** | New developments have been identified and all new developments | According to the Midvaal IDP (2014 - 2019), all new developments within urban areas have access to waste removal services | | |

| | | | | |
|---|---|---|---|---|
| | in the MLM receive a weekly collection service. | | | |
| **Goal 2.2** | Identify and compile a map or schedule of serviced and unserviced areas within the municipality | Identify various service points for the serviced and unserviced areas | Extend services to unserviced areas | Update and manage the schedule to ensure all areas are receiving collection services |
| **Implementation status** | **Complete** | **Complete** | **Complete** | **Complete** |
| **Comment** | Serviced and unserviced areas have been identified in the MLM. | Serviced areas receive kerbside collection according to the waste collection schedule in place | According to information supplied by municipal officials, all areas in the municipality receive weekly kerbside collection.<br>The 2016 Community Survey results however, indicate that only 86.8% of households receive weekly kerbside collection service. | According to information supplied by municipal officials, all areas in the municipality receive weekly collection |
| **Goal 2.3** | Budget for and apply for funding through available funding mechanisms in order to conduct a transportation study | Appoint a service provider to conduct a transportation study of the waste collection area | Implement optimum waste collection route as determined in the transportation study | Implement optimum waste collection route and make amendments for new developments |
| **Implementation status** | **Not commenced** | **Not commenced** | **Not commenced** | **Not commenced** |
| **Comment** | This has not commenced | This has not commenced | This has not commenced | This has not commenced |
| **Goal 2.4** | Identify indigents that are not receiving a waste collection service | Extend free basic waste removal services to indigents | Continue to identify indigents and extend free basic waste removal services | Continue to identify indigents and extend free basic waste removal services |
| **Implementation status** | **Complete** | **Complete** | **Complete** | **Complete** |
| **Comment** | Indigent households have been identified and those within urban areas receive weekly kerbside collection. | Indigent households have been identified and those within urban areas receive weekly kerbside collection | Indigent households have been identified and those within urban areas receive weekly kerbside collection | Indigent households have been identified and those within urban areas receive weekly kerbside collection |
| **Goal 2.5** | Establish receptacle requirements in all areas within the municipality | Determine the funding requirements for receptacles | Implement the receptacle distribution for the identified municipal areas | Continue and extend the receptacle services |
| **Implementation status** | **In progress** | **Not commenced** | **In progress** | **In progress** |
| **Comment** | None of the households in the MLM are provided with black bags or bins with the exception of newly built social housing in MLM that received wheelie bins. This is the only area that received wheelie bins from the | The municipality has not taken action towards determining funding requirements for receptacles | Provision for wheelie bins has been made for one of the areas in the municipality | The provision of receptacles is limited to one area in MLM |

| | | | | |
|---|---|---|---|---|
| | municipality. Skip containers are provided for garden waste and rubble around the municipal area in the low income areas. | | | |
| **Goal 2.6** | Apply for funding through available funding mechanisms in order to conduct a Municipal Services Partnership (MSP)/Section 78 study | Conduct MSP/Section 78 study. | Implement outcome | |
| **Implementation status** | **Not applicable** | **Not applicable** | **Not applicable** | |
| **Comment** | | | | |
| **Goal 3: Resource Extension** | | | | |
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Personnel Resources** | | | | |
| **Goal 3.1** | Develop detailed organogram of waste management personnel in terms of the NEMWA requirements | Fill vacant positions and establish positions required for proper waste management | | |
| **Implementation status** | **Not commenced** | **Not commenced** | | |
| **Comment** | The current waste management organogram was last reviewed in 2019. The organogram does not meet the requirements of NEMWA as there is no provision for recycling or waste minimisation staff, or a Waste Management Officer (WMO) position. | There are vacant positions in the current organogram that have not been filled. Furthermore, the waste management organogram needs revision as there are gaps in waste management and there is no designated Waste Management Officer (WMO) in the municipality | | |
| **Financial Resource** | | | | |
| **Goal 3.2** | Conduct a detailed financial investigation for proper waste management budgeting | Identify shortages in the budget and identify possible funding sources for these shortages and amend budget accordingly.<br>Implement revised budget | Identify shortages in the budget and identify possible funding sources for these shortages and amend budget accordingly.<br>Implement revised budget | Identify shortages in the budget and identify possible funding sources for these shortages and amend budget accordingly.<br>Implement revised budget |
| **Implementation status** | **Not commenced** | **Complete** | **Complete** | **Complete** |
| **Comment** | The municipality implements a 6% annual increase on waste tariffs. A full cost accounting exercise has not been undertaken | Budget shortcomings have been identified and additional funding sourced from various municipal support grants. Funding was granted by GDARD in 2014 for the establishment of a buy back | Budget shortcomings have been identified and additional funding sourced from various municipal support grants. Funding was granted by GDARD in 2014 for the establishment of a buy back | Budget shortcomings have been identified and additional funding sourced from various municipal support grants. Funding was granted by GDARD in 2014 for the establishment of a buy back |

| | | | | |
|---|---|---|---|---|
| | | centre. Additional funds from MIG have been secured for the completion of the buy back | centre. Additional funds from MIG have been secured for the completion of the buy back | centre. Additional funds from MIG have been secured for the completion of the buy back |
| **Goal 3.3** | Review tariffs for waste collection and disposal and identify shortcomings | Implement tariff model (as developed by DEA) | Implement tariff model and amend as required | Implement tariff model and amend as required |
| **Implementation status** | **In progress** | **Not commenced** | **Not commenced** | **Not commenced** |
| **Comment** | Waste tariffs are updated annually, however they are not informed by a full cost accounting exercise. It can therefore not be determined if the tariffs are cost reflective. | The DEA tariff model has not been implemented and a full cost accounting exercise has not been undertaken | The DEA tariff model has not been implemented and a full cost accounting exercise has not been undertaken | The DEA tariff model has not been implemented and a full cost accounting exercise has not been undertaken |
| **Goal 3.4** | Develop strategy for proper revenue collection | Implement revenue collection strategy | Implement and monitor revenue collection strategy | Implement and monitor revenue collection strategy |
| **Implementation status** | **Not commenced** | **Not applicable** | **Not applicable** | **Not applicable** |
| **Comment** | A detailed documented strategy for revenue collection was not developed by the municipality. | The strategy was not developed and therefore not implemented. | The strategy was not developed and therefore not implemented or monitored. | The strategy was not developed and therefore not implemented or monitored. |
| **Equipment Resource** | | | | |
| **Goal 3.5** | Review current equipment and identify equipment that needs maintenance and/or replacement | Develop an equipment replacement plan and acquire funding for the implementation of this replacement plan | Replace equipment or extend vehicle fleet as required | Update and amend the equipment replacement plan and implement accordingly |
| **Implementation status** | **In progress** | **In progress** | **In progress** | **Not commenced** |
| **Comment** | The municipality has a fleet replacement policy that provides guidelines with regards to when fleet should be replaced. However, the policy is not implemented appropriately. The fleet coordinator also conducts weekly fleet inspections and schedules vehicles for services and repairs. | The municipality has a fleet replacement policy that provides guidelines with regards to fleet replacement. However, there is no ring fenced budget for the implementation of replacement | New trucks and compactors have been procured on an ad hoc basis since the review of the 2013 IWMP but there remains a huge gap in the waste management fleet | The fleet replacement policy has not been amended or updated since the adoption of the 2013 IWMP |
| **Goal 4: Waste Minimisation** | | | | |
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Goal 4.1** | Conduct a study to determine whether the following are feasible:<br>• Waste Minimisation/recycling | If feasible, apply for funding through available funding mechanisms for the | Establish, operate and maintain the waste minimisation infrastructure | Establish, operate and maintain the waste minimisation infrastructure |

| | | | | |
|---|---|---|---|---|
| | • Establishing of composting facilities | establishment of waste minimisation infrastructure | | |
| **Implementation Status** | **Not commenced** | **In progress** | **In progress** | **In progress** |
| **Comment** | The municipality has not undertaken a waste minimisation feasibility study since the adoption of the 2013 IWMP | The municipality has secured funding through the MIG and is in the process of developing a buy back centre next to the Galloway transfer station | The MLM is in the process of developing a buy back centre next to the Galloway transfer station. | Operation of the buy back centre has not commenced |
| **Goal 4.2** | Conduct a study to determine whether the following are feasible:<br>• Waste Minimisation/recycling<br>• Establishing of composting facilities | If feasible, develop a composting strategy to divert green waste to landfill | Establish a compost recycling plant on the larger town landfill or on the best strategically located landfill | Compost recycling plant fully operational and is operated in a sustainable manner |
| **Implementation Status** | **Not commenced** | **Not commenced** | **Not commenced** | **Not commenced** |
| **Comment** | The municipality has not undertaken a waste minimisation feasibility study since the adoption of the 2013 IWMP | The municipality has not developed a composting strategy | This has not commenced. No composting facilities or recycling plans have been developed | No composting facilities or recycling plans have been developed |
| **Goal 4.3** | Conduct a study to determine whether the following are feasible:<br>• Waste Minimisation/recycling<br>• Establishing of composting facilities | If feasible, establish mechanisms for promoting separation at source | Roll out separation at source to 30% of households | Roll out separation at source to 70% of households |
| **Implementation Status** | **Not commenced** | **In progress** | **Not commenced** | **Not commenced** |
| **Comment** | The municipality has not undertaken a waste minimisation feasibility study since the adoption of the 2013 IWMP | The development of a separation at source strategy is still in the planning phase. Pamphlets for distribution have been developed | No separation at source programs have been rolled out | No separation at source programs have been rolled out |
| **Goal 4.4** | Establish Municipal Recycling Forum with stakeholders and hold quarterly forum meetings to coordinate waste minimisation in order to encourage growth on the recycling section and to discuss possible initiatives for or by entrepreneurs | | | |
| **Implementation status** | **Not commenced** | | | |
| **Comment** | There are no Municipal Recycling Forums in the MLM | | | |
| **Goal 5: Management of illegal activities** | | | | |
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Goal 5.1** | Develop an illegal dumping management strategy | Implement illegal Dumping Management Strategy (for example, place mass | Implement illegal Dumping Management Strategy (for example, establish community watch and incentive schemes) | Implement and update illegal waste management strategy |

| | | | | |
|---|---|---|---|---|
| | | containers at identified dumping hot spots) | | |
| **Implementation Status** | **Not commenced** | **In progress** | **In progress** | **In progress** |
| **Comment** | There is no documented illegal dumping management strategy in place. The MLM does however monitor and map illegal dumping hotspots. | There is no illegal dumping management strategy in place. The municipality only responds to illegal dumping on an ad hoc basis and skip containers were placed in all waste dumping hot spots. All illegal dumping hotspots have been mapped in GIS. | EPWP workers were previously designated as waste rangers and provided with uniforms. They manned all the illegal dumping hot spots from 08h00 to 16h00 and recorded illegal dumping. However, the waste rangers were not administering any fines. This programme has been discontinued | This goal is partially complete as there is no documented illegal waste management strategy in place, however, the municipality responds to illegal dumping on an ad hoc basis |
| **Goal 5.2** | Clean up illegal dumping areas. | Continue cleaning up illegal dumping areas | Continue cleaning up illegal dumping areas | Continue cleaning up illegal dumping areas |
| **Implementation Status** | **Complete** | **Complete** | **Complete** | **Complete** |
| **Comment** | The municipality cleans up all the illegal dumping hot spots on an on-going basis | The municipality has a designated team for cleaning up illegal dumps. The clean ups are undertaken every Monday | The municipality has a designated team for cleaning up illegal dumps. The clean ups are undertaken every Monday | The municipality has a designated team for cleaning up illegal dumps. The clean ups are undertaken every Monday |
| **Goal 5.3** | Update by-laws to address the NEMWA requirements | Draft and promulgate by-laws | Proper enforcement of by-laws | Proper enforcement of by-laws and amend if necessary |
| **Implementation Status** | **Not commenced** | **Not commenced** | **Complete** | **Complete** |
| **Comment** | The MLM by laws have not been revised since the adoption of the 2013 IWMP | The MLM by laws have not been revised since the adoption of the 2013 IWMP | Fines for illegal dumping are administered by EMI's and enforced through the municipality's traffic department. They are incorporated in the resident's rates and taxes account | Fines for illegal dumping are administered by EMI's and enforced through the municipality's traffic department. They are incorporated in the resident's rates and taxes account |
| **Goal 5.4** | Develop a system for residents to report waste transgressions, for example illegal dumping | Implement system | Implement system | Implement system |
| **Implementation status** | **Complete** | **Complete** | **Complete** | **Complete** |
| **Comment** | The municipality has a complaints number that residents can call to report waste transgression. Another way to report is through ward councillors who are also custodians of waste awareness campaigns in their respective wards | The system for reporting waste transgressions is being implemented | The system for reporting waste transgressions is being implemented | The system for reporting waste transgressions is being implemented |

| Goal 6: Waste information Systems | | | | |
|---|---|---|---|---|
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Goal 6.1** | Establish a Waste Information System (WIS) | Keep proper records of waste quanti00ties and types received at the waste management facilities.<br>Provide information to the District Municipality | Use records for proper planning and decision making | Ensure that the future planning is effectively carried out |
| **Implementation status** | **In progress** | **Complete** | **Not commenced** | **Not commenced** |
| **Comment** | The MLM does not have an internal waste information system. Information on tonnage and type of waste disposed at landfill sites is recorded on the DEA spread sheet for capturing on GWIS and SAWIS. Further, a list of illegal dumping hot spots is maintained but there are no reports and the costs for cleaning up illegal dumps is not quantified | All information entering the MLM waste disposal sites is recorded on the DEA spread sheet and submitted to GDARD and GDARD uploads the information onto SAWIS | This has not commenced. There are no documented plans to address waste infrastructure needs | There are no documented plans to address future waste disposal needs. Remaining air space analysis of the landfills has not been formally determined, only estimates based on internal audit findings. Furthermore, there is no ring fenced budget for future waste service needs |
| **Goal 6.2** | Compile a list or data of all industries, private landfill and medical facilities in the municipal area | Compile a list of industry waste management facilities | Ensure that all industrial and medical waste are disposed of in a responsible manner | Ensure that all industrial and medical waste are disposed of in a responsible manner |
| **Implementation status** | **Not commenced** | **Not commenced** | **Not Applicable** | **Not Applicable** |
| **Comment** | The municipality does not have a database of industries, private landfill and medical facilities in the municipal area | The municipality does not have a database of industry waste management facilities within the municipal area | This goal falls outside the scope of a local municipality as the responsibility for industrial and medical waste lies with DEA | The MLM does not have a hazardous waste landfill site. DEA are responsible for hazardous waste compliance monitoring |
| **Goal 7: Education and Awareness** | | | | |
| | **Immediate goals** | **Short term goals** | **Medium term goals** | **Long term goals** |
| **Goal 7.1** | Recruit environmental/waste education personnel | Develop an education and awareness strategy and training materials to roll out education and awareness campaigns | Continue and revise implementation of education and awareness campaigns in a sustainable manner | Continue and revise implementation of education and awareness campaigns in a sustainable manner |
| **Implementation status** | **Complete** | **In progress** | **In progress** | **In progress** |
| **Comment** | Education and awareness is undertaken by DEFF through the District Municipality. Two EMI's who have since resigned were employed | This is undertaken by DEFF as part of the Good Green Deeds strategy launched in March 2019. This is a campaign that seeks to promote a cleaner, greener | This is undertaken by DEFF as part of the Good Green Deeds strategy launched in March 2019. This is a campaign that seeks to promote a cleaner, greener | This is undertaken by DEFF as part of the Good Green Deeds strategy launched in March 2019. This is a campaign that seeks to promote a cleaner, greener |

| | | | | |
|---|---|---|---|---|
| | on a 3 year contract through DEFF and part of their scope of work was environmental education and awareness. The municipality is currently in the process of recruiting new EMI's | environment. The municipality also collaborates with the Letsema DA campaign which covers different topics on all municipal services including waste. There is no documented waste awareness plan. | environment. The municipality also collaborates with the Letsema DA campaign which covers different topics on all municipal services including waste | environment. The municipality also collaborates with the Letsema DA campaign which covers different topics on all municipal services including waste |
| **Goal 7.2** | Develop an awareness campaign with regards to waste minimisation and the hierarchy of waste management | Launch awareness campaign in the community, e.g. recycling competition at school level | Amend and continue awareness campaign in order to reach entire community | Amend and continue awareness campaign in order to reach entire community |
| **Implementation status** | **In progress** | **Complete** | **In progress** | **In progress** |
| **Comment** | The MLM does not have a documented awareness strategy. On-going waste awareness campaigns are undertaken by the municipality in collaboration with SDM through the Good Green Deeds program. Material for the awareness campaigns is supplied by SDM. | Community and school awareness campaigns are undertaken | Community and school awareness campaigns are on-going | Community and school awareness campaigns are on-going |
| **Goal 7.3** | Develop information dissemination strategies between all stakeholders | Implement information dissemination strategy, for example build community awareness through education | Implement information dissemination strategy, for example communicate with stakeholders on a regular basis in the form of forums or workshops | Implement and amend information dissemination strategy in order to ensure adequate communication between stakeholders |
| **Implementation status** | **In progress** | **In progress** | **In progress** | **In progress** |
| **Comment** | The MLM undertakes education and awareness campaigns on an on-going basis. There is no documented waste awareness strategy to communicate information to stakeholders | The MLM undertakes education and awareness campaigns on an on-going basis | The MLM undertakes education and awareness campaigns on an on-going basis | The MLM undertakes education and awareness campaigns on an on-going basis |
| **Goal 7.4** | Train waste disposal facility managers / operators to ensure disposal facilities can be operated in accordance with the permit/license requirements | | | |
| **Implementation status** | **In progress** | | | |
| **Comment** | According to information supplied by the municipal officials, licence conditions of all landfills are incorporated in the daily refresher talks to ensure that the facilities are operated in line with their licence requirements | | | |

## 4.2 Progress towards Compliance with National Waste Management Strategy Goals

A review of the progress in the MLM with regards to the implementation of the 2011 NWMS goals and targets was undertaken as part of the IWMP. Where information was available, an assessment of the compliance with each of the targets was undertaken and documented. A review was undertaken against the 2011 NWMS goals and targets as these targets were used as a guide for the development of the 2013 MLM IWMP.

**Table 15 : 2011 National Waste Management Strategy Objectives**

| Goal | Targets for 2016 | Progress to compliance with targets |
|---|---|---|
| 1. Promote waste minimisation, re-use, recycling and recovery of waste. | 25% of recyclables diverted from landfill sites for re-use, recycling or recovery. | The municipality holds no records of recycling occurring within the municipal area by private companies and there are no municipal recycling projects. |
| | All metropolitan municipalities, secondary municipalities, and large towns have initiated separation at source programmes | Separation at source has not been implemented in the municipality. |
| | Achievement of waste reduction and recycling targets as set in industry waste management plans (indWMPs) for paper and packaging, pesticides, lighting (CFLs) and tyre industries | The indWMPs for the paper and packaging industry, e-waste, lighting and tyre industries have been submitted to DEFF for adjudication. All of the tyre indWMP have been rejected by DEFF |
| 2. Ensure the effective and efficient delivery of waste services. | • 95% of urban households and 75% of rural households have access to adequate levels of waste collection services.<br>• 80% of waste disposal sites have permits. | • 91.3% of households have access to a basic refuse removal service (kerbside collection or a communal collection point).<br>• The operational licence for Walkerville landfill site expired in 2017. Henley on Klip is operating on a closure licence and Vaal Marina was issued with an operational licence in 2014, the closure date is not stated in the licence. |
| 3. Grow the contribution of the waste sector to the green economy | • 69,000 new jobs created in the waste sector.<br>• 2,600 additional SMEs and cooperatives participating in waste service delivery and recycling | There are 117 positions in the MLM organogram for waste management, of these, only 71 are filled. |
| 4. Ensure people are aware of the impact of waste on their health, well-being and the environment. | • 80% of municipalities running local awareness campaigns<br>• 80% of schools implementing waste awareness campaigns | • The MLM is running monthly school and community awareness campaigns with a focus on different Environmental topics. A number of waste awareness campaigns were undertaken between February 2018 and February 2019.<br>• MLM also collaborates with the Democratic Alliance led campaign, Letsema. The campaign focuses on numerous issues which includes waste awareness in schools |
| 5. Achieve integrated waste | • All municipalities have integrated their IWMPs with their IDPs, and have met the targets set in IWMPs | • The previous IWMP projects were incorporated into the MLM IDP |

| Goal | Targets for 2016 | Progress to compliance with targets |
|---|---|---|
| management planning. | • All waste management facilities required to report to SAWIS have waste quantification systems that report information to WIS | • The MLM met 26.1% of its long term goals, 30.4% medium term goals, 34.8% of its short term goals and 8.7% of the goals that were set are not applicable<br>• All operational municipal waste management facilities in the MLM are reporting to GWIS. The GWIS system is linked to SAWIS. |
| 6. Ensure sound budgeting and financial management for waste services | • All municipalities that provide waste services have conducted full-cost accounting for waste services and have implemented cost reflective tariffs | The MLM has not undertaken a full cost accounting exercise to determine the true cost of waste management services. |
| 7. Provide measures to remediate contaminated land. | • Assessment complete for 80% of sites reported to the contaminated land register<br>• Remediation plans approved for 50% of confirmed contaminated sites. | • External airspace determination have not been undertaken for the facilities to determine the remaining lifespan and no closure applications have been undertaken<br>• There are no rehabilitation plans for facilities and no ring-fenced rehabilitation fund. |
| 8. Establish effective compliance with and enforcement of the Waste Act | • 50% increase in the number of successful enforcement actions against non-compliant activities.<br>• 800 environmental management inspectors (EMIs) appointed in the three spheres of government to enforce the Waste Act | • Fines for illegal dumping are administered by EMI's and enforced through the municipality's traffic department. They are incorporated in the resident's rates and taxes account<br>• There are no EMIs in the MLM. According to the organogram, there are two vacant posts. |

# 5 Situation Analysis

## 5.1 Scope and Purpose of the Situation Analysis

The situation analysis is the first step of any IWMP. It is important to note that the situation analysis is a snap shot of the current status of waste management. Due to changes in legislation and on-going operational changes, the situation analysis is constantly evolving. A detailed review of the situation analysis is therefore required at least in line with the five-year review of the IWMP.

The situation analysis addresses all aspects of waste management from waste infrastructure to institutional capacity and funding of waste management services.

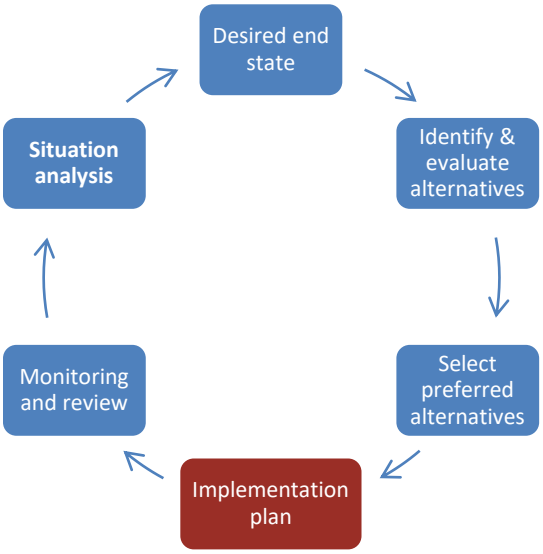



**Figure 4: IWMP planning phases – situation analysis**

## 5.2 Demographics

Data presented in the following section has been sourced from the Provincial Profile of the Gauteng Province which was prepared by Stats SA based on the results of the 2016 Community Survey and the Census 2011. All data presented below is from the Community Survey 2016 and the Census 2011, unless specified otherwise.

**Population**

The population of the MLM between 2011 and 2016 increased by 17.12 % from 95,301 to 111,612 which was a 3.21% annual population increase. This was much higher than the growth of the SDM from 2011 to 2016 as the population increased by 4.5% for this period.

**Table 16: Population profile**

| | Population | | | |
|---|---|---|---|---|
| **Municipality** | **Census 2001** | **Census 2011** | **CS, 2016** | **% changes 2011 to 2016** |
| Emfuleni LM | 657,949 | 721,663 | 733,445 | 1.63 |
| Lesedi LM | 71,868 | 99,520 | 112,472 | 13.01 |
| **Midvaal LM** | **64,271** | **95,301** | **111,612** | **17.12** |
| Sedibeng DM | 796,756 | 916,484 | 957,528 | 4.40 |

**Ethnic Profile (Community Survey 2016)**

The majority of the population in the MLM is Black African (58.4%). Indian/ Asian is the smallest ethnic group, constituting only 0.8% of the population of MLM.

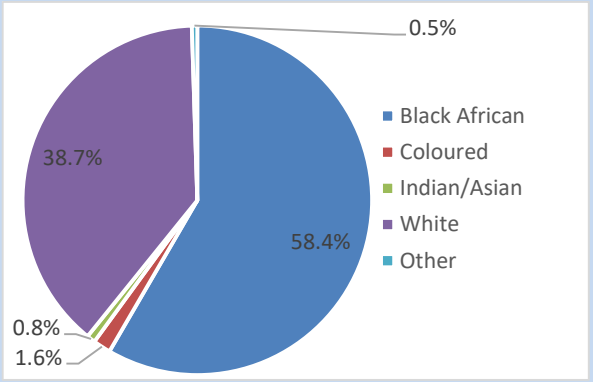



**Figure 5: Ethic profile**

**Language (Census 2011)**

All of South Africa's national languages are represented in the MLM. Afrikaans is the most common home language (30.2%) in MLM followed by Sesotho (27.3%).

**Table 17: Language profile**

| Language | Percentage of population |
|---|---|
| Afrikaans | 30.2% |
| Sesotho | 27.3% |
| English | 13.7% |
| IsiZulu | 11.5% |
| IsiXhosa | 5.2% |
| Other | 2.3% |
| Sepedi | 1.8% |
| Xitsonga | 1.7% |
| Setswana | 1.6% |
| isiNdebele | 0.9% |
| Sign language | 0.6% |
| Tshivenda | 0.5% |
| SiSwati | 0.4% |
| Not applicable | 2.3% |

**Households**

The number of people per household in the MLM in 2011 was 3.2 and in 2016 was 2.9. The number of houses in MLM increased from 95,301 in 2011 to 111,612 in 2016.

**Table 18: Household profile (CS, 2016 and Census 2011)**

| | Census 2011 | | CS, 2016 | |
|---|---|---|---|---|
| **Municipality** | **No. households** | **Ave. Size** | **No. house holds** | **Ave. Size** |
| ELM | 220,131 | 3.2 | 253,488 | 2.9 |
| LM | 29,664 | 3.4 | 39,294 | 2.9 |
| **MLM** | **29,961** | **3.2** | **38,046** | **2.9** |
| SDM | 279,756 | 3.3 | 330,828 | 2.9 |

**Education**

**Table 19: Education profile (Highest level of education for population aged 20 years and older, CS 2016)**

| Schooling level | % of population |
|---|---|
| No schooling | 7.8 |
| Primary school | 6.1 |
| Secondary school | 77.1 |
| Higher School | 9.1 |

Only 9.1% of the population of MLM has a higher education and 7.8% of the population have no schooling.

## 5.3 Type of Housing and Access to Services

Data presented in the following section has been sourced from the Provincial Profile of Gauteng which was prepared by Stats SA based on the results of the 2016 Community Survey.

**Type of Dwelling**

The majority of residences in MLM are formal dwellings (82.9 %); 0.1% of dwellings are traditional dwelling and 16.6% are informal dwellings.

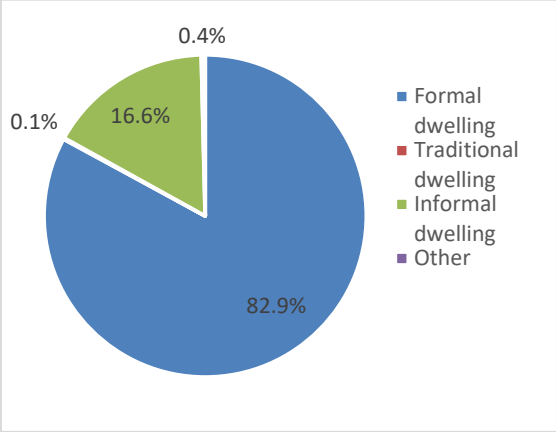



Figure 6: Houses by type of dwelling

**RDP/ Government Subsidised Dwelling**

A significant portion of households in MLM are either RDP or government subsidised (16.9 %).

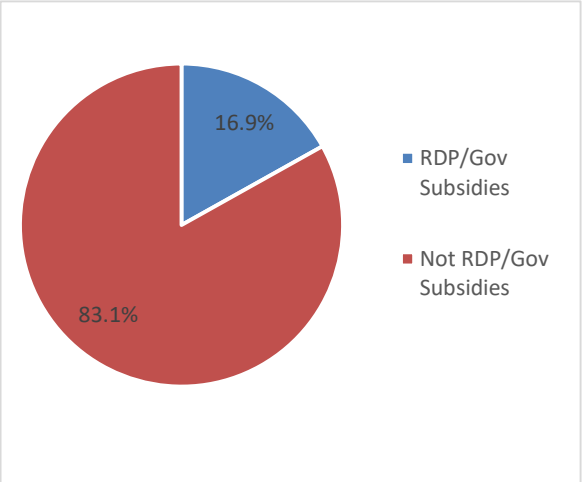



Figure 7: RDP/ government subsidy status of households

**Toilet Facilities**

The majority of households in MLM have flush toilets which are connected to a municipal sewer system or conservancy/ septic tank.

Table 20: Access to toilet facilities

| Toilet facility | No. households | % of households |
|---|---|---|
| Flush toilet (connected to a public sewage system) | 23,816 | 63% |
| Flush toilet (connected to a septic tank /conservancy) | 6,429 | 17% |
| Chemical toilet | 2,092 | 6% |
| Pit latrine (with ventilation pipe) | 1,027 | 3% |
| Pit latrine (without ventilation pipe) | 1,826 | 5% |
| Ecological toilet/Other | 532 | 1% |
| Bucket toilet (emptied by municipality) | 1,750 | 5% |
| Bucket toilet (emptied by household) | 76 | 0% |
| None | 456 | 1% |
| **Total** | **38,004** | **100%** |

**Access to Safe Drinking Water**

The majority of households in MLM (95 %) have access to safe drinking water. 2,015 households (5 %) do not have access to safe drinking water.

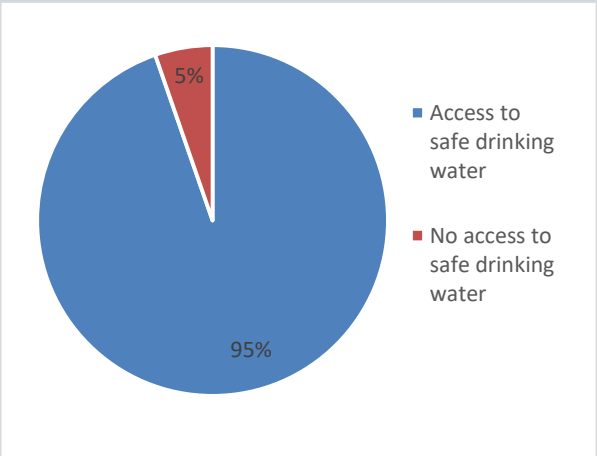



Figure 8: Access to safe drinking water

**Access to Electricity**

The majority of households in MLM have access to electricity which is used for cooking, light, water heating and space heating.

**Table 21: Type of energy used for different household activities**

| | Energy source used | | | |
|---|---|---|---|---|
| **Activity** | **Electricity** | **Other** | **None** | Total |
| Cooking | 76.5 | 23.14 | 0.34 | **100** |
| Lighting | 82.35 | 17.52 | 0.13 | **100** |
| Water heating | 79.19 | 19.76 | 1.05 | **100** |
| Space heating | 68.60 | 18.65 | 12.74 | **100** |

**Access to Internet**

Only 23% of households have access to the internet.

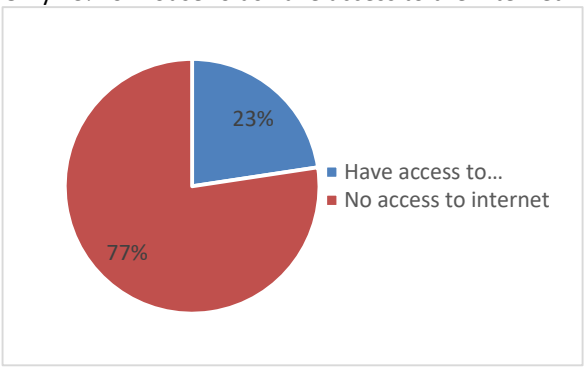



**Figure 9: Access of households to the internet**

**Access to Refuse Removal Services**

**Table 22: Households access to refuse services**

| Service | Percentage of households |
|---|---|
| Removed weekly | 82.9 |
| Removed less often | 1.4 |
| Communal refuse dump | 8.2 |
| Communal container | 0.1 |
| Own refuse | 6.1 |
| No refuse disposal | 0.5 |
| Other | 0.9 |

The majority of households in MLM have access to kerbside collection service for refuse.

In 2020, a total of 9513 households (7%) were registered as indigent in the MLM. In 2011, 16,868 individuals (17.7%) were living below South Africa's Food Poverty Line and 21,538 individuals (22.6%) were living below South Africa's Upper-Bound Poverty Line. These Poverty Lines were used to indicate poverty and the poor households in the MLM and South Africa.

## 5.4 Local Economy

**Employment (in those aged 15 – 64)**
56% of the population in the age bracket 15 – 64 are employed, 13% are unemployed and 3% are discouraged work seekers. The remaining 29% are not economically active.

**Table 23: Employment status is those aged 15 – 64 (Census 2011)**

| Employment Status | No. | % |
|---|---|---|
| Employed | 37,336 | 56% |
| Unemployed | 8,620 | 13% |
| Discouraged work seeker | 1,939 | 3% |
| Not economically active | 19,287 | 29% |
| **Total** | **67,182** | **100%** |

**Household Income**

**Table 24: Average household income (Census 2011)**

| Average Household Income | % of households |
|---|---|
| No income | 14.5 |
| R1 - R,4800 | 3.2 |
| R 4,801 - R 9,600 | 4.9 |
| R9,601 - R19,600 | 14.8 |
| R19,601 - R38,200 | 16.4 |
| R38,201 - R76,400 | 12.4 |
| R76,401 - R153,800 | 10.3 |
| R153,801 - R307,600 | 10.9 |
| R307,601 - R614,400 | 8.3 |
| R614,001 - R1,228,800 | 3.1 |
| R1,228,801 - R2,457,600 | 0.7 |
| R2,457,601+ | 0.5 |
| **Total** | **100.0** |

### 5.4.1 Gross Domestic Product

The total gross domestic profit (GDP) for the Sedibeng District Municipality (SDM) was R42.7 billion in 2013, of which the MLM contributed R6.52 billion. The MLM however had the highest average annual economic growth for the District, averaging 5.4% between 2003 and 2013. The table below presents the municipal contributions to the SDM GDP and the average annual economic growth rate for each local municipality.

**Table 25: Local municipalities of the Sedibeng District Municipality contributions to the GDP and the average annual economic growth rate (Midvaal IDP, 2014 – 2019)**

| District | GDP (2013) | Share of district municipality GDP | Average annual economic growth rate |
|---|---|---|---|
| Emfuleni | R32.7 billion | 76.6% | 3.12% |
| **Midvaal** | **R6.5billion** | **15.3%** | **5.4%** |
| Lesedi | R3.5 billion | 8.1% | 4.3% |
| Sedibeng | R42.7 | 100% | |

The contributors to the local Gross Domestic Product per Region (GDPR) are as follows:

- 31.5%: Tertiary sector – government, community and social services, infrastructure services
- 66.8%: Secondary sector - manufacturing, wholesale and retail trade, finance and property, etc.
- 1.7%: Primary Sector - agriculture, forestry, fishing, mining and quarrying.

The economic activity by contributing sector is indicated in the pie chart below.

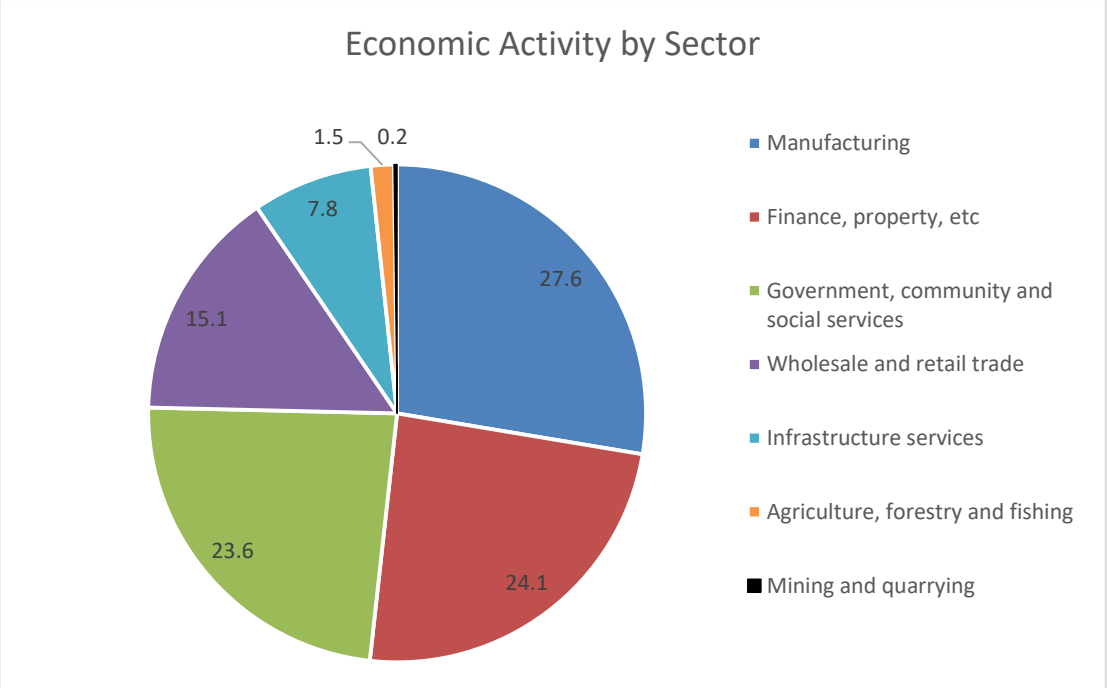



**Figure 10: The economic activity by sector for the Midvaal Local Municipality (IDP 2014 - 2019)**

According to the Midvaal IDP 2014 - 2019, the municipality has the potential to diversify its economy and grow the manufacturing, tourism, agriculture and construction sectors. This is also emphasised in the spatial development framework where these sectors are were highlighted to have a comparative advantage for development. The diversification of the economy promotes growth within the municipal area and allows the economy to be resilient to negative impacts to any specific sector.

## 5.5 Waste Profile

### 5.5.1 Domestic Waste Profile

A waste characterisation exercise was undertaken for the MLM with the aim to determine the profile of domestic waste being disposed of to landfill. The following sections describe how the characterisation was undertaken and the results achieved.

(a) Methodology

Waste was surveyed from a low income area in Meyerton (Bantu Bonke) and a high income area in Meyerton (Helderstroom). Waste was collected from a randomised selection of 9 households in low income area and 8 households from the high income area. All the waste put out for collection at each of these houses was collected to ensure the results were not skewed due to any type of separation of waste types into different bags or containers. Waste was collected in two separate vehicles for the different income areas on the weekly collection day ahead of the collection truck, and transported to Henley on Klip landfill site for characterisation. A total of 12 bags were collected from Bantu Bonke, and 29 bags from Helderstroom.

The sorting team, which consisted mostly of MLM EPWP workers, was trained on identifying the different categories of waste as well as important sorting procedures to minimize the risk of weighing or sorting errors. Pictures and explanation of different waste types were used during the training.

Waste was sorted by hand into 22 different categories of recyclable and non-recyclable waste, including seven categories of plastics. The following categories of waste were weighed individually and recorded.

**Table 26: Categories of waste weighed and sorted**

| Waste Type | Examples |
|---|---|
| **Plastics** | |
| PET 01 | Bottles (coke, water), food jars |
| PE-HD 02 | Bottles (milk, shampoo) |
| PVC 03 | Water piping |
| PE-LD 04 | Carrier bags |
| PP 05 | Microwave containers |
| Polystyrene 06 | Take away cartons |
| Other 07 | CDs |
| **Paper & cardboard** | |
| Paper | Office (all colours) |
| Corrugated cardboard | Brown corrugated packaging boxes |
| Non-corrugated cardboard | Cereal boxes |
| Other paper | Glossy magazines |
| Glass | |
| **E-waste** | |
| E-waste | TVs, PC components, cell phones, cables, clocks, phones, calculators, electrical equipment |

| Waste Type | Examples |
|---|---|
| **Metal** | |
| Metal | Aluminium, metal, cans, tins, foil |
| **Organics** | |
| Garden waste | Grass cuttings, leaves cuttings, weeds, plants |
| Food waste | Kitchen waste, food waste, vegetable peelings |
| Wood waste | wood waste |
| **Hazardous waste** | |
| Heath care risk waste | Pharmaceutical waste, medicines (including packaging) |
| Household hazardous waste | Oil paint, motor oil, pesticides and herbicides, fluorescent lamps |
| **Nappies** | |
| Nappies | Including sanitary towels, baby wipes |
| **Construction & Demolition** | |
| Construction Waste | Construction rubble, bricks |
| **Other** | |
| Fines | Material too small to sort, clothing material |

The one-day characterisation means that samples could not account for possible seasonal variation in waste.

(b) Waste Characterisation Results

The results for the domestic waste stream characterisation are presented in the tables and figures below.

**Table 27: Domestic waste stream composition (Results as % of waste stream by weight)**

| Waste Type | Description | Quantity (kg) composition low income | % Composition low income | Quantity (kg) composition high income | % Composition high income | Combined Quantity (kg) composition | Combined % Composition |
|---|---|---|---|---|---|---|---|
| PET 01 | Bottles (Coke, water), food jars | 2.20 | 1.75 | 6.36 | 6.16 | 8.56 | 3.66 |
| PE-HD 02 | Bottles (milk, shampoo) | 2.08 | 1.65 | 4.83 | 4.67 | 6.91 | 2.95 |
| PVC 03 | Water piping | 2.50 | 1.98 | 0.07 | 0.07 | 2.57 | 1.10 |
| PE LD 04 | Carrier bags | 7.76 | 6.16 | 10.90 | 10.55 | 18.66 | 7.97 |
| PP 05 | Microwave containers | 4,72 | | 3.10 | 3.00 | 7.82 | 3.34 |
| Polystyrene 06 | Take away cartons | 0.79 | 0.63 | 0.51 | 0.49 | 1.30 | 0.56 |
| Other 07 | CDs | 1.95 | 1.55 | 0.35 | 0.34 | 2.30 | 0.98 |
| **Plastics subtotal** | | **17.28** | **13.71** | **26.12** | **25.28** | **48.12** | **20.56** |
| **Paper** | **Office (all colours)** | **3.41** | **2.71** | **1.74** | **1.68** | **5.15** | **2.20** |
| **Corrugated cardboard** | **Brown corrugated boxes** | **3.38** | **2.68** | **14.41** | **13.95** | **17.79** | **7.60** |
| **Non-corrugated cardboard** | **Cereal boxes** | **4.23** | **3.36** | **3.42** | **3.31** | **7.65** | **3.27** |
| **Other paper** | **Glossy magazines** | **2.27** | **1.80** | **2.81** | **2.72** | **5.08** | **2.17** |
| **Paper & cardboard subtotal** | - | **13.29** | **10.55** | **22.38** | **21.66** | **35.67** | **15.24** |
| **Glass subtotal** | | **6.05** | **4.80** | **20.15** | **19.50** | **26.20** | **11.19** |
| **E-Waste subtotal** | | **0.01** | **0.01** | **3.33** | **3.22** | **3.34** | **1.43** |
| **Metal subtotal** | | **4.08** | **3.24** | **2.58** | **2.50** | **6.66** | **2.85** |
| Organic | Garden waste | 14.62 | 11.60 | 1.11 | 1.07 | 15.73 | 6.72 |
| Organic | Food waste | 19.30 | 15.32 | 7.36 | 7.12 | 26.66 | 11.39 |
| Organic | Wood waste | 0.84 | 0.67 | 3.10 | 3.00 | 3.94 | 1.68 |
| **Organics subtotal** | | **34.76** | **27.59** | **11.57** | **11.20** | **46.33** | **19.80** |
| **Hazardous Waste** | **Health care risk waste** | **0.64** | **0.51** | **0.58** | **0.56** | **1.22** | **0.52** |
| **Hazardous Waste** | **Household** | **0.27** | **0.21** | **0.19** | **0.18** | **0.46** | **0.20** |
| **Hazardous subtotal** | | **0.91** | **0.72** | **0.77** | **0.75** | **1.68** | **0.72** |

| Waste Type | Description | Quantity (kg) composition low income | % Composition low income | Quantity (kg) composition high income | % Composition high income | Combined Quantity (kg) composition | Combined % Composition |
|---|---|---|---|---|---|---|---|
| **Nappies** | | **41.70** | **33.10** | **4.28** | **4.14** | **45.98** | **19.65** |
| **Construction waste subtotal** | | **1.71** | **1.36** | **4.42** | **4.28** | **6.13** | **2.62** |
| **Other clothing material subtotal** | | **6.21** | **4.93** | **7.73** | **7.48** | **13.94** | **5.96** |
| **Total** | | **126.00** | **100.00** | **103.33** | **100.00** | **234.05** | **100.00** |

**Table 28: Waste characterisation results summary**

| Waste category | % Composition - Low Income Households | % Composition - High Income Households | % Composition - Combined Households |
|---|---|---|---|
| Plastics | 13.71 | 25.28 | 20.56 |
| Paper & cardboard | 10.55 | 21.66 | 15.24 |
| Glass | 4.80 | 19.50 | 11.19 |
| E-waste | 0.01 | 3.22 | 1.43 |
| Metal | 3.24 | 2.50 | 2.85 |
| Organics | 27.59 | 11.20 | 19.80 |
| Hazardous & HCRW | 0.72 | 0.75 | 0.72 |
| Nappies | 33.10 | 4.14 | 19.65 |
| Construction | 1.36 | 4.28 | 2.62 |
| Other | 4.93 | 7.48 | 5.96 |

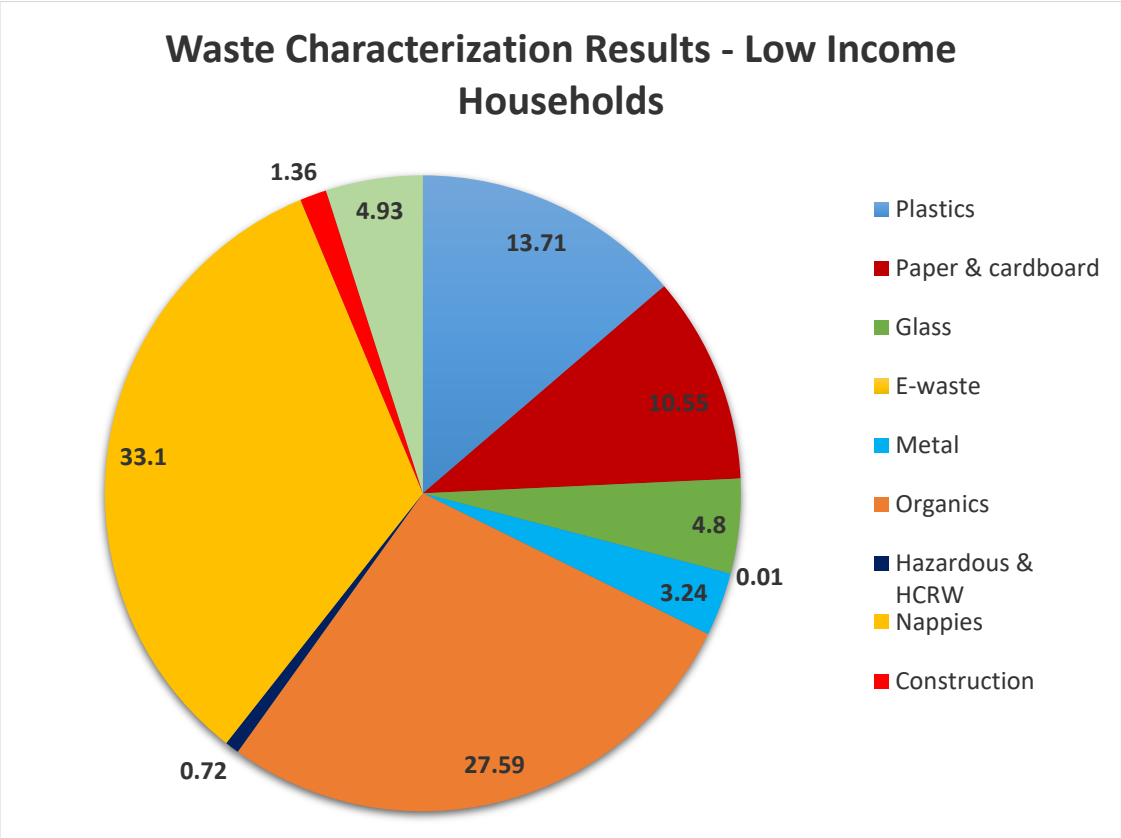



Figure 11: Waste characterisation results – low income households

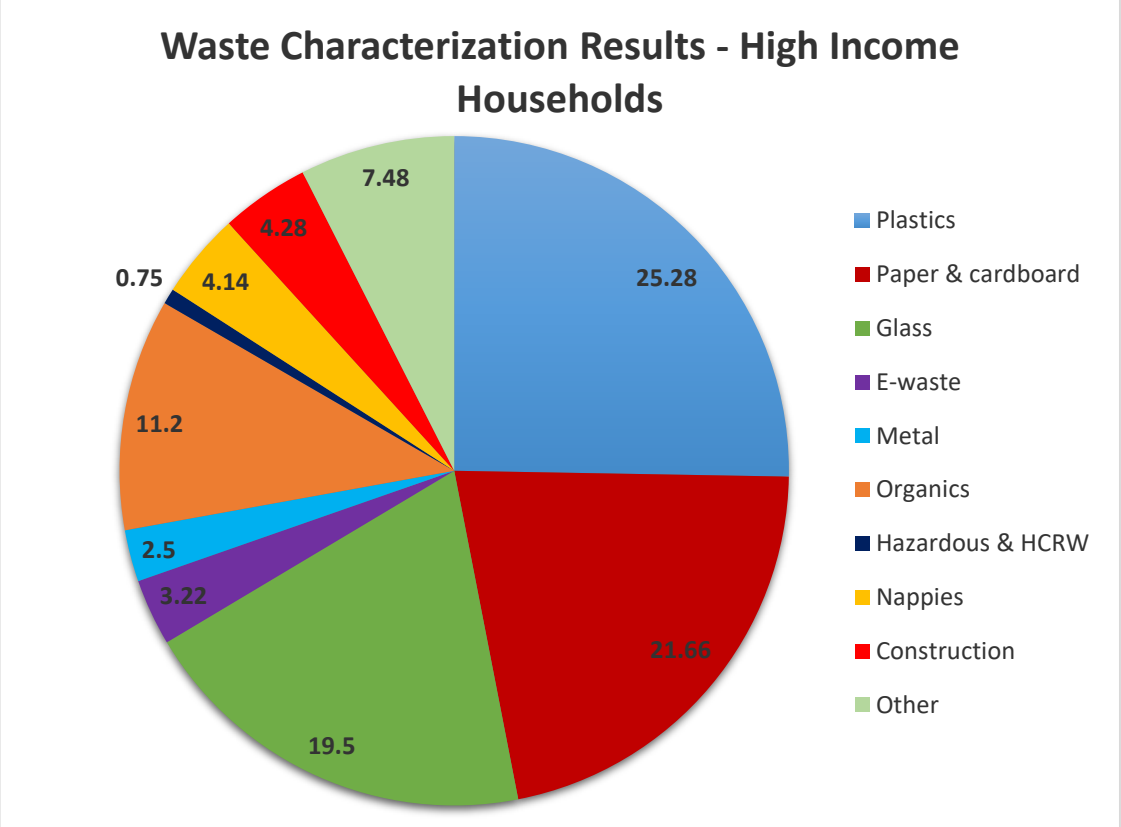



Figure 12: Waste characterisation results – high income households

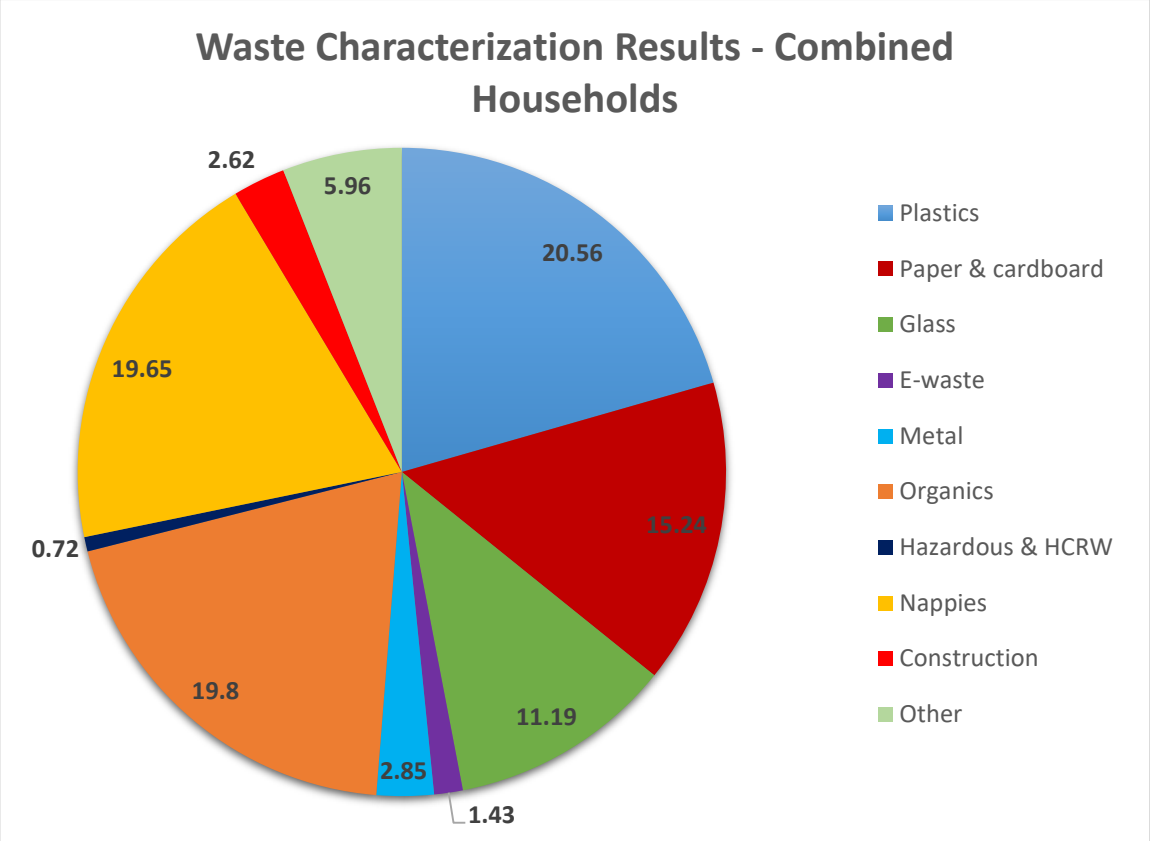



Figure 13: Waste characterisation results – combined households






**Figure 14: A: Bins used to sort different waste types, B: waste sorting, C&D: low income area waste collection, E&F: high income area waste collection.**

On average the largest category of the domestic waste stream was plastic waste, comprising a total of 20.56% of the waste stream. Plastic waste was composed of 7 different kinds of plastic: Coke or water bottles (3.66%), shampoo or milk bottles (2.95%), water piping (1.10%), carrier bags (7.97%), microwave containers (3.34%), take away cartons (0.56%) and cd's (0.98%). This finding highlights the opportunity for plastic recycling to significantly reduce the volume of waste disposed to landfill. Separation of recyclables at source is required to take full advantage of recycling because contamination can reduce the quality and quantity of recyclable material. A total of 49.84% of the domestic waste stream sample was composed of recyclable materials (paper, cardboard, metal, glass and plastics).

The following observations are made for the different waste types:

(i) Plastics

Plastic waste was the largest category of waste in the characterisations by weight. Details of the different sub-categories of plastic are presented in Section C below. During the waste characterisation, as far as possible organic waste was removed from plastic packaging and placed into the organics bin, however some contamination of plastic may have occurred which would have increased the mass of plastics recorded.

(ii) Paper and cardboard

The majority of this category was composed of corrugated cardboard, consisting of mainly cardboard boxes which made up 7.60% of the total waste stream sample. In total the paper and cardboard category made up 15.24% of the waste sample.

(iii) Glass

Glass accounted for 11.19% of the total waste sample. Glass beverage bottles accounted for most of the glass for the waste sample.

(iv) E-waste

E-waste recorded 1.43% of the total waste sample. E-waste found in the sample included electrical equipment, cables and other e-waste.

(v) Metal

A total of 2.85% of the waste sample was composed of metal. Most of the metal found in the domestic waste stream was empty food tins and drink cans.

(vi) Organics

Organic waste was the third largest category with a total weight of 19.80%. Organic waste was composed of three sub-categories: garden waste (6.72%), food waste (11.39%) and wood waste (1.68%). The low-income area waste sample contained more food waste than the high-income area sample. This difference may be attributed to better awareness in the high-income area to use food waste for compost in their gardens.

(vii) Nappies

Nappies were the second largest category and constituted 19.65% of the total waste sample. This category included used nappies and sanitary towels. There is a notable difference between the low-income area which recorded a mass of 41.7kg and the high-income area with a mass of only 4.28kg.

(viii) Health care risk waste

Health care risk waste was the lowest category with only 0.72% of the total waste sample. HCR waste found in the sample included medicines and empty medicine packaging.

(ix) Construction waste

Construction waste constituted 2.62% of the total waste sample and was largely composed of concrete and bricks.

(x) Other waste

This waste constituted all the fines that could not be sorted. And the total weight was 5.96%. This category gives an indication of the proportion of the domestic waste stream that cannot be composted or recycled because it is mixed organic and non-organic waste. If waste was separated at source, this proportion of fines that are 'lost' out of the compostable / recyclable material could be reduced.

(c) Plastics Waste Stream Characterisation

The plastics fraction of the sample was further separated to better understand the recycling potential for plastics. These were separated into six fractions as shown in the table below.

Table 29: Description of different categories of plastics

| SPI Code | Type | Acronym | Examples |
|---|---|---|---|
| 1 | Polyethylene Terephthalate | PET | Fizzy drink and still water bottles. |
| 2 | High density Polyethylene | PE-HD | Milk bottles, juice bottles and some detergent bottles, plastic bags. |
| 3 | Polyvinyl Chloride | PVC | Plastic pipes |
| 4 | Low density Polyethylene | PE-LD | Bread bags, soft plastic bags, cling wrap |
| 5 | Polypropylene | PP | Butter and yoghurt containers, crinkly food wrappers |
| 6 | Polystyrene | PS | Take away containers and utensils |
| 7 | Other | P7 | Cd's |

Note: Plastic containers are often labelled with a Society of Plastic Industry code (SPI). These codes were devised in 1988 to aid identification of plastics for recycling purposes. Use of the codes on plastic packaging is voluntary.

The following table presents the plastic characterisation results.

Table 30: Plastic characterisation results

| Plastic category | % of the total waste sample | % of total plastic |
|---|---|---|
| 1 - PET | 3.66 | 17.80 |
| 2 - PE-HD | 2.95 | 14.35 |
| 3 - PVC | 1.10 | 5.35 |
| 4 - PE-LD | 7.97 | 38.76 |
| 5 - PP | 3.34 | 16.25 |
| 6 - Polystyrene | 0.56 | 2.72 |
| 7 – Other plastics | 0.98 | 4.77 |
| **Sub-total** | 20.56 | 100.00 |

### 5.5.2 Hazardous, Business and Industry Waste Profile

To be added based on the outcome of engagement with business and industry.

## 5.6 Waste Generation

The data below is sourced from GWIS accessed on 19 February 2021. The tonnages of waste recorded on GWIS and SAWIS vary significantly, and this can be attributed to GWIS recording data more frequently than SAWIS. As per the results for the domestic waste characterisation, 49.84% of the domestic waste stream is composed of recyclable material.

### 5.6.1 Domestic Waste Generation and Disposal

Waste generation varies throughout the year and in the MLM. The data in the table below presents the waste disposal data for 2019 and 2020. A noticeable difference is that waste disposal tonnages decreased from 5,127.7 tonnes per month in 2019 to 3,556.4 tonnes per month in 2020. This is as a result of the covid-19 pandemic and the national lockdown experienced in 2020 causing a decrease in waste generation.

**Table 31: Domestic waste disposal records (tonnes) for the MLM (January 2019 – December 2020, data source GDARD, GWIS sourced 19/02/2021)**

| Month | General waste |
|---|---|
| January | 4,521 |
| February | 4,101 |
| March | 12,605 |
| April | 4,429 |
| May | 5,178 |
| June | 3,941 |
| July | 5,015 |
| August | 4,531 |
| September | 4,485 |
| October | 4,951 |
| November | 4,848 |
| December* | 2,927 |
| **Total** | **61,532** |
| **Ave. per month** | **5,127.7** |

| Month | General waste |
|---|---|
| January | 4,016 |
| February | 4,076 |
| March | 5,049 |
| April | 2,080 |
| May | 1,954 |
| June | 2,794 |
| July | 2,040 |
| August | 4,106 |
| September | 5,638 |
| October | 5,296 |
| November | 3,000 |
| December* | 2,629 |
| **Total** | **42,677** |
| **Ave. per month** | **3,556.4** |

### 5.6.2 Hypothetical Domestic Waste Generation Rates

This section presents a theoretical calculation of the likely total quantity of waste generated in the MLM using population data and published "per capita" waste generation rates.

The South Africa State of Environmental Report, 2006 (SOER) calculates waste generation volumes per income level as follows:

- Low income 0.41 kg/ person/ day = 149.65 kg/ person/ year.
- Middle income 0.74 kg/ person/ day = 270.1 kg/ person/ year.
- High income 1.29 kg/ person/ day = 470.85 kg/ person/ year.

The SOER figures for waste generation are also used in the Department of Environmental Affairs Guideline for the Development of Integrated Waste Management Plans (IWMPs). The DEFF IWMP guideline also presents the following income brackets:

- Low income R 0 – R 74,999 per year.
- Middle income R 75,000 – R 999,000 per year.
- High income R 1 million + per year.

The MLM income profile was determined based on StatsSA records (Census Data,2011) and an estimated 2020 population figure of 135,156 people from the 2019/2020 Midvaal IDP was used to calculate the theoretical domestic waste generation tonnages presented in table 32 below:

Table 32: Theoretical calculation of domestic waste produced in the MLM

| Waste generation/ income group | Income group | % of population | No. person | Waste generation tonnes/day | Waste generation tonnes/ annum |
|---|---|---|---|---|---|
| Low income 0.41kg/person/ day | No income | 14.5% | 19,598 | 7.5 | 2,748 |
| | R1 - R,4800 | 3.2% | 4,325 | 1.7 | 606 |
| | R 4,801 - R 9,600 | 4.9% | 6,623 | 2.5 | 929 |
| | R9,601 - R19,600 | 14.8% | 20,003 | 7.7 | 2,805 |
| | R19,601 - R38,200 | 16.4% | 22,166 | 8.5 | 3,108 |
| | R38,201 - R76,400 | 12.4% | 16,759 | 6.4 | 2,350 |
| Sub-total | | | 89,473 | 34.4 | 12,547 |
| Medium income 0.74kg/person/ day | R76,401 - R153,800 | 10.3% | 13,921 | 9.7 | 3,523 |
| | R153,801 - R307,600 | 10.9% | 14,732 | 10.2 | 3,729 |
| | R307,601 - R614,400 | 8.3% | 11,218 | 7.8 | 2,839 |
| | R614,001 - R1,228,800 | 3.1% | 4,190 | 2.9 | 1,060 |
| Sub-total | | | 44,061 | 30.6 | 11,152 |
| High income 1.29kg/person/ day | R1,228,801 - R2,457,600 | 0.7% | 946 | 1.1 | 417 |
| | R2,457,601+ | 0.5% | 676 | 0.8 | 298 |
| Sub-total | | | 1,622 | 2.0 | 716 |
| | **Total** | **100%** | **135,156** | **66.9** | **24,414** |

Based on the above estimation, a total of 66.9 tonnes of domestic waste per day or 24,414 tonnes per year were generated in 2020 within the MLM.

There is a large difference between the reported waste quantities from the GWIS data (Table 31) and the theoretical ones (Table 32). The GWIS data (60,532 tonnes in 2019 and 42,677 tonnes in 2020) is significantly higher than the hypothetical calculations of domestic waste generated in 2020 (24,414 tonnes/annum). Possible explanations of this variation are:

- The income levels of the population were calculated based on Census 2011 data. This data set is 9 years old. There may since have been some change in the representation of the different household income in the MLM.
- Waste is disposed of by residents and businesses of neighbouring municipalities at the MLM landfill sites and transfer stations and this is not recorded as such on GWIS to indicate from which municipality the waste is generated.
- The waste generation categories per income level are not in-line with actual waste generation rates for residents of MLM.
- There is no operating weighbridge at the MLM landfill sites or transfer stations. Waste tonnages are therefore estimated from waste volumes disposed of at the landfill sites. An overestimated volumetric estimation of waste disposed of or an over predicted density of waste type disposed of can increase the tonnage of waste calculated and reported to GWIS.

### 5.6.3 Business and Industrial Waste Generation

The South African Waste Information Centre (SAWIC) does not present a detailed breakdown of business and industrial waste of the MLM. Business and industrial waste is generally reported under the category “commercial and industrial waste” on SAWIC. The tonnages of

commercial and industrial waste generated from the MLM for the period 2015 – 2019 are provided in the Table 33 below.

**Table 33: Summary of commercial and industrial waste disposal in MLM from 2015 - 2019 (source: SAWIC, accessed 02/03/2020)**

| Year | Waste Tonnes Disposed |
|---|---|
| 2015 | No information available |
| 2016 | No information available |
| 2017 | 168.8 |
| 2018 | No information available |
| 2019 | 141.5 |
| **Total** | **310.3** |

### 5.6.4 Hazardous Waste Generation

A profile of hazardous waste generation in the MLM was developed based on data reported on the SAWIS on the SAWIC website (Department of Environmental Affairs, 2020).

(a) SAWIC Hazardous Waste Records

According to SAWIC records, in 2019, 1,159.1 tonnes of hazardous waste were generated in the MLM. Table 34 below indicates the hazardous waste generated in the MLM from 2015 to 2019. There are no hazardous waste landfill sites in the MLM therefore all hazardous waste generated in the MLM is disposed of in the Emfuleni local municipality surrounding the MLM. According to the SAWIC records, in 2019, 712.2 tonnes of hazardous waste were generated in MLM and was disposed in the Ekurhuleni municipality and 446.9 tonnes of hazardous waste was generated in the MLM and disposed in the Emfuleni municipality. In 2019, a total of 7.5 tonnes of hazardous waste was treated in the MLM and 0.2 tonnes of hazardous waste generated in the MLM was treated in the City of Johannesburg municipality. A total of 1.2 tonnes of hazardous waste which was generated in the MLM was recycled (Department of Environmental Affairs, 2020).

**Table 34: Summary of hazardous waste generated in the MLM that was disposed from 2015 to 2019 (data source - SAWIC; 02/03/2020)**

| Year | Hazardous Waste Disposed (Tonnes) |
|---|---|
| 2015 | 279.1 |
| 2016 | 138.1 |
| 2017 | 393.3 |
| 2018 | 1,561.0 |
| 2019 | 1,159.1 |
| 2020 | 1,322.2 |

A breakdown of the hazardous waste type generated in the MLM and disposed of from 2017 to 2019 is presented in the table below (Department of Environmental Affairs, 2020). It is evident from the available information in the table that reporting of hazardous waste disposal has improved from 2017 to 2019.

**Table 35: Summary of hazardous waste disposal in MLM in 2017 - 2019 (data source – SAWIC; 02/03/2020)**

| | 2017 | | 2018 | | 2019 | |
|---|---|---|---|---|---|---|
| **Waste type** | **Tonnes** | **Percentage** | **Tonnes** | **Percentage** | **Tonnes** | **Percentage** |
| Liquid and sludge organic waste | 6.6 | 1.7 | - | | 8.8 | 0.9 |
| Miscellaneous | - | | 900.8 | 57.7 | 438.5 | 42.9 |
| Organic halogenated and/or sulphur containing solvents | 0.6 | 0.2 | - | | - | |
| Slag: Non-ferrous metal slag | - | | 9.4 | 0.6 | - | |
| Sewage sludge unclassified | - | | - | | 9.8 | 0.9 |
| Solid inorganic waste | 385.3 | 98.0 | 650.8 | 41.7 | 535.0 | 52.4 |
| Solid organic waste | 0.8 | 0.2 | - | | 21.0 | 2.1 |
| Waste oils | - | | - | | 8.4 | 0.8 |
| **Total** | **393.3** | **100** | **1,561** | **100** | **1,021.5** | **100** |

The waste generation profile for the MLM according to the SAWIS and GWIS are provided in the table below.

**Table 36: MLM waste profile in 2019 (source: SAWIS, accessed on 16/03/2020)**

| Waste Type | Data source | Average per year (tonnes) | Average per month (tonnes) | % of waste generated | Management method |
|---|---|---|---|---|---|
| General Waste (Municipal waste) | GWIS | 70,277.0 | 5,856.42 | 67.4% | Disposal at landfill |
| Municipal waste | SAWIC | 17,733.0 | 1,477.75 | 17.0% | Disposal at landfill |
| Green waste | SAWIC | 6,521.5 | 543.46 | 6.3% | Disposal at landfill |
| Construction and demolition | SAWIC | 9,482.2 | 790.18 | 9.1% | Disposal at landfill |
| Other | SAWIC | 248.7 | 20.73 | 0.2% | |
| SAWIC Total | SAWIC | 33,985.4 | 2,832.12 | | |
| **Total** | | **104,262.4** | | **100.0** | |

To note from the results from the SAWIS and GWIS is that different waste disposal tonnages were recorded for the same year. GWIS records more than twice the waste disposal for MLM. The significance and relevance of this on waste planning and meeting the NWMS targets are explained in subsequent chapters.

## 5.7 Future Waste Generation

### 5.7.1 Future Domestic Waste Generation

An understanding of future waste generation is valuable for waste planning and therefore should be considered in an IWMP. The table below estimates waste generation over a five- and ten-year period from 2020 - 2030. Waste generation rates have been estimated based on historic and anticipated population growth. The annual population growth rate of the MLM from 2011 to 2016 was 3.21%. This same annual population growth rate was used to determine the waste generated in 2025 and 2030.

Table 37: Future domestic annual waste generation rates based on projected population growth rate of 3.2% per annum

| Year | Population | Projection of waste generation quantities per annum based on population | Projection based on SAWIS data (tonnes/annum) |
|---|---|---|---|
| 2020 | 126,649 | 24,414 | 43,438 |
| 2025 | 148,325 | 28,593 | 50,872 |
| 2030 | 173,712 | 33,487 | 59,578 |

### 5.7.2 Future Business and Industrial Waste Generation

Future business and industrial waste generation is difficult to quantify as it depends on local economic conditions. Waste from businesses such as the health care industry and the food industry should increase with an increasing population.

## 5.8 Waste Information Systems

Waste data for the MLM is reported onto two different waste information systems

1. South African Waste Information System (SAWIS) – A national waste information system managed by DEFF. Information reported on the SAWIS is publicly accessible through the South African Waste Information Centre (SAWIC). The SAWIS reports waste disposal, recycling, and treatment/recovery for various waste types.
2. Gauteng Waste Information System (GWIS) – A provincial waste information system managed by GDARD. The GWIS reports waste disposal, recycling, and treatment/recovery for general and hazardous waste types.

The following sections present data sourced from each of these systems.

### 5.8.1 South Africa Waste Information System

The SAWIC records a wide range of waste disposal tonnages for general and hazardous waste generated and disposed per year from 32,495.5 tonnes in 2016 to 123,871.5 tonnes in 2017, in the MLM. This represents a large variation of waste generation per year with minimal logical explanation. The waste tonnages disposed of are also significantly higher than the estimated waste generation rate for the MLM. In 2016, it was calculated that 21,516 tonnes of domestic waste were generated which is much lower than the waste tonnage disposed of per year from 2015 to 2019. The waste disposal tonnages for 2019 and 2020 are more consistent than previous years and closer to the hypothetical waste generation based on the MLM population.

Table 38: SAWIC waste disposal records for MLM (data source, SAWIC, accessed on 09/01/2020)

| Year | No. facilities | General waste (tonnes) | Hazardous waste (tonnes) | Total (tonnes) |
|---|---|---|---|---|
| 2015 | 4 | 50,217.0 | 279.1 | 50,496.1 |
| 2016 | 4 | 32,357.4 | 138.1 | 32,495.5 |
| 2017 | 5 | 123,478.2 | 393.3 | 123,871.5 |
| 2018 | 5 | 105,314.9 | 1561 | 106,875.9 |
| 2019 | 5 | 34,158.2 | 1,159.1 | 35,317.3 |
| 2020 | 5 | 43,438.0 | 1,700.6 | 45,138.5 |

### 5.8.2 Gauteng Waste Information System

The Gauteng Waste Information System (GWIS) is the Gauteng Province's waste information system. Monthly tonnages for the disposal of general waste and hazardous waste are shown in the tables below.

**Table 39: Monthly tonnes of general waste treated, landfilled or recycled from 2015 - 2020 (data source, GWIS, accessed 01/03/2021)**

| Month | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|
| January | 6,560 | 9,833 | 9,646 | 14,135 | 6,802 | 5,849 |
| February | 6,849 | 6,588 | 11,703 | 14,548 | 4,274 | 6,616 |
| March | 11,611 | 2,610 | 15,694 | 13,570 | 15,905 | 7,804 |
| April | 7,472 | 8,465 | 10,850 | 12,916 | 7,074 | 2,112 |
| May | 10,406 | 3,114 | 13,979 | 16,765 | 8,058 | 4,613 |
| June | 19,504 | 3,416 | 11,381 | 15,329 | 6,814 | 5,639 |
| July | 8,698 | 2,296 | 16,269 | 15,205 | 8,977 | 6,422 |
| August | 9,098 | 9,848 | 11,229 | 15,452 | 10,178 | 7,503 |
| September | 8,877 | 5,173 | 17,965 | 13,762 | 7,183 | 8,406 |
| October | 17,196 | 6,208 | 15,275 | 4,090 | 8,848 | 7,563 |
| November | 7,494 | 6,821 | 13,365 | 3,795 | 8,528 | 5,622 |
| December | 6,942 | 4,854 | 12,317 | 1,804 | 5,184 | 2,629 |
| Total | 120,709 | 69,224 | 159,674 | 141,371 | 97,824 | 70,779 |
| **Average/ month** | **10,058.9** | **5,768.8** | **13,306.1** | **11,780.9** | **5,856.3** | **5,898.3** |

**Table 40: Monthly tonnes of Hazardous waste treated, landfilled or recycled during 2016 – 2020 (data source, GWIS, accessed 01/03/2021)**

| Month | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|
| January | 560 | 477 | 662 | 435 | 643 |
| February | 584 | 590 | 568 | 524 | 412 |
| March | 490 | 467 | 498 | 381 | 729 |
| April | 525 | 330 | 459 | 438 | 25 |
| May | 496 | 516 | 543 | 440 | 349 |
| June | 580 | 450 | 469 | 575 | 437 |
| July | 477 | 488 | 461 | 389 | 426 |
| August | 478 | 502 | 476 | 920 | 422 |
| September | 546 | 438 | 449 | 954 | 385 |
| October | 362 | 491 | 506 | 412 | 408 |
| November | 420 | 525 | 445 | 381 | 0 |
| December | 147 | 180 | 212 | 182 | 0 |
| Total | 5,665 | 5454 | 5,749 | 6,031 | 4,235 |
| **Average/ month** | **472.1** | **454.5** | **479** | **502.6** | **352.9** |

## 5.9 Health Care Risk Waste

The Gauteng Department of Health (GDoH) is responsible for the management of health care risk waste (HCRW) generated in government hospital and clinics. Similarly, private hospitals are responsible for the management of health care risk waste (HCRW) generated in hospitals and clinics. Buhle Waste has been appointed to collect and adequately treat and/or dispose of HCRW collected from government hospital and clinics in the municipality.

## 5.10 Waste Services

Data regarding the extent of waste services provision were sourced from the 2016 Community Survey and 2011 Census data. According to the 2016 Community Survey 82.9% of households in the MLM receive a weekly kerbside collection service.

The percentage of households receiving a weekly collection service has increased slightly from 82.1% in 2011 to 82.9% in 2016. On a positive note, the number of people who are using 'other' as a waste management option has decreased from 1.2% to 0.9% in 2016.

**Table 41: Waste collection services in the MLM (data source Stats SA Census 2011 and Community Survey 2016**

| Waste service | Community Survey 2016 (%) | Census 2011 (%) | Census 2001 (%) |
|---|---|---|---|
| Removed weekly | 82.9 | 82.1 | 50.2 |
| Removed less often than weekly | 1.4 | 1 | |
| Communal refuse dump | 8.2 | 1.9 | |
| Communal container/collection point | 0.1 | - | |
| Own refuse dump | 6.1 | 10.6 | |
| No refuse disposal | 0.5 | 3.2 | |
| Other | 0.9 | 1.2 | |
| **Total** | **100** | **100** | **50.2** |

*Note: the reporting categories in Census 2001 varied slightly from the reporting categories used in Census 2011 and Community Survey 2016*

**Table 42: Number of households per waste service (data source Community Survey 2016)**

| Waste service | Percentage of households | No. of households |
|---|---|---|
| Removed weekly | 82.9 | 31,543 |
| Removed less often than weekly | 1.4 | 522 |
| Communal refuse dump | 8.2 | 3,101 |
| Communal container/collection point | 0.1 | 43 |
| Own refuse dump | 6.1 | 2,323 |
| No refuse disposal | 0.5 | 177 |
| Other | 0.9 | 337 |
| **Total** | **100.0** | **38,046** |

Based on the 2016 Community Survey data, **82.9%** of households receive a weekly collection service in MLM. Of this total, only 8.2% of households use a communal refuse dump. Waste management staff of the MLM indicated that farmers do not receive a waste collection service and dispose their own waste at landfill sites or transfer stations within the municipality.

Comment on Stats SA data sets
The table above presents two different Stats SA data sets:
1. The 2011 Census data
2. The 2016 Community Survey data

The 2011 Census surveyed all South African households. This data is 10 years old, but it remains the most recent complete census data set for the country.

The 2016 Community Survey data is more recent (2016), however only a sample (8.1%) of South African households were surveyed during this census. The Community Survey was designed to be a representative sample of South African households.

### 5.10.1 Waste Collection Rounds

Refuse bags are collected weekly from all residential areas. Details of the collection routes are presented in the tables below.

**Table 43: Midvaal weekly waste collection service**

| Waste Collection Programme (Formal and Informal Settlements) – 2018/2019 | |
|---|---|
| **Service day** | |
| **Monday** | Meyerton CBO & Flats, Daleside, De Deur,Golf park, Meyerton Businesses, Peels famr, Balmoral Estates, Meyerton Ext 6, Meyerton Ext 1-4, Drumblade, Homestead Apple Orchards, Meyerton Park, Mamello, Blue saddle ranch, De Deur Businesses, De deur 3, Nooitgedacht, Doornkuil, Plot 60, Roodepoort, De-deur plot 15, Klipview, D E deur – Rowel street, plot 761 |
| **Tuesday** | Sicelo township, Rissiville, Faraosfontein, Duncanville Ext 3, Meyerton Farms, Rissiville Business, Doornkuil, Buyscelia, Uitgevellen, Sporong, Meydustria, Rissiville bins, Langkuil, Boltonworld, Dustin, Mohlakeng, Sicelo township EXT 1-5, Walkers Fruit Farms, Makokeng, plot 932, Ophir Estates, Plot 147 Buyscelia PLOT 93, Varkfontein, Homelands, Abramskop, Plot 70, Glendonald, Mckay Estates |
| **Wednesday** | Meyerton CBD & Flats, Lakeside Estates, Mooilande, Plot 81, Pendale, Meyerton Businesses, Lakeside Ext 3, Rivrepark, Highbury, Chrissiesfontein, 365 IR 5, Ext 1 (Dreimoeg), Vanderwesthuizenhoogte, Valley Settlement, Sherman Park, Savannah City, Vlaklaagte No1, 2,3, 4, Vistrepark, Iron side AH, Badfontein, Beer farm , Keytersrus, Abramskop plot 511, Orange farms, Helderstroom, Foundry (New), Nelsonia, Difateng, Slangfontein, Vischgat Plot 467, Panorama, Boschkop 426ir, Kwa Ben, New Kentucky, plot 33, Bantu Bonke, Koolfontein, Plot 10, Uitvlucht, Welverdiend, Kwa Sithole, Boschkop Plot 243, Vogelfontein, H1 Boschkop Plot 2 |
| **Thursday** | Kookfontein, Riversdale, Blesboklaagte, Kiprivierswal, Rothdene Business, Riversdale Business, Valsfontein,Henley on Klip, Kookrus, Kundung, Witkop, HOK Bins, Rothdene, Badfontein Plot 4, Witkop Industrial, Highbury Ext 1, Platkoppies, Slangfontein, Sterkfontein Plot 10, Schoongesicht, Boschfontein Plot 41, Boschhoek, Boschfontein Plot 134, Witkoppie, Diepkloof, |
| **Friday** | Sybrand van Niekerk, Golfview, Rietspruit, Hartzenbergfontein, Noldick, Walkerville Manor, Boitumelo, Kaelisha new, Bronkhorstfontein, Meyerton Central & Flats, Blignautsrus, Greenvalley, Tedderfield, Meyerton CBD, Walkerville Business, Swartkoppies, Muldersrus, Meyerton Services Lanes, Walkerville, Kliprivier bins, Eye of Africa, Ohenimuri, Gardenvale, Elandsfontein Plot 22, Garthdale, Harold farm, Kliprivier Business, Chicken farm, Driefontein, Kromdraai, Kwa Brown, Kliprivier, Dikhotsaneng |

**Table 44: Midvaal weekly waste collection service**

| Vaal Marina: Revised waste collection | |
|---|---|
| **Service day** | **Area** |
| **Monday** | Vaal Marina, Vaal View, Mamello |
| **Tuesday** | Koppiesfontein |
| **Wednesday** | Hartebeesfontein, Vaal Bank, Aloe Fjord, Zoekfontein, Panvallei, Copperville, Vischgat |
| **Thursday** | Platkoppie, Blesbokspruit, Goedverwachting, Sterkfontein, Farm 381 and 464 ir, Brakfontein, Grootspruit, Rietfontein, De Kuilen, Boschkop 482 ir, Grootvlei |

## 5.11 Waste Recycling

Recycling of waste is located above create energy through waste recovery and disposal in the waste management hierarchy. The 2020 NWMS sets a target of 40% diversion of waste from landfill by 2025, 55% diversion by 2030 and 70% by 2035. The diversion of recyclable waste forms part of the target waste diversion from landfill.

### 5.11.1 Separation at Source

Waste awareness pamphlets promoting source separation have been developed, however, no source separation has been implemented to date by the municipality.

### 5.11.2 Swop Shops

There are no swop shops in operation in the MLM.

### 5.11.3 Recycling Companies

Ou De Werf Recycling is a local recycling business in Midvaal that recycles ferrous and non-ferrous metal, cardboard, paper and plastic. The business has been in operation since 1993 and collects recyclables from varying sources. The main challenge for the recycling company is the volatile market price of recyclables. An example of this is the market for cardboard. The current price of cardboard dropped to less than half of the original price. Concerns were also raised around informal relcaimers trying to sell stolen metal such as copper to scrap metal dealers.

### 5.11.4 Recycling Drop-Off Facilities

The only municipal recycling drop-off facilities in the MLM are glass recycling bins at both Galloway and Blackwood transfer stations.




**Figure 15: Photo A: Glass igloos for glass recycling in Blackwood transfer station, B: glass igloo for glass recycling in Galloway transfer station.**

### 5.11.5 In-House Municipal Recycling

There is in-house recycling occurring at the municipal offices and the recyclables are removed by a private recycling company.

### 5.11.6 Waste Recycling Records

There are no waste recycling records retained by the municipality.

### 5.11.7 Future Waste Recycling Facilities

(a) Buy back centre

A buy-back centre is currently under construction next to the Galloway transfer station. The facility is not yet operational. The municipality has concluded the planning for a separation at source pilot study and intends to implement the study. The site is currently a community garden, but buildings have been constructed and the site is fenced.

## 5.12 Management of Hazardous Waste

There are no hazardous waste treatment or landfill sites in the MLM.

## 5.13 Organic Waste Management

### 5.13.1 Legal Drivers for the Diversion of Organic Waste from Landfill

The 2020 NWMS sets a target of 40% diversion of waste from landfill by 2025, 55% diversion by 2030 and 70% by 2035. The diversion of organic waste forms part of the target waste diversion from landfill. In addition, the National Norms and Standards for Disposal of Waste to Landfill (GN 636 of 2013) require a 25% reduction of garden waste to landfill by 2018 and a 50% diversion by 2023.

There are currently no composting facilities, pilot composting programmes or home composting programmes in the MLM.

## 5.14 Waste Management Facilities

Details of waste disposal facilities in the MLM are presented in this section.

**Table 45: Summary of waste management facilities in the MLM area**

| Status of site | No. sites |
|---|---|
| Operational landfill site | 3 |
| Transfer stations | 3 |
| Buy-back centre (in development) | 1 |

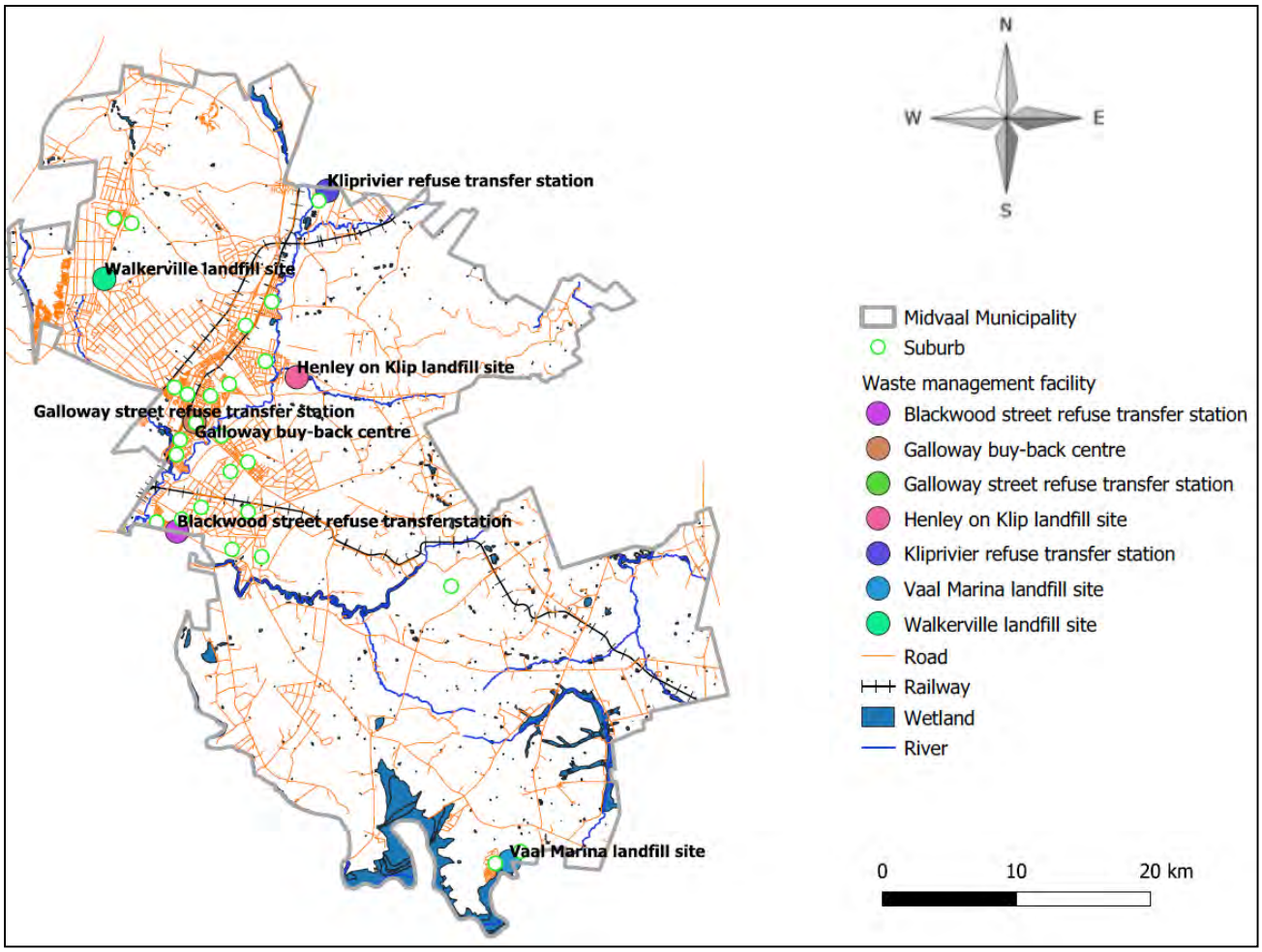



Figure 16: Waste management facilities in the MLM area

### 5.14.1 Transfer stations

(a) Blackwood refuse transfer station

The Blackwood transfer station is a licenced facility owned by the MLM which accepts garden refuse and building rubble. The site is however only licenced to accept garden waste.



Figure 17: Blackwood transfer station (source, google earth satellite imagery, accessed on 12 March 2020)

Table 46: Blackwood street refuse transfer station landfill site profile

| | |
|---|---|
| **Location** | Erf number 32/599-IQ Rissiville Waldrift, 129 Blackwood street, Meyerton, Gauteng |
| **Co-ordinates (entrance of site)** | Latitude: 26˚ 38’ 57.86”S<br>Longitude: 27˚59’37.71”E |
| **Site classification** | G:C:B- |
| **Estimated size of site** | 10.855 $m^2$ |
| **License status / type** | Licensed |
| **License number** | 12/9/11/L87/3 |
| **Anticipated closure date** | There is no intention to close the transfer station. |
| **Site Status** | Operational |
| **Access** | Accessed via an unnamed gravel road |
| **Surrounding land use** | Surrounding the Transfer station is:<br>• Open space,<br>• A residential area,<br>• Substation,<br>• And agricultural land |
| **Facilities** | Fence: The site is fenced with a diamond razor mesh fence. The western boundary fence is damaged, but the remaining fence is largely intact but needs some repairing in places.<br>Gate: A swing gate is in place but it is damaged.<br>Signage: There are four sign/information boards in place adjacent to the site entrance that contain the site licence conditions and general information about the site. The information is written in two languages (English and seSotho)<br>Guard house/Office: There is a small wooden structure with one window. Inside is a locker, microwave, a heater, fire extinguisher and cupboard.<br>Ablution: Brick building with zinc roof containing one flush toilet. One door and window intact.<br>The site has running water and electricity. |

| | |
|---|---|
| **Personnel** | There are four staff members on site. One access controller, one operator and two general workers. Three of the staff are permanent and one general worker is on contract. |
| **Plant** | There is 1 TLB and 1 front end loader. The front end loader is currently damaged and not in use. |
| **Waste accepted on site** | Garden refuse and building rubble is accepted at the transfer station. |
| **Stormwater management** | There is no stormwater control at the site. |
| **Recycling** | Glass recycling is occurring on site and two glass igloos for glass recycling were noted. |
| **Operating hours** | Monday – Friday: 07h30 - 16h00<br>Weekends and Public Holidays: 07h30 – 15h00 |
| **Description of waste management** | A large area of unchipped garden waste mixed with wood waste was noted. Building rubble is also temporarily stockpiled at the transfer station. Waste is transported to Henley on Klip Landfill on an hourly basis during business hours. |
| **Waste Information management** | Incoming waste is recorded using the DEA information sheet. This information is collated and maintained by the MLM. This information is uploaded onto the GWIS as well. |
| **Challenges** | • Illegal dumping of domestic waste on site. Residents access the transfer through the broken fence<br>• Lack of surfacing on the access road to the site and on site<br>• General workers are not always able to monitor where waste is disposed<br>• Residents are not allowed to dump their waste bags at the transfer station but they often refuse to empty waste and leave with their bags<br>• There is only one operational plant on site. |






**Figure 18: Photographs of Blackwood transfer station. Photo A: Signage along the site entrance. Photo B: glass igloos for glass recycling. Photo C: damaged western boundary fence. Photo D: illegally dumping of hazardous waste noted on site. Photo E: guard house, Photo F: ablution facility, Photo G: unchipped garden waste noted on site.**

(b) Galloway street transfer station

The Galloway transfer station is a licensed facility owned by the MLM for garden waste. The site however accepts building rubble and there is a container placed on site for glass recycling. General waste was also noted in skips during the site inspection.



**Figure 19: Satellite image of Galloway transfer station (data source: Google Earth, accessed on 12 March 2020)**

**Table 47: Galloway Street Refuse Transfer station profile**

| | |
|---|---|
| **Location** | Galloway Street Refuse Transfer station, Meyerton |
| **Co-ordinates (entrance of site)** | Latitude: 26˚34'31.82"S<br>Longitude: 28˚0'26.84"E |
| **Site classification** | G:C:B- |
| **Estimated size of site** | 4.012m$^2$ |
| **License status / type** | Licensed |
| **License number** | 12/9/11/L86/3 |
| **Site Status** | Operational |
| **Access** | Accessed via Galloway street |
| **Surrounding land use** | Residential and business. |
| **Facilities** | Fence: The site is entirely fenced with concrete palisade and it's intact all around.<br>Gate: A roller gate is fitted and working adequately<br>Signage: There are three sign/information boards in place adjacent to the site entrance that contain the site licence conditions and general information about the site. The information is written in two languages (English and Sotho)<br>Guard house/Office: Small brick building with windows and doors intact. Burglar bars are fitted on the door and windows. Inside is a fridge, microwave, a television set and a locker in the next room<br>Ablution: In the same building with the guard house. Contains one flush toilet and a hand wash basin. One door and window intact.<br>The site has running water and electricity. |
| **Personnel** | There are four permanent staff members on site. One access controller and three general workers. On weekends and public holidays, only 2 staff members and a security guard work. |
| **Plant** | No plant permanently on site. A skip truck collects waste from the site every morning and end of day. |
| **Waste Accepted on site** | Garden refuse, building rubble, general waste. |

| | |
|---|---|
| **Access control and signage** | Fenced with a concrete palisade fence<br>Access control signage in place |
| **Stormwater management** | The kerbs along the access road on site serve as a stormwater management tool. |
| **Recycling** | Glass recycling is occurring on site and a glass igloo for glass recycling was noted. |
| **Operating hours** | Monday – Friday: 07h30 - 16h00<br>Weekends and Public Holidays: 07h30 – 15h00 |
| **Estimated remaining life of site** | Not applicable as this is a transfer station. |
| **Description of waste management** | There's a total of eleven skips available on site. Nine skips are utilised for garden refuse and the remaining two for building rubble. Only one skip container is used at a time and the access controller directs incoming cars to the skip utilised at the time. |
| **Waste information management** | Incoming waste is recorded using the DEA information sheet. |
| **Challenges** | • Illegal dumping of domestic waste, fluorescent tubes and agricultural waste<br>• Residents bring in their waste contained in plastic bags and they refuse to empty the waste and leave with their bags<br>• One skip is utilised at a time until it reaches capacity to make collection easier for the skip truck. However, residents often don't cooperate with the access controller on site when directed to a working skip. |


















**Figure 20: Photographs of the Galloway transfer station. Photo A: Signage. Photo B: skip bins on site and vacant land that is currently not utilised. Photo C: glass igloos for glass recycling is currently full and more glass bottles noted adjacent to the bin. Photo D: mixing of garden and general waste noted. Un-chipped garden waste in the skip bin, Photo F: guard house with ablution facilities.**

(c) Klip Rivier refuse transfer station

The Klip Rivier refuse transfer station is a licenced facility owned by the MLM. The site is operational and accepts general household waste. The site is located in the boundary of the Midvaal and Ekurhuleni municipalities.



**Figure 21: Satellite image of Klip Rivier transfer station (data source: Google Earth, accessed on 12 March 2020)**

**Table 48: Klip Rivier refuse transfer station profile**

| | |
|---|---|
| **Location** | Erf number 21, Gorthdale AH, Garth view road, Klip Rivier, Gauteng |
| **Co-ordinates (entrance of site)** | Latitude: 26˚25'15"S<br>Longitude: 28˚06'30"E |
| **Site classification** | G:C:B- |
| **Estimated size of site** | 6,033 $m^2$ |

| | |
|---|---|
| **License status / type** | Licensed |
| **License number** | 12/9/11/L83/3 |
| **Site Status** | Operational |
| **Access** | From Garth view road and the Boundary road between Ekurhuleni and Midvaal municipalities |
| **Surrounding land use** | Residential |
| **Facilities** | Fence: The site is entirely fenced with concrete palisade and it's intact all around<br>Access control: A roller gate is fitted and working adequately<br>Signage: There are three sign/information boards in place adjacent to the site entrance that contain the site licence conditions and general information about the site. The information is written in two languages (English and Sotho)<br>Guard house/Office: Small brick building with windows and doors intact. Burglar bars are fitted on the door and windows. Inside is a fridge, microwave, a television set and a locker in the next room<br>Ablution: In the same building as the guard house. Contains one flush toilet and a hand wash basin. One door and window intact.<br>The site has running water and electricity. |
| **Access control and signage** | There is one access controller and sliding steel gate, signage is available |
| **Personnel on site** | There are three staff members on site. One security guard, one access controller and one general worker. The access controller works Monday to Saturday and the general worker does not work on weekends. |
| **Plant used on site** | No plant permanently on site. A skip truck collects waste from site every second day. |
| **Description of waste management** | There's a total of nine skips available on site. The access controller directs cars to the skip relevant for waste being disposed |
| **Waste accepted on site** | General household waste |
| **Stormwater management** | The kerbs along the access road on site serve as a stormwater management tool. |
| **Recycling** | There is no recycling occurring on site |
| **Operating hours** | Monday – Friday: 07h30 - 16h00<br>Weekends and Public Holidays: 07h30 – 15h00 |
| **Estimated remaining life of site** | Not applicable as this is a transfer station. |
| **Waste information management** | Incoming waste is recorded using the DEA information sheet. |
| **Challenges** | • There is a lot of illegal dumping occurring at the site due to a lack of adequate access control. Skips are accessible twenty four hours and the site is only manned during business hours. When the site is not manned dumping of carcasses and hazardous waste occurs.<br>• The site is situated at the municipal boundary and illegal dumping of waste from Ekurhuleni Metropolitan Municipality residents often occurs<br>• There is a lot of illegal dumping also occurring along the road adjacent to the site as residents often just dump their waste when turned away for bringing unacceptable waste. |




**Figure 22: Photo A: Sign boards, Photo B: guard house with ablution facilities, bulky waste and garden waste. Photo C: truck with a back haul for off-loading waste. Photo D: full skip containers, E: ramp where skips are located for dumping, F: mixed garden and general refuse, G: pit toilet that was in use before the site was refurbished.**

### 5.14.2 Landfill sites

(a) Henley on Klip Landfill Site

Henley on Klip landfill site is owned by the MLM and is licenced for closure. Closure of the site must commence in 2022. The site accepts general, rubble, domestic and garden waste.

A compliance notice was issued by GDARD for compliance issues at the Henley on Klip landfill site on 11 November 2019. The main non-compliances identified in the compliance notice were:

- Disposal of waste is not in line with the conditions of the Waste Management Licence
- Interested and affected parties were not notified within fourteen days of the receipt of the WML
- Waste was not covered or compacted due to lack of operational machinery
- The site had been burning for an extended period of time
- Failure to notify the department about the fire on site
- Scattered and windblown waste due to lack of cover and compaction
- No external audits were undertaken for the site



**Figure 25: Satellite image of Henley on Klip landfill site (data source: Google Earth, accessed on 12 March 2020)**

**Table 49: Henley on Klip landfill site profile**

| | |
|---|---|
| **Landfill Name** | Henley on Klip Solid Waste Disposal Site |
| **Location** | Portion 1320 – 1323 of the farm Slangfontein 374 IR, Midvaal Local Municipality |
| **Co-ordinates (entrance of site)** | Latitude: 26˚32'46.55"S<br>Longitude: 28˚05'04.08"E |
| **Site classification** | G:S:~~B~~ |
| **License status / type** | Licensed for closure. Closure of the site must commence in 2022 |
| **Estimated size of site** | 47.408m$^2$ |

| | | | | |
|---|---|---|---|---|
| **License number** | Gaut:002/16-17/W0014 | | | |
| **Anticipated closure date** | The closure licence is valid until 2022. | | | |
| **Site Status** | Operating on a closure licence | | | |
| **Buffer** | The nearest residential area is approximately 1.5 kilometres to the South of the landfill boundary. | | | |
| **Access** | The landfill is located on Waterford Road and is accessed through a gravel road | | | |
| **Operating hours** | Weekdays – 07h00 – 16h00<br>Weekends: 07h00 – 15h00 | | | |
| **Surrounding land use** | Residential, graveyard and agricultural land | | | |
| **Facilities** | Security shed has a kitchen, toilet and changing room and an office<br>Fence: The site is fenced with a rectangular mesh fence and it's largely intact but needs repairing in places<br>Gates: Two gates are fitted, one roller gate used as the main site entrance and a pedestrian gate in the Southern boundary of the site<br>Signage: An information board was noted in the main road and four sign/information boards are in place along the site entrance that contain the site licence conditions and general information about the site. The information is written in three languages (English, Sotho and Afrikaans)<br>Guard house/Office: There are two buildings at the site, a small brick building with windows and doors intact located immediately at the entrance of the site used as a security shed. The second brick building with offices, staff eating area, kitchen and a storage area is located inside the site.<br>Ablution: There are two flush toilets and a hand washing basin in the main building. The site has running water and electricity. | | | |
| **Access control and signage** | Fenced with a rectangular mesh fence<br>Access control signage in place and the information is in three languages (English, Afrikaans and Sotho) | | | |
| **Personnel on site** | There are ten staff members on site. Six general workers, two access controllers, one operator, and one supervisor. There is also a twenty-four-hour security on site. | | | |
| **Plant used on site** | One TLB and one bulldozer and both are not operational | | | |
| **Description of waste management** | Waste is dumped at the working face and minimal cover is applied over it using spoil and builder's rubble entering the site. There is no operational plant on site to drive over the waste. The height of the waste body seems to have exceeded the permitted height but dumping continues on the working face as there is minimal space around the site to dump elsewhere. | | | |
| **Waste information management** | Incoming waste is recorded using the DEA information sheet. | | | |
| **Waste accepted on site** | The site accepts general, rubble, domestic and garden waste. | | | |
| **Use of cover material** | There is insufficient space on site to mine for cover material, incoming builder's rubble is used as cover material. | | | |
| **Stormwater management** | Sedimentation has filled storm water drains. | | | |
| **Recycling** | There is no formal recycling on site, however scavenging is occurring. Approximately 30 scavengers live at the landfill and they collect glass, plastic and cardboard to sell to recycling companies. | | | |
| **Estimated remaining life of site** | 2 years .The site is operating on a closure licence that will expire in 2022 | | | |
| **Compliance status (audit findings, percentage score)** | | **2017** | **2018** | **2019** |
| | **GDARD audits** | - | 90.3% | 79.9% |
| | **Internal Audits** | - | - | 92.0% |

| | |
|---|---|
| **Challenges** | • There is a lack of cover material<br>• There is no operational plant on site<br>• There is a shortage of trained access controllers who can record incoming waste.<br>• The height of the waste body exceeds the permitted height for the site<br>• Scavengers are present at the landfill<br>• There is double handling of waste often occurring as a result of the inaccessibility of the working face during inclement weather conditions as the waste body is very steep<br>• Disposal of waste is not in line with the conditions of the Waste Management Licence<br>• Waste was not covered or compacted due to lack of operational machinery<br>• Scattered and windblown waste due to lack of cover and compaction |





















**Figure 23: Photo A: Guard house. Photo B: TLB and a bull dozer both not operational noted on site. Photo C: brick building with site office, staff eating area, change room and ablution facilities. Photo D: skip truck entering facility. Photo E: informal recycling noted on site. Photo F: uncovered waste. Photo G: Height of the waste body. Photo H: Tyres noted on site. Photo I: Informal glass recycling noted. Photo J: Informal PET recycling. Photo K: pedestrian gate in the southern boundary of the site**

(b) Walkerville Landfill Site

The Walkerville landfill site is owned by the MLM. The operational licence expired in 2013 and the municipality is in the process of re-applying for a new licence.



**Figure 24: Walkerville landfill site (data source: Google Earth, accessed on 03/12/2005)**

**Table 50: Walkerville landfill site profile**

| | |
|---|---|
| **Location** | Portion 5 of the Farm Faroasfontein 375 IQ, Midvaal Local Municipality |
| **Co-ordinates (entrance of site)** | Latitude: 26°28'53.42"S<br>Longitude: 27°56'28.97"E |
| **Site classification** | GSB- |
| **License status / type** | Not licenced. Operational licence expired in 2017. Licence was issued in September 2013 and should have been renewed by the MLM by September 2017 (within 4 years from date of issue) |
| **License number** | Gaut002/10-11/W0016 (expired) |
| **Anticipated closure date** | N/A |
| **Estimated size of site** | 111.518m$^2$ |
| **Site Status** | Operating with no licence. Operational licence expired in September 2017 |
| **Buffer** | The nearest residential area is approximately 150 – 200 meters to the West of the landfill boundary. These residences are across the R82 provincial road. |
| **Access** | The landfill is located next to the R82 provincial road. Branching off the R82 is Plantation Road and the landfill is accessed through a gravel road off Plantation Road. |
| **Operating hours** | Weekdays – 07h00 – 16h00<br>Weekends and Public Holidays: 07h00 – 15h00 |
| **Surrounding land use** | Farmland |
| **Facilities** | Fence: The site is entirely fenced with a compact mesh fence<br>Gate: A roller gate is fitted and working adequately |

<table>
<tr><td></td><td>Signage: There are five sign/information boards on site that contain general information about the site. The information is written in three languages (English, Sotho and Afrikaans)<br>Guard house/Office: Brick building with windows and doors intact with a staff eating area, kitchen and a change room<br>Ablution: There are two flush toilets and a hand washing basin in the main building<br>Weighbridge: A prefabricated weighbridge kiosk is on site. The weighbridge foundations have been installed but the weighbridge is not operational<br>The site has running water and electricity</td></tr>
<tr><td>Access control and signage</td><td>Fenced with a compact mesh fence and a roller gate is fitted. There is access control and signage in place.</td></tr>
<tr><td>Personnel on site</td><td>There are eight (8) staff members on site. One access controller, six general workers and one supervisor.</td></tr>
<tr><td>Plant used on site</td><td>One non-operational bulldozer is available on site</td></tr>
<tr><td>Description of waste management</td><td>Waste is dumped at the working face and minimal cover is applied over it using spoil and builder’s rubble entering the site. Incoming builder’s rubble is dumped at the wet weather cell and later moved to the working face to apply as cover material over waste. There is no operational plant on site to drive over the waste.</td></tr>
<tr><td>Waste accepted on site</td><td>Building rubble, general and hazardous waste</td></tr>
<tr><td>Use of cover material</td><td>There is insufficient space and lack of operational plant on site to mine for cover material, incoming builder’s rubble is used as cover material.</td></tr>
<tr><td>Stormwater management</td><td>Stormwater management is in place on site</td></tr>
<tr><td>Recycling</td><td>There is no formal recycling on site, however scavenging is occurring. Approximately 30 scavengers live at the landfill and they collect glass, plastic and cardboard to sell to recycling companies.</td></tr>
<tr><td>Estimated remaining life of site</td><td>5 years</td></tr>
<tr><td>Compliance status (audit findings, percentage score)</td><td>
<table>
<tr><th></th><th>2017</th><th>2018</th><th>2019</th></tr>
<tr><td>GDARD</td><td>-</td><td>92.3%</td><td>-</td></tr>
</table>
</td></tr>
<tr><td>Challenges</td><td>
<ul>
<li>There is only one inadequately trained access controller working at the site and no PPE has been issued to him</li>
<li>The site is not licenced</li>
<li>There are no operational plant on site</li>
<li>There is limited space in the DEA log book used to record incoming waste and the site is often without the book which leads to inaccurate recording of incoming waste</li>
<li>There is no cover material on site</li>
<li>There is scavenging occurring at the site</li>
<li>The weighbridge is not operational</li>
</ul>
</td></tr>
</table>


A
B
C
D
E
F
STOP
G
H




**Figure 25: Photo A. Uncovered waste noted. Photo B: steep waste body. Photo C: incoming building rubble used as cover material. Photo D: incoming building rubble dumped in wet cell. Photo E: stormwater channel. Photo F: exposed waste at the edge of the waste body. Photo G: A prefabricated weighbridge kiosk on site. Photo H: informal recycling occurring on site. Photo I: scavenging occurring on site. Photo J: non-operational bulldozer on site.**

(c) Vaal Marina Landfill Site

The Vaal Marina Landfill site is a permitted site for the disposal of general dry non – hazardous waste.



**Figure 26: Satellite image of Vaal Marina landfill site, (data source: Google Earth, accessed on 12 May 2020)**

**Table 51: Vaal Marina landfill site profile**

| | |
|---|---|
| **Location** | Portion 1 of the farm Vaalview 486-IR, Midvaal Local Municipality |
| **Co-ordinates** | Latitude: 26°52'23.32"S<br>Longitude: 28°14'30.36"E |
| **Site classification** | G:C:B$^-$ |
| **License status / type** | Vaal marina was issued with an operational licence in 2014 and the closure date is not stated in the licence |

| | |
|---|---|
| **License number** | GAUT:002/09-10/W0035 |
| **Estimated size of site** | 45.485m$^2$ |
| **Anticipated closure date** | Vaal marina was issued with an operational licence in 2014 and the closure date is not stated in the licence |
| **Site Status** | Operational |
| **Buffer** | There is no buffer around the landfill as there is a residential area west and south of the landfill, a wastewater treatment works south and south east of the landfill and a substation south of the landfill. The residences and facilities are within 500 meters from the landfill. |
| **Access** | Access to the landfill is off Shark Street in Vaal Marina. |
| **Surrounding land use** | There is a wastewater treatment works, residential area, and Eskom substation |
| **Facilities** | Fence: The site is fenced with compact mesh fence and it's largely intact but needs repairing in places<br>Access control: A roller gate is fitted and working adequately<br>Signage: An information board was noted in the main road and three sign/information boards on site that contain the site licence conditions and general information about the site. The information is written in three languages (English, Sotho and Afrikaans)<br>Guard house/Office: Brick building with windows and doors intact with a staff eating area, kitchen and a change room<br>Ablution: There are two flush toilets and a hand washing basin in the main building<br>The site has running water and electricity |
| **Access control and signage** | Fenced with a compact mesh fence. There is access control signage in place and the information is in three languages (English, Sotho and Afrikaans) |
| **Personnel on site** | There are eleven staff members on site. Eight general workers, two operators and one access controller. |
| **Plant used on site** | TLB and one UD Nissan 8 tonne truck |
| **Description of waste management** | Waste is covered daily with cover material mined from the site. The pit is used as a wet weather cell during inclement weather conditions. |
| **Waste accepted on site** | General and dry non-hazardous waste. |
| **Use of cover material** | Waste is covered daily with material mined from site and the excavated area is used as a wet weather cell. |
| **Stormwater management** | The cut off berms have been infilled with grass |
| **Recycling** | There is no formal recycling on site, however scavenging is occurring. Approximately 10 scavengers were at the landfill and they collect glass, plastic and cardboard to sell to recycling companies. |
| **Operating hours** | Weekdays: 07h00 – 16h00<br>Weekends: 07h00 – 15h00 |
| **Estimated remaining life of site** | Eight years |
| **Challenges** | • There is a backlog of waste that needs to be moved to the landfill<br>• The area is inaccessible when wet, however there is a wet cell<br>• There is an Eskom powerline running through the landfill site<br>• The building at the landfill was burnt down on two occasions during service delivery protests by nearby residents<br>• Water ponding noted in the excavated area where cover material is mined from<br>• There is scavenging occurring on site<br>• Impact and visibility of the operations on site is not retained to a minimum<br>• Stormwater channel is infilled with grass<br>• Difficulty in accessing the working face during inclement weather conditions |

| | |
|---|---|
| | • No airspace determination audits undertaken on site |






























**Figure 27: Photo A: Visual impact of site, B: clearing of waste on site, Photos C & D: recyclable material recovered by informal re-claimers on site, Photos E: quarry where cover material is mined from is also used as a wet weather cell. Photo G: powerline traversing the site. Photo H: water ponding noted in the wet weather cell. Photo I: TLB in use on site. Photo J: PET recycled from site. Photo K: damaged south western boundary of the fence.**

## 5.15 Landfill site airspace concerns

The following section provides some high-level recommendations and information related to the development of a new landfill site. It is included for information purposes only. A full feasibility assessment is needed to verify the information provided below.

The MLM is currently operating three landfill sites. Details of the sites are presented in the table below.

**Table 52: Landfill site details**

| Site name | Type of license | Date for closure to commence | Estimated remaining airspace |
|---|---|---|---|
| Henley on Klip | Operation towards decommissioning | Decommissioning to commence by 13/03/2022 and the license is only valid until 2022 | 2 years |
| Walkerville | None – the site had an operational license which expired on 13/09/2017. A new license application is underway | - | 5 years |
| Vaal Marina | Operational | Not stated in the license | 8 years |

No airspace determination has been undertaken to confirm the rate of deposition of waste and remaining lifespan based on closure designs and WML specifications. The remaining airspace listed above is based on estimations provided by MLM employees.

It must also be noted that the remaining airspace is based on the current status quo. The 8 years of remaining airspace at Vaal Marina and 5 years at Walkerville will decrease once Henley on Klip landfill site is full in two years. The waste which would usually be disposed of at Henley on Klip would then be disposed of at Walkerville or Vaal Marina.

It is likely that the MLM will run out of landfill sites airspace in the next 4 – 6 years. Without a landfill site the MLM will need to transport waste to an adjacent municipality at a high transportation cost and also pay for disposal. This will greatly increase the operational costs of the waste management service.

### 5.15.1 Timeframes for the development of a new landfill site

The planning timeframes for a new landfill site can range from 5 to 10 years. The timeframes are largely dependent on the following:

- **Site selection** – a site selection process would need to be informed by a feasibility assessment. A feasibility assessment would assess a number of potential sites and evaluate constraints to development of the sites. This process would involve a desktop and fieldwork study and would require geotechnical and geohydrological studies as a minimum. The criteria which would need to be considered are listed below. A full feasibility assessment can take between 8 – 12 months to complete.
- **Availability of suitable land** – if there is a suitable municipal owned land this can speed up the process. If purchase or transfer of land is required, this can result in delays.
- **Public objections or appeals** – a new landfill site will require a basic assessment and waste management license application. This process alone can take between 12 – 14 months, this is because it can often take a considerable time to obtain approvals by GDARD and the Department of Water and Sanitation (DWS) for the engineering designs and associated specialist studies. If there are objections to the application, then appeals can be submitted. The appeal process for a WML are not legislated.
- **Obtaining funding** - the cost to develop a landfill site depends on the required size of the site but can range between R20 – R60 million for a local municipal site. It is unlikely that the MLM will have funds set aside for the development of a new landfill site. The budget would need to be sourced through a grant or a fund.
- **Appointment of a contractor** – a competent contractor would need to be appointed to construct the landfill site. The municipal procurement process can delay the appointment of a contractor.

### 5.15.2 Landfill site siting considerations

The following list provides high level considerations for the siting of a new landfill site.

**Table 53: Constraints for siting of a landfill site**

| Feature | Buffer listed in legislation/ guidelines | Legislation/ Source |
|---|---|---|
| Surface water resources | No-go (fatal flaw) sites within close proximity to significant surface water bodies (no distance specified) | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Areas characterised by flat gradients, shallow or emergent groundwater | No-go (fatal flaw) – vleis, pans, springs | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Airfields | 500m from boundary of airports and airfields | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Runways | 3,000m from runways | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Unstable areas | No-go (fatal flaw) – fault zones, dolomitic or karst areas where sinkholes and subsidence are likely | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Low voltage powerline (11 – 88kV) | 21m (Eskom servitude: 9 – 11m)* | Eskom (2007). Procedure for vegetation clearance and maintenance within |

| Feature | Buffer listed in legislation/ guidelines | Legislation/ Source |
|---|---|---|
| Medium voltage powerline (132 – 400kV)<br>High voltage powerline (765Kv+) | 30m (Eskom servitude: 15.5 – 27.5m)*<br>40m (Eskom servitude: 40m)* | overhead powerline servitudes and on Eskom owned land |
| Railway tracks | - | - |
| Telephone line | No buffer specified in legislation | - |
| Heritage site | No buffer specified in legislation | - |
| Sensitive ecological areas | No-go areas | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Slope | No-go (fatal flaw) Areas classified by steep gradients where stability of slopes could be problematic | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Groundwater recharge areas | No-go (fatal flaw) Areas of ground water recharge on account of topography and/or highly permeable soils | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Residential areas | No-go (fatal flaw) Areas immediately upwind of residential area in the prevailing wind direction. | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Servitudes | No-go (fatal flaw) areas over which servitudes are held that would prevent the establishment of a waste disposal facility | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |
| Areas in close proximity to land-uses which are incompatible with landfilling | No-go (fatal flaw) – nature reserves, residential areas, cemeteries | DWAF, 2nd edition 1998 Minimum Requirements for Waste Disposal by Landfill |

In addition to the above considerations, the following are critical when identifying a site for a new landfill site:

- **Proximity to waste generation areas** – a landfill site should be located as close as possible to the area where the majority of waste is generated in order to minimise transportation costs
- **Proximity to existing services** – roads, sewer, water, electricity. To minimise construction costs the landfill site should be located as close as possible to existing services to reduce the length of roads, cables, pipelines etc. which are needed
- **Current and planned surrounding land uses** – a general waste landfill site typically requires a buffer region of 500m – 1,000m this will 'sterilise' a large area of land which can then not be used for residential developments, schools etc. in the future.

## 5.16 Other Waste Management Services

In addition to the provision of a waste collection service and management of waste management facility, the MLM also provides the following services.

### 5.16.1 Temporary Skips

The MLM uses informal skips for communal waste disposal to extend the waste collection service. The skips are placed in areas where illegal dumping is a concern or in areas where a

skip has been requested by the residents. The skips are not permanent features and are moved by MLM as required. These skips are typically not manned.



Figure 28: Temporary skips site

### 5.16.2 Street Bins

Street bins are available in the MLM CBD and along the main roads connecting towns.



Figure 29: Street bins

### 5.16.3 Street Sweeping

Street sweeping is undertaken by the cleansing department.

### 5.16.4 Removal of Illegal Dumping

Illegal dumping of waste occurs in open spaces across the MLM mainly in low income areas. The usual triggers for illegal dumping are a lack of awareness, open un-utilised land in between houses and lack of enforcement of by-laws. The MLM has a waste collection team that maintains a list of all the illegal dumping hot spots around the municipality and cleaning of dumping hot spots is undertaken every Monday. The MLM also responds to illegal dumping complaints received from the public on an ad hoc basis. The MLM keep a record of illegal dumping hotspots.

EPWP workers previously manned all the illegal dumping hot spots from 08h00 to 16h00 and recorded illegal dumping. The workers were designated as waste rangers but could not administer any fines (i.e. were not certified peace officers). This program has been

discontinued within the MLM. Currently, the municipality has a team that responds to illegal dumping on an ad hoc basis. Further, the municipality's by-laws allow for the administering of fines for illegal dumping and enforcement of the by-laws is implemented. The municipality also has a complaints number that residents call to report waste transgressions (mainly illegal dumping and no collection of waste).

Waste skips were placed at illegal dumping hotspots; however, dumping continues around waste skips. The municipality undertook to remove all the waste skips around the municipality as this did not help to curb illegal dumping and the residents damaged waste skips. Waste skips still remain within the Sicelo Township.

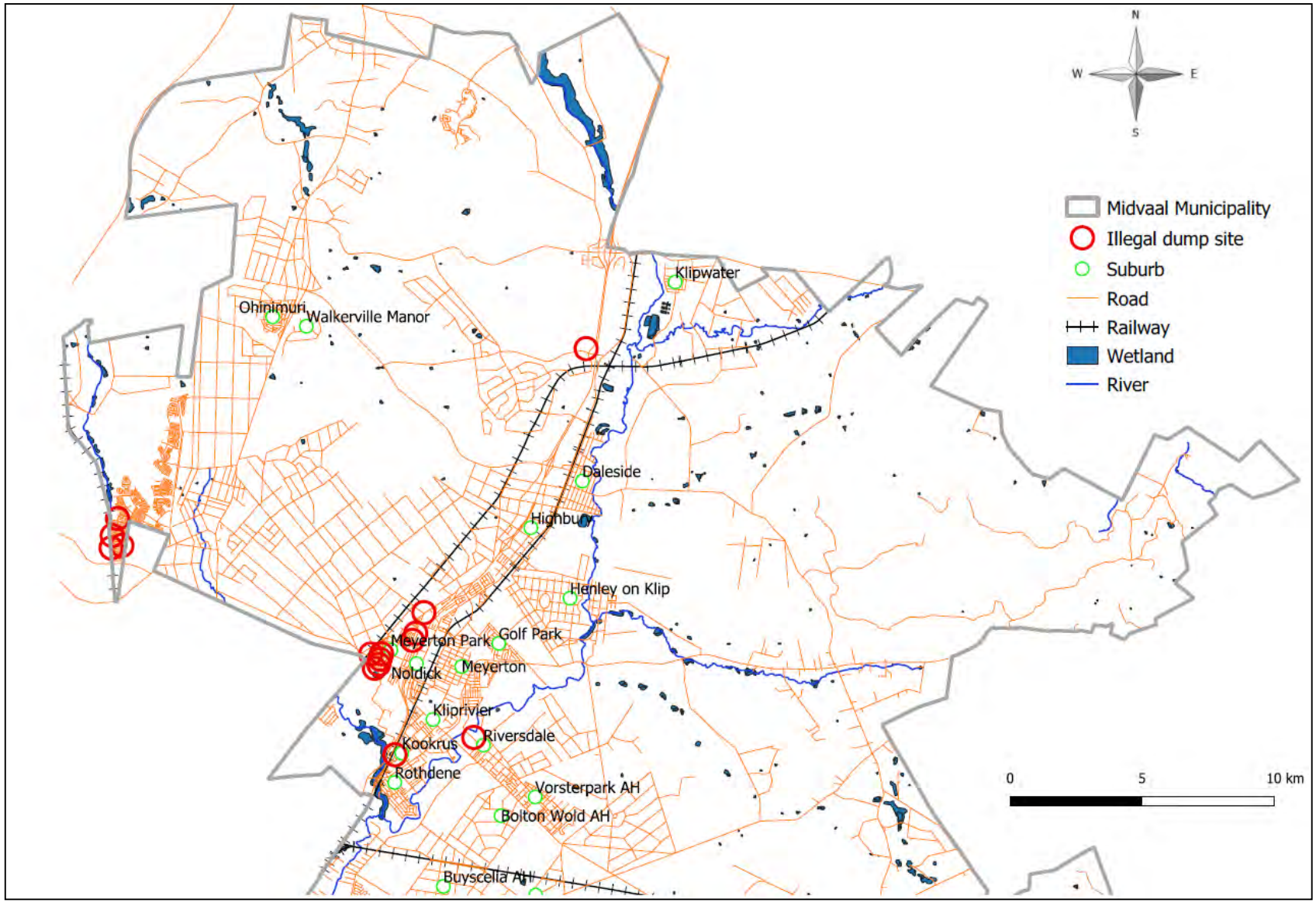



**Figure 30: Illegal dumping hotspots in MLM**

### 5.16.5 Waste Awareness Campaigns

The MLM is in partnership with Letsema, which is a Democratic Alliance led campaign which is running monthly school and community awareness campaigns with a focus on different environmental topics. For the past 12 months (February 2018 – February 2019), 34 waste awareness campaigns were undertaken. There are however no detailed records of waste awareness campaigns undertaken. The DEFF led Good Green Deeds campaign is also implemented in the municipality.

## 5.17 Complaints

The municipality has a complaints number that residents can call to report waste transgression. Another way to report is through ward councillors who are also custodians of waste awareness campaigns in their respective wards.

## 5.18 Compliance Notices

A notice of intent to issue a compliance notice was issued by GDARD on 11 November 2019 for the Henley on Klip landfill site. The notice was issued due to non-compliance with the waste management license.

## 5.19 Waste Management Fleet

The waste management fleet is managed by the municipal fleet management department. The MLM's fleet replacement policy is detailed in the table below:

**Table 54: Fleet replacement guide by vehicle type**

| Vehicle make | Replacement time | Replacement km's |
|---|---|---|
| Passenger vehicles | 5 years | Or 180 000 km's |
| LDV's | 5 years | Or 180 000 km's |
| Waste truck with compactor | 10 years | Or 250 000 km's |
| Light truck: up to 6 tonnes | 8 years | Or 170 000 km's |
| Trucks: exceeding 6 tonnes | 10 years | Or 200 000 km's |
| Tractors | 8 years | Or 12 000 hrs |
| Loaders | 10 years | Or 12 000 hrs |
| Other specialised vehicles | To be determined | Dependant on usage & condition |

At present the refuse collection fleet consists of seven operational compactor trucks and three skip loader trucks. The MLM's waste management fleet is presented below

**Table 55: Waste management fleet**

| No. | Vehicle make | Year purchased | Reg. no. | Mileage (kms) | Condition |
|---|---|---|---|---|---|
| | **Compactor Trucks** | | | | |
| 1 | Mercedes | | SPF383GP | 260 309 | Fair |
| 2 | Mercedes | | SPF392GP | 327 514 | Fair |
| 3 | Mercedes | | SPF397GP | 263 324 | Fair |
| 4 | Mercedes | | BN54NVGP | 172 665 | Good |
| 5 | HINO | | CW15ZCGP | 126 668 | Good |

| No. | Vehicle make | Year purchased | Reg. no. | Mileage (kms) | Condition |
|---|---|---|---|---|---|
| 6 | QUON UD | | DW49BYGP | 103 862 | Good |
| 7 | ISUZU | | FH26ZMGP | 100 445 | Good |
| | **Skip loader** | | | | |
| 1 | HINO | | FV48BCGP | 102 157 | Good |
| 2 | UD Truck | | PZN356GP | 368 734 | Fair |
| 3 | UD Truck | | YJW253GP | 238 722 | Fair |
| | **Loader** | | | | |
| 1 | Komatsu | | BX34XGGP | 5 455 hrs | Fair |
| | **Tipper** | | | | |
| 1 | Mercedes | | BP27NLGP | 224 120 | Fair |
| 2 | HINO | | DC83DDGP | 179 806 | Good |
| 3 | Mercedes | | BP27PLGP | 188 143 | Good |
| | **Trucks** | | | | |
| 1 | UD 3 ton Truck | | PYJ571GP | 245 603 | Good |
| 2 | Isuzu 4 ton Truck | | DK76BHGP | 139 389 | Good |
| 3 | Isuzu 4 Ton Truck | | DK75ZYGP | 108 826 | |
| 4 | New UD Truck | | JB00JWGP | 4290 | Good |
| | **Bakkies** | | | | |
| 1 | Toyota Hilux | | TFX408GP | 371 604 | Good |
| 2 | Toyota Hilux | | BX33SYGP | 274 282 | Good |
| 3 | Isuzu | | CL44CBGP | 259 897 | Good |
| 3 | Kia | | CN29KZGP | 199 037 | Good |
| 4 | Nissan Np300 | | FC61MLGP | 133 780 | Good |
| 5 | Nissan Np300 | | FC61MPGP | 113 263 | Good |
| 6 | Hyundai | | FN85HZGP | 81 447 | Good |
| 7 | Isuzu Drop-Side | | DB88LRGP | 154 615 | |
| | **Other Vehicles** | | | | |
| 1 | Isuzu (Grab-Truck) | 2014 | FG02GSGP | 101 116 | Good |
| 2 | New Bell TLB | | HW36JLGP | 819 hrs | Good |









**Figure 31: Photo A: Branded compactor truck. Photo B: un-branded compactor truck. Photo C: skip truck. Photo D: other waste collection trucks**

## 5.20 Waste Management By-Laws

### 5.20.1 Midvaal Local Municipality waste by-laws

A brief review of the MLM waste management by-laws was undertaken as part of the IWMP. This review does not constitute a full legal review and was only undertaken to identify key points and gaps in the by-laws.

The Midvaal local municipality waste management by-laws (2009) are comprehensive and covers the following:

- The establishment and continuous implementation of a waste information system
- The provision of information by a waste generator, service provider or person involved in or associated with the municipal service or any commercial service within the municipal area to furnish information required for the waste information system.
- The duty by the municipality to provide the waste collection service and the obligation of the people of the municipality to pay their rates and tariffs.
- Compulsory use of service and charges
- Liabilities to pay for municipal service
- Conditions for waste removal services, and for the sorting and recovery of waste
- Removal of domestic refuse, garden refuse, hazardous waste, HCRW, bulky waste, industrial waste, builder's rubble and trade refuse.
- Requirements for storage of all waste types and the type of waste permitted to be stored in general waste receptacles
- Requirements for waste transporters
- Disposal of waste and disposal sites
- Ownership of waste
- Licence requirements for waste transporters and licence applications
- Prohibition of littering and dumping of waste
- Authorised officials and designated officers as well as powers of authorised officials
- Compliance notices
- Ownership of waste
- Service of documents and process

- Establishing of tariffs by the municipality and the review of tariffs
- Offences and penalties
- Service delivery arrangements
- Right of entry and inspection waste disposal facilities
- Exemptions
- Limitation of liability for the municipality
- Liaison forums in communities

The following gaps in terms of these by-laws were noted:

- The waste management by-laws are not aligned with the Waste Act and need to be updated
- A fine of R5,000.00 or imprisonment not exceeding 24 months can be issued for illegal dumping or any contravention of the by-laws. The by-laws however, do not contain a schedule of fines. It is important to develop a schedule of fines which vary depending on the type of offence and magnitude of the offence

### 5.20.2 Sedibeng District Municipality

Sedibeng District Municipality has no updated set of by-laws in place with regards to waste management.

### 5.20.3 Enforcement of By-Laws

Fines for illegal dumping are administered by peace officers and enforced through the municipality's traffic department. They are incorporated in the resident's rates and taxes account. Both EMI's who were employed by the MLM resigned in November 2019.

## 5.21 Institutional Management

### 5.21.1 Waste Management Officer

Mrs Mukhetwa Mudau is the Assistant Director for the waste management department. There is no designated WMO in the municipality.

### 5.21.2 Organogram

The MLM organogram for waste management and pollution control was last reviewed in 2019. There is a total of 137 positions in the organogram of which 66 are vacant.

**Table 56: Waste management organogram**

| *Position* | *No. positions* | *No. positions filled* |
|---|---|---|
| Director: Waste and Environmental Management | 1 | 1 |
| Assistant Director: Waster Management | 1 | 1 |
| Assistant Director: Environmental Management | 1 | 0 |
| Foreman: Cleansing | 2 | 2 |
| Special Worksman: Cleansing | 1 | 1 |
| General Worksman: Waste Management | 2 | 2 |

| *Position* | *No. positions* | *No. positions filled* |
|---|---|---|
| Truck Driver: Cleansing | 2 | 2 |
| General Workers: Cleansing | 26 | 6 |
| Heavy Equipment Operator: Cleansing | 1 | 1 |
| Special Worksman: Cleansing | 3 | 3 |
| Team Leader | 4 | 0 |
| General Worksman: Cleansing | 3 | 0 |
| Truck Driver | 9 | 7 |
| General Worker: Cleansing | 34 | 21 |
| Mechanic Fleet Controller | 1 | 0 |
| Admin clerk: Solid Waste Cleansing | 1 | 1 |
| Admin clerk: Environmental Management | 1 | 0 |
| Truck Driver: Cleansing | 1 | 1 |
| Compactor Truck Driver: Cleansing | 3 | 0 |
| General Worker: Cleansing | 6 | 3 |
| General Worker: Cleansing | 6 | 3 |
| Heavy Duty Operator | 1 | 0 |
| Special Worksman: Cleansing | 2 | 2 |
| Team Leader: Street Cleansing | 1 | 0 |
| Accounts Clerk | 1 | 0 |
| Gate Controller | 8 | 7 |
| General Worker: Cleansing | 6 | 3 |
| Truck Driver: Cleansing | 3 | 2 |
| Tractor Driver | 2 | 0 |
| General Worker: Cleansing | 4 | 2 |
| **Total** | **137** | **71** |

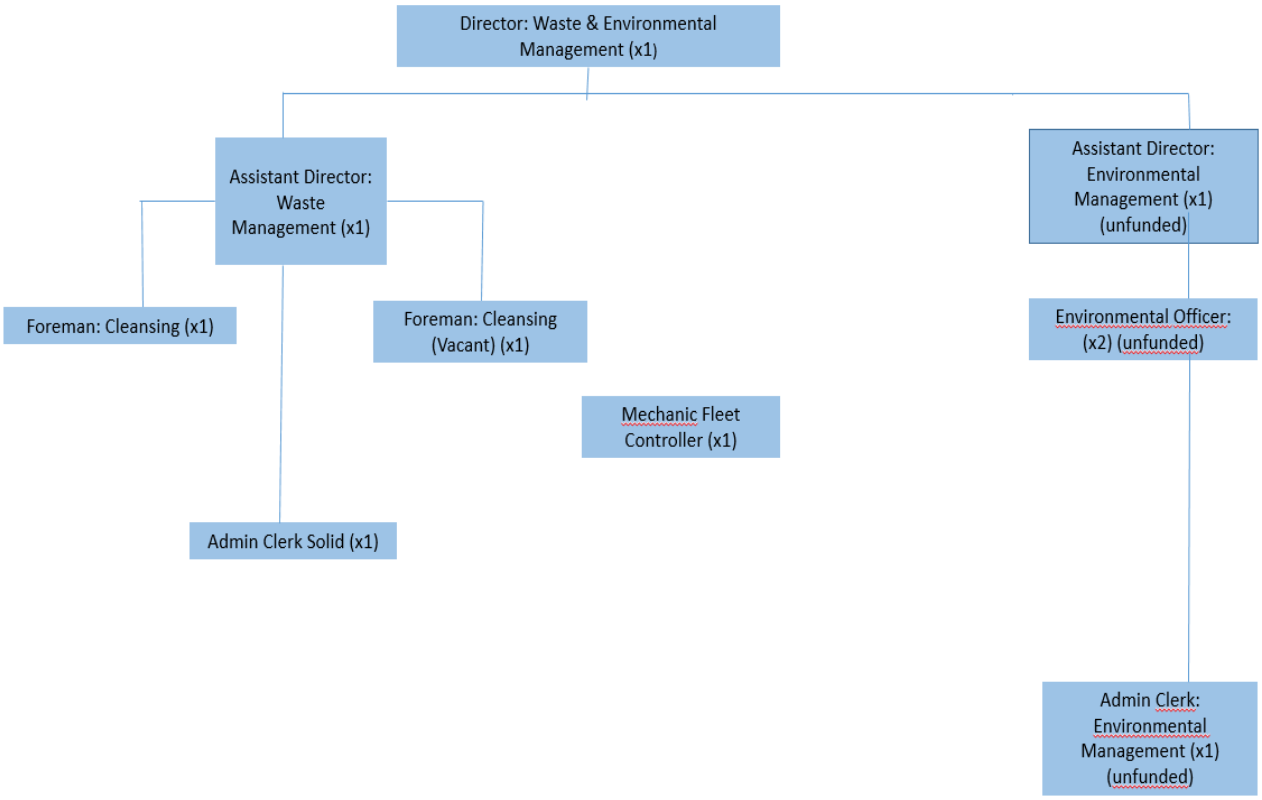



**Figure 32: Organisational Structure – Community Services – Waste Management (2019 – 2020)**

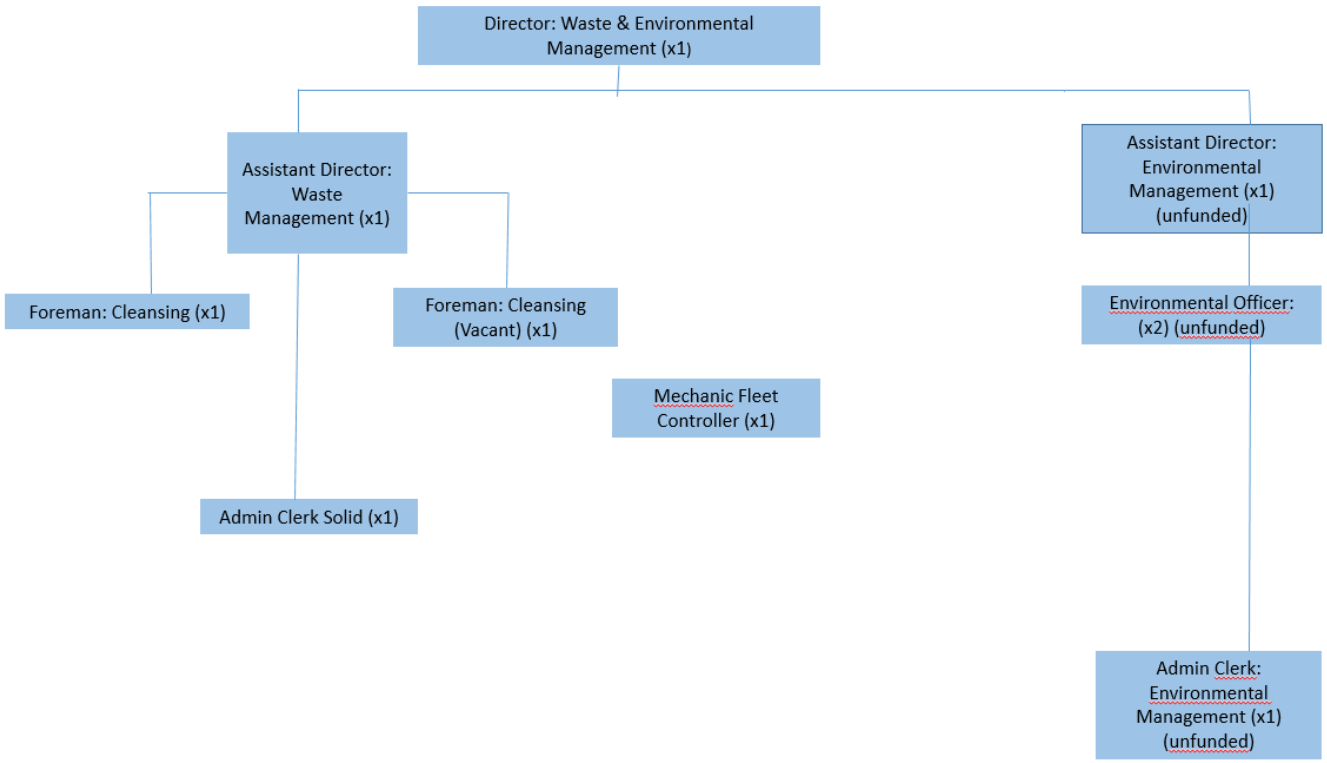



**Figure 33: Organisational Structure – Community Services – Waste Management (2018 – 2019)**

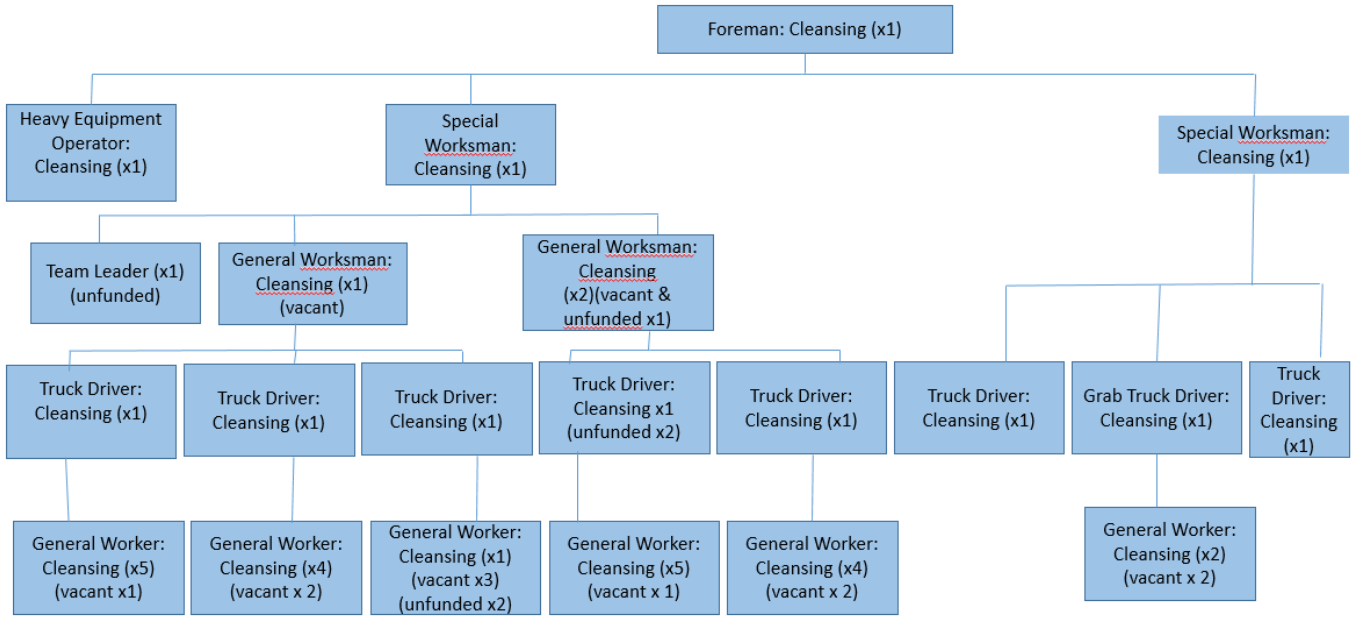



**Figure 34: Organisational Structure – Community Services – Waste Management (2018 – 2019)**

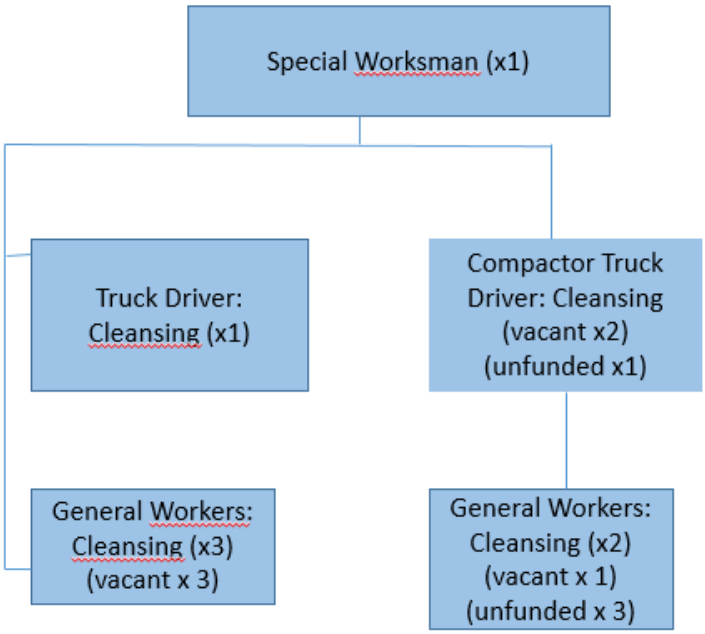



Figure 35: Organisational Structure – Community Services – Waste Management (SC) (2019 - 2020)

### 5.21.3 Training

The MLMs Human Resources department is responsible for the co-ordination of training. Employees in the waste department receive training based on their existing skills and the needs of the employees. Recent training received includes:

- Training on capturing of waste information on the DEA waste calculator
- Waste management training

## 5.22 Financial Management

A detailed understanding of the operational and capital costs of waste management is key for ensuing correct financing of waste management. When considering the financing of waste management operational costs, capital costs, recapitalisation costs and rehabilitation costs all need to be considered.

### 5.22.1 Waste Management Tariffs

The MLM implements a 7% annual increase in waste tariffs, however, a full cost accounting exercise has not been undertaken to determine what the tariffs should be.

Table 57: MLM domestic waste tariff history (per unit) excl. VAT

| Description | 2018/19 | 2019/20 | 2020/21 | % increase |
|---|---|---|---|---|
| Meyerton / Risiville, Randvaal / Vaal Marina, Walkerville / De Deur / Savanna City | 184.68 | 197.61 | 213.62 | 7.0% |
| Lakeside Estates / Sicelo/ Bantu Bonke / Savanna Low Cost Housing | 92.34 | 98.81 | 106.81 | 7.0% |
| Resorts in Vaal Marina and Suikerbosrand (Bulk Resorts) | 137.03 | 146.62 | 158.5 | 7.0% |
| From flats and other ( res 2, 3 and 4): once per week per residential unit | 137.04 | 146.63 | 158.5 | 7.0% |

| Description | 2018/19 | 2019/20 | 2020/21 | % increase |
|---|---|---|---|---|
| From agricultural holdings in plastic bags with a conservancy capacity of not more than 0.1 m³ with a maximum of 6 plastic bags per agricultural holding, once per week | 184.68 | 197.61 | 213.62 | 7.0% |
| | | | | |
| From farm portions in plastic bags with a conservancy capacity of not more than 0.1 m³ with a maximum of 6 bags per agricultural holding, once per week | 184.69 | 197.62 | 213.62 | 7.0% |
| Non-Sectional Title properties containing Living Rooms with shared facilities | 37.95 | 40.61 | 43.90 | 7.0% |
| Replacement of lost/damaged and worn out 240lt bin | 1,002.93 | 1,073.14 | 1,160.06 | 7.0% |

### 5.22.2 Benchmark of Municipal Tariffs

The waste collection tariffs charged by the MLM for domestic customers was benchmarked against the municipalities in the Sedibeng district municipality for basic comparison purposes and to determine whether the MLM's tariffs are in line with the tariffs of the municipalities in the district municipality. All municipalities in the district are category B municipalities. The comparison indicated that the MLM has the highest tariff for the domestic waste collection in the Sedibeng District Municipality. The MLM would need to conduct an additional assessment to determine whether the tariffs set by the municipality is sufficient to allow the municipality to provide an adequate waste management, collection and disposal service that will meet the targets of the NWMS.

**Table 58: Comparison of the domestic waste collection tariff for households in the Midvaal, Emfuleni and Leside local municipalities**

| Municipality | Monthly tariff for weekly domestic waste collection in 2020/21 (incl. VAT) | Comments | Reference |
|---|---|---|---|
| Midvaal | R245.65 for households, agricultural holdings and farm portions<br>R182.28 for flats and resorts in Vaal Marina and Suikerbosrand<br>R122.83 for lower income households | Tariffs were increased by 8.1% from the previous financial year. Highest for the SDM | Midvaal Local Municipality (undated), Cleansing and Solid Waste Tariffs |
| Emfuleni | R157.44 - households without wheely bins<br>R200.31 – households with wheely bins<br>R157.44 - Agricultural (farm) properties | Tariffs were increased by 4.5% from previous financial year. | Emfuleni Local Municipality (undated), Tariff register for the 2020/2021 financial year |
| Lesedi | R156.40 – domestic waste collection<br>R182.28 - flats | Tariffs were increased by 4.9% from previous financial year. | Lesedi Local Municipality (undated), 2020 – 2021 rates and tariffs for municipal rates and services |

### 5.22.3 Equitable Share

Equitable share is a grant from national treasury provided to municipalities to provide basic services to poor households and to assist municipalities with limited resources to perform basic core municipal functions.

For the 2018/19 financial year the equitable share is on average R383.12 per household per month. Of the total allocated equitable share value R80.28 is allocated to waste services. This is split between operations (R72.25) and maintenance (R8.30) (National Treasury, undated).

The Equitable share is calculated based on the number of indigent households per municipality. When indigent registers are out of date municipalities may underestimate the number of indigent households and therefore not receive the full equitable share due to them.

### 5.22.4 Waste Management Budget, Income and Expenditure

The waste collection service is managed by the Department of Community Services and the landfill sites are managed by the Department of Engineering Services in the MLM. The budgets, income and expenditure for the waste collection service and management of the landfill sites are therefore managed by two different departments in the municipality. This inherently affects how these two services are financially managed in the MLM and inhibits long term waste management planning in the municipality. The financial information (budgets, income and expenditure) are also not collated annually to determine whether the waste management service is holistically breaking even or making a loss.

(a) Waste Management Budget, Income and Expenditure for the waste collection service

A detailed waste management budget, actual income and expenditure for the waste collection service for three financial years are provided in the tables below. Only the budgeted income and expenditure costs for the 2020 financial year are provided as the actual income and expenditure will be determined and consolidated at the end of the financial year.

**Table 59: Budgeted and Actual Income and Expenditure for the waste collection services for the 2017/18 financial year**

| Item | Budgeted Income or Expenditure: 2017/2018 | Actual Income or Expenditure: 2017/2018 |
|---|---|---|
| **TOTAL NON-EXCHANGE REVENUE: TRANSFERS AND SUBSIDIES: OPERATIONAL: MONETARY** | | |
| NRF Equitable Share: Budgeted amount | R 15,123,827.00 | R 15,123,827.00 |
| Expanded Public Works Scheme | R 248,472.00 | R 248,472.00 |
| **Non-Exchange Revenue: Income** | R 15,372,299.00 | R 15,372,299.00 |
| | | |
| **SERVICE CHARGES** | | |
| Disposal Facilities | R 3,040,722.00 | R 1,788,610.62 |
| Refuse Removal | R 1,000,000.00 | -R 4,052,527.09 |
| Refuse Removal | R 29,758,120.00 | R 31,855,378.05 |
| Waste Bins | R 98,224.00 | R 91,379.39 |
| Skip Bins | R 2,025,650.00 | R 4,977,529.92 |
| **Sub-total: Exchange Revenue: Service Charges** | R 35,922,716.00 | R 34,660,370.89 |
| **Total Income = Exchange revenue: Income + Exchange revenue: Service Revenue** | R 51,295,015.00 | R 50,032,669.89 |
| **EXPENDITURE** | | |
| **Waste Collection Service** | | |
| Outsourced services subtotal (Outsourced services for the waste collection service) | R 3,936,008.00 | R 3,393,987.92 |
| Consultant and Professional Services | R 432,929.00 | R 0.00 |

| Item | Budgeted Income or Expenditure: 2017/2018 | Actual Income or Expenditure: 2017/2018 |
|---|---|---|
| Contractors (Maintenance) Maintenance / repairs for vehicles | R 3,012,125.00 | R 2,390,625.89 |
| Operational Costs (Waste collection bins / Skips) | R 10,029,173.00 | R 9,928,235.24 |
| Inventory subtotal (Inventory stores, materials and supplies, Stationery, computer requirements and copy charges) | R 3,122,992.00 | R 3,120,177.32 |
| Bad Debts Written Off | R 2,395,549.00 | R 2,395,548.56 |
| Depreciation subtotal (Depreciation of collection vehicles and assets owned by the waste department). | R 6,342,315.00 | R 6,331,244.14 |
| **Governance** | | |
| Staff (Employee Related Costs and Remuneration - collections) | R 17,458,265.00 | R 16,915,551.68 |
| **TOTAL EXPENDITURE (OPERATING EXPENSES)** | R 46,729,356.00 | R 44,475,370.75 |
| **SURPLUS/DEFICIT: TOTAL INCOME - EXPENDITURE** | R 4,565,659.00 | R 5,557,299.14 |
| **GAINS AND LOSSES** | | |
| Disposal of fixed and intangible assets | R 0.00 | R 46,145.59 |
| **Gains and Losses Total** | R 0.00 | R 46,145.59 |
| **SURPLUS/DEFICIT AFTER GAINS AND LOSSES** | R 4,565,659.00 | R 5,511,153.55 |
| | | |
| **COSTING DETAIL** | | |
| **Internal billings recoveries - refuse removal** | R 2,249,858.00 | R 74,100.24 |
| **Internal Billings Charges** | R 0.00 | R 0.00 |
| **Total costing charges/recovery** | R 2,249,858.00 | R 74,100.24 |
| | | |
| **SUMMARY** | | |
| **Costed revenue: Total Income + Total Costing Charges (Internal Billings Recoveries)** | R 53,544,873.00 | R 50,106,770.13 |
| **Costed Expenditure** | R 46,729,356.00 | R 44,475,370.75 |
| **Costed surplus/deficit before gains and losses** | R 6,815,517.00 | R 5,631,399.38 |
| **Gains and Losses Total** | R 0.00 | R 46,145.59 |
| **TOTAL SURPLUS/DEFICIT FOR THE WASTE MANAGEMENT DEPARTMENT FOR 2017/18: SURPLUS** | R 6,815,517.00 | R 5,585,253.79 |

### Table 60: Budgeted and Actual Income and Expenditure for the waste collection services for the 2018/19 financial year

| Item | Budgeted Income or Expenditure: 2018/2019 | Actual Income or Expenditure: 2018/2019 |
|---|---|---|
| **TOTAL NON-EXCHANGE REVENUE: TRANSFERS AND SUBSIDIES** | | |
| **Non-Exchange Revenue: Income Subtotal -** NRF Equitable Share: Budgeted amount | R 7,424,507.00 | R 7,424,507.00 |
| **SERVICE CHARGES** | | |
| Disposal Facilities | R 1,244,606.00 | R 1,226,043.71 |
| Refuse Removal | -R 3,055,153.00 | -R 3,054,199.74 |
| Refuse Removal | R 34,116,732.00 | R 35,107,561.47 |

| Item | Budgeted Income or Expenditure: 2018/2019 | Actual Income or Expenditure: 2018/2019 |
|---|---|---|
| Waste Bins | R 26,413.00 | R 26,413.20 |
| Skip Bins | R 4,690,390.00 | R 4,556,854.84 |
| **Exchange Revenue: Service Revenue Subtotal** | R 37,022,988.00 | R 37,862,673.48 |
| **TOTAL INCOME** | R 44,447,495.00 | R 45,287,180.48 |
| | | |
| **EXPENDITURE** | | |
| **Waste Collection Service** | | |
| Outsourced services subtotal (Outsourced services for the waste collection service) | R 3,799,610.00 | R 3,471,591.70 |
| Consultant and Professional Services | R 67,240.00 | R 0.00 |
| Contractors (Maintenance) Maintenance / repairs for vehicles | R 3,105,272.00 | R 2,768,184.64 |
| Operational Costs (Waste collection bins / Skips) | R 2,341,061.00 | R 5,234,517.54 |
| Inventory subtotal (Inventory stores, materials and supplies, Stationery, computer requirements and copy charges) | R 3,868,367.00 | R 3,782,803.91 |
| Bad Debts Written Off | R 2,707,864.00 | R 2,707,850.87 |
| Depreciation subtotal (Depreciation of collection vehicles and assets owned by the waste department) | R 3,683,572.00 | R 3,679,246.35 |
| **Governance** | | |
| Staff (remuneration - collections) | R 17,557,467.00 | R 17,213,213.01 |
| **TOTAL EXPENDITURE** | R 37,130,453.00 | R 38,857,408.02 |
| **SURPLUS/DEFICIT** | R 7,317,042.00 | R 6,429,772.46 |
| **GAINS AND LOSSES TOTAL** | R 325.00 | R 323.54 |
| **SURPLUS/DEFICIT AFTER GAINS AND LOSSES** | R 7,316,717.00 | R 6,429,448.92 |
| | | |
| **COSTING DETAIL** | | |
| Internal Billings Recoveries - Refuse Removal | R 2,463,595.00 | R 784,890.18 |
| Internal Billings Charges | R 0.00 | R 597,364.65 |
| Total Costing Charges/Recovery | R 2,463,595.00 | R 187,525.53 |
| | | |
| **TOTAL SUMMARY** | | |
| Costed Revenue | R 46,911,090.00 | R 46,072,070.66 |
| Costed Expenditure | R 37,130,453.00 | R 39,454,772.67 |
| Costed surplus/deficit before gains and losses | R 9,780,637.00 | R 6,617,297.99 |
| Gains and Losses Total | R 325.00 | -R 323.54 |
| Total income for the waste management dept. for 2020 | R 9,780,312.00 | R 6,616,974.45 |

**Table 61: Budgeted Income and Expenditure for the for the waste collection service for the 2019/20 financial year**

| Item | Total Expenditure: 2019/2020 |
|---|---|
| **TOTAL NON-EXCHANGE REVENUE: TRANSFERS AND SUBSIDIES** | |
| **Non-Exchange Revenue: Income Subtotal** - NRF Equitable Share: Budgeted amount | R 8,187,029.00 |

| Item | Total Expenditure: 2019/2020 |
|---|---|
| **SERVICE CHARGES** | |
| Disposal Facilities | R 1,331,727.00 |
| Refuse Removal | -R 2,920,194.00 |
| Refuse Removal | R 36,504,903.00 |
| Waste Bins | R 28,262.00 |
| Skip Bins | R 5,018,719.00 |
| **Exchange Revenue: Service Revenue: Income Subtotal** | R 39,963,417.00 |
| **Total Budgeted Income 2020 Income = Exchange revenue: Income + Exchange revenue: Service Revenue** | **R 48,150,446.00** |
| | |
| **EXPENDITURE** | |
| **Waste Collection Service** | |
| Outsourced services subtotal (Outsourced services for the waste collection service) | R 4,445,249.80 |
| Consultant and Professional Services | R 602.00 |
| Contractors (Maintenance) Maintenance / repairs for vehicles | R 3,289,580.10 |
| Operational Costs (Waste collection bins / Skips) | R 2,074,624.72 |
| Inventory subtotal (Inventory stores, materials and supplies, Stationery, computer requirements and copy charges) | R 2,707,707.00 |
| Bad Debts Written Off | R 135,164.00 |
| Depreciation subtotal (Depreciation of collection vehicles and assets owned by the waste department) | R 3,654,894.55 |
| **Governance** | |
| Staff (remuneration - collections) | R 20,444,058.04 |
| **TOTAL EXPENDITURE** | R 36,751,883.00 |
| **SURPLUS/DEFICIT: INCOME – EXPENDITURE** | R 11,398,563.00 |
| | |
| **GAINS AND LOSSES TOTAL -** Waste management running cost | R 2,277,862.00 |
| **SURPLUS/DEFICIT AFTER GAINS AND LOSSES** | R 9,120,701.00 |
| | |
| **COSTING DETAIL:** Total costing charges/recovery (recovery) - Internal billings recoveries - refuse removal | R 2,463,595.00 |
| | |
| **TOTAL SUMMARY** | |
| Costed Revenue (Primary + Secondary Revenue) | R 50,614,041.00 |
| Costed Expenditure (Primary Revenue) | R 36,751,883.00 |
| Costed Surplus/Deficit before Gains and Losses | R 13,862,158.00 |
| Gains and Losses Total (Losses) | R 2,287,862.00 |
| Total Budgeted Income for the Waste Management Dept. for 2020 | R 11,584,296.00 |

The summary of the actual income and expenditure for the waste collection service provided by the Department of Community Services for the 2016/17 – 2018/19 financial years is provided in the table below. There was a deficit for the waste management department for the 2015/16 and 2016/17 financial years. There was however a surplus for the 2017/18 and 2018/19 financial years. In addition, a surplus of R 11.58 million was budgeted for the MLM for

the 2019/20 financial year. This is very optimistic for waste management in the MLM as the municipality could utilise the surplus funds for waste management activities such as:

- to expand the waste collection service to unserviced areas in the MLM,
- initially pilot a separation at source programme and eventually expand this in the MLM,
- the construction of waste drop off centres for general domestic waste and recyclable waste, and
- conduct additional awareness campaigns in the municipality to promote recycling and waste diversion, and to minimise illegal dumping.

**Table 62: Summary of the Actual Income and Expenditure for the MLM from the 2016/17 – 2018/19 financial years**

| | 2015/ 16 | 2016/2017 | 2017/18 | 2018/2019 |
|---|---|---|---|---|
| **Revenue** | | | | |
| Revenue from Exchange Transactions – Service Charges Waste Management | R 46,647,416.79 | R 44,074,114.03 | R 50,106,770.13 | R 46,072,070.66 |
| **Expenditure** | | | | |
| Total Operational Expenditure Budget | R 47,646,711.95 | R 46,249,436.38 | R 44,475,370.75 | R 39,454,772.67 |
| Total Surplus/Deficit | -R 999,355.16 | -R 2,175,322.35 | R 5,557,299.14 | R 6,617,297.99 |

### 5.22.5 Waste Management Budget and Expenditure for the management of the landfill sites

A detailed waste management budget and expenditure for the management of the landfill sites for the 2018/19 and the 2019/20 financial years are provided in the table below. These costs and operations are managed by the engineering services department who have budgeted for these costs.

**Table 63: Budget and Expenditure for the management of the landfill sites for the 2018/19 financial year**

| Item | Budget: 2018/2019 | Expenditure: 2018/2019 |
|---|---|---|
| **Governance** | | |
| Staff (remuneration - landfill sites) | R 6,387,100.00 | R 5,675,693.18 |
| **Disposal Sites and Transfer Stations** | | |
| Outsourced services (Personnel and Labour and Security Services) | R 230,000.00 | R 167,750.00 |
| Consultant and Professional Services (I&P GEODETIC CONTROL & SURVEYS) | R 200,000.00 | - |
| Contractors (Maintenance of buildings and facilities) | R 30,000.00 | - |
| Operational Costs (Rehabilitation of landfill sites, hire charges, printing and publications, skills development levy, PPE) | R 6,428,825.00 | R 3,035,195.73 |
| Inventory (Materials and Supplies and Stationery) | R 2,000.00 | - |
| **Total expenditure for Disposal Sites and Transfer Stations** | **R 13,250,925.00** | **R 8,878,638.91** |

**Table 64: Budget and Expenditure for the management of the landfill sites for the 2019/20 financial year**

| Item | Budget: 2018/2019 | Expenditure: 2018/2019 |
|---|---|---|
| **Governance** | | |
| Staff (remuneration - landfill sites) | R 8,627,436.00 | R 7,409,005.64 |
| **Disposal Sites and Transfer Stations** | | |
| Outsourced services (Personnel and Labour and Security Services) | R 294,150.00 | R 294,149.07 |
| Consultant and Professional Services (I&P GEODETIC CONTROL & SURVEYS) | R 270,000.00 | - |
| Operational Costs (Rehabilitation of landfill sites, hire charges, printing and publications, skills development levy, PPE) | R 22,920,417.00 | R 3,288,475.56 |
| Inventory (Materials and Supplies and Stationery) | R 42,000.00 | R 40,580.92 |
| Bad Debts Written Off | R 4,300.00 | R 5,480.64 |
| **Total expenditure for Disposal Sites and Transfer Stations** | **R 32,158,303.00** | **R 11,037,691.83** |

According to the financial statements for 2018/19 and 2019/20 for the management of the landfill sites and the transfer stations, the municipality underspent on the operational costs for the management and rehabilitation of the landfill sites and transfer stations. The majority of the costs that were underspent were for the maintenance and rehabilitation of the landfill sites and transfer stations. This is concerning as the condition of the landfill sites and transfer stations require maintenance and rehabilitation such as the repair of the weigh bridge at the Walkerville landfill, repair of fences and improvement of access control at all landfill sites and transfer stations, lack of operational plant at the landfill sites which has led to no covering or compaction of waste on a daily basis and lack of stormwater control at the landfill sites. In addition, as the municipality's landfill sites are running out of available airspace, the MLM could utilise the underspent budget to commence with planning and developing of a new landfill site in the municipality.

## 5.23 Waste Employee Interviews

Interviews were undertaken with a range of MLM employees, from general workers to the director for waste services. Comments and concerns raised during the interviews are listed below. These comments are the opinions of the employees and may not be a truce reflection of the current situation. The comments/ concerns have been grouped according to common themes.

**Table 65: Comments/ concerns raised through MLM employees interviews**

| Category | Comments |
|---|---|
| Waste management fleet | • Trucks frequently breakdown, and the turn-around time for repairs and servicing is long<br>• The servicing of the fleet often takes extended periods of time<br>• The plant used on site is old<br>• When back up fleet is used, collection takes longer as workers often have to compact waste manually<br>• Issues about the collection fleet are often left too long before they are attended |
| Waste collection | • The public do not adhere to refuse collection service, bags are not put out on the |

| Category | Comments |
|---|---|
| | correct day or time<br>• Dead animals, usually dogs and cats, are put into refuse bags or left out in the street for the refuse collection team<br>• Informal reclaimers tear open bags to access food or recyclable materials, this causes litter<br>• Runners are exposed to dangerous dogs and a few near miss incidents where they were almost bitten by dogs have occurred<br>• Early morning traffic coincides with collection in a busy street. This delay causes a setback on the entire day's work. Often collection has to run on over time<br>• Each household is only allowed 4 waste bags for collection, but residents often exceed this limit and the workers are forced to collect the extra bags failing which the residents call the waste service desk to log complains |
| Health and hygiene | • The health checks are infrequent<br>• There are no shower facilities available at the depots for general works and truck drivers to use after shifts. Employees therefore have to go home in dirty work clothes<br>• The general workers (waste collectors) are exposed daily to fumes from refuse trucks as they spend a lot of time running behind the truck. What are the health impacts of this in the long terms?<br>• There is no safety inspection to check safety equipment on all the refuse trucks. |
| PPE | • It often takes a long time to get new PPE<br>• The overalls given to general workers are thin and of poor quality. They do not protect against broken glass in refuse bags<br>• Employees are not given safety glasses. Safety glasses are needed when cleaning trucks<br>• Gloves issued to employees are inadequate to protect against broken glass and other sharp objects in waste bags |
| Training | • Employees do not receive sufficient training. It can be difficult to get a promotion without training |
| Illegal dumping | • Illegal dump sites are cleaned but repeat dumping occurs<br>• The cost of cleaning illegal dumps is not quantified |
| Human resource | • There is a shortage of staff. MLM is expanding and areas that need to be serviced are increasing but staff complement is not increased |

# 6 Gap and Needs Assessment

This section presents the gaps and needs identified through the situation analysis review.

## 6.1 Gaps and Needs Identified in 2013 IWMP

The 2013 IWMP identified the following gaps in terms of waste management. Progress to addressing the gap was noted in Table 66 below.

**Table 66: Gaps identified in the 2013 IWMP (2013)**

| Identified gaps | Progress made to address the gaps and implement 2013 targets |
|---|---|
| **1. Avoidance and Minimisation** | |
| Lack of planning for a long-term public education and awareness programme on waste reduction within MLM. | No planning for public education and awareness programs have been undertaken by the municipality since the review of the 2013 IWMP. |
| Isolated initiatives only focus on the clean-up of illegally dumped waste. | • The MLM in partnership with Letsema, is running monthly school and community awareness campaigns with a focus on different environmental topics. The DEFF led Good Green Deeds campaign is also implemented in the municipality.<br>• The MLM has continued with clean-up campaigns of illegal dumping hotspots and waste awareness training in communities where illegal dumping is common. In addition, the MLM has enforced the by-laws and fined individuals for illegal dumping. |
| A limited database exists for waste generators, volumes and types. | No progress has been made towards improving the waste database for waste generators, recyclers and recycling companies, volumes and types of waste generated and recycled. |
| Future housing and industrial developments should be included in the planning of waste management requirements. | There are no documented plans to address the waste disposal needs of future development. Further, there is no ring fenced budget for future waste service needs. |
| **2. Collection, cleansing and transportation** | |
| Refuse collection is currently limited to urban and semi-urban centres and there is no collection in the rural areas. | 84% of households in the MLM receive a weekly kerbside waste collection service. The municipality has not been able to significantly extend the waste collection service to unserviced areas since the 2013 IWMP review.<br>Households on farms and rural households have minimal access to refuse removal services due to a lack of fleet and access roads that are not well-maintained causing damage collection vehicles over a period of time. |
| **3. Reuse** | |
| There is very limited reuse of the various waste streams despite the potential for reuse based on the waste stream composition. | • The MLM in partnership with Letsema and DEFF have conducted waste awareness campaigns to promote the reuse and recycling of waste.<br>• The municipality has not initiated any programs for the reuse of waste. |
| **4. Recycle** | |
| There are no formal recycling initiatives in the townships, informal settlements and rural areas. | • No progress has been made towards addressing this gap. The municipality has not provided support to |

| Identified gaps | Progress made to address the gaps and implement 2013 targets |
|---|---|
| | existing recycling companies in the MLM. The municipality has also not developed a database of private recyclers in the MLM.<br>• Construction of a buy back centre adjacent to the Galloway transfer station is in the planning phase. The MLM commenced with planning in 2019. |
| There are no facilities for waste separation at any of the existing waste facilities. | • There are facilities (skip bins) for separation of recyclable waste such as glass and garden waste at the transfer stations. Glass is collected by a private recycler. Garden waste is not composted at present and is disposed of at a landfill site.<br>• The construction of a buy back centre adjacent to the Galloway transfer station is in the planning phase. |
| Some waste collectors are not registered and enter landfill sites for recycling purposes and are then exposed to a variety of hazards associated with landfills. | No progress has been made towards addressing this gap and informal reclaimers were noted at Henley on Klip, Vaal Marina and Walkerville landfill sites. |
| **5. Disposal** | |
| Most of the existing landfills in the Municipality have limited airspace. | The Henley on Klip landfill site is currently operating on a closure licence which requires closure to commence in 2022. The remaining airspace is 2 years. The remaining airspace at Walkerville and Vaal Marina is 5 and 8 years respectively. No planning for a new landfill site has commenced and planning for the closure of Henley on Klip landfill site has also not commenced. |
| There is no knowledge regarding the potential quantities of hazardous waste in the landfills. | Waste characterisation provides an estimate of hazardous waste in domestic waste stream. Information on the type of waste entering the landfill site is not accurate as it's only based on assumption. |
| Illegal dumping and littering occurs in particular around Piel's farm and the Riversdale areas. | Illegal dumping within the Piel's farm and the Riversdale areas still continues. |
| **6. Organogram** | |
| The available vacancies in the waste management department are not populated.<br>. | There are vacant positions in the current organogram that have not been filled. The organogram does not meet the requirements of NEMWA as there is no provision for a Waste Management Officer (WMO). |
| **7. Collection, Transportation and Disposal Needs** | |
| Additional collection vehicles i.e. refuse compactors (size will be determined on the amount of waste to be collected in each area). | New trucks and compactors have been procured on an ad hoc basis since the review of the 2013 IWMP but additional fleet is needed in to ensure sufficient vehicles are available to provide a good collection service. Aging fleet continuously break down and affect the day-to-day waste collections. |
| Additional skip containers, particularly in industrial areas where the current skips are too small for waste disposed. Skips will also be required in high density residential areas, particularly areas prone to informal settlements and backyard dwellings. | Skips have been procured and were placed in industrial areas and high-density residential areas that do not receive a kerbside waste collection service. According to the 2019/2020 IDP, R200,000 has been secured to procure skip bins for wards 8 and 10. |
| Recycling skips must also be provided in easily accessible areas. | No progress has been made to address this gap. Only glass recycling igloos were noted at the Galloway and Blackwood transfer stations. |
| Adequate bins will be required for each of the households. | None of the existing households in the municipality were provided with waste bins or waste bags. Residents make their own provision of bins and black bags. A new development with social houses were provided with bins (ward 6). |

| Identified gaps | Progress made to address the gaps and implement 2013 targets |
|---|---|
| Plastic bins should also be provided for essential waste separation. | None of the households in the MLM have been provided with bins or bags for waste separation. |
| Additional recruitment of and training of drivers and general workers. | The municipality has ensured sufficient staff for waste vehicle drivers, landfill plant operators and general workers for waste collection. The MLM offers annual training opportunities and personnel in the waste department receive training based on their existing skills and the needs of the waste department. However, there remains huge training gaps in the waste personnel as there are limited skilled or educated employees in the sector. |
| Budgetary provision must be made by Midvaal for the acquisition of the above mentioned facilities and training of workers. | The MLM has budgeted for purchasing of additional waste collection vehicles, plant for landfill sites, skip bins for recycling of waste and additional staff to improve the waste collection service and disposal of waste at landfill sites. The MLM, however, needs to ensure additional budget is provided annually to the waste department to purchase additional waste collection vehicles and plant for landfill sites as these frequently break down and negatively affect the waste collection and landfilling. More budget is also required as more staff and skip bins are required to expand the waste collections to unserviced areas in the MLM. Bins or waste bags should also be provided to households for waste storage. Unfilled posts in the waste organogram should be filled and ongoing training should be provided for personnel which requires additional budget as well. |
| **8. Need for intensifying recycling initiatives** | |
| Recycling initiatives in Midvaal are small and not adequately supported. | The MLM has not supported recycling initiatives or companies. |
| Development of a waste recycling strategy identifying awareness campaigns and recycling programmes targeted at communities, businesses and industries. | The MLM has not developed a waste minimisation strategy. The municipality is however, in the process of developing a buy-back centre adjacent to the Galloway transfer station. |
| Assist in the establishment of recycling companies. | The municipality has not assisted any recycling companies. |
| Piloting and establishment of composting projects. | No composting projects have been developed in the municipality. |
| **9. Institutional and organisational needs** | |
| **Waste management by-laws**<br>The MLM waste management by-laws are out-dated. | No progress has been made since the 2013 review of the IWMP. The current by-laws were last reviewed in 2009. |
| **Infrastructure and equipment**<br>Insufficient equipment for the collection of waste and the machinery that is available is prone to frequent breakdowns, further, there is insufficient maintenance or prolonged waiting periods for service at the Municipal workshop and other service providers. | • New trucks and compactors have been procured on an ad hoc basis since the review of the 2013 IWMP, but more waste collection vehicles are needed in order to meet the requirements of an adequate waste management fleet.<br>• The fleet coordinator conducts weekly fleet inspections and schedules vehicles for services and repairs; however, there remains prolonged waiting periods for vehicles and plant servicing and repairs. |
| **Institutional capacity**<br>Staff members in the waste management sector are not skilled in waste management. Further, there are unfilled vacancies. | No progress has been made to address this. There remains a significant gap in the skill and education level of the waste staff and there are vacant positions in the current organogram. Further, there is no designated Waste Management Officer (WMO) in the municipality. |
| **Recruitment and training**<br>Skilled and trained personnel must be recruited, and an accredited service provider must be appointed to provide training. The current | • There remains a huge gap in the skill and educational level of the waste staff and there are no positions in the current organogram that focus on waste minimisation |

| Identified gaps | Progress made to address the gaps and implement 2013 targets |
|---|---|
| organisational structures of Midvaal are geared towards waste disposal and not minimisation. There is a need to consider the staffing in accordance with the waste hierarchy. | and recycling.<br>• Training of staff is conducted to assist in personal career growth. Specific training is also needed for staff managing landfill sites and to prioritise waste minimisation. |
| **10. Policy and Planning** | |
| There is a need to have Integrated Municipal Planning and the different departments within the MLM should work in close cooperation. The fragmented approach to municipal operation is resulting in an ineffective institutional structure. | The MLM has had a more integrated approach to waste planning with all departments that influence the waste management to improve waste management in the municipality. The various departments are the waste department that manage the waste collection, staff in the waste department and waste planning, the fleet department that manage and procure waste collection vehicles, technical services who manage the landfill site, the financial department that provide budgets for waste projects. |
| **11. Financial requirements** | |
| The implementation of the IWMP would require sufficient funds and should be done in a phased manner taking cognisance of the MLM priorities at the time. Additional funding sources must be investigated to implement the projects in the IWMP, particularly with, inter alia, the following institutions: DBSA, DEA and donor funding. | • The municipality has secured funding through the Municipal Infrastructure Grant (MIG) for the development of a buy-back centre next to the Galloway transfer station.<br>• Additional budget is required to implement all proposed waste projects to improve waste management, waste collection, landfilling, recycling, implementation of a detailed WIS, including acquiring additional staff and providing training for current staff. |
| **12. Tariff structure** | |
| The structure must be reviewed at regular intervals and updated if necessary. Allocation of waste related funds must go to waste projects and infrastructure. | • This is still a gap in the municipality as the 6% tariff increase implemented annually is not informed by a full cost accounting exercise.<br>• All funds allocated to waste services and which are meant for waste projects are not used to fund waste projects and waste infrastructure and are moved and used by other departments in the municipality. |

A number of the gaps identified in the 2013 IWMP have not been addressed over the last seven-year period.

## 6.2 Gaps and Needs Identified in 2021

During the development of the 2021 MLM IWMP a number of gaps and needs have been identified. Gaps and needs were identified based on interviews with stakeholders, inspections of fleet and facilities, and a review of legislation and best practice guidelines.

Gap and needs have been listed under the following headings:

1. Refuse collection, transportation and disposal needs
2. Waste minimization, re-use, recycling and recovery
3. Organic waste management
4. Hazardous waste management
5. Illegal dumping
6. Waste management facilities
7. Waste management fleet and equipment
8. Waste information management
9. By-Laws and enforcement by-laws
10. Institutional functioning and financial management
11. Future planning
12. Education and awareness

### Table 67: Waste management gap and needs

| Legislated Requirements/ Best Practice | Gaps | Needs |
|---|---|---|
| **1. Refuse collection, transportation and disposal needs** | | |
| • The NWMS requires 95% of households to have access to adequate levels of waste collection services in compliance with the DWCS. Non-recyclable waste must be collected weekly from households as a minimum.<br>• The National Policy for Provision of Basic Refuse Removal Services to Indigent Households (GN 413 of 2011) requires municipalities to provide free receptacles for waste storage to indigent houses.<br>• The NWMS requires that all municipalities' landfill sites and transfer stations are compliant with their licence conditions. | • 82.9% of households in the MLM have access to a weekly kerbside collection service and 1.4% of households receive a waste collection service less often than a week. 8.4% of households use a communal dump and 6.1% use their own dump.<br>• Residents in the farms and remote areas have no access to refuse removal services. Collection is limited to urban and semi-urban areas.<br>• None of the households in the municipality are provided with waste bins or black bags with the exception of a new development of social housing.<br>• Only 2 of the 3 MLM landfills are licenced. The operational licence for Walkerville expired in 2013. All transfer stations in the MLM are licenced. | • Provision of waste drop off facilities to service remote communities that are far from the existing waste management facilities.<br>• Identify indigent households and provide receptacles for waste storage.<br>• Ensure that all waste management facilities are licenced. |
| **2. Waste Minimisation, Re-use, Recycling and Recovery** | | |
| • The NWMS sets a target of 40% diversion of waste from landfill by 2025, 55% diversion by 2030 and 70% diversion by 2035.<br>• Operation Phakisa sets a target of 50% diversion of municipal waste by 2023.<br>• The NWMS requires all municipalities to include provisions for drop-off/ buy-back centres in their IWMPs.<br>• The Waste Act requires municipalities to put in place measures that seek to reduce the amount of waste generated, and where generated, measures to | • Records of recycled waste tonnages generated in the municipality are not retained by the MLM. Therefore waste diverted from landfills cannot be quantified.<br>• The municipality has drop-off facilities at transfer stations for garden waste and glass. The municipality does not have an operational buy-back centre, swop shops or separation at source programmes for recyclable waste.<br>• The MLM does not have a waste | • The MLM should develop a WIS to record waste collected for recycling. Private companies would need to provide information on a regular basis to MLM.<br>• The quantity of waste being recycled in MLM needs to be increased through:<br>  ○ Completing construction and commencing operations of the buy-back centre.<br>  ○ Rolling out a separation at source programme – the municipality should introduce a two-bag system in a certain area to pilot the separation at source project and then expand this to more areas in the municipality.<br>  ○ Establishing swop shops, provision of recycling bins in public spaces |

| Legislated Requirements/ Best Practice | Gaps | Needs |
|---|---|---|
| ensure that it is re-used, recycled and recovered, treated and disposed of.<br>• The 2018 Gauteng Provincial IWMP requires municipalities to exploit waste as a revenue source through waste management projects/programmes and initiatives. | minimisation plan and have not undertaken a feasibility study for any waste minimisation projects in the MLM.<br>• There are no municipal recycling projects and the municipality holds no records of recycling occurring within the municipal area by private companies. | and initiating school recycling competitions.<br>○ Provision of easily accessible recycling drop-off facilities.<br>○ Intensifying waste awareness campaigns in schools and communities.<br>○ Formalising of waste reclaimers at the landfill sites.<br>• The MLM should develop a database of all private recyclers in the MLM Quarterly or bi-annual recycling forum meetings should be held to promote recycling in the MLM.<br>• The MLM should develop a waste minimisation plan and conduct a feasibility study for waste minimisation projects in the MLM. |
| | • No records are available for in-house recycling occurring in MLM offices. | • The service provider collecting waste from the municipal offices should provide records of waste volumes collected. A champion (individual) per office is needed to manage the in-house recycling programme. |
| **3. Organic waste management**<br>Diversion of organic waste from landfill sites is required in order to reduce negative impacts and meet legislated targets. | | |
| • The NWMS sets a target of 40% diversion of waste from landfill by 2025, 55% diversion by 2030 and 70% diversion by 2035 (this includes organic waste)<br>• The National Norms and Standards for Disposal of Waste to Landfill (GN 636 of 2013) – 25% diversion rate of garden waste from landfill by 2018 and 50% by 2023. | • At present all the organic waste collected in the MLM is disposed of at landfill.<br>• The MLM does not have any composting facilities. | • The MLM should develop a composting strategy to divert green waste from landfills.<br>• A composting facility is needed for the MLM and all garden waste collected in the MLM should be redirected from the landfills to this composting site.<br>• A home composting project needs to be piloted in one of the residential areas (Eye of Africa) and expanded into the urban areas of the MLM.<br>• The public should be informed of the benefits of home composting. |
| **4. Hazardous Waste Management**<br>Although local municipalities are not responsible for the management of hazardous waste generated by business and industry, they do need to manage hazardous waste generated by households. | | |
| • The National Domestic Waste Collection Standards require municipalities to provide communal collection points for non-mainstream recyclables such as batteries and fluorescent tubes for collection by a private service provider.<br>• The 2020 NWMS sets a target of 10% reduction in hazardous waste in general landfills. | • There are no municipal drop off facilities for household hazardous waste.<br>• There is a lack of awareness of what HHW is.<br>• There is a lack of information available on hazardous waste generated by business and industry. | • Drop-off facilities for HHW are needed at select transfer stations across MLM. These facilities can be igloos or small sealed bins.<br>• Waste awareness campaigns should cover all types of waste and the proper management thereof.<br>• The MLM should develop a hazardous waste database and determine which industries and companies are generating hazardous waste in the MLM. The MLM can prioritise these companies and industries for |

| Legislated Requirements/ Best Practice | Gaps | Needs |
|---|---|---|
| | • Access controllers are not adequately trained on how to identify HHW. | awareness training if applicable and ensuring correct disposal of hazardous waste. |
| **5.Illegal Dumping** | | |
| | • There is no illegal dumping minimisation plan or strategy for the municipality.<br>• The money spent on cleaning up illegal dumps is not quantified.<br>• Education, awareness and community collaboration | • Dumping of prohibited waste types should be minimised and stopped.<br>• The site should be redesigned and full access control implemented.<br>• Staff should be trained and ensure that mixing of waste types does not occur at the transfer station. Separated garden waste should be composted and recyclable waste should be transported to or collected by a private recycler.<br>• Residents of the MLM should be issued with permits of badges so the staff at the site can only admit residents from the MLM. |
| **6.Waste Management Fleet and Equipment**<br>A well-managed and properly equipped waste management fleet is key to provision of waste management services. In addition to a well maintained operational fleet a municipality should also have a backup fleet for use in the event of breakdowns. | | |
| The National Domestic Waste Collection Standards (GN 21 of 2011) requires that all vehicles in the waste management fleet are roadworthy and that waste is transported in closed vehicles. | • The fleet replacement policy is older than 10 years and is not being implemented appropriately.<br>• The waste management fleet not sufficient, and some waste vehicles are old and prone to break downs.<br>• Vehicle servicing times can vary from one week to several months before a vehicle is operational. There are no back-up compactors. | • The fleet replacement policy should be reviewed and subsequently implemented appropriately.<br>• Older vehicles in the operational fleet need to be replaced. The old vehicles can form part of the backup fleet or be sold off.<br>• Turnaround time for vehicle servicing should be improved.<br>• A portion of the waste tariff should contribute to a ring-fenced recapitalisation fund for waste collection fleet and equipment. |
| **7.Waste Information Management**<br>In order to effectively plan for waste management services a knowledge of waste generation quantities and types is required. | | |
| **7.1 Achieve integrated waste management planning** | | |
| • The Waste Act requires that the IWMP is submitted to GDARD for endorsement, it is incorporated into the IDP and that annual reports of the IWMP implementation are undertaken.<br>• The 2020 NWMS sets a target that all LMs develop and implement of 5-year IWMPs and report on | • No annual performance reviews were undertaken on the 2013 IWMP.<br>• The MLM only met 26.1% of its long term goals, 30.4% of its medium terms goals. and 34.8% short term goals from the 2013 IWMP. | • Once the 2021 IWMP is finalised the MLM needs to ensure that annual performance reports are prepared and submitted in line with the Municipal Systems Act (Act 32 of 2000).<br>• All the goals and targets set in the 2020 IWMP must be incorporated into the MLM IDPs and according to their time frames. Where annual budgets are limited, the MLM should implement high priority projects first. |

| Legislated Requirements/ Best Practice | Gaps | Needs |
|---|---|---|
| SAWIS.<br>• Implement the targets set in the 2013 IWMP. | | |
| **7.2 Waste Generation Records** | | |
| • The 2020 NWMS specifies that all LMs improve collection, reporting and dissemination of information on SAWIS. | • The waste entering the MLM landfill sites is all recorded as domestic waste. It is therefore not possible to determine how much domestic and how much commercial and industrial waste is generated from these records.<br>• Illegal disposal of hazardous waste at the landfills.<br>• No tonnages are recorded for recycled waste, rubble or green waste in the MLM.<br>• Infrequent waste characterisations undertaken. One was undertaken in 2013 and the next undertaken in 2020<br>• The MLM has stopped reporting tonnages for the Walkville landfill site on GWIS and SAWIS. | • The MLM needs to record waste collected from businesses so the split between domestic and business waste can be estimated.<br>• All waste entering the landfill sites should be inspected. Training on the identification of waste types should be provided to access controllers.<br>• The MLM should develop a WIS for recyclable waste, garden waste and rubble. These waste records should be submitted to GWIS.<br>• Encourage registration of private waste generators on GWIS.<br>• Establish a database of hazardous waste generators within the municipality.<br>• Domestic waste characterizations need to be undertaken at least once a year.<br>• The Walkerville landfill needs to resume reporting its waste disposal tonnes on GWIS and SAWIS. |
| **7.3 Waste Information Management** | | |
| • The 2020 NWMS specifies that all LMs improve collection, reporting and dissemination of information on SAWIS. | • The MLM does not have a WIS for the waste department.<br>• The municipality's waste department does not have a server or program where all the waste information is stored<br>• Poor information management. Historic information is not readily available and is not preserved to ensure that information is available to new staff that replace old staff. | • The MLM should develop a WIS for the waste department and maintain this. The MLM should train staff to maintain the developed WIS.<br>• Develop a centralized server or program for all waste information storage. |
| **8.By-Laws and Enforcement of By-Laws**<br>In order to effectively regulate waste management a municipality needs to have comprehensive waste management by-laws which are actively enforced. | | |
| | • The current waste management by-laws for MLM are out dated and are not aligned | • The by-laws need to be reviewed and aligned with the Waste Act and SDM waste by-laws. A schedule of fines needs to be developed with the |

| Legislated Requirements/ Best Practice | Gaps | Needs |
|---|---|---|
| | with the Waste Act.<br>• MLM by-laws are not aligned with SDMs by-laws.<br>• There is no fine schedule in the by-laws.<br>• There are no dedicated waste rangers to enforce waste management by-laws. | review of the waste by-laws.<br>• Waste rangers need to be appointed and trained on the waste management by-laws to enforce the by-laws, particularly for littering and illegal dumping.<br>• EMI's need to be appointed. |
| **9.Institutional Functioning and Financial Management – Organogram and Tariff structure**<br>A waste management department needs to have sufficient staff who are appropriately trained, experienced and capacitated to manage the department effectively. | | |
| • The Waste Act requires that a waste management officer is designated for each municipality.<br>• The Waste Act requires municipalities to keep separate financial statements including a balance sheet of services provided. | • The organogram does not meet the requirements of the Waste Act as there is no provision for a Waste Management Officer (WMO) position.<br>• There are no waste management control officers (WMCO) designated for the landfill sites.<br>• Of the 117 positions in the organogram 46 are vacant.<br>• There are currently no EMI's in the MLM. There is, however, provision for 2 EMI's according to the 2019 MLM organogram.<br>• There is an overall lack of skilled staff in the MLM waste department.<br>• The MLM maintains a financial statement for the waste management department; however, a full cost accounting exercise for services provided to determine the true cost of the waste management services was not conducted by the MLM. | • The MLM should designate a WMO in line with the waste management act.<br>• The organogram should be revised to implement the projects identified in this IWMP and vacant positions should be filled.<br>• The MLM should designate WMCO for the landfill sites, EMI's should be designated or appointed, waste rangers should be identified and trained and qualified and skilled personnel should be recruited.<br>• Conduct a full cost accounting exercise for the waste service provided to determine the true cost of services provided. This will allow cost reflective tariffs to be determined. |
| **10.Future Planning**<br>Future planning is essential in ensuring that a waste management service can meet the changing requirements of a municipality and comply with changing legislation and best practice guidelines. | | |
| **10.1 Future Waste Disposal Needs** | | |
| | • There is a lack of airspace determination informed by surveys and therefore a lack | • Airspace determinations should be conducted annually for the MLM to know the remaining airspace at landfill sites and to plan accordingly for |

| Legislated Requirements/ Best Practice | Gaps | Needs |
|---|---|---|
| | of understanding the long-term disposal of waste in the MLM and the lack of planning for the development of a new landfill site.<br>• There is a lack of planning for future waste management infrastructure.<br>• There is a lack of budget for the development of a new landfill site<br>• There are no rehabilitation plans for facilities and no ring-fenced rehabilitation fund. | the development of new landfill sites or the diversion of waste from landfill sites<br>• A waste infrastructure masterplan considering landfill sites, transfer stations, recycling facilities, composting facilities drop-off centres and buy-back centres for the MLM needs to be developed and implemented. The master plan should include the site selection process and budget for a new landfill.<br>• Planning for a new landfill site should commence as soon as possible as the remaining airspace for Vaal Marina, Walkerville and Henley on Klip is estimated to be 8 years, 5 years and 2 years respectively.<br>• The MLM should budget for the development a new landfill site and ensure that budget (funds) is available for the development of the landfill site<br>• A portion of the waste tariff should contribute to a ring-fenced rehabilitation fund. |
| **10.2 Future Waste Collection and Budget Needs** | | |
| | • There are no documented plans to address future waste collection needs.<br>• There is no ring-fenced budget for future waste service needs.<br>• There are no municipal guidelines which relate to waste management needs of new developments e.g. access for vehicles, allowance for waste drop-off facilities. | • A waste collection plan should be developed by the MLM. The plan should focus on providing a waste collection service to unserviced areas<br>• A ring-fenced budget for future waste services needs to be developed. This includes the development of a new landfill site.<br>• A set of guidelines need to developed to ensure waste management needs are incorporated into new residential and commercial developments. |
| **11.Education and Awareness** | | |
| | • Lack of education and awareness initiatives for the general public.<br>• Lack of education and awareness initiatives in schools, communities and public spaces. | • The municipality should develop an annual waste awareness campaign schedule and implement this. The schedule can be developed in partnership with the SDM, GDARD and the DEFF where applicable.<br>• The municipality needs to promote a “waste conscious” culture through the use of billboards and other advertising campaigns.<br>• The municipality needs to roll out school competitions on recycling as method to promote waste awareness and recycling. |

### 6.2.1 Actions to meet the 2020 NWMS Targets waste diversion from landfill targets

The 2020 NWMS sets a target of 40% diversion of waste from landfill by 2025, 55% diversion by 2030 and 70% diversion by 2035 for all municipalities. According to the GWIS, in 2020 a total of 42,677 tonnes of waste was disposed of at the landfill sites in the MLM. The table below presents the estimated tonnages of waste to be diverted from landfill to meet the NWMS targets for each five-year period.

**Table 68: Waste diversion targets**

| Year | Diversion target | Waste disposal tonnes estimate (3.2% annual growth rate) | Tonnes of waste to be diverted to achieve NWMS target |
|---|---|---|---|
| 2020 | N/A | 42,677 (according to GWIS) | 17,071 – 40% of waste disposed. Used as baseline tonnage |
| 2025 | 40% | 49,981 | 19,992 |
| 2030 | 55% | 58,534 | 32,194 |
| 2035 | 70% | 68,552 | 47,986 |

The diversion mechanisms used to achieve these targets will vary depending on the waste stream. The diversion of recyclable, green and C&DW are discussed in the sections below.

(a) Diversion of Recyclables from landfill

To determine the amount of recyclables in the domestic waste stream, the estimated domestic waste generation and the results of the waste characterisation exercise were used. This was done to estimate the amount of recyclables could be diverted from landfill should the municipality commence with a separation at source (S@S) recycling programme.

In 2020, a total of 24,414 tonnes of domestic waste was estimated to be generated in the MLM based on the municipality's population. Based on the waste characterisation results, 51.3% of the domestic waste stream is mainstream recyclable materials. Therefore a total of 12,519.6 tonnes of recycles are available in the domestic waste stream.

**Table 69: Recyclable waste available in the domestic waste stream**

| Waste category | % Composition (based on mass) (from the waste characterisation exercise) | Mass of waste available in domestic waste stream based on hypothetical waste generated in the MLM in 2020 (tonnes) |
|---|---|---|
| Plastics | 20.56 | 5,019.52 |
| Paper & cardboard | 15.24 | 3,720.69 |
| Glass | 11.19 | 2,731.93 |
| E-waste | 1.43 | 349.12 |
| Metal | 2.85 | 695.80 |
| **Recyclables subtotal** | **51.3%** | **12,519.6** |
| Organics | 19.80 | 4,833.97 |
| Hazardous & HCRW | 0.72 | 175.78 |
| Nappies | 19.65 | 4,797.35 |
| Construction | 2.62 | 639.65 |

| Waste category | % Composition (based on mass) (from the waste characterisation exercise) | Mass of waste available in domestic waste stream based on hypothetical waste generated in the MLM in 2020 (tonnes) |
|---|---|---|
| Other | 5.96 | 1,455.07 |
| **Total** | **100.0** | **24,418.88** |

One mechanism which can be used to divert recyclable material from the domestic waste stream is a separation at source (S@S) programme. It is unlikely that the MLM would have the resources (financial, fleet and expertise) to immediately launch a S@S programme for all areas in the municipality. In addition, not all households in the MLM would participate in a S@S programme and due to contamination of materials, not all the material collected through the programme would be suitable for recycling. The S@S programme can be extended to businesses and retailers in the MLM that generate recyclables that can be reused or recycled. This can assist the municipality in achieving the waste diversion targets from landfill.

A case study for the implementation of a S@S programme in Meyerton is presented in the table below to indicate the possible tonnages of recyclables that can be collected and diverted from landfill.

**Table 70: Meyerton Separation at Source Programme Case Study**

| Meyerton separation at source programme case study explanation and calculation | Total |
|---|---|
| Meyerton population in 2011 | 55,283 people |
| Meyerton population in 2020 (3.21% annual growth rate) | 73,468 people |
| Number of households in 2020 (average household size in 2016 is 2.9) | 25,334 households |
| Average mass of recyclables collected per household per week/month/year: 3.5 kgs per week, 14 kgs per month and 182 kgs per year (J G Afrika, 2019) | |
| The average mass of recyclables collected in Meyerton in 2020, assuming 80% of households participate in the programme on average: | 3,688.6 tonnes |

The MLM should commence with a pilot study S@S programme in an urban area in the MLM to gather information that would be important for the success of such a programme. Important information to gather from the pilot study would be:

- Is the community ready and willing to participate in such a programme (the participation rate by households),
- Is there a service provider, in the MLM preferably, capable to provide a reliable collection service of recyclables,
- What is the true cost of a S@S programme to different communities in the MLM,
- How can the municipality and service provider work together to ensure the success of the programme (is there a suitable sorting facility with required equipment, etc.),
- Is there an end market for the recyclables that will be collected and can the service provider resell these,
- Would the programme be feasible, and
- How can the S@S programme be expanded year-on-year to other areas.

(b) Diversion of organic waste and C&DW from landfill

According to SAWIS, in 2019 a total of 6,521.5 tonnes of garden waste and 9,482.2 tonnes of C&DW was disposed of. The MLM should strive to ensure that all organic waste (specifically garden waste) is diverted from landfill through chipping or composting the garden waste. In addition, all clean C&DW should be diverted from landfill by using it as fill material in construction projects, as cover material at landfill sites or as a source material for the production of bricks. Both the diversion of green waste and C&DW would require additional equipment to be purchased or hired by the MLM (a chipper for garden waste and mobile crusher for C&DW). Additionally, the MLM should engage with private composters to compost the chipped green waste and with private construction companies or municipal engineering departments that could use the crushed C&DW for construction related projects. The diversion of waste from landfill would immediately assist the MLM in extending the lifespan of the landfill sites. It was estimated that the landfill sites in the MLM have approximately 5 - 7 years airspace remaining at their landfill sites. The MLM have not commenced with planning for an additional local or regional landfill site therefore the more waste is diverted from landfills, the longer the lifespan of the MLM landfill sites would be.

To ensure that the MLM achieves the 2020 NWMS goals for the diversion of waste from landfill, the recording of waste tonnages and type of waste disposed of at the landfill sites in the MLM should improve. The improvement in the collection, reporting and dissemination of information on SAWIS was also noted as a target in the 2020 NWMS and should be implemented by the MLM. This will assist the MLM to improve their waste management planning to ensure the waste diversion from landfill targets are achieved in the MLM.

(c) Possible waste diversion from landfill to achieve 40% target by 2025

The possible waste tonnage that could be diverted from landfill based on the 2019 SAWIC waste tonnages for the MLM are provided in the table below. A total of 16,491.8 tonnes of waste can be diverted from landfill should the municipality implement a S@S programme in the municipality (for e.g. in Meyerton) and commence with the diversion of green waste and C&DW from landfill. The MLM would divert 38.6% of waste from landfill based on current waste disposal tonnages and proposed waste diversion programmes and initiatives. By expanding the S@S programme and increasing the diversion of organic waste from landfill, the municipality could achieve the NWMS targets.

**Table 71: Possible waste diversion from landfill in the MLM**

| Waste diversion | Tonnes of waste |
|---|---|
| Pilot S@S programme in Meyerton with 80% participation rate of households | 3,688.8 tonnes - as calculated above |
| Diversion of 80% of all green waste disposed at landfill through chipping and composting | 5,217.2 tonnes – 80% of green waste disposed at landfill in 2019 |
| Diversion of 70% of all C&DW disposed at landfill (used as cover or fill material) | 7,585.8 tonnes – 70% of C&DW disposed at landfill in 2019 |
| **Total diversion of waste from landfill** | **16, 491.8 tonnes** |

# 7 Goals, Objectives and Assessment of Alternatives

For the purposes of this report we have defined the terms “goals”, “objectives” and “targets” as follows:

**Goals:** These are high order expressions of the key general outcomes that an organisation wishes to achieve. With regards to waste management, these could include, for example, improved legal compliance, improved institutional functioning, reduced visual impact of waste management, or an increase in waste minimisation. Because these are high order aspirations, goals at a municipal level may often mirror those of provincial or national government.

**Objectives:** These are lower order statements than goals, and should talk to more specific outcomes. They should however support at least one of the presented goals, and contribute to the realisation thereof.

**Targets:** Targets are very specific outcomes which, if achieved, would signal achievement of the objective. They indicate a desired level of performance.

The table below presents hypothetical examples of that discussed above.

**Table 72: Examples of Goals, Objectives and Target terminology.**

| Goal | Objective | Target | Activities |
|---|---|---|---|
| Improve legal compliance | Improve the level of compliance in landfill audits | Minimum of 60% compliance | • All landfills to be audited internally annually<br>• All landfills to be audited externally as per license requirements |
| Increase waste minimisation | Increase recycling | 5% annual increase in recycling in the LM | • Collate annual figures of waste recycled in the municipal area<br>• Implement a 2-bag recycling pilot project<br>• Implement a schools recycling programme |

## 7.1 Goals for Midvaal Local Municipality

A total of seven goals were identified for the MLM. The development of these goals has been informed by the situation analysis and gap and needs assessment.

1. Effective waste information management and reporting
2. Improved waste education and awareness
3. Improved institutional functioning and capacity
4. Provision of efficient and financially viable waste management services
5. Increased waste minimisation and recycling
6. Improved compliance and enforcement
7. Improved future planning

## 7.2 Alignment with National and Provincial Waste Management Goals

The 2020 NWMS and the GIWMP (2018), along with the status quo of waste management within the MLM were used to inform the MLM third generation IWMP goals. The objectives of these three strategies are listed below.

**Table 73: Alignment of MLM Goals with National and Provincial Goals**

| MLM Goals | GPIWMP Goals (2018) | 2020 NWMS |
|---|---|---|
| Goal 1: Effective waste information management and reporting | Goal 1. Development of integrated waste management plans<br>Goal 3. Waste Information Management | Goal 2. All South Africans live in clean communities with waste services that are well managed and financially sustainable |
| Goal 2. Improved waste education and awareness | | Goal 3. South Africans are aware of waste and a culture of compliance with waste management norms and standards exists, resulting in zero tolerance of pollution, litter and illegal dumping |
| Goal 3. Improved institutional functioning, financial management and capacity | Goal 2. Institutional development, capacity building and integration of waste pickers into the waste management service<br>Goal 5. Funding and job creation | Goal 1. Prevent waste, and where waste cannot be prevented, divert 40% of waste from landfill within 5 years; 55% within 10 years; and at least 70% of waste within 15 years through reuse, recycling, and recovery and alternative waste treatment: Increase technical capacity and innovation for beneficiation of waste |
| Goal 4. Provision of efficient and financially viable waste management services | Goal 2. Institutional development, capacity building and integration of waste pickers into the waste management service | Goal 2. All South Africans live in clean communities with waste services that are well managed and financially sustainable |
| Goal 5. Increased waste minimisation and recycling | | Goal 1. Prevent waste, and where waste cannot be prevented, divert 40% of waste from landfill within 5 years; 55% within 10 years; and at least 70% of waste within 15 years through reuse, recycling, and recovery and alternative waste treatment<br>Goal 2. All South Africans live in clean communities with waste services that are well managed and financially sustainable: Separate Waste at Source |
| Goal 6. Improved compliance and enforcement | Goal 4. Alignment with applicable legislation | Goal 3. South Africans are aware of waste and a culture of compliance with waste management norms and standards exists, resulting in zero tolerance of pollution, litter and illegal dumping: Enhance capacity to monitor compliance and enforce the Waste Act and International Agreements |
| Goal 7. Improved future planning | Goal 1. Development of Integrated Waste Management Plans | Goal 2. All South Africans live in clean communities with waste services that are well managed and financially sustainable: Effective Integrated Waste Management Planning |

## 7.3 Objectives and Assessment of Alternatives

The following objectives and alternatives, in context of the aforementioned goals, have been identified for the MLM. The preferred alternatives identified in this section will be taken forward into the implementation plan.

The no-go option (no change to status quo) can be applied to all the actions and targets listed below. The no-go alternative would mean that no change is made and the situation is not improved. The no-go option is not considered as viable as the actions and targets have been identified to improve waste management in the MLM.

**Table 74: MLM waste management objectives and assessment of alternatives**

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| **Goal 1: Effective waste information management and reporting** | | |
| 1.1 Accurate waste information is reported on the GWIS and SAWIC on a regular basis. The MLM is aware of the type and quantity of waste generated in the municipality. | 1.1.1 MLM to continue to report on the GWIS and SAWIS. | There are no feasible alternative to this project. The MLM has a legal requirement in terms of the National Waste Information Regulations to report on the GWIS and SAWIS. |
| | 1.1.2 Gate controllers to be stationed at all municipal facilities to record incoming waste types and volumes to estimate waste tonnages disposed at facilities. | The alternative to this project would be to install weighbridges at all municipal facilities. This is not deemed viable for Henley on Klip and Vaal Marina as the remaining airspace is 2 and 8 years respectively. There is a weighbridge in place at the Walkerville landfill site however, it is not operational. The weighbridge software should be procured for Walkerville and weighbridge operated until closure of the site. A weighbridge can also be installed at future waste management facilities.<br>It should however be noted that in terms of the National Waste Information Regulations the MLM is legally required to submit actual waste tonnages (i.e. from a weighbridge) as of August 2017. |
| | 1.1.3 All new gate controllers to undergo GDARD and DEFF waste calculator training prior to commencing work, and all existing gate controllers to undergo refresher training. | There is no feasible alternative to this project. Gate controllers require training to ensure that no prohibited waste types enter the facilities and that correct estimations are made of waste types and volumes entering the site. |
| | 1.1.4 Domestic waste characterisations are undertaken | There is no feasible alternative to this project. Waste characterisations |

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| | annually. A representative sample is used from different suburbs across the municipality. | are required to determine changes in the domestic waste stream composition due to seasonal changes or influences from recycling and organic waste diversion initiatives. |
| | 1.1.5 Municipality to have a database of all recyclers operating in the municipal area. Records of recycled waste collected by the private service providers to be made available to the municipality. | There is no alternative to this project. The MLM needs to be aware of the recycling occurring in the municipal area. |
| 1.2 The 2020 IWMP is regularly reviewed and the implementation status of project is monitored. | 1.2.1 Undertake annual performance reviews of this IWMP, and send reports to SDM and GDARD. | There is no feasible alternative. The MLM is required to undertake annual performance reviews of the IWMP in terms of the Waste Act and submit these reviews to GDARD. These reports should also be submitted to SDM to allow them to track progress on implementation. |
| 1.3 Effective internal management of waste related data. | 1.3.1 Develop an inventory of all internal waste related data sets. | There is no feasible alternative to this project. In order to manage information correctly the MLM needs to determine what information is generated related to waste management and to collate this information into a WIS. |
| | 1.3.2 Develop electronic systems for effectively capturing and storing waste data sets e.g., recycling and waste awareness campaigns identified in the above inventory, such that they are readily available. | An alternative to this project could be to develop a manual filing system. This is not recommended as information needs to be readily available in a central location and there is a risk that hardcopy records can be lost. Information stored on electronic systems are also easily transferable when required. |
| **Goal 2: Improved waste education and awareness** | | |
| 2.1 Waste awareness campaigns are well planned and executed. Sufficient awareness materials are available for the waste awareness campaigns. | 2.1.1 Develop an annual waste awareness calendar. | There is no feasible alternative to this project. Waste awareness campaigns needs to be planned to ensure all sectors of society are reached. |
| | 2.1.2 Waste awareness campaigns are to be undertaken by trained and experienced personnel. | There is no feasible alternative to this project. In order for waste awareness campaigns to be undertaken successfully they need to be undertaken by personnel with experience in waste management. |
| | 2.1.3 MLM should engage with SDM to determine what marketing materials the District has and make use of these. | The alternative to this project would be for the MLM to develop their own waste awareness material. This is recommended as awareness materials should be standardised across the District through use of common awareness material and will minimise the costs and efforts needed to develop new awareness campaign material. |
| | 2.14 A reporting procedure for all waste awareness campaigns undertaken is put in place to record topics | There is no feasible alternative to this project. |

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| | covered, audience engaged, number of persons engaged etc., including lessons learnt and follow up tasks to be undertaken. | |
| 2.2 The public, business and industry are informed of what constitutes hazardous waste and how hazardous waste should be managed. | 2.2.1 MLM to support the SDM with hazardous waste awareness programmes if the campaigns are undertaken in the MLM. | The alternative to this project would be for MLM to undertake their own hazardous waste awareness programme. |
| | 2.2.2 MLM to undertake hazardous waste awareness programmes with the public with a focus on HHW. Waste awareness campaigns to be undertaken at all schools in MLM. | There is no viable alternative to this project. Alternatives could however be considered in how the awareness campaigns are undertaken e.g. open days vs community meetings. |
| 2.3 Waste awareness campaigns are mainstreamed at schools and all learners are educated on good waste management and recycling practices | 2.3.1 Waste awareness campaigns to be undertaken at all schools in MBLM | There is no viable alternative to this project. Alternatives could however be considered in how the awareness campaigns are undertaken e.g. school recycling competitions vs puppets shows |
| **Goal 3: Improved institutional functioning and capacity** | | |
| 3.1 The Waste Management Department has sufficient well capacitated employees to allow for the waste management function to be actioned effectively and for the IWMP to be implemented. | 3.1.1 The waste and environment organogram is to be reviewed to make provision for a Waste Management Officer (WMO) position. | There is no feasible alternative to this project. The MLM has a legal requirement in terms of NEMWA to designate a WMO. |
| | 3.1.2 The Waste and Environment Department's organogram is to be reviewed to determine if sufficient positions are listed to allow implementation of this IWMP. All vacant positions to be filled by qualified and experienced personnel. | The alternative to this project would be to outsource functions covered by vacant positions. This is not deemed as a suitable alternative as the MLM should focus on building expertise internally and the cost to outsource will likely be higher than to appoint employees. |
| | 3.1.3 Dedicated employees for waste education and awareness to be appointed, key performance indicators (KPIs) to be included in their formal job descriptions. | An alternative to this project could be to add waste awareness campaigns to existing employees duties, however there is a risk that the employees may not have time available to adequately perform the additional role. |
| | 3.1.4 Implementation of the IWMP to be added as KPIs to the Waste Manager, the WMO to be designated by the MLM or supervisors performance evaluation criteria. | An alternative could be to not have any KPIs relating to IWMP implementation, but this risks failure to implement the IWMP. |
| | 3.1.5 Training schedule developed with training needs for employees at different levels identified. | There is no feasible alternative to this project. All employees require job specific waste management training. |
| | 3.1.6 Employment of EMI's. | There are no feasible alternatives to this project. The MLM has a legal |

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| | | requirement in terms of the National Waste Act to appoint EMI's. |
| **Goal 4: Provision of efficient and financially viable waste management services** | | |
| 4.1 The MLM knows the true costs of waste management in the municipality allowing the LM to improve annual budgets and waste management.<br>The municipality to keep separate financial statements including a balance sheet of services provided. | 4.1.1 The MLM to undertake a full cost accounting exercise for services provided to determine the true cost of waste management services. | There are no feasible alternatives to this project. In order to ensure that the correct tariffs are being charged to residents a full review of the finances of the waste management system are required. This review needs to consider all costs related to the provision of waste management services including operational costs such as salaries, fuel, consumables, capital costs such as upgrades to waste facilities and construction of new waste facilities and rehabilitation costs for landfill sites. |
| 4.2 Cost reflective tariffs are charged to residents and business. | 4.2.1 The waste service tariff reviews are to be informed by a full cost accounting exercise. | There is no feasible alternative to this project. A full cost accounting exercise is needed to determine the actual cost of the waste management function. The MLM will be able to budget more accurately for the waste management service and set tariffs that reflect the true cost of the waste collection service. |
| | 4.2.2 The MLM should implement a manual capturing system and do a review of the services provided to businesses and the tariffs charged to these businesses. The municipality can recover costs for under-billing businesses. | There is no feasible alternative to this project. |
| 4.3 The waste management fleet is sufficient to continue to provide a good waste collection service and there are backup vehicles available when required. | 4.3.1 The MLM fleet replacement policy to be reviewed, updated and implemented. | There is no feasible alternative to this project. The fleet replacement policy needs to be implemented appropriately once it has been updated. |
| 4.4 A kerbside collection service is provided to all future residential developments. | 4.4.1 MLM waste department to be informed of all future residential, business and industrial developments to ensure there is sufficient fleet available to provide a weekly kerbside collection service. | There is no feasible alternative to this project. |
| 4.5 A total of 75% of rural households to have access to adequate levels of waste collection services. | 4.5.1 Establish communal drop off facilities near farms and remote areas that do not receive a waste collection service. | There is no feasible alternative to this project. All residents should have access to a basic service. |
| 4.6 Budget is determined and allocated for the closure and rehabilitation of waste management facilities. | 4.6.1 GRAP assessments of the landfill sites are undertaken on an annual basis and an annual contribution is made for the closure and rehabilitation of | There is no feasible alternative to this project as annual GRAP assessments are a legal requirement. |

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| | the landfill sites. | |
| **Goal 5: Increased waste minimisation and recycling** | | |
| 5.1 The diversion of recyclables from waste generated is increased. | 5.1.1 Roll out a separation at source programme. The MLM should introduce a two-bag system in medium-high income areas in the municipality. | An alternative to this would be easily accessible drop-off facilities for recyclable waste. The public are more likely to participate in a two-bag kerbside collection service as it is easier than having to transport waste to a drop-off facility. A kerbside two-bag collection service will however have financial implications for the MLM. |
| | 5.1.2 Pilot swop shops and buy-back centres in the municipality in low income areas. | An alternative to this would be to add buy back centres to existing transfer stations and new transfer stations/mini drop off facilities. |
| | 5.1.3 Add and manage recycling drop-off facilities to existing transfer stations and new transfer station/ mini drop-off facilities. | An alternative to this would be to pilot a two-bag system. A combination of the two systems will most likely be required as the MLM is not in a position to implement a municipal wide separation at source programme using the kerbside collection method. Drop-off facilities can be added to areas which do not form part of the pilot programme referred to in 5.1.1 or covered by swop-shops in 5.1.2. |
| | 5.1.4 Roll out recycling initiatives in public spaces and schools. | All public sport facilities, offices and schools should have recycling bins. |
| 5.2 The diversion of organic waste from landfill is increased. | 5.2.1 Roll out of a home composting programme in the municipality. | An alternative to this is the development of drop-off facilities for food waste at transfer stations and drop-off centres, however as food waste decomposes quickly these bins would need to be emptied regularly. At present there are no municipal composting facilities where food waste can be transported to therefore this option is not deemed as a viable alternative. |
| | 5.2.2 Develop a municipal composting facility or enter into a partnership with an existing composting company to take municipal green waste. | An alternative to this would be to provide all households with home composting bins. The alternative however might not be viable and practical for the MLM. |
| | 5.2.3 Ensure that recycled waste (glass and plastics) and organic waste (garden refuse) separated at transfer stations are taken to existing private recycling facilities or collected by private recyclers. | There is no viable alternative to this project. |
| **Goal 6: Improved compliance and enforcement** | | |
| 6.1 Littering and illegal dumping is reduced and the by-laws related to waste management issues are enforced. | 6.1.1 Review the current by-laws and make provision for a fining schedule | There is no viable alternative to this project. |
| | 6.1.2 Appoint a waste ranger to enforce the by-laws. | An alternative to this project would be to add the waste ranger |

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| | | function to existing employees' functions. There is a risk that existing employees may not have capacity to undertake this role in addition to their existing roles. |
| | 6.1.3 Undertake clean-up campaigns in areas where littering and illegal dumping is prevalent. These can be undertaken in association with local schools, environmental organisations or communities and used as waste awareness campaign. | An alternative to this project would be for the MLM to undertake all clean-up campaigns in-house without engaging the communities. Clean-up campaigns can be used to raise waste awareness so it is not deemed a suitable alternative for the MLM to conduct all clean-up campaigns without involvement from local schools, organisations and communities. |
| 6.2 All waste facilities are operated in accordance with their licenses and licenses are obtained for unlicensed facilities. | 6.2.1 Walkerville landfill site to be licenced. | There is no viable alternative to this project. All landfill sites require a waste management license. |
| | 6.2.2 Ensure that all waste management facilities are operated in line with their waste management licences. | There is no viable alternative to this project. The municipality must comply with the conditions of the waste management license. |
| | 6.2.3 All waste facilities to be audited internally and externally at the frequency specified in their waste management license or registration. | There is no viable alternative to this project. Internal and external audits are required by the waste management licenses. |
| **Goal 7: Improved future planning** | | |
| 7.1 Plans are in place to guide the development of waste management infrastructure which is required to meet national and provincial waste diversion targets. | 7.1.1 The remaining airspace in the waste disposal facilities is determined annually. | There is no viable alternative for this project. The MLM needs to know the actual remaining airspace of landfill sites to allow them to plan for future waste disposal needs. |
| | 7.1.2 MLM to develop and implement a Waste Infrastructure Masterplan. | There is no viable alternative to this project. The MLM needs to develop and implement a waste infrastructure masterplan to ensure the waste infrastructure needs of the municipality are met. The plan should be reviewed annually to track progress. |
| | 7.1.3 Planning for a new landfill site should commence as soon as possible. | There is no viable alternative for this project as the existing landfills have limited airspace. |
| | 7.1.4 There are no documented plans to address future waste collection needs. A waste collection plan should be developed that focuses on providing a waste collection service to unserviced areas. | There is no alternative to this as the MLM should provide a waste collection service to all households in the municipal area. |
| | 7.1.5 There should be a ring-fenced budget for future waste infrastructure needs such as construction of new facilities and rehabilitation of landfill sites. | There is no alternative to this. |

| Objective | Actions and Targets | Comments on Alternatives |
|---|---|---|
| | 7.1.6 Obtain budget through funding applications, a grant or a loan, to develop a new landfill site | There is no alternative to this as the municipality needs to develop a new landfill site |
| | 7.1.7 Waste specifications to be developed for all future municipal and private developments (e.g. road widths and provision for drop-off centres). | The alternative to this project would be for all applications to be submitted to the Waste Management Department for comment once the layout plans are complete. The risk in this alternative is that money may be spent on development layouts which would need to reworked and redesigned based on comments from the Waste Management Department. This is not deemed as a suitable alternative. |

# 8 Implementation Plan

The following section contains an implementation plan. The implementation plan outlines the following per project:

- Project priority
    - High priority projects are indicated as red, medium priority as orange and low priority as yellow.
- Timeframes
- Anticipated budget
- Potential funding sources
- Responsibility for implementation of the project

Projects will be assigned a priority from low to high. While all projects in the implementation plan should be implemented, in the event that budget for waste projects are cut or limited, the high priority projects should be implemented before low priority projects. The rates (budget) provided in the table are 2020/21 estimates and annual increases were based on a 7% increase where applicable. To note that funding sources suggested in the implementation plan are not definite. A list of funding agencies applicable to waste management is provided in Appendix B. The MLM would need to engage with these various agencies and apply for funding for the various projects proposed in the implementation plan where applicable.

**Table 75: Implementation Plan**

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| **Goal 1: Effective waste information management and reporting** | | | | | | |
| **Objective 1.1 Accurate waste information collected and reported to GWIS and SAWIS** | | | | | | |
| 1.1.1 | MLM to continue to report on the GWIS and SAWIS system | High | 2021 - 2025, Ongoing | Nil. To be undertaken internally | N/A | MLM |
| 1.1.2 | Gate controllers to be stationed at all municipal facilities to record incoming waste types and volumes | High | 2021 - 2025, Ongoing | No additional budget required as all facilities are currently staffed | N/A | MLM |
| 1.1.3 | All new gate controllers to undergo DEFF waste calculator training prior to commencing work, and all existing gate controllers to undergo refresher training. | High | Completed in 2021, and whenever new staff are appointed or designated as gate controllers. | Nil, GDARD offer training free of charge. | N/A | MLM & GDARD |
| 1.1.4 | All municipal waste facilities are registered and reporting on the GWIS. The municipality to restart collating and reporting waste disposed at the | High | 2021 - 2025, Ongoing | Nil. To be undertaken in-house | N/A | MLM |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| | Walkerville landfill. | | | | | |
| 1.1.5 | Domestic waste characterisations are undertaken annually. A representative sample is used from different suburbs across the municipality | Medium | 2021, and thereafter annually. | Nil if undertaken internally | N/A | MLM |
| 1.1.6 | Develop and maintain a WIS for recycle waste in the municipality and collate tonnages of waste recycled per month in the MLM. | High | WIS to be developed in 2021 and maintained thereafter. | Nil if undertaken internally | N/A | MLM |
| **Objective 1.2 The 2020 IWMP is regularly reviewed and the implementation status of project is monitored.** | | | | | | |
| 1.2.1 | Undertake annual performance reviews of this IWMP, and submit reports to SDM and GDARD | High | Annually from 2021 -2025. Ongoing | Nil. To be undertaken internally | N/A | MLM |
| **Objective 1.3 Effective internal management of waste related data** | | | | | | |
| 1.3.1 | Ensure appropriate systems are in place to capture all waste information and data (e.g. number of waste awareness campaigns, recycling and waste records, staff training requirements and training received, waste collection expansion plans, future infrastructure development, etc.) and ensure this information is stored electronically and uploaded to the central data system. | High | Develop 2021, maintain once developed. Ongoing | Nil. To be undertaken internally | N/A | MLM |
| **Goal 2: Improved waste education and awareness** | | | | | | |
| **Objective 2.1 Waste awareness campaigns are well planned and executed. Sufficient awareness materials are available for the waste awareness campaigns** | | | | | | |
| 2.1.1 | Develop an annual waste awareness calendar (to be developed at the beginning of each financial year). Schools in the MLM to be included in the waste awareness campaigns calendar. The MLM awareness schedule can include and be aligned with the SDM and DEFF awareness campaigns and MLM to participate in these campaigns. The awareness campaigns to be co-ordinated by the MLM waste awareness officer. | High | Developed and implemented annually from 2021 - 2025. Ongoing | Nil. To be undertaken internally<br>A travel budget for waste awareness staff. R1,000 per visit for travel costs and awareness materials | N/A | MLM |
| 2.1.2 | Employees for waste education and awareness to be designated, and key performance indicators (KPIs) to be included in their formal job descriptions | High | 2021 – 2025. Ongoing | Nil if this role is added to existing employees (e.g. environmental officers) | TBC | MLM |
| 2.1.3 | Develop waste awareness material or make use of material developed by the SDM. | High | 2021 - 2025. Ongoing | Nil. If design of awareness materials can be undertaken internally | N/A | MLM & SDM |
| **Objective 2.2 The public, business and industry are informed of what constitutes hazardous waste and how hazardous waste should be managed** | | | | | | |
| 2.2.1 | MLM to support the SDM with hazardous waste awareness programmes | Medium | Commence in 2021 | Nil. MLM to fund the cost for | MLM and | MLM & SDM |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| | with business and industry. These programmes should focus on informing business and industry of making use of hazardous waste companies registered for hazardous waste collection | | and assist annually. | advertising, venues and catering for meetings/ workshops. Approximately R6,000 per workshop. | SDM budget | |
| 2.2.2 | MLM to undertake hazardous waste awareness programmes with the public with a focus on HHW. Topic to be included with waste awareness campaigns | Medium | 2021 - 2025 | The budget will depend on the method of implementation e.g. printed materials (cost) vs social media (free), school visits (free) vs public meetings (cost for catering, venue etc.) | MLM budget | MLM |
| **Goal 3: Improved institutional functioning and capacity** | | | | | | |
| **Objective 3.1 The Waste Management Department has sufficient well capacitated employees to allow for the waste management function to be actioned effectively and for the IWMP to be implemented** | | | | | | |
| 3.1.1 | The Waste and Environment Department's organogram is to be reviewed. Further, the new organogram should allow for sufficient positions for the implementation of this IWMP. | High | 2021 | Nil. The review of the organogram can be undertaken internally. Budget will be required to fill the WMO position and other vacancies. | MLM | MLM |
| 3.1.2 | A WMO must be designated for the MLM. | High | 2021 | Nil if the MLM uses an existing waste manager. | MLM | MLM |
| 3.1.3 | Implementation of the IWMP to be added as KPIs to the Waste Manager, the WMO to be designated by the MLM and to the supervisors performance evaluation criteria | High | 2021 | Nil. No budget will be required to identify staff responsibilities and their training needs | N/A | MLM |
| 3.1.4 | MLM to implement the training needs of employees identified in 3.1.1 and 3.1.2 | High | 2021, ongoing annually | The training costs will depend on identified course. An average budget of ~R8,000/ course/person should be allocated. Some courses e.g. GDARD courses will be free of charge | MLM | MLM |
| 3.1.5 | EMI's and peace officers to be identified and trained for the enforcement of waste management by –laws | High | Training of EMI's and peace officers from 2021 – 2023. Ongoing when needed | Nil if this role is added to existing employees (e.g. peace officers). | MLM budget | MLM |
| **Goal 4: Provision of efficient and financially viable waste management services** | | | | | | |
| **Objective 4.1 Cost reflective tariffs are charged to local municipalities and businesses** | | | | | | |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| 4.1.1 | The MLM to undertake a full cost accounting exercise for services provided to determine the true cost of waste management services. | High | Completed by 2022/23. | R100,000 full cost accounting exercise, reviews to be undertaken internally | N/A | MLM |
| 4.1.2 | The MLM to develop their waste management budget and annual budgets based on the implementation of this IWMP, and the full cost accounting exercise undertaken. | High | Conducted annually from 2021 - 2025. Ongoing | Internal | MLM | MLM |
| **Objective 4.2 Budget is determined and allocated for the closure and rehabilitation of waste management facilities** | | | | | | |
| 4.2.1 | GRAP assessments of Henley on Klip, Vaal Marina and Walkerville landfill sites are undertaken on an annual basis and an annual contribution is made into a vote for the closure and rehabilitation of the landfill sites. GRAP assessments to include airspace calculations. | High | 2021 – 2025, undertaken annually | R30,000 for GRAP assessment/ landfill/ annum.<br>R 28,000 for tachometric survey/ landfill/ annum.<br>R20,000 for airspace analysis/ landfill/ annum. | MLM budget | MLM |
| **Objective 4.3 There is sufficient fleet available to provide a reliable collection services and undertake all waste management functions** | | | | | | |
| 4.3.1 | The MLM fleet replacement policy to be reviewed and updated. | High | 2021 | Nil. To be undertaken internally. | MLM budget | MLM |
| 4.3.2 | MLM to procure additional fleet and existing fleet to be used as back up or to be replaced. | Medium | 2021, ongoing annually | Annual costs based on the vehicle replacement plan. Costs of plant and collection vehicles indicated below.<br>Landfill compactor: R2,500,000.00<br>Front End Loader: R 1,000,000.00<br>Tipper Truck: R 900,000.00<br>Waste collection vehicle (rear end loader compactor truck): R2,500,000.00<br>Skip Loader: R900,000.00<br>Light Delivery Vehicle: R 350,000.00 | MIG | MLM |
| **Goal 5. Increased waste minimisation and waste diversion from landfill** | | | | | | |
| **Objective 5.1 The diversion of recyclables from waste destined for landfill is increased** | | | | | | |
| 5.1.1 | Roll out a separation at source (S@S) programme and this should commence in 2021. The municipality should introduce a two-bag system in one suburb and extend to a new suburb each year. | High | Year 1: Commence with S@S programme as pilot study in MLM. | TBC by the MLM. However, the cost will depend on whether the project is undertaken internally or externally, the methods used to collect the | MLM budget | MLM |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| | | | Year 2: 5% of households receive S@S service (± 2,330 households).<br>Year 3: 10% of households receive S@S service (± 4,661 households).<br>Year 4: 15% of households receive S@S service (± 6,991 households).<br>Year 5: 20% of households receive S@S service (±9,321 households). | recyclables, if the MLM or service provider have facilities, equipment and collection vehicles, the required staff, etc.<br><br>The costs provided below are estimates costs based on the study by the Western Cape government on S@S programmes (DEADP, 2019). The costs for a class B municipality using separate vehicles to collect the recycles would be approximately R280 per household per annum. Therefore, a S@S for:<br>Year 2: 2,330, households would cost R652,400.00<br>Year 3: 4,661 households would cost R1,305,080.00<br>Year 4: 6,991 households would cost R1,957,480.00<br>Year 5: 9,321 households would cost R2,609,880.00 | | |
| 5.1.2 | Pilot swop shops in the municipality. | Medium | 2021 - 2025 | R30,000 to establish each swop-shop (shipping container and basic equipment)<br>R180,000 per annum (R15,000 per month) to provide stock for the swop shop. Operating budget to reassessed at the beginning of each financial year. | MLM budget | MLM |
| 5.1.3 | Add and operate recycling facilities to existing transfer stations | Medium | 2021 – 2025 | R100,000 per transfer station per year to purchase. Equipment will depend on needs of transfer station. | MLM budget | MLM |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| | | | | Examples are<br>• skip bins for cardboard, plastic,<br>• bottle banks for glass and plastic (igloos),<br>• and recycling bins (Once off costs).<br><br>Facility 1 in 2022 – Galloway street transfer station<br>Facility 2 in 2024: Blackwood transfer station<br>Facility 3 in 2025: Kliprivier transfer station. | | |
| 5.1.4 | Expand the in-house recycling programme to all MLM offices, appoint a champion (representative) per office and collect data on the programme | High | 2021 | Nil. To be undertaken internally | N/A | MLM |
| 5.1.5 | Establish a clean MRF or a waste separating facility at the Henley on Klip landfill site (infrastructure already in place at the landfill)<br><br>The MLM landfills' airspace is nearly full and the municipality plans to develop or be part of a regional landfill model with neighbouring municipalities. For this reason, the MLM would need a transfer station and MRF to divert as much waste from landfilling and reduce costs for transporting waste long distances. The Henley on Klip landfill site has a large storage building that is unused and can be converted into a MRF. The landfill also has a ramp and storage areas for skips that can be used for the transfer station and the disposal of waste by the public. Should this facility at the Henley on Klip landfill no longer be usable, the MRF equipment can be moved to a new facility once constructed. This makes the establishment of a MRF or waste separating facility a feasible option for the MLM. | Medium | Phase 1: 2021 (planning and feasibility phase)<br>Phase 2: 2022/23 (Implementation) | R15 million to upgrade the facility to a clean MRF and for equipment.<br>R8 million to upgrade the facilities to be used for the transfer station and for equipment. | MIG | MLM |
| 5.1.6 | Development of mini transfer station with recycling drop-off facilities in remote areas that do not receive waste collection | Medium | 2023 | R3,000,000 – R4,000,000/ facility | MIG | MLM |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| 5.1.7 | Appoint a service provider to crush the C&DW | Medium | Crushing of to C&DW to commence 2024-25 | R8,500,000 to purchase a crusher | TBC | MLM |
| **Objective 5.2 The diversion of organic waste from landfill is increased** | | | | | | |
| 5.2.1 | Roll out home composting programme in the municipality<br>This programme is labour intensive based on initial and ongoing training that is needed for households and is more an educational tool as the volumes diverted are small. The municipality can use the results from this programme to motivate more people to participate in this programme and practice organic waste diversion from landfill and minimise the possible their | Low | 2023 - 2025<br>2023: pilot study - 40 households<br>2024: 80 households<br>2025: 100 - 200 households based on success of home composting programme. | R600/ household for composting bin. Total budget to be determined based on target number of pilot households.<br>40 bins: R24,000.00<br>80 bins: R48,000.00<br>100 bins: R60,000.00<br>200 bins: R120,000.00 | MLM budget | MLM |
| 5.2.2 | Conduct a composting feasibility study for the MLM | High | 2021-2022 | R300,000 | MLM | MLM |
| 5.2.3 | Construct a composting facility in future waste disposal facility (size of the composting facility to be informed by a feasibility study)<br><br>*The municipalities in the Sedibeng District Municipality have commenced with discussion to develop a regional landfill site for the municipalities in the District. The MLM indicated that the location of the landfill might be in a neighbouring municipality due to concerns of available land. The MLM therefore need the composting facility and MRF to divert as much waste as possible – reduce transportation tonnages* | High | 2023-2025 | Compost facility – less than 10 tonnes per day: R5-8 million.<br>Compost facility – more than 10 tonnes per day: R20-30 million | MIG | MLM |
| 5.2.4 | Develop organic waste diversion strategies for all landfill sites and transfer stations<br><br>*Currently all green waste is separated at transfer stations and drop-off facilities but are going to landfill. The municipality needs to identify opportunities and strategies to divert this green waste from landfill. These should be documented in an organic waste diversion plan.* | High | 2021 | Nil. To be undertaken internally | MLM Budget | MLM |
| **Goal 6. Improved compliance and enforcement** | | | | | | |
| **Objective 6.1 All waste facilities are operated according with license conditions** | | | | | | |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| 6.1.1 | The MLM to undertake internal audits of all waste management facilities as required by facility licenses/ registrations | High | 2020 – 2025, annually | Nil. To be undertaken internally | N/A | MLM |
| 6.1.2 | All relevant MLM employees to be trained on auditing principles to allow them to undertake internal audits | Medium | 2021 | Nil. If training undertaken by GDARD | MLM budget | MLM |
| 6.1.3 | External audits to be undertaken of all waste management facilities in accordance with license/ registration requirements. External audits to include topographical surveys and airspace determination (while the sites are operational)<br>*To note the costs indicated are estimated for 2021. Approximately 7% should be added to the costs annually for budgeting purposes.* | High | 2021 - 2025 | External audit: R30 000/landfill site/annum<br>Groundwater sampling and monitoring report: R25,000/landfill site/annum<br>Gas monitoring and report: R20,000/landfill site/annum<br>R28,000 for tachometric/ topographical survey/landfill/ year.<br>R10,000 for airspace analysis/ landfill/ annum. | MLM budget | MLM |
| **Walkerville Landfill Site** | | | | | | |
| 6.1.4 | MLM to apply for a licence for the site | High | 2021/22 | R1,800,000 (includes EIA/WML application, geohydrological investigation, monitoring boreholes and WUL application). | MLM budget | MLM |
| **Vaal Marina and Henley on Klip** | | | | | | |
| 6.1.5 | Landfill site licenses to be amended to remove unsuitable conditions. Extend the date by which closure must commence | High | 2021 | Nil. To be undertaken internally | N/A | MLM |
| **6.2 The MLM refuse removal and public nuisance by-laws are updated and enforced** | | | | | | |
| 6.2.1 | The refuse removal and public nuisance by-laws should be updated and aligned with the Waste Act. | High | 2021/22 | Nil, for revision. Excludes the costs for gazetting. | MLM budget | MLM |
| 6.2.2 | Dumping hotspot register to be developed and maintained | High | 2022 onwards | Nil. To be undertaken internally | MLM | MLM |
| 6.2.3 | Cleaning up of illegal dump sites (dumping hotspots to be revamped and utilised as recreational areas). | Medium | 2022, onward | TBC by the MLM (annual costs for collecting and cleaning illegal dumping hotspots) | MLM | MLM |
| **Goal 7. Improved future infrastructure planning** | | | | | | |
| **7.1 Plans are in place to guide the development of waste management infrastructure which is required to meet national and provincial waste diversion targets** | | | | | | |
| 7.1.1 | MLM to develop guidelines for future developments to ensure that | Medium | 2021 | Nil. To be undertaken internally | N/A | MLM |

| No. | Action | Priority | Timeframe | Budget | Funding source | Responsibility |
|---|---|---|---|---|---|---|
| | consideration is given to waste management plans e.g. road widths, provision of drop-off facilities. | | | | | |
| 7.1.2 | MLM to develop a waste infrastructure master plan. This should include waste disposal (regional and local) and recycling facilities. This plan should also consider whether these facilities should be regional or local (develop to serve more than one LM or just the MLM). The masterplan will identify sites for new facilities, develop concept designs and high-level costings. | High | 2021/22 | R500,000 | MLM | MLM |
| 7.1.3 | Based on the recommendations of the waste infrastructure masterplan, the MLM to conduct a feasibility study for the design and development of a new landfill site. The study will include site selection for the landfill, identification of land for the landfill, environmental screening and licencing, an engineering preliminary design, and bill of quantities. | High | 2021/22 | R700,000<br>*(this can be a split cost with the municipalities who will be involved with the development and use of the regional landfill site)* | MLM | MLM |
| 7.1.4 | MLM to develop a waste collection expansion plan to provide a waste collection service to unserviced areas. The MLM to implement this plan and update the plan annually based on implementation of the plan | High | 2021 | Nil, to be developed in-house. | MLM | MLM |
| 7.1.5 | The MLM to develop a ring-fenced budget for future waste service needs | Medium | 2023 | TBC<br>*Would be calculation of what municipality budgets for waste management. Would be informed by the GRAP and infrastructure masterplan.* | MLM | MLM |

# 9 Monitoring

The IWMP planning cycle developed by DEA includes monitoring and review as one of the six planning stages.

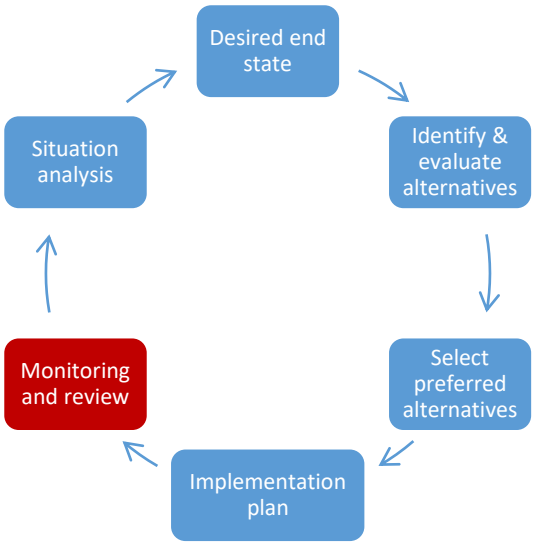



**Figure 36: IWMP planning phases as per the Guideline for the Development of Integrated Waste Management Plans (DEA)**

Section 13 (3) of Waste Act notes the requirement in Section 46 of the Municipal Systems Act (32 of 2000) for municipalities to compile annual performance reports. Section 13 also specifically requires that progress reports must consider implementation of the IWMP including:

(a) the extent to which the plan has been implemented during the period;
(b) the waste management initiatives that have been undertaken during the reporting period;
(c) the delivery of waste management services and measures taken to secure the efficient
(d) delivery of waste management services, if applicable;
(e) the level of compliance with the plan and any applicable waste management standards;
(f) the measures taken to secure compliance with waste management standards;
(g) the waste management monitoring activities;
(h) the actual budget expended on implementing the plan;
(i) the measures that have been taken to make any necessary amendments to the plan;

These annual reviews should culminate in a formal review report which should be made available to GDARD.

A full review of the IWMP should be undertaken in 2026, however intermediate reviews may also be required if the status quo of waste management changes significantly before 2026.

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# **Appendix A:** Waste Legislation

## *Introduction*

South Africa has a host of legislated acts, policies and guidelines relating to waste management, the most significant of these being the newly promulgated National Environmental Management: Waste Act (58 of 2008) which is now the countries central piece of legislation dealing with waste management. There are also certain relevant international conventions to which South Africa subscribes. This section discusses these acts, policies, guidelines and conventions thereby providing a context to waste policy and legislation. Where applicable it highlights aspects of these acts and policies which apply specifically to the local government authorities.

This section is not exhaustive but presents the broader legislative framework and highlights the more important aspects thereof.

## International conventions

### Basel Convention on the control of trans-boundary movement of hazardous wastes and their disposal

The Basel Convention (1989) is a global agreement which seeks to address the trans-boundary movement of hazardous waste. The convention is centred on the reduction of the production of hazardous waste and the restriction of trans-boundary movement and disposal of such waste. It also aims to ensure that strict controls are in place when any trans-boundary movement and disposal of hazardous waste does occur, and ensures that it is undertaken in an environmentally sound and responsible manner.

The Basel Convention, held on 22 March 1989, came into effect during May 1992 after ratification by the prerequisite number of countries. South Africa ratified the Convention in 1994, with DEA being the focal point for the convention.
Whilst South Africa subsequently acceded to this Convention, no legislation was passed at the time to give effect to it. The second Basel convention, held on 8 October 2005, set standards for the control of trans-boundary movements of hazardous wastes and their disposal, setting out the categorization of hazardous wastes and the policies for their disposal between member countries. South Africa accedes to this convention and implements its provisions.

The key objectives of the Basel Convention are:

- To minimise the generation of hazardous wastes in terms of quantity and hazardousness.
- To dispose of hazardous waste as close to the source of generation as possible.
- To reduce the movement of hazardous wastes.
- Locally, draft regulations are being prepared in an effort to control the movement of such waste.

The most significant provisions of the Convention relate to the ban on certain importations and exportations; illegal traffic, bilateral, multilateral and regional agreements and the control system of the Convention.

The Basel Convention contains specific provisions for the monitoring of implementation and compliance. A number of articles in the Convention oblige parties (national governments which have acceded to the Convention) to take appropriate measures to implement and enforce its provisions, including measures to prevent and punish conduct in contravention of the Convention.

### Rotterdam Convention

The Rotterdam Convention was held in September 1998 to promote shared responsibilities in relation to importation of hazardous chemicals. One of the key provisions is the Prior Informed Consent procedure, which lists information on hazardous chemicals in Annex III. It became legally binding for its parties in 2004. The convention promotes open exchange of information and calls on exporters of hazardous chemicals to use proper labelling, include directions on safe handling, and inform purchasers of any known restrictions or bans. Parties can decide whether to allow or ban the importation of chemicals listed in the treaty, and exporting countries are obliged to

make sure that producers within their jurisdiction comply. From this convention a PIC circular is distributed every six months giving updated information on the listed chemicals, member compliance and sources of supporting information.

## Stockholm Convention

In 1995 the United Nations Environment Programme called for global action to be taken on persistent organic pollutants (POPs), which pose a threat to both health and the environment. As a result, the negotiations for the Stockholm Convention on POPs were initiated and culminated in May 2001, with the convention enforced in May 2004. South Africa accedes to this convention, whereby member countries have agreed to phase out POPs, and prevent their import or export. It imposes restrictions on the handling of all intentionally produced POPs, i.e. identified highly toxic, persistent chemicals.

The 12 POPs that have been identified under the convention are aldrin, chlordane, dieldrin, dichloride-diphenyl-trichloroethane (DDT), endrin, Hexachlorobenzene (HCB), heptachlor, mirex, polychlorinated biphenyls (PCBs), toxaphene, dioxins, and furans. Of the aforementioned substances, two are still used in South Africa today (DDT and PCBs), although their use is restricted under the 'Fertiliser Act' as administered by the Department of Agriculture. The above list of chemicals is relevant, especially where there is any management of obsolete and banned pesticides.

South Africa negotiated the continued use of DDT, as it has proved critical in the fight against malaria, and PCBs will be phased out as the electrical appliances that contain them become obsolete.

In 2005 South Africa, at the Reduce, Reuse and Recycle Ministerial Conference, became one of 7 countries to sign an agreement for the African Stockpile Programme, a project aimed at recovering and the appropriate disposal of obsolete pesticides. With funding ($1,7million) from the World Bank, government began implementing the programme.

The country is also developing guidelines for the implementation of the Globally Harmonised System of Classification and Labelling of Chemicals. The funding was for the disposal of obsolete pesticides as part of the African Stockpile Programme. The department has begun implementing this programme throughout the country. Further work on training workers to handle chemicals was rolled out.

By mid-2007, a pilot project for the collection of all obsolete pesticides possessed by farmers in the Limpopo Province had begun, and this involved, amongst others, identification of collection points and collection of obsolete pesticides within the province. These stocks were further consolidated from various collection points to a central collection point and ultimately safeguarded and shipped to Holfontein Waste Disposal Site for temporary storage. The inventory of pilot project stocks has been undertaken. About 100 tons of labelled and unlabeled stocks of obsolete pesticides have been collected through this pilot project. The pilot project is expected to serve as a benchmark for the roll-out of projects in other provinces.

However, as the amount of obsolete pesticide stocks collected from the Limpopo pilot project is significantly higher than what was anticipated, it has become apparent that the remaining funds in the World Bank African Stockpile Programme budget will not be sufficient for national rollout of the programme. The African Stockpile Programme Project Management Unit has had numerous deliberations in an effort to come up with a sustainable solution for management of pesticides in the country

## London Convention on the Prevention of Marine Pollution by Dumping of Waste and Other Matters

The London Convention on the Prevention of Marine Pollution by Dumping of Waste and Other Matter, 1972, aims to prevent marine pollution by preventing the dumping of wastes such as industrial waste, sewage sludge, dredged material and radioactive waste at sea, as well as incineration at sea. South Africa is a signatory to the convention and the associated 1996 Protocol.

This convention and its various protocols were incorporated into the following South African legislation:

- Prevention of Pollution from Ships Act (Act 2 of 1986), and the regulations concerning the Prevention of Pollution by Garbage from Ships Regulations (GN R1490, published in Government Gazette No. 14000, dated 29 May 1992).
- The Dumping at Sea Control Act (Act 73 of 1980).

The primary responsible agency is the DEAT Sub Directorate of Marine and Coastal Pollution Management who issue permits for dredge spoils and sinking of old vessels. It occasionally issues permits for ships in trouble, typically grounded, to release their cargo into the sea.

## Local Agenda 21

Agenda 21 is a comprehensive document for global action on the environment and sustainable development, to take the world into a more sustainable 21st century. It is probably the most important document to be adopted by the UN Conference on the Environment and Development (UNCED) at the Rio de Janeiro Summit in June 1992. The 40 chapters covered a wide range of issues including the atmosphere, oceans, land resources, poverty, etc.

It was important for each nation to develop its own local Agenda 21, in order to translate and interpret the principles of sustainable development to local areas. Local Agenda 21 focuses on developing partnerships involving the public, private and community sectors that together can resolve urban environmental management problems and strategically plan for long term sustainable environmental management.

One of the key features of sustainable development is the requirement to integrate economic and environmental factors into all decision making processes. Applications of these criteria to waste management require a new emphasis on resource and energy conservation, ensuring that supplies of raw materials, sources of energy and the quality of the physical environment can be maintained. Agenda 21 initiatives are considered to be an essential vehicle for the implementation of various aspects of the IWMP.

The key goals of Agenda 21 are:

- Sustainable development.
- Eradication of poverty.
- Elimination of threats to the environment.
- To ensure a sustainable environment.
- Creation of sustainable job opportunities.

The focus of the IWMP is to strive to attain the above goals in all facets thereof. The following seven key activities require attention in order to satisfy Local Agenda 21.

(a) Activities within the Local Authority

(i) Garnering local political support

- Information sessions and workshops.
- Reports and presentation to committees.
- Physical involvements in projects.

(ii) Managing and improving local authorities own environmental performance.

- Corporate commitment.
- Staff training and creating awareness.
- Environmental management systems.
- Budgeting for environmental processes.
- Policy integration across all sectors.

(iii) Integrating sustainable development aims within local authorities' policies and activities

- Economic development.
- Tendering and purchasing.

- Tourism and visitor strategies.
- Health strategies.
- Welfare, equal opportunities and poverty strategy.
- Focused environmental services.

(b) Activities within the wider community

(iv) Awareness raising and education
- Support for environmental education.
- Awareness-raising events.
- Visits and talks.
- Support for voluntary groups.
- Publication of local information.
- Press releases.
- Initiatives to encourage behavioural change and practical actions.

(v) Consulting and involving general public
- Public consultation processes.
- Interaction with NGO's/forums.
- Focus groups.
- Feedback mechanisms

(vi) Forging partnerships with other interest groups and activities, such as:
- Meetings, workshops and conferences.
- Working groups/advisory groups.
- Round table discussions.
- Comprehensive Urban Plan.
- International and regional partnerships.

(vii) Measuring, monitoring and reporting on progress toward sustainability
- Environmental monitoring.
- Sustainability indicators.
- Targets.
- Environmental Impact Assessments.
- Strategic Environmental Assessment.

## South African Legislation

### Constitution of the Republic of South Africa

The South African Constitution (Act 108 of 1996) is the supreme law of South Africa. Any law or conduct that is inconsistent with it, is invalid, and the obligations imposed by it must be fulfilled. Therefore, as such, all law, including environmental and waste management planning must consider compliance with the Constitution of South Africa.

The Constitution contains a Bill of Rights, set out in Sections 7 to 39. The Bill of Rights applies to all law and binds the legislature, the executive, the judiciary and all organs of state. A provision of the Bill of Rights binds a natural or a juristic person if, and to the extent that it is applicable, taking into account the nature of the right and the nature of the duty imposed by the right.

Section 24 of the Constitution guarantees everyone the right to:

An environment that is not harmful to their health or wellbeing; and to have an environment protected for the benefit of present and future generations, through reasonable legislative and other measures that:

- Prevent pollution and ecological degradation.
- Promote conservation. and
- Secure ecologically sustainable development and use of natural resources while promoting justifiable economic or social development.

The environmental rights (section 24), is strengthened by other relevant fundamental rights, such as the rights of access to information and administrative justice.

(c) National and Provincial authority competence

General obligations imposed by the constitution on national and provincial government institutions are adjudicated, as the Constitution establishes an administrative framework for all organs of state. The national and provincial governments are concurrently entitled to legislate on matters stipulated in Schedule 4 of the Constitution. Both spheres of government have legislative competence over areas that will impact on management in the natural/urban interface, like environment, disaster management, nature conservation and pollution control, and would therefore also frame related matters such as waste management. It should also be noted that the Constitution contemplates the assignment, from national Government to the provinces, of functions that would normally be the exclusive preserve of the former.

Subsection 24(b) of the Constitution relates to the constitutional imperative requiring government to enact appropriate environmental law reform legislation. This led to the promulgation of the National Environmental Management Act (Act 107 of 1998, NEMA) and the National Water Act (Act 36 of 1998) amongst others. More specifically to the objective of this framework is the National Environmental Management: Waste Act, which was recently enacted.

Important to the development of a local integrated waste management strategy and plan is that in accordance with Section 155(6) of the Constitution each provincial government must establish municipalities in its province and, by legislative or other measures, must –

(1) provide for the monitoring and support of local government in the province; and
(2) promote the development of local government capacity to enable municipalities to perform their functions and manage their own affairs.

Furthermore in according to Section 155(7) the national government and the provincial governments have the legislative and executive authority to see to the effective performance by municipalities of their functions in respect of matters listed in Schedules 4 and 5, by regulating the exercise by municipalities of their executive authority referred to in section 156 (1).

(d) Local authority competence

National and provincial government are both obliged, by legislative and other measures, to support and strengthen the capacity of municipalities to manage their affairs, to exercise their powers and perform their functions within the individual municipal jurisdiction. This responsibility is covered in Chapter 7:

In terms of section 152 of the Constitution the objects of local government are to:
- Provide democratic and accountable government for the local community.
- Ensure the provision of services to communities in a sustainable manner.
- Promote social and economic development.
- Promote a safe and healthy environment. and
- Encourage the involvement of communities and community organisations in the matters of local government.

A municipality must in terms of section 153 structure and manage its administration and budgeting and planning processes to give priority to the basic needs of the community and participate in national provincial development programmes.

National and provincial government are also obliged to assign to a municipality, by agreement and subject to any conditions, the administration of matters listed in the relevant parts of Schedules 4 and 5 and any other matter which would be most effectively administered locally, provided that the municipality has the capacity to administer it. A municipality has the right to exercise any power concerning a matter reasonably necessary for, or incidental to, the effective performance of its functions.

Those areas of the urban/natural interface zone that fall within the legislative and jurisdictional competence of provincial or local authorities (for example a road reserve or urban areas that border a park) fall to be regulated by those authorities. The Constitution aims to co-ordinate the different levels of government and the management of the issues which the public institutions constituted or confirmed by them are charged with governing. This requires co-operation on the part of different organs of state. The above statements become pertinent to waste management as it sets the context of the administrative activities convened at the Local government level. In addition, related to local government in terms of section 152(1)(d) of the constitution, one of the objectives of local government is "to promote a safe and healthy environment".

Municipalities are further charged with making, administering and enforcing by-laws for the effective administration of the matters of which they have the right to administer. Any bylaw that conflicts with national or provincial legislation is deemed invalid. In accordance with Section 160(4) no bylaw may be passed by a Municipal Council unless all the members of the Council have been given reasonable notice; and the proposed by-law has been published for public comment. Furthermore, in accordance with Section 162 no bylaw may be enforced unless it has been published in the relevant official provincial gazette and the bylaw must be accessible to the public.

## National Environmental Management Act

The National Environmental Management Act (Act 107 of 1998) commonly known as "NEMA" gives effect to the "Environmental Right" of the Constitution and is South Africa's overarching framework for environmental legislation. The objective of NEMA is to provide for operative environmental governance by establishing principles for decision-making on matters affecting the environment, institutions that will promote co-operative governance, and procedures for co-ordinating environmental functions exercised by organs of state. An important function of the Act is to serve as an enabling Act for the promulgation of legislation to effectively address integrated environmental management.

NEMA sets out a number of principles that aim to implement the environmental policy of South Africa. These principles are designed to serve as a framework for environmental planning, as guidelines by which organs of state must exercise their functions and to guide other laws concerned with the protection or management of the environment.

The principles include a number of internationally recognized environmental law norms and some principles specific to South Africa. These core principles include:

- Accountability.
- Affordability.
- Cradle to Grave Management.
- Equity.
- Integration.
- Open Information.
- Polluter Pays.
- Subsidiary.
- Waste Avoidance and Minimisation.
- Co-operative Governance.
- Sustainable Development.
- Environmental Protection and Justice.

**Chapter 2:** Sections 3 to 6 of NEMA, make provision for the establishment of the Committee for Environmental Co-ordination. The objective of the committee is to promote the integration and co-ordination of environmental

functions by the relevant organs of state and in particular to promote the achievement of the purpose and objectives of environmental implementation plans and environmental management plans.

**Chapter 5:** Sections 23 to 24 of NEMA is designed to promote integrated environmental management and provide tools for integrating environmental activities. Environmental management must place people and their needs at the forefront of its concerns, and serve their physical, psychological, developmental, cultural and social interests equitably. . This chapter of NEMA requires any activity that can potentially impact on the environment, socio-economic conditions and cultural heritage require authorisation or permission by law and which may significantly affect the environment, must be considered, investigated and assessed prior to their implementation and reported to the organ of state charged by the law with authorising, permitting or otherwise allowing the implementation of an activity. Development must be socially, environmentally and economically sustainable. Sustainable development therefore requires the consideration of all relevant factors, some of which include the following:

- The disturbance of ecosystems and loss of biological diversity is to be avoided, or, minimised and remedied.
- The pollution and degradation of the environment are to be avoided, or, minimised and remedied.
- Waste is to be avoided, or, minimised and re-used or recycled where possible and otherwise disposed of in a responsible manner.
- A risk-averse and cautious approach is to be applied.
- Negative impacts on the environment and on the people's environmental rights must be anticipated and prevented, and where they cannot be altogether prevented, must be minimised and remedied.

Section 24(5) of NEMA was enacted through the promulgation of the Environmental Impact Assessment (EIA) Regulations published in 2006 and revised in 2010. The construction of facilities or infrastructure including associated structures or infrastructure for the recycling, re-use, handling, temporary storage or treatment of general waste and hazardous waste, were originally listed in these regulations and therefore required either a Basic Assessment or a Scoping and EIA Process to be followed depending on specific listed criteria. However, the above mentioned waste activities have now been repealed and instead require a license application under the Waste Act.

**Chapter 7:** Sections 28 to 30, imposes a duty of care in respect of pollution and environmental degradation. Any person who has caused significant pollution or degradation of the environment must take steps to stop or minimise the pollution. Where an incident occurs that is potentially detrimental to the environment, the person who is responsible for the incident or the employer must, within 14 days of the incident, report to the Director-General, provincial head of department and municipality. The relevant authority may specify measures to address the problem and remediate the area within 7 days. The Acts also attach consequences for breaching the duty of care, namely that government authorities are empowered to issue directions and to remediate the situation and recover costs where the directions are not complied with.

**Chapter 8:** Sections 35, provides that the Minister and every MEC and municipality may enter into an environmental management co-operation agreement with any person or community for the purpose of promoting compliance with the principals laid down in NEMA. Environmental Co-operation Agreements may contain an undertaking by the person or community concerned to improve the standards laid down by law for the protection of the environment and a set of measurable targets and a timeframe for fulfilling the undertaking.

**Chapter 9** allows the Minister to make model By-Laws aimed at establishing measures for the management of environmental impacts of any development within the jurisdiction of the municipality, which may be adopted by the municipality as By-Laws. Any municipality may request the Director-General to assist it with its preparation of By-Laws on matters affecting the environment and the Director-General may not unreasonably refuse such a request. The Director-General may institute programmes to assist municipalities with the preparation of By-Laws for the purposes of implementing this Act.

## Environment Conservation Act

The Environment Conservation Act (Act 73 of 1989) (ECA) predates the Constitution and, although many sections have already been repealed, certain sections are still in place.

The objectives of the ECA are to provide for the effective protection and controlled utilisation of the environment. Several sections of the ECA were repealed through the enactment of NEMA and certain responsibilities were assigned to the provinces.

The Waste Act has repealed sections of the ECA dealing with waste management. More specifically these repealed sections are:

- 19: Prohibition of littering. This is now dealt with under Section 27 of the Waste Act.
- 19A: Removal of litter.
- 20: Waste Management. This section dealt with permitting of waste facilities, but is now replaced by Chapter 5 (Sections 43 – 59) of the Waste Act.

Waste management, more specifically with regard to landfill disposal site permitting and related matters, was until its recent repeal through the Waste Act, coordinated and controlled under Section 20 of the ECA, as follows.

In order to implement section 20 of the ECA, DWAF previously issued the above mention permits subject to specified conditions stipulated in the DWAF Minimum Requirements: Waste Management Series.

- 24: This section provided the framework for waste regulations to be formulated. This issue is now covered by Chapter 8, Part 1 (Regulations) (Sections 69 – 71) of the Waste Act.
- 24A, 24B and 24C: Similarly these sections which dealt with regulations regarding littering, products, and procedures for making regulations respectively are now addressed by Chapter 8, Part 1 of the Waste Act.
- 29: Sections (3) and (4), which deal with Offences and Penalties have been substituted by the Waste Act.

Despite the fact that the Waste Act repeals section 19,19A, 20, 24, 24A 24B, and 24C of the ECA, it should be noted that in accordance with Section 80(2) of the Waste Act, any regulations or directions made in terms of these appealed sections of the ECA, remain in force and are considered to have been made under the Waste Act.

## National Environmental Management: Waste Act

(a) Overview

The National Environmental Management: Waste Act (Act 59 of 2008) (NEMWA) was promulgated on 01 July 2009, marking a new era in waste management in South Africa (with the exception of a number of sections which will be brought into effect at dates still to be gazetted). The act covers a wide spectrum of issues including requirements for a National Waste Management Strategy, IWMPs, definition of priority wastes, waste minimisation, treatment and disposal of waste, Industry Waste Management Plans, licensing of activities, waste information management, as well as addressing contaminated land.

However, South African waste management legislation is still fragmented. Mining; radio-active waste; disposal of explosives; and disposal of animal carcasses, which are covered by specific other regulations is not addressed by the act. The Waste Act does however constitute South Africa's overarching primary waste legislation.

(b) Objectives of the Waste Act

The National Environmental Management: Waste Act's objectives are -
To protect health, well-being and the environment by providing reasonable measures to -

- Minimising the consumption of natural resources.
- Avoiding and minimising the generation of waste.
- Reducing, re-using, recycling and recovering waste.
- Treating and safely disposing of waste as a last resort.
- Preventing pollution and ecological degradation.
- Securing ecologically sustainable development while promoting justifiable economic and social development.
- Promoting and ensuring the effective delivery of waste services.

- Remediating land where contamination presents, or may present a significant risk of harm to health or the environment. and
- Achieving integrated waste management reporting and planning.
- To ensure that people are aware of the impact of waste on their health well-being and the environment.
- To provide for compliance with the measures set out in paragraph (a) and
- Generally, to give effect to section 24 of the Constitution in order to secure an environment that is not harmful to health and well-being.

The Chapters and topics of the Waste Act are as follows:
Chapter 1 - Interpretation and Principles
Chapter 2 - National Waste Management Strategy, Norms and Standards
Chapter 3 - Institutional and Planning Matters
Chapter 4 - Waste Management Measures
Chapter 5 - Licensing of Waste Management Activities
Chapter 6 - Waste Information
Chapter 7 - Compliance and Enforcement
Chapter 8 - General Matters.

(c) Roles and Responsibility

The Act establishes a national framework for waste planning, regulation and management with roles for all spheres of government, specifically:

- National government is tasked with establishing a national waste management strategy, including norms, standards and targets. National norms and standards may cover all aspects of the waste value chain, from planning to service delivery. Of particular importance from an intergovernmental perspective are the powers of national government with respect to norms and standards for:
- The regionalization of waste management services.
- Tariffs for waste services provided by municipalities, including providing for tariffs to be imposed to provide for waste management infrastructure or facilities and ensuring that funds obtained from the provision of waste services are used for the delivery of these services.
- Provincial governments are tasked with the implementation of the national waste management strategy and national norms and standards, and may set additional, complementary provincial norms and standards. The Waste Act notes that these norms and standards must amongst other things facilitate and advance regionalization of waste management services.
- Local governments are required to ensure the universal and sustainable delivery of services, subject to national and provincial regulation. In particular, they are required to maintain separate financial statements, including a balance sheet of the services provided.

The table below lists sections of the act which make specific demands on Local (municipal) government: Tasks falling under sections of the act which have yet to be enacted have not been listed. While certain sections of the text are taken verbatim from the Act, interpretation has been added.

**Tasks required by governmental entities in terms of NEM:WA.**

| TOPIC | SECTION | REQUIREMENT |
|---|---|---|
| General duty | 3 | The state **must** put in place measures that seek to reduce the amount of waste generated, and where waste is generated, ensure that it is re-used, recycled and recovered in an environmentally sound manner. |
| Waste service standards | 9 (1) & (2) | A municipality must deliver waste management services, including waste removal, storage and disposal services in adherence to the national and provincial norms and standards (section 7 and 8 of the Act); whilst:<br>• Integrating the IWMP and IDP<br>• Ensuring access to services<br>• Ensuring affordable service delivery |

| TOPIC | SECTION | REQUIREMENT |
|---|---|---|
| | | • Ensure effective and efficient Sustainable and Financial management |
| | 9 (3) | The Municipal may furthermore set local standards:<br>• For separating, compacting and storing waste<br>• Management of solid waste, i.e.: Avoidance, Minimisation, Recycling<br>• Coordination of waste to relevant treatment or disposal facilities<br>• Litter control |
| Designation of Waste Management Officers | 10(3) | The Municipality must designate in writing a waste management officer from its administration to be responsible for coordinating matters pertaining to waste management in that municipality |
| Integrated Waste Management Plans | 11 (4) & (7) | • The Municipality must submit an IWMP to the MEC for approval (response from the MEC must be given within 30 days)<br>• Include the approved IWMP into its IDP<br>• Follow the consultative process in section 29 of the Municipal Systems Act (separately or as part of IDP) |
| | 12 | Contents for IWMP's, includes:<br>• A situational analysis<br>• a plan of how to give effect to the Waste Act<br>• municipal waste management and services obligations<br>• prioritisation of objectives<br>• setting of targets<br>• planning approach to any new disposal facilities; and<br>• Financial resourcing. |
| | 13 | An annual performance report prepared in terms of section 46 of the Municipal Systems Act must contain information on the implementation of the municipal IWMP. |

(d) Industry Waste Management Plans

For industries, the Waste Act states that either the Minister or the relevant provincial MEC may under certain conditions and by written notice or by notice in the Gazette require a person or industry to prepare and submit an Industry Waste Management Plan.

(e) Waste Licensing for listed Activities

The Minister has subsequently gazetted (on 03 July 2009) GN No. 718 (Gazette No. 32368) and 719 (Gazette No. 32369) which present a Waste Management Activity Lists describing those waste activities, and thresholds, which require authorisation before they are undertaken. This list was amended in 2013 (Gazette No 921 of 2013) and again in 2017 (Gazette No, 1094 of 2017). The Waste Act Schedule 1 (Section 19) identifies activities which require a waste management licence. Activities include:

- Recycling and recovery.
- Treatment of waste.
- Disposal of waste on land.
- Construction, expansion or decommissioning of facilities and associated structures and infrastructure.

Either a Basic Assessment or Scoping and Environmental Impact Assessment (EIA) process is to be carried out with regards to acquiring a licence as stipulated in the environmental impact assessment regulations made under section 24 (5) of the Waste Act).

(f) Integrated Waste Management Planning

The Waste Act also places considerable emphasis on the development of an integrated waste planning system, through the development of interlocking Integrated
Waste Management Plans (IWMPs) by all spheres of government and specified waste generators. This planning system is the primary tool for cooperative governance within the sector. While the requirement for these plans is new for national and provincial governments, and for waste generators, this is not the case for local governments who had been able to voluntary prepare such plans within their Integrated Development Plans (IDPs). IWMPs are mandatory for national and provincial government and specified waste generators, but the situation for local government is made a little more ambiguous by the Constitutional assignment of concurrent powers to provincial and local governments in this respect, with only limited authority assigned to national government.

(g) Norms, standards, tariffs and financial Management Systems

Other focal areas of the Waste Act include provisions for the development of norms and standards, tariffs and financial management systems. These powers all largely repeat existing national or provincial powers that are provided for in other legislation. The key change is that the Minister of Environmental Affairs now assumes these powers in terms of the Act, although concurrently with other authorised Ministers notably in Local Government and Finance portfolios.

Certain sections of the act have yet to be enacted, including the following:

- Section 28 (7), which makes allowance for of a person, category of person or industry to compile and submit an industry waste management plan for approval to the MEC, without being required to do so by the MEC.

Section 46, which allows the licensing authority to require an applicant seeking a waste management licence to appoint an independent and qualified person to manage the application.

## National Environmental Management: Air Quality Act

The National Environmental Management: Air Quality Act (39 of 2004) requires that appropriate consideration must be given to the emissions arising from waste management practices, processes and procedures. Many facets of waste management are associated with atmospheric emissions, for example, waste transportation is associated with carbon dioxide released from vehicles, and methane and carbon dioxide which are released from landfill sites.

The Air Quality Act was published in the Government Gazette on 24 February 2005 and came into effect in September 2005. This Act, amongst others, provides for the implementation of a National Framework, of national, provincial and local ambient air quality and emission standards and air quality management plans. These implementations are currently in progress.

## Atmospheric Pollution Prevention Act

Prior to the Air Quality Act coming into full effect, the control of atmospheric emissions of noxious, hazardous and nuisance causing materials was controlled by the Atmospheric Pollution Prevention Act (APPA) (Act 45 of 1965) and its amendments. The administration of the APPA has been assigned to the Air Pollution Control Department under the Department of Environmental Affairs & Tourism.

Those sections addressing the management of dust are of importance for landfill site management. Sections 27 – 35 state that industries should adopt the “best practicable means” for preventing dust from becoming dispersed or causing a nuisance. The act also empowers owners or occupiers present in the vicinity of the source of dust/nuisance to take or adopt necessary steps or precautions against the nuisance. Where steps have not been prescribed, owners must adopt the “best practicable means” for the abatement of the nuisance. Should any person/s such as for example, waste management service providers, not comply with the necessary steps to prevent owners/occupiers from the effects of dust, the person/s may be liable to pay a dust control levy to the minister.

## National Water Act

The National Water Act (Act 36 of 1998) is South Africa's overarching piece of legislation dealing with water resource management. It contains a number of provisions that impact on waste management, including:

- Ensuring the disposal of waste in a manner, which does not detrimentally impact on water resources.
- Managing the discharge of waste into water resources.

The Act allows the Minister to make regulations for:

- Prescribing waste standards, which specify the quantity, quality and temperature of waste that may be discharged or deposited into or allowed to enter a water resource.
- Prescribe the outcome or effect, which must be achieved through management practices for the treatment of waste before it is discharged or deposited into or allowed to enter a water resource.
- Requiring that waste discharged or deposited into or allowed to enter a water resource be monitored and analysed according to prescribed mechanisms.

## Occupational Health and Safety Act

The purpose of the Occupational Health and Safety Act (OHSA) (Act 85 of 1993)and associated regulations is to provide for the health and safety of persons at work and for the health and safety of persons in connection with the use of plant and machinery; the protection of persons other than persons at work against hazards to health and safety arising out of or in connection with the activities of persons at work; to establish an advisory council for occupational health and safety; and to provide for matters connected therewith.

A sound waste management strategy and planning must take into account the safety of persons involved in the practical implementation thereof, with reference in particular to any waste services carried out by municipal officials; and waste service providers and their employees.

Core to OHSA are the principles and core duties of employers and employees as legislated in Sections 8, 9 and 14 thereof.

Section 8(1) stipulates that "Every employer shall provide and maintain, as far as is reasonable practicable, a working environment that is safe and without risk to the health of his employees".

Section 9(1) stipulates that "Every employer shall conduct his undertaking in such a manner as to ensure, as far as is reasonably practicable, that persons other than those in his employment who may be directly affected by his activities are not thereby exposed to hazards to their health or safety." Subsection (2) imposes a similar duty on every self-employed person.

Section 14(a) imposes a duty on every employee at work to take reasonable care for the health and safety of himself and of other person who may be affected by his acts or omissions. An employee is also required to co-operate with his employer concerning his duties in terms of the Act and to obey health and safety rules and procedures laid down by his employer.

In addition the OHSA further protects workers with regard to Hazardous Chemical Substances through specific regulations. Asbestos regulations deal with specific asbestos containing waste management.

It is likely that the OSHA also places an obligation on the Municipality, to ensure that service providers maintain compliant Health and Safety procedures. This would be relevant in the case of outsourced, waste management functions.

## Health Act

The Health Act (Act 63 of 1977) focuses on the promotion of the health of the people and the provision of processes to enable this objective to be achieved. Sections 20, 34 and 38 of the Act are relevant to waste management.

Section 20, requires authorities to take lawful and reasonable practical measures to maintain their areas in a hygienic and clean condition to prevent an unhealthy environment for people.

Sections 34 and 38 of the act authorise the National Minister of Health to make regulations, which may directly impact on waste management.

## Hazardous Substances Act

The Hazardous Substances Act (Act 15 of 1973) governs the control of substances that may cause ill health or death in humans by reason of their toxic, corrosive, irritant, flammability or pressure effects. The Act provides for the regulation of the storage, handling, labelling and sale of Group I, II, and III hazardous substances. A license is required for an operation that stores, handles and sells Group I substances. Section 29(1) of the Act regulates the disposal of the empty containers, which previously held Group I substances.

No national, local provincial or local municipal regulations have been promulgated under the Act for the on-site management of Group II hazardous substances.

The relevance of the Act with regard to waste management is captured as certain waste types may be categorised into the various groupings under the Act as noted above.

## National Road Traffic Act

The United Nations (UN) recommendations on the transport of dangerous goods have been used to produce sections of the National Road Traffic Act (Act 93 of 1996). In addition, and in terms of other regulations published under the Act, certain South African Bureau of Standards (SABS) Codes of Practice have been incorporated as standard specifications into the National Road Traffic Regulations (GNR 1249 of 13 November 2001). These codes have been based on the UN recommendations, also known as “The Orange Book” and the associated European Agreement concerning the International Carriage of Dangerous Goods by Road Regulations.

The codes of practice so incorporated include e.g. the following:

- SANS 10228:2006 Edition 4.00: The identification and classification of dangerous goods for transport.
- SANS 10229-1:2005 Edition 1.00: Transport of dangerous goods - Packaging and large packaging for road and rail transport Part 1: Packaging.
- SANS 10229-2:2007 Edition 1.00: Transport of dangerous goods - Packaging and large packaging for road and rail transport Part 2: Large packaging.
- SANS 10232-1:2007 Edition 3.00: Transport of dangerous goods - Emergency information systems Part 1: Emergency information system for road transport.
- SANS 10232-2:1997 Edition 1.00: Transportation of dangerous goods - Emergency information systems Part 2: Emergency information system for rail transportation.
- SANS 10232-3:2007 Edition 3.00: Transport of dangerous goods - Emergency information systems Part 3: Emergency response guides.
- SANS 10232-4:2007 Edition 1.01: Transport of dangerous goods - Emergency information systems Part 4: Transport emergency card.
- SANS 10233:2001 Edition 2.00: Transportation of dangerous goods - Intermediate bulk containers.

The transportation of all waste products should adhere to the above where applicable, noting that certain waste/ refuse may be categorised as dangerous goods.

## Advertising on Roads and Ribbon Development Act

The Advertising on Roads and Ribbon Development Act (Act 21 of 1940) regulates, amongst other things, the depositing or discarding of waste near certain public roads, and the access to certain land from such roads. To the extent as outlined in Proclamation 23 in Government Gazette 16340 of 31 March 1995, the administration of this Act has been assigned to the provinces. In terms of section 8 of the Act, no person shall within a distance of 200 metres of the centre line of a public road deposit or leave outside an urban area, so as to be visible from that road, a disused vehicle or machine or a disused part of a vehicle or machine or any rubbish or any other refuse, except in accordance with the permission in writing granted by the controlling authority concerned. The controlling authority may remove any object or substance referred to found on a public road and may recover the cost of the removal from the person who deposited or left such object or substance there.

When any person has deposited or has left any object or substance in contravention of the above, but not on a public road, the controlling authority concerned may direct the person in writing to remove or destroy that object or substance within such period as may be specified in the direction. If the person fails to comply with that direction, the controlling authority may cause the object or substance to be removed or destroyed any may recover from the said person the cost of the removal or destruction. The preceding provision do not apply to any object or material which has been or is being used for or in connection with farming, or to soil excavated in the course of alluvial digging: provided that this sub-section shall not permit the deposit or leaving of any article or material on a road.

## Waste Tyre Regulations

The Waste Tyre Regulations were first published as Government Notice R.149 on 13 February 2009 and came into effect on 30 June 2009. These regulations were amended in 2016 in General Notice R. 1493 of 2016. The latest Waste Tyre Regulations (R1064 of 2017) were published on 29 September 2017 and came into effect immediately. The purpose of the legislation is to regulate the management of waste tyres by providing for the regulatory mechanisms. The regulations apply uniformly in all provinces in South Africa and affect waste tyre producers, waste tyre dealers, waste tyre stockpile owners, landfill site owners and tyre recyclers.

In summary, the regulation:

- Defines a waste tyre as a new, used, re-treaded, or un-roadworthy tyre, not suitable to be re-treaded, repaired or sold as a part worn tyre and not fit for the original intended use.
- Prohibits management, recycling, recovery or disposal of a waste tyre at any facility or on any site, unless such an activity is authorised by law.
- Prohibits recovery or disposal of a waste tyre in a manner that may or may potentially cause pollution or harm to health.
- Prohibits purchase, sale or export of waste tyres unless authorised.
- Prohibits disposal of a waste tyre at a waste disposal facility, two years from the gazetted date, unless such a waste tyre has been cut into quarters; and prohibits disposal of tyres in five years; unless these are shredded.
- Provides regulations in terms of tyre producers, tyre dealers and tyre stockpile owners, particularly regarding waste stockpile abatement and waste tyre storage.

## Asbestos Regulations

On 28 March 2008, the Minister of Environmental Affairs and Tourism published as Government Notice R.341 of 2008 entitled “Regulations for the prohibition of the use, manufacturing, import and export of asbestos and asbestos containing materials” under Section 24B of ECA (thus now the Waste Act). This would have implication for phasing out of asbestos containing material, which may therefore result in higher quantities of asbestos waste.

## Mineral and Petroleum resources Development Act

The objective of the Mineral and Petroleum resources Development Act (No. 28 of 2002) , amongst others, is to give effect to section 24 of the Constitution by ensuring that the nation’s mineral and petroleum resources are developed in an orderly and ecologically sustainable manner while promoting justifiable social and economic development.

## Municipal Structures Act

The main objective of Local Government: Municipal structures Act (Act 117 of 1998) is to provide for the establishment of municipalities in accordance with the requirements relating to categories and types of municipality, to provide for an appropriate division of functions and powers between categories of municipality, to provide appropriate electoral systems and to provide for matters connected therewith.

The functions and powers of municipalities are set out in Chapter 5 of the Act, with a municipality having the functions and power assigned to it in terms of sections 156 and 229 (dealing with fiscal powers and functions) of the constitution.

## Municipal Systems Act

As intended by the Constitution, Waste management services such as refuse collection, removal, transportation and disposal is generally the responsibility of local municipalities.
Municipal Systems Act (Act 32 of 2000) with respect to the Local Government Municipal Systems Act (MSA) defines a municipal service as follows:

"A serviced that a municipality in terms of its powers and functions provides or may provide for the benefit of the local community irrespective of whether
(a) Such a service is provided, or to be provided, by the municipality through an internal mechanism contemplated in section 76 or by engaging an external mechanism contemplate in section 76; and
(b) fees, charges or tariffs are levied in respect of such a service or not."

Chapter 8 Section 73 - 82 outlines certain general duties on municipalities in relation to the municipal service as highlighted below.
In terms of section 75(1), a municipality must give effect to the provisions of the Constitution and must:

- Give priority to the basic needs of the local community.
- Promote the development of the local community.

Ensure that all members of the local community have access to at least the minimum level of available resources and the improvement of standards of quality over time.

In terms of section 75(2), municipal services must – be equitable and accessible; be provided in a way, which promotes the prudent, efficient and effective use of available resources and the improvement of standards of quality over time; be financially sustainable; be environmentally sustainable, and be regularly reviewed with a view to upgrading, extension and improvement.

Section 74 regulates tariff policy in respect of municipal services. A municipality is obliged to adopt and implement a tariff policy on levying fees for municipal services. A municipality's tariff policy must reflect at least the following principles:

- People who use municipal services must be treated equitably in the application of tariffs.
- In general terms, what individual users pay for services should be in proportion to their use of the services.
- Poor households must have access to at least basic services. Different ways of providing for this are suggested, for example lifeline tariffs and subsidisation.
- Tariffs must reflect the costs reasonable associated with providing the service for example capital, operating, maintenance, administration and replacement costs and interest charges.
- Tariffs must be set at levels which allow the service to be financially sustainable.
- In appropriate circumstances, surcharges on tariffs may be allowed.
- Special tariffs may be set for categories of commercial and industrial users in order to promote local economic development.
- The economical, efficient and effective use of resources must be promoted, as well as the recycling of waste and other appropriate environmental objectives
- Any subsidisation of tariffs should be fully disclosed.

Section 78 prescribes the process which municipalities must follow when they decide through which mechanism to provide a municipal service in their areas. There are particular provisions, which a municipality must comply with when it provides a municipal service through a service delivery agreement with what the MSA terms "external mechanisms".

The MSA contains extensive provisions pertaining to public participation. In particular, the community has the right to contribute to decision-making processes by its municipality. A municipal council must establish appropriate mechanisms, processes and procedures to enable residents, communities and stakeholders in the municipality to participate in the local affairs. It is pertinent to reiterate that waste management services as provide by the municipality is an integral part of local affairs.

As such municipalities' mechanisms must provide for:

- The receipt, processing and consideration of petitions and complaints lodged by residents, communities and stakeholders in the municipality.
- The receipt, processing and consideration of written objections and representations with regard to any matter to which it is required to invite public comment.
- Public meetings of residents, on a ward or any other basis.
- Public hearings by the council and its committees when appropriate.
- Surveys among residents when appropriate and the processing and publication of the results.

## Development Facilitation Act

The Development Facilitation Act (Act 67 pf 1995) provides specific principles for:

- Land development and conflict resolution.
- Controls on land occupation.
- Recognition of informal land-development practices.

These principles are set out in sections 3 and 4 of the Development Facilitation Act and form the basis for most of the integrated development plan. Chapter one of the Development Facilitation Act sets out principles which affect all decisions relating to the development of land.

This means that whenever a municipality, a development tribunal, a Member of the Executive Council (MEC) or any other authority is considering an application for the development of land, they must make sure that their decision is consistent with these principles. Any integrated development plan must, in terms of the Local Government Transition Act, be based on these principles too.

The Development Facilitation Act's principles form the basis of integrated development planning - in particular the land-development objectives. In terms of section 2 of the Act, the general principles which are set out in section 3 of the Act include:

- Policy, administrative practice and the law should promote efficient and integrated land development in that they:
- Promote the integration of the social, economic, institutional and physical aspects of land development.
- Promote integrated land development in rural and urban areas in support of each other.
- Encourage environmental sustainable land development practices and processes.
- Members of communities affected by land development should actively participate in the process of land development.
- Policy, administrative practice and laws should encourage and optimize the contributions of all sectors of the economy (government and non-government) to land development so as to maximize the Republic's capacity to undertake land development.
- Laws, procedures and administrative practice relating to land development should:
- Be clear and generally available to those likely to be affected thereby.
- In addition to serving as regulatory measures, also provide guidance and information to those affected thereby.

- Be calculated to promote trust and acceptance on the part of those likely to be affected thereby.
- Give further content to the fundamental right set out in the constitution.
- Policy, administrative practice and laws should promote sustainable land development at the required scale, in that they should, inter alia, promote sustained protection of the environment.
- Policy, administrative practice and law should promote speedy land development.
- Each proposed land development area should be judged on its own merits and no particular use of land, such as residential, commercial, conservation, industrial, community facility, mining, agricultural or public use, should in advance or in general, be regarded as being less important or desirable than any other use of land.
- A competent authority at national, provincial and local government level should co-ordinate the interests of the various sectors involved in or affected by land development so as to minimize conflicting demands on scarce resources.

### The Physical Planning Act

The objective of the Physical Planning Act 125 of 1991 is to provide for the division of the country into regions and to promote regional development. Policy plans consist of broad guidelines for the future physical development of the area and restrictions are placed on the use of land in the area to which the plan relates. Local authorities are required to develop urban structure plans for their areas of jurisdiction.

### Promotion of Administrative Justice

The purpose of the Promotion of Administrative Justice Act ("PAJA") (Act 3 of 2000) is principally to give effect to the right to administrative action that is lawful, reasonable and procedurally fair; and to the right to written reasons for administrative action as contemplated in section 33 of the Constitution; and to provide for matters incidental thereto.

Administrative law governs the relationships between public bodies, and between public and private bodies and/or individuals. Many activities which affect the environment, including certain waste management activities, require authorisation from a public body. Because environmental conflicts may arise during the authorisation process from the exercise of administrative decision-making powers, administrative law principles are of particular relevance to environmental law generally, and specifically in the context of the environmental authorisation requirements stipulated by the provisions of section 24 of the NEMA read with its subordinate legislation regulating environmental impact assessment (or "EIA").

### Promotion of Access to Information

Promotion of Access to Information, (Act 2 of 2000) is closely linked to the notion of administrative justice is the right of access to information. Without access to information, a person may be unable to determine whether or not his or her right to just administrative action (or to an environment not harmful to human health or well-being or, for that matter, any other Constitutional right) has been infringed. The purpose of the Promotion of Access to Information Act ("PAIA") is to give effect to the Constitutional right of access to any information held by the State and any information that is held by another person and that is required for the exercise or protection of any rights, and to provide for matters connected therewith.

## National Policies and Guidelines

### White Paper on Environmental Waste Management

The White Paper on Environmental Management was published in 1998. This policy sets out government's objectives in relation to environmental management, how it intends to achieve its objectives, and to guide government agencies and organs of state in developing strategies to meet their objectives.

The policy document is an overarching policy framework that refers to all government institutions and to all activities that impact on the environment. The policy states that government will allocate functions to the institutions and spheres of government that can most effectively achieve the objectives of sustainable development and integrated environmental management. This would include the allocation of certain functions to the municipal sphere of government. Where appropriate, provincial and local governments are to develop their own legislation and implementation strategies in order to address their specific needs and conditions within the framework of the policy.

## White Paper on Integrated Pollution and Waste Management

The White Paper on Integrated Pollution and Waste Management (1999) is a subsidiary policy of the overarching environmental management and constitutes South Africa's first policy document focused on integrated waste management. This national policy set out Government's vision for integrated pollution and waste management in the country and applies to all government institutions and to society at large and to all activities that impact on pollution and waste management.

Integrated pollution and waste management is defined as a holistic and integrated system and process of management aimed at pollution prevention and minimisation at source, managing the impact of pollution and waste on the receiving environment and remediating damaged environments. Waste management is to be implemented in a holistic and integrated manner and extend over the entire waste cycle from cradle-to-grave and will include the generation, storage, collection, transportation, treatment and the final disposal of waste.

The overarching goal reflected in the policy, is integrated pollution and waste management. The intention is to move away from fragmented and uncoordinated pollution control and waste management, towards an approach that incorporates pollution and waste management as well as waste minimisation.

Within this framework, the following strategic goals apply:

- Effective institutional framework and legislation.
- Pollution and waste minimisation, impact management and remediation.
- Holistic and integrated planning – the intention is to develop mechanisms to ensure that integrated pollution and waste management considerations are integrated into the development of government policies, strategies and programmes as well as all spatial and economic development planning processes and in all economic activity.

The strategic mechanisms include the following:

- The incorporation of integrated environmental management principles and methodologies in spatial development planning as it relates to pollution and waste management.
- Making timeous and appropriate provision for adequate waste disposal facilities.
- Developing management instruments and mechanisms for the integration of pollution and waste management concerns in development planning and land allocation.
- Developing appropriate and agreed indicators to measure performance for inclusion in Environmental Implementation Plans and Environmental Management Plans as provided for in the National Environmental Management Act.
- Participation and partnerships in integrated pollution and waste management governance.
- Empowerment and education in integrated pollution and waste management.
- Information management.
- International co-operation.

## National Waste Management Strategy

The first NWMS was published in 1999 by the then DEAT and the then DWAF. It was the first strategy for addressing South Africa's waste management challenges. The strategy effectively defines South Africa's vision for waste management highlighting themes such as "cradle to grave" management of waste products and the waste management hierarchy which encourages waste disposal only as a last resort.

The NWMS was been revised in 2011 in line with Chapter 2, Part 1, of the Act which requires the establishment of a NWMS within two years of the Act coming into effect. Significant changes include the addition of "remediation" to the waste management hierarchy, and the consolidation of what was previously many different action plans into a single action plan.

The 2011 strategy defines eight strategic goals with a number of targets, as presented in the table below. The NWMS strategy is currently under review and is anticipated to be gazetted in 2019.

**Goals and targets of the NWMS (2011)**

| Goal | Description | Targets 2016 |
|---|---|---|
| Goal 1 | Promote waste minimisation, re-use, recycling and recovery of waste. | • 25% of recyclables diverted from landfill sites for re-use, recycling or recovery.<br>• All metropolitan municipalities, secondary cities and large towns have initiated separation at source programmes.<br>• Achievement of waste reduction and recycling targets set in Industry IWMPs for paper and packaging, pesticides, lighting (CFLs) and tyre industries |
| Goal 2 | Ensure the effective and efficient delivery of waste services. | • 95% of urban households and 75% of rural households have access to adequate levels of waste collection services.<br>• 80% of waste disposal sites have permits. |
| Goal 3 | Grow the contribution of the waste sector to the green economy. | • 69 000 new jobs created in the waste sector<br>• 2 600 additional SMEs and cooperatives participating in waste service delivery and recycling |
| Goal 4 | Ensure that people are aware of the impact of waste on their health, well-being and the environment. | • 80% of municipalities running local awareness campaigns.<br>• 80% of schools implementing waste awareness programmes. |
| Goal 5 | Achieve integrated waste management planning. | • All municipalities have integrated their IWMPs with their IDPs, and have met the targets set in IWMPs.<br>• All waste management facilities required to report to SAWIC have waste quantification systems that report information to WIS. |
| Goal 6 | Ensure sound budgeting and financial management for waste services. | • All municipalities that provide waste services have conducted full-cost accounting for waste services and have implemented cost reflective tariffs. |
| Goal 7 | Provide measures to remediate contaminated land. | • Assessment complete for 80% of sites reported to the contaminated land register.<br>• Remediation plans approved for 50% of confirmed contaminated sites. |
| Goal 8 | Establish effective compliance with and enforcement of the Waste Act. | • 50% increase in the number of successful enforcement actions against non-compliant activities.<br>• 800 EMIs appointed in the three spheres of government to enforce the Waste Act. |

The overall objective of this strategy is to reduce the generation of waste and the environmental impact of all forms of waste and thereby ensure that the socioeconomic development of South Africa, the health of the people and the quality of its environmental resources are no longer adversely affected by uncontrolled and uncoordinated waste management.

The internationally accepted waste hierarchical approach was adopted of waste prevention/minimization, recycle/reuse, treatment and finally disposal. The strategy outlines the functions and responsibilities of the three levels of government and where possible, firm plans and targets are specified.
Action plans have been developed for reaching all of the eight goals.

## Polokwane Waste Summit Declaration

During September 2001 a national waste summit was held at Polokwane, in the Northern Province. It was attended by key stakeholder groupings in the waste field in order to jointly chart a way forward in terms of national waste management. The resultant Polokwane Declaration includes a vision and goal for the management of all waste, i.e. domestic, commercial and industrial:

Vision – To implement a waste management system that contributes to sustainable development and a measurable improvement in the quality of life, by harnessing the energy and commitment of all South Africans for the effective reduction of waste.

Goals - To reduce waste generation and disposal by 50% and 25% respectively by 92012 and develop a plan for zero waste by 2022

Key actions in the Polokwane Declaration include the following:

- Implement the National Waste Management Strategy.
- Develop and implement legislative and regulatory framework.
- Waste reduction and recycling.
- Develop waste information and monitoring systems.

## Local Government Turnaround Strategy

Cabinet approved the Local Government Turnaround Strategy (LGTAS) on the 3 December 2009 in Pretoria. The LGTAS recognised that each municipality faces different social and economic conditions and has different performance levels and support needs. Thus a more segmented and differentiated approach was required to address the various challenges of municipalities. In addition cabinet recognised that the problems in Local Government are both a result of internal factors within the direct control of municipalities as well as external factors over which municipalities do not have much control. (Department of Cooperative Governance and Traditional Affairs, Dec 2009.)

The LGTAS identifies the internal factors related to for example the following:

- Quality of decision-making by Councillors.
- Quality of appointments.
- Transparency of tender and procurement systems and levels of financial management and accountability.
- Levels of financial management and accountability.

The external factors relate to:

- Revenue base and income generation potential.
- Inappropriate legislation and regulation.
- Demographic patterns and trends.
- Macro and micro-economic conditions.
- Undue interference by political parties and weaknesses in national policy.
- Oversight and Inter-Governmental Relations.

Ultimately the aim of the LGTAS is to:

- Restore the confidence of the majority of our people in our municipalities, as the primary delivery machine of the developmental state at a local level.

- Re-build and improve the basic requirements for a functional, responsive, accountable, effective, and efficient developmental local government.

The LGTAS sets out five strategic objectives with associated key interventions. Probably most relevant in the context of waste management is the first objective, i.e. to *"Ensure that municipalities meet basic needs of communities. This implies that an environment is created, support provided and systems built to accelerate quality service delivery within the context of each municipality's conditions and needs".*

Interventions to achieve the various objectives include better organisation by National Government and improved support and oversight from provinces in relation to Local Government. Furthermore municipalities are to reflect on their own performance and tailor-made turnaround strategies, while all three spheres of governments should improve inter-governmental relations. Also, political parties are to promote and enhance institutional integrity of municipalities and a social compact on Local Government where all citizens are guided in their actions and involvement by a common set of governance values.

In terms of the LGTAS an immediate task is for agreements to be reached with each province on the roll-out programme to establish different provincial needs and capacities, which will guide how municipalities are to be supported to prepare and implement their own tailor-made turnaround strategies that must be incorporated into their IDPs and budgets (by March 2010). Key stakeholders and ward committees were to be mobilised early in 2010. By July 2010, all municipalities were to be in full implementation mode of the national and their own Turn-around Strategies. (Department of Cooperative Governance and Traditional Affairs, Dec 2009.)

## Minimum Requirements Documents; Department of Water Affairs and Forestry

The DWAF Minimum Requirements: Waste Management Series were formulated in the form of guideline documents as a joint venture between DWAF and the Department of Environmental Affairs and Tourism (DEAT).

The objective of the Minimum Requirements is to establish a framework for standards for waste management in South Africa. The former DWAF published the second edition of the Minimum Requirements series in 1998, consisting of the following three documents:

- Document 1: Minimum Requirements for the Handling, Classification and Disposal of Hazardous Waste.
- Document 2: Minimum Requirements for Waste Disposal by Landfill.
- Document 3: Minimum Requirements for Monitoring at Waste Management Facilities.

The third edition was released in draft form in 2005, but only Document 1 (DEAT, 2005) has been finalised.

The Minimum Requirements provide applicable waste management standards or specifications that should be met, as well as providing a point of departure against which environmentally acceptable waste disposal practices can be assessed. The objectives of setting Minimum Requirements are to:

- Prevent water pollution and to ensure sustained fitness for use of South Africa's water resources.
- Attain and maintain minimum waste management standards in order to protect human health and the environment form the possible harmful effects caused by the handling, treatment, storage and disposal of waste.
- Effectively administer and provide a systematic and nationally uniform approach to the waste disposal process.
- Endeavour to make South African waste management practices internationally acceptable.
- Ensure adherence to the Minimum Requirement conditions from the permit applicant, before a waste disposal site permit is issued.
- Promote the hierarchical approach to waste management, as well as a holistic approach to the environment.

The series formed the basis for the permitting process that had been required in terms of Section 20 of the ECA. The requirements, standards and procedures covered in the series had generally been included as permit

conditions, thereby becoming legally binding on the permit holder. In addition to requirements for the establishment and operation of a landfill site, the permit holder was generally required to operate, maintain and attend to the closure of a waste disposal site in compliance with the permit conditions, as well as in accordance with the guidelines set out in the Minimum Requirements documents. Note that an EIA must be conducted prior to the establishment of waste disposal facilities. However, the above mentioned waste activity has now been repealed and instead requires a license application under the Waste Act.

The third edition was released in draft form in 2005, but only Document 1 (DEAT, 2005) has been finalised.

## National Policy for Basic Refuse Removal Services to Indigent Households

The National Policy for the Provision of Basic Refuse Removal Services to Indigent Households (GN No. 34385) was published in the Government Gazette in June 2011.
The purpose of this policy is to ensure that indigent households have access to at least a basic refuse removal (BRR) service.

This Policy aligns to existing relevant legislation, as in accordance to 74 (2)(c) of the Municipal Systems Act, 2000 (Act No. 32 of 2000) poor households must have access to at least basic services and section 9 (2) of NEMWA (Act 59 of 2008) which stipulates that each municipality must exercise its executive authority and perform its duty in relation to waste services, including waste collection, waste storage and waste disposal, by (c) ensuring access for all to such services.

The objectives of the policy are to identify households that can be enrolled for the BRR service, establish bylaws to enforce tariff policies that will support the BRR service and to raise awareness within the municipality with regard to correct handling of domestic waste for BRR and the need to minimize waste and recycle.

Implementation plans include each municipality:

- declaring specific localities as the recipients of basic refuse removal services;
- maintaining “accurate and updated” registers of indigent people;
- taking action in the event of malpractice;
- integrating basic refuse removal into “basic indigent policies”;
- designating the administration of the policy to the “most appropriate department”; and
- raising awareness.

The policy includes a “grid of responsibilities” for each sphere of government and a policy monitoring and evaluation plan. According to the grid of responsibilities, national government will take responsibility for building capacity at provincial and municipal level, with provincial government determining municipal capacity and assisting district municipalities in “drawing up guidelines”.

## National Policy in Thermal Treatment of General and Hazardous Waste

The Thermal Waste Treatment of General and Hazardous Waste Policy was gazetted (GN No. 32439) for public comment on 30 January 2009 and published under the Waste Act on 24 July 2009. The policy presents the Government’s position on thermal waste treatment as an acceptable waste management option in South Africa. It also provides the framework within which incineration and co-processing treatment technologies of general and hazardous waste should be implemented in the country.

All Government Departments across the different spheres of government must consider this policy in their decision making on matters pertaining to thermal treatment of waste.

The policy presents objectives which vary thematically. These consider the integration of thermal waste treatment into the integrated waste management system. Schedules one to four provide guidelines on the following:

(a) Air Emission Standards – Waste Incineration

Listed air emission standards for general and hazardous waste incinerators, brought into operation subsequent to the final gazetting of this policy, to be complied with until the formalisation of The Minimum Emission Standards in terms of Section 21 of the National Environmental Management: Air Quality Act of 2004.

(b) Air Emission Standards – AFR Co-Processing

The Minimum Emission Standards for Alternative Fuels and Raw Materials (AFR) co-processing is currently in the process of being formalised in terms of Section 21 of the National Environmental Management: Air Quality Act of 2004. In the interim this policy constitutes the air emission standards for all cement kilns co-processing AFR.

(c) Waste Excluded from Co-Processing

Listed types of waste that are not allowed to be received, stored, handled or co-processed in cement kilns.

(d) Conditions of Environmental Authorisation

Any cement plant co-processing general or hazardous waste as alternative fuels and/or raw materials, and any dedicated general and/or hazardous waste incinerator must have the relevant approvals from the competent authority. This schedule includes notes on operational management, air quality management, waste management and monitoring and reporting.

## National Waste Information Regulations

The National Waste Information Regulations came into effect on 01 January 2013.
These cover registration of persons who conduct certain waste management activities and their duty to keep records. Annexure 1 of the regulations lists activities including recovery and recycling, treatment and disposal of waste for which the person conducting the activity must register in terms of GR 625 of 2012. The municipality has a duty in terms of waste disposal to land (as well as operating waste recycling or treatment facilities) to report waste types and quantities in accordance with these regulations to SAWIC on a quarterly basis. Amendments to the National Waste Information Regulations were released for public comment in July 2018 (GN 701 of 2018), the major change in the regulations was the requirement for waste transporters to register. Other proposed changes to the regulations were a decrease in the allowable reporting timeframes from the closure of a reporting period from 60 days to 30 days and registration and reporting thresholds recovery of hazardous waste being decreased from 500kg to 100kg a day.

## National Policy for the provision of basic refuse removal services to indigent households

The National Policy for the provision of basic refuse removal services to indigent households as published for general information in notice 413 of Government Gazette No. 34385 on 22 June 2011 was developed in response to the constitutional requirement that all households should have access to basic services regardless of their income level, as well as the adoption of a free basic services in 2001.

This Policy aligns to existing relevant legislation, as in accordance to 74 (2)(c) of the Municipal Systems Act, 2000 (Act No. 32 of 2000) poor households must have access to at least basic services and section 9 (2) of NEMWA (Act 59 of 2008) which stipulates that each municipality must exercise its executive authority and perform its duty in relation to waste services, including waste collection, waste storage and waste disposal, by (c) ensuring access for all to such services.

Implementation plans include each municipality:

- Declaring specific localities as the recipients of basic refuse removal services.
- Maintaining “accurate and updated” registers of indigent people taking action in the event of malpractice.
- Integrating basic refuse removal into “basic indigent policies.”
- Designating the administration of the policy to the “most appropriate department.”

- Raising awareness.

The policy includes:

- A “grid of responsibilities” for each sphere of government.
- A policy monitoring and evaluation plan.

According to the grid of responsibilities, national government will take responsibility for building capacity at provincial and municipal level, with provincial government determining municipal capacity and assisting district municipalities in “drawing up guidelines”.

## National Domestic Waste Collection Standards

The National Domestic Waste Collection Standards (notice 21 of Government Gazette 33935, 21 January 2011) published under the National Environmental Management: Waste Act (Act No. 59 of 2008) came into effect on Tuesday, 1 February 2011.

This standard aims to provide a uniform framework within which domestic waste should be collected in South Africa. This comes after a consultative process with provinces, municipalities and the general public in order to redresses the past imbalances in the provision of waste collection services. The standards aim to guide municipalities on how to provide acceptable, affordable and sustainable waste collection service to the human health and the environment.

The standards covers the levels of service, separation at source (between recyclable and non-recyclable materials), collection vehicles, receptacles, collection of waste in communal collection points, and most importantly the frequency of collection. Non-recyclable material such as perishable food waste must be collected at least once a week and recyclable material such as paper, plastic, glass etc. must be collected once every two weeks. Municipalities have a choice to provide different types of bins taking into consideration the type of vehicles they use; however, they must be rigid and durable to prevent spillage and leakage.

The development of the standards took into consideration the existing innovative practices at local government level across the country and seeks to build on what has already been achieved whilst emphasizing a need to separate recyclable and non-recyclable domestic waste and the protection of human health and the environment.

## National Norms and Standards for Assessment of Waste for Landfill Disposal

The National Norms and Standards for Assessment of Waste for Landfill Disposal (GR635, 23 Aug 2013) require the assessment of waste prior to disposal at landfill. The assessment of waste before disposal must include identification of the total and leachable concentrations of different chemicals. The concentration of chemicals determines the classification of the waste which in turn dictates the type of disposal site where the waste can be disposed of.

## Waste Classification and Management Regulations

The Waste Classification and Management Regulation (GR635, 23 Aug 2013) aims to address the management of different waste categories. The regulations stipulate the requirements for the transport storage and treatment of different waste types. A list of requirements for record keeping by waste generators is also included in the regulations with the aim of improving and standardising record keeping. The regulations also detail the process to be followed when motivating why a listed waste management activity does not require a waste management license.

## National Norms and Standards for Disposal of Waste to Landfill

The National Norms and Standards for Disposal of Waste to Landfill (GR636, 23 Aug 2013) specify minimum engineering design requirements for landfill sites. The design requirements vary depending on the type of waste to be disposed of at the site.

Landfill sites are designed to comply with one of four designs (Class A – Class D). The landfill design classes vary in the types of liner used. Class A landfill sites require multiple linings and leachate collection systems whereas a Class D landfill site is much simpler in design requiring only a 150 mm base preparation layer. Different classes of landfill are required for different types of waste.

## National Norms and Standards for the Storage of Waste

The National Norms and Standards for the Storage of Waste (GN 926, Nov 2013) specify the minimum requirements for waste storage facilities in the interest of protection of public health and the environment. The standards aim to ensure that waste storage facilities are managed according to best practise and to provide a minimum standard for the design and operation of new and existing waste storage facilities.

Hazardous waste storage facilities should be located in areas zoned as industrial, where waste storage facilities are located in residential areas a buffer of at least 100 m must be assigned to the site. General waste storage facilities must be located in an area that is easily accessible by the public.

The standards also specify design requirements for waste storage facilities, these include:

- Access roads
- Signage at the entrance of the facility in at least three official languages applicable to the areas the facility is located in. The sign must indicate:
    - The risk associated with entering the site.
    - Hour of operation.
    - Name, address and telephone number of the person responsible for the operation of the facility.

The standards also require that waste is separated at source into recyclables and non-recyclables.

A new condition for the management of waste storage facilities is the requirement for bi-annual internal audits and biennial external audits

## National standards for the extraction, flaring or recovery of landfill gas

The National standards for the extraction, flaring or recovery of landfill gas (GN 924 of 2013) aims to control the extraction, flaring and recovery of gas at landfills or recovery facilities to minimise harmful impacts to people and the surrounding environment. The standards require, in planning phase, that an assessment of environmental risks and impacts that are associated with the proposed activities is complied, and that Environmental Management Plan is compiled to mitigate these risks. The standard contains a set of standard procedures for handling and maintaining of equipment for construction, operational and decommissioning phase. The standard also covers training, emergency response, monitoring and reporting, general requirements and transitional arrangements.

## National standards for scrapping or recovery of motor vehicles

The National standards for scrapping or recovery of motor vehicles (GN 925 of 2013) puts forth minimum requirements for the design, construction and upgrading of a motor scrapping facility. The design must consider: sensitive environments; drainage systems; storage and operational areas for off-loading, dismantling, liquid waste, shredding, dispatching parts and recyclables. Specific design requirements are set out for different operational areas. Minimum requirements are given for the operational phase including vehicle dismantling, solid waste management, and liquid waste management. Minimum requirements in the decommissioning phase focus on the compilation of a rehabilitation plan for the facility and disposal of contaminated wastes. The standard also covers training, emergency response, monitoring and reporting, general requirements and transitional arrangements.

### National norms and standards for sorting, shredding, grinding, crushing, screening of waste

The National norms and standards for sorting, shredding, grinding, crushing, screening of waste (GN 1093 of 2017) require all waste facilities (used for sorting, shredding, grinding, crushing, screening of waste) less than 100m$^2$ in size to register with the competent authority and provide details including the location, types of waste processed, and civil design drawings of the facility as set out in Section 4 of the standard.

The standards require all waste facilities (used for sorting, shredding, grinding, crushing, screening of waste) more than 100m$^2$ in size register with the competent authority as set out in Section 4 of the standard, as well as comply with requirements for the location, design, construction, access control and signage. Operational requirements in Section 8 of the standard address management of operational impacts such as control of hazardous substances, air emissions, discharging of wastewater, noise and odour emissions. The standard also covers training, emergency response, monitoring and reporting, general requirements, requirements during the decommissioning phase and transitional provisions.

## Local Strategy and Policies

### Municipal By-laws

Chapter 7 of the South African constitution: Section 156 provides that a municipality may make and administer by-laws for the effective administration of matters which it has the right to administer and that (section 151) it shall not be in conflict with national or provincial legislation.

This is further supported in the municipal systems act (Act 32 of 2000), Chapter 3: section 11 for a municipality to exercise executive authority within its boundaries to implement applicable by-laws. Section 75 of the MSA provides for the municipal council to adopt by-laws to give affect and enforce its tariff policy.

The Draft Municipal Sector Plan (Notice 182 of Government Gazette 34167) was published by the Minister for public comment on the 30 March 2011. Section 3.3.9.5 motivates that the enforcement of municipal waste by-laws is required to address ineffective collection systems through the enforcement of available resource-based controls which will improve the situation at community level. Enforcement should further be placed with a dedicated section with trained Environmental Management Inspectors in line with Chapter 7 of the National Environmental Management Act, 1998 (Act107 of 1998

# Appendix B: Summary of Funding Agencies Applicable to Waste Management Legislation

There are various South Africa and international agencies as well as governmental organisations which provide funding for waste management projects. A summary of some of these agencies is provided below. This list should not be considered as exhaustive and is included for information purposes.

**Table 76: Details of funding agents**

| Fund Name | Funding Agency | Qualifying Recipients | Purpose and type of projects funded (waste specific) | What is funded/ not funded | Funding cycle |
|---|---|---|---|---|---|
| **South Africa** | | | | | |
| The Green Fund | DEA with DBSA as implementing agent | Municipalities | Sustainable waste management and recycling | Project development and / or investment in green projects and programmes; Capacity building. All funded. | |
| The Cooperative Incentive Scheme (CIS) | Department of Trade & Industry | Primary co-operatives | Feasibility assessments, business, manufacturing etc. project up to a maximum value of R350,000 | Business Development; Technology improvements, Machinery, commercial vehicles, infrastructure (electricity, boreholes etc.) | |
| DBSA Development Fund | DBSA | Municipalities, state-owned enterprises, public-private partnerships, public-public partnerships and private sectors | Physical, social and economic infrastructure projects. DBSA's goal is to improve the quality of life of the people of the region. | Municipal operations, maintenance and capacity building. | |
| The Jobs Fund | Government Technical Advisory Committee (GTAC) | Public, private and non-governmental organisations | Activities that significantly contribute to job creation. Minimum funding requests are R10 million | • Enterprise development<br>• Infrastructure investment<br>• Support for work seekers<br>Institutional capacity building | |
| Expanded Public Works (EPWP) Incentive Grants. | National Department Public Works (DPW) | Municipalities | Labour intensive work, including waste and environmental projects. | Salary payments for temporary workers. Workers must not be paid less that R50/day | Annual |
| Municipal Infrastructure Grant (MIG) | National Treasury | Municipalities | All infrastructure related needs | Physical infrastructure | |
| Infrastructure Finance Corporation Limited (INCA) | Corporate Social Investment (CSI) | Municipalities | All infrastructure related needs | Capacity building, socioeconomic development and infrastructure projects | |
| Small Enterprise Finance | Department of Small | Qualifying SMMEs and Co- | For social development and | Financial products and | Ongoing |

| | | | | | |
|---|---|---|---|---|---|
| Agency (SEFA) | Business Development | operatives | to advance the human rights of women | services provide to the following sectors:<br>• Services<br>• Manufacturing<br>• Agriculture<br>• Construction<br>• Mining<br>Green industries | |
| National Empowerment Fund (NEF) | National Empowerment Fund (NEF) | Black entrepreneurs | Support Broad-Based Black Economic Empowerment (BB-BEE | Various | Ongoing |
| National Youth Development Agency (NYDA) | National Youth Development Agency (NYDA) | Formal and informal businesses, co-operatives | Youth development | Individual grants awarded to formal and informal businesses that are in start-up or development phase of their business | Ongoing |
| **International** | | | | | |
| Austrian Development Coordination | Austrian Embassy | Civic, community and local government structures | Capacity building of civil, community and local government structures. | Empowerment of civil society, poverty reduction needs of children and people with disabilities | Ongoing |
| British Foreign & Commonwealth Office Global opportunity fund (FCO Global Opportunity Fund) | British Embassy | Partners from civil society. NGO's and others. | Support of the country's specific developmental needs.<br>Government affiliated social development initiatives. | Depends on nature and merit of application | Ongoing |
| French Development Aid | French Agency for Development | Various, including municipalities | Development of basic infrastructures and essential services | Infrastructure, water connections, sanitation. | |
| Development cooperation | German Technical Cooperation (GTZ) | | Rural development, social development, environment and climate change. | Various. Depends on nature and merit of application | Ongoing |
| Tirelo Boscha, Public Service Improvement Facility | Belgium Development Agency (BTC South Africa)<br><br>Hosted by SA Dept. of Public Service and Administration | All government departments, their implementing agencies and non-state actors involved in public service delivery. | Any public service delivery related projects, particularly research and pilot projects focusing on public service delivery. | Implementation costs including fees, travel costs, supplies.<br><br>Infrastructure costs are not funded. | Application windows open approximately annually. |
| Overseas Development Assistance | Japan International Cooperation Agency (JICA) | Governments and their agencies. | Various including community development, environment, | Various | Ongoing |

| | | | | | |
|---|---|---|---|---|---|
| | | | infrastructure projects | | |
| Development cooperation | Swedish International Development Cooperation Agency (SIDA) | Municipalities | Various including economic and environmental partnerships. | Grants, training and technical assistance. | Ongoing |
| Turkish International Cooperation and Development Agency (TIKA) | Turkish Embassy | Municipalities | Economic and social development | Grants for various needs, including financing infrastructure and construction projects. | Ongoing |
| Abu Dhabi Fund for Development | UAE Embassy | Municipalities | Economic and social development in developing countries. Financing for development projects. | Various | Ongoing |
| UNDP Small Grants Programme and other UNDP and partner funds. | United Nations Development Programme. | Municipalities | Enhancing service delivery, economic development, sustainable development, and enhancing social services. | Various | Ongoing |
| USAID | US Agency for International Development | Municipalities | To develop health, economic growth, education and democracy. | Various | Ongoing |
| European Investment Bank (EIB) | Corporate Social Investment (CSI) | Public and private sector investments, and mixed public-private ventures | Under an agreement with the South African Government, it finances:<br>• Productive investment<br>• Infrastructure, including municipal infrastructure<br>Assisting development in South Africa | Provides finance and expertise for projects supporting innovation, SMEs, infrastructure and climate action | Ongoing |

# Appendix C: Public Participation Process

# MIDVAAL Hoofsweep- *Rapport*



*Rapport* - [Snl "r"], Franse woord wat verwys na 'n verhouding waar 'n harmonie van interpretasie of "verstaan" heers.

**Deur Raadsheer Phil C Pretorius, Hoofsweep: Midvaal Plaaslike Munisipaliteit**

Die naderende plaaslike verkiesings het alle politieke partye in rep en roer. Dit is reeds uitgestel na Oktober 2021 en daar is gerugte dat die regering oorweeg om dit selfs verder uit te stel na 2022. Volgens wet moet dit egter in 2021 plaasvind aangesien dit binne 'n sekere tydperk vanaf die laaste plaaslike verkiesing moet wees. Om dus die verkiesing nog langer uit te stel sal 'n aanpassing in die Nasionale Konstitusie benodig, wat baie moeilik en dus ook baie onwaarskynlik is.

Verkiesings in Suid-Afrika is in twee uikhusse verdeel: Nasionaal & Provinsiaal vs. Distrik en Plaaslik (Munisipaal). Elk het 'n vyf jaar termyn wat ongeïnkroniseerd hardloop. Dit beteken dat die Nasionale verkiesing in 2019 weer in 2024 sal plaasvind terwyl die Plaaslike verkiesing van 2021 dan weer in 2026 op die kaarte is.

Daar is egter voorstelle dat die twee eerder gesinkroniseer moet word wat beteken dat ons slegs eenkeer elke vyf jaar vir Nasionaal, Provinsiaal en Munisipaal sal stem. Aan die eenkant is dit dalk wys oorweë dit baie sal bespaar op mannekrag en onkostes. Aan die anderkant is dit dalk nie 'n goeie idee om die Nasionale-, Provinsiale- en Plaaslike regerings almal gelyktydig te vervang nie. Al bly 'n sekere party in beheer is daar gewoonlik 'n verandering in leierskap en publieke verteenwoordigers, wat die kontinuïteit van al drie vlakke van regering dan gelyktydig in risiko plaas. Die Nasionale verkiesing behels die stem vir 'n regerende party en President terwyl die Provinsiale stembrief die Premier en Provinsiale regering bepaal. Die verkose publieke verteenwoordigers word hier onderskeidelik verkies as Lid van die Parlement (LP of MP in Engels) en Lid van die Provinsiale regering (LPR of MPL in Engels).

Die Plaaslike verkiesing stem vir die distrik en die plaaslike munisipaliteit. Die distrik, in ons geval, beslaan Lesedi (Heidelberg), Midvaal en Emfuleni (Vereeniging en Vanderbijlpark) wat bekend staan as die Sedibeng Distriksmunisipaliteit. Hierdie munisipaliteite stem dan vir die wykraadslede en Proporsionele Verteenwoordigende Raadslede (PRs) om saam die Munisipale Raad te vorm.

Hierdie aantal setels word bepaal volgens die aantal inwoners in die munisipaliteit en in Midvaal is dit tans 'n totaal van 29 (15 wyke en 14 PRs).

Jou stem is jou reg en al is 'n "wegblystem" 'n vorm van protes, word jou stem dan indirek 'n voordeel vir die sterkste party. Dit maak dus sin om eerder vir die party te stem wat jou die meeste aanstaan (niemand is perfek nie) om daardeur te verseker dat jy 'n invloed het in die bestuur van jou munisipaliteit. Daar is talle gevalle waar een of twee stemme die raadslid en dus ook die regeer van die munisipaliteit bepaal het. Dit is hoekom regerings se konstitusies voorsiening maak vir die opskiet van 'n muntstuk of selfs 'n kaartspel om die finale wenner te bepaal wanneer daar 'n gelyke uitslag is.

Maak seker dat jy jou reg uitoefen en stem vir jou kandidaat.

Trotse Midvaal Groete

**Web:** www.midvaal.gov.za

**Facebook:** Midvaal Local Municipality en Midvaal News Network

**Tel:** 0861 643 8225

**MyMidvaal App**

# Distinguishing between a legal stokvel and an illegal Pyramid or Ponzi scheme

Don't be swindled out of your hard-earned savings and investments.

According to the National Stokvel Association of South Africa (NASASA), there are roughly 810 000 active stokvel groups consisting of over 11 million South Africans, collecting an estimated R30 billion annually. Nearly 40% of South Africa's adult population are members of a stokvel.

Recently there has been an increase in illegal pyramid schemes or Ponzi schemes, which continue to pop up around South Africa. These schemes defraud many unsuspecting South Africans of their hard-earned money, with the promise of fast financial returns every year. It is critical that South Africans are able to tell the difference between a stokvel and an illegal pyramid and/or Ponzi scheme.

A stokvel is defined as a savings or investment society in which a group of people agree to save money together for a defined purpose, by way of contributing a fixed amount of money over a specific period of time. Originally stokvels were known as "stock fairs" dating back to the 19th century by English settlers in the Eastern cape as a rotating cattle auction. This was an in person gathering, and attendance was key for participation. The foundation of such a culture was trust.

This financial vehicle has since evolved into a unique financial system created within communities by members and for members, built on need, trust and a common goal for financial liberation.

The stokvel market has grown remarkably and, over time, the types of stokvels have increased significantly from rotational, grocery, investment, burial right down to social stokvels. Stokvels have become a key financial vehicle that many people rely on, amassing revenue in the billions.

The increasing numbers, financial potential and popularity of stokvels has resulted in scammers trying to swindle stokvel groups out of their hard-earned savings and investments by posing as a lucrative investment scheme or some other form of financial breakthrough opportunity. Scammers often pose as legitimate stokvels, investment schemes or property stokvels but in reality, are nothing more than get rich quick schemes in the form of a Ponzi or pyramid scheme.

"At NASASA, we want to educate on, protect and preserve this financial system which is a legitimate means for many to achieve financial stability and wellbeing," says Mziyonke Mtshali, Chief Executive Officer at NASASA.

It is important to NASASA to ensure that members of stokvels are protected from scammers, this can only be done through education and awareness, by ensuring that members are always able to distinguish between a legitimate stokvel and an illegal Ponzi or pyramid scheme.

The most known and popular mechanisms which scammers use are pyramid schemes and Ponzi schemes. Being able to identify these scams is key to safeguarding yourself from them.

A pyramid scheme requires its members to recruit other people as members and the few top-level members recruit newer members, who pay upfront costs, to those who enrolled them.

In fact, money simply exchanges hands with no real economic activity or products attached and is just a smoke screen to hide the pyramid scheme. Significant returns are derived from the recruitment of people, with the majority of financial return being made by the top tier people through administration fees charged to new recruits.

With a Ponzi scheme, members are promised huge returns within a short period of time and are based on fraudulent investment management services, which are disguised as legitimate business investments.

Members contribute money to the "portfolio manager" who promises them a high return. When those members want their money back, they are paid out with the incoming funds contributed by participants who join at a later stage. By merely transferring funds from one client to another, there is no real investment product at all.

In terms of a legitimate and sustainable savings vehicle, a stokvel works because many people find it easier to save when they do it in a group. A stokvel member knows where his/her money is kept and when and how much will be paid out. Furthermore, most stokvel members know each other and have a genuine and enduring relationship, based on trust.

It is vital that South Africans know and are able to distinguish financial scams from stokvels and legal saving vehicles from illegal schemes.



Illustration photo

MIDVAAL LOCAL MUNICIPALITY

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**Midvaal Local Municipality Draft Integrated Waste Management Plan (3rd Generation)**

Midvaal Local Municipality invites the public to review and comment on the 3rd generation Integrated Waste Management Plan (IWMP). The IWMP covers the period 2021 – 2026 and defines the municipality's vision, objectives and targets for waste management.

The report will be made available electronically as follows:

- Via e-mail request to imalloy@gibb.co.za
- Via WhatsApp request to 061 491 1736
- Midvaal Municipality website: www.midvaal.gov.za
- GIBB's website: http://projects.gibb/MidvaalIWMP.co.za

**Virtual Public Meeting**

A virtual presentation is planned at 17:00 on 17 March 2021. To register, send an email or WhatsApp to the contact below.

**Public review, commenting period and submission of comments**

The IWMP will be available for review for a period of 30 days from 02 – 31 March 2021. Comments on the IWMP can be submitted to the email address below. Comments received will be included in the final IWMP.

GIBB Public Participation Office
Mr Ian Malloy
Email: imalloy@gibb.co.za
Tel: 061 491 1736

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ENGINEERING & ARCHITECTURE

**Figure 37: Tear sheet of Midvaal LM IWMP PPP advert in the North Ster newspaper**

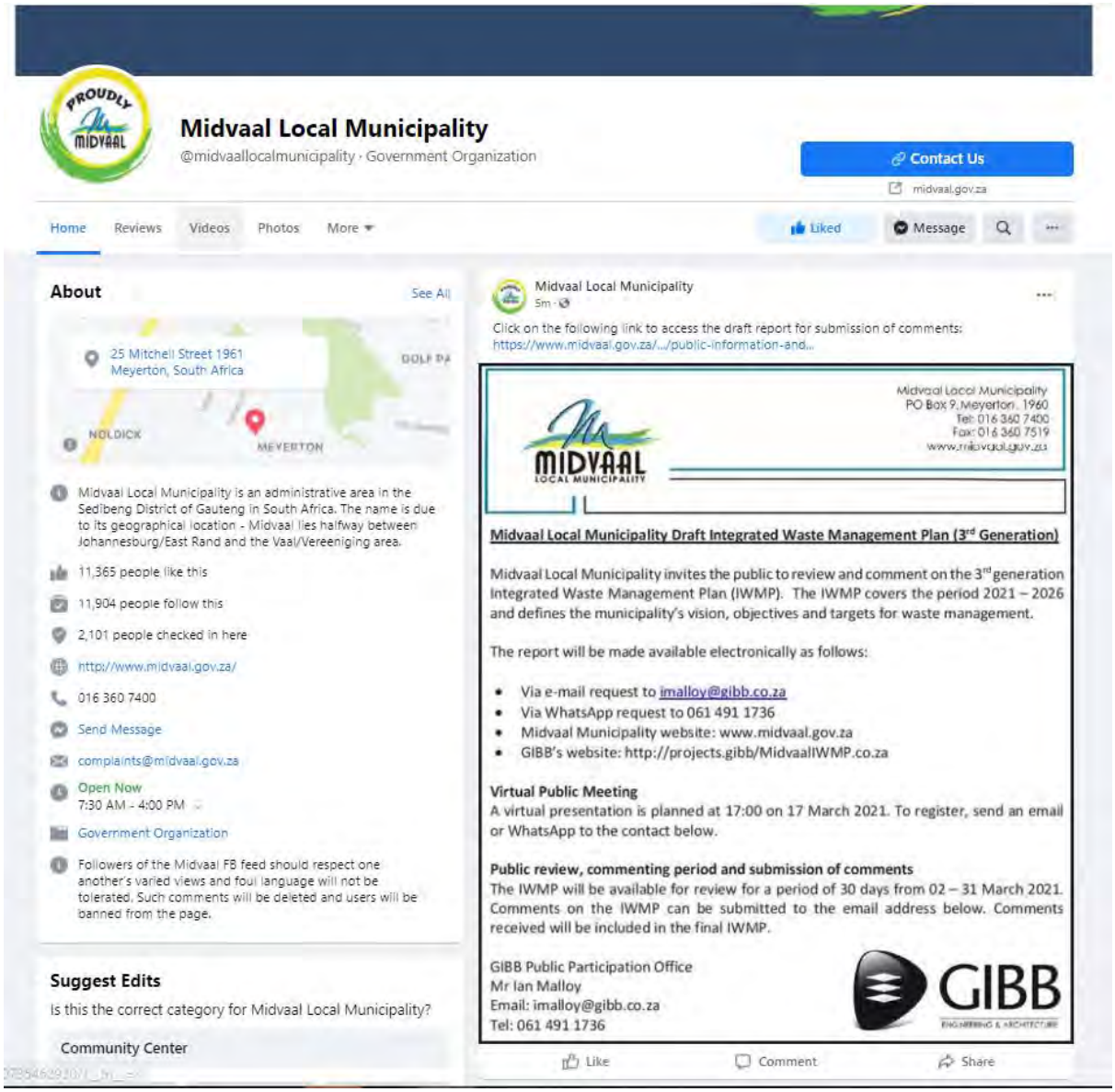



**Figure 38: Midvaal Municipality IWMP PPP advert placed on the Midvaal Municipality Facebook page**

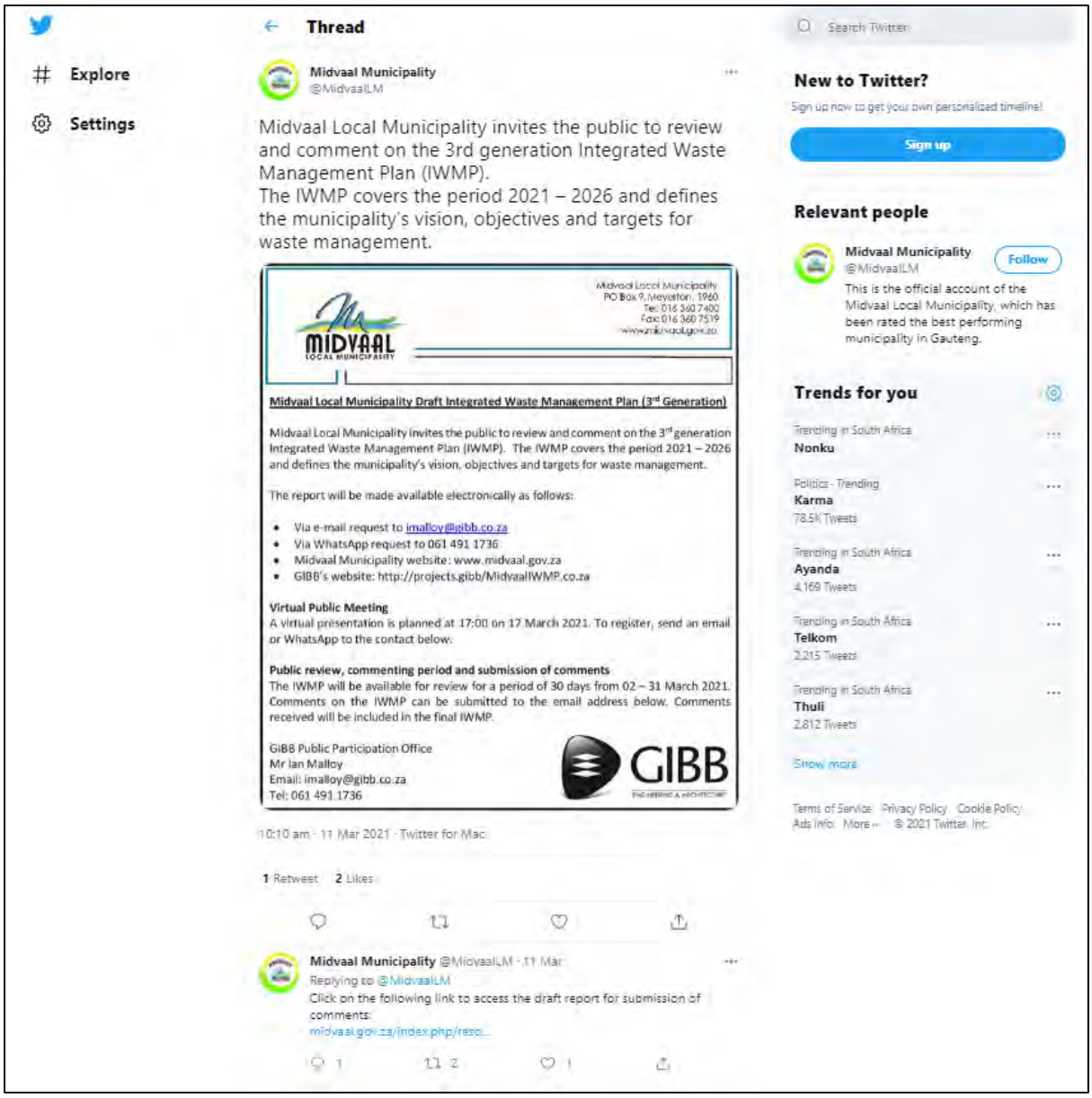



**Figure 39: Midvaal Municipality IWMP PPP advert placed on the Midvaal Municipality Twitter page**

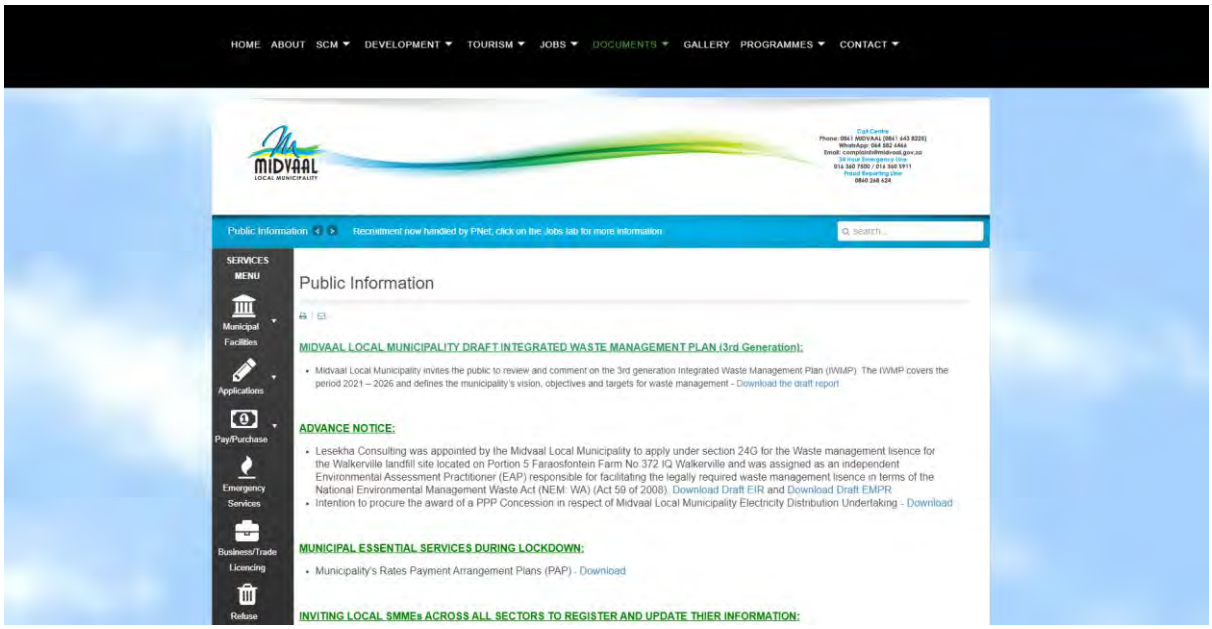



**Figure 40: Midvaal Municipality IWMP report placed on the Midvaal Municipality's website**

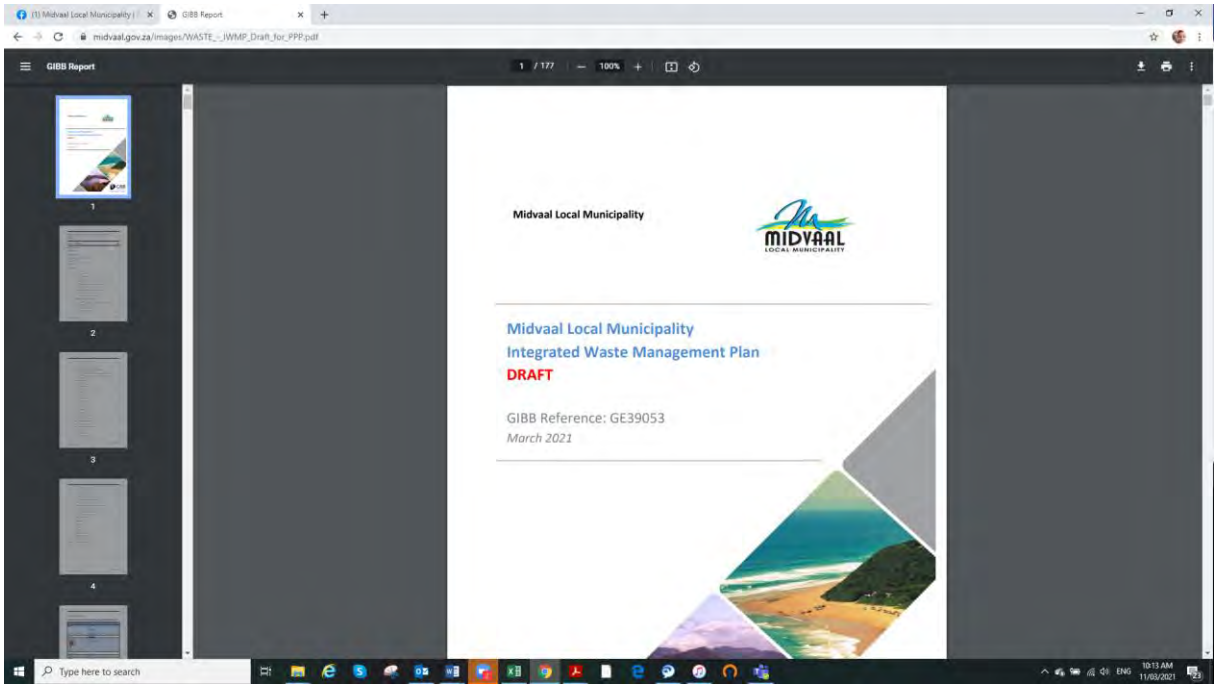



**Figure 41: Midvaal Municipality IWMP report available from the link on Midvaal Municipality's website**

# **Appendix D:** Midvaal Local Municipality Council Resolution to approve the 2021 IWMP

**MIDVAAL LOCAL MUNICIPALITY**

**MINUTES OF THE 6TH ORDINARY MEETING OF 2021 HELD ON THURSDAY, 24 JUNE 2021 AT 13:30 VIA TEAMS**

**C 2592/06/2021**
**SMC A/5566/06/2021**

**9.A.16 [COMM]: INTERGRATED WASTE MANAGEMENT PLAN**

**10/3/3/5**

**COMPETENCY: COUNCIL**

**RESOLVED**

1. That the Integrated Waste Management Plan (IWMP), attached to the report as Annexure "A", be approved.

2. That the waste management objectives for the next 5 years, be approved as follows:

   - Effective waste information management and reporting
   - Improved waste education and awareness
   - Improved institutional functioning, financial management and capacity
   - Provision of efficient and financially viable waste management services
   - Increased waste minimisation and recycling
   - Improved compliance and enforcement
   - Improved future planning

**Figure 42: The Midvaal Local Municipality Council resolution to approve the 2021 IWMP**

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**FORM IP180_B**

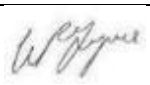
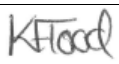
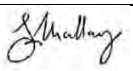
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| **CLIENT** | : | Midvaal Local Municipality | | | |
| **PROJECT NAME** | : | Midvaal Local Municipality Integrated Waste Management Plan | **PROJECT No.** | : | GE39053 |
| **TITLE OF DOCUMENT** | : | Midvaal Local Municipality Integrated Waste Management Plan: Draft | | | |
| **ELECTRONIC LOCATION** | : | \\els-cluster\projects\GE39053 EN8IM Midvaal IWMP\03_Project Management Plan Design\G_Document Management - Reports\6 Final IWMP\Midvaal Municipality IWMP Final.docx | | | |

| | Approved By Project Executive | Reviewed By | Prepared By |
|---|---|---|---|
| **ORIGINAL** | NAME **Kate Flood** | NAME **Ian Malloy and Kate Flood** | NAME **Ziyanda Makapela** |
| DATE **16/03/2020** | SIGNATURE | SIGNATURE | SIGNATURE |

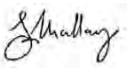
| | Approved By Project Executive | Reviewed By | Prepared By |
|---|---|---|---|
| **REVISION 1** | NAME **Walter Fyvie** | NAME **Kate Flood** | NAME **Ziyanda Makapela and Ian Malloy** |
| DATE **12/06/2020** | SIGNATURE | SIGNATURE | SIGNATURE |

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| DATE **20/11/2020** | SIGNATURE | SIGNATURE | SIGNATURE |

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| DATE | SIGNATURE | SIGNATURE | SIGNATURE |

| | | | |
|---|---|---|---|
| **02/03/2021** |  |  |  |

| | Approved By<br>Project Executive | Reviewed By | Prepared By |
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| DATE<br>**28/04/2021** | SIGNATURE<br>  | SIGNATURE<br>  | SIGNATURE<br>  |

| | Approved By<br>Project Executive | Reviewed By | Prepared By |
|---|---|---|---|
| **REVISION 6** | NAME<br>**Walter Fyvie** | NAME<br>**Kate Flood** | NAME<br>**Ian Malloy** |
| DATE<br>**15/07/2021** | SIGNATURE<br>  | SIGNATURE<br>  | SIGNATURE<br>  |

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MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

## Annexure J:

## Final Performance Management Policy (2026)

# PERFORMANCE MANAGEMENT POLICY

# 2026/2027

MIDVAAL
LOCAL MUNICIPALITY

DRAFT

## TABLE OF CONTENTS


**1. Acronyms** **4**

**2. Definitions** **5**

**3. Introduction** **6**

**4. Legislative & Policy Framework** **7**

4.1 Municipal Systems Act, Act 32 of 2000 (Schedule 2) 8

4.2 Municipal Planning & Performance Management Regulations of 2001 8

4.3 Municipal Finance Management Act, Act 56 of 2003 9

4.4 Municipal Performance Regulations for Municipal Managers and Managers directly accountable to Municipal Managers, GG 29089 dated 2006 9

4.5 The Local Government: Municipal Systems Act, Act 32 of 2000: Municipal Staff Regulations, 2021 9

4.6 Local Government: Regulations on Appointment and Conditions of Employment of Senior Managers, GG36223 dated 2013 and GG37245 dated 17 Jan 20214 10

4.7 Local Government: Disciplinary Regulations for Senior Managers, 2010 10

**5. Objectives of Performance Management** **11**

5.1 Facilitate increased accountability 11

5.2 Facilitate learning and improvement 11

5.3 Provide early warning signals 11

5.4 Facilitate decision-making 12

**6. Performance Management Framework** **13**

**6.1 Components of Performance Management Framework** **13**

**6.2 Clarifying roles and responsibilities of stakeholders and role-players** **14**

**6.3 Setting measures/indicators and targets** **17**

6.3.1 Types of indicators 18

6.3.2 Identification of indicators 20

6.3.3 Setting of key performance indicators 20

6.3.4 National Key Performance Indicators 20

6.3.5 Review of key performance indicators and targets 20

6.3.6 Amendment of key performance indicators and targets 20

**6.4 Performance Planning** **20**

**6.5 Performance Measurement** **21**

**6.6 Performance Monitoring** **21**

**6.7 Performance Analysis** **21**

**6.8 Performance Reporting** **21**

6.8.1 In-year performance reporting and review 21
6.8.2 Annual performance reporting and review 22
6.8.3 Schedule for performance reviews 25

**7. Performance Management Process** **26**

**7.1 Municipal Level** **26**

7.1.1 Phase 1: Planning 26
7.1.2 Phase 2: Priority setting 26
7.1.3 Phase 3: Setting objectives 26
7.1.4 Phase 4: Setting Key Performance Indicators 26
7.1.5 Phase 5: Setting targets 27
7.1.6 Phase 6: Monitoring 27
7.1.7 Phase 7: Review 27

**7.2 Individual Level** **27**

7.2.1 Phase 1: Planning 27
7.2.2 Phase 2: Performance coaching 28
7.2.3 Phase 3: Reviewing 28
7.2.4 Phase 4: Year-end review and rewarding 29

**8. Performance Auditing** **30**

**8.1 The role of internal audit in terms of performance management** **30**

8.1.1 Functionality 30
8.1.2 Compliance 30
8.1.3 Reliability 30

**8.2 Audit, Performance, Integrity & Risk Management Committee** **31**

**9. General performance management issues** **32**

**9.1 Managing poor performance** **32**

9.1.1 Early warning mechanisms 32
9.1.2 Addressing poor performance 32
9.1.3 Consequence Management for Non-Performance 33

**9.2 Reward and recognition 33**

9.2.1 Non-financial rewards 33

9.2.2 Performance bonuses 33

9.2.3 Allocation of bonus 34

**9.3 Dispute mechanism 35**

**9.4 Integrating PMS with the Council's existing management Cycle 35**

# 1. Acronyms

| | |
|---|---|
| CCR | Core Competency Requirement |
| IDP | Integrated Development Plan |
| GG | Government Gazette |
| KFA | Key Focus Area |
| KPA | Key Performance Area |
| KPI | Key Performance Indicator |
| LED | Local Economic Development |
| MMC | Member of the Mayoral Council |
| MFMA | Municipal Financial Management Act |
| MPAC | Municipal Public Accounts Committee |
| MSA | Municipal Systems Act |
| PA | Performance Appraisal |
| PMS | Performance Management System |
| SALGA | South African Local Government Association |
| SALGBC | South African Local Government Bargaining Council |
| MLM | Midvaal Local Municipality |
| NTFMPPI | National Treasury Framework for Managing Programme Performance Information |
| MSR | Local Government: Municipal Systems Act, Act 32 of 2000, Municipal Staff Regulations, 20 Sep 2021 |
| PMDS | Performance Management & Development System |
| SCM | Supply Chain Management Policy |

## 2. Definitions

| | |
|---|---|
| Activity | It is an action or task that is performed with the intension of achieving the Key Focus Areas (KFAs) |
| Baseline | It is the actual results of a project, programme or activity achieved during the previous financial year(s) |
| Driver | It is the person who takes ownership to execute a project, programme or activity |
| Employee | A person employed by the MLM as a Municipal Manager or as a Manager directly accountable to the Municipal Manager, and all other personnel employed permanently by the municipality |
| Employer | The MLM as represented by the Executive Mayor or the Municipal Manager, as the case may be |
| Employment Contract | A contract as contemplated in Section 56 of the Municipal Systems Act, as amended |
| MLM | Midvaal Local Municipality |
| Key Focus Area (KFA) | It is those areas in which the municipality must perform to ensure that the Key Performance Areas are achieved |
| Key Performance Area (KPA) | It is the performance area in which the municipality must perform to achieve its Mission and Vision |
| Key Performance Indicator (KPI) | It defines how performance will be measured along a scale or dimension (e.g. number of houses, km of road, percentage increase, etc.) to achieve the strategic objectives and KPAs |
| National Key Performance Area (NKPA) | This is a key area of focus determined at National level and is mandatory to all municipalities in South Africa |
| National Key Performance Indicator (NKPI) | This is a key indicator determined at national level and is mandatory for all municipalities in South Africa to regularly report on |
| National Outcomes | This refers to the 12 outcomes determined by National Government of which Outcome 9 is focussing specifically on local government |
| Performance Agreement | An agreement as contemplated in Section 56 of the Municipal Systems Act, as amended |
| Performance Indicator | It defines how performance will be measured along a scale or dimension (e.g. number of houses, km of road, percentage increase, etc.) to achieve the Key Focus Areas (KFAs) |
| Policy | Basic performance management principles by which the municipality is guided |
| Portfolio of Evidence (PoE) | It is a file with a clear “paper trail” that serves as proof of the execution of a specific project, programme or activity. (It can include documents, pictures or any other form of evidence) |
| Programme | A sequence of scheduled activities and / or projects executed with the intension of achieving the Key Focus Areas (KFAs) |
| Project | It is an initiative that is executed over a specific period of time with a defined beginning and end with the intension of achieving the Key Focus Areas (KFAs). (It can be capital intensive or any other project) |
| Strategic Objective | It translates the Key Performance Area (KPA) into an outcome statement |
| Strategy | A plan of action designed to achieve the MLM’s Vision |
| System | Detailed method and procedures formulated to carry out performance management |
| Target | It completes the performance indicator with actual numbers, percentages, rand values, etc. To be achieved over a specific period of time. |

# 3. Introduction

Effective performance management is fundamental to the delivery of excellent local services. Local government has achieved improvements in recent years, however, councils are recognising that they need to continue to develop and embed their approaches if they are to achieve further improvements.

Integrated Development Planning and Performance Management were introduced to realise the developmental role of local government. Whilst the Integrated Development Plan (IDP) provides a framework for strategic decision-making, performance management must ensure that the desired results are achieved during implementation to ensure the correctness of the strategic direction of the objectives, strategies and projects put forward by the IDP.

Performance management is a strategic approach to management, which equips leaders, managers, workers and stakeholders at different levels with a set of tools and techniques to:

- regularly plan;
- continuously monitor;
- periodically measure; and
- review performance,

of the organisation in terms of indicators and targets for:

- efficiency;
- effectiveness; and
- impact.

A Performance Management System (PMS) entails a framework that describes and represents how the municipality's process of performance planning, monitoring, measurement review, reporting and improvement will be conducted, organised and managed, including determining the different role players. This policy document guides the development of a PMS for the Midvaal Local Municipality (MLM). It also forms the basis of aligning the IDP with the operational SDBIPs, performance areas and performance indicators of the various departments of the MLM.

# 4. Legislative and Policy Framework

Legislative enactments which govern performance management in municipalities are found in various documents. As outlined in Section 40 of the Municipal Systems Act of 2000, MLM must establish mechanisms to monitor and review its Performance Management System (PMS) so as to measure, monitor, review, evaluate and improve performance at organisational, departmental and employee levels.

Section 34 of the MSA furthermore point out that the Integrated Development Plan (IDP) has to be reviewed on an annual basis, and that during the IDP Review process the Key Performance Areas, Key Performance Indicators and Performance Targets are reviewed and that this review will form the basis for the review of the municipal PMS and Performance Agreements of Senior Managers.

The Performance Management System is informed by the following legislation and policies:

1. The Constitution of the Republic of South Africa, Act 108 of 1996 and as amended;
2. Local Government: Municipal Systems Act, Act 32 of 2000 as amended;
3. Local Government: Municipal Structures Act, Act 117 of 1998;
4. Local Government: Municipal Finance Management Act (MFMA), Act 56 of 2003;
5. Local Government: Municipal Planning & Performance Management Regulations, 2001 (R.796)
6. Local Government: Municipal Performance Regulations for Municipal Managers and Managers directly accountable to Municipal Managers, 2006;
7. Local Government: Municipal Systems Act, Act 32 of 2000, Municipal Staff Regulations;
8. National Treasury: Framework for Managing Programme Performance Information, 2007;
9. National Treasury: MFMA Circular 63 (Annual Report: Guidelines - Update);
10. National Treasury: MFMA Circular 13 (Services Delivery and Budget Implementation Plan);
11. National Treasury: MFMA Circular 32 (The Oversight Report);
12. Batho Pele White Paper;

Other legislation that impacts on and relates to performance management includes:

1. Labour Relations Act, Act 66 of 1995: Code of Good Practice;
2. Basic Conditions of Employment Act, Act 75 of 1997;
3. Employment Equity Act, Act 55 of 1998;
4. The Skills Development Amendment Act, Act 31 of 2003;
5. Promotion of Access to Information Act, Act 2 of 2000.

Although it is not considered necessary to go into detail in respect of all the legislation it is important to give a brief overview of the most important legislative provisions set out in:

1. The Municipal Systems Act No. 32 of 2000 as amended;
2. The Municipal Planning and Performance Management Regulations of 2001;
3. The Municipal Finance Management Act, Act 56 of 2003;
4. The Municipal Performance Regulations of 2006 for Municipal Managers and Managers directly Accountable to Municipal Managers;
5. The Local Government: Regulations on Appointment and Conditions of Employment of Senior Managers, Government Gazette 36223 dated 7 March 2013 and Government Gazette 37245 dated 17 Jan 2014;
6. The Local Government: Municipal Systems Act, Act 32 of 2000: Local Government: Upper Limits of Total Remuneration Packages Payable to Municipal Managers and Managers Directly Accountable to Municipal Managers, Government Gazette 42023;
7. The Local Government: Disciplinary Regulations for Senior Managers, 2010;

Summaries of the provisions relating to organisational performance management are therefore set out hereunder:

### 4.1 Municipal Systems Act, 32 of 2000

Chapter 6 of the Municipal Systems Act (2000) as amended provides briefly that a municipality must:

1. Develop a performance management system (PMS);
2. Promote a performance culture;
3. Administer its affairs in an economical, effective, efficient and accountable manner;
4. Set Key Performance Indicators (KPI's) as a yardstick for measuring performance;
5. Set targets to monitor and review the performance of the municipality based on indicators linked to their IDP;
6. Monitor and review performance at least once per year;
7. Take steps to improve performance;
8. Report on performance to relevant stakeholders;
9. Publish an annual performance report on performance of the municipality forming part of its annual report as per the provisions of the Municipal Finance Management Act of 2003;
10. Incorporate and report on a set of general (sometimes also referred to as National) indicators prescribed by the National Minister of Provincial and Local Government;
11. Conduct an internal audit of all performance measures/indicators on a continuous basis;
12. Have their annual performance report audited by the Auditor-General; and
13. Involve the community in setting indicators and targets and in reviewing municipal performance.

Sections 55 to 58 of the Municipal Systems Act further outline the provisions on the employment and functions of the Municipal Manager and Managers directly accountable to the Municipal Manager.

### 4.2 Municipal Planning and Performance Management Regulations of 2001

In summary the Regulations provide that a municipality's Performance Management System must:

1. Entail a framework that describes and represents how the municipality's cycle and process of performance management, including measurement, review, reporting and improvement, will be conducted;

2. Comply with the requirements of the Municipal Systems Act; and

3. Relate to the municipality's employee performance management processes and be linked to the municipality's IDP.

**A municipality must:**

1. Set key performance indicators (KPI's) including input, output and outcome indicators in consultation with communities;

2. Annually review its Key Performance Indicators;

3. Set performance targets for each financial year;

4. Measure and report on the relevant Nationally prescribed key performance outcome;

5. Measure and report on the National local government KPA's;

6. Report on performance to Council at least twice a year;

7. As part of its internal audit process audit the results of performance measure-ment;

8. Appoint a performance audit committee; and

9. Provide secretarial support to the said audit committee.

### 4.3 Municipal Finance Management Act, 56 of 2003 (MFMA)

The Municipal Finance Management Act also contains various important provisions relating to performance management. In terms of the Act all municipalities must:

1. Annually adopt a service delivery and budget implementation plan with service delivery targets and performance indicators;
2. When considering and approving the annual budget, set measurable performance targets for revenue from each source and for each vote in the budget;
3. Empower the Executive Mayor or Executive Committee to approve the Service Delivery and Budget Implementation Plan and the Performance Agreements of the Municipal Managers and the Managers directly accountable to the Municipal Manager; and
4. Compile an annual report, which must, amongst others things, include the municipality's performance report compiled in terms of the Municipal Systems Act.

The Municipal Systems Act and the Municipal Finance Management Act require that the PMS be reviewed annually in order to align itself with the reviewed Integrated Development Plan (IDP). In consequence of the reviewed organisational performance management system it then becomes necessary to also amend the scorecards of the Municipal Manager and Section 56 Managers in line with the cascading effect of performance management from the organisational to the departmental and eventually to employee levels.

### 4.4 Municipal Performance Regulations for Municipal Managers and Managers Directly Accountable to Municipal Managers of 2006

This legislation regulates the management of the Section 56-employees of a municipality by providing an outline of employment contracts, performance agreements, performance plans, employee development, empowerment, measures/indicators and performance evaluation processes. These regulations further provide criteria for performance assessment and the 5-point rating upon which performance of an individual need to be scored during the assessment and evaluation.

### 4.5 Local Government: Municipal Systems Act, Act 32 of 2000, Municipal Staff Regulations, 20 Sep 2021

This policy must be read with the Performance Management and Development System Regulations and Policy. This legislation requires per Section 32(1) the adoption of the Performance Management and Development System applicable to all staff members of the municipality. However certain staff members are excluded, Midvaal Local Municipality opted to include all staff members to create a culture of excellence and uphold its Vision. The Performance Management and Development System must be collaborative, transparent and fair.

The Performance Management and Development System will be consultative, supportive and non-discriminatory in order to enhance organisational efficiency, effectiveness and accountability. It will be underpinned by open, constructive and ongoing communication between the supervisor and the staff member.

It will be, where reasonably practicable, link to the Municipality's Strategic Objectives, Integrated Development Plan and the Service Delivery & Budget Implementation Plan of the relevant municipal department and the senior manager's performance plan and the performance plans of the staff members within that senior manager's department.

### 4.6 Local Government: Regulations on Appointment and Conditions of Employment of Senior Managers, GG 36223 dated 2013 and GG37245 dated 17 Jan 2014

This legislation addresses, inter alia, the Competency Framework for Senior Managers, namely the:

- Core Competencies

  These are competencies that cut across all levels of work in a municipality and enhance contextualised leadership that guarantees service delivery impact; and

- Leading Competencies

  These are competencies that are required to develop clear institutional strategy, initiate, drive and implement programs to achieve long-term sustainable and measurable service delivery performance results.

### 4.7 Local Government: Disciplinary Regulations for Senior Managers, 2010

The purpose and application of this Disciplinary Code applies to all municipalities and senior managers.

It is intended to:

(i) provide an internal mechanism for management of misconduct;
(ii) establish standard procedures for the management of misconduct;
(iii) support constructive labour relations;
(iv) ensure a common understanding of misconduct and discipline;
(v) promote mutual respect between senior managers and council;
(vi) promote acceptable conduct;
(vii) avert and correct unacceptable conduct; and
(viii) prevent arbitrary or discriminatory actions.

Prevails in the event of any inconsistency with any systems and procedures adopted by a municipality.

The principle of this Disciplinary Code is informed by the following principles:

- Discipline is fundamentally a corrective measure and not punitive and must be applied in a prompt, fair, consistent and progressive manner.

These procedures are intended to create an enabling environment to:

(i) facilitate effective performance by the senior managers;
(ii) provide the senior managers with access to skills development and capacity building opportunities in order to promote efficient and effective performance;
(iii) provide remedial and developmental support to assist the senior managers to deal with substandard performance; and
(iv) ensure that the municipal council and senior managers work collaboratively to generate solutions to problems and improve the performance of senior managers.

# 5. Objectives of Performance Management

A municipality's PMS is the primary mechanism to monitor, review and improve the implementation of its IDP and to gauge the progress made in achieving the objectives as set out in the IDP**.**

**The PMS process plan includes the following objectives that the system should in addition fulfil:**

### 5.1 Facilitate Increased Accountability

The performance management system should provide a mechanism for **ensuring increased accountability** between the local community, politicians, the Municipal Council and the municipal management team. The increased accountability will inter alia include:

5.1.1 The implementation of the Integrated Development Plan (IDP) key priority projects which have received funding.

5.1.2 Council's instruction on the strategic, operational and tactical levels will be uphold.

5.1.3 Management of funding and budgets:

1. Capital Budgets
2. Operational Budgets
3. Grant Funding

5.1.4 Management of the available Human Resources to best implement the IDP, Council's decisions and management responsibilities.

5.1.5 Management of processes to give effect to the IDP and budget using Supply Chain Management (SCM), Contract Management, Partnerships and such other legal processes.

### 5.2 Facilitate Learning and Improvement

The PMS should **facilitate learning** in order to enable the Municipality to improve delivery.

5.2.1 Learning is required for advancement and improvement in order to take the institution forward.

5.2.2 Learning is also required to assist and support staff members to take remedial action to attend to knowledge deficits to help improve performance and to improve the capacity of staff.

5.2.3 Learning is also required to retrain, renew or redirect skills to areas of greater need within the municipality to help improve performance, address educational and institutional knowledge gaps and to direct staff capacity directly.

### 5.3 Provide Early Warning Signals

It is important that the system ensure decision-makers are **timeously informed** of performance related risks, so that they can facilitate intervention, if necessary.

5.3.1 The early warning system identifies levels of competency and skills of staff. Each level of assessment identifies different levels of learning required. The early warning signals determines the institutional level of response.

### 5.4 Facilitate Decision-making

The performance management system should provide appropriate management information that will allow efficient, effective and informed decision-making, particularly on the **allocation of resources.**

The objectives are also for the performance management system to serve as a primary mechanism to monitor, review and improve the implementation of the MLM's IDP. Performance management is viewed as a tool that improves the overall performance of the municipality.

# 6. Performance Management Framework

The Municipality must develop, as part of the performance management system (PMS), a framework which will deal with the "how" to work with performance information. A performance management framework is the way the Municipality collects, presents and uses its performance information. It is a practical plan, made up of mechanisms and processes, for the Municipality to collect, process, arrange and classify, examine and evaluate, audit, reflect on and report performance information. These mechanisms and processes work in a cycle which must be linked to the Municipality's normal planning (IDP and otherwise) and the annual budgeting cycle.

## 6.1 Components of Performance Management Framework

The annual process of managing performance at organisational level in the MLM involves the steps as set out in the diagram below:



## 6.2 Clarifying Roles and Responsibilities of Stakeholders and Role-players

It is important to understand the duties, roles and responsibilities of the different stakeholders and role-players in the various processes that together constitute the framework of the PMS. It is important that the accountabilities and relationships and priorities of the various stakeholders are set to ensure that there is a complete understanding of the participation, consultation and involvement of all stakeholders for maximum inputs into, and success of the PMS.

The PMS is a component of municipal governance and management systems that is aimed at ensuring that the performance of the Municipality is developmental, while complementing the planning and budgeting processes as an integral part of organisational and individual management. It involves a wide variety of stakeholders, all of whom play a vital and integral part in the overall success of the PMS. There are a variety of tasks that have been identified as being an integral part of the PMS. The schedule hereunder sets out the tasks, which should not be seen as a chronological sequence of occurrences and events. The tasks, together with the appropriate stakeholders/role-players (with their roles and responsibilities), are the following:

| STAKEHOLDERS / ROLE-PLAYERS | ROLES AND RESPONSIBILITIES |
|---|---|
| **1. Developing and sanctioning the performance management process** | |
| **Mayoral Committee** | Ratify and adopt the PMS Policy |
| **2. Developing measures / indicators** | |
| **Officials** | 1. Provide the IDP documentation and (when appropriate) the PMS documentation of the previous reporting period |
| | 2. Provide inputs into the process with reference to the available resources within their respective departments |
| | 3. Document the measures/indicators |
| | 4. Provide the schedule of measures/indicators to relevant stakeholders |
| **Councillors** | Provide inputs into the process with reference to the needs and requirements of their constituents and the communities |
| | Engage with the officials to ensure maximum utilisation of the resources taking into account the budgetary guidelines and possible limitations |
| **Local Community and Stakeholders** | Provide inputs into the process with reference to their specific needs and requirements |
| **3. Setting targets** | |
| **Officials** | 1. Provide inputs into the process with reference to the available resources within their respective departments |
| | 2. Document the targets |
| | 3. Provide and publicise the schedule of targets to the relevant stakeholders |

| | |
|---|---|
| **Councillors** | 1. Provide inputs into the process with reference to the needs and re-quirements of their constituents and the communities |
| | 2. Engage with the officials to ensure maximum utilisation of the re-sources taking into account the budgetary guidelines and possible limitations |
| **Local Community and Stakeholders** | Provide inputs into the process with reference to their specific needs and requirements |
| **4. Linking measures/indicators and targets to performance commitments of staff** | |
| **Municipal Manager** | 1. Prepare performance agreements with agreed and approved measures/ indicators and targets |
| | 2. Ensure that the measures/indicators and targets in the performance agreements of senior managers are linked with his/her agreement |
| | 3. Ensure that all senior managers performance agreements are published |
| | 4. Provide inputs into senior managers performance agreements |
| | 5. Ensure that the measures/indicators and targets of the departments and sub-ordinates are linked with the senior managers agreements |
| **Mayoral Committee** | Ratify and adopt the performance agreements |
| **5. Monitoring and Evaluation** | |
| **Executive Mayor** | Monitor and evaluate (according to agreed schedule) the measures/indicators and targets of the Municipal Manager |
| **Municipal Manager** | 1. Monitor and evaluate (according to the agreed schedule) the measures/ indicators and targets of senior managers |
| | 2. Ensure that the results are documented and publicised to the relevant stakeholders |
| **6. Information collection, processing and analysis** | |
| **Councillors** | 1. Provide inputs into the process with reference to the needs and require-ments of their constituents and the communities |
| | 2. Ensure with the council officials that all information is made available |
| | 3. Examination, scrutiny and critical analysis of measures/indicators, targets, outputs and outcomes |
| **Officials** | Collect, process and provide the relevant and appropriate information from their respective departments/sections |
| **Local community and Stakeholders** | Provide inputs into the process with reference to their specific needs and requirements |

| | |
|---|---|
| **7. Auditing of information** | |
| **Performance Management Manager** | 1. Collect and process relevant and appropriate information from departments |
| | 2. Examination, scrutiny and critical analysis of information from departments |
| **Performance & Audit Committee** | Examination, scrutiny and critical analysis of information from departments |
| **Auditor-General** | 1. Collect and process the relevant and appropriate information from the Municipality |
| | 2. Examination, scrutiny and critical analysis of information from the Municipality |
| **8. Audit reporting** | |
| **Internal Auditor** | Provide an independent audit report to the Performance & Audit Committee |
| **Performance & Audit Committee** | Provide an independent audit report to the Municipal Manager and Mayoral Committee |
| **9. Reporting** | |
| **Municipal Manager** | Provide approved, relevant and appropriate information and reports to National- and Provincial Government; and the Auditor-General. |
| **10. Report to Community** | |
| **Municipal Manager** | Ensure that the results are documented and publicised to the relevant stake-holders |
| **11. Review of performance management and setting of new measures/indicators and targets** | |
| **Officials** | 1. Provide inputs into the process with reference to the available resources within their respective departments |
| | 2. Document the measures/indicators and targets |
| | 3. Provide and publicise the schedule of revised measures/indicators and targets to relevant stakeholders |
| **Councillors** | 1. Provide inputs into the process with reference to the needs and require-ments of their constituents and the communities |
| | 2. Engage with the officials to ensure maximum utilisation of the resources taking into account the budgetary guidelines and possible limitations in the light of the revised **measures/indicators** and targets |
| **Local community and Stakeholders** | Provide inputs into the process with reference to their specific needs and requirements in the light of the revised measures/indicators and targets |

### 6.3 Setting and Measures/indicators Targets

The setting of measures/indicators and targets happens during the IDP process and is linked to the strategic objectives of the IDP. Performance measures/indicators and targets are used to show how the Municipality is performing on its objectives. This stage comprises setting measures/indicators and targets and then gathering data and information on these measures/indicators to assess the progress of the Municipality. Performance measurement allows the MLM to compare their actual performance to their intended performance and against nationally defined minimum standards. It will also in time, allow for the comparison of their performance against that of other Municipalities.

Performance targets are the planned level of performance or the milestones the municipality sets for itself for each indicator identified. Baseline measurements and service standards must be identified, which will serve as the measurement of the chosen indicator(s) at the start of the period. In setting targets, it is important to know how the MLM is performing at the current moment. This step also tests whether the chosen indicator is in fact measurable and whether there are any problems. The targets need to be realistic, measurable and be commensurate with available resources and capacity. The public need to be consulted on their needs and expectations in setting a target. Politicians need to give clear direction as to the importance of the target and how it will address the public need.

Targets should be informed by the development needs of communities and the development priorities of the municipality. The municipality must for each financial year set performance targets for each of the key performance indicators set by it. A performance target must be practical and realistic. It must measure the efficiency, effectiveness, quality and impact of the performance of the municipality. It must also identify administrative components, structures, bodies or persons for whom a target has been set. It is important that the set target is commensurate with available resources and the MLM's capacity. Finally targets need to be consistent with the municipality's development priorities and objectives set out in its IDP.

In order to measure progress in terms of a target during monitoring and evaluation (as discussed below), intermediate milestones, if applicable, should be specified with the same criteria as for performance targets.

The following general key performance indicators are prescribed in Section 10 of the Municipal Planning and Performance Management Regulations, 2001 and must be reported on annually:

1. The percentage of households with access to basic level of:
    a. Water,
    b. Sanitation,
    c. Electricity; and
    d. Solid waste removal.
2. The percentage of indigent households with access to free basic services;
3. The percentage of a municipality's capital budget actually spent on capital pro-jects identified for a particular financial year in terms of the municipality's integrated development plan;
4. The number of jobs created through municipality's local economic development initiatives including capital projects;
5. The number of people from employment equity target groups employed in the three highest levels of management in compliance with a municipality's approved employment equity plan;
6. The percentage of a municipality's budget actually spent on implementing its workplace skills plan; and

7. Financial viability as expressed by ratio's that measure:

    a. Debt coverage;

    b. Outstanding service debtors to revenue; and

    c. Cost coverage.

National Government further has agreed on 12 outcomes as a key focus of work between now and 2014. These outcomes have been expanded into high-level outputs and activities, which in turn formed the basis of a series of performance agreements between the President and relevant Ministers. Whilst all of the outcomes can to some extent be supported through the work of local government, Outcome 9 (A responsive, accountable, effective and efficient local government system) and its 7 outputs are specifically directed at local government:

**Output 1:** Implement a differentiated approach to municipal financing, planning and support;

**Output 2:** Improving access to basic services;

**Output 3:** Implementation of the Community Work Programme;

**Output 4:** Actions supportive of the human settlement outcome;

**Output 5:** Deepen democracy through a refined Ward Committee model;

**Output 6:** Administrative and financial capability; and

**Output 7:** Single window of co-ordination.

A Key Performance Indicator (KPI) qualifies the main aspect that needs to be achieved and thus measure the progress being made in achieving the objectives. It should therefore specify the object or deliverables to be achieved and the means by which it will be measured. Depending on the nature of such KPI, it may also include specifications regarding the quantity and standards of the object and usually includes the timing or projected phasing of delivery. Key Performance Indicators may be both strategic and operational in nature. The KPI's must be relevant to the competencies of Local Government.

The number of indicators should serve the purpose of providing an adequate view of performance. For this reason there should not be too few to skew the picture nor be too many to make it costly and unmanageable. A balanced set of indicators that cover most areas should preferably be used. Indicators should also be set for all entities and service providers when service delivery agreements are entered into. Such indicators are to be informed by the relevant KPIs.

The municipality will use indicators as a communication tool between all levels of staff, and between the administration and Council. It will also serve to identify the gaps between IDP strategies and the operational plans of the various departments. All indicators should be measurable, simple, precise, relevant, adequate and objective.

### 6.3.1 Types of Indicators

The following types of indicators will be used:

#### *1. Input Indicators*

These are indicators that measure what it costs the municipality to purchase the essentials for producing desired outputs (economy), and whether the municipality achieves more with less, in resources terms (efficiency) without compromising quality. The economy indicators may be the amount of time, money or number of people it took the municipality to deliver a service.

**2.** ***Output Indicators (measures/indicators of success)***

These are the indicators that measure whether a set of activities or pro-cesses yields the desired products or deliverables. They thus measure effectiveness – i.e., doing things correctly, and are typically associated with operational KPI's. They are usually expressed in quantitative terms.

***3. Outcome Indicators***

These are the indicators that measure the impact or net effect of the pro-ducts or services of the products/programmes in terms of the achievement of the overall objectives. These indicators are strategically the most important to determine. It is thus about the relationship between outputs and outcomes and measures/indicators if the outputs succeed in achieving the desired outcomes or improvements, i.e. doing the right things. The municipality does not always have full and complete control over those aspects that are measured by outcome indicators. It thus measures/indicators the influence it has on conditions or developments in the area. As it is the strategic objectives of the IDP that should determine the desired outcomes of activities, it is important to determine if the outputs over which we have control, are the correct ways with which to address such issues.

**4. Strategic Indicators**

Strategic Indicators to be identified and will be applicable to:

1. Municipal Manager
2. Senior Managers/Heads of Department
3. Directors

**5. Operational Indicators**

Operational Indicators to be identified and will be applicable to:

1. Directors
2. Deputy Directors
3. Assistant Directors

**6. Tactical Indicators**

Tactical Indicators to be identified. Increasingly the community and councillors are requesting what we are doing, which service providers we are selecting or what kind of technology or processes we are using to make service delivery decisions.

**7. Responsiveness Indicators**

Over the last few years, the issue of time taken to respond to complaints, community issues, councillor complaints, call centre logged calls have necessitated the need to create a Service Charter. This Service Charter sets out the minimum amount of time it takes to respond to complaints/calls logged. In light of the significant escalation in complaints, a series of indicators will now reflect how responsive we are in an institution in our various functions.

### 6.3.2 Identification of Indicators

The following aspects will be considered when identifying indicators:

1. Key Performance Areas (KPAs), Key Focus Areas (KFAs), strategic objectives and development objectives set in the IDP;

2. The activities, projects, programmes and processes identified in the IDP for achieving the developmental objectives as well as the ear-marked resources; and

3. Whether data and baseline information are available for its measurement in the MLM area.

### 6.3.3 Setting of Key Performance Indicators (KPIs)

Key performance indicators must be set in respect of each of the development priorities and objectives referred to in Section 26(c) of the Municipal Systems Act. It must also be ensured that key performance indicators inform the indicators set for all its administrative units and employees as well as every municipal entity and service provider with whom the municipality has entered into a service delivery agreement.

The following **SMART** criteria will apply for the determination of KPIs and targets:

**S** - Specific
**M** - Measurable
**A** - Achievable
**R** - Relevant
**T** - Time-framed

### 6.3.4 National Key Performance Indicators (KPIs)

General KPIs are prescribed in terms of Section 43 of the Municipal System Act (2000) and Outcome 9. The MLM takes cognisance of these indicators and will report on them as is required by the Act.

### 6.3.5 Review of KPIs and Targets

The MLM will review its key performance indicators and targets annually as part of the performance review process or whenever it amends its IDP in terms of Section 34 of the Municipal System Act (2000).

### 6.3.6 Amendment of KPIs and Targets

The MLM will amend its Key Performance Indicators and Targets in line with the Adjustments Budget.

## 6.4 Performance Planning

The performance of the MLM is to be managed in terms of its IDP and the process of compiling an IDP and the SDBIP, and the annual review of the IDP thereof constitutes the process of planning for performance.

It should be noted that the last component of the process is that of performance review and the outcome of such a review process must inform the next cycle of IDP compilation/review by focusing the planning processes on those areas in which the MLM has underperformed.

## 6.5 Performance Measurement

Performance measurement refers to the formal process of collecting and capturing performance data to enable reporting to take place for each key performance indicator and against the target set for such indicator. The setting of measures/indicators and targets happens during the IDP process and is linked to the strategic objectives of the municipality. To ensure the integrity of the indicators and targets set, baseline information based on backlog and current performance should be used as the basis for setting sound measures/indicators and targets. Performance measurement allows the MLM to compare their actual performance in relation to backlog and current (baseline) performance.

## 6.6 Performance Monitoring

Performance monitoring is an ongoing process by which a Manager accountable for a specific indicator and target as set out in the SDBIP continuously monitors current performance against predetermined objectives (PDOs). The aim of the monitoring process is to take appropriate and immediate interim (or preliminary) action where the indication is that a target is not going to be met by the time that the formal process of performance measurement, analysis, reporting and review is due.

## 6.7 Performance Analysis

Performance analysis involves the process of making sense of measurements/indicators. It requires interpretation of the measurements as conducted in terms of the previous step to determine whether targets have been met and exceeded and to project whether future targets will be met or not. Where targets have not been met performance analysis requires that the reasons therefore should be examined and corrective action recommended. Where targets have been met or exceeded, the key factors that resulted in such success should be documented and shared so as to ensure organisational learning.

The executive management should also ensure that quality performance reports are sub-mitted to the Mayoral Committee and that adequate response strategies are proposed in cases of poor performance.

## 6.8 Performance Reporting

### 6.8.1 In-year Performance Reporting and Review

The submission of the performance reports on scorecards to the Mayoral Committee for consideration and review of the performance of the MLM as a whole is the next step in the process. The first such report is a major milestone in the implementation of any PMS and it marks the beginning of what should become a regular event namely using the performance report as a tool to review the Municipality's performance and to make important political and management decisions on how to improve.

As indicated earlier it is recommended that the performance report on organisational and SDBIP scorecards be submitted to the Mayoral Committee for consideration and review on a quarterly basis. The reporting should therefore take place in October (for the period July to end of September- quarter 1 of the financial year), January (for the period October to the end of December – quarter 2), April (for the period January to the end of March - quarter 3) and July (for the period April to the end of June - quarter 4).

The review in January will coincide with the mid-year performance assessment as per Section 72 of the MFMA. The said section determines that the accounting officer must by 25 January of each year assess the performance of the municipality and thereafter report to the Executive Mayor/National Treasury and Provincial Treasury such assessment in respect of inter alia its service delivery performance during the first half of the financial year and the service delivery targets and performance indicators as set out in its SDBIP.

The Mayoral Committee in reviewing the performance report on organisational and departmental scorecards submitted to it will have to ensure that targets committed to in the scorecard have been met, where they have not, that satisfactory and sufficient reasons have been provided by executive management and that the corrective action being proposed is sufficient to address the reasons for poor performance. If satisfied with the corrective action as proposed, these must be adopted as formal resolutions, minuted and actioned accordingly.

### 6.8.2 Annual Performance Reporting and Review

On an annual basis a comprehensive report on the performance of the MLM also needs to be compiled. The requirements for the compilation, consideration and review of such an annual report are set out in chapter 12 of the MFMA. In summary it requires that:

1. All municipalities for each financial year compile an annual report;

2. The annual report be tabled within seven months after the end of the financial year (However, in terms of a National Treasury directive municipalities are required to approve the first draft of an annual report during August);

3. The annual report immediately after it has been tabled be made public and that the local community be invited to submit representations thereon;

4. The municipal Council consider the annual report within nine months after the end of the financial year and adopt an oversight report containing the council's comments on the annual report;

5. The oversight report as adopted be made public;

6. The annual report as tabled and the Council's oversight report be forwarded to the Auditor-General, the Provincial Treasury and the department responsible for local government in the Province; and

7. The annual report as tabled and the Council's oversight report are sub-mitted to the Provincial legislature.

The oversight report to be adopted provides the opportunity for full Council to review the performance of the MLM. The requirement that the annual report once tabled and the oversight report be made public similarly provides the mechanism for the general public to review the performance of the MLM.

The Council may also resolve that annually a public campaign be embarked upon to involve the citizens of the MLM in the review of municipal performance over and above the legal requirements of the Municipal Systems Act and the MFMA. Such a campaign could involve all or any combination of the following methodologies:

- Various forms of media including radio, newspapers and billboards could be used to convey the annual report;
- The public may be invited to submit comments on the annual report via telephone, fax and e-mail;
- Public hearings could be held in a variety of locations to obtain input of the annual report;
- Making use of existing structures such as ward and/or development committees to disseminate the annual report and invite comments; and
- Hosting a number of public meetings and road-shows at which the annual report could be discussed and input invited.

The following table is derived from the legislative framework for performance management and summarises for ease of reference and understanding the various performance reporting as it applies to the MLM:

| REPORT TYPE | DESCRIPTION |
|---|---|
| **Quarterly IDP and SDBIP Reporting** | The SDBIP is a key management, implementation and monitoring tool, which provides operational content to the end-of-year service delivery targets, set in the budget and IDP. It determines the performance agreements for the municipal manager and all top managers, whose performance can then be monitored through Section 71 monthly reports, and evaluated through the annual report process.<br><br>The SDBIP information on revenue will be monitored and reported monthly by the municipal manager in terms of Section 71(1)(a) and (e). *For example, if there is lower than anticipated revenue and an overall cash shortage in a particular month the municipality may have to revise its spending downwards to ensure that it does not borrow more than anticipated*. More importantly, such information requires the municipality to take urgent remedial steps to ensure it improves on its revenue collection capacity if the municipality wants to maintain its levels of service delivery and expenditure.<br><br>Section 1 of the MFMA, Act 56 of 2003 states that the SDBIP as a detailed plan approved by the mayor of a municipality in terms of service delivery should make projections for each month of the revenue to be collected, by source, as well as the operational and capital expenditure, by vote. The service delivery targets and performance indicators need to be reported on quarterly (MFMA, 2003). |
| **Mid-year Budget and National and Provincial Report** | Section 72 of the MFMA requires the accounting officer to prepare and submit a report on the performance of the municipality during the first half of the financial year. The report must be submitted to the mayor, National Treasury as well as the relevant Provincial Treasury. As with all other reports this is a crucial report for the Council to consider mid-year performance and what adjustments should be made, if necessary. |
| **Performance Report** | Section 46 of the Municipal Systems Act states that a municipality must prepare for each financial year, a performance report that reflects the following:<br><br>– The performance of the municipality and of each external service provided during that financial year;<br>– A comparison of the performances referred to in the above paragraph with targets set for and performances in the previous financial year; and<br>– Measures/indicators to be taken to improve on the performance.<br><br>The performance report must be submitted at the end of the financial year and will be made public as part of the annual report in terms of chapter 12 of the MFMA. The publication thereof will also afford the public the opportunity to judge the performance of the municipality against the targets set in the various planning instruments. |

| | |
|---|---|
| **Annual Report** | Every municipality is required by Section 121 of the MFMA and National Treasury Circular 63 to prepare an annual report for each financial year, which must include:<br><br>– the annual financial statements of the municipality or municipal entity as submitted to the Auditor-General for audit (and, if applicable, consolidated annual financial statements);<br>– the Auditor-General's audit report on the financial statements;<br>– an assessment by the accounting officer of any arrears on municipal taxes and service charges;<br>– particulars of any corrective action taken or to be taken in response to issues raised in the audit reports;<br>– any explanations that may be necessary to clarify issues in connection with the financial statements;<br>– any information as determined by the municipality;<br>– any recommendations of the municipality's performance audit committee;<br>– an assessment by the accounting officer of the municipality's performance against the measurable performance objectives for revenue collection and for each vote in the municipality's approved budget for the relevant financial year;<br>– the annual performance report prepared by a municipality; and<br>– any other information as may be prescribed. |
| **Oversight Report** | The council of a municipality must consider the municipality's annual report (and that of any municipal entity under the municipality's control), and in terms of Section 129 of the MFMA, within two months from the date of tabling of the annual report, must adopt an oversight report containing the council's comments, which must include a statement whether the council:<br><br>– has approved the annual report with or without reservations;<br>– has rejected the annual report; or<br>– has referred the annual report back for revision of those components that can be revised.<br><br>In terms of Section 132 of the MFMA, the following documents must be submitted by the accounting officer to the provincial legislature within seven days after the municipal council has adopted the relevant oversight report:<br><br>– the annual report (or any components thereof) of each municipality and each municipal entity in the province; and<br>– all oversight reports adopted on those annual reports. |

### 6.8.3 Schedule for Performance Reviews

The performance of the employee in relation to his/her Performance Agreement must be reviewed in accordance with the following schedule.

Quarterly performance appraisals shall be conducted for all contracted/permanent employees no later than two weeks after the end of the last month of the quarter for which the appraisal is being done.

| | | |
|---|---|---|
| **First Quarter** | July to September | 3rd week in Oct |
| **Second Quarter** | October to December | 3rd week in Jan |
| **Third Quarter** | January to March | 3rd week in April |
| **Fourth Quarter** | April to June | 3rd week in Jul |

The quarterly appraisal shall be performed:

1. Between the employee and his/her immediate superior.
2. The appraisal shall be based on actual achievement of the indicators agreed for each deliverable or target.
3. The employer must keep a record of the quarterly assessment meetings.
4. Performance feedback must be based on the employer's assessment of the employee's performance and supporting Portfolio of Evidence (PoE).

The employer will be entitled to review and make reasonable changes to the provisions of the performance plan from time to time for operational reasons on agreement between both parties.

The performance reporting timetable is summarised as follows:

| Reporting Period | Report Due | Target Date |
|---|---|---|
| **Quarter 1** | **Q1 Performance Assessment (MFMA - Section 52(d)-performance report** | **3rd week Oct** |
| **Quarter 2** | **Q2 Performance Assessment (MFMA - Section 52(d)-performance report** | **3rd week Jan** |
| **Mid-year Performance Assessment** | **Mid-year Performance Assessment Report (MFMA - Section 72-performance report)** | **25 Jan** |
| **Quarter 3** | **Q2 Performance Assessment (MFMA – Section 52(d)-performance report)** | **3rd week Apr** |
| **Quarter 4** | **Q4 Performance Assessment (MFMA – Section 52(d)-performance report)** | **3rd week Jul** |
| **Annual Report to AG** | **MSA - Draft Annual Report MSA – Section 46 – Annual Performance Report** | **31 Aug** |
| **Quarter 1** | **Q1 Performance Assessment (MFMA – Section 52(d)-performance report** | **3rd week Oct** |
| **Annual Report** | **Final Annual Report adopted by Council including the MPAC Oversight Report** | **Jan** |
| **Annual Report** | **Public Participation** | **Feb** |

# 7. Performance Management Process

## 7.1 Municipal Level

The MLM organisational performance management system can be defined as the planning process whereby the MLM set the strategic agenda, vision and mission, as well as strategic objectives and development objectives for the upcoming financial year/s, and the desired performance results. Performance management at organisational level involves various phases:

### 7.1.1 Phase 1: Planning

The Integrated Development Planning process and the Performance Management Process should appear to be seamlessly integrated. The IDP fulfils the planning stage of performance management. Performance management fulfils the implementation management, monitoring and evaluation of the IDP process.

### 7.1.2 Phase 2: Priority Setting

In setting priorities, the municipality should *inter alia* consider the following:

1. An assessment of development in the municipal area, identifying development challenges and the status quo of the underdeveloped areas;
2. A long-term development vision for the municipality to address its development challenges;
3. A set of KPAs, strategic objectives and development objectives, based on identified needs, achievable in the current term of office, that would contribute significantly to the achievement of the development vision for the area;
4. A set of internal transformational objectives;
5. Additional projects and programmes identified in contributing to the achievement of the above objectives;
6. A financial plan and medium term income and expenditure framework that is aligned to the priorities of the municipality; and
7. A spatial development framework.

To be useful in the management of performance, the IDP must provide very clear indicators by which to measure the achievement of the objectives and unambiguous targets for those indicators.

### 7.1.3 Phase 3: Setting Objectives

All components of the IDP need to be translated into a set of clear and tangible development objectives (PDOs). This is a crucial stage in ensuring that there is clarity on the IDP and that the suitable indicators are found. A clear and concise construction of statement of objectives is needed. The statement requires a tangible, measurable and unambiguous commitment to be made. It is often useful to have a clear timeframe attached to this commitment in objective statement.

### 7.1.4 Phase 4: Setting Key Performance Indicators

KPIs are measurements that tell us whether progress is being made in achieving our objectives. Indicators should describe performance dimension considered key in measuring performance. The ethos of performance management as implemented in local governments and captured in the Municipal

Systems Act and Municipal Planning and Performance Management Regulations rely centrally on the use of Key Performance Indicators.

### 7.1.5 Phase 5: Setting Targets

The municipality should have clear objectives for its IDP and identified appropriate indicators. Targets are purely objectives or milestones for what we intend an indicator to measure at various timeframes. Performance targets are planned level of performance or milestones the MLM sets for itself for each indicator identified. Targets are usually expressed in quantity or time terms.

### 7.1.6 Phase 6: Monitoring

Monitoring is a continuous process of measuring, assessing, analysing and evaluating the performance of the organisation and departments with regard to KPIs and targets. Mechanisms, systems and processes for monitoring should provide for reporting at least twice per annum to the MLM council and the community, it should enable detection of early indication of under-performance and provide for corrective measures/indicators.

### 7.1.7 Phase 7: Review

Review includes assessment of the system itself, the framework, targets and performance targets of departments and performance measurement of employees. It identifies the strengths, weaknesses, opportunities and threats of the municipality in meeting key performance indicators, performance targets and general key performance indicators. It also measures/indicators the economy, efficiency, effectiveness in the utilisation of resources and impact in so far as performance indicators and targets set by the MLM are concerned.

Performance improvement and adjustment is based on review. The MLM should ensure that the community participates in review.

The organisational performance management processes have the following phases:

1. Performance planning;
2. Performance monitoring & reporting,
3. Performance reviewing (evaluation & assessment); and
4. Performance auditing.

## 7.2 Individual Level (Directors, Deputy Directors & Assistant Directors)

The Employee performance management system can be defined as the process through which the planned performance objectives as defined in the IDP are cascaded into the employee's Annual Performance Plans, thus allowing for the planning, coaching and monitoring, reviewing and rewarding of performance, and the enhancement of development, at the level of the individual employee. The process comprises of four phases:

### 7.2.1 Phase 1: Planning

This is about **jointly identifying individual performance expectations and gaining the employee's commitment in achieving these expectations.** This also entails the identification of KFA's and indicators, the establishment of year-end targets and the planning for the phasing in of the year-end target into quarterly targets (cumulatively and quarterly).

### 7.2.2 Phase 2: Performance Coaching

This is the phase of continuously tracking and improving performance, through feedback and reinforcement of key results and competencies. This is done with a view to timely detect performance relapses and to simultaneously introduce speedy remedial actions. A prescribed record sheet is used to record evidence and remedies.

During this phase, on a quarterly basis, the actual performance must be determined and be judged against the quarterly obligation as well as the cumulative performance and the standards that have been set in advance. During this phase it is also important to provide and present any evidence proving performance.

Although actual measurements are done each quarter, formal performance reviews only are to be done half yearly and year-end provided the documented performance in the first and third quarter is satisfactory.

### 7.2.3 Phase 3: Reviewing

This phase involves jointly assessing performance against expectations (planned vs. actual performance) at mid-year and year-end. T**he Manager/Supervisor is to set up formal quarterly reviews to assess the relevance of the objectives and the Employee's performance against the objectives and a formal final review in June.**

- **<u>The process for reviewing performance is as follows:</u>**

  1. The evaluated employee to submit all required PoE to the manager;
  2. The evaluated employee to prepare for the formal review by scoring him/herself against the agreed objectives and KPIs and targets;
  3. The evaluated employee to submit the PoE;
  4. The assessor/panel and evaluated employee will meet to finalise the formal performance review and agree on the final scores.
  5. The assessor/panel to prepare final scores of the evaluated employee's performance.

Should the evaluated employee not agree with the outcome of his/her performance results, they may follow the dispute procedure as outlined in the Regulations for Section 57 employees and other employees to follow the MLM dispute resolution process.

The assessor/panel and evaluated employee must prepare and agree to a Personal Development Plan (PDP). This only needs to be done at the final review in June in conjunction with the annual skills efficiency analysis review.

- **<u>The Evaluation Panel for reviewing performance</u>**

  According to the Municipal Performance Management Regulations, 2006, Regulation 27(4)(d) stipulates that:

  - For purposes of evaluating the Municipal Manager:
    - Executive Mayor;
    - Chairperson or delegated member of the Performance & Audit Committee;
    - Members of the Mayoral Committee (MC);
    - Mayor and/or municipal manager from another municipality; and/or external specialist nominated by the Executive Mayor;
    - One ward committee member as nominated by the Executive Mayor.

- For purposes of evaluating the annual performance of managers directly accountable to the municipal managers:

  - Municipal Manager;
  - Chairperson or delegated member of the Performance & Audit Committee;
  - Relevant Member of the Mayoral Committee (MMC); and
  - Municipal Manager from another municipality and/or external specialist nominated by the Executive Mayor and/or Municipal Manager.

- For purposes of evaluating the annual performance of managers and specialists, an evaluation panel constituted of the following persons must be established:

  - Head of Department (Implementation phase)
  - Supervisor/Line Manager;
  - Employee; and
  - PMS specialist.

### 7.2.4 Phase 4: Year-End Review and Rewarding

This phase establishes the link between performance and reward. It aims to direct and reinforce effective work behaviours by determining and allocating equitable and appropriate rewards to employees. Permanent employees will initially be awarded non-financial rewards for good performance and ultimately financial rewards will be determined through the National Collective Bargaining process at South African Local Government Bargaining Council (SALGBC).

# 8. Performance Auditing

## 8.1 The Role of Internal Audit in terms of Performance Management

The MFMA requires that the Municipality must establish an internal audit section which service could be outsourced depending on its resources and specific requirements. Section 45 of the Municipal Systems Act stipulates that the results of the Municipality's performance measures/indicators must be audited by the said internal audit section as part of the internal auditing process and annually by the Auditor-General.

The Municipal Planning and Performance Management Regulations stipulate that the internal audit section must on a continuous basis audit all performance and the auditing must include an assessment of the following:

- The functionality of the municipality's performance management system;
- Whether the municipality's performance management system complies with the Act; and
- The extent to which the municipality's performance measurements are reliable in measuring the performance of municipalities by making use of indicators.

### 8.1.1 Functionality

Function could be defined as a proper or expected activity or duty or to perform or operate as expected. This could also be applied to the operation of any system such as PMS. The internal audit section must therefore on a regular (quarterly) basis audit whether the PMS of the MLM is functioning as developed and described in this framework.

### 8.1.2 Compliance

The MLM PMS must comply strictly with the requirements of the Systems Act, Regulations and the MFMA. The MLM's internal audit unit, at least on a quarterly basis, verifies that the PMS complies with the said legal requirements.

### 8.1.3 Reliability

To rely could be defined as to trust or depend (upon) with confidence. Reliability in the context of PMS refers to the extent to which any performance measures/indicators reported upon could be seen as being reliable, e.g. if the performance target was to build 500 houses and it is reported that the target has been met or exceeded, it must be established whether the information is factually correct or only an estimation or even worse, purposeful misrepresentation.

Undertaking a reliability audit will entail the continuous verification of performance measures/indicators and targets reported upon. This will require that the MLM sets in place a proper information management system (electronically or otherwise) so that the internal audit section is able to access information regularly and to verify its correctness. The MLM's internal auditor must submit quarterly reports on the audits undertaken to the Municipal Manager and the Audit Committee.

## 8.2 Audit, Performance, Integrity & Risk Management Committee

The MFMA and the Municipal Planning and Performance Management Regulations require that the municipal council establish an audit committee consisting of a minimum of three members, where the majority of members are not employees of the municipality. No Councillor may be a member of an audit committee. Council must also appoint a chairperson who is not an employee. The Regulations gives municipalities the option to establish a separate performance audit committee whereas the MFMA provides only for a single audit committee. The operation of this audit committee when dealing with performance management is governed by Section 14 (2 - 4) of the Regulations which require that the audit committee must:

1. Review the quarterly reports submitted to it by the internal audit unit;
2. Review the municipality's PMS and make recommendations in this regard to the Council of the Municipality; and
3. At least twice during a financial year submit an audit report to the municipal Council;

In order to fulfil their function a performance audit committee may, according to the MFMA and the Regulations,

1. Communicate directly with the council, municipal manager or the internal and external auditors of the municipality concerned;
2. Access any municipal records containing information that is needed to perform its duties or exercise its powers;
3. Request any relevant person to attend any of its meetings, and, if necessary, to provide information requested by the committee; and
4. Investigate any matter it deems necessary for the performance of its duties and the exercise of its powers.

# 9. General Performance Management Issues

There are some general issues related to performance management that require consideration in implementing the PMS of the Municipality.

## 9.1 Managing Poor Performance

Should an employee not achieve the predetermined objectives (PDOs), indicators and targets in his/her performance agreement, the manager and the employee should agree on corrective measures. (It is inappropriate that an employee is informed of his/her non-performance at the formal performance review). Employees **must** be given feedback throughout the year.

### 9.1.1 Early Warning Mechanisms

The municipality's 1st quarter performance report should be used as an early warning mechanism to determine whether the annual developed objectives, KPIs and targets will be achieved. The departments should review mechanisms to improve its performance and indicate to the internal audit and Performance & Audit Committee how they intend to improve performance.

### 9.1.2 Addressing Poor Performance

The management of poor performance should be seen as a corrective process, focusing on addressing issues that lead to performance related problems. Counselling is seen as the first corrective process, which should include the following:

1. Identify and agree on the problem;
2. Describe the impact of the poor performance;
3. Establish reasons for performance;
4. Decide and agree on what actions are required, and set the necessary timeframes; and
5. Resource the agreed actions.

Depending on the outcome of the assessment, Council may take:

1. Remedial Action
2. Re-training/training
3. Mentory Action
4. Retrenchment Actions/termination actions

### 9.1.3 Consequence Management for Non-Performance

Poor work performance must be dealt with in accordance with Item 9 of Schedule 8 of the Labour Relations Act.

The guidelines in terms of Item 9 determines cases of dismissal for poor work performance:

Any person determining whether a dismissal for poor work performance is unfair should consider-

(a) whether or not the employee failed to meet a performance standard; and

(b) if the employee did not meet a required performance standard whether or not:

(i) the employee was aware, or could reasonably be expected to have been aware, of the required performance standard;

(ii) the employee was given a fair opportunity to meet the required performance standard; and

(iii) dismissal was an appropriate sanction for not meeting the required performance standard.

## 9.2 Reward and Recognition

### 9.2.1 Non-Financial Rewards

Non-financial reward is based on recognising high performance in ways other than financial reward.

Such recognition could be based on the following three approaches:

- ***Informal -*** These are spontaneous and can be implemented with minimal planning and effort, e.g. calling an employee into the office and thanking him/her for a job well done and not discussing anything else.

- ***Awards for specific achievements and activities -*** These are tailored to reward specific achievements and behaviours desired most in the organisation, e.g. long service awards, monthly awards, etc.

- ***Formal –*** *If t*he municipality has formal recognition programmes, some may be used to formally acknowledge (in public) significant contributions by individuals and teams, e.g. annual mayor's awards for excellence, etc.

### 9.2.2 Performance Bonuses

In view of the promulgation of Regulations providing for the recruitment, selection and appointment of Senior Managers (Government Gazette 37245, Local Government: Regulation on Appointment and Conditions of Employment of Senior Managers, Section 35, 17 Jan 2014), the policy is amended to the extent to provide for the payment of performance bonuses to Senior Managers appointed in terms thereof and in accordance with the directives in such Regulations and any applicable prescripts on performance management (Government Gazette 43122, Local Government: Upper Limits of Total Remuneration Packages Payable to Municipal Managers and Managers Directly Accountable to Municipal Managers, 20 March 2020).

The annual performance score of an individual is calculated based on the Service Delivery & Budget Implementation Plan (SDBIP), Key Performance Indicators (KPIs) results and core competencies rating

added together to give a total score. This total score is converted by the assessment-rating calculator (in terms of the Regulations) for performance management and bonus purposes.

Paragraph 32 of the Regulations provides that a performance bonus ranging from ***5% to 14%*** of the all-inclusive remuneration package may be paid to an employee in recognition of outstanding performance.

In determining the performance bonus the relevant percentage is based on the overall rating, calculated by using the ***applicable assessment-rating calculator***; provided that:

- a score of 130% to 149% is awarded a performance bonus ranging from **5% to 9%;** and

- a score of 150% and above is awarded a performance bonus ranging from **10% to 14%.**

In the case of ***unacceptable performance*** (score between 0 – 99%), the employer shall:

- provide systematic remedial or developmental support to assist the employee to improve his or her performance; and

- after appropriate performance counselling and having provided the necessary guidance and/or support and reasonable time for improvement in performance, and performance doesn't improve, the employer may consider steps to terminate the contract of employment of the employee on grounds of unfitness or incapacity to carry out his or her duties.

### 9.2.3 Allocation of Bonus

The table below provides for the threshold for the allocation of bonus and institution of poor performance management measures/indicators depending on the level of performance expressed in percentages in line with the regulations above.

The second column also provides actual thresholds for the payment of bonus.

Key terminology used in the Regulations is outstanding performance and unacceptable performance. A performance score of 130% and above will constitute "outstanding performance". A performance score between 100 – 129 % is deemed as "not fully satisfactory" and no bonus will be considered. A performance score between 0 – 99 % is deemed as "unacceptable" and will be dealt with in terms of the Poor Performance Management Programme.

| LEVELS OF PERFORMANCE OUTCOME | |
|---|---|
| **SCORE** | **BONUS ALLOCATION** |
| >100% | Unacceptable |
| >130% | Underperforming |
| 130% - 134% | 5 – 6% |
| 135% - 139% | 7% |
| 140% - 144% | 8% |
| 145% - 149% | 9% |
| 150% - 155% | 10% - 14% |

Where a manager acted in a position for a period longer than 3 months pro-rata bonuses may be considered. This will be within the discretion of the Municipal Manager (in the case of managers reporting to him/her) and Executive Mayor (in the case of the Municipal Manager).

### 9.3 Dispute Mechanism

The procedure for dealing with substandard performance is prescribed in Regulation 16 of the Disciplinary Regulations for Senior Managers.

The Municipal Performance Management Regulations for Section 57 managers provide clear guidelines for performance disputes relating to the performance agreements of the municipal manager and managers directly accountable to the municipal manager. Below is the process of dispute as it relates for Section 57-employees performance agreements as stipulated in the said regulations.

Any disputes about the nature of the Employee's performance agreement, whether it relates to key responsibilities, priorities, methods of assessment and/ or any other matter provided for, shall be mediated by:

- In the case of the municipal manager, the MEC for local government in the province within thirty (30) days of receipt of a formal dispute from the employee, or any other person designated by the MEC ; and

- In the case of managers directly accountable to the municipal manager, the executive mayor or mayor within thirty (30) days of receipt of a formal dispute from the employee;

In the event that the mediation process contemplated above fails, the relevant clause of the Contract of Employment shall apply.

The following process relates to dispute relating to employees below Section 57-employees:

- Conducting performance counselling in case of poor performance;

- If counselling does not yield results, employees are put on performance improvement process with action plan and clear timelines; and

- If performance does not improve, disciplinary process will be initiated, as per the mentioned Disciplinary Regulations.

### 9.4 Integrating PMS with the Council's existing Management Cycle

Leading practice indicates that PMS stand the best chance to succeed if it is integrated with the current management cycle of the Municipality. The purpose of such a cycle would be to guide the integration of important processes such as the strategic planning or development process in terms of the IDP methodology, the annual budget process and the formal process of evaluating and assessing Council's performance in terms of the approved PMS and this framework and it is recommended that the Municipality develop and adopt a similar cycle that is suitable to its own circumstances and requirements.

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MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure K: Final Performance Management and Development System Policy (2026)

# Performance Management
# and
# Development System Policy

# 2026/2027

MIDVAAL
LOCAL MUNICIPALITY

# TABLE OF CONTENTS


| | | | |
|---|---|---|---|
| **Definitions** | | | **2** |
| **1.** | **Section 31** | **Establishment of Performance Management and Development System** | **4** |
| **2.** | **Section 32** | **Application** | **4** |
| **3.** | **Section 33** | **Determination of Performance Management and Development System** | **6** |
| **4.** | **Section 34** | **Performance Management and Development System** | **7** |
| **5.** | **Section 35** | **Performance Agreement** | **8** |
| **6.** | **Section 36** | **Team-based Performance Management and Development System** | **10** |
| **7.** | **Section 37** | **Performance Monitoring and Review** | **11** |
| **8.** | **Section 38** | **Performance Evaluation** | **12** |
| **9.** | **Section 39** | **Performance Moderation** | **14** |
| **10.** | **Section 40** | **Performance Rewards** | **17** |
| **11.** | **Section 41** | **Disputes about Performance Agreements and Assessment** | **18** |
| **12.** | **Section 42** | **Managing Substandard Performance** | **19** |
| **13.** | **Section 43** | **Performance Management and Staff Members who are acting in posts** | **19** |

# Definitions

| | |
|---|---|
| "bargaining council" | Means the bargaining council established for municipalities as contemplated in Section 71 of the Municipal Systems Act |
| "Basic Conditions of Employment Act" | Means the Basic Conditions of Employment Act, Act 75 of 1997 |
| "competency" | Means the skills, knowledge, experience and qualifications that are required to perform a job effectively |
| "Constitution" | Means the Constitution of the Republic of South Africa, 1996 |
| "Employment Equity Act" | Means the Employment Equity Act, Act 55 of 1998 |
| "financial misconduct" | Means any misappropriation, mismanagement, waste or theft of funds of a municipality or municipal entity, and also includes any form of financial misconduct specifically set out in Sections 171 and 172 of the Municipal Finance Management Act, Act 56 of 2003 |
| "grievance" | Means any dissatisfaction, perceived or otherwise, on the part of a staff member arising from factors that include a staff member's job, working environment or the municipality's employment practices |
| "job" | Means the basic duties, functions, tasks competency requirements and responsibilities according to which one or more posts of the same grade are established |
| "job evaluation" | Means the systematic process of assessing the job content and ranking jobs according to a consistent set of job characteristics to create a job worth hierarchy that determines and illustrates where each job fits in the municipality relative other jobs in the municipality |
| "KPAs" | Means Key Performance Areas |
| "KPIs" | Means Key Performance Indicators |
| "Labour Relations Act" | Means the Labour Relations Act, Act 66 of 1995 |
| "LGSETA" | Means the Local Government Sector Education and Training Authority established in terms of Section 9 of the Skills Development Act, Act 97 of 1998 |
| "mayor" | Means the mayor or executive mayor of a municipality as elected in terms of the Municipal Structures Act |
| "moderation" | Means the process of aligning the staff member's performance ratings to the performance of the department during the performance cycle and, where applicable, the municipality |
| "Municipal Finance Management Act" | Means the Local Government: Municipal Finance Management Act, Act 56 of 2003 |
| "Municipal Structures Act" | Means the Local Government: Municipal Structures Act, Act 117 of 1998 |
| "National Archives and Record Services of South Africa Act" | Means the National Archives and Record Service of South Africa Act, Act 43 of 1996 |
| "notch increase" | Means the salary notch between a staff member's current salary and the salary at the next notch on the salary scale at the same job level |
| "performance agreement" | Means a written agreement concluded annually between a municipality and a staff member that sets out the agreed KPAs and KPIs within a performance cycle |

| | |
|---|---|
| “performance cycle” | Means the period commencing on 1 July annually and ending on 30 June of the following year for which performance is planned, managed and assessed |
| “portfolio of evidence” | Means the documentary evidence on progress made by a staff member towards achievement of that staff member’s KPAs |
| “post” | Means a position to which a person is appointed on the approved staff establishment for which financial provision exists |
| “salary scale” | Means the minimum and maximum salary that may be payable for the job level |
| “SDBIP” | Means the Service Delivery & Budget Implementation Plan as defined in the Municipal Finance Management Act |
| “senior manager” | Means a municipal manager or acting municipal manager, appointed in terms of Section 54A of the Municipal Systems Act and a manager or acting manager directly accountable to the municipal manager appointed in terms of Section 56 of the Municipal Systems Act |
| “skills audit” | Means the process of measuring whether a staff member has the necessary background, skills, knowledge and competencies to perform effectively within a particular post |
| “staff establishment” | Means the approved jobs and number of posts created for the normal and regular requirements of a municipality, also referred to as the organisational structure or organogram |
| “staff or staff member” | For the purpose of these regulations means an employee of a municipality, but excludes senior managers |
| “structured learning programme” | Refers to a short or long credit or non-credit training programme that may include learnership, apprenticeship or a tertiary level programme at under-graduate or post-graduate level |
| “the Act” | Means the Municipal Systems Act, Act 32 of 2000 |
| “trade unions” | Means the trade unions recognised within the Bargaining Council established for municipalities nationally |
| “supervisor” | Means a staff member’s line manager |
| “working days” | Means days upon which a staff member ordinarily works |

# 1. Establishment of Performance Management and Development System

Section 31 - The Council must adopt the Performance Management and Development System (PMDS) that complies with the provisions of the Local Government: Municipal Systems Act, Act 32 of 2000, Municipal Staff Regulations (MSR).

This Performance Management & Development System (PMDS) is aligned with the Municipal Staff Regulations (MSR).

# 2. Application

Section 32(1) - The Performance Management and Development System applies to all staff members of the municipality, excluding a staff member:

(a) Appointed on a fixed term contract with a duration of less than 12 months;

(b) Serving notice –

(i) of termination of his or her contract of employment; or
(ii) to retire on reaching the statutory retirement age;

(c) Appointed on an internship programme or participating in the National Public Works Programme or any similar scheme; and

(d) Appointed in terms of Sections 54A and 56 of the Act.

(2) The Performance Management and Development System must be collaborative, transparent and fair.

(3) A municipality shall apply the Performance Management and Development System in a consultative, supportive and non-discriminatory manner in order to enhance organisational efficiency, effectiveness and accountability.

(4) The Performance Management and Development System must be underpinned by an open, constructive and on-going communication between the supervisor and the staff member.

(5) The Performance Management and Development System must, where reasonably practicable, link to:

(a) The Municipality's Strategic Objectives, Integrated Development Plan and the Service Delivery & Budget Implementation Plan of the relevant municipal department; and

(b) The senior manager's performance plan and the performance plans of the staff members within that senior manager's department.

(6) The Performance Management and Development System must be developmental, while allowing for:

(a) An effective response and relevant measures to manage substandard performance; and

(b) Recognition and reinforcement of fully effective performance, performance significantly above expectations and outstanding performance.

(7) The Performance Management and Development System must be integrated with other human resource policies and practices contemplated in Section 67 of the Act as well as any other organisational development initiatives of the municipality.

# 3. Determination of Performance Management and Development System

Section 33 – The objectives of the Performance Management and Development System is to –

(a) Promote the objectives and developmental duties of local government, as set out in Sections 152 and 153 of the Constitution;

(b) Promote a culture of service to the public, accountability, mutual co-operation and assistance amongst staff members;

(c) Institutionalise performance planning, monitoring and evaluation in municipalities;

(d) Maximise the ability of the municipality as a whole to achieve its objectives and improve the quality of life of its residents by aligning municipal-wide, departmental and individual performance;

(e) Build a common understanding among staff members of the municipality's objectives as contained in its Integrated Development Plan and Annual Performance Plan;

(f) Set clear performance indicators and performance targets by communicating to staff members how their roles contribute to the success of the municipality;

(g) Build individual capability, skills and competencies that are key to the municipality achieving its mandate and objectives and encourage commitment among staff;

(h) Create an enabling environment to plan, monitor and measure performance against set targets or outputs;

(i) Encourage desired behaviours as articulated in the Code of Conduct for Municipal Staff Members, as contained in Schedule 2 of the Act;

(j) Identify and improve substandard performance of staff; and

(k) Recognise performance of staff that have achieved a rating of performance significantly above expectations and outstanding performance.

# 4. Performance Management and Development System

Section 34(1) – A staff member of a municipality is a public servant in a developmental local government system, and therefore must –

(a) Be committed to serve the public and to a collective sense of responsibility for performance in terms of the standards and targets; and

(b) Participate in the overall Performance Management System of the municipality; as well as the staff members' individual performance evaluation and reward system in order to maximise the ability of the municipality as a whole, to achieve its objectives.

(2) The municipality, as represented by the relevant supervisor and staff member must, during the planning phase, agree on –

(a) performance objectives and targets that the staff member is expected to achieve during a performance cycle;

(b) specific performance standards, weightings for targets and performance indicators for measuring achievement of performance against set targets; and

(c) job specific competencies to be assessed in the performance cycle.

(3) The supervisor and staff member must ensure that performance management is aligned to the staff member's job and KPAs relevant to the post that the staff member holds.

(4) The KPAs must relate to the staff member's functional area and must consist of not less than 5 and not more than 7 KPAs.

(5) The KPIs –

(a) include the input, quality or impact of an output by which performance in respect of a KPA is measured; and

(b) must be measurable and verifiable.

(6) The performance standard for each KPI may be qualitative or quantitative, but must also satisfy the criteria set out in sub-regulation (5).

(7) The KPA weighting demonstrates the relative weight of each KPA.

(8) The job specific competencies, as derived from Annexure A, must include the name and definition of the specific competency, the expected level of capability, the relevant weightings, be specific and applicable to the job of the staff member.

(9) The staff member's job specific competencies should not exceed six competencies within a performance cycle.

(10) The supervisor must, during the performance cycle, monitor, coach and provide feedback to the staff member.

(11) The supervisor and staff member must undertake a formal mid-year performance review. The review must be recorded as a formal engagement between the supervisor and staff member.

(12) The supervisor and staff member must undertake an annual performance assessment for each performance cycle based on the performance agreement.

(13) The criteria upon which the performance of the staff member must be assessed consist of two components: KPAs and job specific competencies. The staff member's performance must be assessed against both components. KPs covering the main areas of the work will account for 80% of the weight while the job specific competencies will constitute 20% of the overall assessment result as per the weightings agreed in terms of the performance agreement.

(14) The supervisor and staff member must conclude the annual performance assessment process as a formal engagement co-signed by the supervisor and staff member. The annual performance assessment must be recorded and signed by the supervisor and staff member.

(15) The supervisor must ensure that any relevant personal development and career incidents are deliberated upon with the staff member during the performance appraisal or assessment.

# 5. Performance Agreement

Section 35(1) - A supervisor and staff member must enter into a performance agreement for each performance cycle of the municipality.

(2) The performance agreement of a –

(a) serving staff member must be concluded within 30 days of the commencement of the new financial year of the municipality; and

(b) staff member must be concluded within 60 days of –

(i) his or her appointment after probation as from 1 July of the new financial year;

(ii) his or her transfer or promotion to a new post; or

(iii) his or her return from prolonged leave that is more than three months.

(3) If at any time during the performance cycle, the responsibilities of the staff member change to the extent that the performance plan in the performance agreement is no longer appropriate, the parties must revise the performance agreement.

(4) The performance agreement may not diminish the obligations and duties of a staff member in terms of the staff member's employment contract, or any applicable regulations or municipal policy.

(5) The performance agreement must include a performance plan that contains –

(a) the name, job title and the department of the staff member;

(b) the objectives or targets;

(c) KPAs, their weightings and the target date for meeting the KPA;

(d) the KPIs and the performance standard for each KPI;

(e) the name and definition of the job specific competencies, their weightings and the expected level of capability for each competency;

(f) a personal development plan prepared in compliance with Regulation 51; and

(g) the process of monitoring and assessing performance, including the planned dates of assessment.

# 6. Team-based Performance Management and Development System

Section 36(1) – A municipality may establish a team-based performance management and development system for a category of staff below the level of a supervisor that will assist the municipality in managing probation, rewards and skills development of staff members, which is consistent with the principles set out in this Chapter.

(2) Before implementing the team-based performance management and development system, the municipality must –

(a) pilot the system on a team of staff members in all affected occupational streams; and

(b) consult the system with recognised trade unions within the local labour forum.

# 7. Performance Monitoring and Review

Section 37(1) – The monitoring process involves a manager consistently measuring performance on the job and providing ongoing feedback to staff and teams on progress towards reaching staff member and team goals.

(2) The monitoring of performance includes conducting progress assessment with staff member and teams through one-on-one engagement sessions during which their performance is compared against predetermined performance standards.

(3) The supervisor must offer coaching when required in order to reinforce effective performance or bring the performance of the staff member closer to the expected standards.

(4) The performance of the appointed as well as acting staff member must be reviewed at mid-year to assess the staff member or teams' progress towards meeting performance targets, to identify challenges and agree to solutions and to consider reviewing targets resulting from workplace changes beyond the staff member or team's control.

(5) The municipality may review the performance of a staff member at any other time and on an ongoing basis to offer coaching and feedback.

# 8. Performance Evaluation

Section 38(1) – The annual performance evaluation must involve –

(a) an assessment of the extent to which the staff member achieved the performance objectives and targets as outlined in the performance plan, which comprises -

(i) each KPA assessed to determine the extent to which the specified standards or KPIs have been met, with due regard to ad hoc tasks that had to be performance under that KPA;

(ii) an indicative rating on the five-point scale set out in the table below provided for each KPA; and

(iii) the rating assigned to each KPA multiplied by the weight given to that KPA to provide a weighted score for that KPA.

(b) an assessment of the extent to which the staff member achieved the job specific competencies as outlined in the performance plan, which comprises -

(i) each competency assessed to determine the extent to which the specified standards or KPIs have been met;

(ii) an indicative rating on the five-point scale set out in the table below provided for each job specific competency;

(iii) the rating assigned to each job specific competency multiplied by the weight given to that competency to provide a score for that competency.

(2) The five-point rating scale as set out in the table below shall for purposes of implementation of this chapter, apply to all staff members.

| LEVEL | TERMINOLOGY | DESCRIPTION |
|---|---|---|
| 5 | Outstanding Performance | Performance far exceeds the standard expected of a staff member at this level. The appraisal indicates that the staff member has achieved above fully effective results against all performance criteria and indicators as specified in the Performance Agreement and Performance Plan and maintained this in all areas of responsibility throughout the year. |
| 4 | Performance significantly above expectations | Performance is significantly higher than the standard expected in the job. The appraisal indicates that the staff member has achieved above fully effective results against more than half of the performance criteria and indicators and fully achieved all others throughout the year. |
| 3 | Fully Effective Performance | Performance fully meets the standards expected in all areas of the job. The appraisal indicates that the staff member has fully achieved effective results against all significant performance criteria and indicators as specified in the Performance Agreement and Performance Plan. |

| | | |
|---|---|---|
| 2 | Performance Not Fully Effective | Performance is below the standard required for the job in key areas. Performance meets some of the standards expected for the job. The review/assessment indicates that the staff member has achieved below fully effective results against more than half the key performance criteria and indicators as specified in the Performance Agreement and Performance Plan. |
| 1 | Unacceptable Performance | Performance does not meet the standard expected for the job. The review/assessment indicates that the staff member has achieved below fully effective results against almost all of the performance criteria and indicators as specified in the Performance Agreement and Performance Plan. The staff member has failed to demonstrate the commitment or ability to bring performance up to the level expected in the job despite management efforts to encourage improvement. |

(3) An overall rating is calculated by using the assessment rating calculator as provided in Annexure D. Such overall rating represents the outcome of the performance appraisal.

(4) The annual performance evaluation must determine a performance rating for the performance cycle.

(5) The staff member assessed or the person designated in terms of Sub-regulation (7) must provide the supervisor with a Portfolio of Evidence relating to his or her KPAs for the entire performance cycle.

(6) The maintenance and provision of the Portfolio of Evidence to support the decision on the final score to each KPA and competency, is the responsibility of the staff member.

(7) Despite Sub-regulation (6), the Municipal Manager may exempt categories of staff from maintaining a Portfolio of Evidence in which case the municipality must determine alternative mechanisms, or designate a staff member who will maintain the Portfolio of Evidence of those staff members.

(8) The evaluation of the performance of the staff member must be conducted by the member's supervisor or his or her delegate.

(9) The staff member's supervisor must keep a record of all assessment meetings.

(10) Personal growth and career development needs identified during any performance review or assessment, together with the actions and timeframes agreed to, must be recorded in the staff member's personal development plan.

(11) Once the annual performance evaluation has been concluded, the performance assessment reports and outcomes must be subjected to departmental moderation processes contemplated in Regulation 39.

(12) Non-submission of the required Portfolio of Evidence will be regarded as Unacceptable.

# 9. Performance Moderation

Section 39(1) – The Municipal Manager must establish departmental performance moderation committees, which must be convened annually.

(2) Performance moderation processes must take place within a reasonable timeframe after the end of the performance cycle, but not later than six months after the end of the financial year.

(3) The **Departmental Performance Moderation Committees** shall be constituted as follows:

(a) The relevant Heads of Department, who must act as Chairperson in the committee;

(b) All managers directly accountable to the Heads of Department, who must be recused from the committee before their assessments are considered by the committee; and

(c) A senior Human Resource functionary who will advise, guide and provide support, including arrangements for secretariat services.

(4) The purpose of the Departmental Performance Moderation Committee is to –

(a) conduct moderation of annual staff performance results in order to ensure that the norms and standards for Performance Management and Development Systems are applied in a fair, realistic and consistent manner across the department;

(b) assess and compare the performance and contribution of each staff member with his or her peers towards the achievement of departmental goals;

(c) ensure fairness, consistency and objectivity with regard to dispersal of performance recognition and ratings achieved for a common understanding amongst supervisors of the performance standards required at each level of the performance rating scale;

(d) determine the cost implications for recognition of performance of all staff members within the department;

(e) recommend the moderated performance scores for all staff members to the **Municipal Moderation Committee** for approval;

(f) ensure that performance rewards are based on affordability;

(g) consider the impact of the performance assessments on financial rewards and options for various forms of recognition;

(h) recommend performance rewards as well as remedial actions for performance considered to be below effective performance; and

(i) ensure that the integrity of the performance management and development system is protected.

(5)(a) If the Departmental Moderation Committee has reason to believe that any performance assessment by the supervisor does not conform to performance norms and standards or that there is lack evidence or information to support the performance ratings, the Departmental Moderation Committee may not reassess, amend or adjust the performance ratings of a staff member, but may refer the assessment back to the relevant supervisor for reassessment in consultation with the affected staff member.

(b) Upon conclusion of the reassessment, the Departmental Moderation Committee may reconvene to moderate the assessment of the staff member concerned.

(c) If the supervisor fails to reassess the staff member within the stipulated timeframe despite the request to do so by the relevant authority or the Departmental Moderation Committee still has reason to believe that the performance ratings are not substantiated, the Moderation Committee may request the higher-level supervisor to reassess the relevant staff member.

(d) The affected staff member must be consulted and be offered an opportunity to respond.

(6) The Municipal Council must establish a Municipal Moderation Committee, which must be convened annually.

(7) The Municipal Moderation Committee shall be constituted as follows:

(a) The Municipal Manager, who must act as the Chairperson of the Committee;

(b) All Heads of Department;

(c) Head of Municipal Planning and Organisational Performance;

(d) Head of the Municipal Internal Audit;

(e) A senior Human Resource functionary to guide, advise and provide support, including arrangements for secretariat services; and

(f) a performance specialist, where applicable.

(8) The purpose of the Municipal Moderation Committee is to –

(a) provide oversight over the Staff Performance Management and Development System to ensure the performance management process is valid, fair and objective;

(b) moderate the overall performance assessment score for staff determined after the departmental moderation processes;

(c) ensure that the final individual performance ratings are fair across each grade and department or directorate;

(d) ensure that the final individual assessment outcome corresponds with the performance of the municipality and the relevant department aligned to the staff member's job description or directorate before any recognition of performance is considered;

(e) determine the percentages for the merit-based rewards subject to affordability and the annual approved municipal budget in terms of Section 16 of the Municipal Finance Management Act, Act 56 of 2003.

(f) recommend appropriate recognitions for different levels of performance;

(g) recommend appropriate remedial actions for performance believed to be substandard;

(h) advise the municipality on recognition of performance, including financial and non-financial rewards, where applicable;

(i) identify potential challenges in the Performance Management System and recommend appropriate solutions to the Municipal Manager.

(j) identify developmental needs for supervisors to improve the integrity of the Performance Management and Development System; and

(k) consider any other matter that may be considered relevant.

## 10. Performance Rewards

Section 40(1) – A performance related reward –

(a) is at the discretion of the municipality; and

(b) may be awarded to a staff member –

(i) who has served the full assessment period of 12 months on 30 June of each financial year of a municipality;

(ii) transferred or seconded horizontally during the performance cycle within the municipality;

(iii) who is on uninterrupted approved leave for 3 months or longer;

(iv) who is on approved maternity leave for more than 3 months; and

(v) who received a performance rating of performance significantly above expectations or outstanding performance during a performance cycle after moderation of performance results.

(c) may not be awarded to a staff member –

(i) appointed after 1 July of that performance cycle;

(ii) who is serving probation as stipulated in Regulation 23;

(iii) whose performance period is less than 12 months;

(iv) whose employment is for a fixed-term duration of less than 12 months; or

(v) whose post was upgraded without a change in performance agreement.

(2) A municipality may not spend more than **1.5% of its annual salary and wage bill for staff performance rewards**.

## 11. Disputes about Performance Agreements and Assessment

Section 41(1) – Any dispute about performance objectives or targets must be mediated by the relevant Head of Department or directorate of the staff member to whom this function is delegated. If the dispute is not resolved to the staff member's satisfaction, the staff member may lodge a grievance in terms of the applicable procedures.

(2) Any dispute relating to the conclusion of the Performance Agreement or an amendment to the Performance Agreement, must be referred to the head of the relevant department or directorate not later than five days of lodging the grievance in terms of the applicable procedures.

(3) A dispute contemplated in sub-regulation (2) must be resolved within one month of receipt of the dispute by the head of the department, after –

(a) considering the representation from the staff member concerned and his or her supervisor; and

(b) consultation with the Head of Human Resources.

(4) A staff member who is not satisfied with the outcome of the procedure in sub-regulation (3), may lodge a dispute in terms of the dispute resolution mechanisms of the Bargaining Council.

## 12. Managing Substandard Performance

Section 42(1) – A staff member who receives a performance rating below 3 in terms of the Five-Point Rating Table in Regulation 38(2) must –

(a) be assisted in developing his or her competencies through training, and supervision; and

(b) develop a Revised Personal Development Plan with his or her supervisor;

(2) The Personal Development Plan must contain at least –

(a) a description of the behaviour and skills that require improvement;

(b) a description of the actions that will be undertaken to improve the identified behaviour and skills that require improvement;

(c) the deadlines for improvement;

(d) a schedule of meeting to assess improvements and provide feedback; and

(e) details of the potential consequences in the event that there is no improvement in performance.

(3) The meetings to assess improvements and to provide feedback must be recorded in writing.

(4) The Personal Development Plan to manage performance improvement must cover a maximum period of six months, at the end of which, a formal evaluation of performance must take place.

(5) The following alternatives must be considered in respect of a staff member whose performance has not improved to at least a performance that is fully effective:

(a) Continuation of the actions referred to in the Personal Development Plan;

(b) Alternative actions to improve performance;

(c) Offering the staff member an alternative job within the municipality that is better suited to the staff member's behaviour and skills; or

(d) dismissal owing to incapacity in terms of the provisions of the Labour Relations Act.

(6) Poor work performance must be dealt with in accordance with Item 9 of Schedule 8 to the Labour Relations Act.

## 13. Performance Management of Staff Members who are Acting in Posts

Section 43 – If a staff member is required to act in a post for a period that exceeds three months, the supervisor to whom the acting staff member is reporting, must review the KPAs and KPIs in consultation with the acting staff member and include the KPAs and KPIs in the staff member's amended Performance Agreement.

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MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure L: Core Reporting Indicator Report

# CORE LOCAL GOVERNMENT REPORTING INDICATORS

## 2025/2026

## Quarter 2 - 1 October 2025 – 31 December 2025

## (C1601/03/2017 — 30 MARCH 2017)

MIDVAAL
LOCAL MUNICIPALITY

## KPA 1 – GOOD GOVERNANCE & PUBLIC PARTICIPATION

### B2B PILLAR 3: GOOD GOVERNANCE & SOUND ADMINISTRATION

| # | MUNICIPAL INDICATOR | SUB-INDICATORS | BASELINE | ANNUAL TARGET | BASELINE – 1 JUL 2025 | TARGET – Q2 | PROGRESS (Oct – Dec 2025) | REASONS FOR DEVIATIONS AND REMEDIAL ACTIONS |
|---|---|---|---|---|---|---|---|---|
| **1.** | 4.1 Number of Auditor-General audit findings resolved | Number of Auditor-General audit findings on the **annual financial statements resolved** | Number of Auditor-General audit findings on the annual financial statements resolved to date (the last audited financial year) | Number of Auditor-General audit findings on the annual financial statements planned to be resolved in the current financial year | **4** | **4 Findings on the Annual Financial Statements to be resolved** | 4 Findings on the AFS resolved | |
| **2.** | | Number of Auditor-General audit findings on the **annual performance reports resolved** | Number of Auditor-General audit findings on the annual performance report resolved to date (the last audited financial year) | Number of Auditor-General audit findings on the annual performance report planned to be resolved in the current financial year | **3** | **3 Findings on the Annual Performance Report to be resolved** | 3 Findings on the APR resolved | - |
| **3.** | | Number of Auditor-General audit findings on **compliance with key legislation resolved** | Number of Auditor-General audit findings on compliance with key legislation resolved to date (the last audited financial year) | Number of Auditor-General audit findings on compliance with key legislation planned to be resolved in the current financial year | **0** | **0 Findings on the compliance with key legislation to be resolved** | - | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **4.** | 4.2 Number of municipalities with functional internal audit units, performance and audit committees | Number of municipalities with functional internal audit units | Source of information: Municipal Finance M & E Unit | - | **1** | **1** | 1 | - |
| **5.** | | Number of municipalities with functional performance and audit committees | Source of information: Municipal Finance M & E Unit | - | 1 | **1** | | Performance and Audit Committee appointed per Council Resolution C2997/11/2022 dated 24 Nov 2022, for the term 1 25 Nov 2022 – 30 Nov 2025 |
| **6.** | 4.3 Number of municipalities with functional Municipal Public Accounts Committees (MPACs) | N/A | Source of information: Municipal Finance M & E Unit | | 1 | **1** | | MPAC appointments confirmed per Council Resolution CS 2710/11/2021 dated 18 Nov 2021 |
| **7.** | 4.4 Number of **functional ward committees** | N/A | Source of information: Public Participation Unit | | **60** | **15** | 15 | - |
| **8.** | 4.5 Number of **municipal public participation meetings** held with respect to municipal planning and budgeting | N/A | Number of municipal public participation meetings held with respect to municipal planning and budgeting to date (the last audited financial year) | Number of municipal public participation meetings planned to be held with respect to municipal planning and budgeting in the current financial year | **30** | **-** | - | Integrated Development Plan Public Participation meetings were held in October 2025 as per the adopted IDP process plan |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **9.** | 4.6 Number of **public meetings held by municipal council to provide feedback to communities** | N/A | Total number of public meetings held by municipal council to provide feedback to communities to date (the last audited financial year) | Number of public meetings planned to be held by municipal councils to provide feedback to communities in the current financial year | **30** | **-** | 6 | - |
| **10.** | 4.7 Number and percentage (%) of **petitions received and resolved** | Number of petitions received | Total number of petitions received to date | Total number of petitions planned to be resolved in the current financial year | **-** | **-** | 2 | 2 petitions were resolved |
| **11.** | | Number and percentage of petitions resolved | Number and percentage of petitions resolved to date | Total number of petitions planned to be resolved in the current financial year | **100%** | **-** | 66% | - |
| **12.** | 4.8 Number and percentage (%) of **community complaints received and resolved** (excluding petitions) | Number of community complaints received (excluding petitions) | Total number of community complaints received to date (excluding petitions) | Total number of community complaints planned to be resolved (excluding petitions) in the current financial year | **Q1**<br>**DEPT / RECEI-VED / O/S**<br>ENG 7641 339<br>COMM 395 20<br>FIN 236 236<br>DP 327 49<br>CORP 0 0<br>PSR 529 72<br>**TOTAL 9128 716**<br>**RES 8412** | **Q2**<br>**DEPT / RECEI-VED / O/S**<br>ENG 8425 756<br>COMM 535 117<br>FIN 142 8<br>DP 277 93<br>CORP 0 0<br>PSR 911 612<br>**TOTAL 10290 1586**<br>**RES 8711** | **Q3**<br>**DEPT / RECEIVED / O/S**<br>ENG<br>COMM<br>FIN<br>D&P<br>CORP<br>PSR<br>**TOTAL**<br>**RES** | **Q4**<br>**DEPT / RECEIVED / O/S**<br>ENG<br>COMM<br>FIN<br>D&P<br>CORP<br>PSR<br>TOTAL<br>**RES** |
| **13.** | | Number and percentage of community complaints resolved (excluding petitions) | Total number and percentage of community complaints resolved to date (excluding petitions) | Total number of community complaints (excluding petitions) planned to be resolved in the current financial year | **%** | **At least 95% of all complaints received for the period under review** | Q1 (95%) resolved<br>Q2 (85%) resolved | - |

<table>
<tr><td>14.</td><td>4.9 Number and percentage (%) of fraud and corruption cases reported and resolved</td><td>Total number of fraud and corruption cases reported</td><td>Total number of fraud and corruption cases reported (the last audited financial year) (2024/2025)</td><td>Total number of fraud and corruption cases planned to be resolved in the current financial year</td><td colspan="2">39</td><td>(2025/2026)</td><td>Total Number of new cases reported</td><td>7</td><td>-</td></tr>
<tr><td colspan="7"></td><td>Total number of cases resolved</td><td>2</td><td></td></tr>
<tr><td>15.</td><td></td><td>Total number and percentage of fraud and corruption cases resolved</td><td>Total number and percentage of fraud and corruption cases resolved to date (the last audited financial year) (2024/2025)</td><td>Total number of fraud and corruption cases planned to be resolved in the current financial year</td><td colspan="2">(2025/2026)</td><td>21</td><td colspan="2">-</td><td>-</td></tr>
<tr><td>16.</td><td>4.10 Number of functional Municipal Inter-governmental Relations (IGR) Forums</td><td></td><td>Source of information: Governance Unit</td><td></td><td colspan="2">-</td><td>Not possible to determine a target</td><td>LEVEL<br>National<br>Provincial<br>District</td><td>NO<br>15<br>115<br>17</td><td>-</td></tr>
<tr><td>17.</td><td rowspan="2">4.11 Number and value of litigation cases against municipalities</td><td>Number and value of old litigation cases against municipalities</td><td>Total number and value of old litigation cases against municipalities received and resolved to date (as per the last audited municipal annual report)</td><td>Total number and value of old litigation cases against municipalities (as per the last audited municipal annual report) planned to be resolved in the current financial year</td><td>Total Number<br>Value<br>Resolved<br>Value</td><td>13<br>35 074 227.35<br>0<br>0</td><td>Not possible to determine a target</td><td colspan="2">Number of old litigation cases<br>(a) 7 dealt with by MLM to the value of R596 059.90<br><br>(b) 6 dealt with by Insurance to the value of R34 478 167.45</td><td>-</td></tr>
<tr><td>18.</td><td>Number and value of new litigation cases against municipalities (current financial year)</td><td>Total number and value of new litigation cases against municipalities received and resolved to</td><td>Total number and value of new litigation cases against municipalities planned to be resolved in the</td><td>b/f (2024/2025)<br>Number<br>Value<br>NEW (2025/2026)</td><td>13<br>35 074 227.35</td><td>Not possible to determine a target</td><td colspan="2">The number of new cases dealt with by Insurance is 1 to the value of R67 494.94.<br><br>The Municipality dealt with 3 new cases for this</td><td>-</td></tr>
</table>

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | date (current financial year) | current financial year | Total Number | 7 | | quarter to the value of R57 286.19 | |
| | | | | | Total Value | 638 021.93 | | | |
| | | | | | Value dealt with by MLM | R570 526.99 | | 6 | |
| | | | | | Value dealt with by insurer | 67 494.94 | | 1 Cases | |

# KPA 4 – INSTITUTIONAL TRANSFORMATION & ORGANISATIONAL DEVELOPMENT

## B2B PILLAR 5: BUILDING INSTITUTIONAL AND ADMINISTRATIVE CAPABILITIES

### TMR PILLAR 4: TRANSFORMATION OF THE STATE AND GOVERNANCE
### TMR PILLAR 5: MODERNISATION OF THE PUBLIC SERVICE

| # | MUNICIPAL INDICATOR | SUB-INDICATORS | BASELINE | ANNUAL TARGET | BASELINE – 1 JUL 2025 | TARGET – Q2 | | PROGRESS (Oct - Dec 2025) | | REASONS FOR DEVIATIONS AND REMEDIAL ACTIONS |
|---|---|---|---|---|---|---|---|---|---|---|
| **1.** | 1.1 Number of **all municipal positions filled** as per the **approved and funded municipal structure** | N/A | Total number of positions filled as per approved and funded municipal structure to date | Number of municipal positions **planned to be filled** in the current financial year | **832 (Permanent = 782 & Contract/Temp = 50)** | TOTAL | 1049 | TOTAL | 934 | - |
| | | | | | | Filled | 832 | Filled | 832 | |
| | | | | | | Vacant | 217 | Vacant | 102 | |
| | | | | | | Unfunded | 0 | Unfunded | 0 | |
| | | | | | | Diff | 217 | Diff | 102 | |
| **2.** | 1.2 Number of top six **critical senior management positions filled** as per the approved and funded municipal structure | 1. Municipal Manager<br>2. Chief Financial Officer<br>3. Public Works and Basic Services/Technical Services Manager<br>4. Corporate Support Services Manager<br>5. Community Services Manager<br>6. Development and Town Planning Manager | Total number of top six critical senior management positions filled to date | Number of top six critical senior management positions planned to be filled in the current financial year | **5** | **7** | | - | | ED: Community Services position advertised<br><br>ED: Engineering Services awaiting interview outcome |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **3.** | 1.3 Number of municipal **senior management positions (MM and senior managers reporting directly to MM) filled** as per the approved and funded municipal structure | N/A | Total number of municipal senior management positions (MM and senior managers reporting directly to MM) filled to date | Number of municipal senior management positions (MM and senior managers reporting directly to MM) planned to be filled in the current financial year | **7** | **7** | **–** | - |
| **4.** | 1.4 **Number and percentage of women** (reporting directly to MM) employed in municipal senior management positions | Total number of women (reporting directly to MM) employed in municipal senior management positions | Total number of women (reporting directly to MM) employed in municipal senior management positions to date | Number of women (reporting directly to MM) planned to be employed in municipal senior management positions in the current financial year | **1** | - | - | - |
| **5.** | | Percentage of women (reporting directly to MM) employed in municipal senior management positions | Total percentage of women (reporting directly to MM) employed in municipal senior management positions to date | Percentage of women (reporting directly to MM) planned to be employed in municipal senior management positions in the current financial year | **16%** | **-** | - | - |
| **6.** | 1.5 Number and **percentage of people with disabilities** (reporting directly to MM) employed in municipal senior management positions | Total number of people with disabilities (reporting directly to MM) employed in municipal senior management positions | Total number of people with disabilities (reporting directly to MM) employed in municipal senior management positions to date | Number of positions for people with disabilities (reporting directly to MM) planned to be employed in municipal senior management positions in the current financial year | **0** | **-** | - | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **7.** | | Percentage of people with disabilities (reporting directly to MM) employed in municipal senior management positions | Percentage of people with disabilities (reporting directly to MM) employed in municipal senior management positions to date | Percentage of people with disabilities (reporting directly to MM) planned to be employed in municipal senior management positions in the current financial year | **0** | **-** | - | - |
| **8.** | 1.6 **Number and percentage of young people** (aged 35 or younger) employed in municipal senior management positions | Total number of young people (aged 35 or younger) employed in municipal senior management positions | Total number of young people (aged 35 or younger) employed in municipal senior management positions to date | Number of young people (aged 35 or younger) planned to be employed in municipal senior management positions in the current financial year | **0** | **-** | - | - |
| **9.** | | Percentage of young people (aged 35 or younger) employed in municipal senior management positions | Percentage of young people (aged 35 or younger) employed in municipal senior management positions to date | Percentage of young people (aged 35 or younger) planned to be employed in municipal senior management positions in the current financial year | **0** | **-** | - | - |
| **10.** | 1.7 **Number of municipal staff on suspension** | Municipal senior managers on suspension **(MM and senior managers reporting directly to MM)** | Total number of municipal senior managers **(MM and senior managers reporting directly to MM)** on suspension to date | Number of municipal senior managers (MM and senior managers reporting directly to MM) suspension cases planned to be finalised in the current financial year | **0** | **-** | 1 | Executive Director: Corporate Services |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **11.** | | Municipal staff on suspension **(excluding MM and senior managers reporting directly to MM)** | Total number of municipal staff **(excluding MM and senior managers reporting directly to MM)** on suspension to date | Number of municipal staff (excluding MM and senior managers reporting directly to MM) suspension cases planned to be finalised in the current financial year | **9** | **0** | 2 | 1. Director: Development & Planning<br>2. Director: Legal & Properties |
| **12.** | 1.8 Number of **municipal staff undergoing disciplinary processes** | Number of municipal senior managers undergoing disciplinary processes **(MM and managers reporting directly to MM)** | Total number of municipal senior managers (MM and managers reporting directly to MM) undergoing disciplinary processes to date | Number of municipal senior manager (MM and managers reporting directly to MM) disciplinary cases planned to be finalised in the current financial year | **1** | **0** | 1 | - |
| **13.** | | Number of staff undergoing disciplinary processes **(excluding MM and senior managers reporting directly to MM)** | Total number of municipal staff (excluding MM and senior managers reporting directly to MM) undergoing disciplinary processes to date | Number of municipal staff (excluding MM and senior managers reporting directly to MM) disciplinary cases planned to be finalised in the current financial year | **22** | Pending: 11<br>Eng: 7<br>Corp: 1<br>Comm: 1<br>DP: 1<br>Fin: 0<br>PSR: 1 | **Progress**<br>Finalised: 4<br>Finalised: 0<br>Finalised: 1<br>Finalised: 0<br>Finalised: 0<br>Pending including new cases: 7<br>12 | 1. Engineering Services: (7)<br>2. Corporate Services: (01)<br>3. Community Services: (01)<br>4. Development & Planning: (01)<br>5. Public Safety & Roads: (01) |
| **14.** | 1.9 Number of senior managers **(MM and senior managers directly reporting to MM)** that have **signed employment contracts** as prescribed by Municipal Systems Act | N/A | Total number of senior managers (MM and senior managers directly reporting to MM) that have signed employment contracts as prescribed by Municipal Systems Act | Total number of senior managers (MM and senior managers directly reporting to MM) planned to sign employment contracts in the current financial year as prescribed by Municipal Systems Act | **2** | **2** | - | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **15.** | 1.10 Number of senior managers **(MM and senior managers directly reporting to MM)** that have **signed performance agreements** within the prescribed period | N/A | Total number of senior managers (MM and senior managers directly reporting to MM) that have signed performance agreements to date within the prescribed period | Number of senior managers (MM and senior managers directly reporting to MM) planned to sign performance agreements in the current financial year within the prescribed period | **7** | **7** | 7 | - |
| **16.** | 1.11 Number of municipal senior managers **(MM and senior managers directly reporting to MM)** who have **concluded performance reviews** as prescribed | N/A | Total number of municipal senior managers (MM and senior managers directly reporting to MM) who have concluded performance reviews as prescribed | Number of municipal senior managers (MM and senior managers directly reporting to MM) who are required to conclude performance reviews in the current financial year | **7** | **7** | 7 | - |

# KPA 5 - FINANCIAL VIABILITY AND MANAGEMENT

## B2B PILLAR 4: SOUND FINANCIAL MANAGEMENT AND ACCOUNTING

### TMR PILLAR 4: TRANSFORMATION OF THE STATE AND GOVERNANCE

| # | MUNICIPAL INDICATOR | SUB-INDICATORS | BASELINE | | ANNUAL TARGET | BASELINE – 1 JUL 2025 | TARGET – Q2 | PROGRESS (Oct- Dec 2025) | | REASONS FOR DEVIATIONS AND REMEDIAL ACTIONS |
|---|---|---|---|---|---|---|---|---|---|---|
| **1.** | 5.1 Value and percentage (%) of Division of Revenue Act (DORA) and provincially gazetted grants expenditure | Source of information: Municipal Finance M&E Unit | 100% | | 100% | **100%** | **15%** | 13% | | Challenges on infrastructure contracts resulted in lower MIG spending |
| **2.** | 5.2 Number of municipalities with approved property rates policies | Source of information: Municipal Finance M&E Unit | Approved rates policy | | Approved rates policy | **Approved Rates Policy** | **Approved rates policy** | In place | | N/A |
| **3.** | 5.3 Number of municipalities with certified general and supplementary valuation rolls | Source of information: Municipal Finance M&E Unit | Approved rates policy | | Approved rates policy | **Certified Supplementary Valuation Roll** | **Certified supplementary valuation roll** | In place | | N/A |
| **4.** | 5.4 Number of municipalities with functional Valuation Appeal Boards (VABs) | Source of information: Municipal Finance M&E Unit | Approved rates policy | | Approved rates policy | **Functional Valuation Appeal Boards** | **Functional VAB** | In place | | N/A |
| **5.** | 5.5 Number of incidents and value of unauthorised, fruitless, wasteful and irregular expenditure in municipalities | Source of information: Municipal Finance M&E Unit | IRR | (31 Dec 2025) 0 | 75% reduction by 31 March 2026 | **IRR & F & W R11 046 238.00** | - | **REPORTED: Q2** | | Number of running incidents: 20 Referred to MPAC 5 Under investigation by FDB 11, other final processes 4 |
| | | | F&W | 11 322 | | | | IRR | R188 517.83 | |
| | | | UNAUT | 0 | | | | F&W | R415.51 | |
| | | | WRITT OFF | 4 058 873 | | | | UNAUTH | 0 | |
| | | | RE-COVER | 512 420.71 | | | | | | |

# KPA 6 – BASIC SERVICE DELIVERY (PHYSICAL INFRASTRUCTURE & ENERGY EFFICIENCY)

## B2B PILLAR 2: DELIVER MUNICIPAL SERVICES TO THE RIGHT QUALITY AND STANDARD
## TMR PILLAR 3: ACCELERATED SOCIAL TRANSFORMATION
## TMR PILLAR 7: MODERNISATION OF HUMAN SETTLEMENTS AND URBAN PLANNING
## TMR PILLAR 2: DECISIVE SPATIAL TRANSFORMATION

| # | MUNICIPAL INDICATOR | SUB-INDICATORS | BASELINE | ANNUAL TARGET | BASELINE – 1 JUL 2025 | TARGET – Q2 | PROGRESS (Oct– Dec 2025) | REASONS FOR DEVIATIONS AND REMEDIAL ACTIONS |
|---|---|---|---|---|---|---|---|---|
| **1.** | 2.1 **Number and percentage (%) of *formal* households with access to water** | Number of formal households with access to water | Total number of formal households with **access to water to date** | Number of formal households planned to be provided with access to water in the current financial year | **21 996** | **-** | Q2 = 28 Household were connected to basic water | - |
| **2.** | | Percentage (%) of formal households with access to water | Percentage (%) of formal households with access to water to date | Percentage of formal households planned to be provided with access to water in the current financial year. | **84.03%** | **-** | Q1 = 80.20% | - |
| **3.** | 2.2 **Number and percentage (%) of *informal* settlements with access to water** | Number of informal settlements with access to water | Total number of informal settlements with access to water to date | Number of informal settlements planned to be provided with access to water in the current financial year. | **5 837** | **-** | MLM provide water to 40 informal settlements which is about 5 837 households | - |
| **4.** | | Percentage of informal settlements with access to water | Percentage of informal settlements with access to water to date | Percentage of informal settlements planned to be provided with access to water in the current financial year | **100%** | **100%** | 100% Water by means of standpipes and tanker delivery | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **5.** | 2.3 Percentage (%) reduction in **water losses** (cumulative reporting) | N/A | Percentage (%) of water losses to date | Planned percentage (%) water loss reduction in the current financial year | **-33.75%** | **-** | -30.94% (YtD) | - |
| **6.** | 2.4 **Number and percentage (%) of *formal* households with access to electricity** | Number of formal households with access to electricity | Total number of formal households with access to electricity to date | Number of formal households planned to be provided with access to electricity in the current financial year. | **18 199** | | Q2 = 30 households were connected to basic electricity | - |
| **7.** | 2.5 Percentage (%) reduction in **electricity losses** (cumulative reporting) | N/A | Percentage (%) of electricity losses to date | Planned percentage (%) reduction in electricity loss in the current financial year | **-7.28%** | **-** | -11.26% (YtD) | - |
| **8.** | 2.6 **Number and percentage (%) of *formal* households with access to sanitation** | Number of formal households with access to sanitation | Total number of formal households with access to sanitation to date | Number of formal households planned to be provided with access to sanitation in the current financial year. | **18 296** | **-** | Q27 = 18 Households were connected to basic sanitation | - |
| **9.** | | Percentage (%) of formal households with access to sanitation | Percentage (%) of formal households with access to sanitation to date | Percentage of formal households planned to be provided with access to sanitation in the current financial year. | **69.90%** | **67.61%** | 67.34% | - |
| **10.** | 2.7 **Number and percentage (%) of *informal* settlements with access to sanitation** | Number of informal settlements with access to sanitation | Total number of informal settlements with access to sanitation to date | Number of informal settlements planned to be provided with access to sanitation in the current financial year | **5 837** | **-** | Midvaal has 2 044 Chemical Toilets and 150 ventilated improved pit toilets | - |
| **11.** | | Percentage (%) of informal settlements with access to sanitation | Percentage (%) of informal settlements with access to sanitation to date | Percentage of informal settlements planned to be provided with access to sanitation in the current financial year | **-** | **-** | - | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **12.** | 2.8 **Number and percentage (%) of *formal* households with access to refuse removal** | Number of formal households with access to refuse removal | Total number of formal households with access to refuse removal to date | Number of formal households planned to be provided with access to refuse removal in the current financial year | **21 966** | **27 473** | 24 003 | Residential – Billed account for refuse removal |
| **13.** | | Percentage (%) of formal households with access to refuse removal | Percentage (%) of formal households with access to refuse removal to date | Percentage of formal households planned to be provided with access to refuse removal in the current financial year | **86.98%** | **86%** | 88% | - |
| **14.** | 2.9 **Number and percentage (%) of *informal* settlements with access to refuse removal** | Number of informal settlements with access to refuse removal | Total number of informal settlements with access to refuse removal to date | Number of informal settlements planned to be provided with access to refuse removal in the current financial year | **2 740 of 5 837 households** | **2 740** | 2 740 of 5 837 | **-** |
| **15.** | | Percentage (%) of informal settlements with access to refuse removal | Percentage (%) of informal settlements with access to refuse removal to date | Percentage of informal settlements planned to be provided with access to refuse removal in the current financial year | **100%** | **100%** | 100% | **-** |
| **16.** | 2.10 **Number and percentage of registered indigent households receiving Free Basic Services (FBS)** | Number of registered indigent households receiving Free Basic Services (FBS) | Total number of registered indigent households receiving Free Basic Services (FBS) to date | Number of registered indigent households planned to be provided with Free Basic Services (FBS) in the current financial year | **7 106** | **Not possible to determine a target** | 7 160 | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **17.** | | Percentage of registered indigent households receiving Free Basic Services (FBS) | Total percentage (%) of registered indigent households receiving Free Basic Services (FBS) to date | Percentage of registered indigent households planned to be provided with Free Basic Services (FBS) in the current financial year | **99.92%** | **95%** | 100% | - |
| **18.** | 2.11 **Number of informal settlements formalised** | N/A | Total number of informal settlements that exist to date | Number of informal settlements planned to be formalised in the current financial year | **-** | **-** | Informal settlements within Midvaal are scheduled for relocation to alternative sites rather than formalisation. The Gauteng Department of Human Settlements (GDHS) has already acquired land to facilitate this relocation and is currently finalising the appointment of a consultant to undertake the required planning activities.<br><br>A progress report on the Upgrading of Informal Settlements Programme (UISP), aligned with PI 159, is compiled quarterly for submission to the Heads of Department (HODs) to track developments.<br><br>The Quarter 2 report was submitted into the reporting cycle on 25 November 2025, to be presented at HODs in January 2026. | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **19.** | 2.12 Rand value and percentage (%) of infrastructure **repairs and maintenance *expenditure*** (as a percentage of operating budget: Property Plant and Equipment budget) | Rand value of infrastructure repairs and maintenance expenditure against Property Plant and Equipment budget | Total rand value of infrastructure repairs and maintenance expenditure against Property Plant and Equipment budget for the **previous financial year** | Rand value of planned infrastructure repairs and maintenance expenditure against Property Plant and Equipment budget for the current financial year | **Actual Budget: R218 443 827** | **-** | R53 489 893 | - |
| **20.** | | Percentage (%) of infrastructure repairs and maintenance ***expenditure*** against Property Plant and Equipment budget | Percentage (%) of infrastructure repairs and maintenance expenditure against Property Plant and Equipment budget for the **previous financial year** | Percentage (%) of planned infrastructure repairs and maintenance expenditure against Property Plant and Equipment budget for the current financial year | **Actual Expenditure:** | **100%** | 24.49% | - |

# KPA 8 – LOCAL ECONOMIC DEVELOPMENT (ECONOMIC GROWTH & DEVELOPMENT)

**TMR PILLAR 1: RADICAL ECONOMIC TRANSFORMATION**

**TMR PILLAR 6: MODERNISATION OF THE ECONOMY**

| # | MUNICIPAL INDICATOR | SUB-INDICATORS | BASELINE | ANNUAL TARGET | BASELINE – 1 JUL 2025 | TARGET – Q2 | PROGRESS (Oct – Dec 2025) | REASONS FOR DEVIATIONS AND REMEDIAL ACTIONS |
|---|---|---|---|---|---|---|---|---|
| **1.** | 3.1 Number of jobs **created through Expanded Public Works Programme (EPWP)** | N/A | Total number of jobs created through Expanded Public Works Programme (EPWP) to date | Number of jobs planned to be created through Expanded Public Works Programme (EPWP) in the current financial year | **-** | **Not possible to determine a target (the number of job opportunities created is dependent on available budgets for affected projects)** | **EPWP Programme** / **Work Opportunities**<br>Parks: 264<br>Waste: 219<br>Day Mothers: 223<br>FTE's: 63,44<br>**TOTAL: 706** | - |
| **2.** | 3.2 Number of jobs **created through Community Works Programme (CWP)** | N/A | Total number of jobs created through Community Works Programme (CWP) to date | Number of jobs planned to be created through Community Works Programme (CWP) in the current financial year | **-** | **-** | - | Not a municipal competency |
| **3.** | 3.3 Number of **jobs created through other municipal programmes / initiatives** (excluding EPWP and CWP) | N/A | Total number of jobs (excluding EPWP and CWP) created through other municipal programmes / initiatives to date | Number of jobs (excluding EPWP and CWP) planned to be created through other municipal programmes/ initiatives in the current financial year | **Capital= D&P= (2025/2026)** | **-** | **PROJECT** / **Jobs Created**<br>Economic Recovery Plan (Projects): N/A<br>Capital Projects: 261<br>By – Law Patrollers: 15<br>**TOTAL: 276** | - |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **4.** | | N/A | Total number of jobs (excluding EPWP and CWP) created through other **National programmes** / initiatives to date | Number of jobs (excluding EPWP and CWP) planned to be created through other **National programmes**/ initiatives in the current financial year | - | **-** | - | There are no National initiatives to report jobs on |
| **5.** | 3.4 Number of local Small and Medium Enterprises (SMME) and co-operatives **registered on the municipal database** | Number of **local SMME's registered** on the municipal database | Total number of local SMME's registered on the municipal database to date | Number of local SMMEs planned to be registered on the municipal database | **292** | **Not possible to determine a target** | - | - |
| **6.** | | Number of **local co-operatives registered** on the municipal database | Total number of local co-operatives registered on the municipal database to date | Number of local cooperatives planned to be registered on the municipal database in the current financial year | - | **Not possible to determine a target** | - | No local co-operatives applied to register on Council database in Q2 |
| **7.** | 3.5 **Number of local SMME's and co-operatives trained** | Number of local **SMMEs trained** | Total number of local SMMEs trained to date | Number of local SMMEs planned to be trained in the current financial year | **-** | **Not possible to determine a target** | 26 (SMMEs were trained on Digital Awareness Training & Innovation Business Conceptualisation Training) | - |
| **8.** | | Number of **local co-operatives trained** | Total number of local co-operatives trained to date | Number of local cooperatives planned to be trained in the current financial year | **102** | **Not possible to determine a target** | 25 Recycling Cooperative Businesses were trained | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **9.** | 3.6 **Number of local SMME's and co-operatives supported to access commercial opportunities** | Number of local **SMME's supported** to access commercial opportunities | Total number of local SMMEs supported to access commercial opportunities to date | Number of local SMMEs planned to be supported to access commercial opportunities in the current financial year | **3** | - | - | All tenders/bids are publicly advertised in the local media and qualifying tenders/bid advertised specifically for EMEs/SMME's to bid |
| **10.** | | Number of **local co-operatives sup-ported** to access commercial opportunities | Total number of local co-operatives supported to access commercial opportunities to date | Number of local co-operatives planned to be supported to access commercial opportunities in the current financial year | - | - | - | All tenders/bids are publicly advertised in the local media and qualifying tenders/bid advertised specifically for EMEs/SMME's to bid |
| **11.** | 3.7 Number, value and percentage (%) of **contracts awarded** to local SMME's and co-operatives | **Number, value and percentage** (%) of contracts awarded to local **SMME's** | Total number, value and percentage (%) of contracts awarded to local SMME's to date | Number, value and percentage (%) of contracts planned to be awarded to local SMMEs in the current financial year | **-** | **-** | - | - |
| **12.** | | Number, value and percentage (%) of contracts awarded to **local co-operatives** | Total number, value and percentage (%) of contracts awarded to local co-operatives to date | Number, value and percentage (%) of contracts planned to be awarded to local cooperatives in the current financial year | **-** | **-** | - | - |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **13.** | 3.8 Number, value and percentage (%) of goods and **services procured from local suppliers** | Number, value and percentage (%) of goods and services procured from **local SMME's** | Total number, value and percentage (%) of goods and services procured from local SMME's to date | Number, value and percentage (%) of goods and services planned to be procured from local SMMEs in the current financial year | **-** | **90** | Number<br>Value<br>%<br> | 15<br>R13 601 249.75<br>54<br> | - | |
| **14.** | | Number, value and percentage (%) of **goods and services procured from local co-operatives** | Total number, value and percentage (%) of goods and services procured from local co-operatives to date | Number, value and percentage (%) of goods and services planned to be procured from local co-operatives in the current financial year | **-** | **-** | **-** | | **-** | |
| **15.** | 3.9 Number of **local informal traders supported** | N/A | Total number of local informal traders supported to date | Number of local informal traders planned to be supported in the current financial year | **-** | **-** | | | **-** | |
| **16.** | 3.10 **Number of township businesses supported** | N/A | Total number of local township businesses supported to date | Number of local township businesses planned to be supported in the current financial year | **68** | **-** | Total spent on all suppliers: R184 941 297.66 (Total number of suppliers used = 438) Proportion spent on Township based Suppliers: R1 933 461.01 (Total number of suppliers used = 19) = 3.15% | | Total spent<br>Spent on Township-based<br>%<br>Number | R184 941 297.66<br>R1 933 461.01<br>3.15%<br>19 |
| **17.** | 3.11 **Number, value and percentage (%) of contracts awarded to designated groups (women, people with disabilities and youth)** | Number, value and percentage (%) of contracts **awarded to local women owned businesses** | Total number, value and percentage (%) of contracts awarded to local women businesses to date | Number, value and percentage (%) of contracts planned to be awarded to local women owned businesses in the current financial year | **-** | **-** | Total spent on all suppliers: R751 838 780.33 (Total number of suppliers used = 24) Proportion spent on women-based suppliers: R169 143 618.41 (Total number of suppliers used = 18) = 22% | | Total Spent<br>Spent on Youth-based Suppliers<br>%<br>Number | R751 838 780.33<br>R169 143 618.41<br>22<br>18 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **18.** | | Number, value and percentage (%) of contracts **awarded to local youth owned businesses** | Total number, value and percentage (%) of contracts awarded to local youth owned businesses to date | Number, value and percentage (%) of contracts planned to be awarded to local youth owned businesses in the current financial year | **32** | **-** | Number<br>Value<br>%<br> | 12<br>R107 897 319.99<br>14%<br> | - |
| **19.** | | Number, value and percentage (%) of contracts **awarded to local businesses owned by people with disabilities** | Total number, value and percentage (%) of contracts awarded to local businesses owned by people with disabilities to date | Number, value and percentage (%) of contracts planned to be awarded to local businesses owned by people with disabilities in the current financial year | **-** | **-** | - | | - |
| **20.** | 3.12 **Rand value of investment attracted to stimulate local economic development (LED)** | N/A | Total Rand value of investment attracted to stimulate local economic development (LED) to date | Total Rand value of investment planned to be attracted to stimulate local economic development (LED) in the current financial year | - | **-** | R17.18 billion | | - Makhamisa Foods: AgriVoltaic Project R180 mil 260 direct jobs Zwartkopjies site (Rand Water owned) Currently busy with BFS Timeline 2025/26 FY<br><br>- Libalele Energy (GePH): AgriVoltaic Project R200 mil 100 direct jobs Zwartkopjies site (Rand Water owned) Currently busy with BFS<br><br>Timeline 2025/26 FY<br><br>- Hala Motors Electric Vehicle Manufacturing R15 bill & Battery Manufacturing tbc |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Jobs tbc Zwartkopjies site Currently busy<br><br>with BFS Timeline 2025/26 FY (might take longer as the project is complex)<br><br>- MTM Energy Gas-to-Power (100MW) R 1.8 bill 100 direct jobs Kookfontein Busy with BFS Timeline is dependent on Gas Supply from SASOL 2026/27 |

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure M: Letter received from MEC: COGTA on the 2025-2026 IDP

GAUTENG PROVINCE
CO-OPERATIVE GOVERNANCE AND
TRADITIONAL AFFAIRS
REPUBLIC OF SOUTH AFRICA

Cllr Alderman Peter J Teixira
Executive Mayor
Midvaal Local Municipality
P O Box 9
Meyerton
1960

Per email: gloryt@midvaal.gov.za
mayor@midvaal.gov.za

Dear Councillor, Teixira

**ADOPTION OF THE MIDVAAL LOCAL MUNICIPALITY'S INTEGRATED DEVELOPMENT PLAN (IDP) 2025/26.**

The submission received on 02 June 2025 regarding the adoption of the Integrated Development Plan (IDP) by the Midvaal Local Municipality (the Municipality) refers.

**1.** I would like to express my appreciation to the Municipality for submitting the adopted IDP in accordance with section 32(1)(a) of the Municipal Systems Act (MSA). I note that the IDP and the required supporting information, as outlined in section 32(1)(a) and (b), were submitted within the stipulated 10-day period.

**2.** It is further noted that the Municipality adopted a reviewed 2025/26 IDP, following due process in line with section 34 of the Local Government: Municipal Systems Act No. 32 of 2000

**3.** I also acknowledge that the adopted IDP complies with the following legislative provisions:

a. Section 21 of the Municipal Finance Management Act (MFMA);
b. Section 26 of the Municipal Systems Act; and
c. The process outlined in Section 29 of the MSA

## 4. Credibility of the IDP:

The assessment of the Municipality's IDP based on legislative and process compliance, and inputs received from sector departments, has confirmed that the IDP is credible. The Municipality is commended for preparing a responsive and compliant IDP that aligns with statutory requirements and relevant planning frameworks.

## 5. Matters for Consideration in the Next IDP Review Cycle

Going forward, the Municipality is encouraged to consider the following points in the upcoming IDP review cycle:

### 5.1 Alignment with Provincial Priorities (G13)

The Gauteng Provincial Government has identified thirteen urgent and interrelated priorities, the **"G-13"** – which pose significant risks to the province's developmental trajectory if left unaddressed. These range from service delivery failures and infrastructure decay to deepening unemployment and lawlessness. In line with the national imperatives of the NDP and the Medium-Term Strategic Framework, there is a clear expectation that municipalities will align their own planning and implementation efforts to support the province's interventions. Action plans have been initiated at both political and technical levels, and ongoing engagements will continue to shape coordinated responses.

Municipalities are therefore expected to ensure that the G-13 priorities are deliberately integrated into Integrated Development Plans (IDPs), Service Delivery and Budget Implementation Plans (SDBIPs), and municipal turnaround strategies, so that our collective efforts result in meaningful, measurable, and timely progress for the residents of Gauteng. Importantly, this alignment also gives tangible effect to the Gauteng Medium-Term Development Plan (MTDP), ensuring that the province moves in a cohesive and targeted manner toward its developmental goals.

### 5.2 Participation in the National Strategic Hub:

In addition, municipalities are encouraged to actively participate in the monthly sessions convened by the National Strategic Hub – an important intergovernmental platform that brings together all spheres of government to engage on the critical issues shaping South Africa's developmental path. Each session focuses on a specific thematic area – such as crime, infrastructure, service delivery, or economic development – allowing for knowledge sharing, deeper contextual understanding, and alignment of strategies across institutions.

These engagements offer municipalities the opportunity not only to draw on national and provincial insights, but also to share their own experiences and innovations, helping to shape responses that are both locally grounded and systemically informed. Your consistent presence and contributions in this space are essential to ensure that municipal challenges and solutions are reflected in the broader developmental agenda.

## 5.3 Upcoming Local Government Elections (2026)

With the current council term concluding in 2026, municipalities must consider the implications of the upcoming local government elections when reviewing their IDPs. The review process should include a reflection on achievements and challenges during the current term to inform planning for the next term. It is also anticipated that National COGTA will issue a circular to guide IDP adoption processes during the election year.

As part of the process, the analysis of the adopted IDP was carried out collaboratively with the primary custodians and key drivers of the Local Government Key Performance Areas (KPAs), including Gauteng Provincial Government and National Departments.

Comments and recommendations from the IDP analysis are attached to this letter as ***Annexure A***. The Municipality is encouraged to review and address the issues raised by the various stakeholders.

I wish to convey my appreciation to your Municipality for its active participation in the IDP Analysis Week. This engagement provided an important platform for the Gauteng Government to interact with your Municipality on the draft IDP, as well as other key strategies and plans.

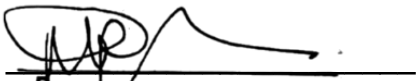
The Gauteng Provincial Government, through the Department of Cooperative Governance and Traditional Affairs, remains committed to working collaboratively with your Municipality to enhance integrated planning processes. This includes providing the necessary support and guidance in both the review and implementation of your Integrated Development Plan (IDP).

**ADOPTION OF THE MIDVAAL LOCAL MUNICIPALITY`S INTEGRATED DEVELOPMENT PLAN (IDP) 2025/26**

Kindly address any queries to Mr. Potšišo Phasha, in the Integrated Development Planning Co-ordination Directorate at:

Telephone: 071 679 2789
Email: potsiso.phasha@gauteng.gov.za

Yours sincerely,



**MR. J. MAMABOLO, MPL**
**MEC: INFRASTRUCTURE DEVELOPMENT, CO-OPERATIVE GOVERNANCE AND TRADITIONAL AFFAIRS**
**DATE:** 2025/ 08/ 25

**Copy for Information**

1. Mr. Mr Antony Groenewald: Municipal Manager – Lesedi Local Municipality

## Annexure A:

| **KPA 1: SPATIAL PLANNING AND SUSTAINABLE ENVIRONMENTAL DEVELOPMENT** | |
|---|---|
| **Comment** | **Recommendation** |
| Air Quality Management Plan (AQMP) and Air pollution reduction programmes: | Midvaal Local Municipality is part of the first national priority area – the Vaal Air-shed Priority Area, and as such, the Municipality is urged to develop its own AQMP. Air Quality Management By-laws should be developed for the municipality to address/regulate non-industrial sources contributing to air pollution and to comply with the National Framework for Air Quality.<br><br>Air pollution reduction plans for Midvaal LM should further be identified, developed, and implemented effectively as part of efforts to improve air quality management in the municipality. |

*Note: No additional comments are included for the other three KPAs in the current cycle.*

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure N: Response Letter to MEC: COGTA on the 2025-2026 IDP

Midvaal Local Municipality
PO Box 9, Meyerton, 1960
Tel: 016 360 7400
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Tel: 016 360 7418 • Fax: 016 362 2794 • E-mail: mayor@midvaal.gov.za

**OFFICE OF THE EXECUTIVE MAYOR**

Our Ref: 2/9/2

MEC: Department of Cooperative Governance
and Traditional Affairs, Urban Planning & Human Settlements
77 Commissioner Street
Johannesburg
2001

Attention: Simpiwe Seti
simpiwe.seti@gauteng.gov.za

**RE: RESPONSE TO THE COMMENTS RECEIVED FOR THE 2025/2026 FINAL MIDVAAL INTEGRATED DEVELOPMENT PLAN REVIEW**

Dear MEC Mamabolo

The letter received from your office dated 25th August 2025 refers and hereby acknowledged.

The Municipality appreciates the feedback on the IDP and also welcomes comments on areas of improvement. The issues that need action are therefore responded to as follows:

1. **Air Quality Management Plan (AQMP) and Air pollution reduction programmes.**

   - Air quality management falls under the jurisdiction of the Sedibeng District Municipality. The drafting of bylaws for this purpose is a function of the district, as the local municipality provides municipal health services through a service level agreement on behalf of the SDM.

2. **Alignment with Provincial Priorities (G13)**

   - Noted, the 2026-2027 IDP review will incorporate G13 priorities.

3. **Participation in the National Strategic Hub**

   - Noted, the municipality participates in sessions as and when invitations are received.

4. **Upcoming Local Government Elections (2026)**

- Noted, the 2026-2027 IDP review will consider the achievements and challenges faced during the present term.

Kind Regards

**ALD. PJ TEIXEIRA**
**EXECUTIVE MAYOR**

07/01/25
**DATE**

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure O: Midvaal Electricity Master Plan 2021

# Midvaal Local Municipality Electricity Master Plan

*FINAL DRAFT REPORT ELECTRICITY MASTER PLAN*

*December, 2021*

# Document Control Form

| | |
|---|---|
| **Client:** | DBSA / MIDVAAL LOCAL MUNICIPALITY |
| **Project Name:** | RFP206/2015: Provision of Professional Services to Develop an Electricity Master Plan for Midvaal Local Municipality |
| **Project Stage:** | Close-Out |
| **Report Title:** | Midvaal Local Municipality – Electricity Master Plan |
| **Report Status:** | Draft |
| **Project Reference no:** | Client: RFP203/2020\| \| SRSQS: 0014-00-00 |
| **Report Date:** | December, 2021 |

| | |
|---|---|
| **Compiled by:** | Costa Karonga |
| **Reviewed by:** | Tendayi Chikwata |
| **Approved by:** | Sandro Shikwambana |

# Project Stakeholders

| PARTY | STAKEHOLDER ROLE | CONTACT PERSON | CONTACT DETAILS |
|---|---|---|---|
| **DBSA** | Funder | Rhulani Khosa | 0824210692/ 0113133942<br>rhulanik@dbsa.org |
| **Midvaal Local Municipality** | Beneficiary | Vincent Sofe | 0163605810<br>Vincents@midvaal.gov.za |
| | | Solomon Chivhungwa | SolomonC@midvaal.gov.za |
| | | Phumudzo Magodi | 0163605802<br>PhumudzoM@midvaal.gov.za |
| **ESKOM** | Intermediary | Nita Pillay | PillayP@eskom.co.za |
| **MISA** | Intermediary | Walter Madima | 0128485300<br>Walter.madima@misa.gov.za |
| **DMRE** | Intermediary | Thabang Rakgatoe | 0124067522<br>Thabang.Rakgatoe@dmre.gov.za |
| **DMRE** | Intermediary | Sebastian Khoza | 0124067522<br>Sebastian.Khoza@dmre.gov.za |
| **SRSQS** | Service Provider | Sandro Shikwambani | 0152911005/ 0827023540<br>sandro@srsqs.co.za |
| | | Costa Karonga | 0126651189/ 0605051189<br>costa@srsqs.co.za |
| | | Tendai | tendai@srsqs.co.za |

| | |
|---|---|
| **MLM** | Midvaal Local Municipality |
| **CAPEX** | Capital Expenditure |
| **CBD** | Central Business District |
| **CoGTA** | Department of Cooperative Governance and Traditional Affairs |
| **DBSA** | Development Bank of Southern Africa |
| **DMRE** | Department of Minerals Resources and Energy |
| **EMP** | Electricity Master Plan |
| **GDP** | Gross Domestic Product |
| **HV** | High Voltage |
| **LPU** | Large Power User |
| **LV** | Lower Voltage |
| **MISA** | Municipal Infrastructure Support Agent |
| **MTS** | Major Transmission Network |
| **NERSA** | National Energy Regulator of South Africa |
| **NSP** | Network Service Provider |
| **OC/EF** | Overcurrent / Earthfault |
| **PUC** | Point of Utility Connection |
| **SCADA** | Supervisory Control and Data Acquisition |

# Table of Contents


SECTION 1- EXECUTIVE SUMMARY ..... 6

**SECTION 2- INTRODUCTION** ..... 6

2.1 Background ..... 6

2.2 Purpose ..... 7

2.3 Objectives ..... 7

2.4 Scope of Services ..... 7

2.5 OVERVIEW OF MIDVAAL LOCAL MUNICIPALITY ..... 9

2.5.1Municipal Location and Extent ..... 9

2.6 Economic Perspective ..... 13

2.6.1. Economic growth ..... 13

2.7 Spatial Perspective ..... 18

2.7.1 Development Potential ..... 20

2.8 Sector plans and programmes ..... 22

2.8.1 Sector visions and strategies ..... 22

SECTION 3 -LEVEL OF SERVICE ..... 25

3.1 ELECTRICITY PROVISION LEGISLATION ..... 25

3.1.1 Statutory Requirements and National Targets for Providing Access to Electricity ..... 25

3.2 Prioritization of Resource Allocation ..... 25

3.3 ELECTRICITY SERVICE DELIVERY ..... 26

3.3.1 Electrified vs. Non-Electrified ..... 26

3.4 Experienced Levels of Services ..... 5

SECTION 4 - METHODOLOGY FOR EMP DEVELOPMENT ..... 8

4.1 PLANNING CRITERIA ..... 8

4.2 LOAD FORECAST ..... 8

4.3 MODELLING ..... 8

4.3.1 Distribution network ..... 8

4.3.2 MV Reticulation network ..... 8

4.3.4 LV Reticulation network ..... 9

4.4 ANALISIS AND RESULTS ..... 9

4.5 COSTING AND CAPITAL EXPENDITURE ..... 9
SECTION 5- EXISTING NETWORK AND COMMITTED PROJECTS ..... 10
5.1 DATA ACQUISITION COLLATION AND ASSESSMENT ..... 10
5.1 Network topology and assets classification ..... 11
5.1.1 General ..... 11
5.2 MLM 11 kV Reticulation Network ..... 2
5.3 Committed projects. ..... 14
5.4 Network modelling and validation ..... 14
5.5 Energy Efficient Levels and Losses ..... 14
SECTION 6- NETWORK EXPANSION ..... 18
6.1 ECONOMIC ACTIVITIES ..... 18
6.2 LOAD FORECAST AND BULK CAPACITY ..... 18
6.3 PROPOSED SOLUTIONS ..... 24
6.4 NETWORK LOSSES ..... 27
6.5 PROPOSED CAPITAL EXPENDITURE ..... 29
6.5.1 PROPOSED CAPITAL EXPENDITURE ..... 29
6.5.2 LIST AND COST OF PROPOSED PROJECTS ..... 30
SECTION 7: FUNDING AND IMPLEMENTATION ARRANGEMENTS ..... 1
SECTION 8: RISK MANAGEMENT ..... 2
8.1 RISK MANAGEMENT FRAMEWORK ..... 2
8.2 RISK MANAGEMENT STANDARDS FOR ELECTRICAL NETWORKS ..... 4
12.2.1 ISO 31000 ..... 4
12.2.2 NRS 093-1 ..... 5
8.3 MLM MAJOR RISK REGISTER ..... 7
SECTION 9: CONCLUSIONS ..... 8
9.1 LOAD FORECAST ..... 8
9.3 DEMAND-SUPPLY BALANCE ..... 8
9.4 NETWORK PERFORMANCE AND RELIABILITY ..... 9
9.5 IDENTIFIED PROJECTS ..... 9
SECTION 10:RECOMMENDATIONS ..... 10
10.1 LOAD FORECAST AND NETWORK EXPANSION ..... 10
ANNEXURE A: LIST OF UNFUNDED PROJECTS ..... 11
ANNEXURE A1: PROJECT PRIORITISATION PER WARD ..... 11
ANNEXURE A: LIST OF UNFUNDED PROJECTS ..... 6
ANNEXURE A2: PROVINCIAL DEPARTMENT'S PROJECTS ..... 6

ANNEXURE B: LIST OF UNFUNDED PROJECTS .....9
ANNEXURE A3: MIDVAAL LOCAL MUNICIPALITY PROJECTS.....9

# SECTION 1- EXECUTIVE SUMMARY

SRQS was appointed on 26th March 2021 as the service provider to support Midvaal Local Municipality (MLM) with their Electrification Master Plan (EMP).

This report provides a load forecast of electricity demand and its impact on the existing MLM electrical network. Network constraints resulting from the growth in electricity demand are identified and appropriate solutions proposed to ensure and maintain the network's adequacy and reliability of supply. Lastly, the cost of each proposed solution is provided along with the year, thereby combining all project cost into a CAPEX for a period of twenty years.

# SECTION 2- INTRODUCTION

## 2.1 Background

The DBSA has entered into a memorandum of agreement (MOA) with the Midvaal Municipality regarding the establishment and resourcing of a Provincial Programme Management Unit (PMU) to provide technical support to municipalities that are clients of the DBSA. In this regard, the DBSA procured professional services from suitably qualified and experienced Professional Services Providers (PSPs) to upscale its technical capacity in order to provide infrastructure planning and project implementation support to the identified municipalities.

SRSQS consulting was appointed on 22 February 2021 as the service provider to support Midvaal Municipality with their Electrification Master Plan (EMP).

The overall objective of the project is to potentially provide strategic infrastructure and project planning and project implementation support to this municipality. Discussions with the Midvaal Municipality will take place to unearth the areas and work that has already been covered, in various areas within the municipality, and collating an overall master plan that meets the requirements of the Municipality.

## 2.2 Purpose

**The plan aims to:**

Document the nature, extent, age, utilization, condition, performance, and value of the infrastructure network.

Advise the municipality on growth in electricity usage.

Identify existing and proposed levels of service to be achieved over a minimum period of 20 years or for the life of the current installed plant and infrastructure, as well as any expected changes in demand.

Identify the life-cycle management needs (development, renewal, operations and maintenance and any disposal) over the 20-year period.

Assess capital and operational budget needs.

Assess the prevailing infrastructure asset management practice and identify a first iteration of improvements.

Increase capacity and extension of networks to be addressed.

## 2.3 Objectives

The overall objective of the project is to provide infrastructure planning, project planning, preparation, and project implementation support to Midvaal Local Municipality through the development of an Electricity Master Plan. The Master Plan is to give clear direction so that the recommendations on priority projects may be implemented.

## 2.4 Scope of Services

The Electricity Masterplan will be prepared according to the DBSA framework document as received.

The DBSA framework Electricity Master Plan breaks down the deliverables in the following distinct phases:

**Phase 1: Project Inception which includes Stakeholder engagement and the establishment of a Project Steering Committee**.

This phase involves developing of the master plan which is to include officials, political representatives, and applicable spheres of Government. The scope of works will thus involve SRSQS– (the appointed professional services provider) making provisions for an inclusive participation process involving all relevant stakeholders. The technical process will rely on the participation of relevant officials and political representatives from the municipality, provincial and national government regarding technical inputs and the decision-making process (where required).

**Phase 2: Existing Situation and Needs Assessment**

Assessment of the existing status of the Electrical infrastructure and the identification, and costing, of actions required to provide services in an optimal and sustainable manner. Assessment and findings to be presented in a comprehensive report. This phase fundamentally deals with the understanding and presentation of the status quo, and sector plans and programmes. This phase in its entirety is directed at determining the present and past demands and the position of the municipality's current electricity infrastructure.

**Phase 3: Future Demand Assessment**

The forecasting of the future demand scenario and a detailed investigation of the capacity of the existing infrastructure to meet this demand. Recommended infrastructure solutions to meet the future demand across the entire Local Municipality. Assessment and findings to be presented in a comprehensive report and is to include a forecast model and the consideration of alternative technologies.

**Phase 4: Institutional Arrangements and Required Authorizations**

Review of existing institutional arrangements and formulation of proposals to develop systems and procedures and to build capacity as required to operate and maintain electricity infrastructure. Provide recommendations to facilitate the provision of land and servitudes for electrical infrastructure, wayleave applications from/to national, provincial, authorities and agencies where applicable, and Environmental Impact Assessments where required.

**Phase 5: Project Prioritization and Cost Estimates.**

Based on the findings of Phases 2 and 3, projects will be identified, costed and prioritized in order to be phased in the short-, medium- and long-term development plans. The projects may include refurbishment, maintenance, upgrades and capital projects.

**Phase 6: Funding and Implementation Arrangements.**

This phase deals with the identification, assessment and recommendations with regards to sources of funding, methods of service delivery and resources required to implement envisioned projects.

**Phase 7: Risk Management.**

The development of an electricity risk assessment to identify critical areas which are vulnerable to failure, the level of exposure and potential impact of the risk and methods on how these risks may be mitigated or reduced.

# 2.5 OVERVIEW OF MIDVAAL LOCAL MUNICIPALITY

## 2.5.1Municipal Location and Extent

The Midvaal Local Municipality (GT422) is a Category B municipality as defined in the Municipal Structure Act (Act 117 of 1998). It comprises of fifteen wards and is one of three local municipalities situated within the Sedibeng District Municipality. The other two Municipalities in the district being the Emfuleni Local Municipality (GT421) and the Lesedi Local Municipality (GT423). Midvaal acknowledges the changes to the municipal boundary as well as internal changes to ward boundaries adopted by the Municipal Demarcation Board as per Gazette 184 Notice 472 on 7th October 2020 Midvaal will adopt such changes when effected after the 2021 Local Government Elections.




**Fig 1 Midvaal Municipality location in Gauteng Province**

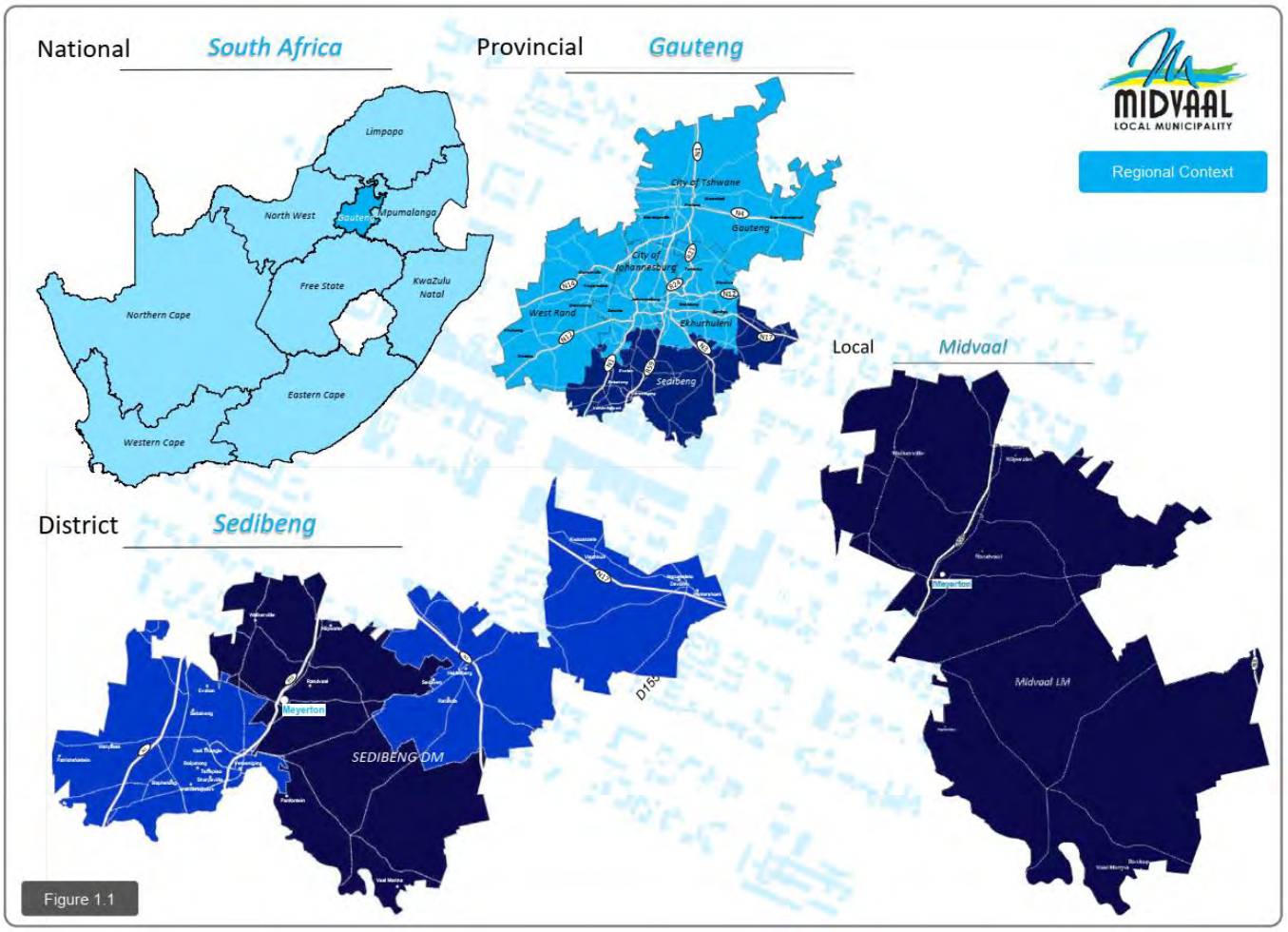



**Fig 2 Midvaal location in relation to South Africa, Province and District**

***Demographic Profile***

As shown in Fig 3 Midvaal is the smallest of the three local municipalities in the Sedibeng District, comprising 11% of the Sedibeng District population. The total municipal population in Midvaal grew from 95 301 in 2011 to 111 613 in 2016. This represents an increment of 16 311 from 2011 to 2016. The year-on-year growth for the total population for the past 5 years was 3.2% – representing 3 262 people per year (far above the district growth rate which stands at 0.8% for this period). From the Midvaal gender and age distribution profile, it is evident that the local municipality has more Male residents (51.6%) compared to Female residents (48.8%), with the largest segment for both being aged 20-39 years. According to Census 2011, the highest population concentration within the LM is in and around Meyerton, representing 58.0% of the total population.

Fig 3 indicates that the local population is predominantly a low to middle-income community. In terms of the Individual Monthly Income, it is evident that approximately 55.4% of individuals earn a monthly income of less than R800 per month (as per the food

poverty line), which indicate high dependence on government grants. Assessing the Annual Household Income, it is evident that 57.6% of households within the Midvaal LM qualify for a housing subsidy (<R3500 p/m of R42 000 p/a). Within the Midvaal LM, 42.5% of the population have not completed secondary education (up to Grade 12). But it is positive that 12.9% of the population has a form of tertiary education (degree/diploma). According to Census 2011, approximately 55.6% of the total Midvaal economically active population (EAP), is employed, of which 73.2% of the employed population, is employed within the formal sector.

From the Midvaal tenure Status, it is evident that 30.4% of households occupy the property they reside in, rent-free, whilst 25.4% rent the property they reside in. The tenure profile correlates with the income profile and affirms a consumer market with a predominant demand for lower-to-lower middle-end residential and commercial products.

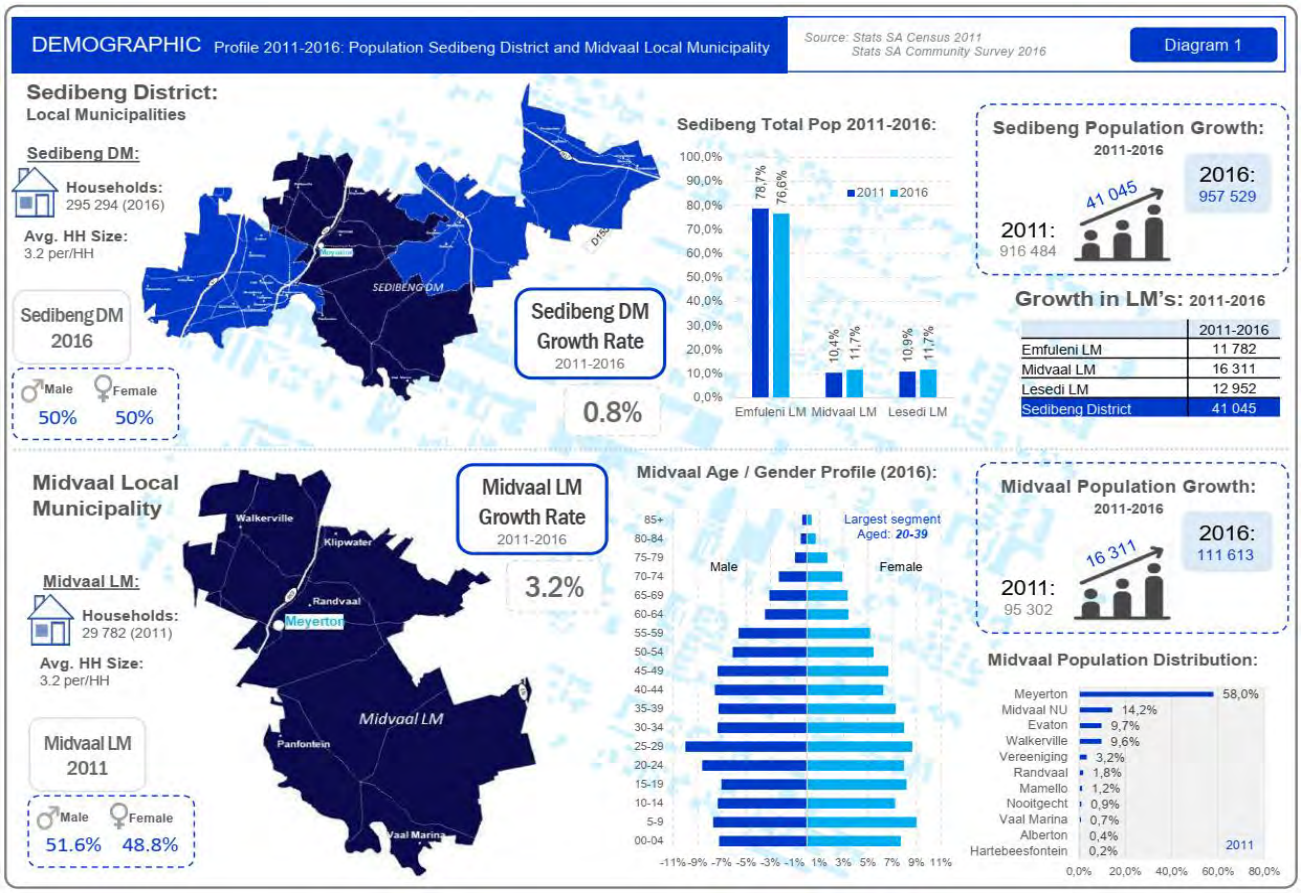



**Fig 3 – Midvaal population distribution.**

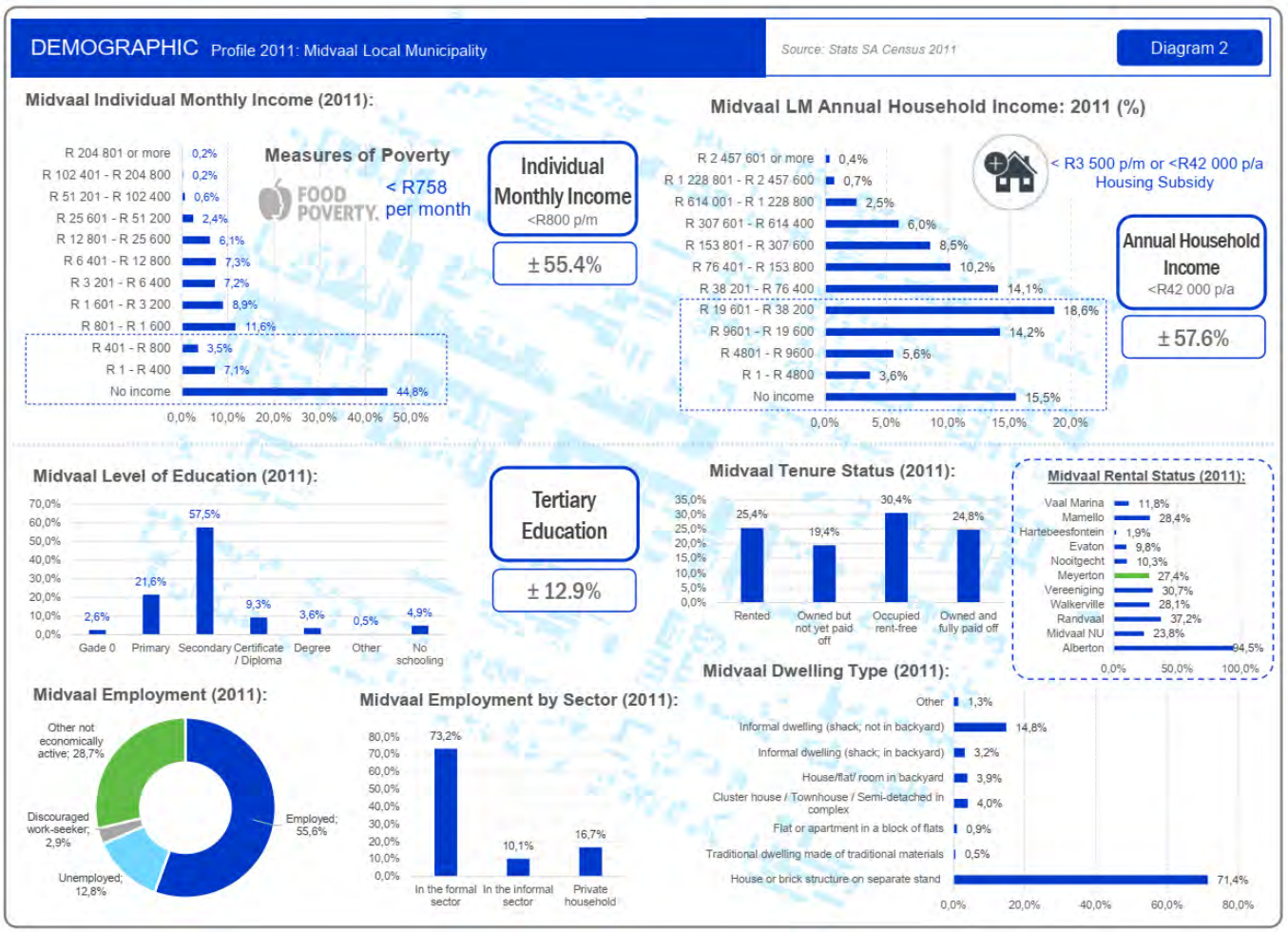



**Fig 4- Demographic profile**

The Midvaal local Municipality covers an area of approximately 1722 km2 compared to approximately 966 km2 and 1484 km2 for neighboring Emfuleni and Lesedi Municipalities, respectively.

The spatial layout of the Midvaal Local Municipal area is predominantly that of a rural area with extensive farming constituting approximately 50% of the total area of jurisdiction.

Midvaal possesses the following spatial structures1.

| Spatial Structures of Midvaal | |
|---|---|
| ***Areas*** | ***Total number*** |
| Townships | 58 (30996 Stands) |
| Farms | 85 (3415 Portions) |
| Agricultural Holdings and other Settlements | 34 (4334 small / agricultural holdings) |
| Nature Reserves | 1 |
| Conservancies | 10 |

**Table 1- Demographic profile**

**Racial Profile**

The racial profile of the Midvaal population is largely dominated by African Black and White populations together making up more than 90% of the population.

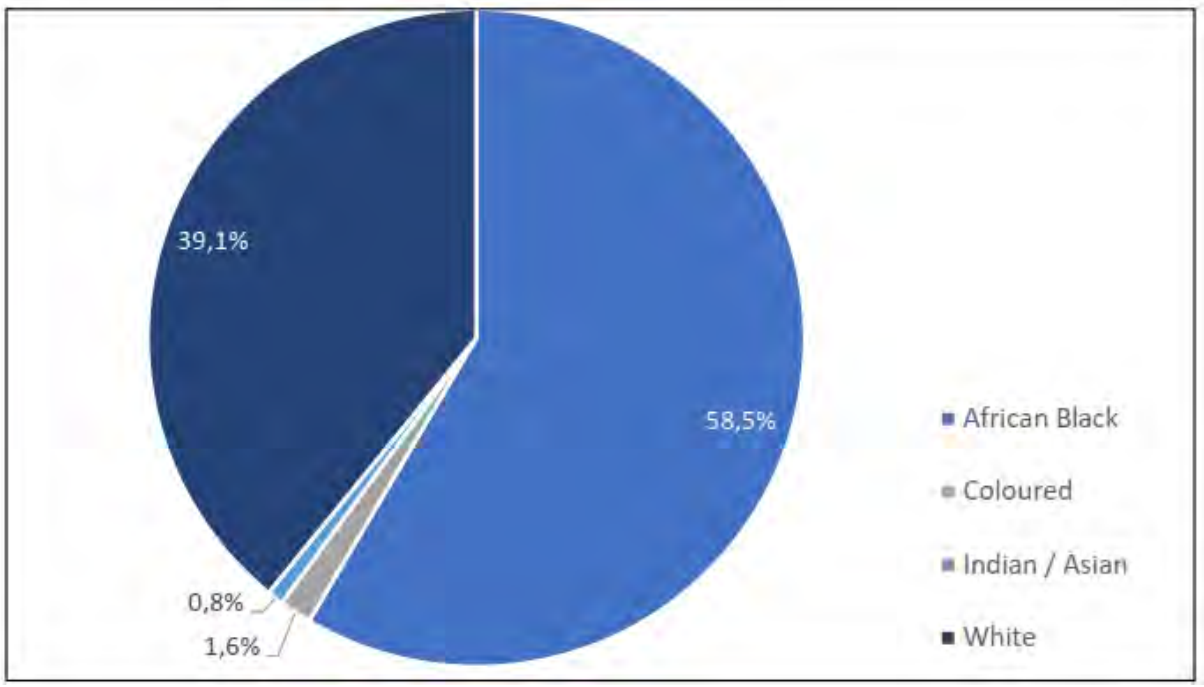



**Fig 5 - Demographic profile**

## 2.6 Economic Perspective

The economic indicators of an area form the basis for current demand for residential and commercial product offering and also serve as the drivers for future growth in demand. An improving economy has positive implications for disposable income growth and thus residential purchasing power in the short term.

### 2.6.1. Economic growth

Midvaal falls within the Sedibeng District alongside two other municipalities, Emfuleni and Lesedi. Emfuleni is the largest municipality within the District, contributing 72.81% to its GVA, whilst Midvaal and Lesedi contributed 14.98% and 12.21% respectively13. GVA measures output (total production) of a region in terms of the value that was created within that region. GVA indicates the level of economic activity within a region.

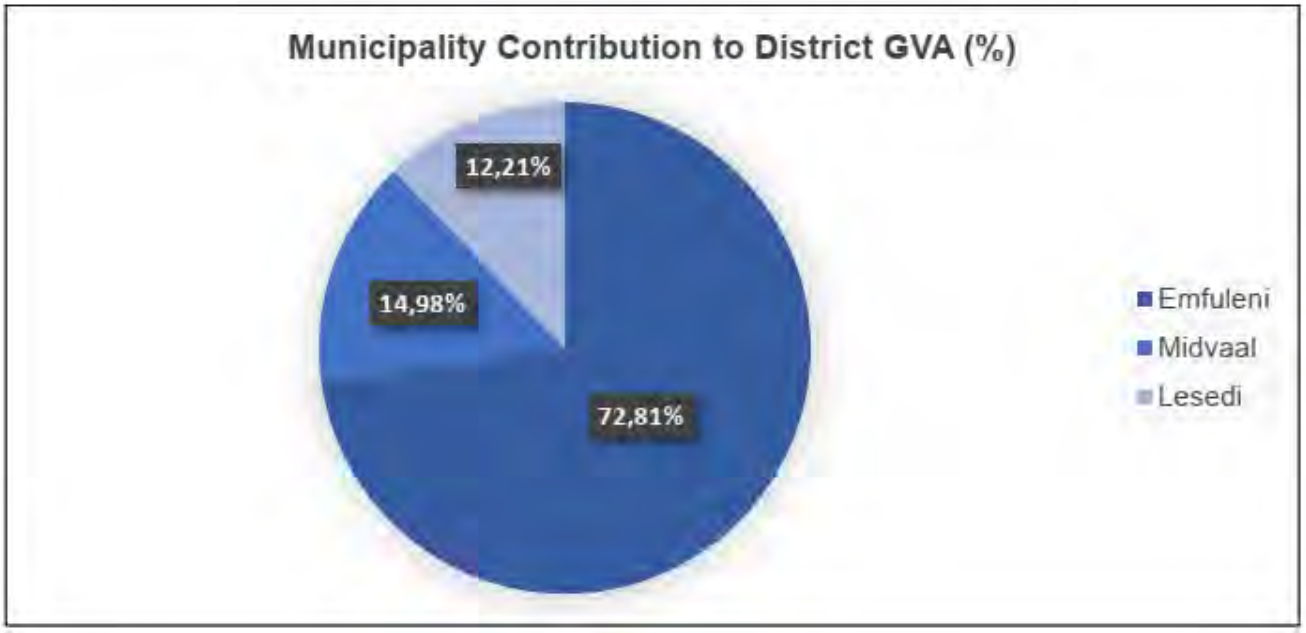



**Fig 6: Municipality contribution to district GVA**

The total GVA for Sedibeng was R49 billion in 2018, of which Midvaal contributed R7 billion and Lesedi, R6 billion and Emfuleni 36 billion.14 Midvaal had the second highest GVA growth rate of 2.79% between 2001 and 2018. Lesedi's growth in GVA was 3.07%, and Emfuleni, at 2.03%.

**Table 2: GVA - Local municipalities of Sedibeng District Municipality, 2001 to 2018, share and growth15**

| District | GVA (2001-2018) | Share of district municipality | Average annual growth rate |
|---|---|---|---|
| **Emfuleni** | 36.025 | 72.81 | 2.03% |
| **Midvaal** | 7.141 | 14.98 | 2.79% |
| **Lesedi** | 6.042 | 12.21 | 3.07% |
| **Sedibeng** | 49.626 | 100% | |

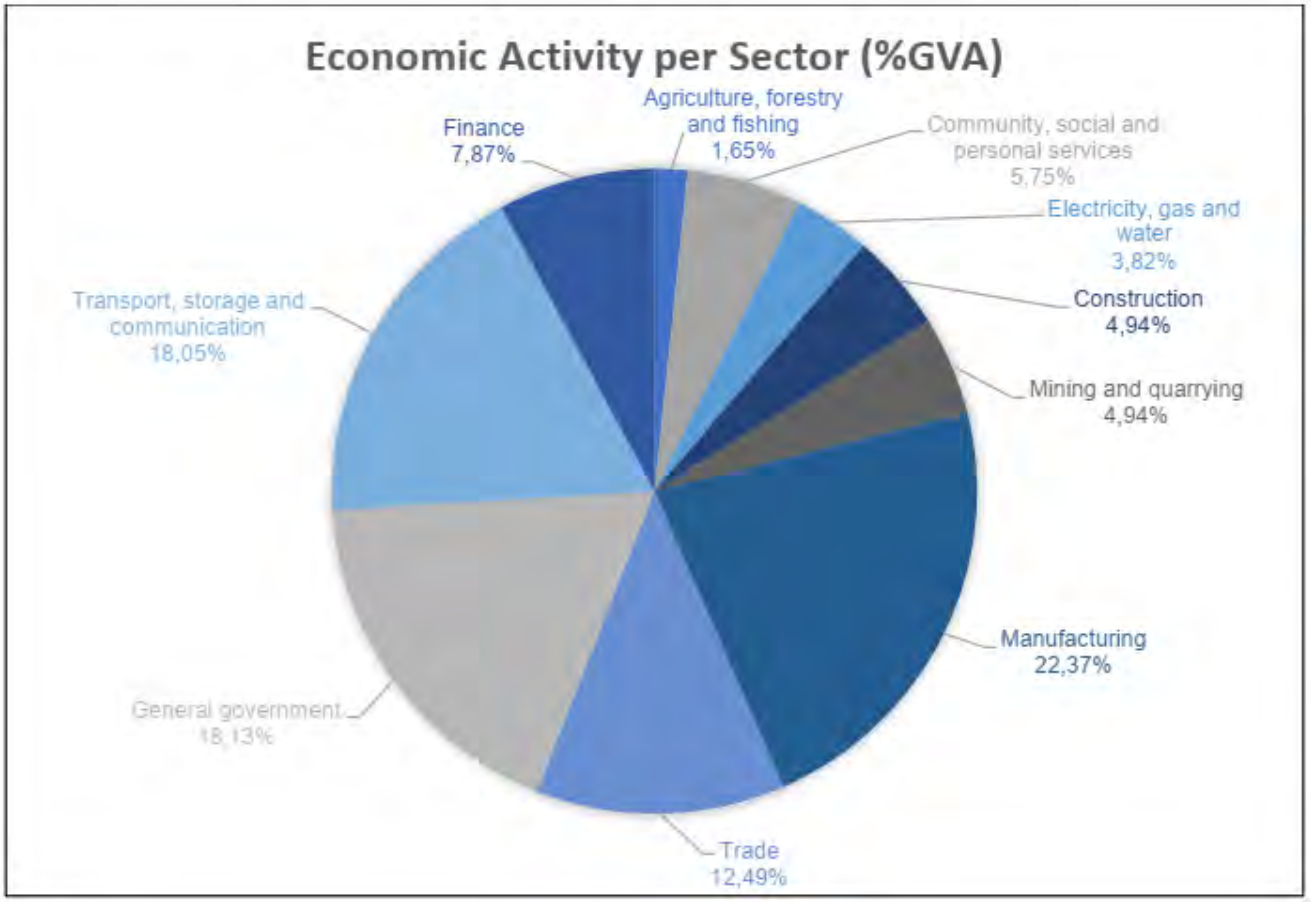



**Fig 7: Economic activity by sector**

As seen in the table above, the pillars of the local economy are Manufacturing, General government, Transport, storage and communication, and Trade These cumulatively 71.04% of GVA to the local economy16.

Ranking the sectors from highest to lowest:

1. Manufacturing - 22,37%
2. General government - 18,13%
3. Transport, storage and communication -18,05%
4. Trade - 12,49%
5. Finance - 7,87%
6. Community, social and personal services - 5,75%
7. Construction - 4,94%
8. Mining and quarrying - 4,94%
9. Electricity, gas and water - 3,82%
10. Agriculture, forestry and fishing - 1,65%

In terms of average sectoral growth, Midvaal's strongest sectors included Mining and Quarrying (6.88%), Construction (5.31%) and Transport and logistics (4.43%). Both Emfuleni and Lesedi had similar sector growth trends, with Mining and Quarrying and Construction exceeding the 5% average annual growth.

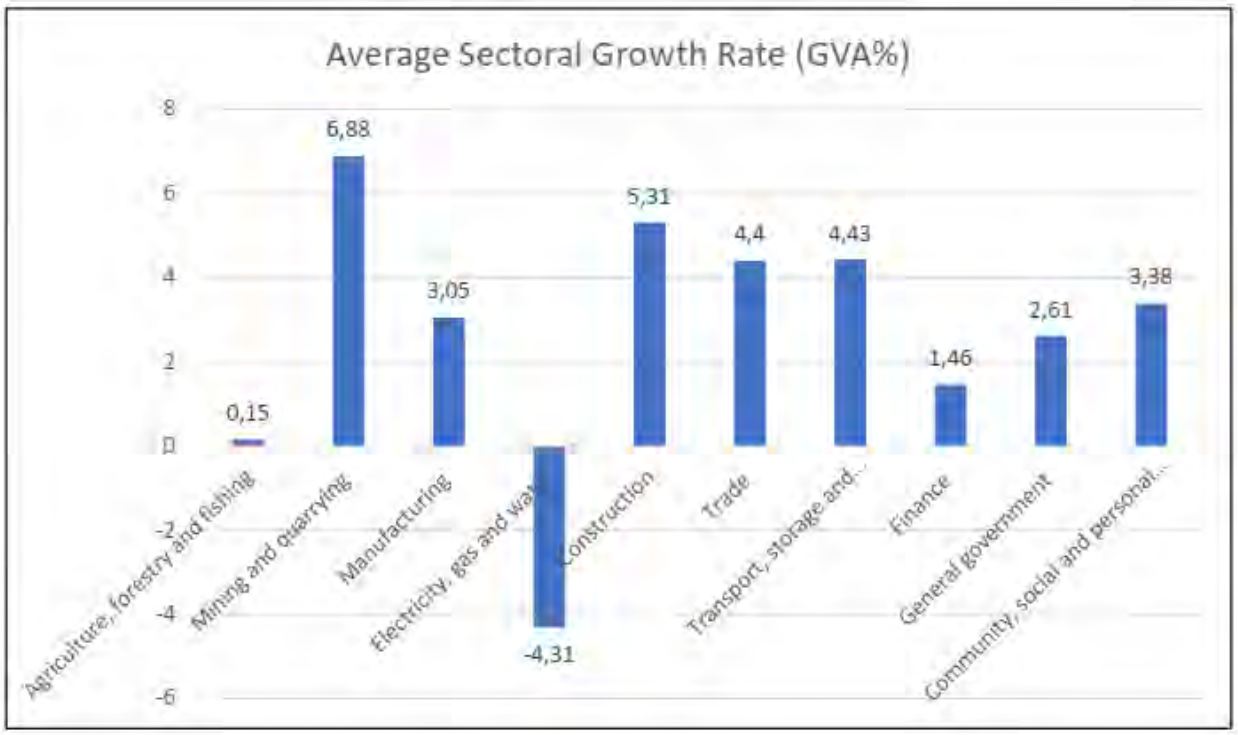



**Fig 8: Average Sectoral Growth Rate**

Due to the stagnation in economic activity and the rising unemployment epidemic facing South Africa and its provincial, metropolitan, district and local economies, interventions are needed for Midvaal municipality to industrialize, create jobs and grow the economy. Midvaal is mainly agricultural and rural/township land with important natural structures and conservation areas. The area R59 Development Corridor, offering transport and distribution opportunities. The Manufacturing sector is the largest, best-performing sector and has a relatively high comparative advantage; however, the sector's vulnerability to external factors must be considered in future development. This is one of the reasons why Midvaal municipality must focus on diversifying its economy.

Other sectors and activities it could develop include:
those which are labor-intensive (specifically those that can grow by drawing on unskilled and semi-skilled workers) with strong backward and forward linkages. Those with rapidly growing comparative advantage (e.g., Mining) and investor interest, and
those which the broader economy is moving towards, such as green industries.
In the case of agriculture activities, these could be increased significantly by promoting the efficient use of the vast arable land. This sector could further stimulate other high-growth and job-generating industrial activities, particularly agro
-processing. Agro-processing can also drive agriculture and create markets for farmers.
The aim of industrialization interventions should be to transition the Midvaal economy towards higher value-added activities and technological innovation, particularly for advanced manufacturing activities. Clustering of industrial activities and building and

strengthening value chains are crucial as suppliers can maximize on their proximity to each other and share costly infrastructure. However, the economic conditions and the required time and effort must be recognized as increased industrialization cannot be attained merely with the existing industrial structure. Thus, proper planning is essential to ensure that industrialization strategies are realized, and impacts are maximized. infrastructure. However, the economic conditions and the required time and effort must be recognized as increased industrialization cannot be attained merely with the existing industrial structure. Thus, proper planning is essential to ensure that industrialization strategies are realized, and impacts are maximized.

**2.5.3. Employment profile**

Employment is the primary means by which individuals who are of a working age may earn an income that will enable them to provide for their basic needs. With the exception to the provincial level, Midvaal has the highest level of economically active population – 70.4%. Midvaal local municipality therefore has a large supply of labor. The unemployment rate for Midvaal, as per the broad definition, is 18.8%17. This translates to the highest employment rate (81.2%), when compared to the provincial and district situation.

The youth unemployment rate, however, stands at 25.4% for those aged 15-24 (i.e. those eligible to work). Since 2006, the labour force participation rate for Midvaal local municipality deviated from the provincial level, declining as the province's rate increased.

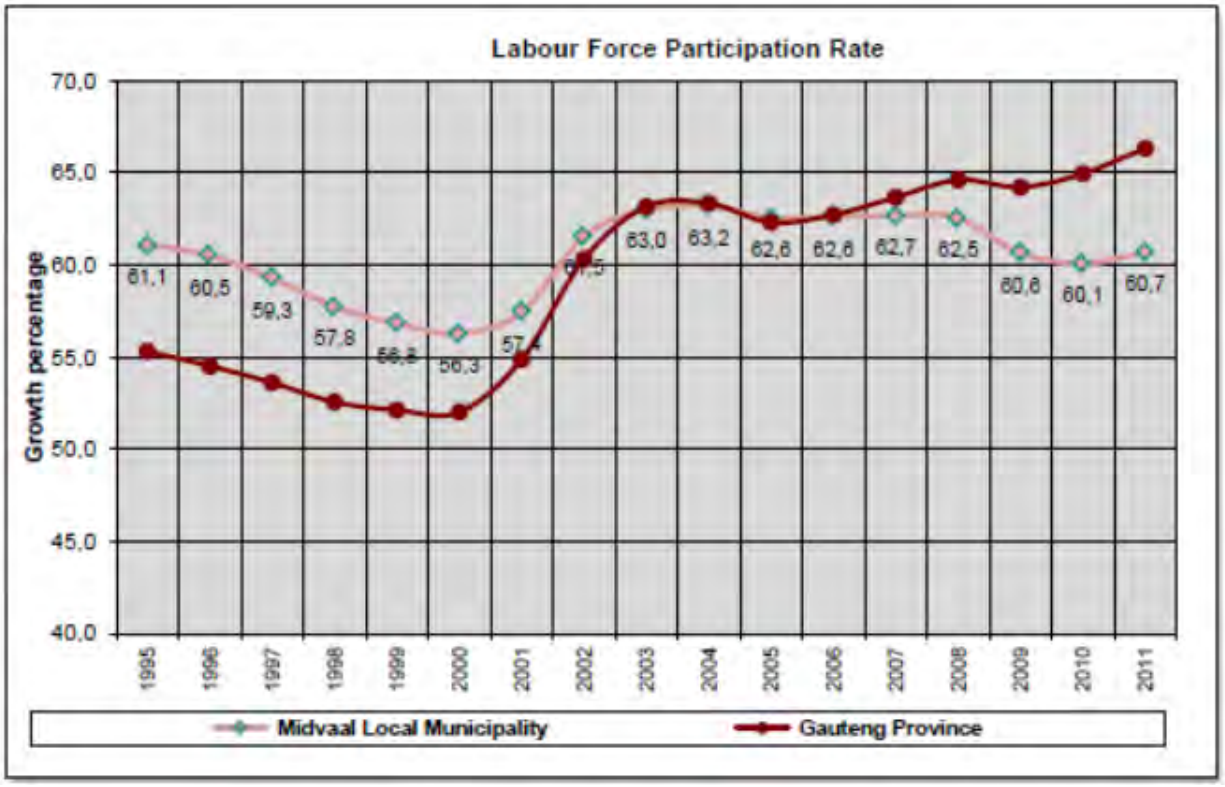



**Fig 9: Labour Force Participation Rate**

## 2.7 Spatial Perspective

Midvaal is the 2nd largest municipality in Gauteng in terms of land, covering an area of 1722 km2. Midvaal has strong regional linkages to major economic cores like Johannesburg, Ekurhuleni and the Vereeniging-Vanderbijlpark complex and is predominantly rural, with urban development predominantly consolidated along routes R59 and R82 in the northwestern parts of the municipal area. Meyerton is the highest order town in the area with a relatively large business and residential component. Smaller settlements and agricultural holdings in the surrounds act as service centers to the surrounding local communities. The local population is relatively well educated, and unemployment levels are low compared with provincial and national averages. The strongest economic driver in Midvaal is Manufacturing however the Manufacturing sector is declining creating a need to diversify the Midvaal economy.

The Spatial Development Framework map of the municipality is represented below

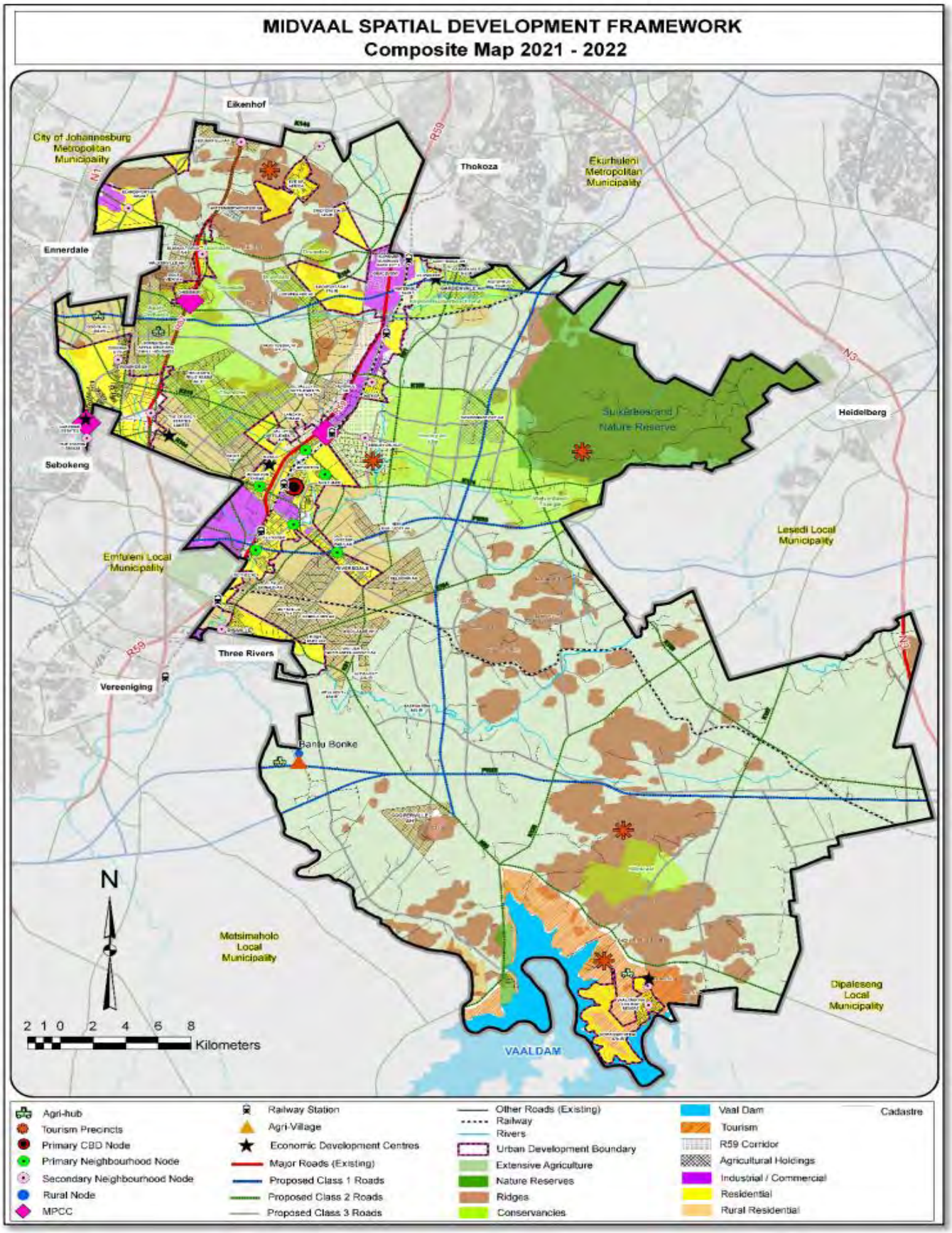



**Fig 10: Spatial Development Framework for the Midvaal Municipality 2020/2021**

### 2.7.1 Development Potential

The location on Midvaal in relation to Johannesburg, Ekurhuleni and Emfuleni provide a strong north-south linkage along the R59 and R82. The R59 Corridor Urban Design Framework encourages residential densification, businesses, commercial and industrial activists in designated areas long the R59 Corridor. The development of the Savanna City Mega housing
project to the west of the municipality and bordering on City of Johannesburg, provides67 development opportunities along the R82 in De Deur, Walkerville and Doornkuil.
The future development of route K154 will provide direct access from the N1 in to Midvaal igniting the development potential as outlined in the Elandsfontein precinct plan.
The Vaal Dam, Vaal Marina, Suikerbosrand Nature Reserve and the numerous ridges in Midvaal should be promoted as tourist attractions. This includes the support and hosting of recreational events to attract day visitors and development of tourist towns in Walkerville and Henley on Klip.
Agri-tropolis: Growing the Midvaal Vision
Midvaal Local Municipality spans 1722 km2 of which about 1621 km2 consists of agricultural land (comprising farms and small/agricultural holdings). Yet agriculture contributes less than 1% to the Midvaal economy and showed the greatest decline in the long term (1996-2011) when compared to the national, provincial, and district economies (-7.3% annually).
In the medium term (-5.3% per annum between 2001-2011) and short term (1.2% per annum between 2006-2011) it fared worse than the national and provincial growth rates, but better than the district economy. The positive of this is that the Agricultural Sector is showing some improvement. This improvement can be linked to the increased government spending in this sector. The municipality has identified agriculture as a sector that can grow the economy and create jobs. Council has since adopted an Agricultural Growth Strategy. As part of implementation of the Agricultural Growth Strategy, the municipality is streamlining its stakeholder engagement and support for farmers. Land has been identified by Council to be leased for agriculture. It is the municipality's view that the intervention above will impact on the agricultural growth and development. In terms of the total employment in Midvaal Local Economy, the Agricultural Sector housed 2.0% of all employees, the second smallest employment providing economic sector in the local economy. Employment growth (both formal and informal employment) shows the same pattern between 1996 and 2011, though the informal employment pattern fluctuated much more in extreme than formal employment.
In total, employment growth in agriculture, forestry & fishing has been on a slight increase between 1996 and 2011, but even with the agricultural initiatives implemented in 2009-2010,

employment growth has steadily stayed in the negative. Thus, indicating that government investment did not have the same impact on job creation as what it had on economic growth.

South Africa is faced with increased volatility in food security, and this is intensified in the Gauteng Province by the high rate of immigration and the resultant high population growth experienced. Midvaal Local Municipality assessed its comparative advantages and concluded that the agricultural sector has the potential to be a socio-economic game-changer that can grow the economy and create jobs.

The role that Midvaal Local Municipality could play has been expressed by the Gauteng Premier in his State of the Province Address (SOPA) "The second area of focus is to unlock the agricultural potential of Sedibeng as the food basket of the Gauteng City Region and position the region as an Agri-tropolis."68 The reviving of agriculture and the agro-processing value chain is key for radical economic transformation, says Trade and Industry Minister Rob Davies. "Much more value is created in agro-processing than it is in agriculture. There are high quality jobs if we actually process the products that we produce. Agro-processing can exist and add value where there is agriculture. But agro-processing can also drive agriculture and create a market for farmers," said Minister Davies.

The minister was speaking at the Eat Well, Eat Safe Local campaign at Cofimvaba High School, in Cofimvaba village, Eastern Cape. The result of this is the recognition of the "Agritropolis" concept as a major "game-changer" programme to propel the Midvaal Economy towards modernization and leading the municipality towards the re-industrialization of Gauteng. The impact would be beyond the revitalization of the township economy and will drive Midvaal towards decisive spatial and economic transformation and accelerated social transformation as we will start to address unemployment through enhanced employment of women, youth and people with disabilities in agriculture and agricultural beneficiation. The "Agri-tropolis" initiative will be an important enabler in the growth of the agricultural sector. Rigorous investment and the anticipation would be to give effect to the Midvaal vision for Midvaal to be renowned for robust economic growth and a high quality of life for all.

## 2.8 Sector plans and programmes

The sector plans, programmes, projects and initiatives by the DMRE and MLM which may affect the development and viability of the electricity service under consideration was be identified. The development strategy and IDP of MLM played a vital role here.

Allocations from the Integrated National Electrification Programme (INEP) grants are intended to fund the capital costs of providing electrical connections to poor households and providing the bulk infrastructure needed to ensure a stable supply of electricity. INEP funding for year 2021-2022 equated to R 27 million. The 2022-2023 budget is at R 20 million and the 2023-2024 budget is at R 21 million.

Section 23 of the Local Government: Municipal Systems Act, 2000, states that municipal planning should be developmentally orientated. A developmentally orientated plan will enable the municipality to strive to achieve the objects of the local government and developmental duties of municipalities as set out in section 152 and 153 of the constitution, respectively and to uphold the rights of the people who resides within the boundaries of the municipality.

The integrated development plan (IDP) must provide a clear and viable framework for the local municipality's development, by aligning the resources of the municipality with the implementation of the plans. If this goal is to be realized, a steady influx of residents is to be expected.

The main objective of the electricity master plan is to provide the municipality with a clear overview of the current and future electricity status based on the current growth rate and identified new developments and projects that will result in a greater demand for electricity.

### 2.8.1 Sector visions and strategies

The sector strategies and plans which were considered (including that included in the existing master plan), are for water and sanitation, Roads and transport, Storm water, Electricity and Energy, Solid waste, Municipal amenities, Integrated housing (human settlements) sectors. They include Growth and Development Strategies, Spatial Development Frameworks (SDF), Integrated Development Plan (IDP), Service Delivery and Budget Implementation Plan (SDBIP), and the Government's Medium Term Strategic Framework (MTSF).

Other planning and strategy documents include but are not limited to Environmental strategies and plans, Municipal Growth and Development Plans, Local Economic Development strategies and plans, Urban Renewal Strategy. Typical national documentation to be consulted will include the National Spatial Development Framework, the National Growth and Development Strategy, National Development Plan, and the National Economic Development Framework.

The strategic grid plan (SGP) formulates long term strategic corridor requirements whereas the transmission development plan (TDP) formulates transmission network infrastructure investment requirements. The TDP allows for the determination of new network infrastructure requirements so as to allow the country to keep up with future demand growth.

MLM forms part of the Gauteng Province. The province gets its electricity supply mainly from the Mpumalanga power pool, Kelvin power station, Pretoria West Power Station and Rooiwaal power station. The main economic activity is in Manufacturing - 22,37%, General government - 18,13% and Transport, storage, and communication -18,05%.

Transmission within MLM is mainly at 88 and 11 kV as can be seen below. A 88kV intake arises from Eskom. The National Development Plan 2030 vision is to invest in a strong network of economic infrastructure which will support the country's medium and long-term economic and social objective. The economic infrastructure which is to be invested is required to provide basic services such as electricity.

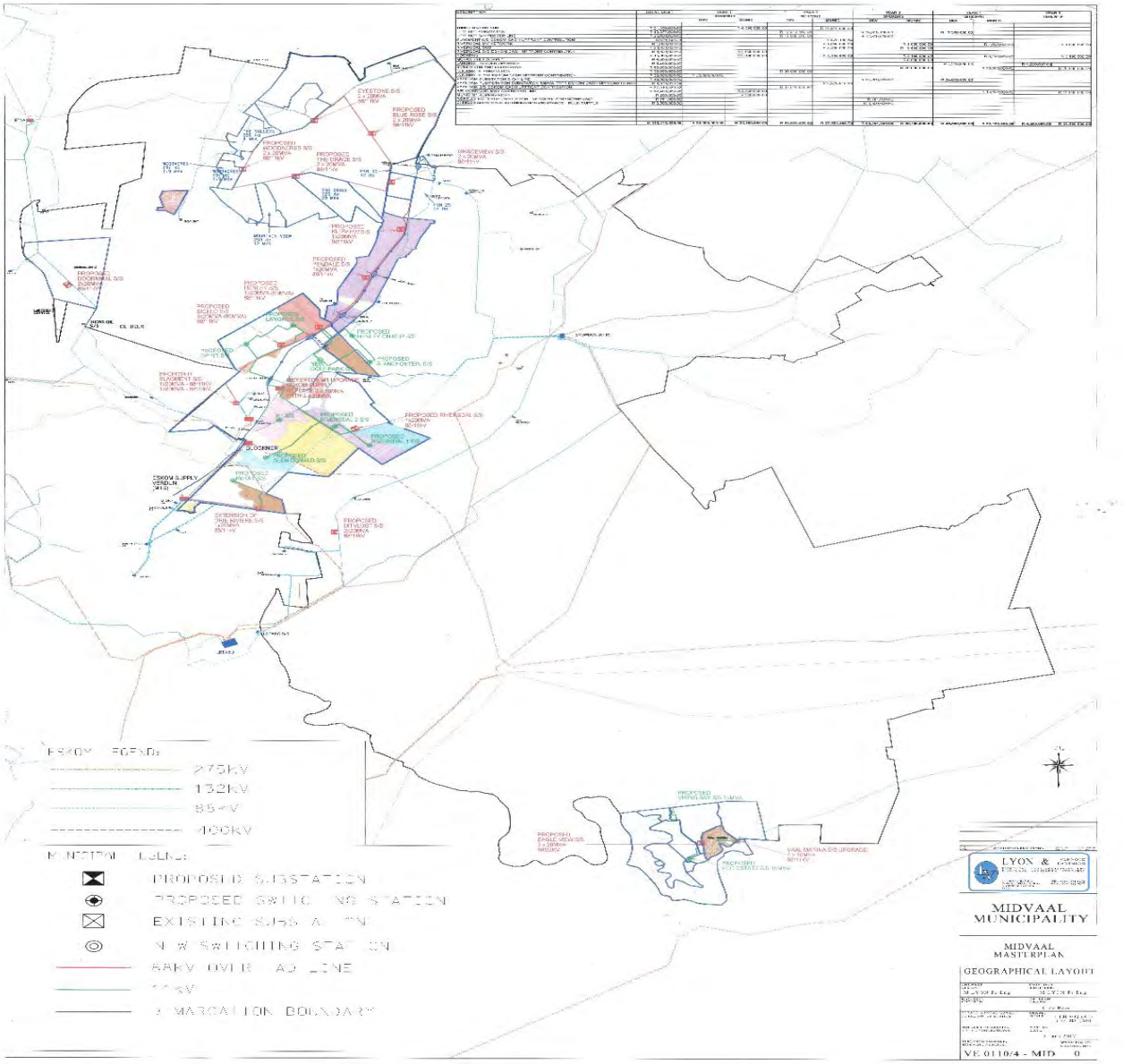



**Fig 11: Electricity Supply to MLM**

# SECTION 3 -LEVEL OF SERVICE

## 3.1 ELECTRICITY PROVISION LEGISLATION

### 3.1.1 Statutory Requirements and National Targets for Providing Access to Electricity

The technical and operational requirements under section 27(a) of the *Electricity Regulation Amendment Act* are embodied in the two specifications namely, NRS 047 (Quality of Service) and NRS 048 (Quality of Supply).

The preparation of NRS 047 on quality of service in the Electricity Supply Industry (ESI) has been driven by the National Energy Regulator of South Africa (NERSA) to facilitate liaison between customers and the licensed suppliers of electricity (licensees). NRS 047 is restricted to the measuring of those service activities and standards that have been agreed upon and defined by the ESI, various customer organisations and NERSA. NRS 047 also tabulates the various quality-of-service activities that licensees will report to NERSA. Should reporting show that certain targets are unrealistic, these targets can be changed in revisions of NRS 047. NRS 047 provides minimum standards. Licensees who render higher standards should maintain or improve on these minimum standards.

NRS 048 is aligned with the NERSA Directive on Power Quality, which defines the basis for managing power quality in South Africa. In accordance with the Directive, the levels and associated assessment methods in NRS 048 are minimum standards for licensing requirements. Limits have further been defined for some parameters to address voltage quality problems that might arise in short time periods. Quality of Supply needs to be measured, monitored and reported. *The applicable specifications to the Municipality are the South African National Specifications and NRS.*

## 3.2 Prioritization of Resource Allocation

The Municipal Systems Act has set a process, the Integrated Development Plan process (IDP), to be utilized to determine customer expectations. A public

participation process has not been affected to determine Electricity Services expectations. Municipalities must allow the community to participate in the setting of appropriate Key Performance Indicators and Performance Targets for the municipality.

Since there are limited resources at MLM's disposal, the municipality cannot satisfy all the identified needs. Section 3.2. of this report aims to give the municipality of the indication of the level of service residents are experiencing in terms of their electricity provision.

Currently, MLM has the supply Authority of Midvaal the and Eskom has Supply Authority over the Savanna city area. However, the municipality is tasked with providing basic services and facilitating development within all regions under their control – in this case, even though other areas are supplied by Eskom, it is the municipality's responsibility to ensure that all residents within its jurisdiction has access to electricity.

The local government is assigned with the role of mobilizing economic resources to improve the lives of its people. The delivery of adequate basic services is paramount in preserving human dignity and well-being of people.

The level of service delivery has a long-term consequence and a strong connection with the overall development in a community. Research shows that subtle changes in a community can have a significant impact on perceptions of community spirit and thereby, community wellbeing. Electricity is central to the functions of all modern society and plays and important role in both economic and human development. Hence, electricity infrastructure is a critical and basic service that all South Africans should have access to.

## 3.3 ELECTRICITY SERVICE DELIVERY

### 3.3.1 Electrified vs. Non-Electrified

From a level of service point of view, it is most important to understand the basics in terms of electricity supply. The starting point is to understand the non-electrified dwellings within the MLM.

Apart from the social benefits associated with access to electricity, there is the potential for local economic development. Approximately 91.4% of households in the national average of 87.6%. Midvaal Municipality has access to electricity of about 79% and the total number of households without access to electricity in Midvaal is 21%

The following graphs (from Census 2016 data) illustrate the electrified vs. non- electrified dwellings / households:

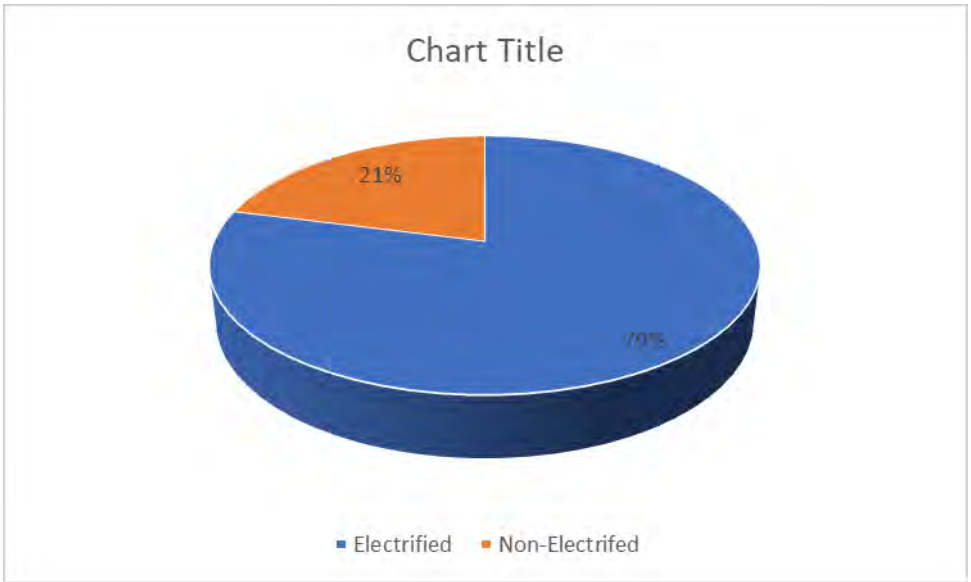



**Figure 6: Access to Electricity in MLM**

### Targeted Levels of Services for Electrified Households

Levels of Service applicable to electricity, with a client centric view (what the client needs), is based on 3 elements:

- Availability of a Grid Connection.
- Level of Electricity Availability – (no of service interruptions, black outs).
- Level of quality of supply – (no of depressions, voltage changes).

The above elements are the outcome of sufficient planning in terms of geographic availability of services, capacity availability within current infrastructure (distribution capacity such as cables and wires, substation capacity such as busbar, transformer and panel capacity, overarching supply capacity such as own generation or bulk electricity supply form Eskom) and continuous maintenance, replacement and establishment of new capacity to ensure a quality of supply.

### Electrification Backlogs

The main poverty alleviation priority in government lies vested in the electrification of households in historically disadvantaged communities. Large infrastructure backlog occurs in the Scelo area due to the informal settlement nature of this area, which is characterized by poverty. There will be back logs in savana city as and when the extensions are built, there is lack of bulk capacity at the moment but there is planned bulk for savanna city for 2021-

2025 financial years.

| AREA | ESTIMATED CONNECTIONS | WARD NO. | FINANCIAL YEAR OF IMPLEMENTATION |
|---|---|---|---|
| **Savanna City** | 3000 | 11 | 2021/2022 |
| **Scelo Bulk** | 88/11 kVA Substation | 09 | 2021/2022 |
| **Savanna bulk** | | 11 | 2021/2025 |

**Table 4: Electrification Projects in MLM**

| AREA | ESTIMATED CONNECTIONS | WARD NO. | FINANCIAL YEAR OF IMPLEMENTATION |
|---|---|---|---|
| **Savana City** | 3000 | | 2021/2022 |

## 3.4 Experienced Levels of Services

Midvaal Local Municipality is a category B municipality. The extension of basic services such as electricity is pivotal in realizing socio-economic growth in such municipality.
The vision of the municipality is: "A stable, and prosperous district with caring leaders who serve with excellence in government, service delivery and economic development". The continuous assessment of the level of service thus a crucial aspect in sustaining excellence in service delivery. Map below depicts the Gauteng access to electricity at municipal level and Midvaal is at 75-86% level of access.

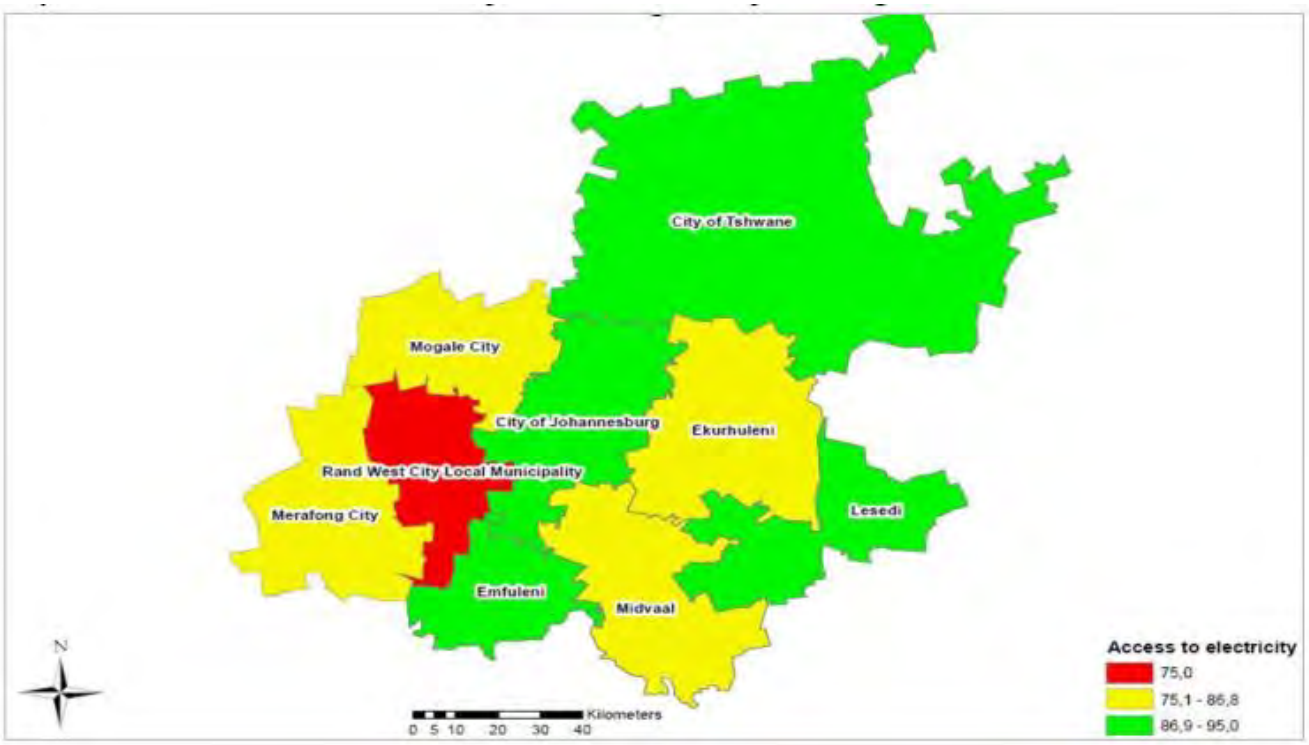



Table 8.18 Distribution of Household by access to electricity. (census 2016)

Table 8.16 shows the distribution of households by supplier of electricity, particularly to households with a in-house conventional and pre-paid meters electricity. Generally, about 4 175 597 households in Gauteng have electricity through the aforementioned systems and out of those, 1 768 978 use prepaid municipality electricity meters. Ekurhuleni has a higher number (566 952) of households using prepaid municipality electricity meters followed by City of Tshwane. The second most used electricity supplier is Eskom-prepaid in Gauteng with 1 431 446 households. The City of Johannesburg has the highest number (621 420) of households with Eskom-prepaid electricity followed by Ekurhuleni. For other

supplier of electricity, the City of Tshwane had the highest number (24 838) of households followed by the City of Johannesburg.

**Table 8.16: Distribution of households by supplier of electricity, CS 2016**

| District/ local municipality | Municipality-prepaid | Municipality-receive bill from municipality | Eskom-pre-paid | Eskom-receive bill from Eskom | Other supplier (e.g. metering services such as impact meters | Total |
|---|---|---|---|---|---|---|
| **DC42: Sedibeng** | **114 666** | **19 503** | **146 390** | **13 505** | **1 218** | **295 282** |
| GT422 : Midvaal | 11 843 | 2 623 | 7 021 | 7 197 | 150 | 28 834 |
| GT421 : Emfuleni | 76 360 | 11 325 | 138 327 | 4 738 | 1 021 | 231 771 |
| GT423 : Lesedi | 26 463 | 5 555 | 1 041 | 1 571 | 47 | 34 678 |
| **DC48: West Rand** | **104 356** | **42 031** | **86 405** | **12 228** | **8 744** | **253 763** |
| GT481 : Mogale City | 25 162 | 24 485 | 63 554 | 6 139 | 1 305 | 120 644 |
| GT484 : Merafong City | 34 507 | 7 671 | 11 959 | 3 628 | 3 979 | 61 744 |
| GT485 : Rand West City | 44 687 | 9 875 | 10 892 | 2 461 | 3 460 | 71 375 |
| **EKU: Ekurhuleni** | **566 952** | **150 915** | **334 813** | **15 911** | **4 343** | **1 072 934** |
| **JHB: City of Johannesburg** | **482 456** | **241 153** | **621 420** | **183 913** | **21 734** | **1 550 676** |
| **TSH: City of Tshwane** | **500 548** | **223 921** | **242 418** | **11 216** | **24 838** | **1 002 942** |
| **Gauteng** | **1 768 978** | **677 523** | **1 431 446** | **236 773** | **60 877** | **4 175 597** |

**Table 5: Distribution of households by supplier of Electricity.**

Investigations were conducted on the available electrical engineering infrastructure services across South Africa. The infrastructure quality was classified on a scale from 1 – 5 described in table 1, where 1 represents no access to electricity and 5 represents a household connection with post / pre-paid meter.

Performance looks at the consumer-related service requirements, and the confirmation of these requirements through the consumer consultation process.

| SERVICE LEVEL | DESCRIPTION |
|---|---|
| **1** | None |
| **2** | Minimum |
| **3** | Basic |
| **4** | Intermediate |
| **5** | Full |

The level of service was then calculated by taking the average of the percentage of the population experiencing each level to give a relative index of the average level of service experienced. The national average for 2016, of the level of service index was 4.6, implying that most South Africans have access to either intermediate or full electricity services.

One of the prominent factors is the reliability of services. Due to a lack of maintenance and investment of electrical networks by municipalities, outage periods may become frequent. An overview of this aspect of the level of service is included in the asset management plan.

# SECTION 4 - METHODOLOGY FOR EMP DEVELOPMENT

## 4.1 PLANNING CRITERIA

The planning criteria used for the report are based on the South African Electrical Grid Code as published by NERSA through various grid code document, national standards and rationalised user groups formed by Network Service Providers (NSP).

## 4.2 LOAD FORECAST

The municipality lacks historic information for its network. The load forecast in this report is based on information collected on the field at each substation as well as the availability of land for industrial, commercial and residential use.

The use of land for load forecasting based on the municipal vision as laid in its Integrated Development Plan (IDP) in which much of the development is centred on land use for industrial and commercial activities that is meant to create the much- needed jobs.

## 4.3 MODELLING

MLM electrical network for this EMP is developed in DIgSILENT Power Factory™ to represent the network at the various stages of development over the planning period.

### 4.3.1 Distribution network

MLM is supplied from seven Points of Utility Connection (PUC). Its distribution network used for connection of its bulk distribution point is largely 88 an 11 kV and it is completely considered in the electrical model.

### 4.3.2 MV Reticulation network

Depending on which part of MLM electrical network is concerned, the MV reticulation is designed and operated either at 11 kV. The MV network is modelled to include all primary and secondary switching stations. All feeders supplying MV to LV substations are modelled as lumped loads at the secondary switching stations.

### 4.3.4 LV Reticulation network

The LV network is represented as lumped loads at the secondary switching station.

## 4.4 ANALISIS AND RESULTS

The critical input to the electrical model is the loading information, both present and forecast. For each case, the network is modelled to represent each EMP year as indicated from 2018 to 2038.

Load flow and Short-circuit analysis are used to produce this EMP. Each result is tested against the planning criteria to assess the performance of the network and to identify the need for additional infrastructure projects or change to operational requirement beyond the already committed investment at the various stages of development.

## 4.5 COSTING AND CAPITAL EXPENDITURE

The network analysis and results provide a view of how the network would behave when subjected to the load forecast. If any bottleneck is encountered, a solution is sought.

The cost of each solution proposed is estimated with the view to provide a clear planning to allow MLM to prepare a financial plan that include raising capital and also the revenue collection and debt repayment.

The costing and capital expenditure is based on the cost of elementary components of the electrical network and the associated labour, transport, professional fees, etc. All cost shall be expressed in South African Rand value in 2021.

# SECTION 5- EXISTING NETWORK AND COMMITTED PROJECTS

A prerequisite for planning the network is status quo through a situational assessment. The purpose of a situational assessment is to acquire, collate and assemble the information regarding the network. Thus, it provides an understanding of the network's status quo and provides the required baseline information to allow for the master planning process to proceed.
Once the status quo is understood along with a load forecast, it is possible to plan for the required network expansion in terms of both cost and time required.

## 5.1 DATA ACQUISITION COLLATION AND ASSESSMENT

Information regarding MLM electrical network was sourced from data files provided to the consultant. The information gathered included the network single line diagrams, layouts in GIS format, photos, station electric diagrams, network performance data, etc. that formed the basis of the model used for the network expansion studies. Other information included were the ReticMaster network models, single line diagrams, the IDP as well as previous EMP reports.

Over and above the received information, the consultant undertook a site visit during which a high-level audit of all substations and switching stations was undertaken. The aim of the network audit was to collect network loading information and to carry out a visual assessment of the network with that could form input for the refurbishment and the asset management plans.

The loading information recorded during the site visit was deemed insufficient for the purpose of the EMP because of its singularity in time and the changing network topology due to switching. Therefore, power and logging devices will be installed on the network for a duration of 7 days in the network to record the load profile of each major injection point of the network.

## 5.1 Network topology and assets classification

### 5.1.1 General

MLM network has no generation capacity. The municipality buys bulk electricity from Eskom and resells to consumers located within its distribution license area of Midvaal. Meyerton area is the biggest in terms of area, electrical load and electricity revenue collection.

Analysing the network from the PUC to the consumer in the Low Voltage (LV) network, the network topology ranges from 88 kV to 400V as illustrated in **Fig 11**. At the highest level is a Major Transmission Substation (MTS) that supplies distribution substations at 88 kV as shown in Figure 11. In turn, each distribution substation supplies primary or secondary switching stations at 11 kV. Switching stations are designed to supply one or more miniature substations (minisubs) using one or more feeders. Each miniature substation supplies zone of LV customers. In some instances, Large Power Users (LPU) have private substation to transformer from 11 kV to LV for private reticulation within their properties.

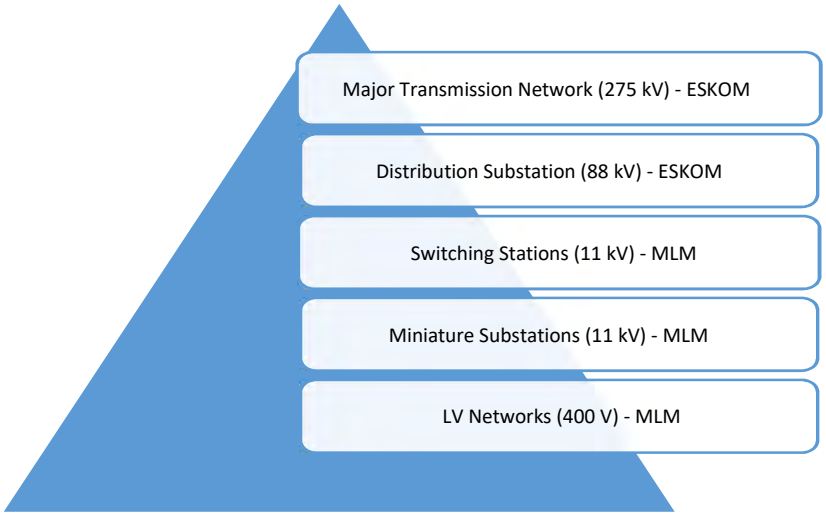



**Fig 11: Hierarchy of MLM electrical network**

#### Point of Utility Connection

The interface between the existing network and Eskom consists of seven Point of Utility Connection (PUC) located at Meyerton M1 substation 88/11kV, Eyestone 88/11kV, Ohenimuri 11kV, Vaal Marina 88/11kV, Savanna City 11kV Eskom 4 88/11kV, Duncanville ext. 3 11kV, Graceview 11kV and Rissiville 11kV.

. The transformation capacity of each PUC is given in Table 6.

**Table 6: MLM network connection points to Eskom network**

| SUBSTATION NAME | VOLTAGE RATING | INSTALLED CAPACITY (MVA) |
|---|---|---|
| M1 | 88/11 kV | 2x20 |
| Eyestone | 88/11 kV | 2x20 |
| Vaal Marina | 88/11 | 1x20 |
| Ohenimuri | 11kV | - |
| Eskom 4 (Rissiville) | 88/11 | 1x20 |
| Savana City | 11kV | - |
| Duncanville | 11kV | - |
| Graceview | 11kV | 3x 20 |

All seven PUCs' supplying MLM belong to MLM. Eyestone injects power into MLM network through Eyestone substation from which two ring feeders departs. Meyerton town is supplied by M1 Substation fed from Eskom's Meyerton substation. Vaal Marina supplies the Vaal area, Eskom 4 Supplies all its surrounding areas, Oheinmuri is a supply point which has a metering point going to the surround areas there is no yard or buildings, Savanna city is a switching building being supplied by 11kV underground network and distributing to Savanna city development and surrounding areas, Duncanville also has a metering point from Emfuleni Municipality and no yard.

### MLM M1 distribution substations and line characteristics

MLM's Meyerton M1 network is composed of 8 distribution switching stations listed in Table 5. see single line diagram as illustrated by the layout of 9.

**Table 7: MLM M1 network's bulk transformation points**

| SWITCHING STATION NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Maislaan | 11 kV | 3 |
| Golf Park | 11 kV | 9 |
| Ribbok | 11kV | 8 |
| Gembok | 11kV | 6 |
| Waterbok | 11kV | 4 |
| African Products | 11kV | 5 |
| Paul Potgieter | 11kV | 5 |
| Atlas Organics | 11kV | 5 |

Eyestone is supplied from Eskom 88kV line and Substation and has 2 x20MVA transformers supplying various feeders as below.

**Table 8: MLM EYESTONE network's bulk transformation points**

| RING NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Ring 1 | 11 kV | 2 |
| Ring 2 | 11 kV | 2 |
| | | |

Vaal Marina electrical network is supplied from Eskom substation.

**Table 9: MLM VAAL MARINA network's bulk transformation points**

| FEEDER NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Feeder 1 | 11 kV | 1 |
| Feeder 2 | 11 kV | 1 |
| Feeder 3 | 11kV | 1 |

**Table 10: MLM Eskom 4 network's bulk transformation points**

| SWITCHING STATION NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Vaal Marina sub | 11 kV | 6 |
| Ris 2 | 11 kV | 3 |
| Ris 3 | 11kV | 6 |
| Ris 4 | 11kV | 3 |
| Ris 7 | 11kV | 3 |
| Ris 8 | 11kV | 3 |
| Ris 6 | 11kV | 4 |
| Ris 9 | 11kV | 3 |
| Ris 14 | 11kV | 3 |
| Ris 15 | 11kV | 3 |
| Ris 16 | 11kV | 4 |
| RRL 8 | 11kV | 4 |
| RRL 1 | 11kV | 3 |
| RRL 8/8 | 11kV | 3 |
| TR 6 | 11kV | 3 |

**Table 11: MLM Savana City network's bulk transformation points**

| RING NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Ring 1 | 11 kV | 2 |
| Ring 2 | 11kV | 2 |
| Ring 3 | 11kV | 2 |
| Ring 4 | 11kV | 2 |

**Table 12: MLM Oheinmuri network's bulk transformation points**

| RING NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Feeder 1 | 11 kV | 1 |
| | | |

**Table 13: MLM Duncanville network's bulk transformation points**

| RING NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Feeder 1 | 11 kV | 1 |
| | | |

**Table 14: MLM Graceview network's bulk transformation points**

| RING NAME | VOLTAGE RATING | No. FEEDERS (MVA) |
|---|---|---|
| Ring 1 | 11 kV | 1 |
| Ring 2 | 11 kV | 1 |
| Ring 3 | 11 kV | 1 |
| Ring 4 | 11 kV | 1 |
| Ring 5 | 11 kV | 1 |

**Fig 12: Map of MLM showing bulk transformation points and 132 kV lines**

All lines circuit are strung with a single King Bird ACSR conductor that has a typical rating of 855A at 70°. Therefore, at 88 kV each line circuit is designed for 130 MVA thermal capacity. As give in Table 6, the longest line is 7.8 km between Eyestone and Graceville substation and the combined 88 lines' route length is 12.3km.

**Table 14: List of MLM 88 kV lines**

| Line Name | Voltage (kV) | Configuration | Distance (km) |
|---|---|---|---|
| Eyestone- Graceview | 88 | Single Circuit | 7,800 |
| Kookfontein- Scelo | 88 | Single Circuit | 4,500 |
| Eskom-Eskom 4 (Emfuleni) | 88 | Single Circuit | 3.500 |
| **TOTAL** | | | **12,300** |

Although the line thermal capacity values given in Table 14 are theoretical, MLM network 88 kV lines are short as in Table 14. This implies that the transfer capacity can get as close as possible to the thermal capacity with little prospect of voltage violations.

## 5.2 MLM 11 kV Reticulation Network

The reticulation network in MLM is designed and operated at 11 kV for all the areas. Meyerton network is made up of switching stations, Ring Main Units (RMU), Miniature and brick substations, underground cables and Overhead lines (OHL). Connection between these major components predominantly uses underground cables. Its network is designed is such a way that the each switching station has either two incomers if supplied from the same source or a single incomer in the event it is supplied from different sources. In this way, each switching station can enjoy a certain degree of supply redundancy. For clarity, a connectivity diagram of the network in Meyerton area is given in Figure 13.

Eyestone network that is supplied from Eyestone substation is an underground cable network with miniature substations and RMU's.

From each MV to LV transformation point, the LV network is designed to meet the consumers demand and at the same time to meet the quality of supply as laid in NRS 048 series of the South African Bureau of Standards.

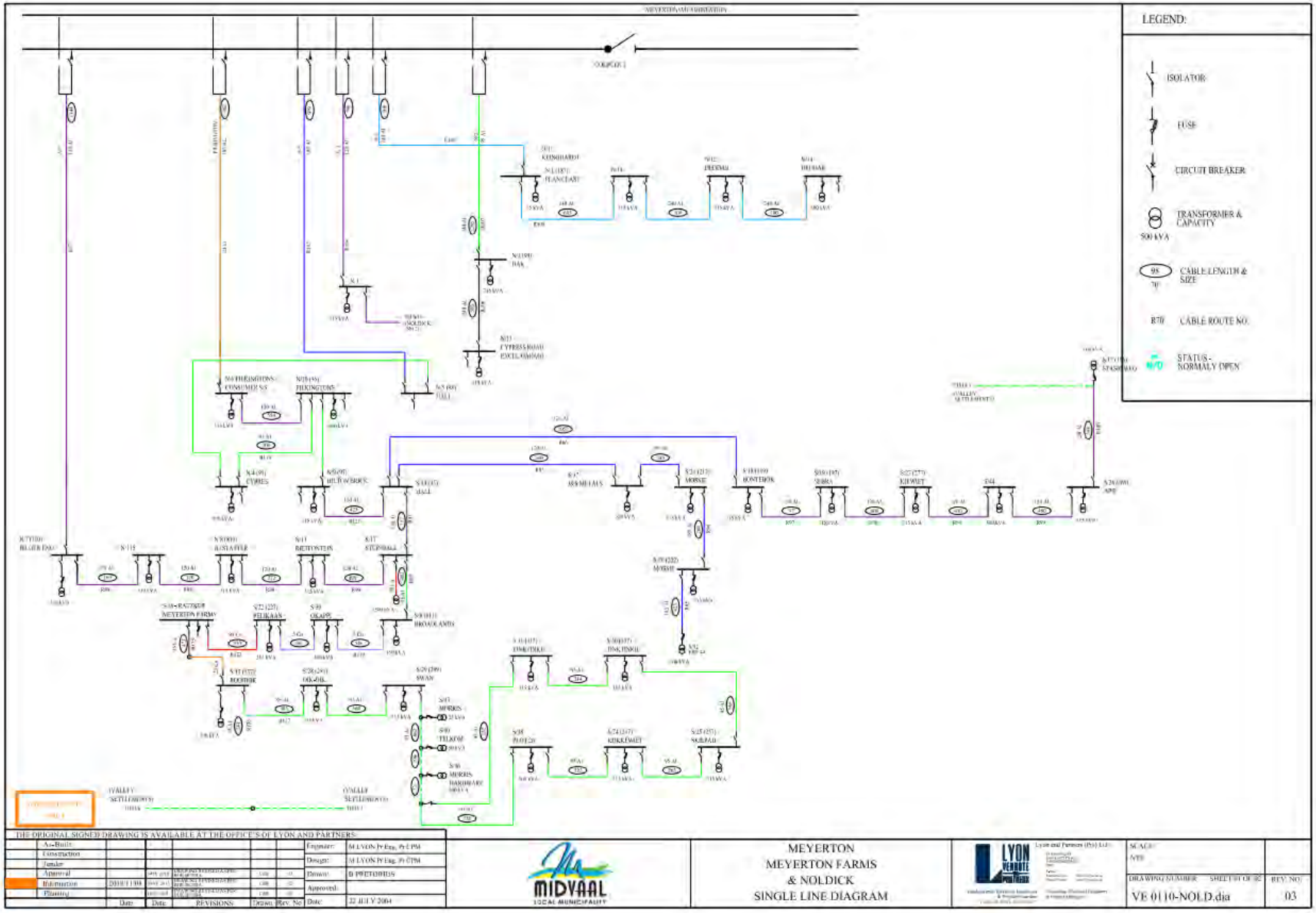



**Fig 13: Distribution network's schematic for MLM M1 Substation network SH 1**

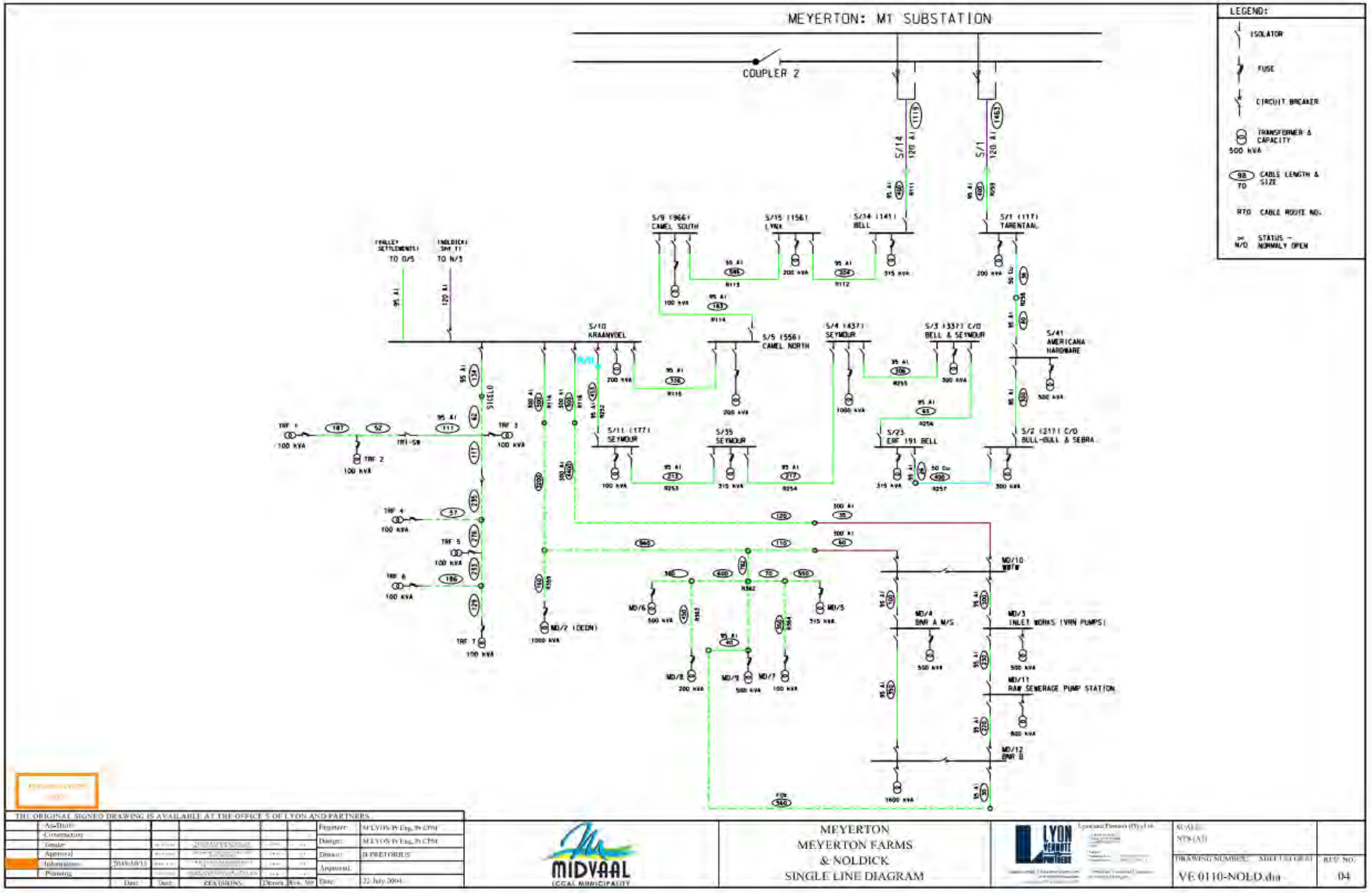



**Fig 13.1: Distribution network's schematic for MLM M1 Substation network SH2**

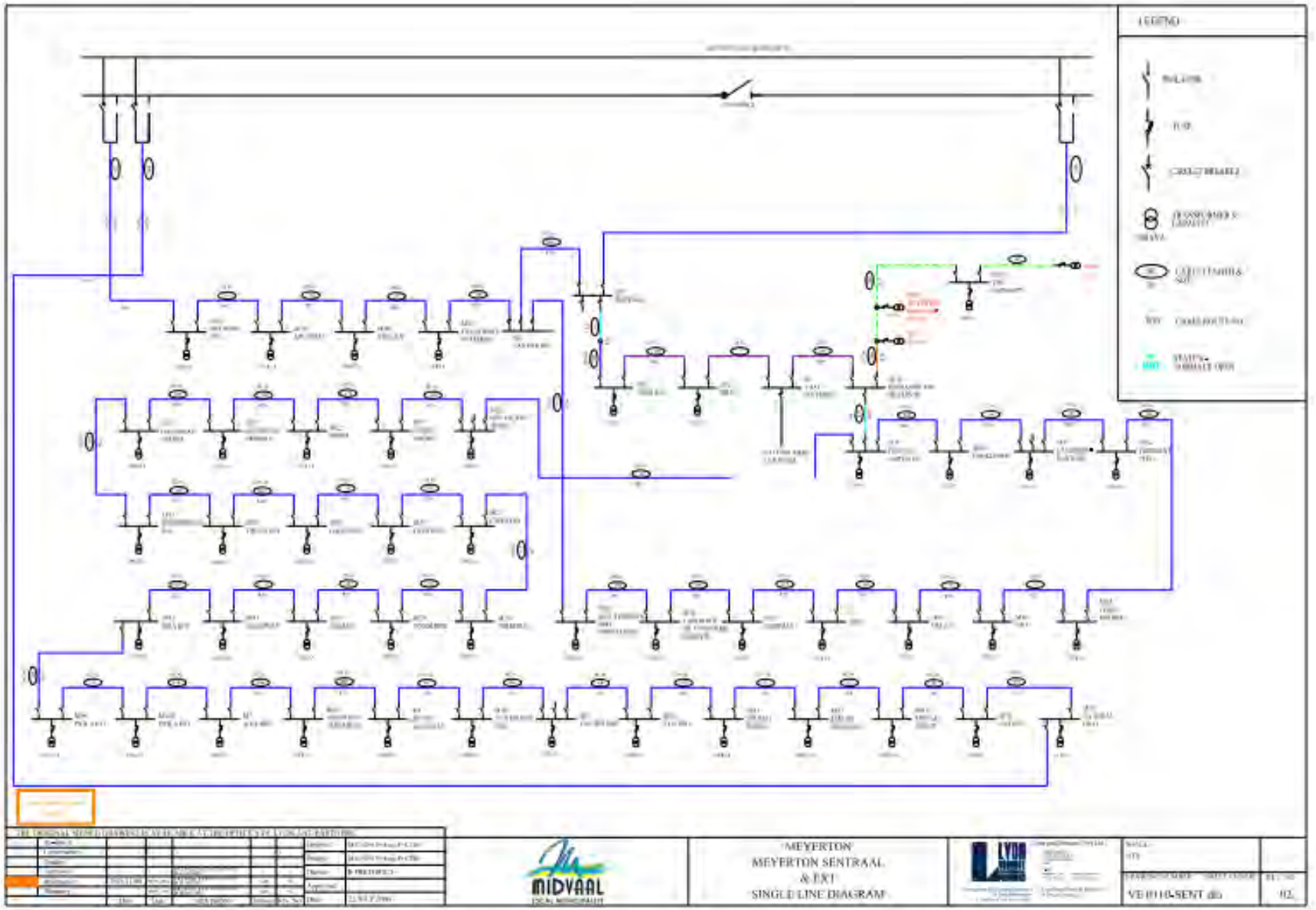



**Fig 13.2: Distribution network's schematic for MLM M1 Substation network SH3**

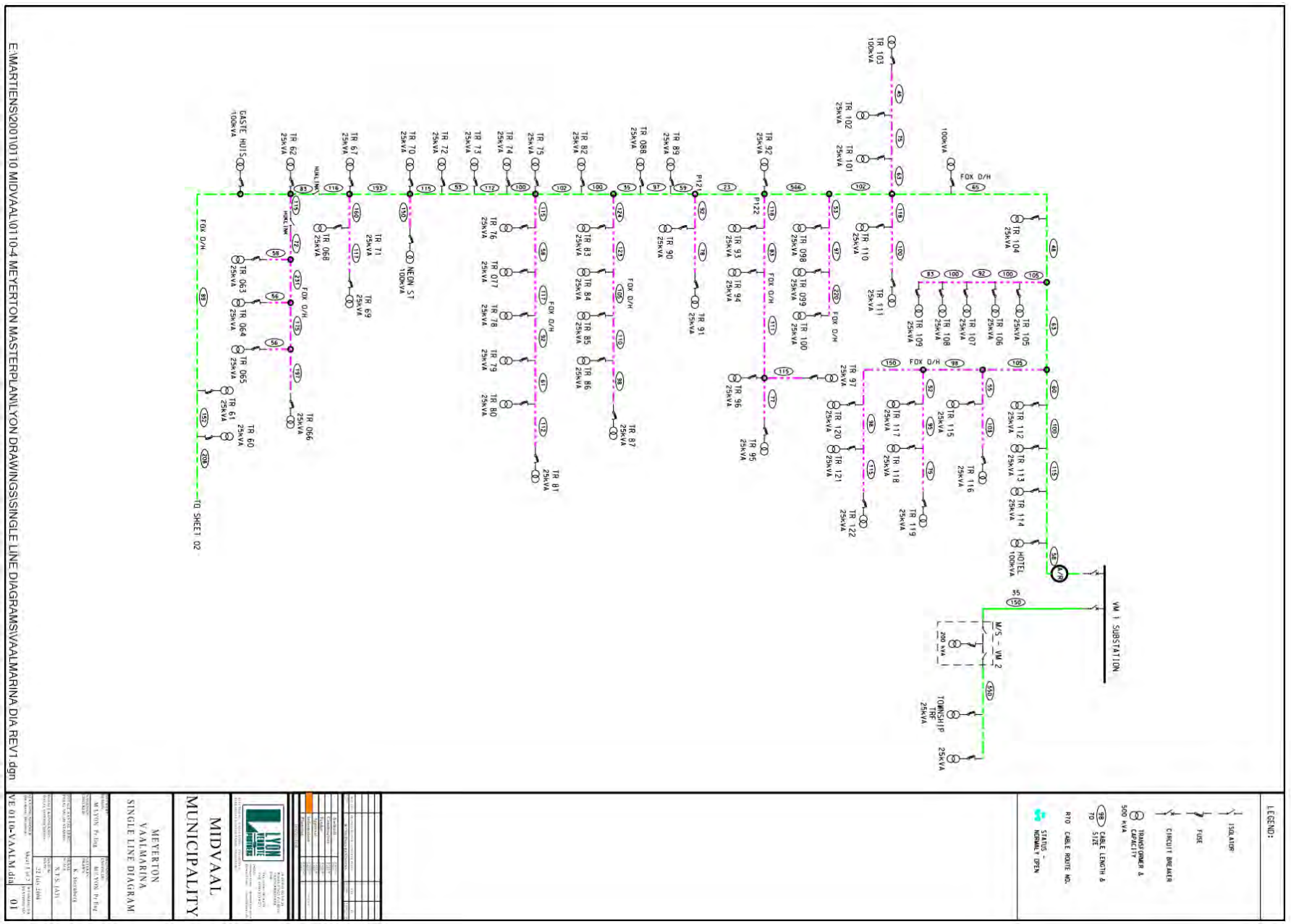



**Fig 14: Distribution network's schematic for MLM VAAL MARINA Substation network SH1**

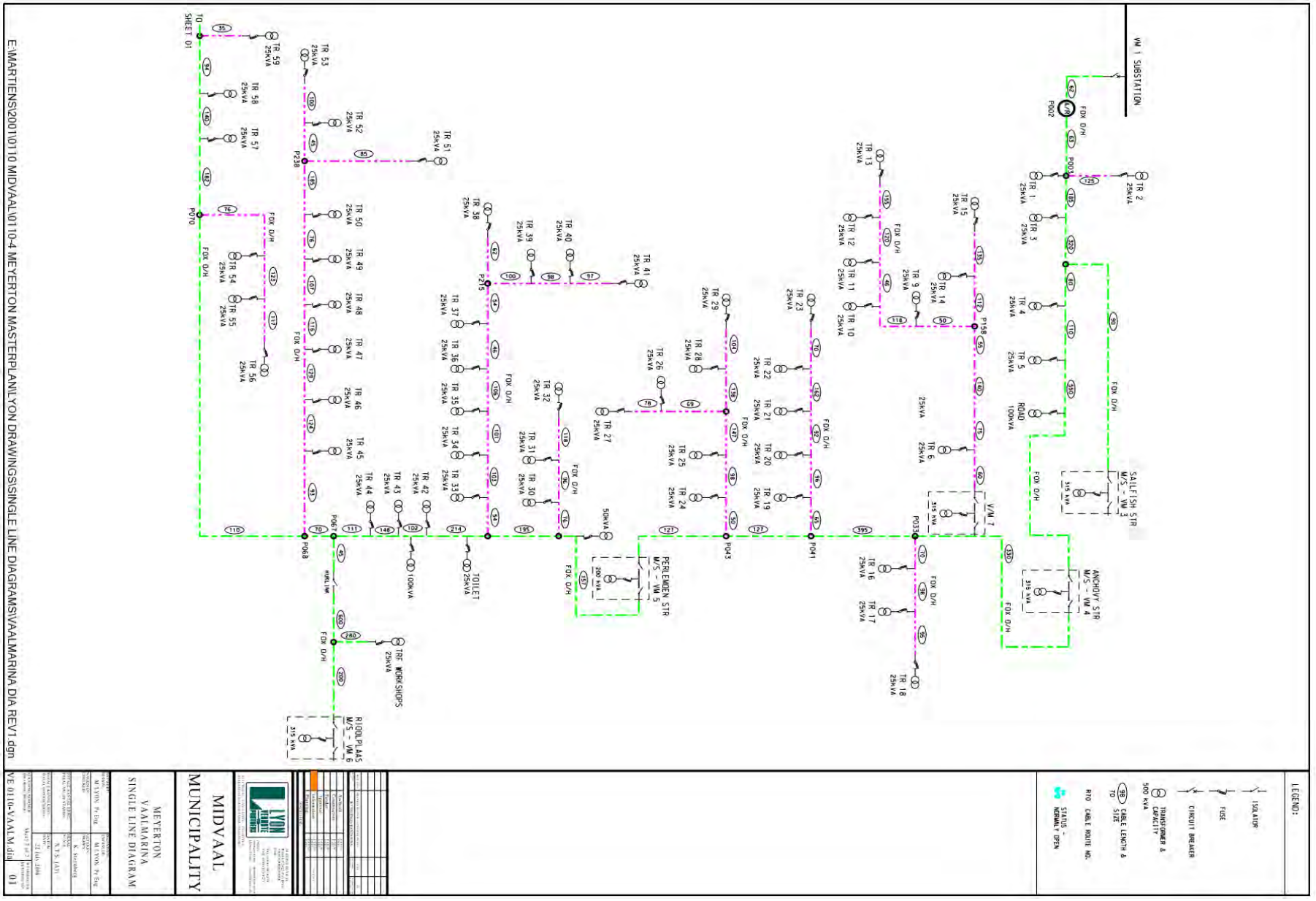



**Fig 14.1: Distribution network's schematic for MLM VAAL MARINA Substation network SH2**

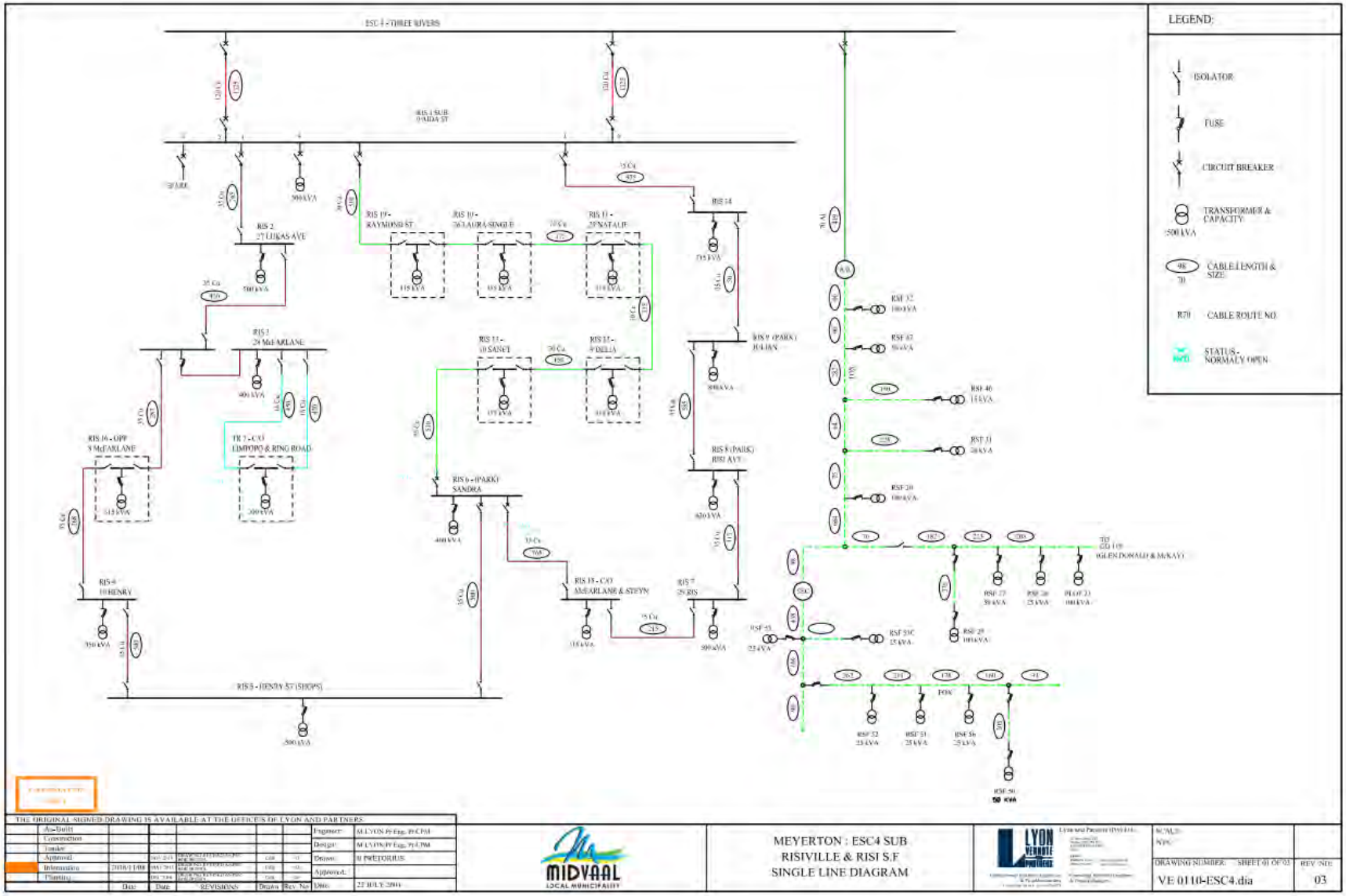



**Fig 15: Distribution network's schematic for MLM ECS 4 Substation network SH1**

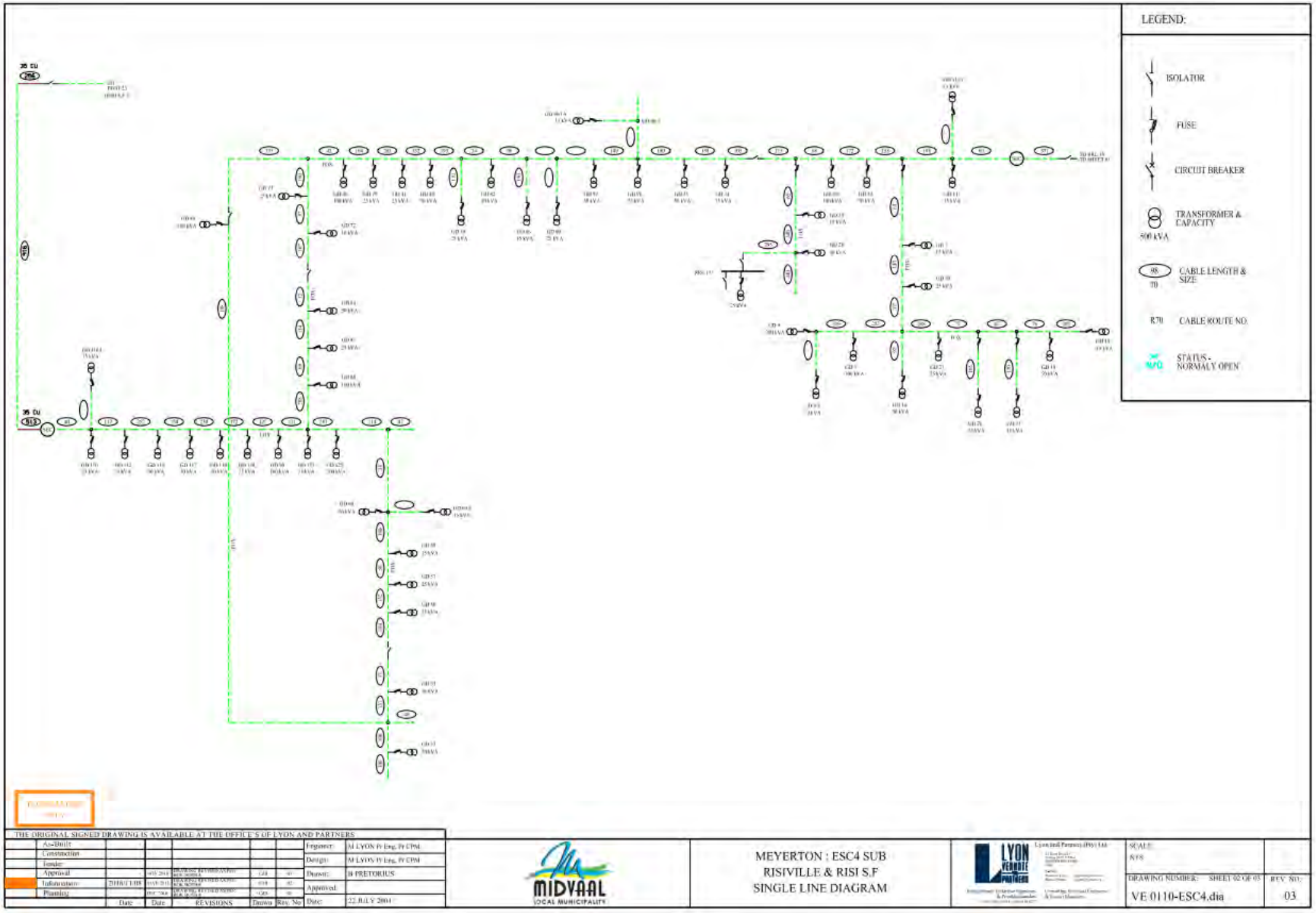



**Fig 15.1: Distribution network's schematic for MLM ECS 4 Substation network SH2**

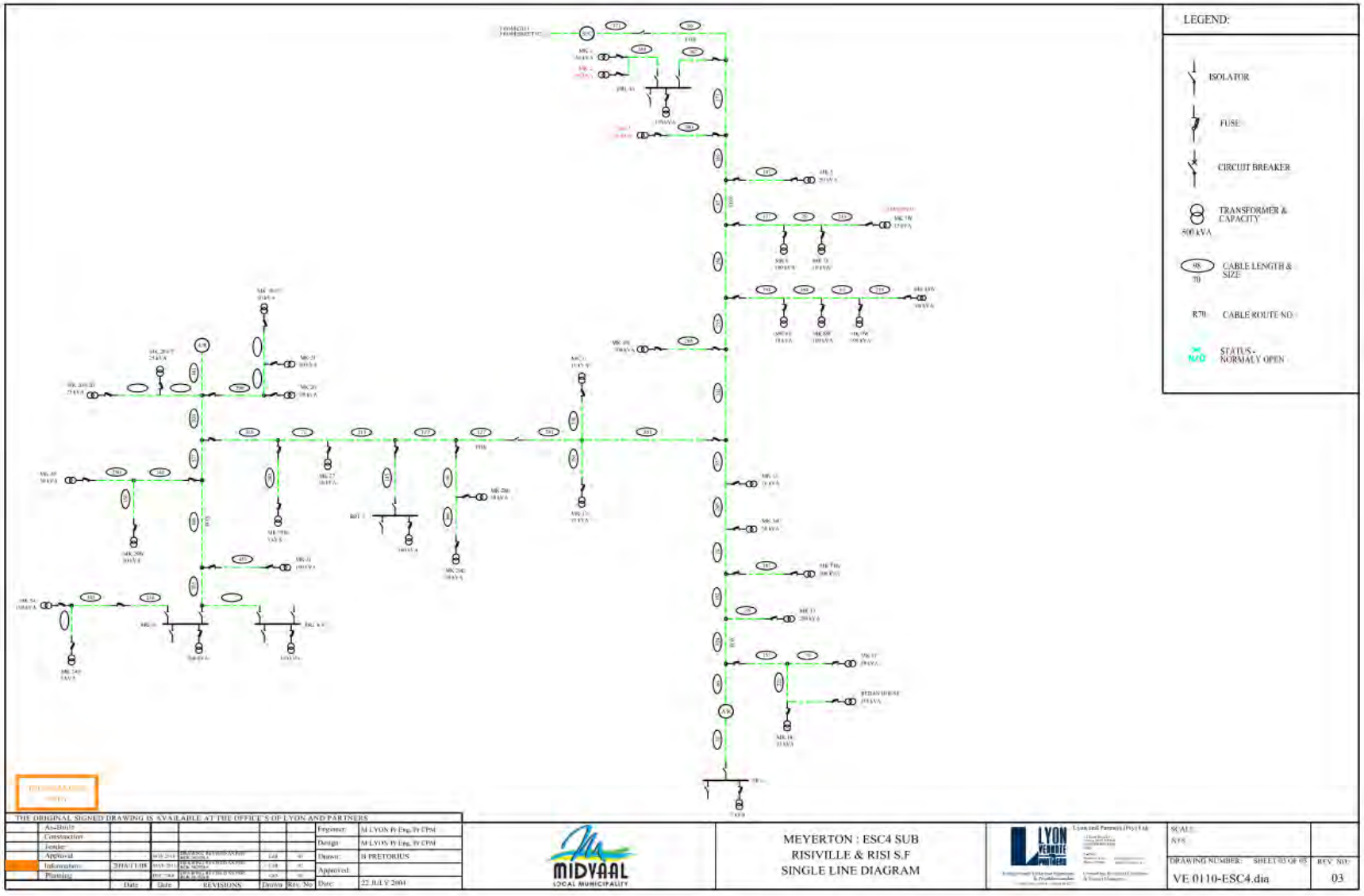



**Fig 15.2: Distribution network's schematic for MLM ECS 4 Substation network SH3**

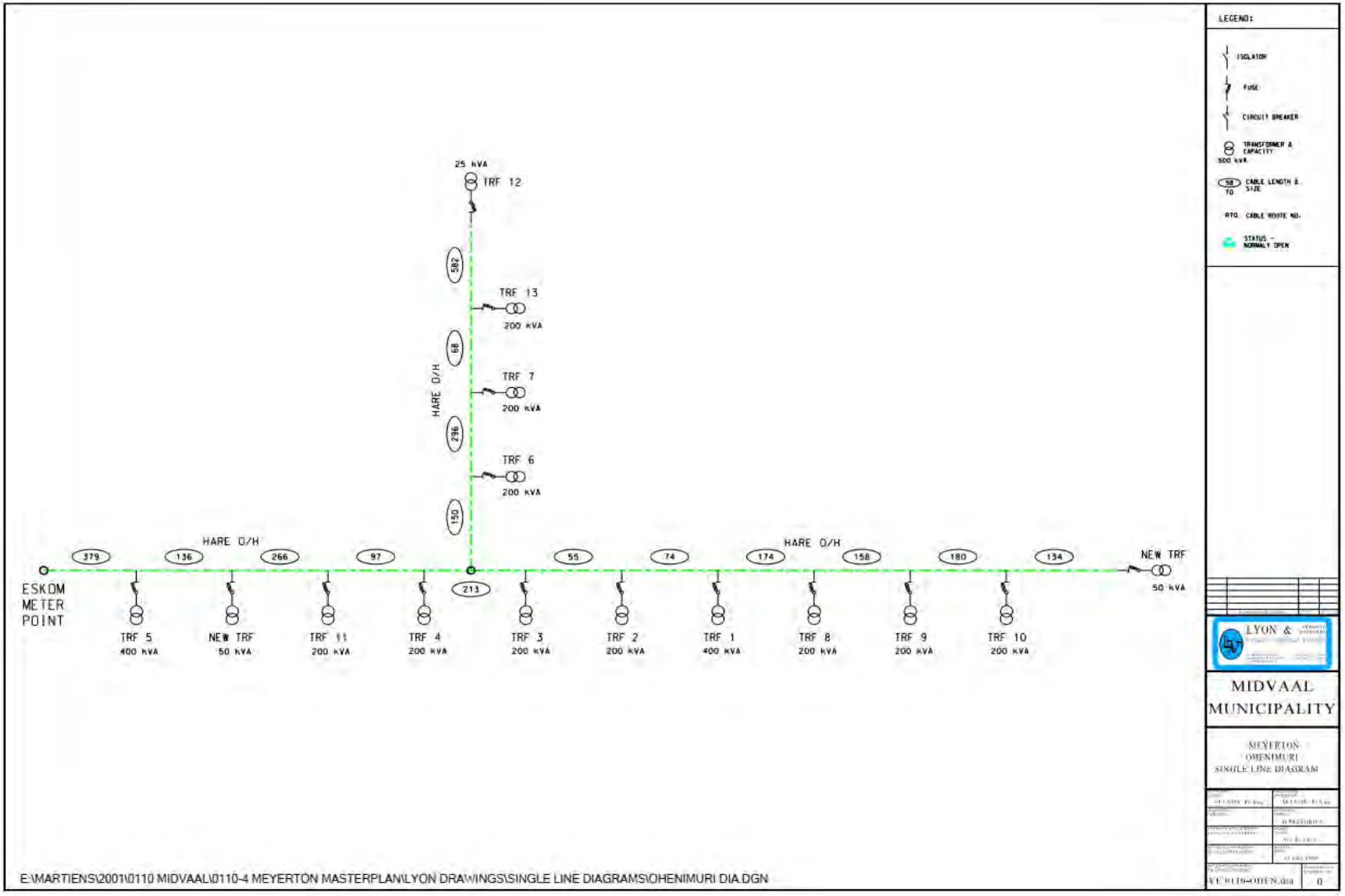



**Fig 16: Distribution network's schematic for MLM OHEINMURI Substation network**

**Fig 17: Distribution network's schematic for MLM DUNCANVILLE Substation network**

## 5.3 Committed projects.

From the information received, there are not a lot of committed projects for the MLM electrical network. The commitment to electrical project currently known to the consultant included: See Annexure A attached.

## 5.4 Network modelling and validation

### Modelling platform

The electrical network model provided for MLM shall be modelled in ReticMaster. For this EMP, the network has been modelled in DIgSILENT™ because of its ease of use, flexibility and data exchange it offers. DIgSILENT is a powerful network modelling software used by most of the power utilities and Network Service Provider in South Africa, including Eskom.

## 5.5 Energy Efficient Levels and Losses

Task ID 9 of the Electricity Master plan framework requires us to look at the

Electricity Balance: The municipality's electricity balance shall be established using an approved methodology so as to determine the level of non-revenue electricity, technical losses, and non-technical losses. In addition:

i. The performance of service delivery, judged from consumer complaints, must be assessed to determine the underlying causes of these complaints.

ii. Furthermore, the effectiveness of operations and maintenance, judged from evaluation of the Service Delivery and Budget Implementation Plan (SDBIP) against unplanned repair/ replacements, must be determined and assessed

Below is a table showing the number of customer complaints over a period April, May, and June 2021. Most of the complaints were directed toward the electricity department as can be seen there were a number of power outages due to load shedding or power faults. Up-to 650 complaints in June alone.

### Technical losses

Phases 3 and 4 will deal in depth with the technical loses on all the HV and MV networks

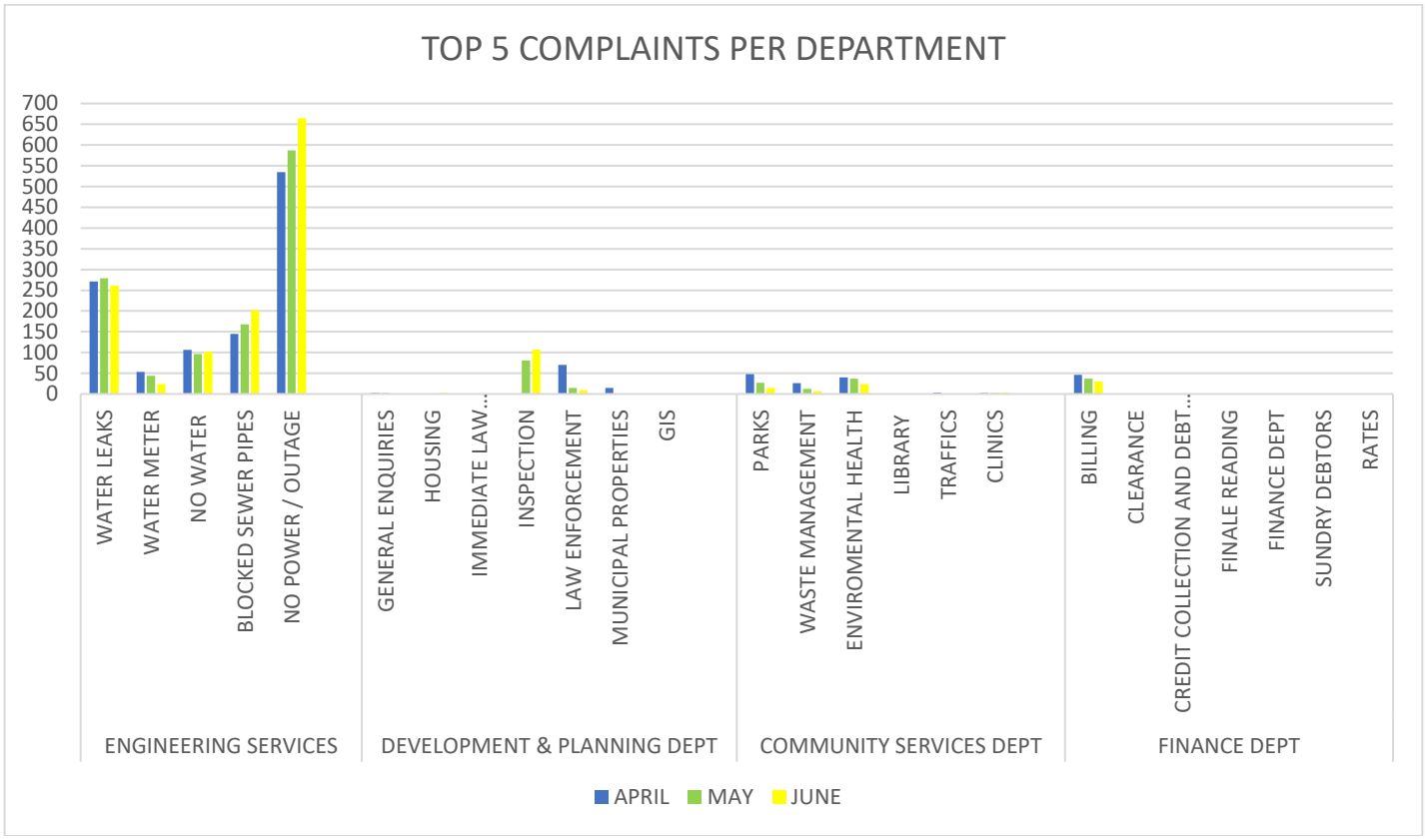



**Fig 18 Top 5 Complaints per department**

Fig below shows the 5 most affected areas during the 2nd quarter. The informal settlement of Scelo was hard hit with poor deliver of Engineering services and overall, out of all the departments the Engineering services was the most affected of all.

The figure further below shows the level of satisfaction and surprisingly the engineering department received a 61% level of satisfaction in the same period.

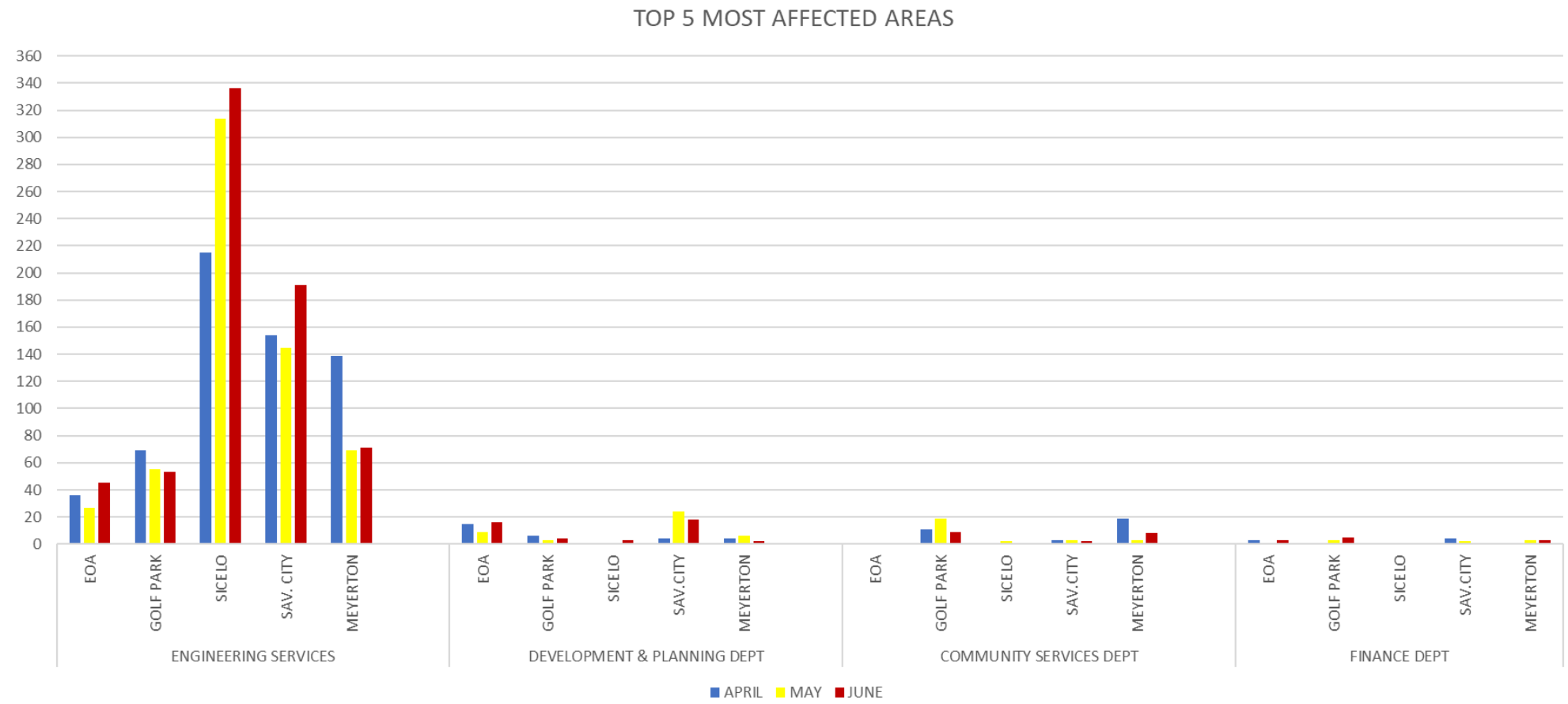



**Fig 19 Top 5 Most affected areas**

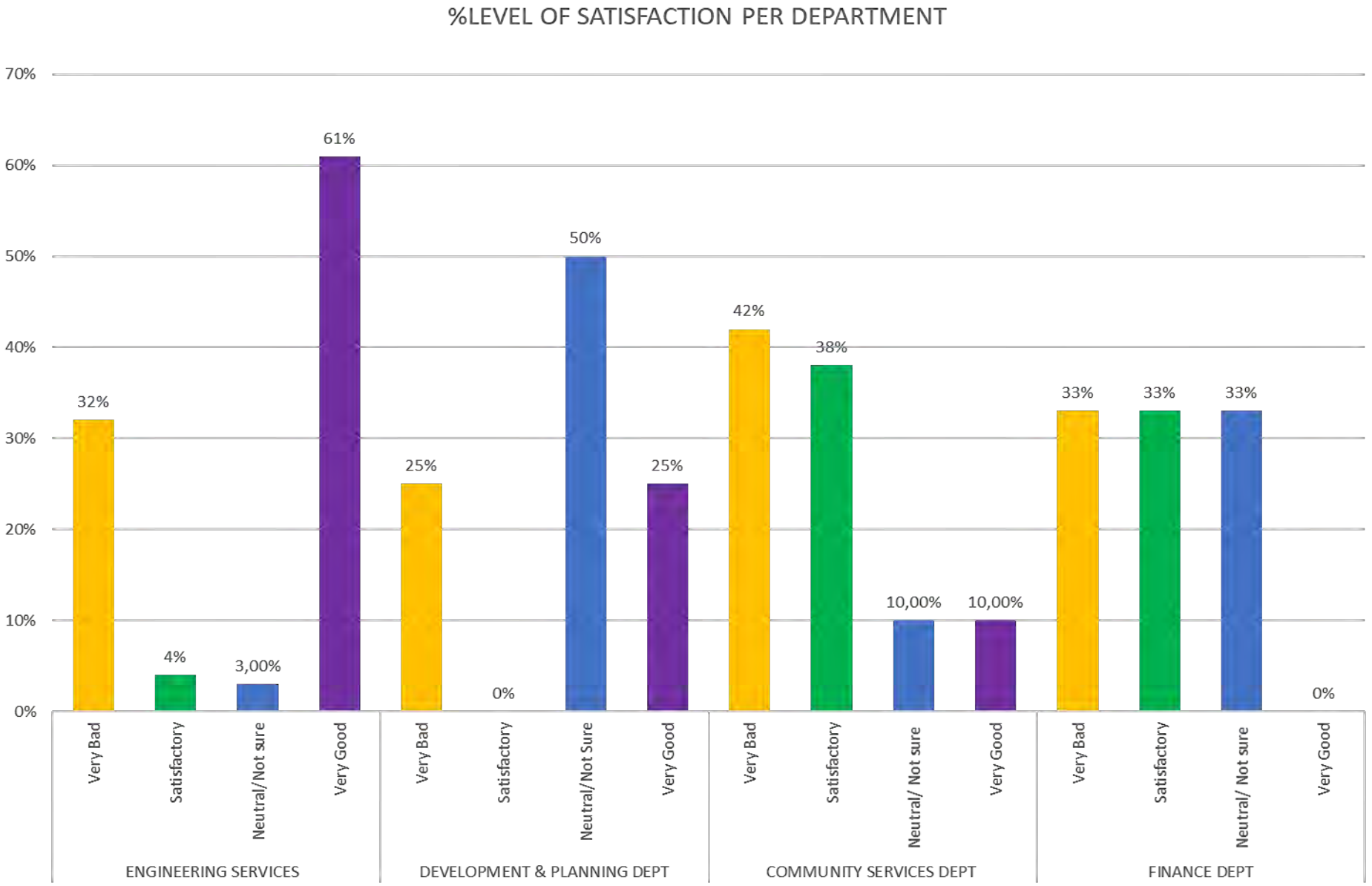
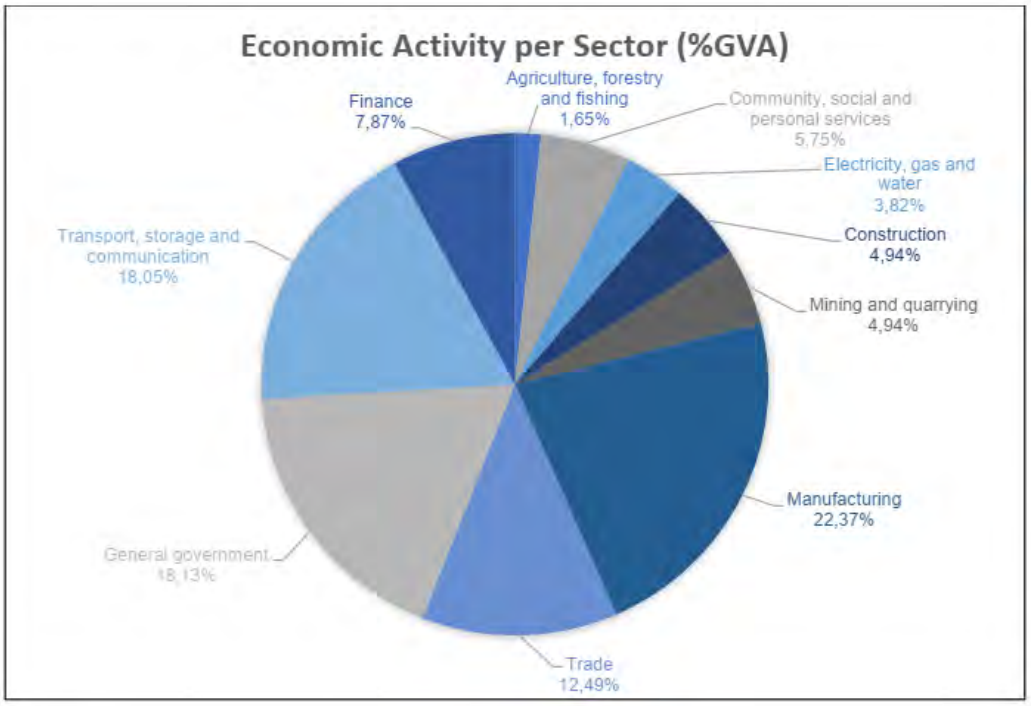



**Fig 20 % level of Satisfaction**

# SECTION 6- NETWORK EXPANSION

## 6.1 ECONOMIC ACTIVITIES

MLM main activities are summarized in the following chat where manufacturing is the most dominant activity. Contrasting to other activities, industries use more electrical energy and therefore are the main drivers for electrical demand growth.




## 6.2 LOAD FORECAST AND BULK CAPACITY

There are many conventional ways to carry out a master plan but the ultimate choice is dictated by the availability of information. The linear curve is the simplest and is based on a fixed % increase per fixed period, for example a year.
The stepped method works where information is available regarding the development activities and it entails detailed and accurate information on the area of supply.
The S-curve is most practical in electrification projects where the initial uptake is slow, followed by a period of rapid growth and finally reaching saturation.
Finally, an exponential growth model can also be used in rare cases of electrification programs.

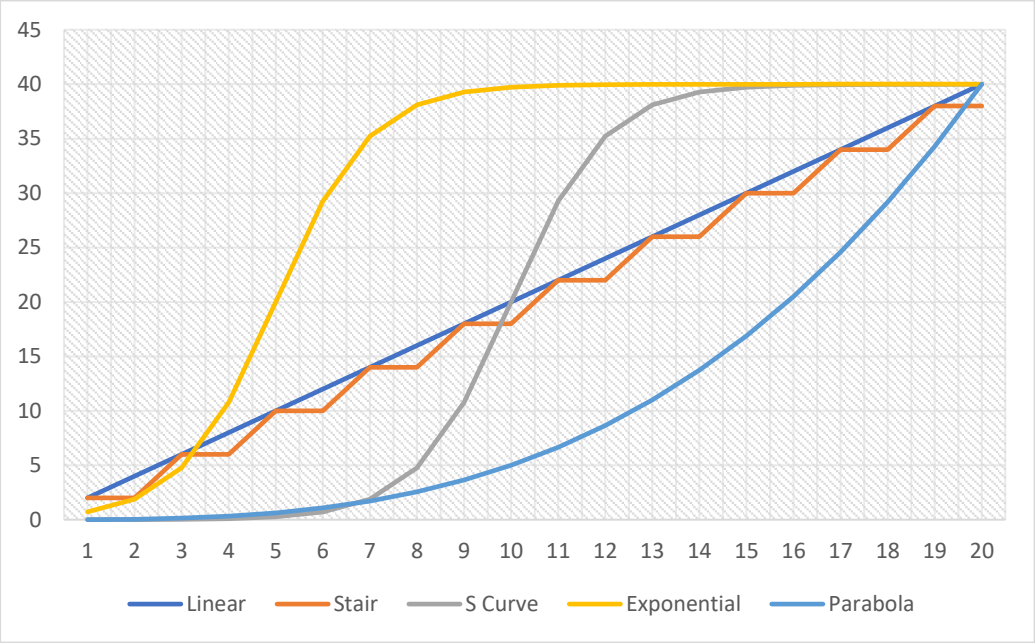



**Figure 21: Some of the simple load forecast methods**

Factors contributing to increase in electrical demand (over and above the existing load) are the new residential, commercial and industrial activities. In the case of MLM, little information was available regarding the future developments except for few residential electrification projects as discussed in SECTION 5. For this reason, the linear growth was deemed the best tool for projecting future demands.

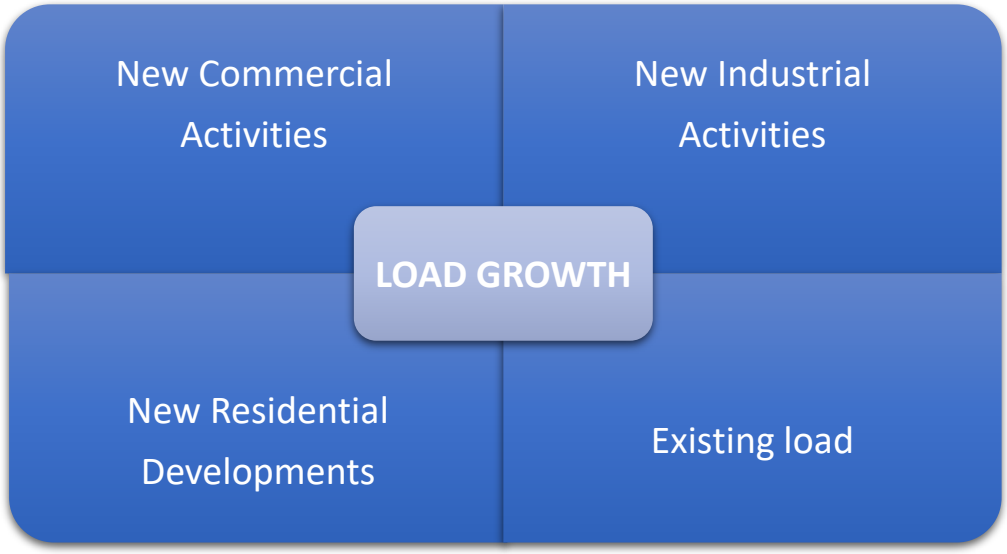



**Figure 22: Contributors to load growth**

On the economic outlook, the previous decade has delivered an average of 3.6% growth according to South Africa Statistics bureau. Given the lack of detailed information on the load growth, this EMP has adopted the use of a linear growth coupled to a growth rate of 4% per annum for each of the existing areas within MLM. It is on this basis that the following load forecast was carried out.

**Table 15: Load Forecast for Load supplied from M1-88/11 kV – 2x20 MVA substation (in KVA)**

| Load Area | Meyerton Farms and Noldick - 1 | Meyerton Farms and Noldick - 2 | Valley Settlements | Sicelo Ext2 | Sicelo | Meyerton Central | Rothdene | Kliprivier | Golf Park | Ext6 | Sybrand v Niekerk Park | Chrissiesfontein | Rivesdale | Bolton World | Cumulative |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2022 | 3,551 | 4,515 | 858 | 187 | 437 | 9,011 | 3,547 | 2,293 | 3,126 | 187 | 6,184 | 187 | 2,624 | 2,624 | **39,331** |
| 2023 | 3,693 | 4,695 | 892 | 195 | 454 | 9,371 | 3,689 | 2,385 | 3,251 | 195 | 6,431 | 195 | 2,729 | 2,729 | **40,904** |
| 2024 | 3,840 | 4,883 | 928 | 202 | 472 | 9,746 | 3,837 | 2,480 | 3,381 | 202 | 6,688 | 202 | 2,838 | 2,838 | **42,540** |
| 2025 | 3,994 | 5,078 | 965 | 211 | 491 | 10,136 | 3,990 | 2,580 | 3,517 | 211 | 6,956 | 211 | 2,952 | 2,952 | **44,242** |
| 2026 | 4,154 | 5,281 | 1,004 | 219 | 511 | 10,541 | 4,150 | 2,683 | 3,657 | 219 | 7,234 | 219 | 3,070 | 3,070 | **46,011** |
| 2027 | 4,320 | 5,493 | 1,044 | 228 | 531 | 10,963 | 4,316 | 2,790 | 3,804 | 228 | 7,524 | 228 | 3,192 | 3,192 | **47,852** |
| 2028 | 4,493 | 5,712 | 1,086 | 237 | 553 | 11,401 | 4,489 | 2,902 | 3,956 | 237 | 7,825 | 237 | 3,320 | 3,320 | **49,766** |
| 2029 | 4,672 | 5,941 | 1,129 | 246 | 575 | 11,857 | 4,668 | 3,018 | 4,114 | 246 | 8,138 | 246 | 3,453 | 3,453 | **51,757** |
| 2030 | 4,859 | 6,179 | 1,174 | 256 | 598 | 12,332 | 4,855 | 3,138 | 4,278 | 256 | 8,463 | 256 | 3,591 | 3,591 | **53,827** |
| 2031 | 5,054 | 6,426 | 1,221 | 266 | 622 | 12,825 | 5,049 | 3,264 | 4,450 | 266 | 8,802 | 266 | 3,735 | 3,735 | **55,980** |
| 2032 | 5,256 | 6,683 | 1,270 | 277 | 647 | 13,338 | 5,251 | 3,394 | 4,628 | 277 | 9,154 | 277 | 3,884 | 3,884 | **58,219** |
| **2033** | **5,466** | **6,950** | **1,321** | **288** | **672** | **13,871** | **5,461** | **3,530** | **4,813** | **288** | **9,520** | **288** | **4,039** | **4,039** | **60,548** |
| 2034 | 5,685 | 7,228 | 1,374 | 300 | 699 | 14,426 | 5,680 | 3,671 | 5,005 | 300 | 9,901 | 300 | 4,201 | 4,201 | **62,970** |
| 2035 | 5,912 | 7,517 | 1,429 | 312 | 727 | 15,003 | 5,907 | 3,818 | 5,205 | 312 | 10,297 | 312 | 4,369 | 4,369 | **65,489** |
| 2036 | 6,148 | 7,818 | 1,486 | 324 | 756 | 15,603 | 6,143 | 3,971 | 5,414 | 324 | 10,708 | 324 | 4,544 | 4,544 | **68,108** |
| 2037 | 6,394 | 8,131 | 1,545 | 337 | 787 | 16,228 | 6,389 | 4,130 | 5,630 | 337 | 11,137 | 337 | 4,726 | 4,726 | **70,832** |
| 2038 | 6,650 | 8,456 | 1,607 | 351 | 818 | 16,877 | 6,644 | 4,295 | 5,855 | 351 | 11,582 | 351 | 4,915 | 4,915 | **73,666** |
| 2039 | 6,916 | 8,794 | 1,671 | 365 | 851 | 17,552 | 6,910 | 4,467 | 6,090 | 365 | 12,046 | 365 | 5,111 | 5,111 | **76,612** |
| **2040** | **7,193** | **9,146** | **1,738** | **379** | **885** | **18,254** | **7,186** | **4,646** | **6,333** | **379** | **12,527** | **379** | **5,316** | **5,316** | **79,677** |
| 2041 | 7,480 | 9,512 | 1,808 | 394 | 920 | 18,984 | 7,474 | 4,831 | 6,587 | 394 | 13,028 | 394 | 5,528 | 5,528 | **82,864** |
| 2042 | 7,780 | 9,892 | 1,880 | 410 | 957 | 19,743 | 7,773 | 5,025 | 6,850 | 410 | 13,550 | 410 | 5,749 | 5,749 | **86,178** |

**Table 15: Load Forecast for Load supplied from three rivers substation and directly from Eskom**

| SUPPLIED FROM THREE RIVERS (kV) | | | | | SUPPLIED FROM ESKOM AT 11 kV | | |
|---|---|---|---|---|---|---|---|
| Risiville | Risiville S.F. | Glen Donald | McKay S.F. | **Cumulative** | Vaal Marina | | Ohenimuri |
| 3,675 | 250 | 1,498 | 998 | **6,421** | 2,477 | | 1,950 |
| 3,822 | 260 | 1,558 | 1,038 | **6,678** | 2,576 | | 2,028 |
| 3,975 | 270 | 1,620 | 1,080 | **6,945** | 2,679 | | 2,109 |
| 4,134 | 281 | 1,685 | 1,123 | **7,223** | 2,787 | | 2,193 |
| 4,300 | 292 | 1,752 | 1,168 | **7,512** | 2,898 | | 2,281 |
| 4,472 | 304 | 1,822 | 1,215 | **7,812** | 3,014 | | 2,372 |
| 4,651 | 316 | 1,895 | 1,263 | **8,125** | 3,135 | | 2,467 |
| 4,837 | 328 | 1,971 | 1,314 | **8,450** | 3,260 | | 2,566 |
| 5,030 | 342 | 2,050 | 1,366 | **8,788** | 3,390 | | 2,669 |
| 5,231 | 355 | 2,132 | 1,421 | **9,139** | 3,526 | | 2,775 |
| 5,440 | 369 | 2,217 | 1,478 | **9,505** | 3,667 | | 2,886 |
| 5,658 | 384 | 2,305 | 1,537 | **9,885** | 3,814 | | 3,002 |
| 5,884 | 400 | 2,398 | 1,598 | **10,280** | 3,966 | | 3,122 |
| 6,120 | 416 | 2,494 | 1,662 | **10,691** | 4,125 | | 3,247 |
| 6,365 | 432 | 2,593 | 1,729 | **11,119** | 4,290 | | 3,377 |
| 6,619 | 450 | 2,697 | 1,798 | **11,564** | 4,461 | | 3,512 |
| 6,884 | 467 | 2,805 | 1,870 | **12,026** | 4,640 | | 3,652 |
| 7,159 | 486 | 2,917 | 1,945 | **12,507** | 4,825 | | 3,798 |
| 7,446 | 506 | 3,034 | 2,023 | **13,008** | 5,019 | | 3,950 |
| 7,743 | 526 | 3,155 | 2,103 | **13,528** | 5,219 | | 4,108 |
| 8,053 | 547 | 3,281 | 2,188 | **14,069** | 5,428 | | 4,273 |

**M1 supply area**

Load forecast for areas supplied from M1 substation is given in **Table 15** for a 20 years period. The total observed in 2042 indicate a total load of 86 MVA. Current installed capacity is 80 MVA (4x20) and therefore a firm capacity under N-1 contingency of 60 MVA (3x20 MVA).

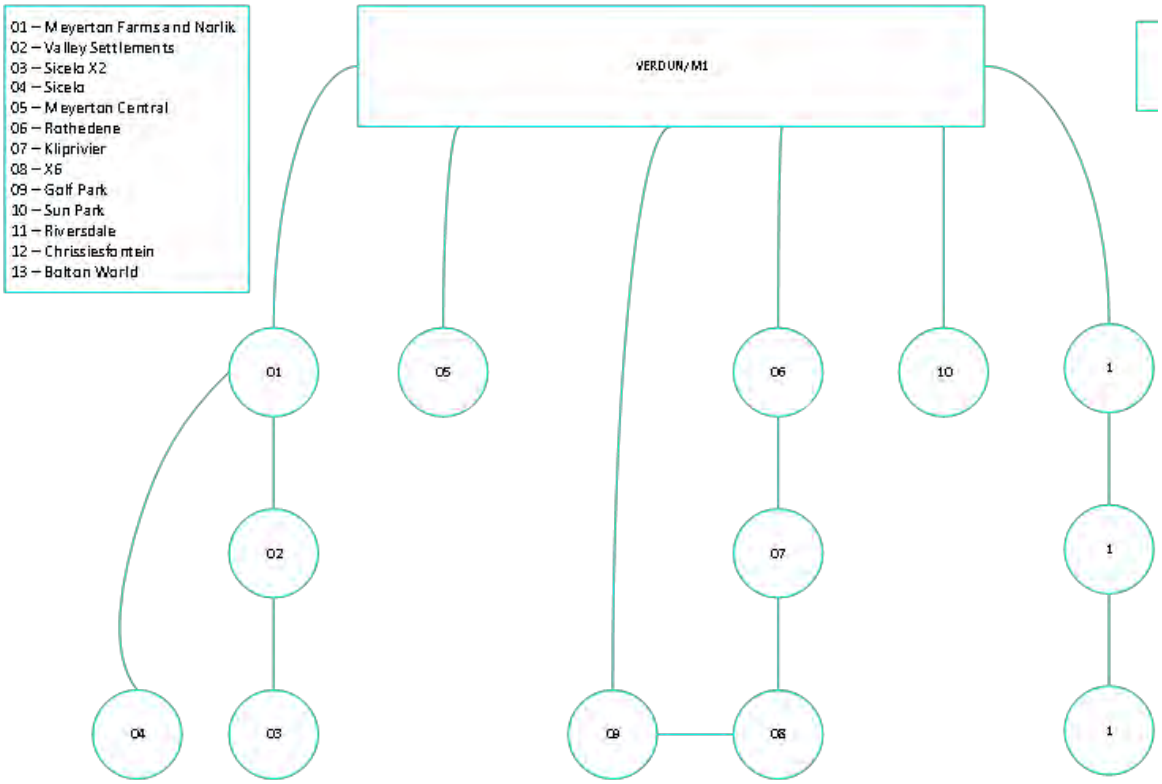



**Figure 23: Overview of areas supplied from M1 substation**

The projected full demand in 2042 is 86 MVA and clearly higher than the installed capacity at M1 substation, let alone when compared to the firm capacity of 60 MVA. This mismatch leads to the following issues that require the network to be upgraded:

- Lack of transfer capacity in existing 11 kV feeders to meet the rising demand;
- Voltage drops associated with the long feeder distances as the load center radius moves far from the source;
- The lack of sufficient bulk capacity at M1;
- Design capacity of substation could be reached and prevent any further expansion. This could be the thermal capacity or the space constraints.

**Three Rivers supply area**

At three rivers substation, the installed capacity is 2x20 MVA and the total forecast capacity is 14MVA (see **Table** ). This implies that the bulk capacity is still sufficient. However, transferring this capacity to the load centers require upgrading to the network in terms of feeders (overhead or underground), switching stations and the MV/LV facilities (miniature substations or pole mount transformers). Like M1, one of the limitation in expanding the load at Three River substation is the distance to the load centers concerned that could lead to voltage drops and higher technical losses.

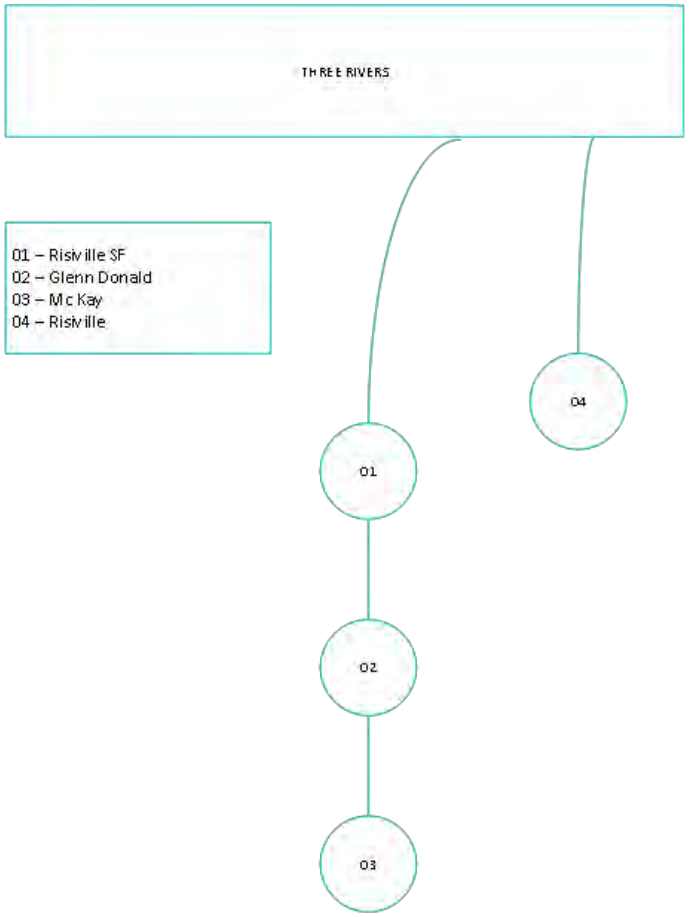



**Figure 24: Overview of areas supplied from three rivers substation**

**Vaal Marina and Ohenimuri supply areas**

These areas are supplied from Eskom at 11 kV. Their respective demands are forecast as 5MVA and 4MVA (see **Table** ). At this level, there is no need for a substation but more feeders are needed to take the power to load centers. Furthermore, reinforcing MV/LV capacity is needed to ensure off-taking especially for residential and the small commercials.

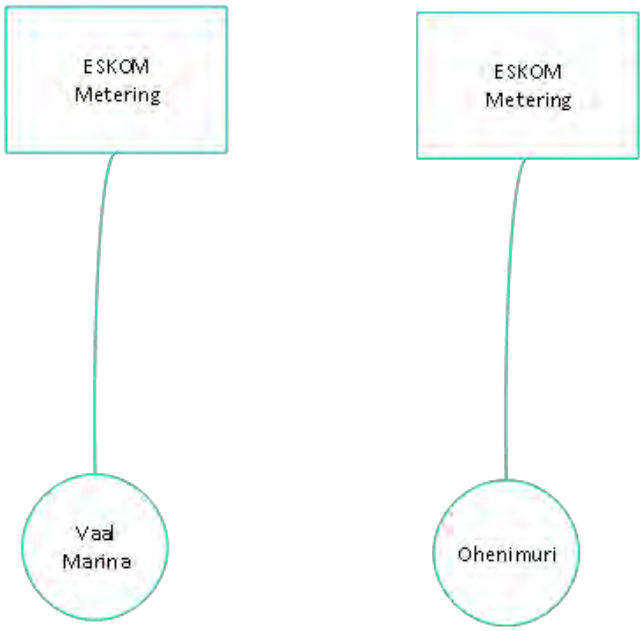



**Figure 25: Overview of areas supplied from Eskom at 11 kV**

**Grace view and Eye stone supply areas**
These substations are relatively new and the areas have a very low density in terms of consumers per square kilometer. Furthermore, both substations are located to the consumer sites and still have sufficient capacity to cater for a low growth herein considered 4% per annum.

## 6.3 PROPOSED SOLUTIONS

**M1 supply area**
Considering the voltage stability issues, technical losses and the capacity, it is proposed to divide the existing M1 supply area into three by introducing two additional substations Rivesdale in 2027 and Golf Park in 2030.

The additions of these two substation will free transformation capacity at Verdum (M1) substation, reduce technical loss from distribution lines (overhead and underground) and ensure a better voltage stability in the 11 kV network. Without these intervention, it is forecast that M1 substation firm capacity with be exhausted in 2033 and the installed capacity in 2040.

Both proposed substation shall be constructed with 2x20MVA-installed capacity to provide 20 MVA of firm capacity. Rivesdale substation will supply primarily Rothedene, Chrissiesfontein and Bolton world with the ability to back-feed a portion of M1 (switching dependent) via Rivesrdale. Golf Park substation will supply extension 6, Golf Park and back-feed a portion of M1 (switching dependent) via Kliprivier and/or Golf Park supply area.

**Table 16: Loading (demand) distribution between substations in M1 supply area**

| Substation | Loading (MVA) |
|---|---|
| Golf Park | 12.28 |
| Riversdale | 19.68 |
| M1 (no additional subs) | 86.18 |
| M1 (de-loaded) | 54.21 |




*Figure 6: Proposed Substation Location*

As alluded previously, the construction of two additional substation reduces the loading at M1, the technical losses due to load transmission losses and improves the voltage stability. These gains are mainly driven by the reduced distances between 11 kV sources and the load centers. **Table 16** provides an overview of projected loading at each of the substation in year 2042. For M1, this is provided with and without the introduction of the additional substations.

Further to these two major interventions, it is worth noting the need for a significant number of miniature substations to which the consumers will be connected.

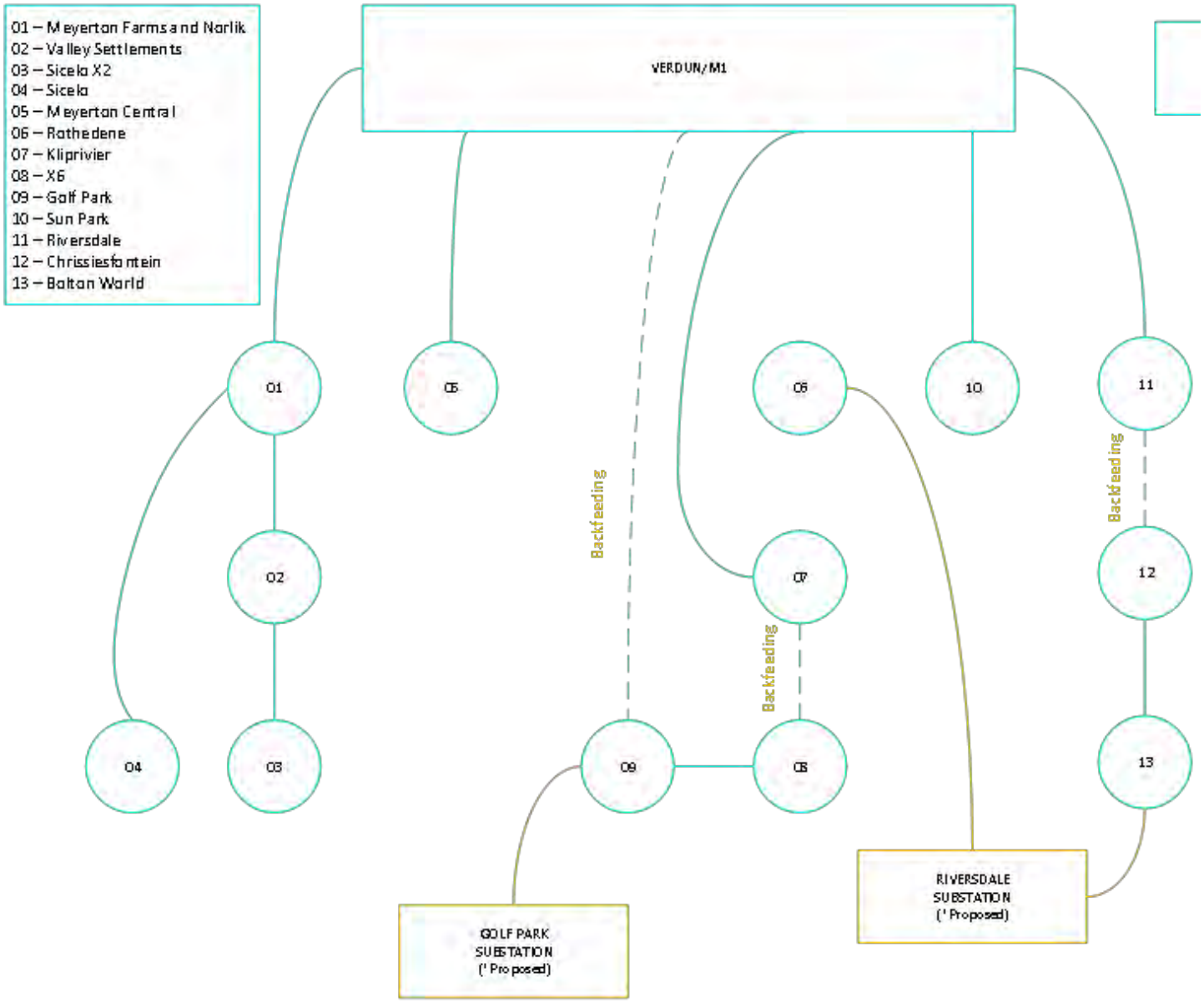



**Figure 27: Proposed network upgrade and reconfiguration**

**Three Rivers supply area**
This area requires no intervention in terms of the bulk capacity. However, feeder and transformation infrastructure is needed to improve the network distribution capacity.

**Vaal Marina and Ohenimuri supply areas**
Both these areas demands are forecast to around 5MVA in 2042. Therefore each can be supplied at 11 kV and require only additional distribution feeders and the transformation capacity. However, these loading should be provided to Eskom to allow them to improve and plan for the additional infrastructure needed to bring power into these areas.

**Grace view and Eye stone supply areas**
The existing capacity is sufficient to cover additional low growth load in the area. Any project for which the growth is significant should be studied independently.

## 6.4 NETWORK LOSSES

Analysis of losses in the network was carried out in two manners. The first was based on historic records available (FY2017/18 and FY2018/19). Historic information indicate on average 10% of losses in the network with a significant spread and large standard deviation (see Table ). Furthermore, the analysis shows acceptable and strong correlations between the energy bought and that sold respectively for FY2018/19 and FY2017/18. However, there seem to be a weak negative correlation between the energy bought and the losses in the network for FY2017/18.

Although the average losses are on par with most utilities or the industry, various inconsistencies picked in this information point to a possible issue in the information collection, storage, interpretation and the billing value chain. On this basis, it is recommended to overhaul the metering and billing system to adopt a modern technology with smart metering and Enterprise Resource Plan that will not only provide better analytics but an overall view of the network from a revenue perspective.

**Table 17: Loss analysis for FY2017/18 and FY18/19**

| Month | Purchase Units (kWh) | | Sold Units (kWh) | | Loss Units (kWh) | | Loss % | |
|---|---|---|---|---|---|---|---|---|
| | 2018/2019 | 2017/2018 | 2018/2019 | 2017/2018 | 2018/2019 | 2017/2018 | 2018/2019 | 2017/2018 |
| JULY | 25,038,593.00 | 23,385,225.66 | 20,374,235.50 | 20,518,606.30 | -4,664,357.50 | -2,866,619.36 | -18.63 | -12.26 |
| AUG | 23,260,159.00 | 23,011,505.86 | 20,709,603.10 | 19,415,697.80 | -2,550,555.90 | -3,595,808.06 | -10.97 | -15.63 |
| SEPT | 22,305,793.00 | 20,819,390.66 | 20,184,510.30 | 19,474,756.50 | -2,121,282.70 | -1,344,634.16 | -9.51 | -6.46 |
| OCT | 23,439,599.83 | 22,091,056.85 | 19,528,974.30 | 19,020,047.20 | -3,910,625.53 | -3,071,009.65 | -16.68 | -13.90 |
| NOV | 22,790,534.00 | 22,295,479.00 | 20,866,778.40 | 19,318,717.60 | -1,923,755.60 | -2,976,761.40 | -8.44 | -13.35 |
| | | | | | | | 11.43 | 2.66 |
| JAN | 21,869,777.00 | 19,733,574.47 | 17,170,115.80 | 16,359,368.00 | -4,699,661.20 | -3,374,206.47 | -21.49 | -17.10 |
| FEB | 19,855,981.00 | 19,553,547.52 | 19,191,838.40 | 16,948,151.70 | -664,142.60 | -2,605,395.82 | -3.34 | -13.32 |
| MAR | 20,842,658.00 | 21,535,920.77 | 18,188,285.40 | 18,534,817.40 | -2,654,372.60 | -3,001,103.37 | -12.74 | -13.94 |
| APR | 21,496,994.00 | 21,164,074.64 | 18,627,417.30 | 19,831,275.18 | -2,869,576.70 | -1,332,799.46 | -13.35 | -6.30 |
| MAY | 23,126,501.00 | 23,568,909.92 | 19,464,557.20 | 21,433,816.80 | -3,661,943.80 | -2,135,093.12 | -15.83 | -9.06 |
| JUNE | 0.00 | 23,857,453.26 | 0.00 | 20,959,507.30 | 0.00 | -2,897,945.96 | #DIV/0! | -12.15 |
| TOTALS | 224,026,589.83 | 260,034,865.33 | 194,306,315.70 | 231,338,811.88 | -29,720,274.13 | -28,696,053.45 | -13.27 | -11.04 |
| | | | | | | | | |
| DEC | 19,406,498.00 | 19,018,726.72 | 21,624,006.00 | 19,524,050.10 | 2,217,508.00 | 505,323.38 | | |
| | | | | | | | | |
| Mean | | | | | | | -10.87 | -10.90 |
| Standard Deviation | | | | | | | 8.96 | 5.41 |
| Correlation | | | 0.556 | 0.879 | -0.639 | -0.178 | | |

## 6.5 PROPOSED CAPITAL EXPENDITURE

This section provides cost estimates of various network expansion options covered in the previous sections. The investment plan is aimed at ensuring a reasonable capital expenditure to meet the technical requirement and business financial requirements.

The investment plan allows drafting a capital expenditure program while taking into consideration timing of the project (construction) and the financial return into account. At the same time, it is important to ensure that the capital program is affordable and that its impact on the tariff is minimised as much as possible.

Based on how the network is perceived to grow, the network investment plan uses the expansion plan to draw the timing for the provision of the capital expenditure.

### 6.5.1 PROPOSED CAPITAL EXPENDITURE

The network investment plan requires the cost of each technical intervention required on the network. The costing of each proposed technical option is based on high-level cost of various tasks as applicable to lines, substations, etc. While developing the cost for each option, the following assumptions were included in the cost database:

- All cost include supply, delivery and labour;
- Line bays are included in the substation cost and consequently, they are not part of the line costing;
- All Line costing include the cost of servitude acquisition assumed at 10% of the total line cost;
- 88kV overhead transmission lines are based on self-supporting lattice towers and are inclusive of foundations, line hardware, conductors, etc.
- 11, 22 and 33kV overhead transmission lines assumes the use of single circuit wooden pole structures;
- All proposed switching stations are assumed to have 2x1250A incoming feeders and 6x800A outgoing feeders.

A detailed costing sheet was developed to take into consideration the details of each substation or transmission line. Therefore, the costs discussed in this section are indicative for the purpose of planning and forecasting. Cost that is more detailed should be produced at detailed design stage.

## 6.5.2 LIST AND COST OF PROPOSED PROJECTS

Each proposed project has associated cost; category and time horizon based on the estimated completion year. All details related to the costing of each item can be found below.

**Table 18: List of projects and costing**

| # | Major Upgrade to the Network | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| 1 | 11/0.4kV +/-2x2.5%, 500 kVA Miniature substations | 7,5m | 7,95m | 8,5m | 8,9m | 9,5m | 10m | 10,6m | 11,3m | 11,9m | 12,7m |
| 2 | Riversdale 88/11kV +/-8x1.25%, 2x10 MVA substations. See note (1) | | | | | | 217m | | | | |
| 3 | Golf Park 88/11kV +/-8x1.25%, 2x10 MVA substations. See note (2) | | | | | | | | | 260m | |
| 4 | Smart Metering | | 0,25m | 0,25m | 0,25m | 0,25m | 0,25m | 0,25m | 0,25m | 0,25m | |
| 5 | Entreprise Resource Planning System | | | | 3,0m | | | | | | |

# SECTION 7: FUNDING AND IMPLEMENTATION ARRANGEMENTS

The Division of Revenue Act (DORA) makes provision for assisting municipal (and provincial) governments by transferring funds to them from the National Fiscus for specific purposes. This can include funding for construction, maintenance or rehabilitation of municipal infrastructure, and for developing and improving municipal systems and the capacity of municipalities to perform the functions assigned to them (including compliance with terms of the Municipal Finance Management Act).

MIG funding is allocated on a formula approach (based on census data). Performance of the municipality in implementation is monitored and penalised in future fund allocations where considered necessary. Municipalities need to be able to demonstrate to Treasury the ability to sustain the new/rehabilitated infrastructure by providing the following:

- Projections on future maintenance and operating costs for new or upgraded infrastructure;
- Operational budgets for maintenance and operating costs on existing infrastructure; and
- How the municipality's operational budget takes account of future commitments.

**Summary:** Key themes that are evident in legislation and are central to the government's vision of municipal infrastructure management are as follows:

- long-term sustainability and risk management;
- service delivery efficiency and improvement;
- performance monitoring and accountability;
- community interaction and transparent processes;
- priority development of minimum basic services for all; and
- financial support from central government.

Underpinning this vision is the need to drive the transformation process in the municipal sphere of government by placing strong emphasis on building capacity.

# SECTION 8: RISK MANAGEMENT

Electricity Distribution infrastructure is complex by nature and requires robust management practices. Sound knowledge of the location, characteristics, estimated useful life, capacity and utilisation, cost characteristics, risk exposure and safety requirements of assets is required to best manage them and make sustainable improvements in service delivery. Risk management is inherent in the asset management process when dealing with matters of safety, environmental compliance and the delivery of the required level of service.

The purpose of the Risk Management Plan, outlined in this document, is to:

1. Present a risk management strategy in line with MLM's risk management framework;
2. Provide an introduction to risk management standards for electricity asset management;
3. Outline the risk management approach;
4. Identify critical electricity infrastructure assets and the risk exposure within the networks;
5. Describe the impact of risk on service delivery; and
6. Propose appropriate mitigation actions.

## 8.1 RISK MANAGEMENT FRAMEWORK

The National Treasury has revised and updated the Public Sector Risk Management Framework that was originally published in 2004. Various guidelines, guidebooks and templates support the revised framework (published 1 April 2010). The Framework encourages all public sector institutions (National Departments, Provincial Departments, Constitutional Institutions, Public Entities, Provincial Public Entities, Municipalities and Municipal Entities) to treat risk management as an integral part of their existence. The Framework aims to ensure that public sector institutions share a

common approach to risk management whilst providing sufficient scope for institutions to adapt certain aspects to suit their own institutional requirements.

The Framework was developed in response to the requirements of the Public Finance Management Act and Municipal Finance Management Act for Institutions to implement and maintain effective, efficient and transparent systems of risk management and control. It also incorporates the requirements of the Batho-Pele principles and King III concerning risk management.

The process framework describes the creation of an enabling environment for the management of risks. The Accounting Officer / Authority is responsible for ensuring that the institutional environment supports the effective functioning of risk management. The Institution should operate within the terms of a risk management policy that is approved by the Accounting Officer / Authority. The implementation of this policy should be guided by a strategy that is also approved by the Accounting Officer / Authority. Risk identification, assessment and control are important foundations for proactive asset management.

The overall purpose is to understand the cause, effect and likelihood of adverse events occurring, to manage such risks optimally to an acceptable level, and to provide an audit trail for the management of risks. These are achieved through:

- identifying potential risks associated with the assets, and making an estimate of the associated risk levels, on the basis of existing or proposed risk controls;
- determining whether these risks are tolerable; or
- Determining whether further analysis is required to establish whether the risks are or not tolerable; and
- Devising improved risk controls where these are found to be necessary or desirable.

Risk assessments can also be used for a systematic comparison of different risk control or reduction options. Assessments aid the organisation in prioritising any resulting actions to reduce risk. It may also be appropriate to have a generic risk assessment for a number of common risks. Some organisations develop generic risk assessments

for typical asset types or asset management activities. The precise details of these can vary for example between different locations or sites.

Generic risk assessments can be used as the starting point for more specific assessments, by identifying and assessing any differences between the conditions assumed in the generic assessment, and those pertaining in the specific situations being addressed. This approach can help to both increase the speed and efficiency of the risk assessment process and to improve the consistency of risk assessments for similar tasks.

The risk assessment process should form the basis for identifying the situations and scenarios that require emergency and evacuation plans as well as identifying the emergencies that require equipment or assistance. Before changes are made to assets or to the way in which they are managed, risk assessments should be carried out and control measures implemented whenever possible.

The municipality should also address overall business risk management in line with good corporate governance. In considering the asset and asset management related risks, consideration should be given to the interface with this corporate, top down risk management activity in order to ensure that organisational risk management is complete and consistent.

## 8.2 RISK MANAGEMENT STANDARDS FOR ELECTRICAL NETWORKS

Unless risk is managed effectively, MLM cannot maximise opportunities and minimise threats. Risk is concerned with the effect of uncertainty on the achievement of the municipality's objectives. The risk management standards applicable to electricity asset management are ISO 31000, PAS 55 and NRS 093-1.

### 12.2.1 ISO 31000

The International Standards Organisation introduced a new risk management standard (ISO 31000) in 2009. This standard is not certifiable but emphasises the achievement of goals (objectives) and highlights the importance of communication

regarding risk management. It sets out principles, a framework and a process for the management of all forms of risk (including safety and environment) in organisations of all sizes. It does not mandate a one-size-fits-all approach, but emphasises tailoring the principles and guidelines to the specific needs and structure of the organisation to be implemented creatively.

The ISO 31000 process for managing risk is displayed below

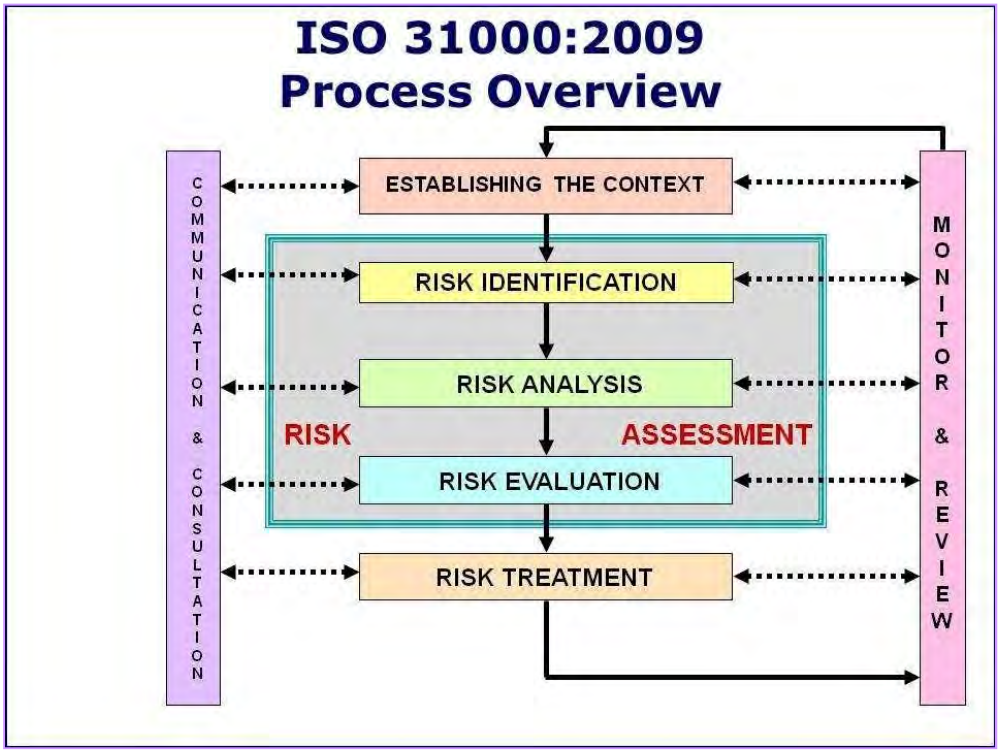



**Figure 27: Risk Process**

### 12.2.2 NRS 093-1

The Electricity Suppliers Liaison Committee (ESLC) approved and released the minimum requirements for asset management in the South African Electricity Distribution Industry (NRS 093-1) during October 2009. The standards for risk management are the following.

Risk management must be implemented and integrated into existing risk management systems for assets. It must be the prime basis for prioritising all asset activities including engineering, projects and investment (par. 4.3.9.1).

Potential and realised asset risks must be scientifically determined, understood and quantified through a risk assessment methodology that is consistent and repeatable (par. 4.3.9.2).

- Asset risks must be formally captured, reported on, coordinated and managed by the utility (par. 4.3.9.3).
- Asset risk must provide input into tactical and operational plans and decision-making related to asset maintenance, refurbishment and replacement (par. 4.3.9.4).
- Risk mitigation plans as well as contingency plans must be developed for asset failure.
- Risk management must provide input to financial and human resource planning. The utility's insurer must be informed accordingly (par. 4.3.9.5).

The NRS 093-1 highlights that the management of asset risks comprises the following main activities:

- **risk identification**: asset risks are identified per individual asset, per class of asset, at a system or network level and also at portfolio level;
- **risk assessment**: the identified asset risks are quantified and ranked in terms of likelihood of occurrence and consequence of incident;
- **risk control**: the necessary steps are identified and implemented to control the identified risks according to the utility's risk tolerance; and
- **risk monitoring**: the effectiveness of risk control measures is monitored by means of inspection and audits (new or previously undetected risks are also identified).

The ESLC expressed the wish that all electricity supply authorities would adopt the requirements of the NRS 093-1 in so far as their particular conditions permit. Any differences between the requirements of this part of NRS 093 and the corresponding authority's requirements should, as far as possible, be clearly indicated in schedules and (where appropriate) be submitted for consideration in future revisions of NRS 093-

## 8.3 MLM MAJOR RISK REGISTER

| Risk score | Category |
|---|---|
| 1 - 3 | Low risk (green) |
| 4 - 6 | Moderate risk (yellow) |
| 8 - 12 | High risk (orange) |
| 15 - 25 | Extreme risk (red) |

Four key electricity risks are listed as indicated below. Red and yellow indicating high, and moderate risk exposures respectively.

**Table 19: Risk Register**

| Risk Description | Inherent Risk Exposure rating | Existing Controls | Residual Risk Exposure Rating | Action Plan |
|---|---|---|---|---|
| Electricity demand, growth exceeding electricity supply capacity. | 20.00 | • Capacity allocation management<br>• Capacity upgrading programme<br>• Development contribution policy<br>• Upgrading of network<br>• Long term tariff structure plan, linked to Eskom supply and own generation capacity | 9.00 | • Ongoing Implementation of distribution capacity upgrading projects<br>• Ring-fencing of bulk contribution collected for electricity upgrading programmes. Funding and costs of these programmes need to be determined. |
| Quality of electricity supply drops below legislated requirement. | 20.00 | • Management of the capacity allocation programme.<br>• Implemented the quality supply monitoring system. | | • Continuous implementation demand side management programme.<br>• Energy Efficiency Programmes |
| Quality of electricity supply drops below legislated requirement. | 20.00 | • Management of the capacity allocation programme.<br>• Implemented the quality supply monitoring system. | 4.00 | • Continuous implementation demand side management programme. |
| Vandalism of electricity infrastructure. | 25.00 | • Limited security patrols and guards at key installations | 9.00 | • Conduct awareness to National and provincial Government for the implementation of appropriate legislation and control. |

# SECTION 9: CONCLUSIONS

## 9.1 LOAD FORECAST

The load forecast for MLM was carried out using two assumptions. The first assumption assumed the worst-case scenario whereby there is not much investment in the economy. In this scenario, the existing load growth is linked to the GDP of 0.5% per annum for a period from 2021 to 2041.

The second assumption assumes a better economic performance whereby MLM lives its vision of a prosperous municipality for all. This can be achieved only through strong economic growth that create employment. Such economic growth will lead to growth in electricity demand, thereby affecting the existing network. All catalytic projects planned are assumed to take place under this scenario.

Combining the growth of existing loads and the new load planned for MLM, a more realistic load forecast was created with the only uncertainty being the lack of information for the execution date for some of the projects. For this reason, these projects are assumed to fall in the long-term bracket (from 2041).

## 9.3 DEMAND-SUPPLY BALANCE

MLM has no generating capacity at present and its entire load is supplied by ESKOM and other municipalities, therefore leaving it vulnerable to price changes. Its supply reliability is also strongly linked to the performance of Eskom's network. Instance the loss of Verudun's substation could black out the entire Midvaal network portion of MLM.

One way of reducing the amount of energy imported from Eskom is to consider alternative sources such as solar, biomass, waste to energy and thermal. The merit of each alternative source needs further consideration by taking into account the cost of capital and operational expenditures.

## 9.4 NETWORK PERFORMANCE AND RELIABILITY

As far as the design is concerned, the network reliability in MLM network is adequate. Each substation or switching station supply redundancy. Each of the new projects identified also uses the same philosophy for the design. Therefore, it is expected for outage durations to be short.

## 9.5 IDENTIFIED PROJECTS

For the network to be able to satisfy the forecast load demand, several projects need to be undertaken at the appropriate time. Overall, 3 projects have been identified. They are classified into categories as follows:

- **Based on priority:**
  - Short-Term: 8;
  - Medium-Term: 16;
  - Long-Term: 33.
- **Based on Type:**
  - Expansion: 51;
  - Reliability: 5;
  - Strategic: 1;

# SECTION 10:RECOMMENDATIONS

## 10.1 LOAD FORECAST AND NETWORK EXPANSION

In this network masterplan, the load forecast forms a crucial part that is essential for all analysis carried out. Given its speculative nature, it is recommended that MLM use each of the proposed solutions only when necessary, preferably, when the projects are confirmed. In order to achieve this, the existing network load and application for connection must be closely monitored and a proper record kept all the time. To achieve this, MLM needs to implement the following changes:

- Install loggers with network capability or a SCADA system;
- Maintain a record of electrical connection applications.
- Have the entire electrical system mapped out on the GIS

Monitoring the network and application for connection will ensure that MLM approaches the network expansion in a cost effective manner.

It is equally important for MLM to plan and reserve sites and line servitudes as part of its strategic planning. As the town grows, there will be a necessity to build substations and lines. Therefore acquiring the site and servitude at this stage is secure, cheaper and prone to less legal challenges and land claims.

# ANNEXURE A: LIST OF UNFUNDED PROJECTS

ANNEXURE A1: PROJECT PRIORITISATION PER WARD

**Table 19: Project Prioritization list**

| Ward | Prioritised Project 1 | Prioritised Project 2 | Prioritised Project 3 | Prioritised Project 4 | Prioritised Project 5 |
|---|---|---|---|---|---|
| **Ward 3** | Gravel to tar on CM van den Heerver, Peit Retief & Theo Wassenaar. Resurfacing, resealing, tarring & speed humps on various roads. 800m track in Windsor Circle to be paved. Curb stones on Fitzpatrick Street. | Relocating Street lamp on the driveway of Johanna van der Merwe. Streetlights on Eben Donges, Kookrus Cemetery and Gustav Preller Street. | Maintenance of Traffic signs and signs prohibiting illegal dumping on Dani Bezuidenhout Street | Mobile Library at least once a week | Request for a park in Kookrus |
| **Ward 4** | Water borne sewer in Daleside (Second Phase) | Gravel to tar Road No4, Boltonwold | Additional Street lights, Daleside | Gravel to tar on Malan Street, Buyscelia | Community Hall Daleside |
| **Ward 5** | Gravel to Tar - Takbok Street, Meyerton Farms & Bloubok Street, Highbury. | Upgrade and widening Malcolm Road, Valley Settlements & South Road, Walkers Fruit Farms. | High mast lights/streetlight in Ophir AH. | Number plate recognition CCTV cameras at cnr Joan and Irene, Drumblade. Cnr Joan & Randvaal Road, Drumblade. Cnr Tintinkie & Springbok Road, Meyerton Farms. Cnr Kwevoel & Springbok Road, Meyerton Farms. | Outdoor Gym, soccer and netball posts - Cnr Springbok and Meyer Street, Meyerton Park |

| | | | | | |
|---|---|---|---|---|---|
| **Ward 7** | Multipurpose centre: Library, sports ground, ECD and media centre | Streetlights/ Security cameras masts throughout the ward starting in Tedderfield West | Traffic /speed calming methods on Nettleton road - Provincial road - high accident spot | Satellite Police station in Walkerville /Tedderfield area | Renewed street signage and naming of unnamed streets |
| **Ward 8** | Land for human settlement. | Electricity in the informal settlements. | Rehabilitation of roads/storm water management. | Rehabilitation of illegal dumping. | Pedestrian bridge along station Road (R59 freeway) |
| **Ward 10** | Tarring of all roads and speed humps on longer length roads. | Serviced stands/land for houses, place of worship & Clinic. | Address illegal dumping and ensure regular grass cutting on vacant stands. | Sewage pipes in Papegaai Street | Apollo lights and fencing for Erf 78 flats. All streetlights to be repaired. |
| **Ward 11** | High mast lights in De Deur | Taring of Arthur, Boulder, Kraal, Road No. 6, Road No 8 & East Road | Parks & speed humps for all extensions of Savanna City | Sewer upgrade in Ohenimuri. Grass cutting, tree maintenance & Speed humps in Ohenimuri | Multi-purpose centre in De Deur |

| | | | | | |
|---|---|---|---|---|---|
| **Ward 12** | Land/Housing for residents living on Private Properties | Upgrade of Sewer pumps. Sewerage flows onto Cnr Klip and River Road. The repair of the damaged pipeline at Heineken Station - Joan Rd. | Rehabilitation and Installing proper drainage of all the Roads. Gravel to Tar: Marlborough, Honiball, Edge, End of Nelson & Napoleon Road in Gardenvale. Klip Road in Klipwater. Malcolm Road in Klipview.<br>Rehabilitation of Roads: Rietspruit Rd - Rietspruit, Santa Fe Rd - Blue Saddles Gate to Nooitgedacht Rd, Nooitgedacht Rd - Nooitgedacht, Eisenhower Rd - Gardenvale. Repairs to all Roads and stormwater ducts - Klipriver Business Park | 4. Install Number plate recognition security cameras at: Cnr M61 and R550 Intersection in Kliprivier, Cnr R550 and Drift Rd & Cnr R550 and Garthview Rd. | Upgrade/Replace the Eisenhower Bridge |
| **Ward 13** | Upgrade/tarring of Steynberg/Riversdale Road. All gravel roads to be tarred or grading cycles to be more frequent. Maintenance of all roads. | Social facilities such as community hall, Clinic with access to water and ablution facilities.<br>Equipment and gym for park | Address illegal structures | The park, pavements and the cemetery require attention such as, weed removal, grass cutting and tree maintenance.<br>Refuse removal must be collected on time and spillages cleaned up. | Increase/upgrade to electrical capacity. Address poor water pressure and sewer spillages. |

| | | | | | |
|---|---|---|---|---|---|
| **Ward 14** | Resin speed humps (as on Pierneef & Mimosa Rd) at every stop sign in Ward 14. | Play park equipment have been removed in Vlei Park. To be replaced with recycled plastic equipment. | Meyerton Sports Complex. Entrance road needs kerbstones and trees - beautified. Name board erected at entrance. Grass to be cut on the whole property up to surrounding houses.<br>Parking to be paved or at least scraped. Fences and walls fixed or replaced.<br>Ablution block to be built for public.<br>Dilapidated dangerous cricket nets replaced or removed. | New clear view fence for the golf course. | Footpath in Pierneef Blvd from the Midvaal Sports Complex to the Vlei as per the proposal submitted |
| **Ward 15** | Extension of street lights especially high mast lighting around the train station | Community Hall and Recreational Facilities | Extension of Sewer lines to residents across the river | Curb stones to be installed on pavements to prevent erosion of the road | Traffic control measure like roundabouts and speed bumps |

# ANNEXURE A: LIST OF UNFUNDED PROJECTS

ANNEXURE A2: PROVINCIAL DEPARTMENT'S PROJECTS

**Table 20: Project Prioritization list**

| ID/Ref Nr. | Key Focus Area (KFA) | Description of Capital Projects, Programmes and Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Department | Delivery: Internal / External | Funding Source | Ward |
|---|---|---|---|---|---|---|---|---|
| **2/9/P/ES/275** | **KPA 2 KFA 5** | Traffic Lights at Walkerville and Eikenhof intersections | CP | O | GAUTRANS | External | CRR | **7** |
| **3/10/CP/D/395** | **KPA 3 KFA 10** | General Housing Project | CP | O | Dept. of Human Settlement | | | **4,7,8 ,10 & 12** |
| **4/27/CP/E/497** | **KPA 6 KFA 21** | Primary & Secondary Schools | CP | | Dept of Educ. | | | **1, 4 , 6, 7, 8, 10 &12** |
| **4/27/CP/E/498** | **KPA 6 KFA 21** | Clinic | CP | | Dept of Health | | | **1,4, 6, 7,8,10, 12, 13 & 15** |
| **4/27/CP/E/502** | **KPA 6 KFA 21** | Disability Centre | CP | | GDSD | | | **6, 11 & 12** |
| **4/27/CP/E/503** | **KPA 6 KFA 21** | Formal Taxi Rank in De Deur | CP | | SDM | | | **11** |
| **4/27/CP/E/504** | **KPA 6 KFA 21** | Ohenimuri Multipurpose Centre | CP | | SRAC | | | **11** |

| ID/Ref Nr. | Key Focus Area (KFA) | Description of Capital Projects, Programmes and Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Department | Delivery: Internal / External | Funding Source | Ward |
|---|---|---|---|---|---|---|---|---|
| **6/21/CP/1053** | **KPA 6 KFA 21** | MPC and Health facility hub on Municipal owned stands in Savanna City | CP | | Dept of Health | | | 11 |
| **6/21/CP/1054** | **KPA 6 KFA 21** | Health facilities on Municipal/Developer owned stands in Savanna City | CP | | Dept of Health | | | 11 |
| **6/21/CP/1055** | **KPA 6 KFA 21** | Local SAPS satellite stations or permanent on Savanna City | CP | | SAPS | | | 11 |
| **8/26/CP/1056** | **KPA 8 KFA 26** | Need for affordable Housing for aged and young families | CP | | Dept. of Human Settlement | External | | 7 |
| **6/21/CP/1059** | **KPA 6 KFA 21** | Kookrus Clinic too small to accommodate all the patients from other wards e.g. Ward 1. An additional clinic with a dental department and maternity facility for emergencies will benefit the different communities | CP | | Dept of Health | External | | 3 |
| **6/21/CP/CS/1202** | **KPA 6 KFA 21** | Land for Clinic | CP | | Dept of Health | | | 6 |
| **2/8/CP/P/397** | **KPA 2 KFA 6** | Savanna City Fire Station | CP | | | | **11** | Funding to be requested |
| **2/8/A/P/280** | **KPA 2 KFA 6** | Vaal Marina Fire Station Water Use License | A | O | External DWA | | **1** | |

# ANNEXURE B: LIST OF UNFUNDED PROJECTS

ANNEXURE A3: MIDVAAL LOCAL MUNICIPALITY PROJECTS

## Table 21: Project Prioritization list

| IDP Project Reference No. | Key Focus Area (KFA) | Description of Capital Projects, Programmes or Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Delivery: Internal / External | Funding Source | Ward | Comment |
|---|---|---|---|---|---|---|---|---|
| **3/10/CP/D/394** | **KPA 8 KFA 26** | Land for development | CP | O | | | **7** | |
| **3/14/CP/CS/1004** | **KPA 3 KFA 8** | Mobile Library for Mamello | CP | | | UNFUNDED | **1** | Ongoing outreach programme |
| **3/14/CP/CS/1005** | **KPA 3 KFA 8** | New ECD | CP | | | | **6** | |
| **3/14/CP/CS/1006** | **KPA 3 KFA 7** | Health and Recreational Facilities | CP | | | | **7** | No funds allocated |
| **3/14/CP/CS/1007** | **KPA 3 KFA 7** | Indoor Gym for Ward 10 | CP | | | | **10** | No funds allocated |
| **6/23/CP/E/308** | **KPA 6 KFA 17** | Mamello Township Electrical supply | CP | O | External | DoE Grant | **1** | Pending Eskom Decision |

| IDP Project Reference No. | Key Focus Area (KFA) | Description of Capital Projects, Programmes or Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Delivery: Internal / External | Funding Source | Ward | Comment |
|---|---|---|---|---|---|---|---|---|
| **6/23/CP/E/309** | **KPA 6 KFA 17** | Sicelo Main sub and 88kV Line | CP | O | External | | **8 & 10** | In Progress |
| **6/23/CP/E/310** | **KPA 6 KFA 17** | Vaal Marina Substation upgrade | CP | O | External | CRR | **1** | Complete |
| **6/23/CP/E/312** | **KPA 6 KFA 17** | Upgrade Martiens Oosthuizen Network | CP | O | Internal | CRR | **3** | |
| **6/23/CP/E/314** | **KPA 6 KFA 17** | Sectionalises for overhead lines | CP | O | Internal | CRR | **All** | Complete |
| **6/23/CP/E/318** | **KPA 6 KFA 17** | Upgrade O5 Substation Ophir | CP | O | External | CRR | **5 & 11** | Complete |
| **6/23/CP/E/319** | **KPA 6 KFA 17** | Replace Rothdene LV overhead line to underground | CP | O | Internal | CRR | **3** | Pending Availability of funds |
| **6/23/CP/E/322** | **KPA 6 KFA 17** | Feeder Supply to S16 | CP | O | Internal | CRR | **8 & 10** | Pending Availability of funds |
| **6/23/CP/E/323** | **KPA 6 KFA 17** | Replace LV Line to underground in Oranje Rivier Street and upgrade area voltage | CP | O | Internal | CRR | **13** | Pending Availability of funds |
| **6/23/CP/E/325** | **KPA 6 KFA 17** | Feeder Supply to Rothdene | CP | O | Internal | CRR | **3** | Pending Availability of funds |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **6/23/CP/E/326** | **KPA 6 KFA 17** | Feeder line to Riversdale | CP | O | Internal | CRR | **13** | Pending Availability of funds |
| **6/23/CP/E/327** | **KPA 6 KFA 17** | Smart Metering in Industrial area | CP | OC | External | CRR | **9** | In Progress |
| **6/23/CP/E/328** | **KPA 6 KFA 17** | Upgrade Overhead Lines in Chrissiesfontein | CP | O | Internal | CRR | **13** | Pending Availability of funds |
| **6/38/CP/E/331** | **KPA 6 KFA 17** | High Mast Lights in Sicelo | CP | O | Internal | Grant | **8 & 10** | Scheduled for Q3 2021 |
| **6/23/CP/E/332** | **KPA 6 KFA 17** | High Mast Lights along Johan Le Roux and Noldick | CP | O | External | CRR | **9** | Complete |
| **6/23/CP/E/337** | **KPA 6 KFA 17** | Upgrade HT & LT Overhead Lines in Ophir Estates | CP | O | Internal | CRR | **5 & 11** | Pending Availability of funds |
| **6/23/CP/E/338** | **KPA 6 KFA 17** | Ohenimuri - Upgrade of Network | CP | O | Internal | CRR | **11** | Completed |
| **6/23/CP/E/341** | **KPA 6 KFA 17** | Sicelo reticulation Network Erf 78 (Dept of Energy) | CP | O | External | Grant | **10** | In Progress |
| **6/23/CP/E/342** | **KPA 6 KFA 17** | Replace 11 kV overhead line Springbok Road | CP | O | Internal | CRR | **5** | Pending Availability of funds |

| IDP Project Reference No. | Key Focus Area (KFA) | Description of Capital Projects, Programmes or Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Delivery: Internal / External | Funding Source | Ward | Comment |
|---|---|---|---|---|---|---|---|---|
| **6/23/CP/E/343** | **KPA 6 KFA 17** | New Streetlights on all Major roads and Gravel roads | CP | O | Internal | CRR | **All** | |
| **6/23/CP/E/344** | **KPA 6 KFA 17** | Festive Decorating Lights | P | O | Internal | CRR | **9** | |
| **6/23/CP/E/348** | **KPA 6 KFA 17** | Feeder to Glen Donald | CP | O | Internal | | **2, &13** | Pending Availability of funds |
| **6/23/CP/E/352** | **KPA 6 KFA 17** | Bronk Lane Lighting | CP | O | Internal | CRR | **7** | Pending Availability of funds |
| **6/23/CP/E/354** | **KPA 6 KFA 17** | Electrical network to be upgraded in Walkers fruit farms | CP | O | External | Eskom | **7** | |
| **6/23/CP/E/356** | **KPA 6 KFA 17** | Electricity to settlements in Alewynspoort and Elandsfontein | CP | O | | | **7** | Pending Availability of funds |
| **6/23/CP/E/358** | **KPA 6 KFA 17** | Ophir Estates - Upgrade HT & LT Overhead Lights + Street Lights | CP | O | | | **5 & 11** | Pending Availability of funds |
| **6/23/CP/E/362** | **KPA 6 KFA 17** | Upgrade HT & LT Overhead Line - Chrissiesfontein | CP | O | | | **13** | Pending Availability of funds |
| **6/38/CP/E/334** | **KPA 6 KFA 17** | High Mast Lights Bantu Bonke | CP | O | External | Grant | **1** | Scheduled for 2021/2022 |
| **6/38/CP/E/340** | **KPA 6 KFA 17** | Duncanville Streetlight upgrade | CP | O | Internal | CRR | **2** | Pending Availability of funds |
| **6/38/CP/E/349** | **KPA 6 KFA 17** | Vaal Marina upgrade of HT and LV over headlines | CP | O | Internal | CRR | **1** | |
| **6/38/CP/E/351** | **KPA 6 KFA 17** | Rissiville Ext 6 Electrification: Network strengthening | CP | O | Internal | CRR | **2** | |
| **6/23/CP/ES/1032** | **KPA 6 KFA 17** | Electricity Upgrades | CP | | | | **1** | Pending Availability of funds |
| **6/23/A/ES/1039** | **KPA 6 KFA 23** | High Mast Lighting at Daleside Train Station | A | | | | **4** | Scheduled 2021/2022 |
| **6/23/A/ES/1040** | **KPA 6 KFA 17** | High Mast light between Bosduif and Kingfischer in Meyerton Park | A | | | | **5 & 9** | Scheduled 2021/2022 |

| IDP Project Reference No. | Key Focus Area (KFA) | Description of Capital Projects, Programmes or Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Delivery: Internal / External | Funding Source | Ward | Comment |
|---|---|---|---|---|---|---|---|---|
| **3/10/CP/D/1055** | **KPA 6 KFA 21** | Procurement of Private Land for Housing and Community Facilities | CP | | | | **8** | |
| **3/11/CP/CS/1056** | **KPA 3 KFA 7** | Shelter for the community gym | CP | | | Outdoor gym provided. No shelter needed | **10** | Outdoor gym provided. No shelter needed |
| **6/24/CP/ES/1057** | **KPA 6 KFA 19** | Nyala Street storm water system | CP | | | | **10** | Not started. |
| **3/11/CP/CS/1058** | **KPA 3 KFA 7** | Swings and play equipment for the Sicelo Multipurpose centre | CP | | | UNFUNDED | **10** | Pending Availability of funds |
| **8/33/CP/D/1059** | **KPA 8 KFA 26** | Inclusion to the Urban Development Boundary | CP | | | | **5 & 12** | UDB is extended depending on need and desirability |
| **6/25/CP/ES/1060** | **KPA 6 KFA 19** | Upgrade the sewer and water line | CP | | | | **13** | |
| **6/24/CP/ES/1061** | **KPA 6 KFA 18** | Upgrade the stormwater drainage network | CP | | | | **13** | Not started. |
| **6/24/CP/ES/1062** | **KPA 6 KFA 18** | Water use licence for Upgrade of Eisenhower Bridge | CP | | | | **12** | Not started. |
| **6/24/CP/ES/1063** | **KPA 6 KFA 18** | Upgrade Eisenhower Bridge | CP | | | | **12** | Not started. |
| **6/25/CP/E/1064** | **KPA 6 KFA 19** | Extension of waterborne sewer | CP | O | | | **All** | |
| **6/25/CP/E/1065** | **KPA 6 KFA 19** | Additional reservoir to service Eye of Africa and surrounds | CP | O | | | **7 & 12** | |
| **6/25/CP/E/1066** | **KPA 6 KFA 19** | Water Treatment Works for the Northern Portion of Midvaal ( including all bulk and link services) | CP | O | | | **4,5,7 & 12** | |
| **6/25/CP/E/1067** | **KPA 6 KFA 19** | Bulk water supply | CP | O | | | **4,5,7 & 12** | |
| **5/22/CP/CS/1068** | **KPA 7 KFA 24** | Wheelie Bins | cp | o | | | **4** | |
| **6/25/CP/E/1069** | **KPA 6 KFA 18** | Access Roads | CP | O | | | **4,5,7 & 12** | Not started. |
| **6/25/CP/E/1070** | **KPA 6 KFA 18** | Broadening of View Avenue-Rothdene | CP | O | | | **3** | Not started. |
| **3/8/CP/CS/1071** | **KPA3 KFA 7** | Sport Centre/ Facilities on stand locations also owned by the Municipality in Savanna City | CP | | | | 11 | Pending Availability of funds |

| IDP Project Reference No. | Key Focus Area (KFA) | Description of Capital Projects, Programmes or Activities | Capital Projects (CP), Programmes (P) and Activities (A) | Type of Indicator (Input (I), Output (O), Outcome (OC), Impact (IM)) | Delivery: Internal / External | Funding Source | Ward | Comment |
|---|---|---|---|---|---|---|---|---|
| **6/17/CP/ES/1076** | **KPA 6 KFA 17** | Street light/area lights for FSH in Savanna City | CP | | | | 11 | Pending Availability of MIG funds |
| **6/17/CP/ES/1079** | **KPA 6 KFA 17** | Bulk Electricity for subsidised housing in Savanna City | CP | | | | 11 | In progress, 6 MVA additional MVA sought |
| **6/17/CP/ES/1080** | **KPA 6 KFA 17** | Electrification of FSH in Savanna City | CP | | | | 11 | In Progress |
| **6/17/CP/ES/1087** | **KPA 6 KFA 17** | Apollo lights required in informal settlements | CP | | | | 1 | |
| **7/23/CP/ES/1090** | **KPA 7 KFA 23** | Curb electricity outages and install prepaid metres in Glen Donald | CP | | | | 2 | In Progress |
| **6/17/CP/ES/1095** | **KPA 6 KFA 17** | Street Light required in Kookrus Cemetery, Gustav Preller Street 100 and Eben Donges 23, Kookrus | CP | | | | 3 | Pending availability of funding |
| **6/21/CP/CS/1096** | **KPA 7 KFA 21** | Need for a Multipurpose centre, Library and Park. Upgrades and maintenance to Danie, McLean Park, Rothdene Town Hall and Windsor Circle. | CP | | | | 3 | Pending Availability of funds however maintenance of facilities ongoing |
| **6/17/CP/ES/1099** | **KPA 6 KFA 17** | High mast lights requested for the Industrial area. More street lights and maintenance on existing street lights. | CP | | | | 4 | Pending availability of funding |
| **6/17/CP/ES/1111** | **KPA 6 KFA 17** | Solar Geysers for houses. Fix high mast lights | CP | | | | 6 | Pending availability of funding |
| **6/17/CP/ES/1114** | **KPA 6 KFA 17** | Street lights required at all major intersections. Mainly Cnr 4th and Old Main Road (Spar 4-way) | CP | | | | 7 | Pending availability of funding |
| **6/17/CP/ES/1117** | **KPA 6 KFA 17** | Electrification of the informal Settlements. High Mast Lights | CP | | | | 8 | |
| **6/17/CP/ES/1126** | **KPA 6 KFA 17** | Upgrade electrical transformer | CP | | | | 10 | |
| **6/17/CP/ES/1137** | **KPA 6 KFA 17** | High mast lights for Peil's Farms and Khayelitsha. Solar lighting to be explored | CP | | | | 12 | Pending Availability of funds |
| **6/17/CP/ES/1149** | **KPA 6 KFA 17** | Street Lights | CP | | | | 15 | Pending Availability of funds |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **6/17/CP/ES/1166** | **KPA 6 KFA 17** | Street light at Kookrus cemetery, 100 Gustav Preller, 23 Eben Donges. | CP | | | | 3 | Ongoing and in progress |
| **6/17/CP/ES/1183** | **KPA 6 KFA 17** | Increase voltage capacity in all electrical infrastructure. | CP | | | | 10 | Unclear Description |
| **6/17/CP/ES/1192** | **KPA 6 KFA 17** | Street Lights required | CP | | | | 13 | Ongoing and in progress |
| **6/17/CP/ES/1197** | **KPA 6 KFA 17** | High mast lights at entrances to Henley on Klip. | CP | | | | 15 | Pending Availability of funds |

## Electricity

Majority (79%) of the households within Midvaal have access to electricity whilst approximately 21% of households (5598 households) do not have access. These households are mostly informal settlements and farm workers who use of either paraffin or candles due to the lack of such services. All informal settlements within Midvaal have no access to electricity, with a few having access to high mast lights. Illegal electrical connections are therefore a challenge especially in informal settlements like Sicelo and Mamello. These areas will only be reticulated once they are formalised. In the meantime, the alternative methods may cause an increase in shack fires.

**Table 22: Midvaal Informal Settlements & Engineering Services available**

| No. | Informal Settlement | No. of structures | Engineering Services | | | |
|---|---|---|---|---|---|---|
| | | | Water | Sanitation | Electricity | Refuse |
| 1 | Badfontein Plot 4 | 8 | Yes | No | No | Yes |
| 2 | Kudung | 22 | Yes | No | No | Yes |
| 3 | Mamello | 348 | Yes | No | No | Yes |
| 4 | Modderfontein | 20 | No | No | No | Yes |
| 5 | Platkoppie | 8 | Yes | No | No | Yes |
| 6 | Uitvlucht | 19 | No | No | No | Yes |
| 7 | Boitumelo | 301 | Yes | Yes | No | Yes |
| 8 | Dustin | 20 | Yes | No | No | Yes |
| 9 | Koolfontein Plot 10 | 6 | Yes | No | No | Yes |
| 10 | Mohlakeng | 26 | Yes | No | No | Yes |
| 11 | Skansdam Foundry | 46 | Yes | Yes | No | Yes |
| 12 | Sporong | 21 | Yes | No | No | Yes |
| 13 | Uitgevallen (Mokokeng) | 34 | Yes | No | No | Yes |
| 14 | Plot 45 Welverdiend | 17 | Yes | No | No | Yes |
| 15 | Bears Farm | 13 | Yes | Yes | No | Yes |
| 16 | Kwa Ben | 6 | Yes | No | No | Yes |
| 17 | Ophir Plot 145 - 147 | 9 | Yes | No | No | Yes |
| 18 | Chicken Farm | 19 | No | No | No | Yes |
| 19 | Elandsfontein Plot22 | 3 | Yes | No | No | Yes |
| 20 | Harold's Farm | 28 | Yes | No | No | No |
| 21 | Kromdraai | 52 | Yes | No | No | Yes |
| 22 | Vlakfontein | 4 | No | No | No | Yes |
| 23 | Sicelo Ext 4 | 1,406 | Yes | Yes | No | Yes |
| 24 | Sicelo Ext 5 | 1,645 | Yes | Yes | No | Yes |
| 25 | Jonkers | 4 | No | No | No | No |
| 26 | Ophir Plot 92 | 6 | No | No | No | Yes |
| 27 | Kwa Brown | 103 | Yes | No | No | Yes |
| 28 | Piel's Farm | 469 | Yes | Yes | No | Yes |
| 29 | Plot 146 Driefontein (Dikhotsaneng) | 30 | Yes | No | No | Yes |
| 30 | Put Put (Khayelitsha) | 488 | Yes | Yes | No | Yes |

| | | | | | | |
|---|---|---|---|---|---|---|
| 31 | Nelsonia Plot 180 Abramskop | 6 | Yes | No | No | Yes |
| 32 | Plot 136 Nelsonia Difateng | 29 | Yes | No | No | Yes |
| 33 | Henley on Klip (Dump) Erf 1319 | 5 | No | No | No | Yes |
| 34 | New Kentucky Plot 33 | 5 | Yes | No | No | Yes |
| 35 | Sherman Park | 23 | No | No | No | Yes |
| 36 | Vogelfontein Plot 23 | 20 | Yes | No | No | No |
| **Total** | | **5,269** | | | | |

**HOUSING DEMAND**

**Determination of Housing Need**

The Municipality currently does not have accurate data on the housing demand of all the residents and income groups within the municipal jurisdiction. The Municipality relies mainly on the Census/Community survey statistics, Housing Subsidy System (HSS) Information, Informal Settlement Enumeration data and the National Housing Needs Register (NHNR). There are however limitations to these methods as the data could be utdated/inaccurate.

**Statistical Method**

The statistical method utilizes information from the Census 2011 and the 2016 Community Survey. The information relating to individuals' incomes and those residing in traditional dwellings, informal dwelling/ shack in backyard and informal dwelling/ shack not in backyard can be used to estimate the demand for housing. As per the table below, the Census 2011 statistics estimates the housing backlog at 5546. The 2016 Community Survey on the other hand, which is more recent estimates the housing backlog at 5649. It should be noted that there isn't a significant difference between the 2 statistical methods. The Community Survey of 2016 shows an increase of 103 informal households from the 2011 Census.

**Table 23: Estimated backlog - Census 2011 data vs Community Survey 2016**

| Type of Informal Dwelling | Number of Structures (Community Survey 2016) | Number of Structures (Census 2011) |
|---|---|---|
| Traditional dwelling/hut/structure made of traditional materials | 151 | 150 |
| Informal dwelling/shack in back yard | 944 | 944 |
| Informal dwelling/shack NOT in back yard; e.g. in an informal/squatter settlement or on farm | 4436 | 4435 |
| Caravan or tent | 118 | 117 |
| **Total** | **5649** | **5546** |

### 5.1.2 National Housing Needs Register (NHNR) & Housing Subsidy System (HSS)

The NHNR is a central database that offers households the opportunity to register their needs for adequate shelter by providing information about their current living conditions, household composition and to indicate the type of housing assistance they require from Government.

Currently, households on the NHNR residing in Midvaal Municipality is estimated at 18278. Out of the registered people on the database, 5496 have completed housing subsidies and their applications are approved on the HSS (See table below)

**Table 24: National Needs Register & HSS Approvals**

| GAUTENG | NHNR and Approved on HSS | On NHNR Only | NHNR Total |
|---|---|---|---|
| Midvaal Municipality | 2 748 | 9 139 | 11 887 |
| Meyerton | 2 103 | 8 244 | 10 347 |
| Randvaal | 101 | 267 | 368 |
| Walkerville | 544 | 628 | 1 172 |
| **TOTAL** | **5 496** | **18 278** | **23 774** |

**Table 16: Completed housing projects**

| Project Name | Ward | Target market | Project Type | Completed & Allocated Houses |
|---|---|---|---|---|
| Sicelo Proper North and South | 8 & 10 | Low income earners | Fully subsidised | 1089 |
| Lakeside Estates Extension 1 | 6 | Low income earners | Fully subsidised | 1247 |
| Lakeside Estates | 6 | Low income earners | Fully subsidised | 1187 |
| Sicelo Shiceka Ext 5 (Erf 206 Meyerton Farms) | 8 | Low income earners | Fully subsidised | 290 |
| Savanna City | 11 | Low income earners | Fully subsidised | 2242 |
| Sicelo Shiceka Ext 5 (Erf 78 Meyerton Farms (Phase 1) | 10 | Low income earners | Fully subsidised | 180 |
| **Total** | | | | **6235** |

**Table 25: Number of houses yet to be transferred to Beneficiaries**

| Project Name | Ward | Completed & Allocated Houses | Number of Houses Not Yet Transferred to Beneficiaries |
|---|---|---|---|
| Sicelo Proper North and South | 8 & 10 | 1089 | 41 |
| Lakeside Estates Extension 1 | 6 | 1247 | 46 |
| Lakeside Estates | 6 | 1187 | Information not available |
| Sicelo Shiceka Ext 5 (Erf 206 Meyerton Farms) | 8 | 290 | 290 |
| Savanna City | 11 | 2242 | 417 |
| Sicelo Shiceka Ext 5 (Erf 78 Meyerton Farms) | 10 | 180 | 180 |
| **Total** | | **6235** | **1154** |

**Source: Finance Department, 2021**

**7.1.2 Current housing projects** (Active short-medium term projects) The GDHS and the Municipality have commenced with projects that will eradicate the housing backlog through the delivery of housing units which are in wards 1, 8, 11 and 10.

The current housing projects are short-medium term projects and comprise of fully subsidised houses (IRDP), MKV houses, provision of serviced stands and walk-up units with full title deeds.

**7.1.2.1 Low Income Housing**

The following housing projects are currently ongoing;

• Sicelo Shiceka (Erf 78 Meyerton Farms Project Walk-up Units) – This project aims to assist in eradicating the Sicelo Informal Settlements (Ext 4&5) as well as backyard shacks in wards 8 & 10. Project is for the construction of 720 walk-up units and includes parking area, children's playground, landscaping, informal trading sites, etc. Dolomite Stability Investigation, Rezoning, Urban Development Framework (UDF), Site Development Plan (SDP), Precinct Plan, Layout Plans and other studies are completed. Contractor has completed Phase 1 of the project comprising of 180 walk-up units using Innovative Building Technology (IBT). The 180 completed houses have been allocated to housing beneficiaries. The GDHS is yet to commence with the title deed registration for the allocated 180 beneficiaries. Phase 2 of the project comprising of the remaining 540 walk-up units is ongoing and will be a Brick and Mortar project. Consultant has been appointed and is busy with the Architectural and Engineering Designs. The said designs are yet to be submitted to the Municipality for consideration

• Savanna City Development (Fully Subsidised IRDP) – This project is a Private Public Partnership (PPP) mega project comprising of 18399 opportunities. This project has a component of 5517 fully subsidised houses. To date, 2242 fully subsidised houses have been completed and allocated to beneficiaries from Midvaal as well as neighbouring Municipalities such as Emfuleni and the City of Johannesburg. The inclusion of the said Municipalities in the project, is due to a cross border agreement. According to the Municipality's records, 1825 houses have been transferred to beneficiaries. Title deed registration processes are still underway. A Local Labour Desk has been established for the purposes of ensuring the community, SMMEs, Businesses and local labourers benefit from the project. Database is managed by the Developer. Challenges relating to illegal occupation of fully subsidised houses exist, and the Developer is addressing the matter by following the legal processes of obtaining an Eviction Order

• Savanna City Development (MKV) – The Savanna development is providing 200 housing opportunities to Military Veterans in Midvaal and surrounding areas who

meet the stipulated criteria. To date, 85 houses have been allocated to MKV 47 beneficiaries. Challenges relating to the illegal occupation of the MKV houses exist and is being dealt with by the Developer, who is following the required legal processes by obtaining an Eviction Order.

• Mamello Ext 1 Project – The project aims to assist in the relocation of households living in the Mamello Informal Settlement and neighbouring farms/settlements such as Uitvlucht and Kudung to the said project. The project size for this development is 515 housing units with social amenities such as schools, creche, community facility, church sites, commercial sites, taxi rank, etc. The Environmental Authorisation, Layout plan, Engineering Services Design and so forth are completed. Conditions of Township Establishment are being adhered to by the GDHS. The installation of internal Engineering Services (water, sewer & roads) is completed, 515 stands are serviced and accepted by the Municipality. Bulk infrastructure is not available and as such, the project is at a standstill. The appointment of a Bulk and Top-Structure Contractor is yet to be concluded by the GDHS.

• Sicelo Shiceka De-densification & Relocation Project (Portion 47 of the farm Langkuil 373 IR) – Sicelo has the largest informal settlement in Midvaal with a total of over 3500 households. The informal settlement is densely populated and as such the UISP which was planned years ago for the area cannot take place until such time that households are relocated to enable space for the installation of engineering services. The Municipality has made 252 stands available for relocation on Portion 47 of the farm Langkuil 373 IR for the de-densification of Sicelo Ext 4 and 5. The Layout Plan, Traffic Impact Assessment, Dolomite Stability Investigation and Flood Line Study have been completed. Rezoning, Subdivision and Consolidation application is being evaluated by the Town Planning Section. Basic services have been installed by the Engineering Services Department. 9 EPWP participants have been appointed to assist with enumeration and relocation of households from the informal settlement to the identified site. To date, 160 households have successfully relocated to Portion 47 of the farm Langkuil 373 IR. Plans are underway for the remaining households to be relocated in the upcoming months.

• Sicelo Shiceka De-densification & Relocation Project (Portions of 188 Meyerton Farms) – This project is to further assist with the de-densification of the

Sicelo informal settlement. Project will enable the relocation of 162 households from the Sicelo informal settlement to the identified site. Dolomitic Stability Investigations and Layout Plan has been completed. Rezoning, Subdivision and Consolidation applications are being evaluated by the Town Planning Section. Engineering Designs, installation of internal engineering services and land surveying are yet to be completed. 9 EPWP participants have been appointed to assist with enumeration and relocation of households from the informal settlement 48 to the identified site. Relocation will be undertaken once all the required planning processes are completed.

Based on the above-mentioned current projects, 7366 housing opportunities are available to low-income households in Midvaal in the short-medium term. This is summarised in the table below;

**Table 26: Summary of active low-income housing projects in Midvaal**

| Project Name | Ward | Targeted Informal Settlements | Project Type | Project Size | Allocations to Date |
|---|---|---|---|---|---|
| Savanna City | 11 | All informal settlements in Midvaal | Fully subsidised | 5517 | 2242 |
| Mamello Ext 1 | 1 | Mamello, Kudung and surroundings | Fully subsidised | 515 | 0 |
| Sicelo Shiceka (Erf 78 Meyerton Farms walk up units) | 10 | Sicelo | Fully subsidised | 720 | 180 |
| Sicelo Shiceka (Langkuil De-densification & Relocation) | 8 | Sicelo | De-densification and Relocation (provision of serviced stands) | 252 | 160 |
| Sicelo Shiceka (Portions of 188 Meyerton Farms De-densification & Relocation) | 8 | Sicelo | De-densification and Relocation (provision of serviced stands) | 162 | 0 |
| Savanna City (MKV) | 11 | All areas within Midvaal and surroundings | Fully subsidised | 200 | 85 |
| **Total** | | | | **7366** | **2667** |

**7.1.2.2 Middle Income/Credit Linked Housing**

The middle-income housing programme aims to assist households in the 'gap' market, i.e. those who are too rich to qualify for the fully subsidised houses but too poor to afford a bond for a house.

FLISP is intended to assist these households to access housing, by providing a subsidy that can be used to pay the deposit on a house or to decrease the size of the home loan. The following project is ongoing to cater for this market. This project is partially funded by Government;

• **Savanna City Development (FLISP)** – This project is market driven and comprises of 5518 opportunities. The beneficiaries of this project need to meet

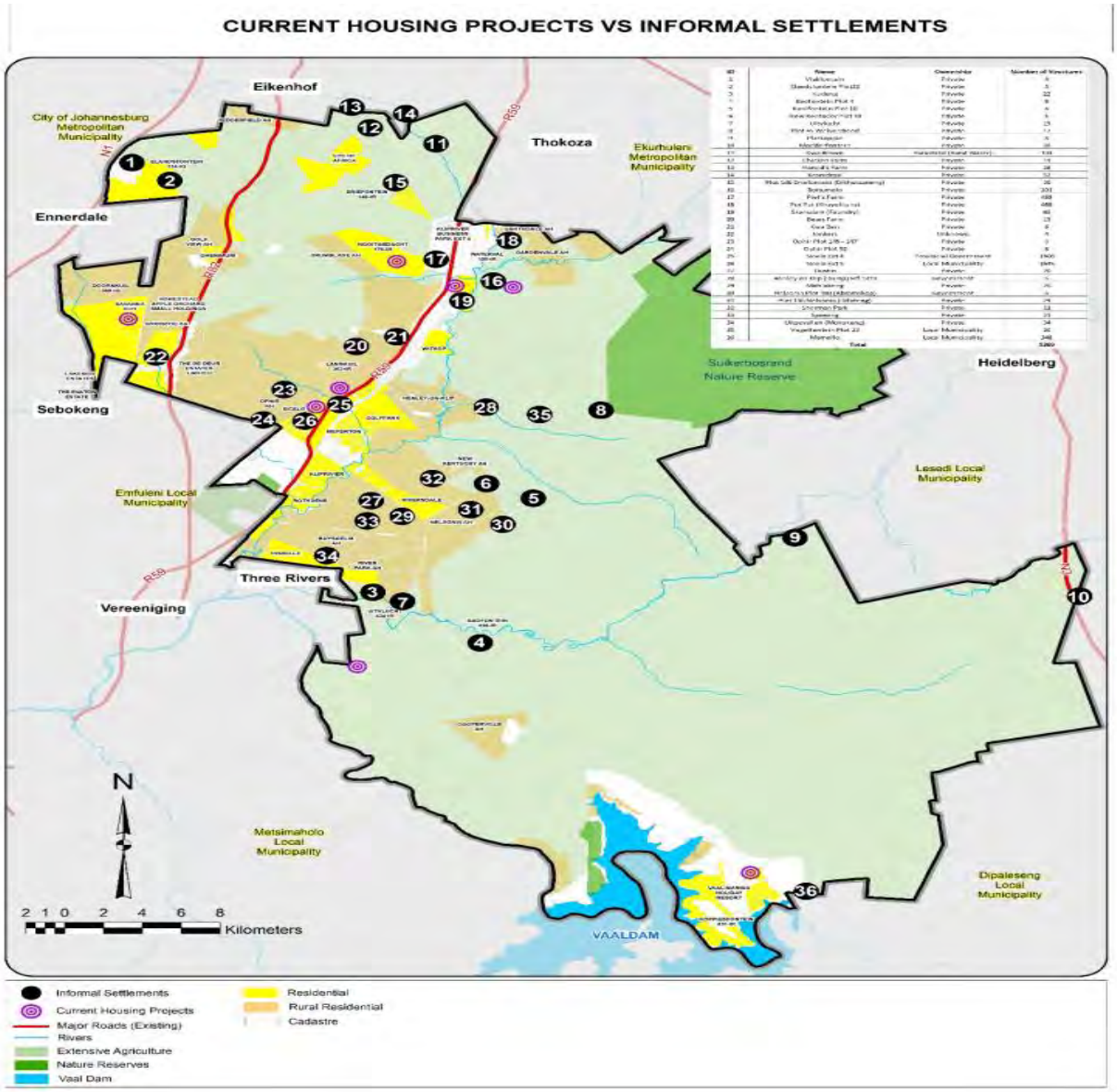
certain criteria stipulated by the NDHS as per the subsidy instrument. To date, 650 FLISP have been allocated to qualifying beneficiaries in the Savanna project.

**Table19: Middle Income Housing in Midvaal**

| Project Name | Ward | Targeted Informal Settlements | Project Type | Project Size | Allocations to Date |
|---|---|---|---|---|---|
| Savanna City (FLISP) | 11 | All areas within Midvaal and surroundings | Partially subsidised | 5518 | 650 |
| **Total** | | | | **5518** | **650** |

It should be noted that the provision of the active low-medium income projects will yield and supply a total of 12884 housing opportunities, which is close to the entire estimated housing backlog of 14376.

**Map 5: Current housing projects to eradicate informal settlements/backlog**




### 7.1.3 Future housing projects

There are projects within Midvaal currently in the planning phase. These projects are listed below and will contribute to the future housing needs and the eradication of the housing backlog. The projects will yield about 12142 housing opportunities. It should be mentioned that these projects could take between 3-5 years to be implemented.

**Table 27: Future Housing Projects in Midvaal**

| Project | Ward | Project Type | Target Beneficiaries | Project size | Progress to date |
|---|---|---|---|---|---|
| Sicelo Erf 72 Meyerton Farms | 8 | Walk-up units with full title deeds | Sicelo informal settlement | 700 | Rezoning application has been approved by the Municipality. Awaiting the GDHS to appoint a Consultant for Engineering and Architectural Designs |
| Boitumelo Informal Settlement Upgrading | 4 | Rapid Land Release Program (Provision of serviced stands) | Boitumelo, Khayelitsha, Piel's Farms and neighboring informal settlements | 4700 | Feasibility Study is completed. Engagements are ongoing with the Ekurhuleni Metropolitan Municipality for the donation of land. Other Town Planning studies are yet to be conducted |
| Sicelo Erf 56 Meyerton Farms | 8 | Walk-up units with full title deeds | Sicelo informal settlement | 700 | Rezoning application has been approved by the Municipality Awaiting the GDHS to appoint a Consultant for Engineering and Architectural Designs |
| Sicelo Informal Settlement Upgrading | 8 | Res 1, 3 & others | Sicelo informal settlement | 842 | All planning processes completed. Area is densely populated, awaiting relocation of households. The Erf 47 Langkuil and Portions of 188 Meyerton Farms |

| | | | | | |
|---|---|---|---|---|---|
| | | | | | De-densification and Relocation projects will assist in this regard |
| Bantu Bonke Agri-Village | 1 | Agri Village | Bantu Bonke and surrounding informal settlements | 500 | Feasibility & Cost Benefit Analysis study completed. Awaiting the GDHS to include project in Business Plans |
| The Grace | 12 | Walk-up units with full title deeds | Boitumelo, Khayelitsha, Piel's Farms, Harold's Farm and neighboring informal settlements | 700 | Township application approved by the Municipality. Project to commence once bulk challenges are resolved |
| Portion 77 Langkuil development | 5 | Rapid Land Release Program (Provision of serviced stands) | Sicelo informal settlement | 4000 | Geotech study and land acquisition is completed. Awaiting GDHS to appoint a Consultant for the required Town Planning activities |
| **Total** | | | | **12142** | |

By taking the current and future housing priority projects into consideration, there will an oversupply of houses as indicated in the table below. About 25026 housing units will be available to Midvaal residents by 2022; this is over the housing demand of 14376.

**Table 28: Estimated housing supply by 2022**

| Project Type | Project Name | Project Size | No of units |
|---|---|---|---|
| Low Income earners (Fully subsidized, MKVs, Walk-ups & provision of serviced stands) | Sicelo Siceka (Erf 56 Meyerton Farms) | 700 | |
| | Savanna City | 5517 | |
| | Sicelo Informal Settlement Upgrading | 842 | |
| | Bantu Bonke Agri Village | 500 | |

| | | | |
|---|---|---|---|
| | Sicelo (Erf 78 Meyerton Farms) | 720 | **19508** |
| | Sicelo (Erf 72 Meyerton Farms) | 700 | |
| | Sicelo (Erf 47 Langkuil De-densification & Relocation) | 252 | |
| | Mamello Ext 1 | 515 | |
| | Savanna City (MKV) | 200 | |
| | Boitumelo Rapid Land Release Program | 4700 | |
| | The Grace | 700 | |
| | Sicelo (Portions of 188 Meyerton Farms De-densification & Relocation) | 162 | |
| | Portion 77 Langkuil | 4000 | |
| Middle Income earners (FLISP) | Savanna City | 5518 | **5518** |
| **Total** | | **25026** | **25026** |

### 7.1.4 Land for future development

The following land parcels have been acquired for future development to accommodate households in the Sicelo and Bantu Bonke area. Detailed studies are yet to be conducted on the portions of land.

**Table 29: Land for Future Housing Development**

| Property Description | Ward | Ownership | Target Beneficiaries | Project size |
|---|---|---|---|---|
| Portion 77 Langkuil | 8 | Gauteng Provincial Government | Sicelo informal settlement | 4000 |
| Portion 7 of Panfontein 437 IR | 1 | Department of Rural Development and Land Reform | Bantu Bonke, Kudung, Uitvlucht and neighboring informal settlements | 500 |
| **Total** | | | | **4500** |

Besides the above mentioned, the Midvaal SDF highlights 16 Strategic Development Areas

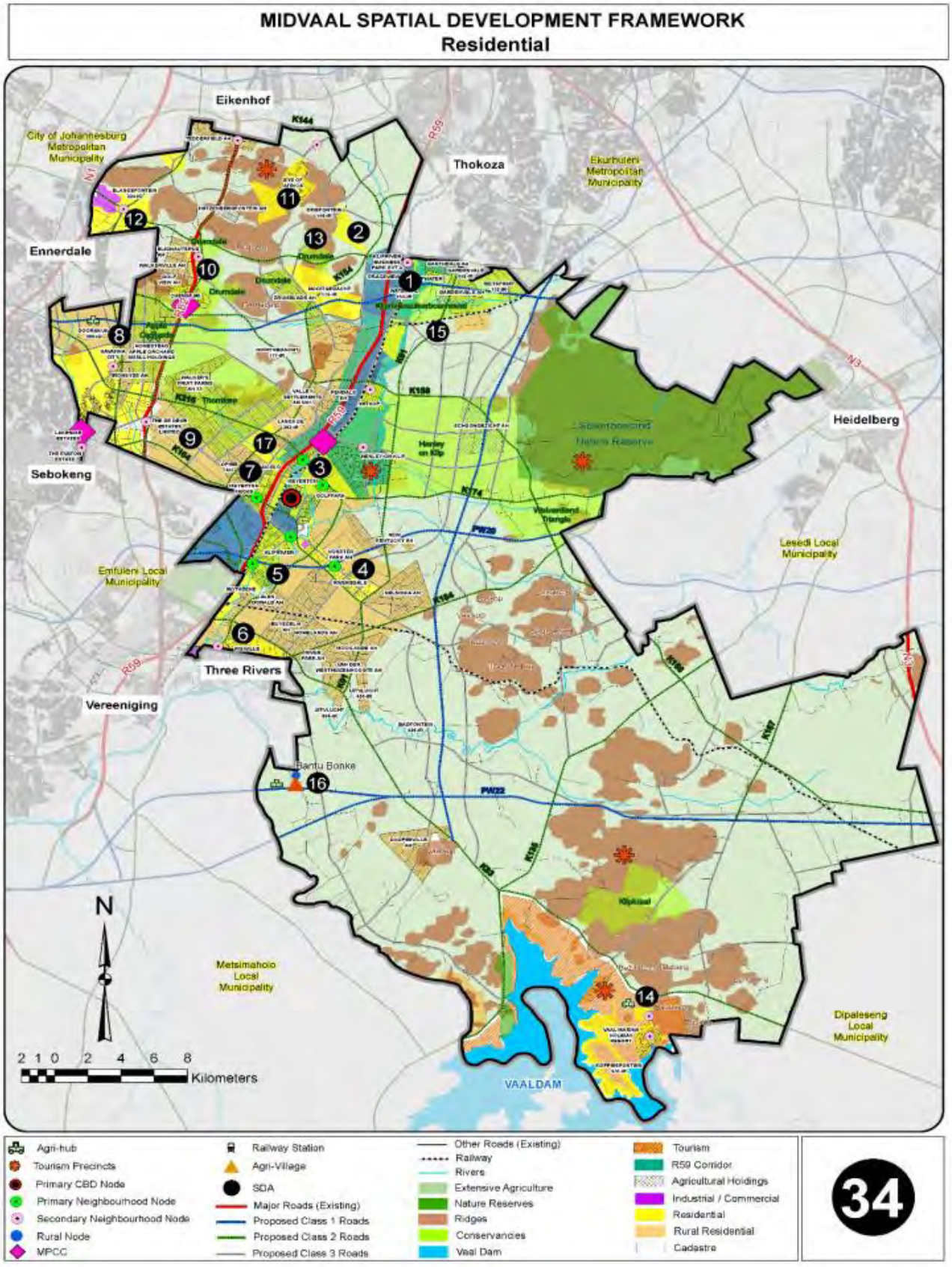
(SDAs) where current and future residential development and densification is promoted. No housing developments will be considered outside the SDA's as indicated in the HSP and SDF.

**Table 30: Midvaal Strategic Development Area (SDA)**

| Strategic Development Area | Potential Capacity |
|---|---|
| SDA1: Waterval Node within UDB | 550 Units |
| SDA2: Eco Estate | 1532 Units |
| SDA3: Meyerton CBD Precinct * | 1000 Units |
| SDA4: Riversdale | 200 Units |
| SDA5: Rothdene-Kookrus | 200 Units |
| SDA6: Risiville | 100 Units |
| SDA7: Sicelo * | 5476 Units |
| SDA8: Savanna City * | 18 399 Units |
| SDA9: De Deur | 20 028 Units |
| SDA10: Walkerville | 2523 Units |
| SDA11: Eye of Africa | 2599 Units |
| SDA12: Elandsfontein | 16 182 Units |
| SDA13: The Grace | 1414 Units |
| SDA14: Mamello * | 1031 Units |
| SDA 15: Boitumelo (ERWAT Land) * | 4700 Units |
| SDA 16: Panfontein | 500 Units |
| SDA17: Langkuil* | 4000 units |
| **Total** | **80 434 Units** |

**Source: Midvaal SDF 2021/22** *** Short to Medium Term Priority**

**Map 6: Proposed SDAs (Future Housing Development Areas)**




**Source: Midvaal SDF 2021/22**

### 7.2 PLANNED PRIVATE DEVELOPMENTS INITIATED IN MIDVAAL

The following table provides some details on housing developments pursued by the private sector. These projects are targeted at the middle to upper income earners.

**Table 31: Planned Private Developments Initiated.**

| Project Name | Ownership | Project Type | Project Size | Status |
|---|---|---|---|---|
| Uitvlucht Project | Private | Medium to high residential | Res 1 – 1926<br>Res 2 – 2439<br>Res 2 – 210 (Retirement) | Township establishment in process |
| Gateway Eco Estate | Private | Medium to high residential | Res 1 – 1518<br>Res 2 – 453<br>Res 3 -2093 | Township establishment approved |
| Savanna City (Bonded & Proposed Res 3) | Private | Middle-high residential | Bonded – 4729<br>Res 3 – 2635 | Construction of the bonded houses is ongoing |
| The Grace | Private | Middle-high income | Res 1 – 1414 | Township establishment approved |
| **Total** | | | **17417** | |

# SECTION 11: APPROVAL

| | |
|---|---|
| **CLIENT Local Municipality** | **Date** |
| **DBSA** | **Date** |

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure P: Midvaal Roads and Stormwater Master Plan 2024

# DEVELOPMENT BANK OF SOUTHERN AFRICA
# CONTRACT NO.: RFP 355/2022

## Development of the Roads and Stormwater Master Plan (RSWMP) of Midvaal Local Municipality

## ROADS AND STORMWATER MASTER PLAN

**FINAL SUBMISSION: NOVEMBER 2024**

| CLIENT | SPONSOR | CONSULTANT (PSP) |
|---|---|---|
| **Address:** | | |
| Midvaal Local Municipality<br>25 Mitchell Street<br>Meyerton<br>1960 | 1258 Lever Road<br>Headway Hill<br>MIDRAND<br>1685 | P.O. Box<br>Germiston South<br>1411 |
| **Contact Details:** | | |
| Contact: Ms. K. Ngcane<br>Tel. No.: (016) 360 5869<br>Email:<br>KagisoN@midvaal.gov.za<br>Website: www.midvaal.gov.za | Contact: Ms. C. Shongwe<br>Tel. No.: (011) 313 3851<br>Email: ChantyleS2@dbsa.org<br>Website: www.dbsa.org | Contact: Mr. M. Jansen /<br>Mr. T.F. Prinsloo<br>Tel. No.: (011) 873 – 8126/7<br>Email: infraconsult@infraconsult.co.za<br>/<br>thomasp@infraconsult.co.za<br>Website: www.infraconsult.co.za |

# TABLE OF CONTENTS

**CHAPTER A : EXECUTIVE SUMMARY ..... 6**
A.1 INTRODUCTION ..... 6
A.2 BACKGROUND ..... 6
A.3 STAKEHOLDER CONSULTATIONS ..... 6
A.4 ENGAGEMENT WITH MLM AND ESTABLISHING OF A PROJECT STEERING COMMITTEE (PSC) ..... 7
**CHAPTER B : GENERAL ..... 8**
B.1 INTRODUCTION ..... 8
B.2 GOALS ..... 11
B.3 OBJECTIVES ..... 11
B.4 KEY PHYSICAL FEATURES i.t.o ROADS AND STORMWATER ..... 11
B.4.1 Stormwater ..... 11
B.4.1.1 Main Rivers ..... 11
B.4.1.2 Existing Bridges ..... 13
B.4.1.3 Existing Stormwater Infrastructure ..... 13
B.4.2 Roads ..... 15
B.4.3 Area of Investigation ..... 17
B.5 ENGAGEMENT OF STAKEHOLDERS ..... 18
B.6 DATABASE & GRAPHICAL DATA FROM GIS ..... 18
B.6.1 GIS: Stormwater ..... 18
B.6.2 GIS: Roads ..... 19
B.7 MUNICIPAL DOCUMENTS OBTAINED AND REVIEWED. ..... 20
**CHAPTER C : EXISTING SITUATION ASSESSMENT ..... 21**
C.1 Assessment of the Existing Stormwater Infrastructure ..... 22
C.1.1 Description of Existing Urban & Rural Stormwater Infrastructure ..... 22
C.1.2 Site Inspections of Existing Urban & Rural Stormwater Infrastructure ..... 22
C.1.2.1 None to Basic Existing Stormwater Infrastructure (Criteria No. 3) ..... 23
C.1.2.2 Maintenance and Insufficient Stormwater Design Leading to Failure of Roads and Stormwater Infrastructure. (Criteria No. 2 and No. 4) ..... 25
C.1.2.3 Critical (Life Threatening) Infrastructure, either Roads or Stormwater (Criteria No. 1) ..... 27
C.2 Site Inspections Rural Stormwater and Bridges ..... 31
C.3 Assessment of the Existing Roads Situation ..... 32
C.3.1 Description of Existing Road Network ..... 32
C.3.1.1 PROVINCIAL ROADS AND DISTRICT ROADS: ..... 33
C.3.1.2 MUNICIPAL ROADS ..... 33
C.4 Assessment of Existing Road Backlogs ..... 36
C.4.1 Urban Asphalt Roads ..... 36
C.4.2 Site Inspections Urban Roads ..... 37
C.4.3 Rural/Farm Portion gravel roads ..... 39
C.5 SUMMARY OF FINDINGS DURING EXISTING SITUATION ASSESSMENT ..... 41
C.5.1 Stormwater ..... 41
C.5.2 Roads ..... 42
**CHAPTER D : FUTURE DEMAND ASSESSMENT (ROADS) ..... 43**
D.1 INTRODUCTION ..... 43
D.2 FUNCTIONAL CLASSIFICATION OF EXISTING & FUTURE ROAD NETWORKS ..... 43
D.3 EXISTING TRAFFIC DEMAND & TRAFFIC PATTERNS ..... 47
D.3.1 Available Traffic Data ..... 47
D.3.2 Traffic Patterns & Public Transport Usage ..... 48
D.4 TRANSPORTATION MODEL ..... 51

D.4.1 Model Requirements ..... 51
D.4.1.1 Demographic and Socio-Economic Data ..... 52
D.4.1.2 Transport Network Data ..... 52
D.4.1.3 Travel Behaviour Data ..... 52
D.4.2 Transport Model ..... 53
D.4.2.1 Trip Generation ..... 53
D.4.2.2 Trip Distribution ..... 53
D.4.2.3 Intermodal Model (Transport Mode Choice) ..... 54
D.4.2.4 Trip Assignment ..... 55
D.4.3 Constraints ..... 55
D.4.3.1 Data Availability and Quality ..... 55
D.4.3.2 Resource Constraints ..... 55
D.4.3.3 Stakeholder Collaboration ..... 55
D.4.3.4 Public Perception and Participation ..... 56
D.4.4 Proposed Alternative to Transport Model ..... 56
D.5 FACTORS CONSIDERED TO DETERMINE FUTURE DEMAND ..... 56
D.5.1 Population Growth and Demographics ..... 56
D.5.2 Vehicle Modal Split ..... 57
D.5.3 Historic Traffic Data Comparison ..... 58
D.6 DETERMINATION OF STATUS QUO & FUTURE TRAFFIC DEMAND ..... 58
D.6.1 Status Quo Traffic Demand Model ..... 58
D.6.2 Future Traffic Demand Model ..... 61
D.6.3 Road Network Changes ..... 62
D.7 ROAD & INTERSECTION CAPACITY ANALYSIS ..... 66
D.7.1 Road R82 & Dan Pienaar Road Intersection ..... 68
D.7.2 Hartzenbergfontein Road & Loes Road Intersection ..... 69
D.7.3 Main Street & 4th Street Intersection ..... 70
D.7.4 Road R82 & Du Plessis Street Intersection ..... 71
D.7.5 Road R82 & Boundary Road Intersection ..... 72
D.7.6 Joan Road & Elizabeth Road Intersection ..... 73
D.7.7 Randvaal Road & Malcolm Road Intersection ..... 74
D.7.8 Johan Le Roux Road & Gourlay Street Intersection ..... 75
D.7.9 Springbok Road & Meyer Road. ..... 76
D.7.10 Meyer Road & Joubert Street Intersection ..... 77
D.7.11 Road R551 & Morris Road Intersection ..... 78
D.7.12 Pierneef BLVD & Viljoen Avenue Intersection ..... 79
D.7.13 Johan Le Roux Road & Galloway Street Intersection ..... 80
D.7.14 Pierneef Blvd & Mimosa Drive Intersection ..... 81
D.7.15 Pierneef Blvd & Reitz Street Intersection ..... 82
D.7.16 Pierneef Blvd & Jim Fouche Road Intersection ..... 83
D.7.17 Henley Road & Cleeve Road Intersection ..... 84
D.7.18 Road R551 & Ewelme Road Intersection ..... 85
D.7.19 Jim Fouche Road & Uitvlugt Road Intersection ..... 86
D.7.20 Anchovy Road & Garfish Road Intersection ..... 87
D.7.21 Possible Intersection Upgrades ..... 88
D.8 PROJECT IDENTIFICATION & PRIORITIZATION ..... 89
D.9 CONCLUSION AND RECOMMENDATIONS ..... 90
D.9.1 Future Traffic Volume Forecast ..... 90

**CHAPTER E : FUTURE DEMAND ASSESSMENT (STORMWATER) ..... 91**
E.1 STORMWATER ..... 91
E.1.1 General ..... 91
E.1.2 Purpose of Stormwater Management ..... 91
E.1.3 Stormwater Infrastructure ..... 91
E.1.3.1 Current Infrastructure Within Urban and Rural Area's ..... 91
E.1.4 Proposed Stormwater Infrastructure ..... 97
E.1.4.1 Proposed Urban Stormwater Infrastructure ..... 97
E.1.4.2 Pipe ..... 103
E.1.4.3 Peak Flow Attenuation ..... 104
E.1.4.4 Design of Attenuation Dam / Reservoir ..... 104
E.1.4.5 Design of Open Attenuation Pond ..... 104
E.2 RURAL STORMWATER INFRASTRUCTURE DESIGN ..... 105
E.2.1 Proposed Culverts ..... 107
E.2.2 Proposed Road Drainage Channels ..... 107
E.2.3 Proposed Discharge Point ..... 108
E.3 STORMWATER QUALITY CONSIDERATIONS ..... 109
E.3.1 Protection of Rivers ..... 109
E.3.2 Water Quality Volume ..... 109
E.4 CONCLUSION ..... 109
**CHAPTER F : FUTURE DEMAND ASSESSMENT (FLOODLINES) ..... 110**
F.1 INTRODUCTION ..... 110
F.2 BACKGROUND ..... 110
F.3 LEGAL REQUIREMENTS ..... 111
F.4 REGIONAL FLOODLINE DETERMINATION ..... 112
F.4.1 Catchment and Sub-Catchment Delineation ..... 112
F.4.2 Peak Flow Estimation Using Regional Maximum Flood Study Method ..... 113
F.4.3 Estimation of 50 Year To 200 Year Flood Peaks from RMF ..... 114
F.4.4 Example of a RMF calculation ..... 115
F.4.5 HECRAS Software Modelling ..... 116
F.4.6 Floodlines ..... 117
F.4.7 Cross Section Overlay ..... 118
F.5 TOWNSHIP (VILLAGE) FLOODLINE DETERMINATION ..... 119
F.5.1.1 Site Visits ..... 119
F.5.1.2 Catchment Characteristics ..... 119
F.5.1.3 Impact of Development on Natural Drainage Systems ..... 119
F.6 CONCLUSIONS ..... 120
F.7 RECOMMENDATIONS ..... 121
**CHAPTER G : INSTITUTIONAL ARRANGEMENTS AND REQUIRED AUTHORIZATIONS ..... 122**
G.1 INTRODUCTION ..... 122
G.1.1 Institutional Arrangements ..... 122
G.1.1.1 Project Steering Committee ..... 122
G.1.1.2 Supporting Agencies ..... 122
G.1.1.3 Stakeholder Engagements ..... 123
G.1.1.4 Coordination Bodies ..... 123
G.2 REQUIRED AUTHORIZATIONS ..... 123
G.2.1 Environmental Impact Assessment (EIA) ..... 123
G.2.2 Land Use and Zoning Approvals ..... 124
G.2.3 Road Construction Permits ..... 124

G.2.4 Stormwater and Drainage Permits ....124
G.2.5 Utility and Infrastructure Permits ....124
G.2.6 Health and Safety Regulations ....124
G.2.7 Public Consultation and Transparency ....124
G.2.8 Public Private Partnerships Approvals ....125
G.2.9 Other Considerations ....125
G.3 CONCLUSION ....125
**CHAPTER H : PROJECT PRIORITIZATION AND COST ESTIMATES ....126**
H.1 PROJECT IDENTIFICATION & PRIORITIZATION ....126
H.1.1 Possible Projects From Site Visits (Road Links) ....126
H.1.2 Possible Projects Based On Traffic Analyses ....128
H.1.3 Possible Projects From Basic Road Model ....129
H.1.4 Future Projects From SDF & Precinct Plans ....129
H.1.5 General Projects ....131
H.1.5.1 Transfer of Road Jurisdiction from Gautrans to Midvaal Local Municipality ....131
H.1.5.2 Improving Road Safety ....131
H.1.6 Summary and Priority of Projects ....131
H.1.7 General Projects / Maintenance Projects (Gravel and Surfaced Roads) ....140
H.1.7.1 Priority 1 ....140
H.1.7.2 Priority 2 ....140
H.1.7.3 Priority 3 ....140
H.1.7.4 Using GIS to Identify Priority Gravel and Surfaced Roads ....145
H.1.7.5 Cost Estimate Assumptions and Rates (Gravel and Surface Roads) ....148
H.1.7.6 Cost Estimate Assumptions and Rates (Surface Re-Seal Roads) ....152
H.1.7.7 Cost Estimates Priority 1 Gravel Road Reshaping, Grave to Surface and Surface Including Stormwater Master Sheet ....155
H.1.7.8 Cost Estimates Priority 2 Gravel Road Reshaping, Grave to Surface and Surface Including Stormwater Master Sheet ....156
H.1.7.9 Cost Estimates Priority 3 Gravel Road Reshaping, Grave to Surface and Surface Including Stormwater Master Sheet ....157
H.1.7.10 Cost Estimates Priority 4 Gravel Road Reshaping, Grave to Surface and Surface Including Stormwater Master Sheet ....158
H.1.7.11 Cost Estimates Priority 1,2,3 and 4 Surface to Re-Seal Road Including Stormwater Master Sheet ....159
H.1.8 Midvaal Local Municipality Refined Priority Projects List per Ward ....161
H.1.8.1 Conclusion Urban Surfaced Roads and Stormwater Projects ....165
H.1.8.2 Conclusion Urban Surfaced Roads and Stormwater Projects ....165
**CHAPTER I : FUNDING AND IMPLEMENTATION ARRANGEMENTS ....166**
I.1 MUNICIPAL REVENUE ....166
I.2 REVENUE RAISING STRATEGIES ....167
I.3 CAPITAL FINANCING STRATEGIES AND PROGRAMMES ....167
I.4 EXPLANATORY MEMORANDUM TO THE ALLOCATIONS SET OUT IN THE ATTACHED SCHEDULE 168
I.5 STOPPING AND RE-ALLOCATION: SCHEDULE 4B AND 5B (DIRECT) ....168
I.6 MIDVAAL LOCAL MUNICIPALITY CAPITAL EXPENDITURE AND FUNDING ....168
I.7 CAPITAL EXPENDITURE ....169
I.7.1.1 Analysis of capital expenditure ....169
I.7.1.2 Capital Expenditure Funding ....169
I.8 Challenges faced by municipalities ....169
I.9 CAPITAL FUNDING SOURCES ....170

I.10 POSSIBLE GRANT FUNDING AND BORROWING ..... 171
I.10.1.1 How to apply ..... 172
I.10.1.2 How to apply ..... 173
I.11 Network Infrastructure Component ..... 173
I.11.1.1 How to apply ..... 174
I.11.1.2 Process for approval of business plans ..... 174
I.12 Budget Facility for Infrastructure (BFI) ..... 174
I.12.1.1 What Is The Budget Facility For Infrastructure (BFI)? ..... 175
I.12.1.2 Budget Facility For Infrastructure Process Flow ..... 175
I.12.1.3 Budget Facility For Infrastructure Analytical Process ..... 176
I.12.1.4 Requirements for Submission ..... 176
I.12.1.5 Criteria To Be Considered In The Submission Of Proposals ..... 177
I.12.1.6 Format of submission ..... 178
I.12.1.7 Common Reasons Why Submissions Fail To Meet The BFI Appraisal Requirements ..... 178
I.13 CONCLUSION: ..... 179
I.14 CONCLUSION: CAPITAL BUDGET ..... 179
I.15 MIDVAAL LOCAL MUNICIPALITY OPERATING BUDGET ..... 179
I.16 OPERATING EXPENDITURE ..... 179
I.17 OPERATING REVENUE ..... 180
I.18 MIDVAAL LOCAL MUNICIPALITY PROJECTED BUDGET (AS PER RSWMP) ..... 181
I.19 RECOMMENDATIONS AND WAY FORWARD ..... 181
I.19.1.1 STRATEGIC RECOMMENDATIONS ..... 181
I.20 SUMMARY AND FURTHER RECOMMENDATIONS ..... 183
I.21 FUNDING POSSIBILITIES FOR PROCUREMENT OF PLANT ..... 184
I.22 LOAN REPAYMENT ANALYSIS ..... 184
I.23 LOCAL GOVERNMENT BUDGETS AND EXPENDITURE REVIEW ..... 185
I.24 Municipal expenditure on road infrastructure and maintenance ..... 185
I.25 Policy and funding developments in the roads sector ..... 185
**CHAPTER J : REGISTRATION OF MIG PROJECTS ..... 187**
J.1 INTRODUCTION ..... 187
J.2 RECOMMENDATION ..... 189
**CHAPTER K OPERATIONS AND MAINTENANCE PLAN ..... 190**
K.1 INTRODUCTION ..... 190
K.2 SCOPE OF THE MAINTENANCE PLAN ..... 190
K.3 ROADS MAINTENANCE PLAN IMPLEMENTATION STRATEGY ..... 190
K.3.1 Introduction ..... 190
K.3.2 Road Maintenance Types ..... 190
K.3.3 Community Awareness and Road Maintenance ..... 191
K.3.4 Road Maintenance Legislative Requirements ..... 191
K.3.5 Successful Implementation of a Routine Road Maintenance Plan ..... 192
K.3.5.1 Current Maintenance Situation ..... 192
K.3.5.2 Inspections ..... 193
K.3.5.3 Complaints ..... 195
K.3.5.4 Emergency Works ..... 196
K.3.5.5 Responsive Maintenance (Gravel Roads) ..... 196
K.3.6 Successful Implementation of a Routine Stormwater Maintenance Plan ..... 196
K.3.6.1 Introduction ..... 196
K.3.6.2 Understanding the Status Quo of Midvaal LM ..... 196
K.3.6.3 Stormwater Infrastructure inspections ..... 196
K.3.6.4 Emergency Works ..... 198

K.3.6.5 Complaints ..... 198
**CHAPTER L : IMPLEMENTING A PAVEMENT MANAGEMENT SYSTEM (PMS) ..... 199**
L.1 INTRODUCTION TO PMS ..... 199
L.2 PMS AS PART OF A ROAD MANAGEMENT SYSTEM (RMS) ..... 199
L.3 RMS SUBSYSTEMS ..... 200
L.4 DEFINITION OF PMS ..... 200
L.5 PMS COMPONENTS ..... 200
L.5.1 PMS Road Inventory ..... 200
L.5.1.1 Segment Lengths ..... 201
L.5.2 Implementing Pavement Condition Surveys ..... 202
L.5.2.1 Procedure for pavement visual assessment ..... 202
L.5.2.2 Training of Pavement Visual Assessors ..... 203
L.5.2.3 Accreditation of Pavement Visual Assessors and Assistants ..... 203
L.5.2.4 Procedures to be followed during Pavement Visual Assessments. ..... 204
L.5.2.5 Equipment and Inventory to be Used During Pavement Visual Assessment ..... 204
L.5.2.6 Visual Assessment of Flexible Pavements ..... 205
L.5.2.7 Visual Assessment of Unpaved Roads ..... 210
L.5.3 Database for recording all related pavement information. ..... 212
L.6 CONCLUSION OF PMS/RMS TO BE IMPLEMENTED ..... 212
L.7 RECOMMENDED FUTURE ROAD DESIGN GUIDELINES ..... 212
L.7.1 Layerworks ..... 212
L.7.2 RECOMMENDED PAVEMENT GEOMETRY ..... 213
L.7.2.1 Standards ..... 213
L.7.2.2 Road Width ..... 213
L.7.2.3 Crossfall ..... 214
L.7.2.4 Vertical Alignment ..... 214
L.7.2.5 Kerbing ..... 214
L.7.2.6 Stormwater Drainage ..... 214
L.7.2.7 PROPOSED BRIDGES ..... 215
**CHAPTER M RISK MANAGEMENT ..... 216**
M.1 RISKS AND RISK MITIGATION ..... 216
M.2 FUTURE AND CURRENT RISK MANAGEMENT MATRIX ..... 216

# LIST OF ANNEXURES

ANNEXURE A: FUNCTIONAL ROAD CLASSIFICATION ..... 219
ANNEXURE B: EXTRACT FROM MIDVAAL LOCAL MUNICIPALITY SDF ..... 220
ANNEXURE C: TRAFFIC DATA USED FOR TRAFFIC GROWTH ..... 221
ANNEXURE D: BASIC ROAD MODEL (2024 CATEGORIZATION BASED ON TRAFFIC DATA) ..... 222
ANNEXURE E: BASIC ROAD MODEL (2044 CATEGORIZATION BASED ON TRAFFIC DATA) ..... 223
ANNEXURE F: TRAFFIC MODEL FORECAST DATA ..... 224
ANNEXURE G: LOCALITY PLAN FOR ANALYSED KEY INTERSECTIONS ..... 225
ANNEXURE H: RESULTS OF THE PTV VISTRO INTERSECTION CAPACITY ANALYSES ..... 226
ANNEXURE I: TYPICAL ROAD SECTION OF LAYER WORKS ..... 227
ANNEXURE J: AERIAL VIEW: CARINA ROAD / HIBISCUS ROAD UPGRADE ..... 228
ANNEXURE K: AERIAL VIEW: ROAD K154 ROAD UPGRADE BETWEEN WATERVAL 7 WALKERVILLE ..... 229
ANNEXURE L: AERIAL VIEW: SOUTH ROAD & JUDE STREET ROAD UPGRADE IN SICELO ..... 230
ANNEXURE M: AERIAL VIEW: ORDON ROAD & EATON ROAD UPGRADE IN HENLEY-ON-KLIP ..... 231
ANNEXURE N: AERIAL VIEW: ROAD D478 UPGRADE NEAR RUSOORD SECONDARY SCHOOL ..... 232
ANNEXURE O: FLOODLINES ..... 233
ANNEXURE P: MIDVAAL LOCAL MUNICIPALITY MASTER COST ESTIMATES ..... 234
ANNEXURE Q: MIDVAAL LOCAL MUNICIPALITY MAPBOOK ..... 235

# LIST OF TABLES

Table 1 : Midvaal LM Spatial Elements ..... 9
Table 2: Sedibeng Nodal Classifications ..... 18
Table 3: Functional Road Classification System ..... 44
Table 4: Legend Classification for Functional Roads ..... 45
Table 5: Vehicle Model Split from Various Datasets ..... 49
Table 6: 2011 vs 2022 Census Data Comparison for Midvaal Local Municipality ..... 56
Table 7: Estimated Vehicle Modal Split in Midvaal Municipality ..... 57
Table 8: Road Categorization Used for Network Model (Based on AADT) ..... 58
Table 9: Possible Capacity Upgrades at Analysed Intersections ..... 88
Table 10: River Type and Location ..... 110
Table 11 : Catchment Area of Midvaal LM ..... 113
Table 12: Calculated Floodline Results ..... 117
Table 13 : HECRAS Model Main Parameters ..... 117
Table 14: Hydrological Soil Type ..... 120
Table 15: Meyerton CBD Upgrades from Precinct Plans ..... 129
Table 16: Henley on Klip Upgrades from Precinct Plans ..... 130
Table 17: Sicelo Updates from Precinct Plans ..... 131
Table 18: Costing Summary and Priority of Identified Projects ..... 132
Table 19: WARDS Landmarks and Street Names ..... 141
Table 20: Generic Rate - Gravel Road Refurbishment - Various Widths of Roads ..... 149
Table 21: Concrete Steep Road Segment - Varying Road Widths - Generic Cost Estimate ..... 150
Table 22: Asphalt Road Construction / Refurbishment - Generic Rates - Residential A1 with Complete BoQ Items ..... 150
Table 23: Asphalt Road Construction / Refurbishment - Generic Rates - Residential A2 - A5 ..... 151
Table 24: Generic Collector Asphalt Road - Rates/m ..... 151
Table 25: Generic Arterial Asphalt Road - Rates/m ..... 151
Table 26: Generic Industrial / Business Asphalt Road - Rates/m ..... 152
Table 27: Generic Surface Re-Seal Roads - Rates/m ..... 152
Table 28: Priority 1 Gravel Re-Shaping Cost Estimate ..... 155
Table 29: Priority 1 Gravel to Surface Master Cost Estimate ..... 155
Table 30: Priority 1 Culverts Master Cost Estimate ..... 155
Table 31: Priority 2 Gravel Re-Shaping Master Cost Estimate ..... 156
Table 32: Priority 2 Gravel to Surfaced Master Cost Estimate ..... 156
Table 33: Priority 2 Culverts Master Cost Estimate ..... 156
Table 34: Priority 3 Gravel Re-Shaping Master Cost Estimate ..... 157
Table 35: Priority 3 Gravel to Surfaced Master Cost Estimate ..... 157
Table 36: Priority 3 Culverts Master Cost Estimate ..... 157
Table 37: Priority 4 Gravel Re-Shaping Master Cost Estimate ..... 158
Table 38: Priority 4 Gravel to Surfaced Master Cost Estimate ..... 158
Table 39: Priority 4 Culverts Master Cost Estimate ..... 158
Table 40: Priority 1 Surfaced to Re-Seal Master Cost Estimate ..... 159
Table 41: Priority 2 Surfaced to Re-Seal Master Cost Estimates ..... 159
Table 42: Priority 3 Surfaced to Re-Seal Master Cost Estimate ..... 159
Table 43: Priority 4 Surfaced to Re-Seal Master Cost Estimate ..... 160
Table 44: Ward 1 Refined Priority Projects ..... 161
Table 45: Ward 2 Refined Priority Projects ..... 161
Table 46: Ward 3 Refined Priority Projects ..... 161
Table 47: Ward 4 Refined Priority Projects ..... 162
Table 48: Ward 5 Refined Priority Projects ..... 162

Table 49: Ward 6 Refined Priority Projects....162
Table 50: Ward 7 Refined Priority Projects....163
Table 51: Ward 8 Refined Priority Projects....163
Table 52: Ward 9 Refined Priority Projects....163
Table 53: Ward 10 Refined Priority Projects....163
Table 54: Ward 11 Refined Priority Projects....164
Table 55: Ward 12 Refined Priority Projects....164
Table 56: Ward 13 Refined Priority Projects....164
Table 57: Ward 14 Refined Priority Projects....164
Table 58: Ward 15 Refined Priority Projects....164
Table 59: Midvaal Local Municipality Capital Budget....169
Table 60: Midvaal Local Municipality Current Plant List....193
Table 61 : Priorities vs Response Times....194
Table 62 : Complaints Register Template....196
Table 63 : Stormwater System - Frequency of Inspections....197
Table 64: PMS Road Inventory items....201
Table 65: Segment Lengths for Different Road Pavement Types....202
Table 66: Basic Pavement Visual Assessment Equipment....205
Table 67: TRH 14 Codes for Different Surfacing Types....205
Table 68: Proposed Road Layerworks....213
Table 69: Recommended and Existing Lane Widths....214
Table 70: Tabulated Risk Management Matrix....216

# LIST OF CHARTS

**Chart A**: Distribution of Road Categories....61
**Chart B**: Link Road Category Distribution for each Year Period (Gautrans Data Only)....62
**Chart C**: Road Network Existing and Future Categorization....64

# LIST OF DRAWINGS

Drawing 1: Midvaal Local Municipality Functional Road Clasification....46
Drawing 2: Midvaal Local Municipality Basic Road Model 2024....60
Drawing 3: Midvaal Local Municipality Basic Road Model 2044....65
Drawing 4: Extraction from Vaal Marina Urban Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)....93
Drawing 5: Extraction from Sicelo Urban and Rural Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)....94
Drawing 6: Extraction from Sicelo Urban Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)....95
Drawing 7: Extraction from Meyerton Urban Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)....96
Drawing 8: Extraction from Stormwater Provision Recommended in Urban Areas....98
Drawing 9: Extraction from Stormwater Provision Recommended in Urban Areas....99
Drawing 10: Extraction from Stormwater Provision Recommended Major System in Urban Areas....100
Drawing 11: Extraction from Stormwater Provision Recommended in Urban and Rural Areas....106
Drawing 12: Possible Road to be Upgraded Hibiscus Road....135
Drawing 13: Proposed Link Upgrade Alignment of K154....136
Drawing 14: Possible Road to be Upgraded Road D478....137
Drawing 15: Possible Road Upgrades (Eaton and Gordon Road)....138
Drawing 16: Possible Road Upgrades for New Developments....139

# LIST OF FLOODLINE LAYOUT

Floodline Layout 1: Ward 5 Properties within Floodlines .....121

# LIST OF PRIORITY PROJECTS

Priority 1: WARD 6 Lakeside Stormwater Open Channel/Culvert System .....187
Priority 2: WARD 14 Meyerton Intersection at DR Malan High School .....188
Priority 3: WARD 1 VAAL MARINA Entrance Road Upgrade.....189

# LIST OF FIGURES

Figure 1: Sedibeng District Municipality and its surrounding Local Municipalities..... 8
Figure 2: Midvaal Local Municipality and the 15 Wards it consists of ..... 9
Figure 3: Midvaal LM - Main Transport Corridors and Railways ..... 10
Figure 4: Perennial Rivers in Midvaal LM..... 12
Figure 5: Catchments and Sub Catchments for Midvaal LM ..... 13
Figure 6: Stormwater Assets in the Meyerton CBD and Surroundings ..... 14
Figure 7: Provincial Development Corridors in Midvaal LM ..... 15
Figure 8: Midvaal LM District Roads or Tertiary Roads ..... 16
Figure 9: Sample of Municipal Roads in Midvaal LM (Meyerton CBD)..... 17
Figure 10: Midvaal LM and the 15 Wards consist of ..... 17
Figure 11 : Photos taken during the site visit period at a 1-second interval..... 21
Figure 12 : Lack of Kerb inlet repair leading to stormwater not effectively conveyed from road surface. 23
Figure 13 : Unlined SW Channel not maintained regularly Blocking Stormwater flow. ..... 24
Figure 14 : Kerb inlet not raised when asphalt overlaying was done in the past..... 24
Figure 15 : Grid inlet in road surface of substandard size, prone to blocking by small debris. ..... 24
Figure 16: Stormwater Channel blocked and Asphalt to Gravel Erosion ..... 25
Figure 17: Lack of Maintenance to Asphalt Road and Stormwater Channels ..... 25
Figure 18: Stormwater Channel Damaged and Ponding on Road Surface ..... 25
Figure 19: Ponding on Roads ..... 26
Figure 20: Stormwater Channels Blocked, Crocodile Cracks on Road Surface and Damaged Kerb Inlets . 26
Figure 21: Roads Surface Damaged Due to Ponding and Kerb Inlet Damaged ..... 26
Figure 22: Low Point Kerb Inlet with Insufficient Capacity to Drain..... 27
Figure 23: Stormwater Outlet Pipe to Small..... 27
Figure 24: Stormwater Channel Culvert Blocked due to Lack of Maintenance..... 28
Figure 25: Stormwater Culverts Blocked due to Lack of Maintenance ..... 28
Figure 26: Stormwater flooding Level on Existing House ..... 28
Figure 27: Down Stream Stormwater Discharge Channel Blocked ..... 29
Figure 28: Life Threatening Stormwater Conditions During Storm Event: Pictures Received from Midvaal LM due to Above..... 29
Figure 29: Low Point Kerb Inlet Insufficient Capacity Resulted in Overflowing ..... 30
Figure 30: Overflowing Due to Insufficient Capacity ..... 30
Figure 31: Lack of Stormwater Drainage ..... 31
Figure 32: Low Water Bridges in Good Condition ..... 32
Figure 33: Low Water Bridge in Good Condition But Side Channels Blocked ..... 32
Figure 34: Provincial Roads and District Roads within Midvaal Local Municipality Boundaries ..... 33
Figure 35: Municipal Roads..... 34
*Figure 36: All Roads within Midvaal Local Municipality* ..... 35
Figure 37: Surface Road Deteriorating and Washing Away of Surface Road ..... 36
Figure 38: Road Crossings Not Properly Reinstated ..... 36
Figure 39 : Lack of Stormwater and Ageing Asphalt Surface Leading to Edge Breaks. ..... 37

Figure 40: Lack of Stormwater and Ageing Asphalt Surface Leading to Edge Breaks. ..... 37
Figure 41: Deteriorating of Surfaced Roads In Urban Areas ..... 38
Figure 42: Newly Surfaced Road ..... 38
Figure 43: Poor Road Maintenance ..... 38
Figure 44: Damaged Surfaced Roads and Continuous Patching ..... 39
Figure 45: Road Deteriorating and Broken Kerbs ..... 39
Figure 46: Roads Not Graded Properly and No Stormwater Drainage ..... 40
Figure 47: Lack of Stormwater Drainage ..... 40
Figure 48: Well Maintained Gravel Road ..... 41
Figure 49: Poorly Maintained Gravel Road ..... 41
Figure 50: Extract of Functional Road Classification Near Meyerton ..... 45
Figure 51: Attracted and Produced Trip Diagram ..... 53
Figure 52: Trip Distribution Diagram ..... 53
Figure 53: Extract of Basic Road Model (2024 Road Categorization Based on Traffic Data) ..... 59
Figure 54: Typical Kerb Inlet Details ..... 101
Figure 55: Example of Servitude and Concrete Channel ..... 102
Figure 56: Typical Stormwater Outlet Structure with Siltation Basin ..... 102
Figure 57: Typical Subsoil Drainage Detail ..... 103
Figure 58: Typical Road with Dump Rock Layer ..... 103
Figure 59: Example of an Attenuation Pond Design ..... 105
Figure 60: Example of a Culvert bridge implemented at a low point ..... 107
Figure 61: Two examples of Culvert bridges implemented on an internal road and provincial road respectively. ..... 107
Figure 62: Example of a Concrete drainage channel implemented next to a surfaced road. ..... 108
Figure 63: Typical Example of Energy Dissipation Structure ..... 108
Figure 64: Indication of Perennial Rivers and Tributary Rivers ..... 111
Figure 65: Methodology Flow Chart ..... 112
Figure 66: Sub-Catchment Areas of Midvaal LM ..... 113
Figure 67: RMF Regions ..... 115
Figure 68: Effective Catchment Area ..... 116
Figure 69: Floodline Methodology ..... 118
Figure 70: HECRAS Typical Cross Sections Geometry Layout ..... 118
Figure 71: Midvaal Local Municipality 15 Wards ..... 141
Figure 72: Midvaal Local Municipality - Ward Gravel Roads Prioritised ..... 142
Figure 73: Midvaal Local Municipality - Ward Surfaced Roads Prioritised ..... 144
Figure 74: Wards 7 Gravel Roads Including 1 in 100 year Floodlines ..... 146
Figure 75: GIS Representation of Ward 7 and Prioritised Gravel Roads ..... 146
Figure 76: Ward 11, Lakeside Surfaced Roads - Road Selection Name and Floodline ..... 148
Figure 77: Funding Framework ..... 166
Figure 78: Budget Facility Process Flow Diagram ..... 175
Figure 79: Budget Facility Analytical Process Flow Diagram ..... 176
Figure 80: Inspection Sheet Example ..... 195
Figure 81: Impact of Road condition on vehicle user costs (Sabita Info Sheet #8) ..... 199
Figure 82: Types of Unpaved Roads ..... 210

# LIST OF ABBREVIATIONS/ ACRONYMS

| | | |
|---|---|---|
| **DBSA** | - | The Development Bank of Sourthern Africa |
| **RSWMP** | - | Roads and Stormwater Master Plan |
| **MLM** | - | Midvaal Local Municipality |
| **PSP** | - | Professional Service Provider (Appointed) |
| **PSC** | - | Project Steering Committee |
| **LM** | - | Local Municipality |
| **ToR** | - | Terms of Reference A.K.A Scope of Works |
| **PIP** | - | Project Implementation Plan |
| **GIS** | - | Geographic Information System (Software) |
| **PMS** | - | Pavement Management System |
| **RAL** | - | Roads Agency Limpopo |
| **SANRAL** | - | South African National Roads Agency Limited |
| **MISA** | - | Municipal Infrastructure Support Agency |
| **MIG** | - | Municipal Infrastructure Grant |
| **PMU** | - | Project Management Unit |
| **IDP** | - | Integrated Development Plan |
| **SDF** | - | Spatial Development Framework |
| **SPLUMA** | - | Spatial Planning and Land-use Management Act |
| **RMF** | - | Regional Maximum Flood |

*The list of abbreviations/ acronyms includes but is not limited to the above.

# CHAPTER A : EXECUTIVE SUMMARY

## A.1 INTRODUCTION

As an introduction to this Report the Scope of Works as outlined in Infraconsult Engineering's Terms of Reference, (ToR) for the development of a Roads and Stormwater Master Plan (RSWMP) will in summary include the following Phases to be conducted:

1. Stakeholder Engagement and Establishment of the Project Steering Committee (PSC).
2. Assessment of the Existing Infrastructure Condition.
3. Future Demand Assessment.
4. Project Prioritization and Cost Estimates.
5. Funding and Implementation Arrangements.
6. Risk Management.
7. **Support for the Adoption of the Roads and Storm Water Master Plan by the Municipal Council.**
8. Registration of three Prioritized Roads and Stormwater Projects with the Municipal Infrastructure Grant (MIG).
9. Project Close Out Report.

From the above it may be concluded that the Development of the Roads and Stormwater Master Plan consists of four (4) Main Phases, which are:

1. Assessment of the Existing Infrastructure Condition,
2. Future Demand Assessment,
3. Registration of three Prioritized Roads and Stormwater Projects with the Municipal Infrastructure Grant (MIG), and
4. Support for the Adoption of the Roads and Storm Water Master Plan by the Municipal Council

## A.2 BACKGROUND

In short, the Background of the Project is briefly highlighted below.

Midvaal Local Municipality (Midvaal LM) requested support from DBSA with the development of the municipality's Roads and Storm Water Master Plan (RSWMP). The RSWMP will assist the municipality to improve and align the identification, prioritization and implementation of roads and stormwater infrastructure projects towards the achievement of Government's strategic National Outcomes.

The Professional Services Provider Infraconsult Engineering (PSP) was appointed by DBSA on the 22nd of September 2023 and will be responsible for the development of the RSWMP and is expected to undertake stakeholder engagement, conduct assessments, and compile an implementation strategy, with clear goals and objectives.

## A.3 STAKEHOLDER CONSULTATIONS

Where required the PSP liaised and consulted with the following stakeholders for purposes of information and data collection and collation of the projects, conditions precedent, current and future demand assessment:

- ✓ The Development Bank of Southern Africa (DBSA),
- ✓ Midvaal Local Municipality (MLM),
- ✓ Gauteng Department of Roads and Transport (Gautrans)
- ✓ Department of Public Works, Roads and Infrastructure.

## A.4 ENGAGEMENT WITH MLM AND ESTABLISHING OF A PROJECT STEERING COMMITTEE (PSC)

The above engagement processes were governed by an established PSC which led to the successful development of this master plan and involved input from the Municipal Officials of Midvaal Local Municipality, political representatives, organised local businesses and the communities from the grassroots level, and utility government departments.

# CHAPTER B : GENERAL

## B.1 INTRODUCTION

Midvaal LM (GT422) is a Category B municipality as defined in the Municipal Structures Act (No. 117 of 1998). It comprises 15 wards and is one of three local municipalities which constitute the Sedibeng District Municipality. The other two are the Emfuleni Local Municipality (GT421) and the Lesedi Local Municipality (GT423).

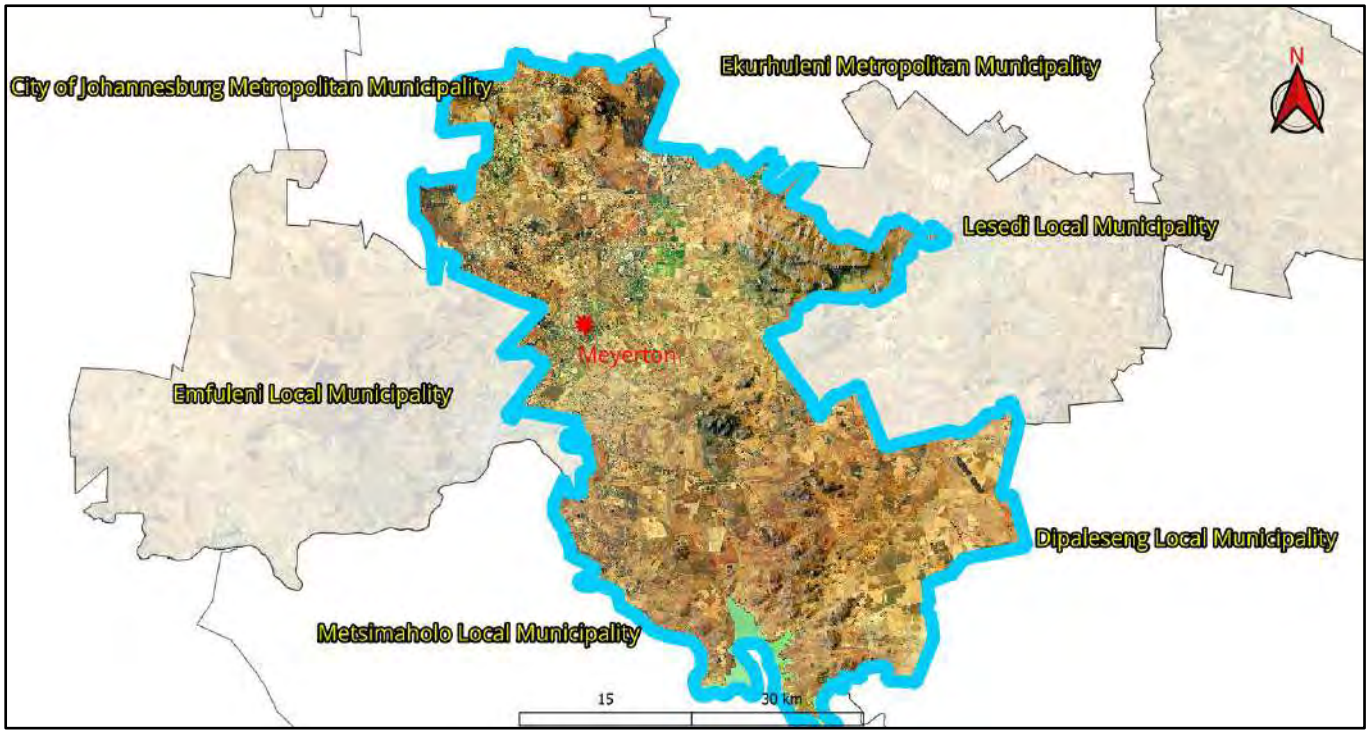



*Figure 1: Sedibeng District Municipality and its surrounding Local Municipalities*

Midvaal Local Municipality covers an area of approximately 1 722 km² compared to approximately 966 km² and 1484 km² respectively for the neighbouring Emfuleni Local Municipality and Lesedi Local Municipality.

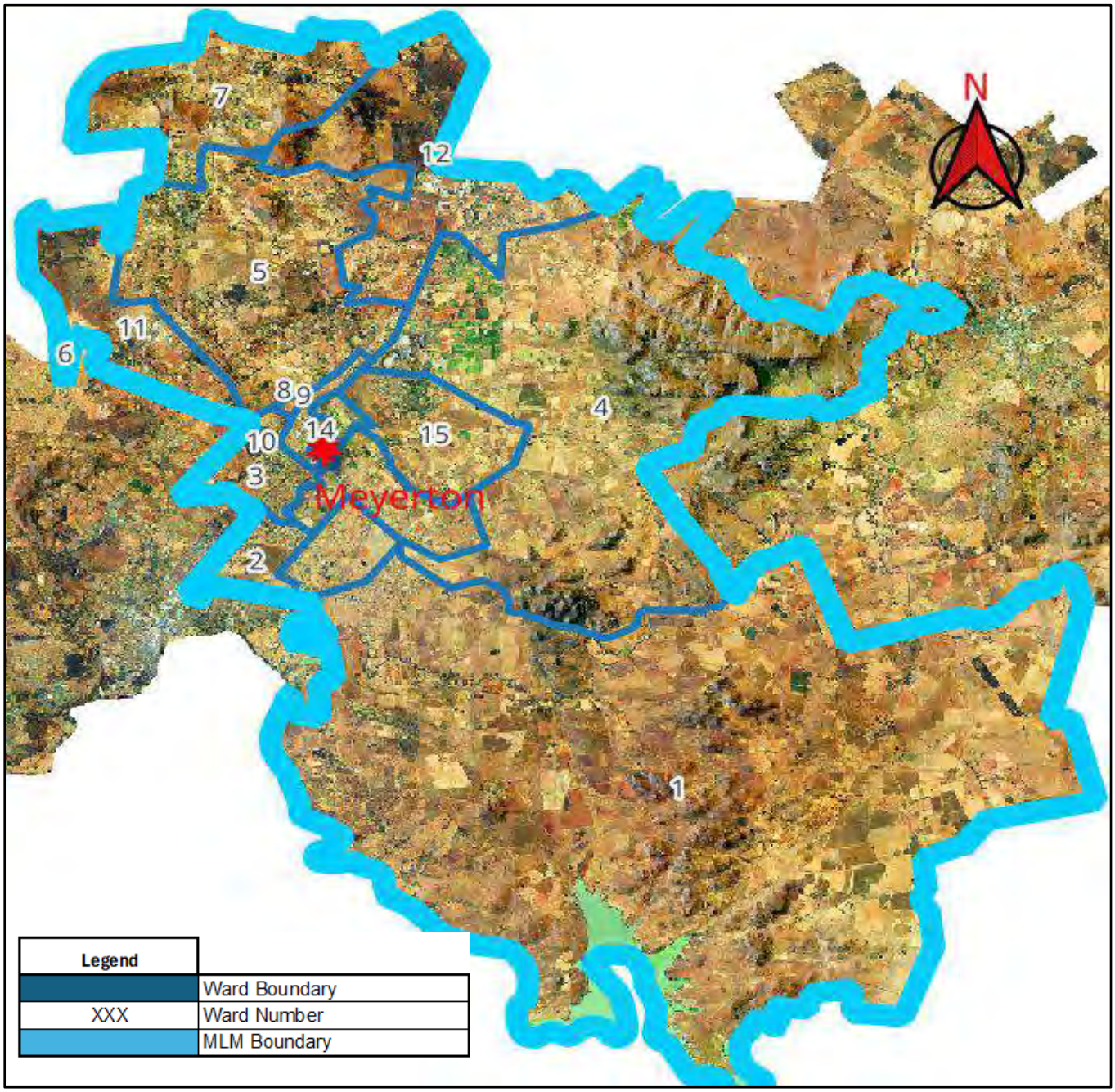



*Figure 2: Midvaal Local Municipality and the 15 Wards it consists of*

Midvaal Local Municipality consists of 15 wards and is characterised by the following spatial elements.

*Table 1 : Midvaal LM Spatial Elements*

| Areas | Total number |
|---|---|
| Townships | 45 (26 169 stands) |
| Farms | 80 (3 652 portions) |
| Agricultural/small holdings | 33 (3 943 small/agricultural holdings) |
| Informal settlements | 29 |
| Nature reserves | 1 |
| Conservancies | 10 |

The R59 and R82 are the main transport corridors within Midvaal. The R59 is earmarked as a development corridor linking the City Deep logistics hub and OR Tambo International Airport in the north to the Vereeniging-Vanderbijlpark complex in the south. The R82 is a mobility corridor connecting Johannesburg in the north via Tedderfield AH, Walkerville and De Deur from Johannesburg to Vereeniging in the south.

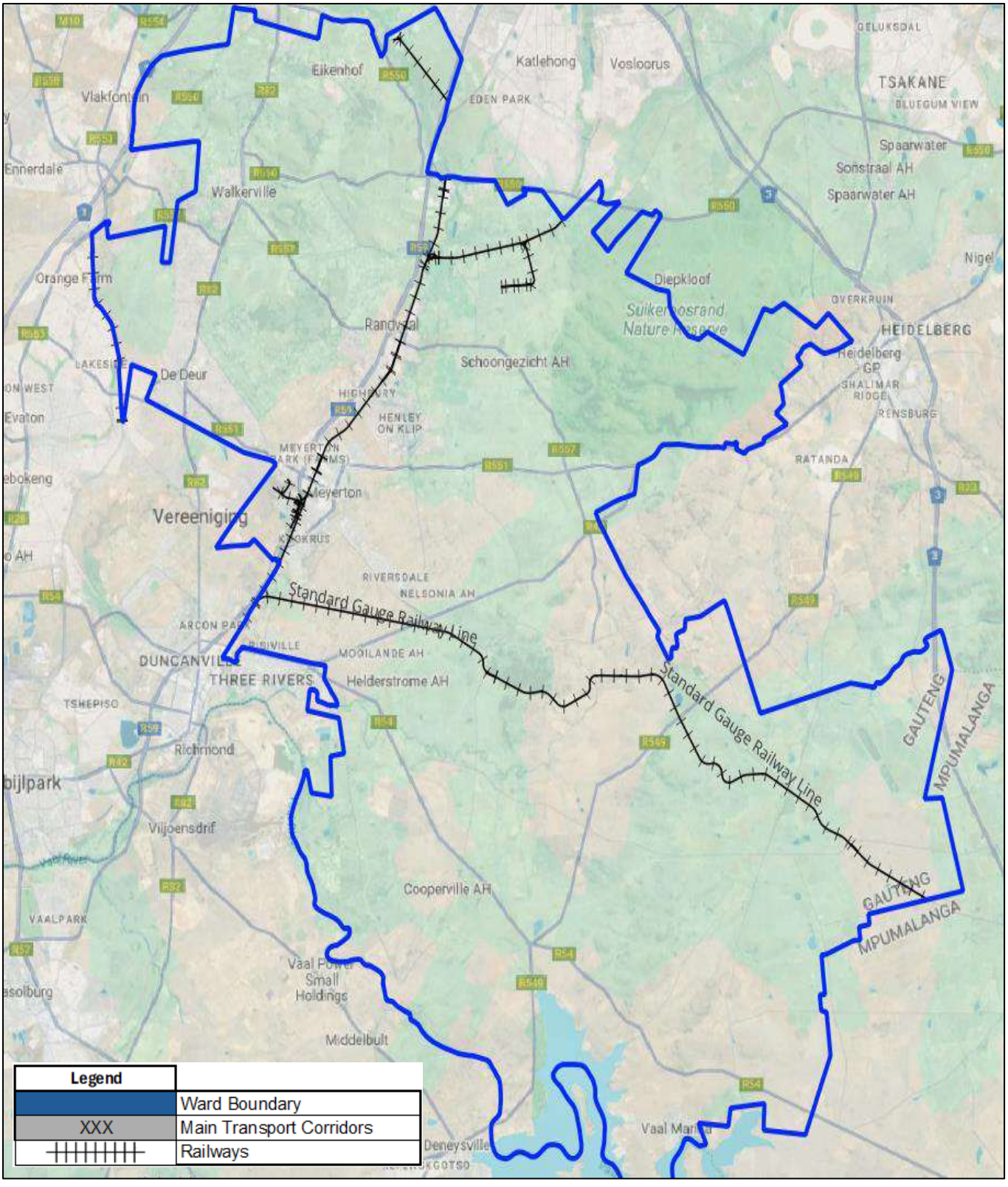



*Figure 3: Midvaal LM - Main Transport Corridors and Railways*

The main railway line, running parallel to the R59, is a freight line connecting Vereeniging to Germiston. Along the eastern boundary of Midvaal lies a commuter railway line from Emfuleni to the City of Johannesburg.

## B.2 GOALS

The goals of the Draft Roads & Stormwater Master Plan are:

- Assessment of the Existing Situation,
- Assessment of Future Demand,
- Determination of the required elements of the Roads and Stormwater systems,
- Prioritisation of projects identified according to short, medium and long term and Cost Estimates.
- The ultimate goal of the Roads and Stormwater Master Plan is to be included as a Municipal Sector Plan in the Integrated Development Plan.

## B.3 OBJECTIVES

The objectives of the Draft Roads and Stormwater Master Plan are:

- Stakeholder Engagement.
- Assessment of Existing Situation.
- Assessment of Proposed Remedial Measures.
- Project Prioritisation and Cost Estimates.
- Funding & Implementation Arrangements.
- Overall project Risk Management.
- Support of the Adaption Masterplan by Council.

## B.4 KEY PHYSICAL FEATURES i.t.o ROADS AND STORMWATER

The main physical features of the Midvaal Local Municipality area are:

### B.4.1 Stormwater

#### B.4.1.1 Main Rivers

Midvaal Local Municipality is well drained by dendritic perennial river systems including the Rietspruit, Klip River, Suikerbosrand River and Vaal River Systems. All the rivers empty their water into the Vaal River.

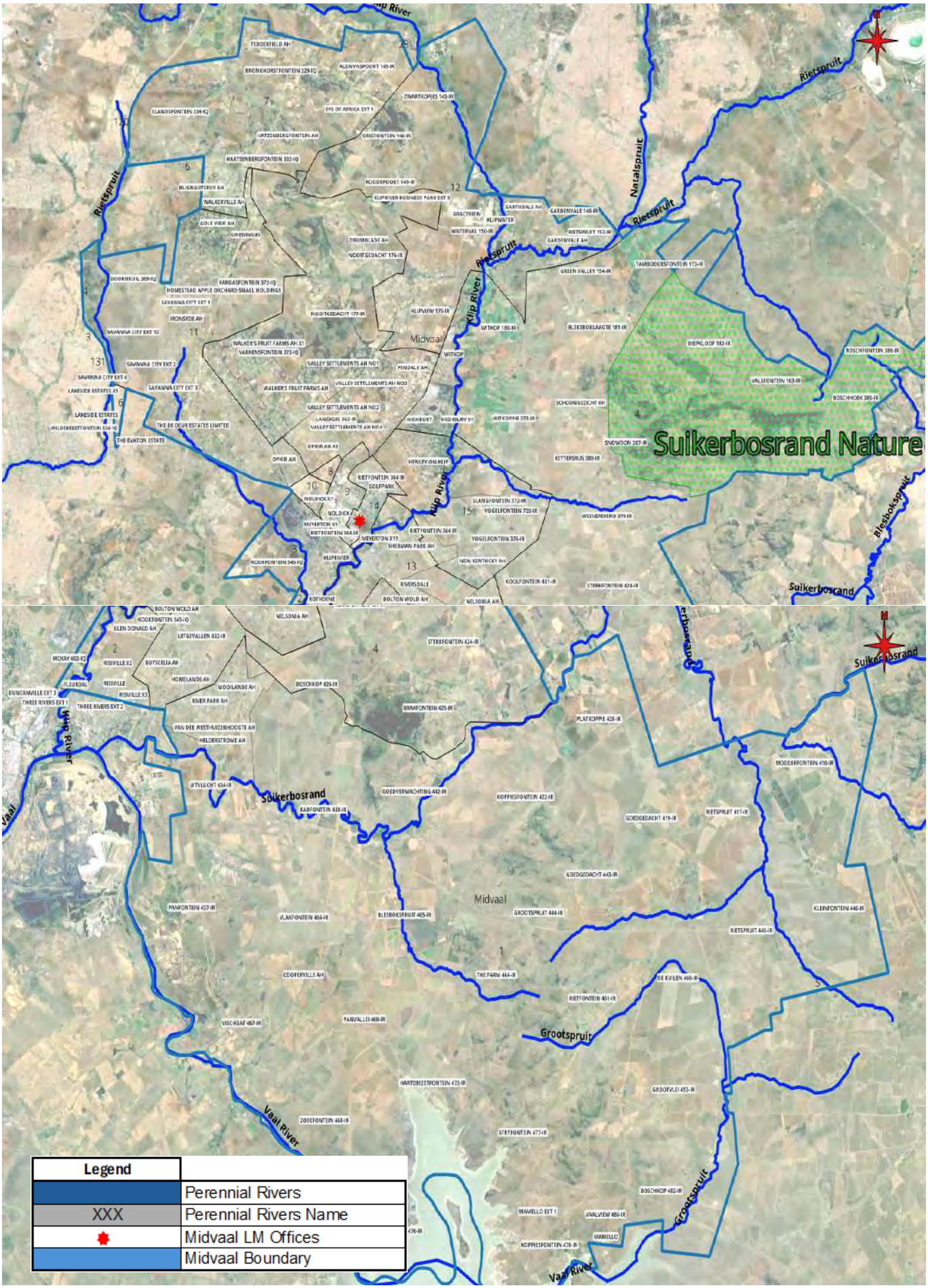



*Figure 4: Perennial Rivers in Midvaal LM*

The most important catchments/ sub-catchments in Midvaal are the Vaal River, Klip River and Suikerbosrand River Catchments as shown in **figure 5**, with an area of 5027km$^2$.

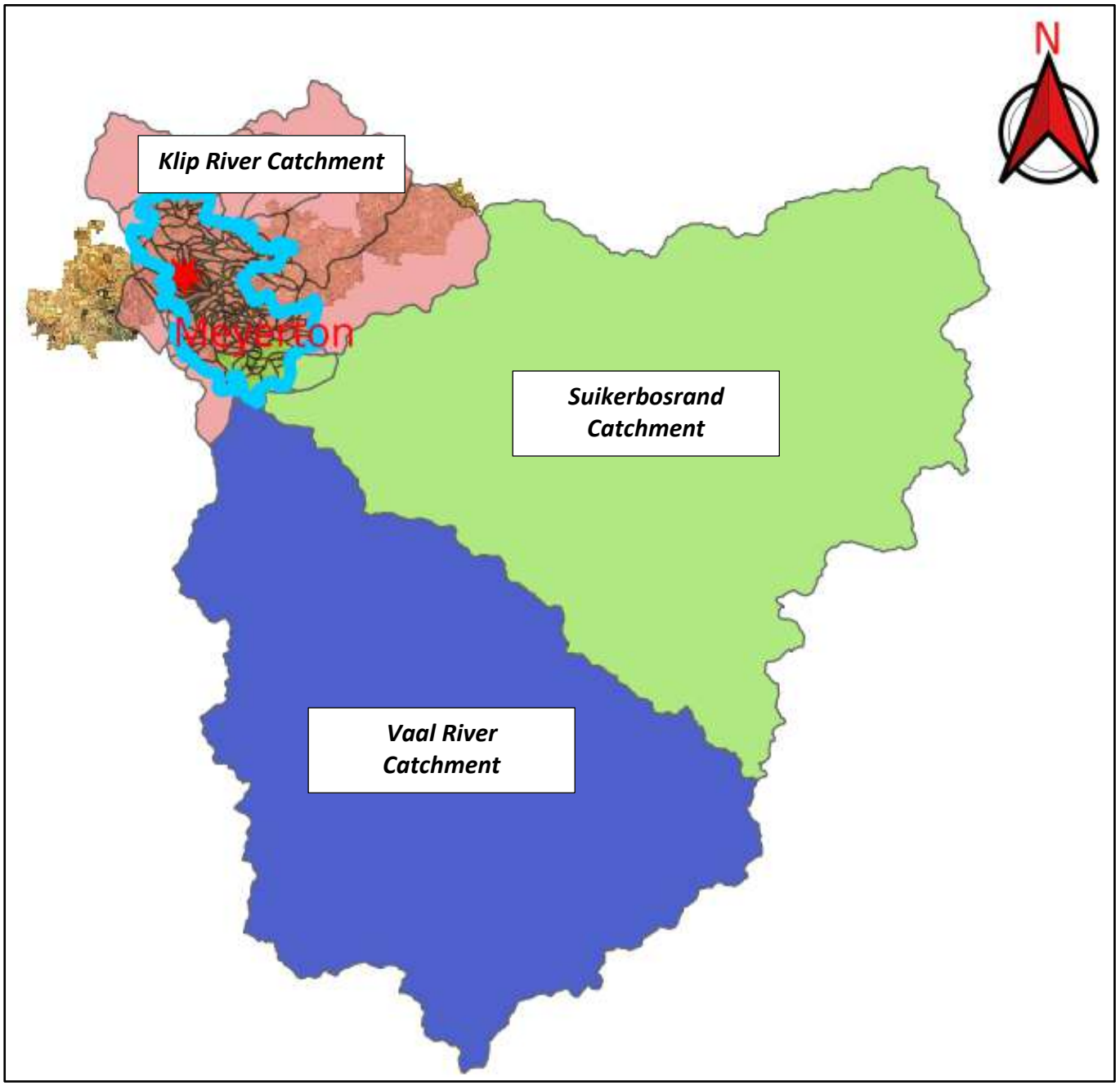



*Figure 5: Catchments and Sub Catchments for Midvaal LM*

### B.4.1.2 Existing Bridges

The existing bridges in the MLM area include the following:

- Lower water bridges: Culverts and Drifts.
- Bridges (deck & pillars)

### B.4.1.3 Existing Stormwater Infrastructure

The existing Stormwater Infrastructure in the Midvaal municipal area includes the following:

- Pipes, Culverts, Conduits.
- Drainage channels: unlined & unlined: stone pitched, concrete.
- Kerb inlets.
- Manholes.
- Wingwall In & Outlets.

Some GIS data and no As-builts of the existing stormwater were supplied by MLM. Also no stormwater layouts for planning purposes were obtained from MLM.

**Figure 6** illustrates the stormwater assets contained in the Midvaal LM asset register supplied to the PSP and observed on-site.

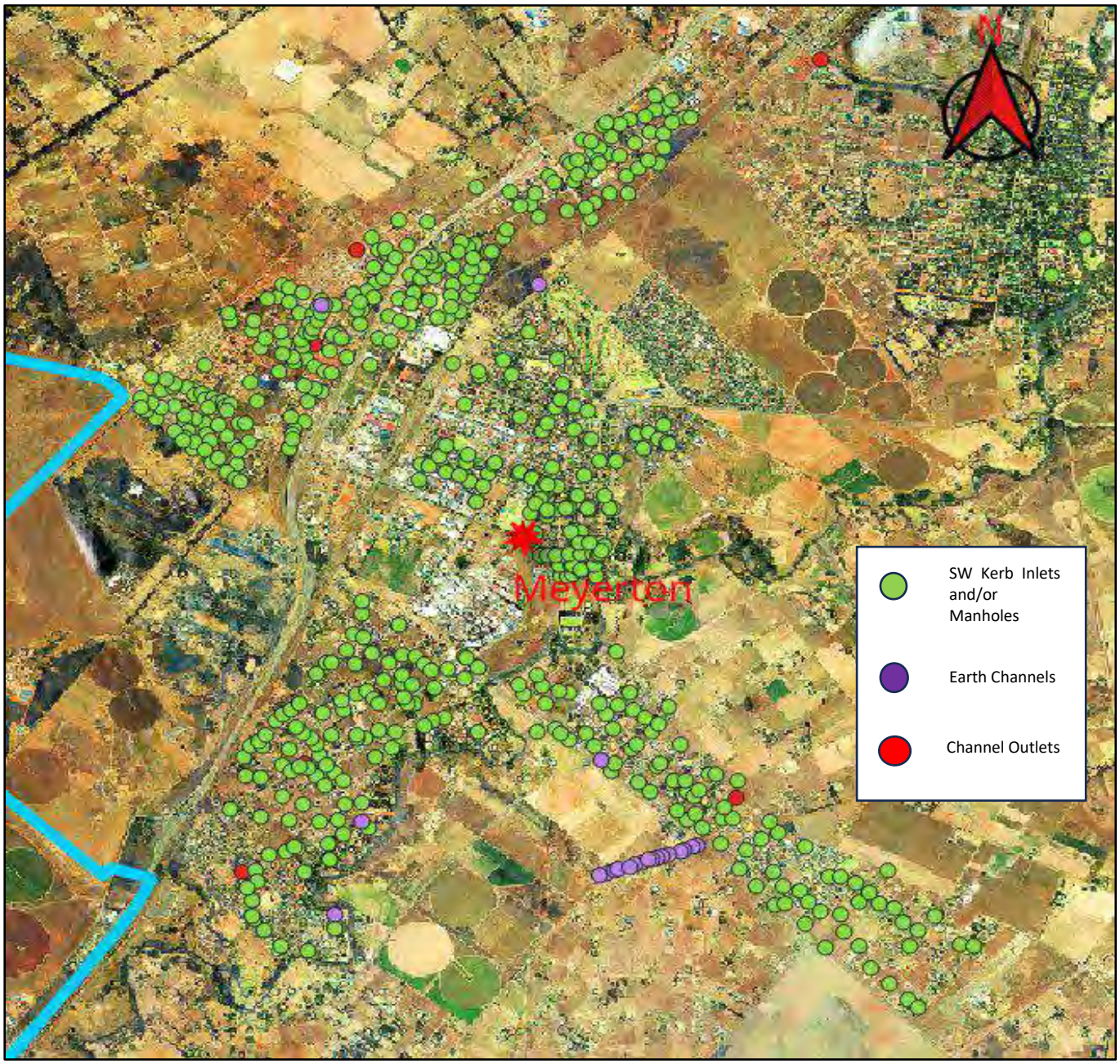



*Figure 6: Stormwater Assets in the Meyerton CBD and Surroundings*

## B.4.2 Roads

The Midvaal Local Municipality has the following main provincial development corridors/roads:

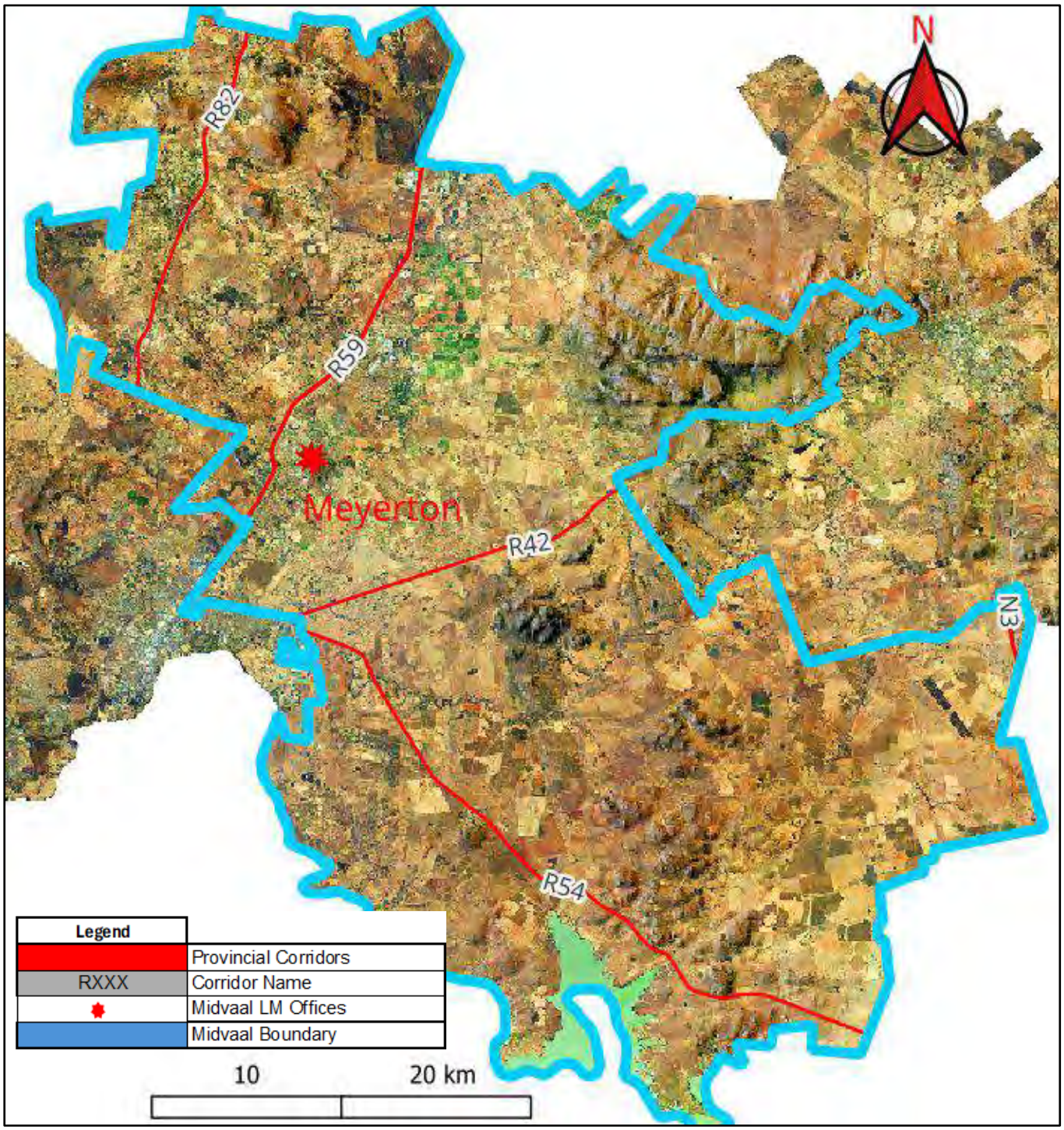



*Figure 7: Provincial Development Corridors in Midvaal LM*

The major economic zone is defined by the R59 and the R82 highways. Both routes, along with the N3 and the N1 highways, have bee identified as development corridors according to the Midvaal Development Corridor Hierarchy. The primary development regions can be divided into three key regions, the central region, western region and eastern region.

The Central Region of the development zone is the most advanced economic region in the Midvaal, partially because it is located in close proximity to the R59 Development Corridor. Provincial Roads are maintained by Gauteng Department of Roads and Transport (GAUTRANS) and are in a good to excellent

condition. With the R59 having an approximate length of 28.82km and the R82, R42 and R54 having a combined approximate length of 100.51km. (See **Figure 7**). It offers the best mobility and distribution opportunities for goods and services and as a result plays an important role in the Midvaal local economy. It is further the region with the highest population number, population density and most diverse economic structure (as discussed above). This region, however, has very little aesthetic value and high concentrations of air pollution.

The Western Region is well situated with regard to the smaller R82 Development Corridor and as a result, shows strong economic potential. The Western region is however in close proximity to the economic powerhouses of Emfuleni and the southern part of the City of Johannesburg, creating strong competition for market investments. The Western Region has a scenic quality due to the hillock range and a middle-high income rural lifestyle type of residential development. Moreover, the presence of the Eye of Africa golf estate and equestrian estates in the region further add to the aesthetic beauty of the region.

N3 National Road is maintained by SANRAL with an approximate length of 4.92km and District/ Tertiary includes the R549, R550, R551 R553 & R557 and others as can be seen in **Figure 8**.

The Local Municipal and Residential Roads are being maintained by the Roads & Stormwater Regions of the Midvaal Local Municipality and are generally in good condition.

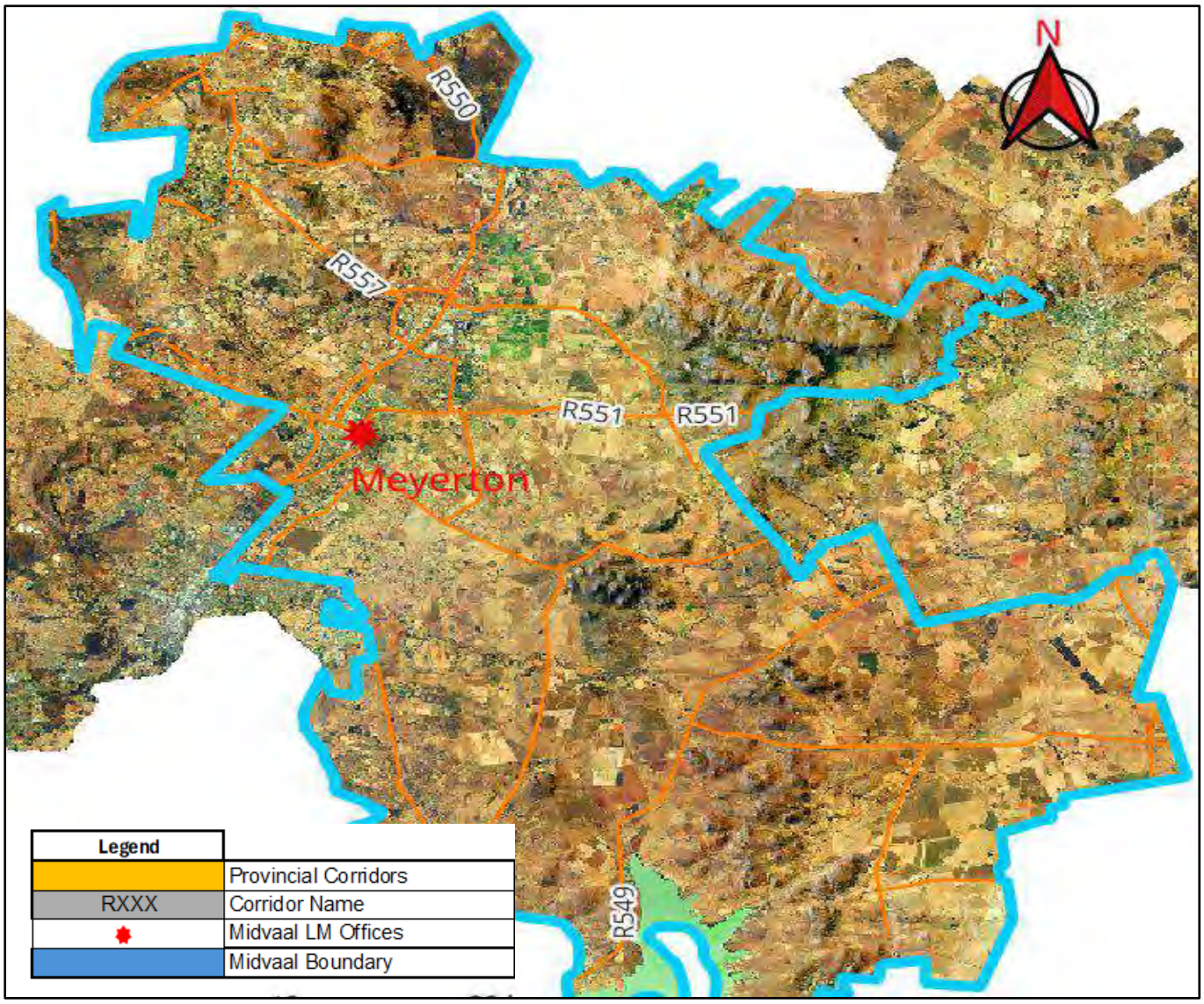



*Figure 8: Midvaal LM District Roads or Tertiary Roads*

The total length of the Municipal Road network is approximately 1210km. This represents the total length of Urban asphalt and gravel roads and Rural asphalt and gravel roads, including the minor residential access roads.




*Figure 9: Sample of Municipal Roads in Midvaal LM (Meyerton CBD)*

## B.4.3 Area of Investigation

The Study Area is the whole of the Midvaal Local Municipal Area consisting of Urban Areas and Rural Areas situated inland. The Midvaal Local Municipal area covers approximately 1722 km$^2$.

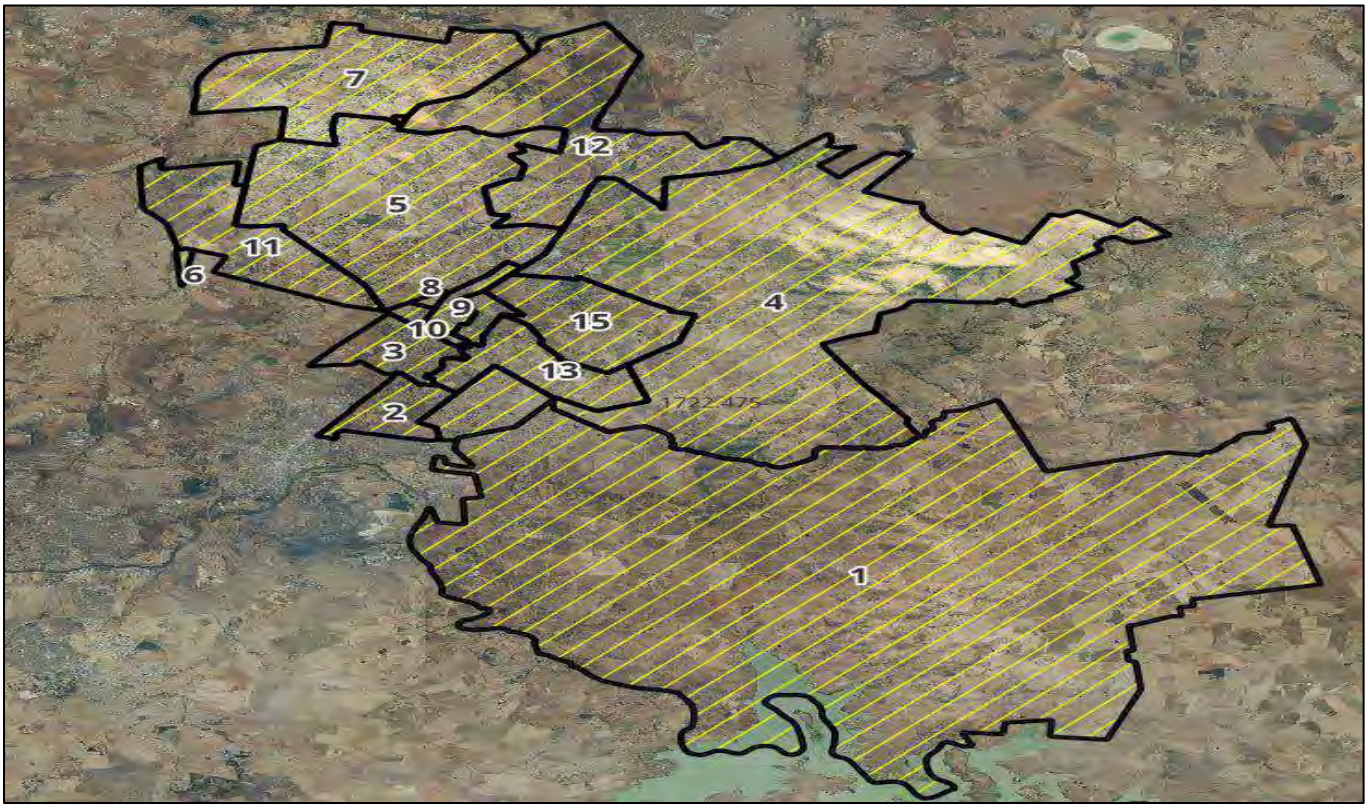



*Figure 10: Midvaal LM and the 15 Wards consist of*

The Municipality falls within the Sedibeng District Municipality Area and the administrative seat is in Meyerton. The Municipal area consists of 15 Wards and the Roads & Stormwater Infrastructure is maintained by Midvaal Local Municipality.

The Sedibeng district is regarded as a crucial southern gateway into the Gauteng City-Region. It is surrounded by three provinces, namely Mpumalanga, the Free State and the North West.

The district observes high inward and outward migration patterns from its neighbouring inter-provincial districts. The Sedibeng district consists of three local municipalities namely, Emfuleni, Midvaal and Lesedi LMs. Sedibeng district is historically well known as the iron and steel industrial hub of Gauteng.

The formerly state-owned Arcelor Mittal steel works is located in Vanderbijlpark. The district has experienced significant de-industrialisation due to the decline in the steel industry. The steel industry is still one the main employers in the district within the manufacturing category. Its decline has resulted in the unemployment rate in the district to sit at 50.7%, with Emfuleni contributing a larger proportion of this figure. The district SDF identified consolidation strategies to revive the economy. Key primary, secondary and mixed-use nodes are identified for infill-developments and densification. The nodes are identified as follows across the district:

*Table 2: Sedibeng Nodal Classifications*

| SEDIBENG DISTRICT NODAL CLASSIFICATION | | |
|---|---|---|
| **Primary Nodes** | **Secondary Nodes** | **Mixed-Use Consolidation** |
| Vanderbijlpark | Evaton | Heidelberg |
| Vereeniging | Sebokeng | Ratanda |
| Meyerton | Savanna City | Jameson Park |
| | Waterval | |
| | Elandsfontein | |

## B.5 ENGAGEMENT OF STAKEHOLDERS

In the process of developing the Roads & Stormwater Master Plan the following Stakeholders were engaged:

- Gauteng Department of Roads and Transport (GAUTRANS),
- Sedibeng District Municipality,
- Midvaal LM Technical Department (Roads and Stormwater),
- Midvaal LM Operations and Maintenance officials.

Various meetings, verbal and written correspondence were held with the above Stakeholders throughout the Project Life Cycle.

## B.6 DATABASE & GRAPHICAL DATA FROM GIS

### B.6.1 GIS: Stormwater

An important part of the deliverables of the Roads & Stormwater Management Plan is the creation of a spatial Graphical Information System (GIS) database. Minimal records or GIS database records could be obtained from the existing stormwater system. This was highlighted to the Municipality.

The GIS database of the Stormwater Infrastructure will facilitate the Location, and associated parameters such as maintenance records and costing, asset value, and infrastructure to be upgraded. It would be of assistance with the assessment, design, assignment of new projects and costing of the new stormwater system.

The GIS database will also facilitate:

- The updating of a Municipal Asset Register.
- The updating of a Pavement Management System (PMS), which includes a Maintenance Plan and Strtegy.
- Integration of information, policies and strategies between Provincial, District Municipal and Local Municipal departments and the Technical, Administrative and Financial Departments.

It is recommended as part of the steps of implementation and construction of new stormwater systems that all the existing stormwater infrastructure must be measured on site and recorded on the GIS database.

***Note: This Appointment does not make allowance for any implementation or construction works.***

## B.6.2 GIS: Roads

An important part of the deliverables of the Roads & Stormwater Management Plan is the creation of a spatial Graphical Information System (GIS) database.

The GIS database represents a geographical presentation with associated data such as Asset value, Condition, Costs of maintenance and upgrades etc.

The GIS database will facilitate:

- The updating of a Municipal Asset Register.
- The updating of a Pavement Management System (PMS), which includes a Maintenance Plan and Strategy.
- Integration of information, policies, and strategies between Provincial, District Municipal and Local Municipal departments and the Technical, Administrative and Financial Departments.

The following GIS data was obtained from the Department of National Geospatial Institute and Midvaal Local Municipality:

**Shape Files (.shp):**

- Cadastral boundaries,
- Road centrelines of all the roads per the current database,
- Location of Schools, Hospitals, Clinics, Courts, Police Stations, etc.
- Municipal Boundary, and Ward Boundaries.
- 2018 Ortho Photos

**Database (.dbf) files:**

- Roads. The database covers all the roads:
    - National Roads.
    - Provincial Roads.
    - District Roads.
    - All other Local roads grouped together in one category, such as:
        - Urban Asphalted Roads.

- Urban Gravel Roads.
- Rural Collector Roads.

It should be noted that:

- Minimal GIS information was received from MLM for the existing stormwater infrastructure. The PSP made use of the limited information provided by Midvaal Local Municipality and formulated a more extensive GIS Model (Database) using data retrieved during our Existing Situation Investigations.
- No GIS information was received from the Sedibeng District Municipality.
- Please note, that the database of the municipal roads needed to be refined by the municipality according to urban/rural and gravel/asphalt categories. Road names of gravel roads are currently not reflected in the database.

See **ANNEXURE Q** for the updated GIS data.

## B.7 MUNICIPAL DOCUMENTS OBTAINED AND REVIEWED.

The following documents have been used as a source of information for the compilation of the Roads & Stormwater Master Plan:

- **Tender Document** Tender No. RFP 355/2022: PSP's Terms of Reference
- 2022/23-2026/27 Spatial Development Framework (**SDF**), Draft, Compiled 2020 prepared by Midvaal Local Municipality.
- 2017-2022 Final Draft Integrated Development Plan (**IDP**) prepared by Midvaal Local Municipality.
- 2023 Complains Cases Road and Stormwater
- Midvaal Local Municipality Traffic Counts Technical Report.
- January – March 2024 Midvaal Local Municipality Quarterly Programme.
- Midvaal Local Municipality Vehicle Status Report.
- Midvaal Local Municipality Yellow Plant List.
- Midvaal Local Municipality Proposed Organisational Structure – Public Safety and Roads (2023 – 2024).

# CHAPTER C : EXISTING SITUATION ASSESSMENT

During the existing Situation Assessment both the Urban and Rural Areas of Midvaal LM were investigated, in terms of the Roads and Stormwater Infrastructure.

The status quo of the Stormwater Infrastructure and the Road Infrastructure will be assessed and summarised below.

It should be noted that Site Inspections were done during the period of 26 February to 8 March 2024 and were done independently by Infraconsult Engineering.

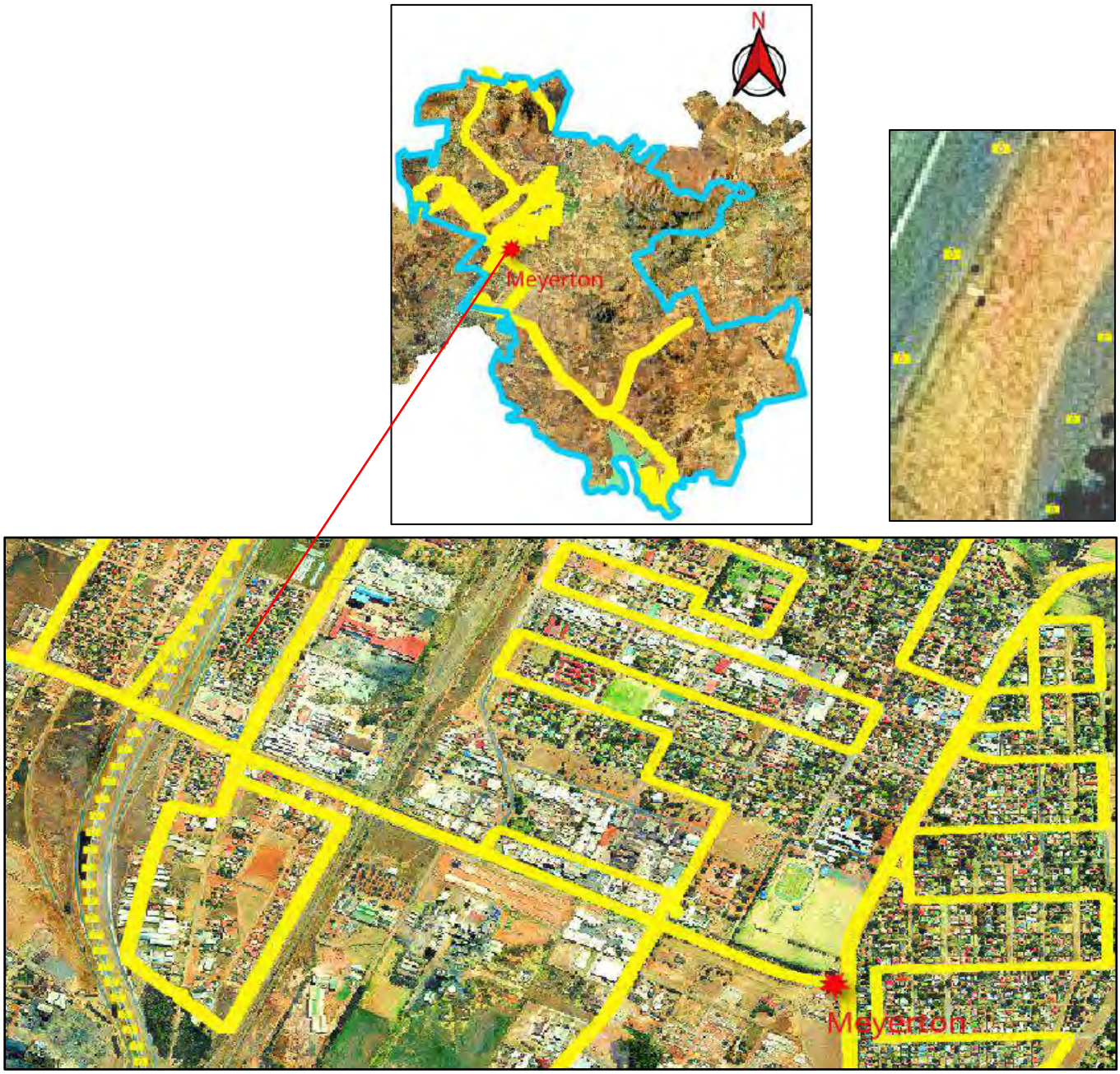



*Figure 11 : Photos taken during the site visit period at a 1-second interval*

Due to the extent of the Midvaal Local Municipality, the vast amounts of Infrastructure to be assessed and the timeframe of the Contract, a sample investigation was done to build the existing situation model. This first stage model may be further refined, however, during the subsequent phases of the project, furthermore, future input from the Ward Councillors and Communities were taken into account which leads to a more accurate model.

During this stage of the project the assistance of the Midvaal LM Technical Department and GIS Department were consulted via a formal meeting held on the 07th December 2023 where the assistance of Ward Councillors was requested to identify critical areas within each ward to be identified and assessed. The PSP requested a complaints register from Midvaal Local Municipality that was provided to assist in the existing situation assessment.

## C.1 Assessment of the Existing Stormwater Infrastructure

### C.1.1 Description of Existing Urban & Rural Stormwater Infrastructure

Below are the observations made during the Assessment of the Urban and Rural Stormwater Infrastructure:

- The existing urban stormwater system is an Urban Dual System, where the surfaced roads are kerbed with formal stormwater infrastructure present.
- The Urban Asphalt roads in the residential areas and Central Business Districts (CBD's) have vast amounts of associated stormwater infrastructure i.e., Kerb Inlets, pipes and concrete channels.
- It was observed that minimal Rural roads had Stormwater Infrastructure such as concrete stormwater channels assisting with the flow of stormwater leading to the mitigation of gravel road degradation.
- Secondly, in the rural areas it was observed that a major effort was and is given to river crossings and streams with the implementation of Culverts or low level bridge structures.

### C.1.2 Site Inspections of Existing Urban & Rural Stormwater Infrastructure

Site Inspections of the critical areas of the Urban Stormwater Infrastructure were conducted from the 26th to the 08th of March 2024. The critical areas were identified and only the areas which were regarded as critical from a Stormwater Priority point of view and other than regular maintenance issues were inspected.

Following the observations made above, the following conclusions may be made in general with regard to the Urban and Rural Stormwater Infrastructure:

- The existing Urban Stormwater Infrastructure was generally found to be in a good to average condition.
- The Stormwater structures such as kerb inlets were showing signs of ageing and a lack of maintenance was evident i.e., they were blocked by soil, debris and general waste.
- The urban concrete channels ranged from excellent to average, mainly due to unpaved residential access roads and lack of periodical cleaning.
- A lack of drainage of local low points was found to be a common problem.
- The lack of stormwater infrastructure in the Rural Areas leads to a poor road surface, especially in roads with a steep gradient.
- The residential areas in the rural areas are close to major rivers, causing the road infrastructure (and residential infrastructure) to be built in floodlines and therefore are at a high risk of flooding, together with the lack of formal stormwater infrastructure, it may lead to injury and/or even loss of life to residents.

Further assessing the risk of average to poor conditions or even the lack of Stormwater Infrastructure may lead to the following future problems and dangers:

- **Flooding** of adjacent properties causing damage and potential loss of life.
- **Collapse** of Road and Stormwater Infrastructure causing inconvenience to Road Users and possible loss of life.
- **Damage** to Roads and Stormwater Infrastructure posing a danger to road users and residents and resulting in financial loss.
- **Ponding** of Roads at low points during rainstorms causing inconvenience to road users and posing a safety risk to traffic.

Summarising the Stormwater Infrastructure Existing Situation Assessment, a first phase model was built, leading Infraconsult Engineering to categorise the Existing Situation into various categories using specific criteria.

The Existing Situation Model discussed hereafter will highlight both the Urban and Rural areas. The criteria are as follows and will be visualised in more detail under the sub-headings below:

1. The identification of **critical/life-threatening** Roads and Stormwater Infrastructure that will be prioritised.
2. The identification of areas with **average to poor maintenance** which lead to failure of Roads and Stormwater infrastructure.
3. The identification of areas with existing **none to basic** existing Stormwater infrastructure.
4. Urban Areas with poor maintenance of Stormwater infrastructure.

### C.1.2.1 None to Basic Existing Stormwater Infrastructure (Criteria No. 3)



*Figure 12 : Lack of Kerb inlet repair leading to stormwater not effectively conveyed from road surface.*



*Figure 13 : Unlined SW Channel not maintained regularly Blocking Stormwater flow.*



*Figure 14 : Kerb inlet not raised when asphalt overlaying was done in the past.*



*Figure 15 : Grid inlet in road surface of substandard size, prone to blocking by small debris.*

### C.1.2.2 Maintenance and Insufficient Stormwater Design Leading to Failure of Roads and Stormwater Infrastructure. (Criteria No. 2 and No. 4)



*Figure 16: Stormwater Channel blocked and Asphalt to Gravel Erosion*



*Figure 17: Lack of Maintenance to Asphalt Road and Stormwater Channels*



*Figure 18: Stormwater Channel Damaged and Ponding on Road Surface*



*Figure 19: Ponding on Roads*



*Figure 20: Stormwater Channels Blocked, Crocodile Cracks on Road Surface and Damaged Kerb Inlets*



*Figure 21: Roads Surface Damaged Due to Ponding and Kerb Inlet Damaged*

### C.1.2.3 Critical (Life Threatening) Infrastructure, either Roads or Stormwater (Criteria No. 1)

The PSP (Infraconsult Engineering) discussed life-threatening areas with the PSC and requested that these areas need to be identified where they have received complaints. Midvaal Local Municipality indicated that they have a huge problem in the Lakeside residential township and requested a site visit with the PSP (Infraconsult Engineering).

The PSP (Infraconsult Engineering) together with Midvaal LM and the Midvaal maintenance team visited the site and the following was discovered:




*Figure 22: Low Point Kerb Inlet with Insufficient Capacity to Drain*




*Figure 23: Stormwater Outlet Pipe to Small*




*Figure 24: Stormwater Channel Culvert Blocked due to Lack of Maintenance*



*Figure 25: Stormwater Culverts Blocked due to Lack of Maintenance*




*Figure 26: Stormwater flooding Level on Existing House*



*Figure 27: Down Stream Stormwater Discharge Channel Blocked*



*Figure 28: Life Threatening Stormwater Conditions During Storm Event:  Pictures Received from Midvaal LM due to Above*



*Figure 29: Low Point Kerb Inlet Insufficient Capacity Resulted in Overflowing*



*Figure 30: Overflowing Due to Insufficient Capacity*

## C.2 Site Inspections Rural Stormwater and Bridges

Site Inspections of the critical areas of the Rural Roads were held from 26 February to 8 March 2024. The critical areas which were regarded as problems to be dealt with beyond regular maintenance were selected for inspection. It was noted that many of the items on the complaints lists referred to the maintenance of gravel roads. No descriptions of the problems or lengths and widths were listed.

The following issues seem to dominate the complaints expressed by the residents:

- Grading of Roads
- Roads need to be filled and graded.
- Grass growing over the road.
- Stormwater Manholes Blocked.
- Stormwater Not Draining at outlets.

- Unsafe river crossings. Mostly low-water bridges have been provided but it was observed in some areas that the school children are crossing the riverbeds where no, or only very basic, provisions have been made. Although most of the low-water bridges can withstand large floods it was observed that some structural damage occurred, such as partially washed away concrete surfacing and walls and undermining of the bridge deck. However, the most common problem was the washing away of the embankments of the approaching roads.

- Roads which are not navigable during rainstorms. This is due to the steep gradients, formation of dongas by erosion and the wrong wearing course material being used or Lack of vehicular bridges which offer access roads to schools and residential areas.



*Figure 31: Lack of Stormwater Drainage*




*Figure 32: Low Water Bridges in Good Condition*




*Figure 33: Low Water Bridge in Good Condition But Side Channels Blocked*

## C.3 Assessment of the Existing Roads Situation

### C.3.1 Description of Existing Road Network

It should be noted that a Pavement Management System is being developed by the Sedibeng District Municipality for all of its Local Municipalities including Midvaal LM. Therefore, the PSP as part of this assessment only looked at the impact of stormwater infrastructure or the lack thereof on the condition of the roads. Although the PSP will provide a PMS to be used as a guide only.

Overall, the Municipal Roads are deteriorating at a fast pace due to age and in some cases minimal stormwater infrastructure or lack of stormwater infrastructure maintenance.

Suburbs/Towns such as Henley on Klip and Randvaal has no formal stormwater infrastructure, i.e. Kerb inlets and pipe systems or concrete lined channels , they carry stormwater runoff on the road surface this will result in the deterioration of the road surface if the vertical alignment design/construction of the roads is not properly executed.

### C.3.1.1 PROVINCIAL ROADS AND DISTRICT ROADS:

The Provincial Roads are managed by Gauteng Department Roads and Transport (GAUTRANS) the Asphalt Roads are generally in good condition and regular maintenance is being done.

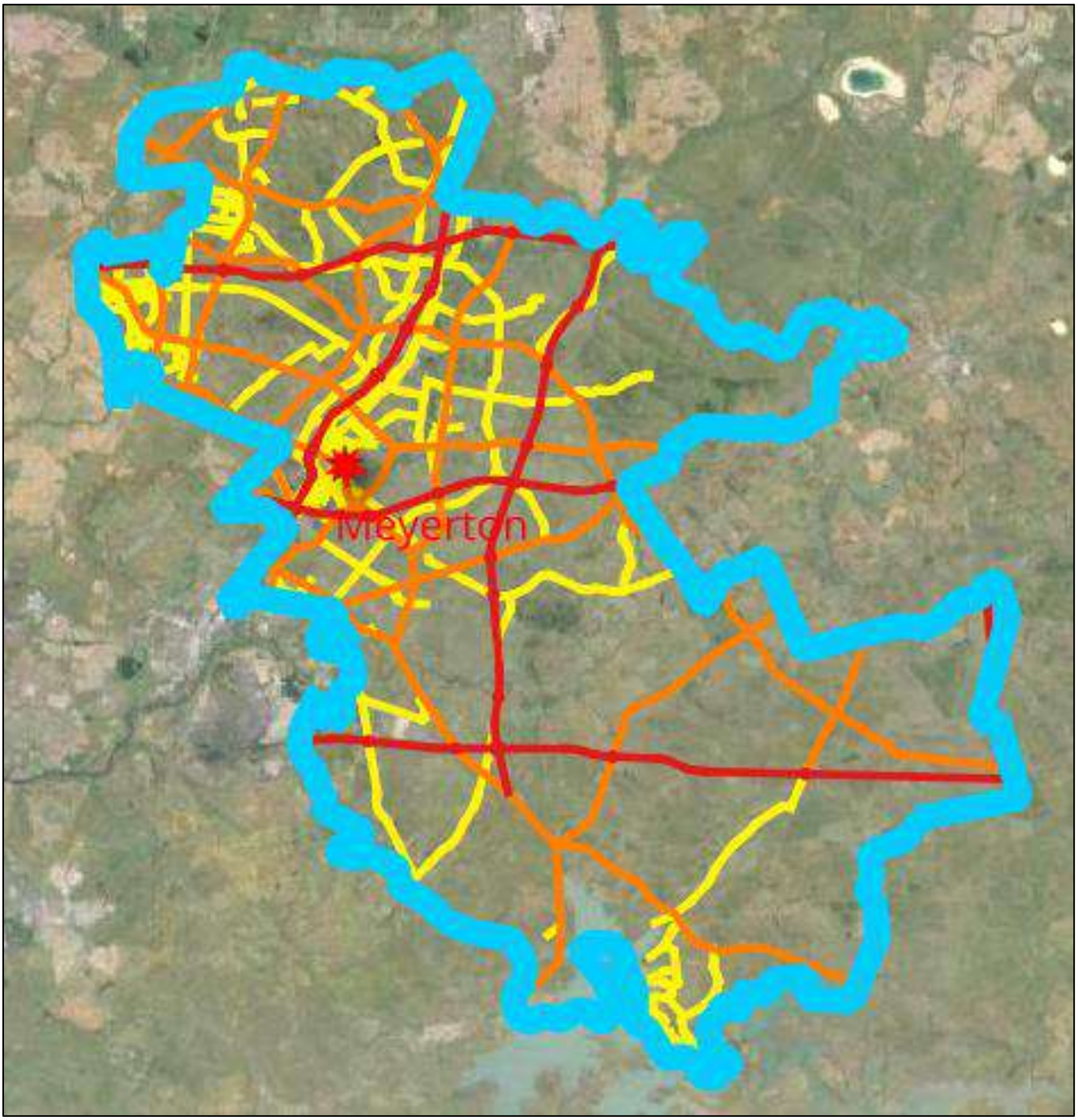



*Figure 34: Provincial Roads and District Roads within Midvaal Local Municipality Boundaries*

### C.3.1.2 MUNICIPAL ROADS

The municipal roads are managed by Midvaal Local Municipality. The municipal asphalt and gravel roads are in a fair condition.

- **Local Urban Municipal** Roads:
  - **Arterial** Roads connecting different residential areas or townships.
  - **Collector** Roads provide access to residential areas or townships.

- **Urban Community** Roads:
  - **Residential Access** Roads provide access to driveways of properties.
- **Local Rural** Roads, mostly Gravel, some Asphalted**:**
  - **Arterial** Roads connecting different residential areas or townships.
  - **Collector** Roads provide access to residential areas or townships.
- **Rural Community** Roads, Gravel:
  - **Residential Access** Roads provide access to residential dwellings.

The information was obtained from the GIS database as compiled by Midvaal Local Municipality and Gauteng Department of Roads and Transport. The database will be refined according to the following categories: Urban or rural and surfaced or non-surfaced.

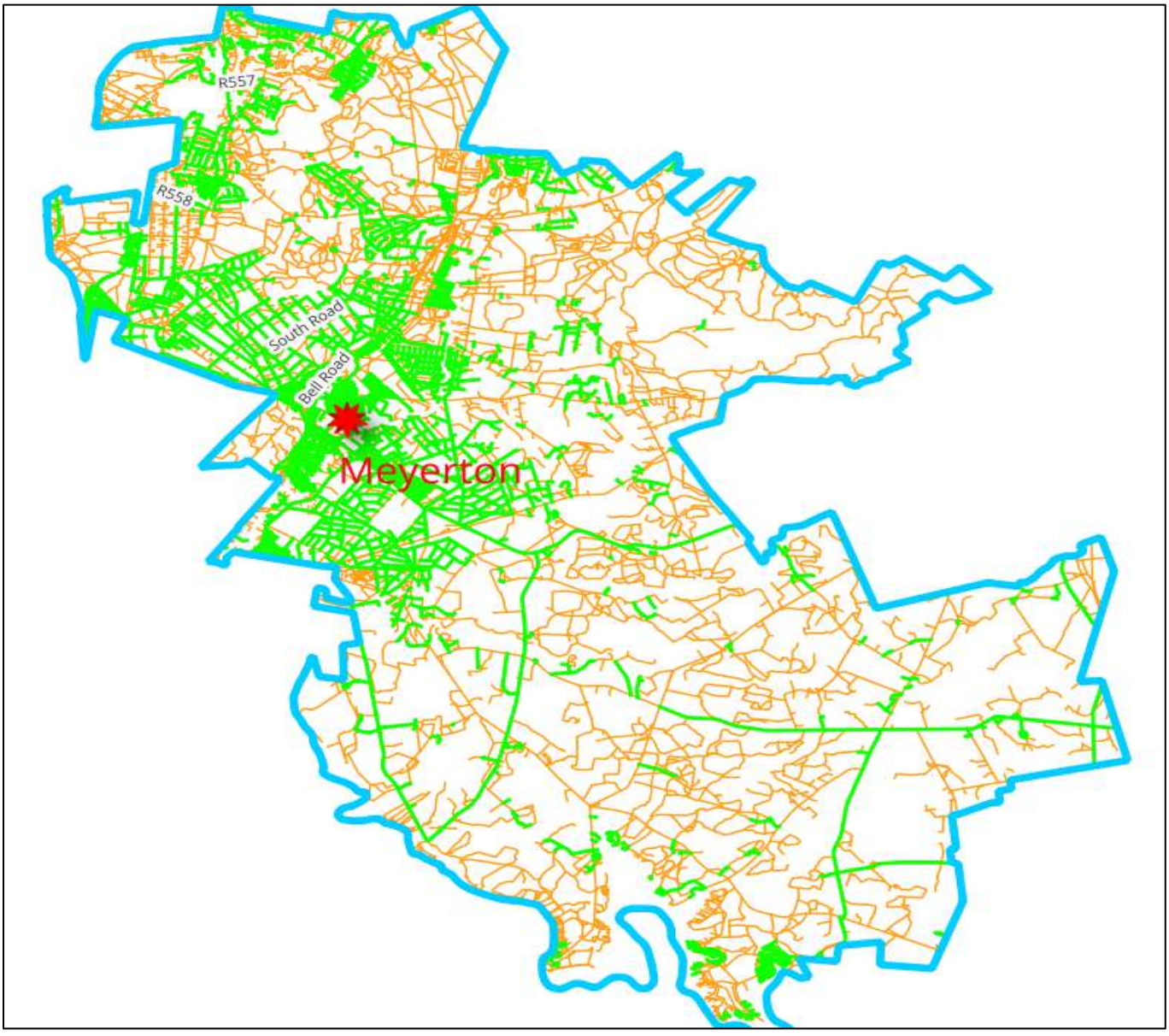



*Figure 35: Municipal Roads*

| Legend | |
|---|---|
| Municipal Surfaced Roads | ---------- |
| Municipal Gravel Roads | ---------- |
| Midvaal Local Municipality Boundary | ---------- |

It should be noted that most of the Rural roads are gravel roads. The rural gravel roads vary from District roads connecting different rural towns to roads providing access to schools, and community halls, to single lane residential access roads.

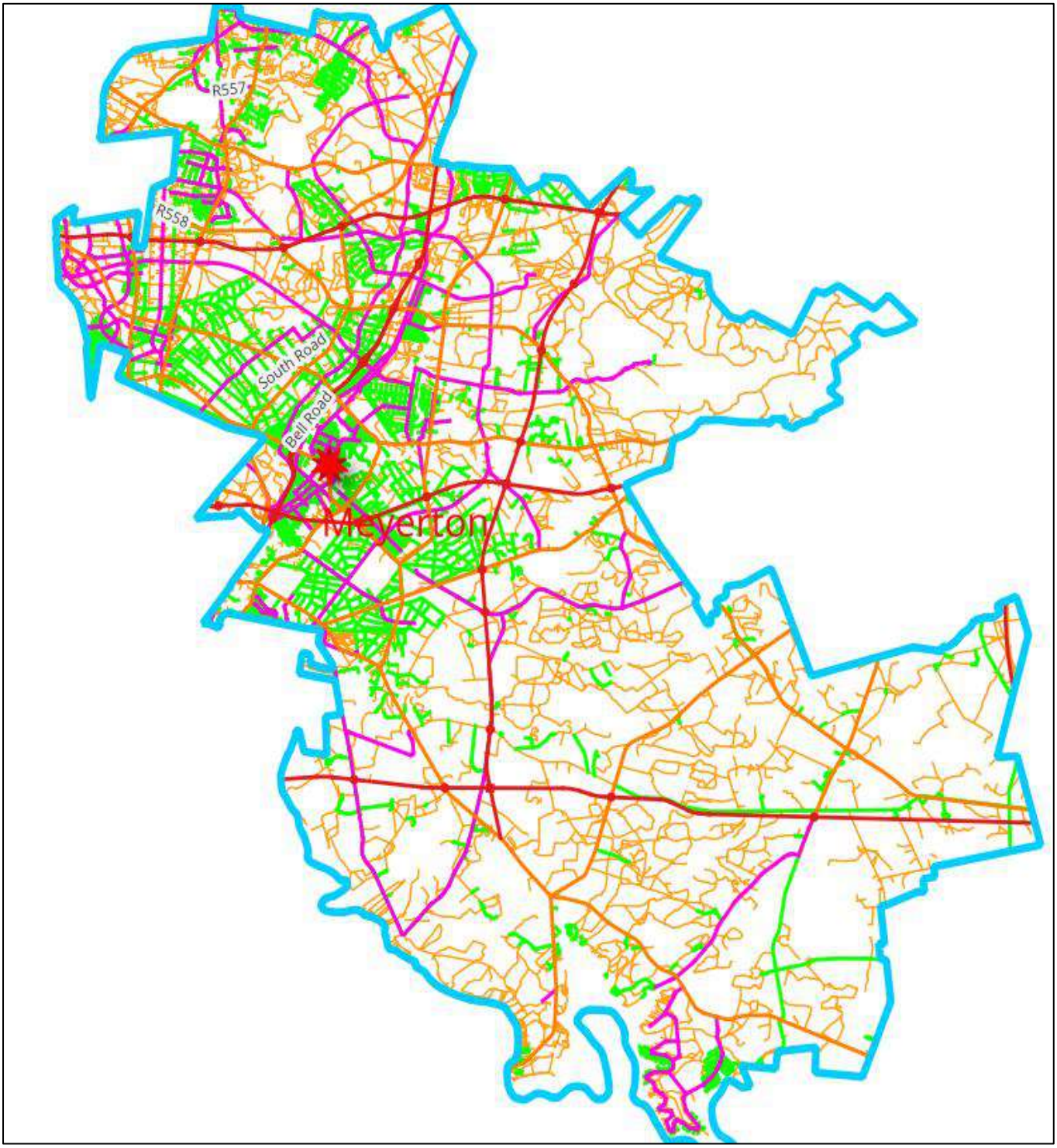



*Figure 36: All Roads within Midvaal Local Municipality*

| Legend | |
|---|---|
| Municipal Surfaced Roads | |
| Municipal Gravel Roads | |
| Provincial Roads | |
| District/Tertiary Roads | |

## C.4 Assessment of Existing Road Backlogs

### C.4.1 Urban Asphalt Roads

The Site Inspections of the Urban Roads were done to identify the backlogs with the maintenance, and rehabilitation of the Municipal Roads.

It was found that all the urban asphalt roads are generally in a fair/good condition, besides the roads which were listed and inspected.

Typical Pavement Defects were observed:

- Potholes.
- Depressions & Mounds.
- Undulations.
- Disintegration of asphalt surfacing.
- Washing away of asphalt surfacing.
- Signs of repeated and failing rehabilitation measures such as Extensive Patching, Overlays and Slurry Seals.



*Figure 37: Surface Road Deteriorating and Washing Away of Surface Road*



*Figure 38: Road Crossings Not Properly Reinstated*

## C.4.2 Site Inspections Urban Roads

The existing Roads Infrastructure was generally found to be in Fair/ Good condition. Most roads show extensive signs of distress and failure such as potholes, cracking, unevenness, disintegration of the asphalt surfacing and sometimes asphalt surfacing which was washed away completely.

The poor state of some urban asphalted roads can be attributed to the following factors:

- Aging asphalt surfacing which has reached the end of its lifespan.
- Inadequate or a lack of Stormwater Infrastructure.
- Wet climate and wet ground conditions, especially in the wetlands.
- Insufficient Maintenance and repair.



*Figure 39 : Lack of Stormwater and Ageing Asphalt Surface Leading to Edge Breaks.*



*Figure 40: Lack of Stormwater and Ageing Asphalt Surface Leading to Edge Breaks.*

It should be noted that there are still urban areas with only gravel roads. Apart from the fact that the gravel roads are not maintained regularly, it was also noted that these roads are being washed away completely during major rainstorms.



*Figure 41: Deteriorating of Surfaced Roads In Urban Areas*



*Figure 42: Newly Surfaced Road*



*Figure 43: Poor Road Maintenance*



*Figure 44: Damaged Surfaced Roads and Continuous Patching*



*Figure 45: Road Deteriorating and Broken Kerbs*

## C.4.3 Rural/Farm Portion gravel roads

The condition of gravel roads is periodical as gravel roads are regraded, reshaped and re-gravelled regularly as part of routine maintenance procedures.

Gravel roads pose an inconvenience to road users as compared to surfaced roads for the following reasons:

- Increased wear and tear to vehicles.
- Increased unevenness of the road.
- Reduced skid resistance.
- Generation of airborne dust by vehicles.
- Slipperiness during rainstorms.
- Unsafe driving conditions

Although a well-designed and maintained gravel road can provide an acceptable level of service, it is therefore desirable for road users and residents to surface all the gravel roads at some stage in the future.

The Regular maintenance and implementation of formal stormwater infrastructure of Gravel roads may be mitigated by the following:

Erosion of gravel roads can be minimised by:

- Use of proper wearing course material:
- Proper grading envelope:
  - Not too much fine material which will cause very slippery conditions during rainstorms.
  - Enough fine material for cohesion and shape ability of the of the wearing course.
  - Enough large aggregate for skid resistance and trackability.
- Proper cross-sectional shape with sufficient crossfall increasing to the edges.
- Shaping of drainage ditches at both sides of the roads.

A lack of proper stormwater infrastructure causes:

- Formation of gullies.
- Excessive erosion of unlined side ditches.
- Complete wash aways of the whole road.



*Figure 46: Roads Not Graded Properly and No Stormwater Drainage*



*Figure 47: Lack of Stormwater Drainage*



*Figure 48: Well Maintained Gravel Road*



*Figure 49: Poorly Maintained Gravel Road*

## C.5 SUMMARY OF FINDINGS DURING EXISTING SITUATION ASSESSMENT

### C.5.1 Stormwater

- The existing urban stormwater system is an Urban Dual System, where the surfaced roads are kerbed with formal stormwater infrastructure present.
- The Urban Asphalt roads, included in the residential areas and Central Business Districts roads have vast amounts of stormwater infrastructure i.e., Kerb Inlets and concrete channels.
- It was observed that minimal Rural roads had Stormwater Infrastructure such as concrete stormwater channels assisting with the flow of stormwater leading to the mitigation of gravel road degradation.
- Secondly, in the rural areas it was observed that a major effort was and is given to river crossings and streams with the implementation of Culverts or low-level bridge structures.
- The existing Urban Stormwater Infrastructure was generally found to be in poor condition.
- The Stormwater structures such as kerb inlets, pipe culverts and large in and outlet wingwall structures were showing signs of aging and a lack of maintenance.
- Some stormwater pipes and culverts were found to be blocked or missing between the manholes.
- A lack of drainage of local low points was found to be a common problem.

- The urban concrete channels ranged from excellent to average, mainly due to unpaved residential access roads and lack of periodical cleaning.
- The lack of stormwater infrastructure in the Rural Areas leads to a poor road surface, this is especially evident in roads with a steep gradient.
- The residential areas in the rural areas are close to major rivers, causing the road infrastructure (and residential infrastructure) to be built in floodlines and therefore are at a high risk of flooding, together with the lack of formal stormwater infrastructure may lead to injury loss of life to residents.

## C.5.2 Roads

Typical Pavement Defects were observed on urban roads:

- Potholes.
- Some Disintegration of asphalt surfacing.
- Some washing away of asphalt surfacing.
- Signs of repeated and failing rehabilitation measures such as Extensive Patching, Overlays and Slurry Seals.

Typical Pavement Defects were observed on rural roads:

- Time it was lastly reshaped and re-gravelled
- Defects shown are regarded as maintenance issues
- Problems with the main rural gravel roads and residential gravel roads leading to the schools and community halls were inaccessible during rainstorms.
- The aspect of inaccessibility is particularly evident on sections of roads with a steep gradient and with roads with a wearing course consisting of a lot of fine material.
- Rural residential access roads were the formation of dongas, washing away of the road during major rainstorms and the lack of accessibility for cars due to the disintegration of the wearing course.
- Unsafe river crossings. Mostly low water bridges have been provided in the form of a culvert bridge crossing.
- Lack of vehicular access roads to schools which often cross rivers/streams.
- Rocky road surface is mainly attributed to the natural geology of these areas. This leads to extremely difficult driving conditions and resulting in excessive travel times.

# CHAPTER D : FUTURE DEMAND ASSESSMENT (ROADS)

## D.1 INTRODUCTION

In order to do a future demand assessment for the Midvaal Local Municipality (MLM), the status quo of traffic demand had to be determined first to establish the base traffic in the area. Traffic data sourced from the Midvaal Local Municipality, recent TIA's as well as the provincial authority, namely Gautrans (GPDRT) had been used for this purpose. The traffic data comprises intersection counts as well as link counts undertaken in key areas within the municipality.

To further assist with the future demand assessment for the MLM, information received from other sources such as the SDF, IDP, Precinct Plans, National Census Data as well as information received directly from the MLM had been used.

Once the status quo traffic demand had been determined, a future demand was calculated through the application of an average annual growth rate determined using the available data discussed further in this document.

A functional road classification of the existing road network within the municipality, which includes all the local (MLM), provincial (GPDRT) and national (SANRAL) roads traversing the study area was undertaken. Apart from the existing road network, the future provincial road network (i.e., future K-routes and PWV freeways) as well as potential Class 3 roads identified by the municipality have been included in this plan.

Furthermore, using the information presented in this document, possible projects relating to road infrastructure upgrades have been identified and categorized as either short-term, medium-term, long-term or general projects which may be used by the municipality to assist with decision-making processes. These projects have been identified based on-site visits, traffic analyses and reviewing recent traffic engineering literature, such as TIA's that were undertaken within the municipality.

## D.2 FUNCTIONAL CLASSIFICATION OF EXISTING & FUTURE ROAD NETWORKS

To have a proper functional road classification in place assists the municipality with decision making processes such as deciding the priority of which gravel roads should become paved in the future i.e., higher priority should be given to the higher order roads which are unpaved. The functional classification of roads stands out as a cornerstone in the road provision industry. This principle acknowledges the impracticality of constructing an entire road network solely comprised of moderate-speed (higher order) mobility roads.

In close proximity to trip origins and destinations (i.e., along access roads), it becomes essential to limit vehicle traveling speeds to ensure secure and safe access to individual properties. Conversely, as one moves away from these points, the road network should facilitate travel along mobility roads that can accommodate higher speeds.

A road network designed with functionality in mind acknowledges that journeys unfold in a hierarchical fashion, encompassing distinct travel stages that span from access to mobility.

A road network is typically classified according to the *COTO TRH 26 South African Road Classification and Access Management Manual*. The aforementioned manual proposes a six-class rural (R) and urban (U) road classification system as per **Table 3** below.

The first three classes in the system consist of mobility roads while the second three classes are access/ activity roads or streets. In general, Class 1 & 2 roads would be viewed as national & provincial roads while the remaining Class 3-6 network would be fall under the jurisdiction of the local municipality. In this case, many typical Class 3 roads within the study area are actually provincial GPDRT district roads.

The functional road classification system is as follows:

*Table 3: Functional Road Classification System*

| Road Class | Function | Description |
|---|---|---|
| Class 1 | Mobility | Principal Arterial |
| Class 2 | | Major Arterial |
| Class 3 | | Minor Arterial |
| Class 4 | Access / Activity | Collector Street |
| Class 5 | | Local Street |
| Class 6 | | Pedestrian Walkway |

*(Sourced from COTO TRH 26 South African Road Classification and Access Management Manual)*

According to the *TRH 26* there are three primary criteria that are used to distinguish the various functional road classes, namely:

- **Size and strategic importance of the trip generator:** Mobility roads play a crucial role in connecting significant trip generators and development hubs, whether in rural or urban areas. Access streets, on the other hand, serve the purpose of providing direct or indirect access to individual properties, facilitating the collection and distribution of traffic between these properties and the broader network of mobility roads.

- **Reach of connectivity (travel distance):** The necessity for mobility roads arises when covering longer travel distances, ensuring they cater to traffic between major destinations. Access roads, conversely, are designed for local traffic within a much smaller target area.

- **Travel Stage:** The process of undertaking a trip involves three distinct stages: local at the origin, travel between the origin and destination, and local at the destination. The local nature of travel characterizes departures from the origin or arrivals at the destination. As the journey extends beyond the immediate origin or destination, the travel transitions to a '*through*' nature.

Access roads are ideally suited for serving the local portions of a trip, while mobility roads efficiently cater to the *'through'* portions.

A typical extract of the functional road classification is shown in **Figure 50** below in the vicinity of Meyerton. The full model can be found in **Annexure A** and will also be provided electronically so that the municipality may continuously update this plan as they see it. Each road segment has been categorized based on its functionality according to the various different road classes listed in **Table 3**.

The following colours are used to represent the five (5) different road classes as follows:

- Class 1 (Principal Arterial) BLUE
- Class 2 (Major Arterial) MAGENTA
- Class 3 (Minor Arterial) GREEN
- Class 4 (Collector Street) YELLOW
- Class 5 (Local Street) GREY

The Class 1-3 road classification is in accordance with **Figure 50**. This includes the existing roads as well as the future planned roads found within the Midvaal Local Municipality. The future Class 1 roads are all the planned provincial PWV routes, the future Class 2 roads are all the planned provincial K-routes and the future Class 3 roads are all the planned minor arterials. The classification presented in **Figure 50** therefore incorporates the local Class 4 and Class 5 roads as well.

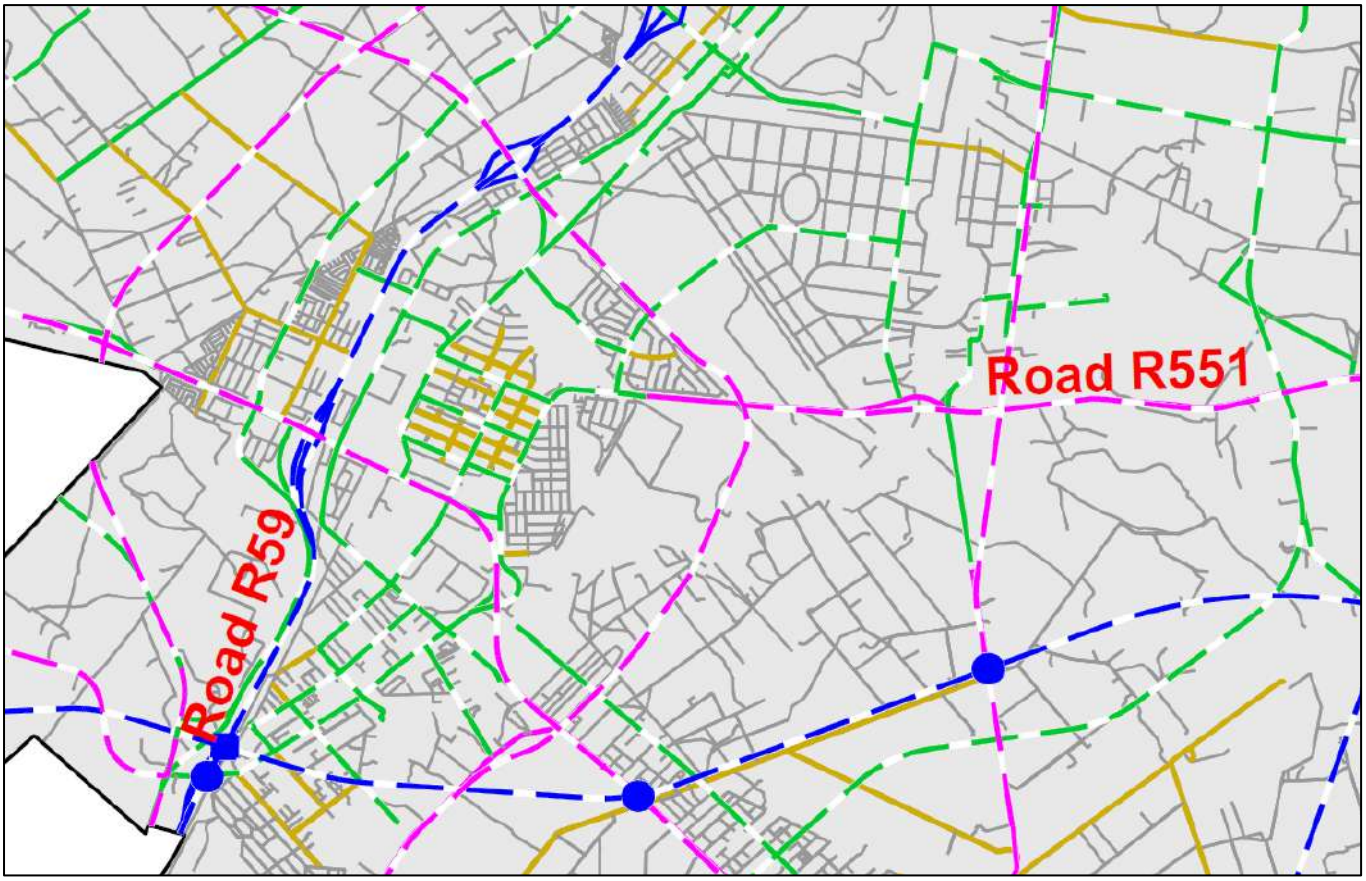
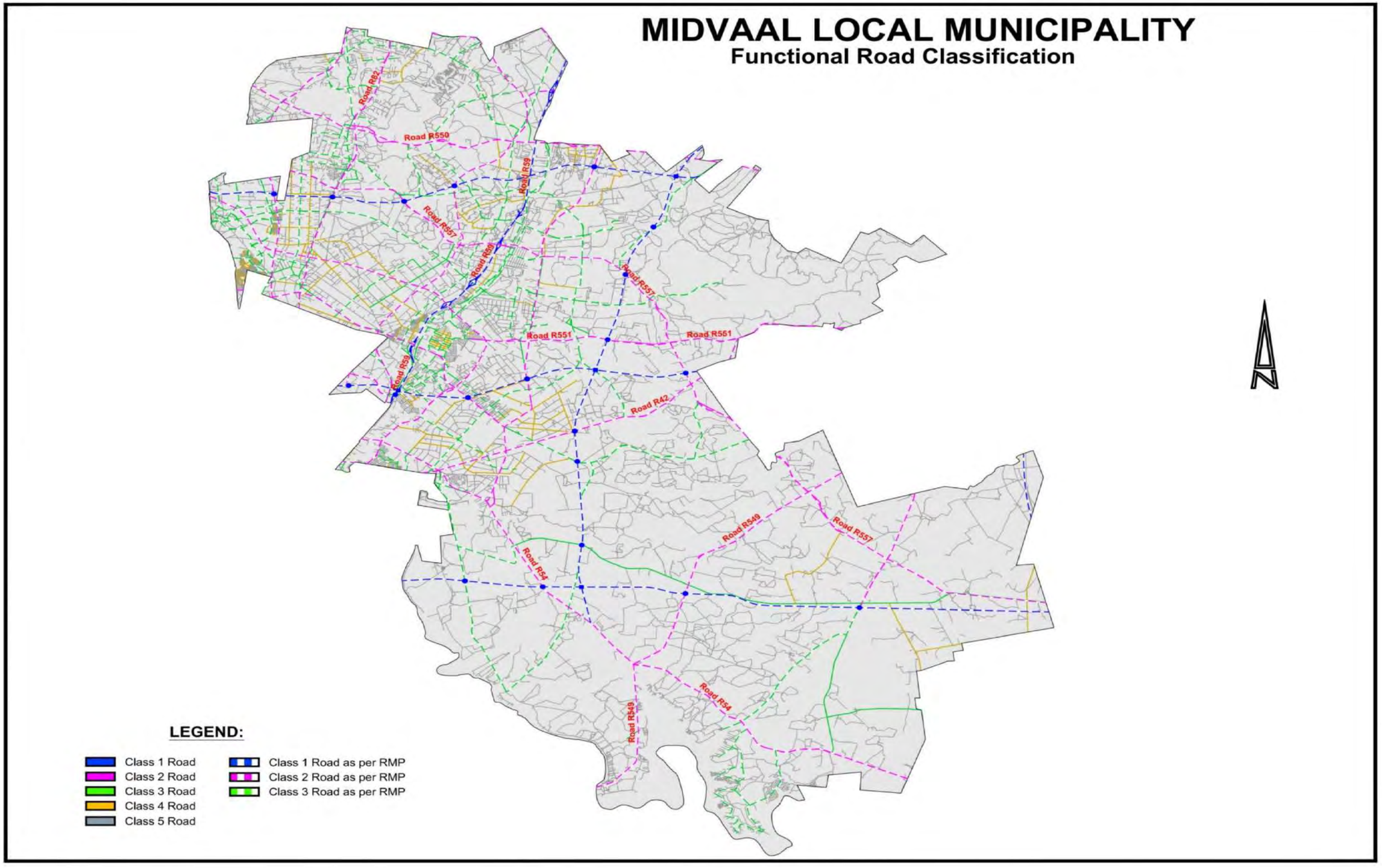



*Figure 50: Extract of Functional Road Classification Near Meyerton*

*Table 4: Legend Classification for Functional Roads*

**LEGEND:**

| | |
|---|---|
| Class 1 Road | Class 1 Road as per RMP |
| Class 2 Road | Class 2 Road as per RMP |
| Class 3 Road | Class 3 Road as per RMP |
| Class 4 Road | |
| Class 5 Road | |




*Drawing 1: Midvaal Local Municipality Functional Road Clasification*

# D.3 EXISTING TRAFFIC DEMAND & TRAFFIC PATTERNS

## D.3.1 Available Traffic Data

Valuable traffic datasets were provided by the Gauteng Province Department of Roads & Transport (GPDRT) and Midvaal Local Municipality. The aforementioned institutions have jurisdiction over the provincial and local road networks traversing the municipality, respectively. These datasets have provided valuable traffic flow information to assist with the understanding of vehicular movement along the municipality's development corridors. The various data sets are listed below.

**Intersection Traffic Data from Various Sources (TIA's & Precinct Plans):**

2019 Weekday AM & PM Counts:

- Meyer Street & Joubert Street
- Meyer Street & Loch Street
- Pierneef Boulevard & Loch Street
- Reitz Street & Galloway Street

2022 Weekday AM & PM Counts:

- Morris Road (M61) & Meyer Road
- R59 & Meyer Road Eastern Terminal
- R59 & Meyer Road Western Terminal
- R59 & Johan Le Roux Road (R551) Eastern Terminal
- R59 & Johan Le Roux Road (R551) Western Terminal
- Morris Road (M61) & Meyer Road
- R59 & Meyer Road Eastern Terminal
- R59 & Meyer Road Western Terminal
- R59 & Johan Le Roux Road (R551) Eastern Terminal
- R59 & Johan Le Roux Road (R551) Western Terminal

**Intersection Traffic Data from Midvaal Local Municipality:**

Data obtained from the Midvaal Local Municipality included intersection counts undertaken near the end of 2023/ beginning of 2024 in the vicinity of the following 20 intersections:

- Road R82 & Dan Pienaar Drive
- Hartzenbergfontein Road & Loes Road
- Main Street & 4th Street
- Road R82 & Du Plessis Street
- Road R82 & Boundary Road
- Joan Road & Elizabeth Road
- Randvaal Road & Malcolm Road
- Johan Le Roux Road & Gourlay Street
- Springbok Road & Meyer Road
- Meyer Road & Joubert Street
- R551 & Morris Road
- Pierneef Blvd & Viljoen Avenue
- Johan Le Roux Road & Galloway Street
- Pierneef Blvd & Mimosa Drive
- Pierneef Blvd & Reitz Street
- Pierneef Blvd & Jim Fouche Road
- Henley Road & Cleeve Road
- Road R551 & Ewelme Road
- Jim Fouche Road & Garfish Road
- Anchovy Road & Uitvlugt Road

**Link Traffic Data from Gautrans (GPDRT)**

Data obtained from Gautrans included link counts undertaken between 2019-2023 for specific links on the following provincial roads:

- P1/1
- P25/1
- P41/2
- P156/2
- P167/1
- P243/1
- D1073
- D1220
- D1240
- D1289
- D1313
- D1321
- D1322
- D1422
- D1463
- D1490
- D1576
- D1607
- D1729
- D1781
- D1884
- D2062
- D2065
- D2079
- D2150
- D2182
- D2222
- D2310
- D2364
- D2529
- D2811
- D359
- D427
- D478
- D64
- D67
- D766
- D786
- D83
- D871
- D878
- D904
- D905
- D64 – P156 N Ramp
- D766
- D817
- P156 N – D64 Ramp
- P46/1

## D.3.2 Traffic Patterns & Public Transport Usage

Within the Midvaal Local Municipality, traffic patterns exhibit a unique blend of inter-nodal and intra-nodal dynamics, reflecting the diverse land uses and connectivity between various towns and within local communities. Inter-nodal trips involve transportation between distinct towns situated mainly along the municipality's main development corridors such as the R59 and R82.

These trips often occur along major roadways, facilitating the movement of goods, services, and commuters between different economic hubs and residential areas. In contrast, intra-nodal trips encompass travel within towns, navigating through different land uses such as commercial districts, industrial areas, residential neighbourhoods, and recreational spaces. These journeys depict the intricate network of smaller roads and streets accommodating local traffic, facilitating daily activities, social interactions, and access to amenities within the municipality.

The road carrying the highest number of daily traffic volumes is the R59 freeway (Class 1 Road) since this is the main freeway connecting Midvaal with various other areas such as Alrode /Alberton to the north and Sasolburg (Free State Province) to the south among others. Due to the mobility that this road provides, it attracts the most traffic volumes. Furthermore, most of the traffic volumes/ economic activity within the municipality are concentrated around the north-western region of the municipality in and around the town of Meyerton which is predominantly considered urban in nature.

As one moves away from Meyerton into the more rural/ agricultural areas, especially in a south-eastern direction towards Vaal Marina, the traffic volumes decrease significantly with the majority of the asphalted road network in these areas being the provincial roads traversing the area. In the south-eastern regions of the municipality, Vaal Marina is considered to be the only urban area in this region with the rest being rural/ agricultural areas.

In terms of public transport usage, according to the SDF, minibus taxis are the most popular of form of public transport in Midvaal with buses being the second most popular. The following roads are utilized by taxis in particular:

- Road R59
- Road R82
- Road R551 from Road R82 via Meyerton towards Henley-on-Klip
- Road R550 west from Tedderfield towards Orange Farm
- The R550 east from Road R59 (Waterval) towards the N3
- Road R42, Road R54 and the road to Bantu Bonke in the south

The traffic data sets from Gautrans and Midvaal respectively also confirms the presence of these services. As summarized in **Table 5** below, the vehicle modal splits that were determined are very similar for both datasets. Although the data does not represent all the traffic within the entire municipality, it does cover a significant portion of the major roads in the MLM and therefore it provides a good indication of the type of vehicles found within the study area.

*Table 5: Vehicle Model Split from Various Datasets*

| Vehicle Class | Midvaal Dataset | Gautrans Dataset |
|---|---|---|
| Light Vehicles | 82% | 83% |
| Minibus Taxis | 6% | 5% |
| Buses | 1% | 1% |
| Heavy Vehicles | 11% | 11% |

An extract from the Midvaal Local Municipality's SDF is included as **Annexure B** to this report. With reference to **Annexure B**, which shows a key plan of the entire municipality in terms of its nodal hierarchy, the following insights are relevant:

The various settlements within the municipality have been divided into three main categories comprising 14 individual nodes in total: Primary Urban Nodes (highest order), Secondary Urban Nodes and Rural Nodes (lowest order). The settlements within MLM have been categorized as follows:

**Primary Urban Node:**

1. Meyerton Town

**Secondary Urban Nodes:**

2. De Deur (Future CBD)
3. Savanna City
4. Waterval (Future CBD)
5. Daleside
6. Henley-on-Klip
7. Risiville
8. Eye of Africa
9. Tedderfield
10. Elandsfontein
11. Walkerville
12. Vaal Marina
13. Mamello

**Rural Node:**

14. Bantu Bonke

Investment is required in these aforementioned areas in order to progress the economy of the municipality as a whole. However, to make the area attractive for investment, the provision of a transport network that forms the backbone of the economy is crucial.

A primary urban node, which in this case is Meyerton, has the highest potential for growth and should also already have an established and diverse economy which is accompanied with functional engineering infrastructure. With the expansion of Meyerton, the nearby residential settlement, Sicelo, is also expected to grow in population thus requiring more engineering infrastructure, such as paved/ asphalted roads to be provided.

The secondary urban nodes are considered areas which are well located in relation to national/ provincial roads (i.e., mobility routes) and plays an important role in the local economy of the study area. These areas tend to have a high potential for future developments. The local economies of these nodes are

smaller than that of the primary urban node i.e., Meyerton and the engineering infrastructure in these nodes are also lacking in some areas.

Rural Nodes, which are the lowest order nodes found within the municipality, are characterized as small rural settlements with very small populations that are typically isolated from the mobility road network, which also makes it difficult to provide efficient service delivery areas. Another form of these service points are small villages located along mobility routes near agricultural land and which only serves a small number of local farming communities. Local service points tend to have minimal economic potential and the main goal for these areas is to provide adequate engineering infrastructure, such as paved roads, to cater to the residents' basic needs. Bantu Bonke has been identified as local service points within the municipality. For an economy to function effectively, the identified growth points need to be complemented by transport corridors to facilitate the efficient movement of goods and people.

In the case of Midvaal Local Municipality, the following higher order roads are viewed as transport corridors:

- **The R59 Corridor:** The R59 is of significant importance since it connects the municipality with the City of Ekurhuleni and City of Johannesburg to the north as well the N1 to the south-west in the Free State province. The road is therefore part of an extensive network at both regional and national levels This is the highest order road within the municipality that also passes the highest order urban node in the municipality i.e., Meyerton.

- **The R82 Corridor:** The R82 is located to the west the R59 and is an alternative route to the N1 highway, providing a toll-free option for travellers. This road connects the municipality with the southern parts of Johannesburg to the north and Kroonstad, passing through Vereeniging and Sasolburg along the way, in a south-western direction.

It is expected that developments in the vicinity of these corridors would be prioritized before any other corridors would be identified and developed. Thus, as development along these corridors are stimulated, the traffic along these roads as well as the local traffic would increase.

With capital investment in the area, the identified growth points are expected to experience growth in terms of both population size and local economic development. The expanding population sizes, coupled with the potential for local economic development, are envisioned to foster the economic progression of these settlements. This, in turn, could lay the groundwork for sustained, long-term growth and development.

## D.4 TRANSPORTATION MODEL

### D.4.1 Model Requirements

The ideal transport model for assessing future demand in the road network of Midvaal Municipality would typically involve a comprehensive Transportation Demand Model (TDM) designed to forecast travel patterns, evaluate existing transportation systems, and project future demands based on various factors. Listed below are the critical factors required for such a model:

1. Demographic and Socio-Economic Data
2. Transport Network Data
3. Travel Behaviour Data

### D.4.1.1 Demographic and Socio-Economic Data

Acquiring this data for the future traffic demand assessment is a collaborative effort drawing from multiple sources. The municipality's Spatial Development Framework (SDF) serves as a fundamental resource, containing crucial information on population growth, employment trends, household incomes, land-use patterns, and planned future developments. Detailed insights and updates regarding these factors can be obtained through considerable collaboration with the municipal council.

This information plays a pivotal role in anticipating and determining future traffic demand. Population growth trends offer insights into potential increases in commuters, influencing traffic volume projections. Employment trends aid in understanding commuting patterns and peak travel times.

Household income levels are indicative of vehicle ownership rates and preferences for transportation modes. Land-use patterns and development plans provide essential cues for predicting changes in travel patterns, identifying potential areas of congestion, and assessing the need for infrastructure upgrades.

### D.4.1.2 Transport Network Data

Acquiring this data for forecasting future traffic demand relies on a mixed approach involving extensive traffic data surveys, public transport use surveys, and collaborative efforts with the municipal council. These surveys entail meticulous data collection on various aspects of the existing transportation infrastructure, including details on road networks, traffic flow data, road capacities, public transport routes, and rail lines. Collaboration with the municipal council will allow access to official records, plans, and updates concerning transportation infrastructure. This important source of information plays a pivotal role in gauging future traffic demands.

Accurate data on road networks and traffic flow helps in understanding current congestion points and traffic patterns, aiding in the projection of future traffic volumes and identifying areas prone to bottlenecks or increased demand. Information on road capacities, and public transport routes assists in evaluating the efficiency of existing transportation modes and infrastructure which will in turn inform decisions regarding upgrades or modifications necessary to accommodate anticipated future demands. The comprehensive Transport Network Data acquired through these surveys and collaborations is instrumental in formulating strategies and plans to optimize the road network, enhance transportation efficiency, and meet the evolving needs of commuters and travellers within Midvaal Municipality.

### D.4.1.3 Travel Behaviour Data

Obtaining this essential data involves a comprehensive approach that integrates extensive public surveys, collaboration with the municipal council to assess public transit ridership, and the use of an intermodal model to determine preferred modes of transport. Public surveys meticulously collect data on travel patterns, trip origins, destinations, purposes, and the modes of transport utilized, including travel times and distances covered. Collaborative efforts with the council provide insights into public transit ridership trends and patterns.

This data provides a detailed understanding of how people move within the municipality. Insights derived from travel behaviour data facilitate the prediction of future travel patterns, modal preferences, and anticipated changes in commuter behaviours. This information serves as a critical foundation for transportation planners to develop effective strategies, optimize infrastructure, and tailor transportation solutions that align with the evolving needs and preferences of travellers in Midvaal Municipality, thus enhancing the overall efficiency of the transportation network.

## D.4.2 Transport Model

The ideal transport model would use the above inputs to determine zones within the study area that would act as trip origins and destinations, and inform the following key procedures:

1. Trip Generation: Determine how many trips each zone would produce and attract;
2. Trip Distribution: Distribute these trips between the other zones;
3. Transport Mode Choice: Determine the transport mode choice; and
4. Trip Assignment: Assign these trips to the relevant transport networks.

### D.4.2.1 Trip Generation

The aim of this procedure is to determine the number of trips generated by and attracted to each zone. This is typically done using regression equations calibrated according to the gathered data described in the previous section, specifically data acquired which provide insights into trip rates and trip origins and destinations. The trips generated are total trips which is the sum of all the trips made by various modes of transport, the modal split is discussed in the following sub-sections.

**Figure 51** below illustrates the attracted and generated trips for Zone A as an example.

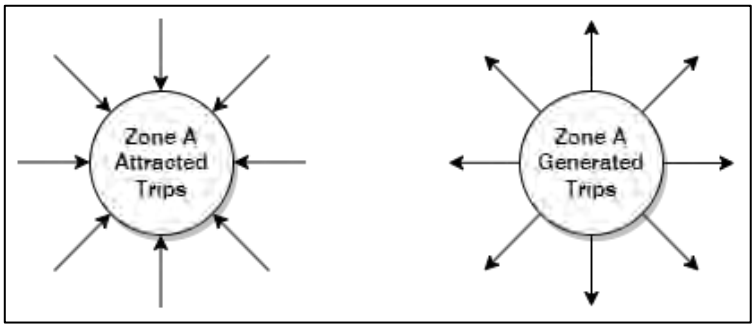



*Figure 51: Attracted and Produced Trip Diagram*

### D.4.2.2 Trip Distribution

With each zone's attracted and generated trips determined, the following procedure is to distribute the trips between each zone. Continuing on the example in **Figure 51**, the trips generated from zoned A are then proportioned and distributed to Zone B, Zone C, etc. The same is done for each zone which results in a finished model that resembles **Figure 52** depicted below.

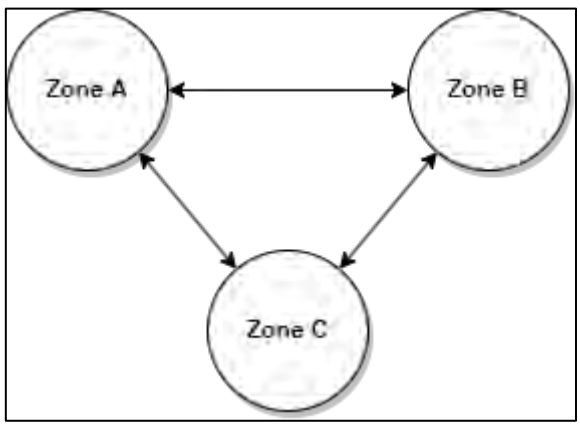



*Figure 52: Trip Distribution Diagram*

There are different ways to decide how many trips are distributed from each zone to every other zone. One method is to create a choice model, such as a logit model, where each zone is a destination, and

people's choice of destination is based on factors like distance or cost of travelling between two zones. This method requires a lot of data, so an alternative is to treat people at a group level instead of the individual level by using the gravity model.

The gravity model is based on the physics equation used to determine the gravitational force of attraction between planets. The principle of this equation is that larger planets have a higher force of attraction to other planets. Similarly, zones with a high number of attracted trips will attract a large portion of every other zone's generated trips.

### D.4.2.3 Intermodal Model (Transport Mode Choice)

The ideal transportation model would account for the different modes of transport using an intermodal model. This intermodal model is essentially a choice model that makes use of utility functions which determine the preferred mode of transport by assigning weights to variables like travel time, distance travelled, cost of travel such as fuel or bus/taxi fare, convenience, and other factors influencing traveller decisions.

Typically, specialist transportation software is used to construct such a choice model; however, the general principle is to determine the utility functions for each choice which will inform the probabilities of each mode choice. The typical linear utility function is shown below.

$$U_{m_1} = \beta_0 + \beta_1 \cdot (A_1) + \beta_2 \cdot (A_2) + \beta_3 \cdot (A_3) + \cdots + \beta_n \cdot (A_n)$$

*Whereas:*

$$U_{m_1} = Utility\ function\ for\ transport\ mode\ "m_1"\ such\ as\ car, bus, taxi, etc.$$

$$A_n = n^{th}\ Attribute\ such\ as\ travel\ time, cost, convenience, etc.$$

$$\beta_n = Estimated\ weight\ for\ the\ n^{th}\ Attribute$$

The utility functions for each mode of transport then inform the probability of individual selecting that mode. An example of the equation used to determine these probabilities is presented below. This equation shows the probability that mode *$m_1$* will be chosen out of a total of *n* transport mode choices.

$$P_{m_1} = \frac{e^{U_{m_1}}}{e^{U_{m_1}} + e^{U_{m_2}} + e^{U_{m_3}} + e^{U_{m_4}} + \cdots + e^{U_n}}$$

*Whereas:*

$$P_{m_1} = Probability\ of\ chosing\ transport\ mode\ "m_1"$$
$$U_{m_1} = Utility\ function\ for\ transport\ mode\ "m_1"$$
$$e = Euler's\ constant$$

The utility functions for each mode of transport then inform the probability of individual selecting that mode. An example of the equation used to determine these probabilities is presented below. This equation shows the probability that mode *$m_1$* will be chosen out of a total of *n* transport mode choices.

$$P_{m_1} = \frac{e^{U_{m_1}}}{e^{U_{m_1}} + e^{U_{m_2}} + e^{U_{m_3}} + e^{U_{m_4}} + \cdots + e^{U_n}}$$

*Whereas:*

$$P_{m_1} = Probability\ of\ chosing\ transport\ mode\ "m_1"$$
$$U_{m_1} = Utility\ function\ for\ transport\ mode\ "m_1"$$
$$e = Euler's\ constant$$

For instance, if an individual can choose between driving their car, taking a bus or taxi, walking or taking the train the probability that they would take a taxi can be calculated as follows:

$$P_{taxi} = \frac{e^{U_{taxi}}}{e^{U_{taxi}} + e^{U_{bus}} + e^{U_{walk}} + e^{U_{train}} + e^{U_{car}}}$$

#### D.4.2.4 Trip Assignment

With the number of trips to and from each zone and the modal split of these trips known, these trips can then be assigned to their respective transport networks.

Simply put, vehicle trips are assigned to the road network, and passenger trips are assigned to the public transport network. Trips for cars and taxis/buses would be assigned to the same road network (taxi/bus trips would be assigned to their specific routes), while the trips for train passengers would be assigned to the railway network.

In reality, there are typically multiple routes between any two zones. To solve for the traffic counts on each route, user equilibrium can be used. The assumption is that users want to minimise their travel time and cost by using shorter/cheaper routes.

With the determined trips assigned to their respective networks, the supporting infrastructure can then be analysed to determine any capacity issues.

### D.4.3 Constraints

While the model described above would be ideal for forecasting future demand as it can be easily updated and calibrated on a continuous basis, in reality this is a costly exercise that would require extensive collaboration between stakeholders. In order to create such a model, the following issues will need to be addressed.

#### D.4.3.1 Data Availability and Quality

Access to comprehensive, accurate, and updated data concerning demographics, land use, transport networks, and travel behaviours is crucial. Inadequate or inconsistent data can impact the accuracy and reliability of the model's predictions.

Extensive traffic surveys will need to be conducted on local municipal roads to get an accurate idea of the traffic conditions.

#### D.4.3.2 Resource Constraints

Developing and implementing a traffic demand model requires significant resources, including financial, technical expertise, and time. Constraints in these areas might limit the scope or sophistication of the model.

#### D.4.3.3 Stakeholder Collaboration

Effective implementation of the model often requires collaboration and data-sharing among various stakeholders, including municipal authorities, transport agencies, and other relevant bodies. Establishing such collaboration might face challenges due to conflicting interests.

#### D.4.3.4 Public Perception and Participation

Engaging and obtaining buy-in from the public for the model's implementation and potential outcomes is crucial. Addressing concerns or perceptions about data privacy or potential disruptions due to transportation changes is essential. Given the need for surveys on the public's travel patterns, their cooperation is essential.

### D.4.4 Proposed Alternative to Transport Model

Due to the constraints and challenges outlined earlier, it is not feasible to implement an intricate and comprehensive transport model with the available resources. Consequently, an alternative and more simplified model showing the status quo traffic demand and future traffic demand is proposed as outlined in the following sections.

This alternative model aims to streamline the data requirements, focusing on essential factors and readily available information to make reasonable projections regarding future traffic demands. By simplifying the model, it allows for a more practical and feasible approach while still providing valuable insights into anticipated traffic patterns and potential transportation needs within the Midvaal Local Municipality.In addition to the aforementioned model, 20 key intersections within the municipality for which recent traffic data has been provided by Midvaal Local Municipality, have been modelled using PTV Vistro traffic engineering analysis software to determine whether any capacity upgrades are required at these intersections in the short-, medium- or long-term.

## D.5 FACTORS CONSIDERED TO DETERMINE FUTURE DEMAND

Determining the future traffic demand in a study area as large as the Midvaal Local Municipality involves a combination of data analysis and consideration of various factors that may influence traffic patterns. The following factors have been taken into consideration to determine an average traffic growth rate per annum for the Midvaal Local Municipality:

- Population Growth and Demographics
- Vehicle Modal Split
- Historic Traffic Data Comparison

### D.5.1 Population Growth and Demographics

Using the latest 2022 national census data as well as the previous 2011 census data, a comparison can be drawn up in terms of the population and demographic trends that could potentially influence the future traffic demand. The relevant factors are listed in **Table 6** below:

*Table 6: 2011 vs 2022 Census Data Comparison for Midvaal Local Municipality*

| Census Item | 2011 | 2022 | % change from years 2011-2022 |
|---|---|---|---|
| Total Population | 95 301 | 112 254 | +1.5% p.a. |
| Young Children (0-14 years) | 23.2% | 22.3% | -0.9% |
| Working Age Population (15-64 years) | 70.5% | 70.4% | -0.1% |
| Elderly (65+ years) | 6.3% | 7.3% | +1% |
| Dependency ratio | 41.9% | 42% | +0.1% |

*(Sourced from StatsSa, Department of Statistics South Africa)*

Based on the 2022 census data, it was determined that the population has grown at a rate of ±1.5% per annum since the previous 2011 census was done. In general terms, an increase in the population alone does not necessarily imply a higher traffic demand. An increased traffic demand would more likely be due to an increase in the working age population that is accompanied by the provision of more job opportunities that forms the backbone of the economy. The census data does, however, show that the working age population percentage and dependency ratio percentage has remained roughly the same between 2011-2022. This suggests that traffic growth could be possible since the population has grown and the working age population has remained the same.

## D.5.2 Vehicle Modal Split

Determining the vehicle modal split using traffic data can provide an indication of the favoured mode of transport in the area which would also prove useful in possibly determining the future traffic demand. If for example, there is a high reliance on minibus taxis as the primary mode of transport in an area, an increased demand for transport would result in more taxis providing services in the area. As taxis can transport more individuals per vehicle as opposed to light vehicles, the number of additional vehicles would in fact be less if this additional demand is met by private light vehicle usage instead of minibus taxis. Using the available daily traffic data (expressed in terms of Average Annual Daily Traffic (AADT)), a vehicle modal split between minibus taxi's, buses, light vehicles and heavy vehicles could be established. The estimated vehicle modal split is summarised in **Table 7** below and takes into account the traffic data that was provided by Gautrans as well as Midvaal.

The data presented in **Table 7** suggests that there is indeed a significant reliance on public transport, particularly minibus taxis, in the Midvaal Local Municipality. The available traffic data indicated that 5% of all the surveyed vehicles were in fact minibus taxis. Light vehicles constitute the majority of the vehicles on the roads at about 83%, but if one takes into account the number of people transported in a minibus taxi, it can be determined that a large number of people actually travel by means of minibus taxis within the study area.

With more development occurring within the municipality, the demand for transport will also increases as a result. Given the demographics and vehicle modal split of the area, it is expected that particularly minibus taxis and light vehicles will be the favoured mode of transport that would be utilized by the new vehicle trips generated by any future new developments.

*Table 7: Estimated Vehicle Modal Split in Midvaal Municipality*

| **Vehicle Class** | **AADT (Midvaal Data)** | **AADT (Gautrans Data)** | **AADT (All Data)** | **Percentage of Total AADT (%)** |
|---|---|---|---|---|
| Light Vehicles | 115 352 | 387 864 | 503 216 | ±83% |
| Heavy Vehicles | 14 744 | 50 890 | 65 634 | ±11% |
| Taxis | 9 053 | 22 985 | 32 038 | ±5% |
| Buses | 1 136 | 2 779 | 3 915 | ±1% |
| **TOTAL** | **140 285** | **464 518** | **604 803** | **100%** |

### D.5.3 Historic Traffic Data Comparison

The link traffic data received from Gautrans also included older counts for the same road links for the years 2019 to 2023. Since multiple data entries from different periods were available for these links, the traffic volume change over time could be determined and subsequently, an annual average growth rate (%) was calculated using the available data. The data used to determine the growth rate discussed below is provided in **Annexure C.**

Using the compound growth formula, the average traffic growth based on the available historic traffic data was determined as follows:

$$AADT_{Future} = AADT_{Present}(1+i)^n$$

*Whereas:*

$$AADT_{Future} = Average\ Annual\ Daily\ Traffic\ for\ Future\ Year$$
$$AADT_{Present} = Average\ Annual\ Daily\ Traffic\ for\ Base\ Year$$
$$i = Growth\ Rate\ per\ Annum$$
$$n = Time\ Period\ (Years)$$

*Solving for i:*

$$i = \sqrt[n]{\frac{AADT_{Future}}{AADT_{Present}}} - 1$$

Using the data presented in **Annexure C**, based on the Historic Gautrans data that was received, an average growth rate of 2.0% p.a. was calculated.

## D.6 DETERMINATION OF STATUS QUO & FUTURE TRAFFIC DEMAND

The basic road model illustrates the status quo traffic demand for the road links for which data is available and can be continuously updated as more traffic data becomes available in the study area.

Along with site visits to the study area, it was further required to work closely with the Spatial Development Framework (SDF) of Midvaal Local Municipality to obtain more information on the study area as a whole. The expected average annual traffic growth rate as determined in this document for the municipality could then be applied to the basic road network model in order to determine an estimation of the future traffic demand.

### D.6.1 Status Quo Traffic Demand Model

For the status quo traffic basic road network model, a road categorization was done for the network model solely based on the available traffic volume data (AADT). The road categorization is summarized in **Table 8** below.

*Table 8: Road Categorization Used for Network Model (Based on AADT)*

| Road Category | AADT Range |
|---|---|
| Category A (High Volume) | >5000 |
| Category B (Medium Volume) | 1500-4999 |
| Category C (Low Volume) | 300-1499 |
| Category D (Very Low Volume) | 0-299 |

A typical extract of the basic road model is shown in **Figure 53** below in the vicinity of Meyerton.

The full model can be found in **Annexure D** and will also be provided electronically. For ease of reference within the dataset (provided separately in Excel format as well), each traffic volume entry on the relevant roads has been assigned a unique ID denoted by Midvaal Local Municipality and followed by a number e.g., MLM_0. Subsequently, each road segment has also been categorized according to the criteria specified in **Table 8**.

The following colours are used to represent the four (4) different road categories as follows:

- Category A (High Volume) RED
- Category B (Medium Volume) BLUE
- Category C (Low Volume) ORANGE
- Category D (Very Low Volume) GREEN

Using the basic road model, **Chart A** below shows the number of road links that fall into each category. Category A has the fewest roads while Category C has the most roads which is expected given that any functional road network comprises few high-order, mobility roads that serve many road users, and many local access roads that serve a significantly lower amount of road users.

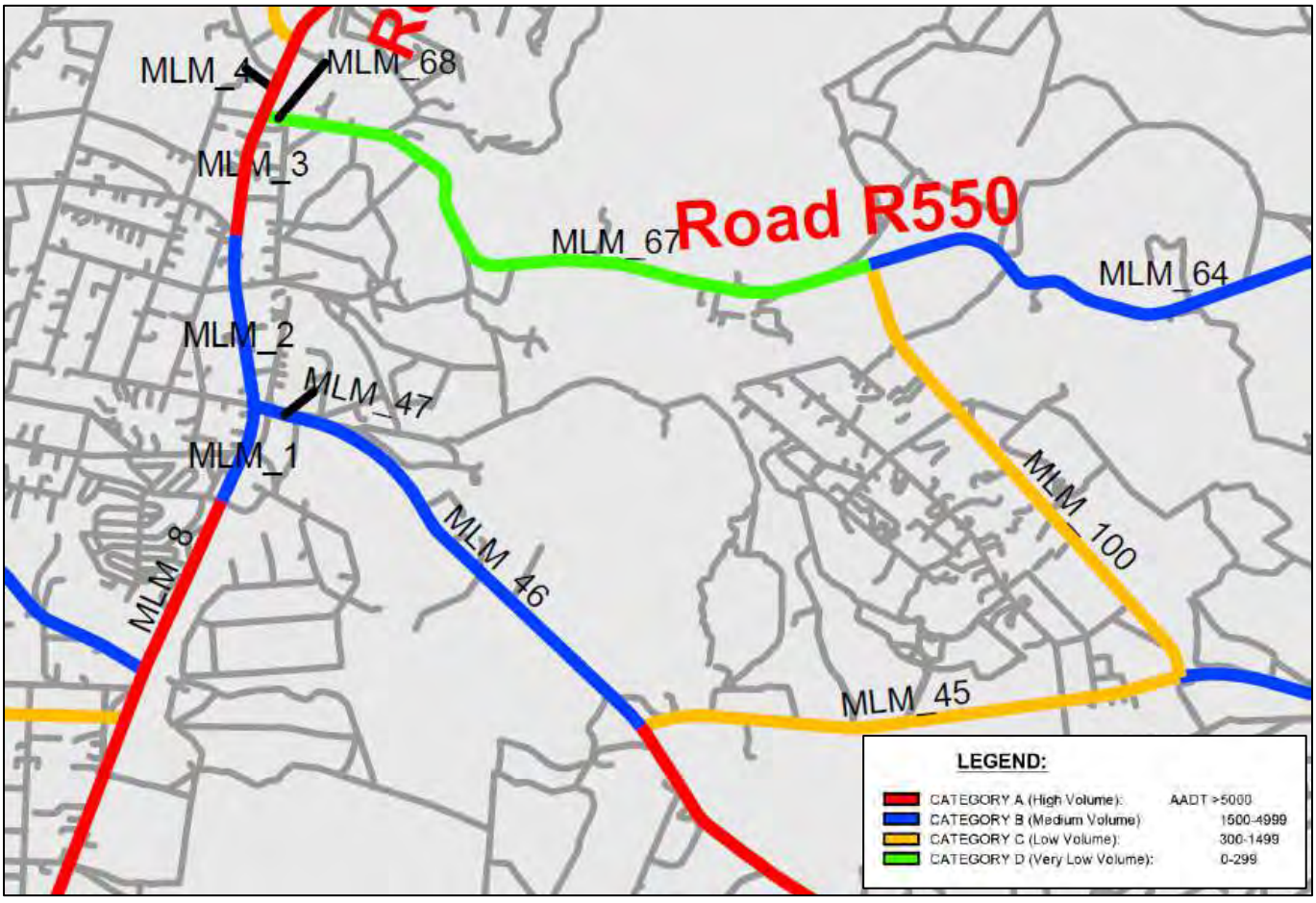
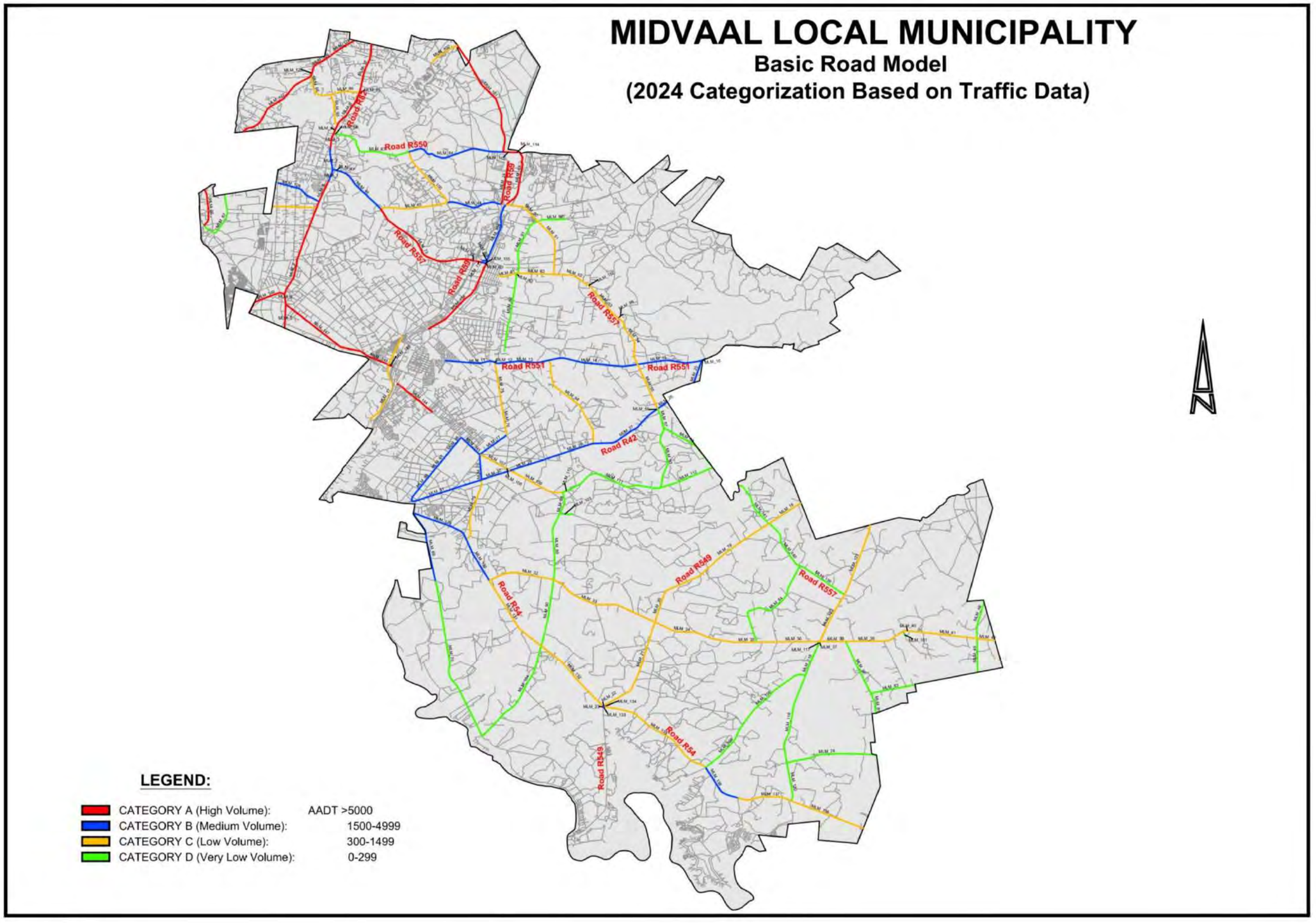
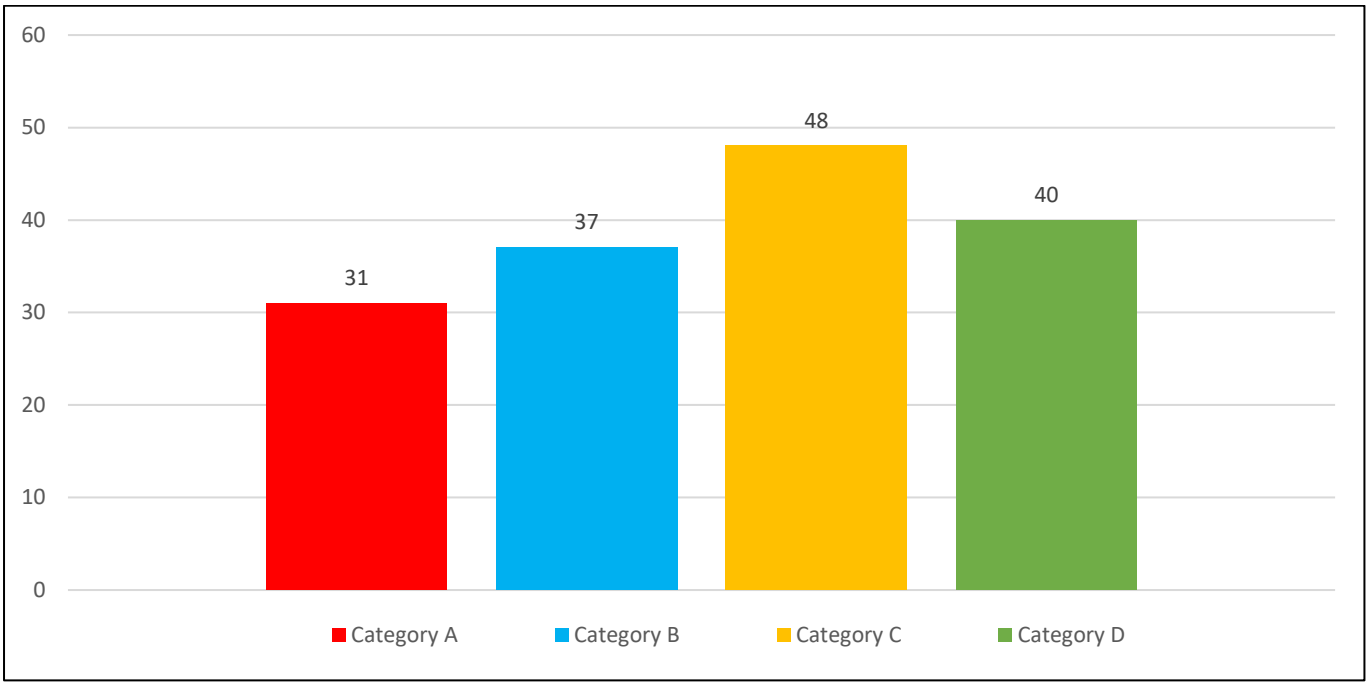



*Figure 53: Extract of Basic Road Model (2024 Road Categorization Based on Traffic Data)*




*Drawing 2: Midvaal Local Municipality Basic Road Model 2024*

***Chart A**: Distribution of Road Categories*




## D.6.2 Future Traffic Demand Model

The analysis of the traffic data that was available suggests that the traffic within the Midvaal Local Municipality as a whole **is increasing at a rate of approximately 2% per annum.** Considering that the population is steadily increasing as shown by the census data, it is reasonable to assume that the traffic will continue to escalate annually as well. If development along the identified transport corridors as well as within the identified key growth points such as Meyerton can be stimulated, then a stable traffic growth may be expected within the area.

The population which is steadily increasing further suggests that the demand for basic facilities such as new schools, clinics, hospitals, police stations, shopping centres etc. would also increase and would therefore in turn contribute to a growth in the future traffic demand.

**Thus, after taking the aforementioned factors into consideration, for the purposes of determining the future demand, an average annual traffic growth rate of 2% has been assumed, which can be used to conservatively estimate the future traffic demand for the study area.**

For the traffic forecast model, the following year periods stretching over a period of 20 years, in five-year intervals, were considered as part of the traffic forecast model:

- Estimated 2024 Status Quo Traffic Volumes
- Estimated 2029 Future Base Traffic Volumes
- Estimated 2034 Future Base Traffic Volumes
- Estimated 2039 Future Base Traffic Volumes
- Estimated 2044 Future Base Traffic Volumes

The future estimated model for the year 2044 is provided in **Annexure E** and would also be provided separately in an electronic format. Additionally, the future forecast data, for the aforementioned five-year intervals is included in table format as **Annexure F**. This represents the data used to prepare the

existing status quo 2024 traffic volume model and future 2044 traffic volume model shown in **Annexure D & E**, respectively.

### D.6.3 Road Network Changes

To determine the effect of the traffic growth rate on the status quo demand, the distribution of the road categories for each of the above year periods were determined. These distributions are found in **Chart B** below.

With reference to **Chart B**, it can be seen that with each 5-year interval, Category A marginally increases while Category D experiences a marginal downward trend which was expected. Given that if a road experience sustained traffic growth, it will eventually exceed the threshold of its current category and graduate to the next category.

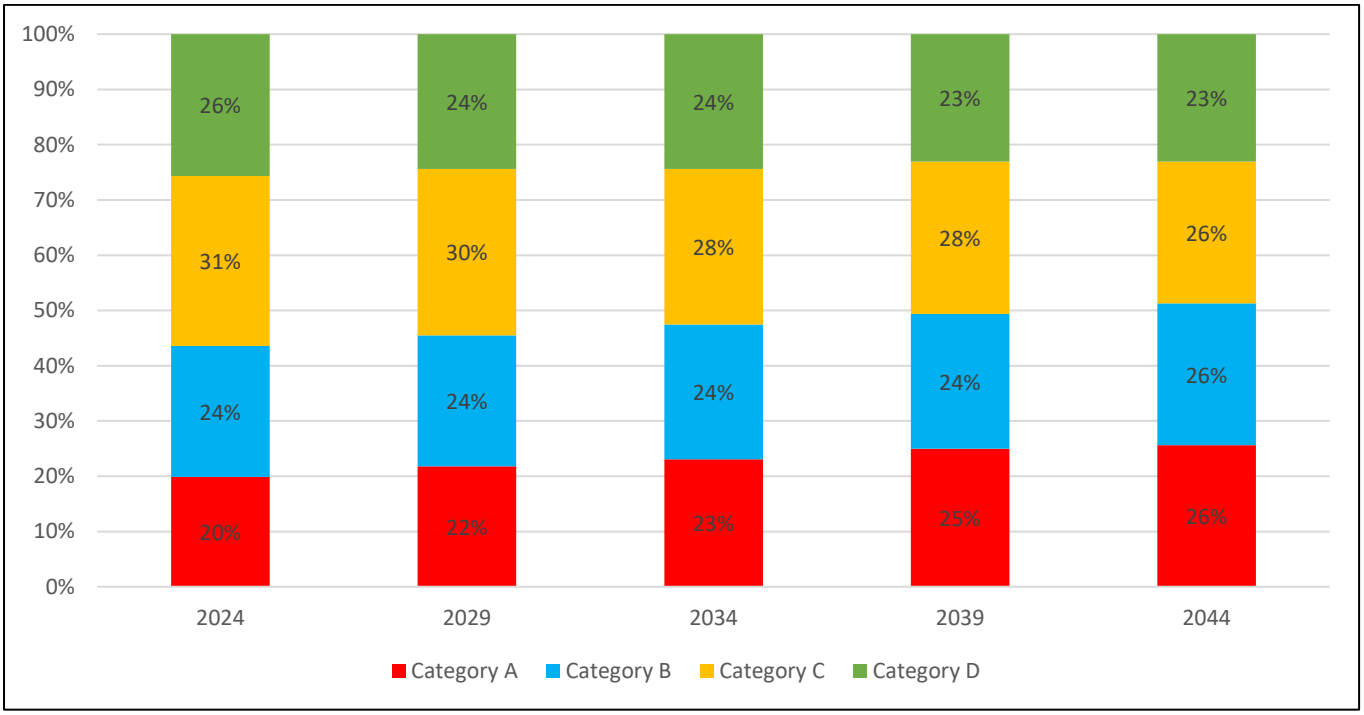
The downward trend experienced by category D is explained by the same phenomenon, the roads in this category experience growth and graduate into the category above (i.e., Category C). Additionally, Category D represents the roads with the lowest traffic volumes (i.e., 0-299 AADT), thus the only way for this Category to increase in size is for new, low order roads to be constructed or for existing roads to experience a decline in traffic volumes.

Based on **Chart B** below, the following insights can be seen for the estimated data ranging for the periods of 2024 - 2044:

- The Category A link roads will increase the most with approximately 6% from 20% to 26%
- The Category B link roads will increase with approximately 2% from 24% to 26%
- The Category C link roads will decrease the most with approximately 5% from 31% to 26%

The Category D link roads would decrease marginally with approximately 3% from 26% to 23%.

***Chart B**: Link Road Category Distribution for each Year Period (Gautrans Data Only)*



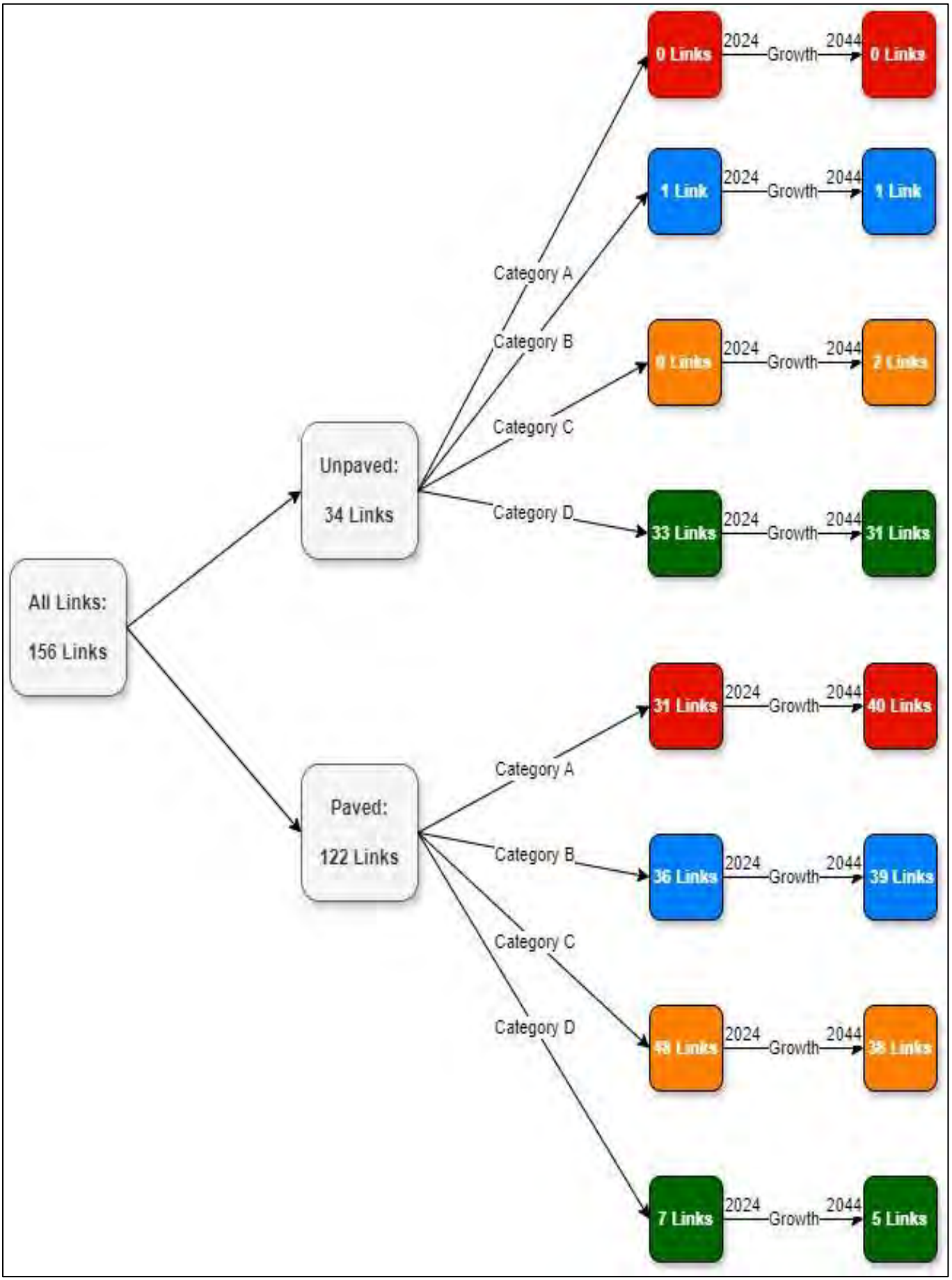
Furthermore, the link road traffic data provided comprises a total of 156 links. Distinguishment is further made between whether the specific link is paved or a gravel road. Out of the 156 links which represents ±493km of the provincial road network traversing the municipality, 34 of the links are gravel roads (140km) with the remaining 122 links (353km) being paved roads.

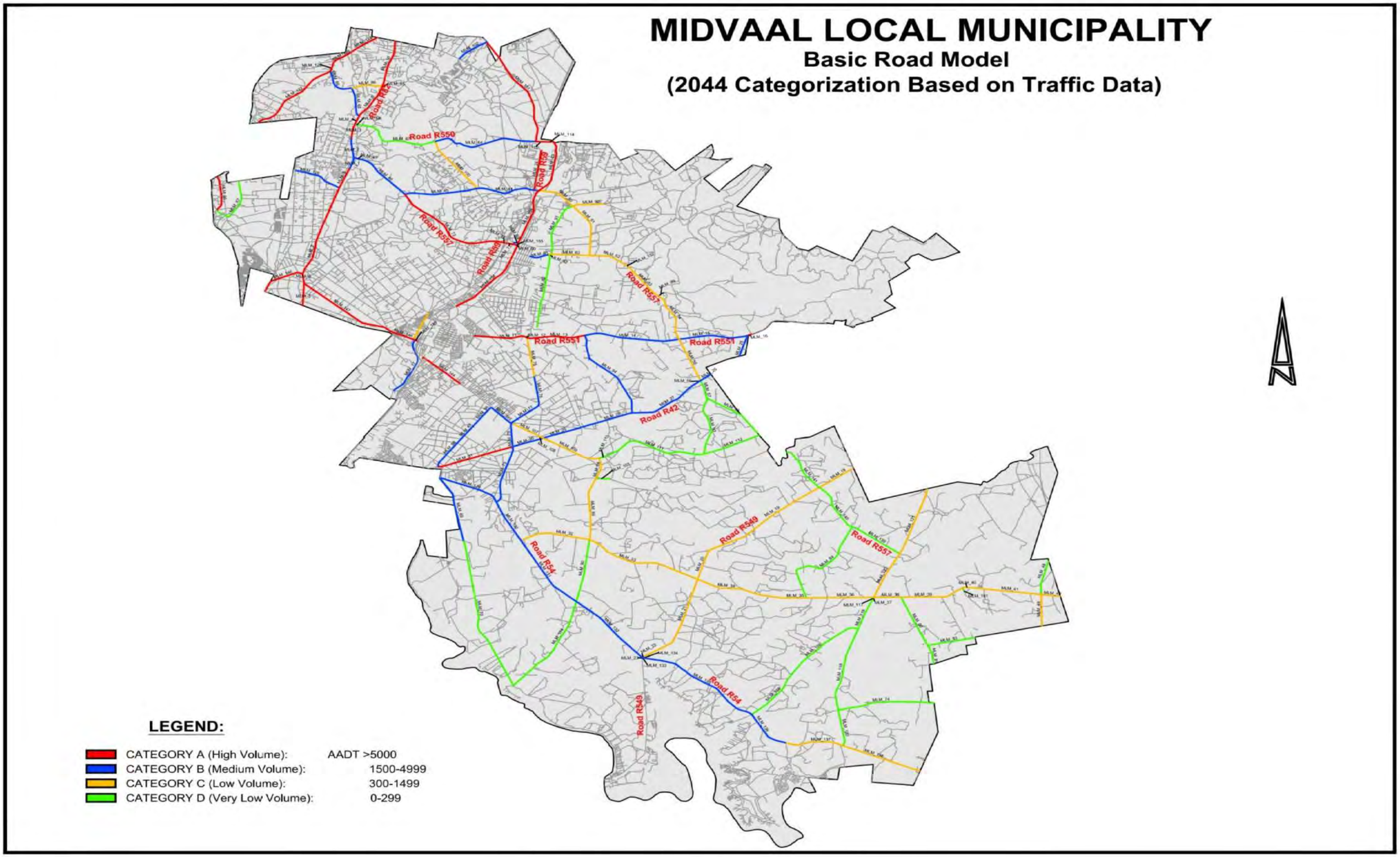
**Chart C** below illustrates the change in the road network categorization based on the change in the Basic Road Model into the Future Demand Model i.e., the effect the future traffic growth on the road categorization is summarised in this chart.

Such a model may be used to assist in decision making processes with regard to project prioritization of paving existing unpaved roads within the municipality. If the municipality intends to formalize a select few roads located within the area, the future categorization of the specific road under scrutiny can be used to determine which roads need to be prioritized first based on the estimated traffic volume demand.

The most logical course of action would be to choose projects in a hierarchical fashion based on its road category. This essentially implies that starting with Category A, any unpaved road that falls within this category should take precedence over an unpaved Category B Road and the same is applicable for the other road categories as well. The unpaved Category D roads in 2024 which are still estimated to be Category D in 2044 should therefore have the lowest priority due to its lowest traffic volumes.

***Chart C**: Road Network Existing and Future Categorization*






*Drawing 3: Midvaal Local Municipality Basic Road Model 2044*

## D.7 ROAD & INTERSECTION CAPACITY ANALYSIS

Road and/ or intersection upgrades are typically identified based on the Level of Service (LOS) of the specific road/intersection. The level of service for an intersection is usually dependent on two variables, namely the average delay (in seconds) as well as the v/c (volume over capacity) ratio experienced at the intersection. The different levels of service are defined in the Highway Capacity Manual (HCM) and can briefly be described as follows:

- **LOS A**: Very good level of operation in terms of delay and capacity
- **LOS B**: Good level of operation in terms of delay and capacity
- **LOS C**: Acceptable level of operation in terms of delay and capacity
- **LOS D**: Acceptable level of operation in terms of delay and capacity
- **LOS E**: Poor level of operation in terms of delay and capacity
- **LOS F**: Very poor level of operation in terms of delay and capacity

In general, the v/c ratio should not exceed 1 as this suggests that the demand volume estimates the capacity of the road/intersection. Intersections operating at a LOS F usually either have a v/c exceeding 1, a high average delay or a combination of both.

For this document, using the intersection traffic data sourced from Midvaal Local Municipality, intersection capacity analyses were undertaken at the 20x key intersections located within the Midvaal municipality for which traffic data was available. For this purpose, the latest *PTV Vistro* traffic engineering software was used to model these intersections to determine where road & intersection upgrades could possibly be required. With reference to the analyses of the various scenarios mentioned below, this section comments on the traffic operations of these intersections.

Where necessary and feasible, intersection improvements have been identified that would mitigate the likely traffic impact and/or improve current traffic flow conditions. The following key intersections have been analysed, namely:

**Note:** The reference number provided after each intersection corresponds with the same reference number from the *Traffic Counts Technical Report* by ROMH Consulting and Nessa Solutions

- Road R82 & Dan Pienaar Drive (M001)
- Hartzenbergfontein Road & Loes Road (M002)
- Main Street & 4th Street (M003)
- Road R82 & Du Plessis Street (M004)
- Road R82 & Boundary Road (M005)
- Joan Road & Elizabeth Road (M006)
- Randvaal Road & Malcolm Road (M008)
- Johan Le Roux Road & Gourlay Street (M009)
- Springbok Road & Meyer Road (M010)
- Meyer Road & Joubert Street (M011)
- R551 & Morris Road (M012)
- Pierneef Blvd & Viljoen Avenue (M013)
- Johan Le Roux Road & Galloway Street (M014)
- Pierneef Blvd & Mimosa Drive (M015)
- Pierneef Blvd & Reitz Street (M016)
- Pierneef Blvd & Jim Fouche Road (M017)
- Henley Road & Cleeve Road (M018)
- Road R551 & Ewelme Road (M019)
- Jim Fouche Road & Uitvlugt Road (M020)
- Anchovy Road & Garfish Road (M021)

A locality plan showing these intersections is provided as **Annexure G**. The following scenarios were analysed, namely:

- **Status Quo Scenario:** Estimated year 2024 peak hour traffic volumes;
- **Short Term Scenario:** Estimated year 2029 peak hour traffic volumes;
- **Medium Term Scenario:** Estimated year 2039 peak hour traffic volumes; and
- **Long Term Scenario:** Estimated year 2044 peak hour traffic volumes.

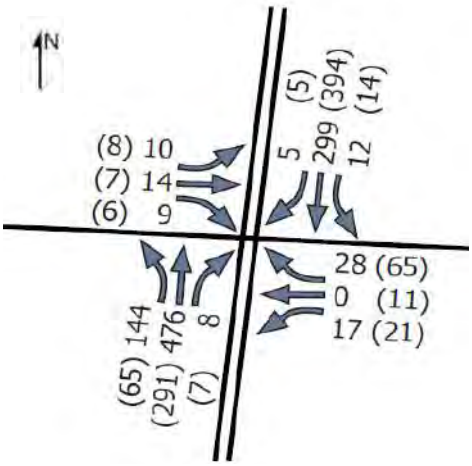
The weekday AM and PM peak hours were analysed for each scenario. The results of the PTV Vistro capacity analyses at the various intersections for the two peaks are summarized in the following sections, with the details of the outputs included in **Annexure H**.

## D.7.1 Road R82 & Dan Pienaar Road Intersection

**Existing Geometry & Control:**

- 4-Legged Priority Stop Controlled Intersection with free-flow conditions along Road 82;
- **North (R82)**: Two through lanes with a short right turning lane and a short left turning lane;
- **South (R82)**: Two through lanes with a short right turning lane and a short left turning lane;
- **East (Dan Pienaar Road):** One shared through, left turning and right turning lane;
- **West (Dan Pienaar Road)**: One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Road R82 & Dan Pienaar Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

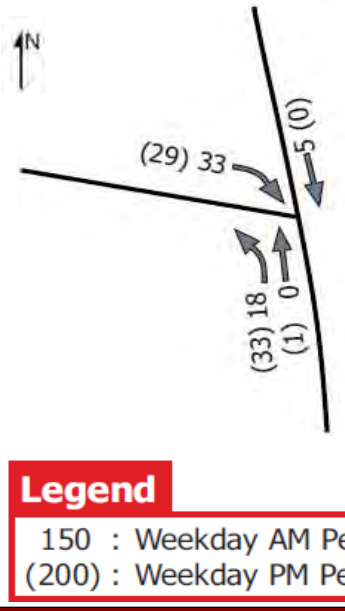
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | C | 18 | 0.05 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | C | 20 | 0.06 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | AM | D | 27 | 0.10 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | AM | D | 32 | 0.14 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 20 | 0.04 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 22 | 0.05 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | D | 33 | 0.08 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | PM | E | 45 | 0.10 | Acceptable level of operation in terms of capacity |
| **Improvements Required (Yes/No)** | | | **No** | | | |

## D.7.2 Hartzenbergfontein Road & Loes Road Intersection

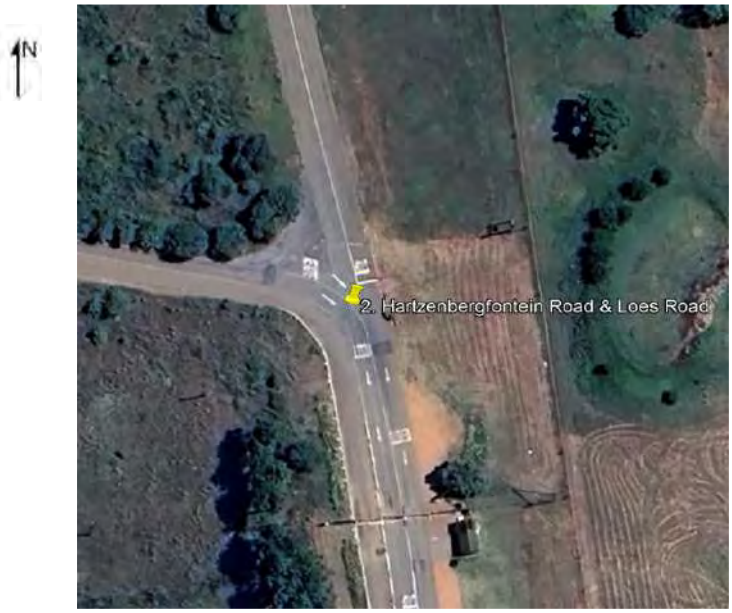
**Existing Geometry & Control:**

- 3-Legged Priority Stop Controlled T-Intersection with free-flow conditions along south & west approaches;
- **North (Loes Road)**: One shared through and right turning lane;
- **South (Loes Road)**: One shared through and left turning lane;
- **West (Hartzenbergfontein Road)**: One shared left turning and right turning lane and one right turning lane;

**Status Quo Peak Hour Volumes:**




**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Hartzenbergfontein Rd & Loes Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

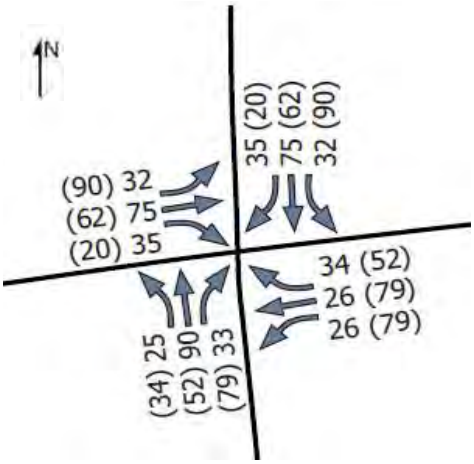
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | A | 9 | 0.01 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | AM | A | 9 | 0.01 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | AM | A | 9 | 0.01 | Very good overall level of operation |
| Scenario 4 | Existing Geometry | AM | A | 9 | 0.01 | Very good overall level of operation |
| Scenario 1 | Existing Geometry | PM | A | 7 | 0.01 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | PM | A | 7 | 0.01 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | PM | A | 7 | 0.01 | Very good overall level of operation |
| Scenario 4 | Existing Geometry | PM | A | 7 | 0.01 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | **No** | | | |

## D.7.3 Main Street & 4th Street Intersection

**Existing Geometry & Control:**

- 4-Legged All-way Stop Controlled Intersection;
- **North (Main Street)**: One shared through and right turning lane and one short left turning lane;
- **South (Main Street)**: One shared through and right turning lane and one short left turning lane;
- **East (4th Street):** One shared through, left turning and right turning lane;
- **West (4th Street)**: One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Main Street & 4th Street**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

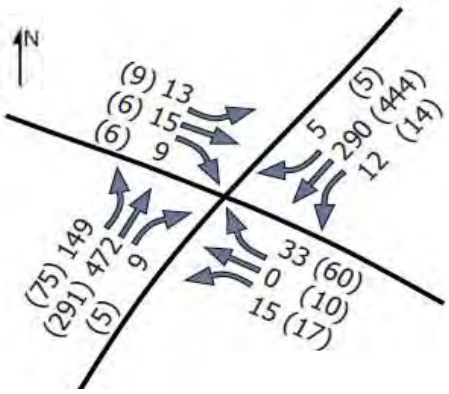
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | A | 9 | 0.20 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | AM | A | 9 | 0.22 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | AM | A | 10 | 0.28 | Very good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 11 | 0.33 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | A | 10 | 0.28 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | PM | B | 10 | 0.32 | Good overall level of operation |
| Scenario 3 | Existing Geometry | PM | B | 12 | 0.43 | Good overall level of operation |
| Scenario 4 | Existing Geometry | PM | B | 13 | 0.50 | Good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.4 Road R82 & Du Plessis Street Intersection

**Existing Geometry & Control:**

- 4-Legged Priority Stop Controlled Intersection with free-flow along Road R82;
- **North (R82)**: One shared through and right turning lane and one short left turning lane;
- **South (R82)**: One shared through and right turning lane, one through lane and one short left turning lane;
- **East (Du Plessis St):** One shared through, left turning and right turning lane;
- **West (Du Plessis St)**: One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Road R82 & Du Plessis St**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

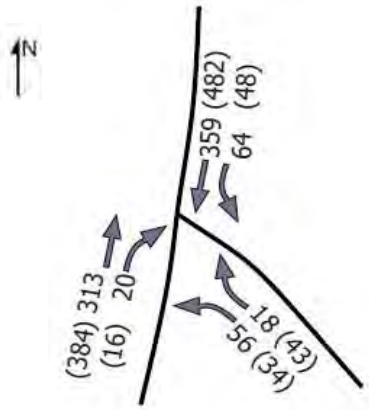
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | C | 18 | 0.05 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | C | 20 | 0.07 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | AM | D | 27 | 0.11 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | AM | D | 32 | 0.14 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 21 | 0.04 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 24 | 0.05 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | E | 37 | 0.08 | Acceptable level of operation in terms of capacity |
| Scenario 4 | Existing Geometry | PM | F | 52 | 0.10 | Acceptable level of operation in terms of capacity |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.5 Road R82 & Boundary Road Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled T-Intersection with free-flow along Road R82;
- **North (R82)**: One shared through and left turning lane;
- **South (R82)**: One shared through and right turning lane;
- **East (Boundary Road):** One shared left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Road R82 & Boundary Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

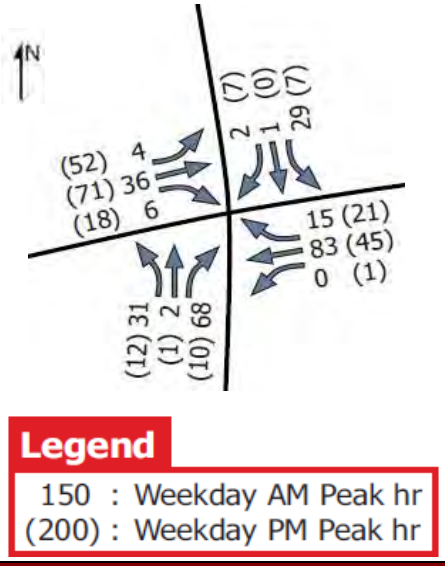
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | C | 16 | 0.05 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | C | 18 | 0.07 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | AM | C | 23 | 0.10 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | AM | D | 27 | 0.14 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 21 | 0.16 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 25 | 0.21 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | E | 39 | 0.36 | Acceptable overall level of operation in terms of capacity |
| Scenario 4 | Existing Geometry | PM | F | 57 | 0.48 | Acceptable overall level of operation in terms of capacity |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.6 Joan Road & Elizabeth Road Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled T-Intersection with free-flow along Joan Road;
- **North (Elizabeth Road)**: One shared through, left turning and right turning lane;
- **South (Elizabeth Road)**: One shared through, left turning and right turning lane;
- **East (Joan Road):** One shared through and right turning lane and a short left turning lane;
- **West (Joan Road):** One shared through and right turning lane and a short left turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Joan Road & Elizabeth Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

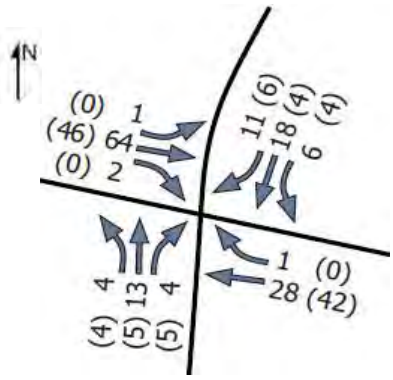
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | B | 11 | 0.01 | Good overall level of operation |
| Scenario 2 | Existing Geometry | AM | B | 11 | 0.01 | Good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 12 | 0.01 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 12 | 0.01 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | B | 11 | 0.01 | Good overall level of operation |
| Scenario 2 | Existing Geometry | PM | B | 11 | 0.01 | Good overall level of operation |
| Scenario 3 | Existing Geometry | PM | B | 12 | 0.01 | Good overall level of operation |
| Scenario 4 | Existing Geometry | PM | B | 12 | 0.01 | Good overall level of operation |
| **Improvements Required (Yes/No)** | | | **No** | | | |

## D.7.7 Randvaal Road & Malcolm Road Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled T-Intersection with free-flow along Randvaal Road;
- **North (Malcolm Road)**: One shared through, left turning and right turning lane;
- **South (Malcolm Road)**: One shared through, left turning and right turning lane;
- **East (Randvaal Road):** One through and left turning slip-way and one shared through and right turning lane;
- **West (Randvaal Road):** One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Randvaal Road & Malcolm Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

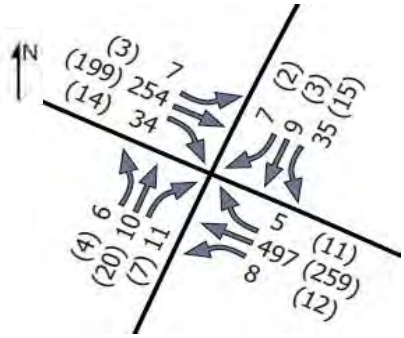
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | A | 10 | 0.02 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | AM | A | 10 | 0.03 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 10 | 0.03 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 10 | 0.04 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | A | 10 | 0.01 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | PM | A | 10 | 0.01 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | PM | A | 10 | 0.01 | Very good overall level of operation |
| Scenario 4 | Existing Geometry | PM | A | 10 | 0.01 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | **No** | | | |

## D.7.8 Johan Le Roux Road & Gourlay Street Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled Intersection;
- **North (Gourlay Street)**: One shared through, left turning and right turning lane;
- **South (Gourlay Street)**: One shared through, left turning and right turning lane;
- **East (Johan Le Roux Road):** One shared through, left turning and right turning lane;
- **West (Johan Le Roux Road):** One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Johan Le Roux Road & Gourlay Street**

Detailed Results: **Annexures H1 – H10**

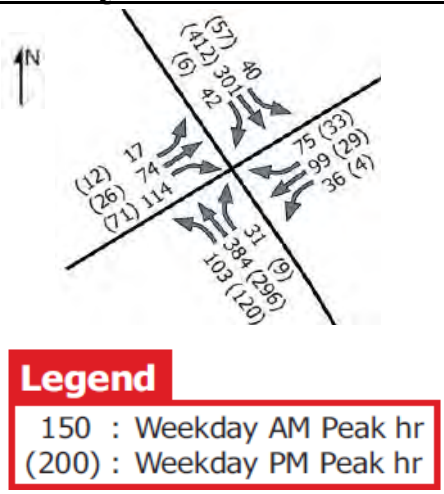
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | B | 14 | 0.67 | Good overall level of operation |
| Scenario 2 | Existing Geometry | AM | C | 17 | 0.76 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | AM | D | 34 | 0.97 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | AM | F | 57 | 1.1 | Very poor overall level of operation |
| Scenario 4 | Possible Upgrades | AM | A | 9 | 0.64 | Very good overall level of operation |
| Scenario 1 | Existing Geometry | PM | A | 9 | 0.36 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | PM | A | 10 | 0.40 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | PM | B | 11 | 0.49 | Good overall level of operation |
| Scenario 4 | Existing Geometry | PM | B | 12 | 0.55 | Good overall level of operation |
| Scenario 4 | Possible Upgrades | PM | A | 5 | 0.34 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **Yes** |

## D.7.9 Springbok Road & Meyer Road.

**Existing Geometry & Control:**

- All-way Stop Controlled Intersection;
- **North-West (Springbok Road)**: One shared through and right turning lane and one short left turning lane;
- **South-East (Springbok Road)**: One shared through and right turning lane and one short left turning lane;
- **North-East (Meyer Road):** One shared through and right turning lane and one short left turning lane;
- **South-West (Meyer Road):** One shared through and right turning lane and one short left turning lane;

**Status Quo Peak Hour Volumes:**




**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Springbok Road & Meyer Road**

Detailed Results: **Annexures H1 – H10**

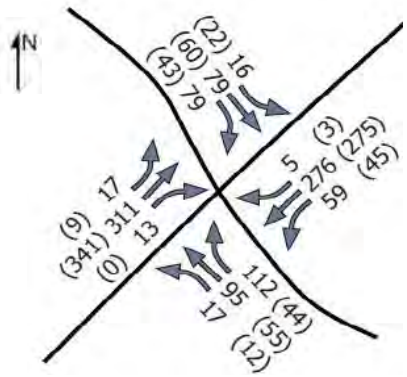
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | D | 26 | 0.86 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | E | 40 | 1.01 | Poor overall level of operation |
| Scenario 3 | Existing Geometry | AM | F | 96 | 1.33 | Very poor overall level of operation |
| Scenario 4 | Existing Geometry | AM | F | 140 | 1.53 | Very poor overall level of operation |
| Scenario 4 | Possible Upgrades | AM | A | 8 | 0.41 | Very good overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 16 | 0.70 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 19 | 0.80 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | E | 42 | 1.05 | Poor overall level of operation |
| Scenario 4 | Existing Geometry | PM | F | 67 | 1.21 | Very poor overall level of operation |
| Scenario 4 | Possible Upgrades | PM | A | 6 | 0.33 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **Yes** |

## D.7.10 Meyer Road & Joubert Street Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled Intersection;
- **North-West (Joubert Street)**: One shared through, left turning slip-way and right turning lane;
- **South-East (Joubert Street)**: One shared through and right turning lane and one left turning slip-way lane;
- **North-East (Meyer Road):** One shared through and right turning lane and one shared through and left turning slip-way;
- **South-West (Meyer Road):** One shared through and right turning lane and one shared through and left turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Meyer Road & Joubert Street**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

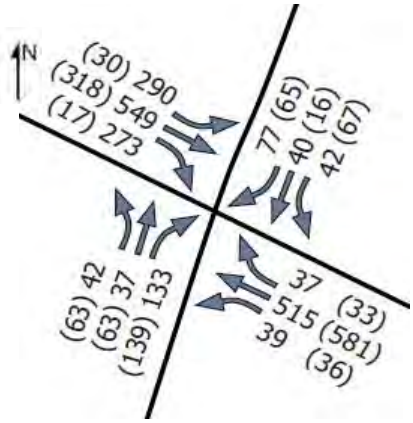
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | B | 13 | 0.43 | Good overall level of operation |
| Scenario 2 | Existing Geometry | AM | B | 15 | 0.51 | Good overall level of operation |
| Scenario 3 | Existing Geometry | AM | C | 21 | 0.69 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | AM | D | 28 | 0.80 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | B | 11 | 0.30 | Good overall level of operation |
| Scenario 2 | Existing Geometry | PM | B | 12 | 0.34 | Good overall level of operation |
| Scenario 3 | Existing Geometry | PM | B | 14 | 0.45 | Good overall level of operation |
| Scenario 4 | Existing Geometry | PM | C | 16 | 0.52 | Acceptable overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.11 Road R551 & Morris Road Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled Intersection;
- **North (Morris Road)**: One shared through and right turning lane and one short left turning lane;
- **South (Morris Road)**: One shared through and right turning lane and one short left turning lane;
- **East (R551):** One shared through and right turning lane and one shared through and left turning lane;
- **West (R551):** One shared through and right turning lane and one shared through and left turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Road R551 & Morris Road**

Detailed Results: **Annexures H1 – H10**

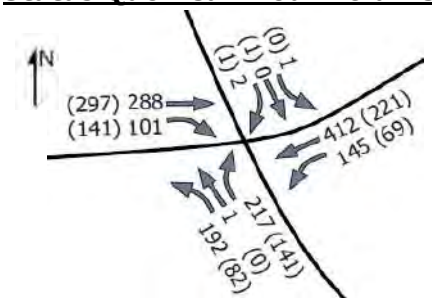
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | F | 74 | 1.21 | Very poor overall level of operation |
| Scenario 2 | Existing Geometry | AM | F | 114 | 1.40 | Very poor overall level of operation |
| Scenario 3 | Existing Geometry | AM | F | >150 | >1.50 | Very poor overall level of operation |
| Scenario 4 | Existing Geometry | AM | F | >150 | >1.50 | Very poor overall level of operation |
| Scenario 4 | Possible Upgrades | AM | C | 31 | 0.74 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 17 | 0.64 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 21 | 0.74 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | E | 43 | 1.00 | Poor overall level of operation |
| Scenario 4 | Existing Geometry | PM | F | 69 | 1.16 | Very poor overall level of operation |
| Scenario 4 | Possible Upgrades | PM | C | 28 | 0.55 | Acceptable overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **Yes** |

## D.7.12 Pierneef BLVD & Viljoen Avenue Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled Intersection;
- **North (Viljoen Avenue)**: One shared through, left turning and right turning lane;
- **South (Viljoen Avenue)**: One left turning lane and one very short through and right turning lane;
- **East (Pierneef Blvd):** One shared through and right turning lane and one left turning lane;
- **West (Pierneef Blvd):** One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Pierneef Blvd & Viljoen Ave**

Detailed Results: **Annexures H1 – H10**

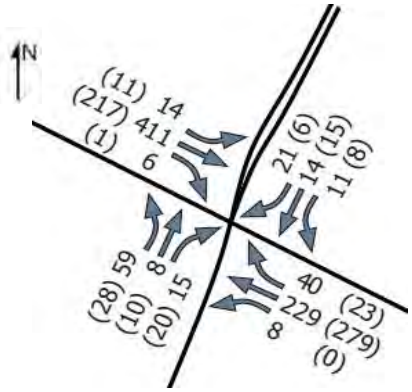
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | C | 24 | 0.81 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | E | 36 | 0.94 | Poor overall level of operation |
| Scenario 3 | Existing Geometry | AM | F | 78 | 1.19 | Very poor overall level of operation |
| Scenario 4 | Existing Geometry | AM | F | 112 | 1.34 | Very poor overall level of operation |
| Scenario 4 | Possible Geometry | AM | C | 23 | 0.93 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 17 | 0.74 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 22 | 0.84 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | E | 49 | 1.09 | Poor overall level of operation |
| Scenario 4 | Existing Geometry | PM | F | 75 | 1.24 | Very poor overall level of operation |
| Scenario 4 | Possible Geometry | PM | A | 10 | 0.64 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **Yes** |

## D.7.13 Johan Le Roux Road & Galloway Street Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled Intersection;
- **North (Galloway Street)**: One shared through and left turning lane and one right turning lane;
- **South (Galloway Street)**: One shared through, left turning lane and one right turning lane;
- **East (Johan Le Roux Road):** One shared through, left turning and right turning lane;
- **West (Johan Le Roux Road):** One through lane, one right turning lane and a short left turning slip-way;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Johan Le Roux Road & Galloway Street**

Detailed Results: **Annexures H1 – H10**

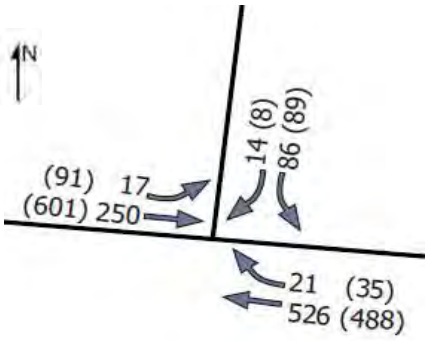
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | C | 15 | 0.64 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | C | 18 | 0.73 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | AM | D | 35 | 0.95 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | AM | F | 56 | 1.08 | Very poor overall level of operation |
| Scenario 4 | Possible Geometry | AM | A | 9 | 0.41 | Very good overall level of operation |
| Scenario 1 | Existing Geometry | PM | B | 11 | 0.47 | Good overall level of operation |
| Scenario 2 | Existing Geometry | PM | B | 12 | 0.53 | Good overall level of operation |
| Scenario 3 | Existing Geometry | PM | C | 16 | 0.69 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | PM | C | 20 | 0.78 | Acceptable overall level of operation |
| Scenario 4 | Possible Geometry | PM | A | 8 | 0.31 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | **Yes** | | |

## D.7.14 Pierneef Blvd & Mimosa Drive Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled T-Intersection;
- **North (Mimosa Drive)**: One right turning lane and one left turning slip-way;
- **East (Pierneef Blvd):** One shared through and right turning lane and one through lane;
- **West (Pierneef Blvd):** One shared through and left turning slip-way and through lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Pierneef Blvd & Mimosa Drive**

Detailed Results: **Annexures H1 – H10**

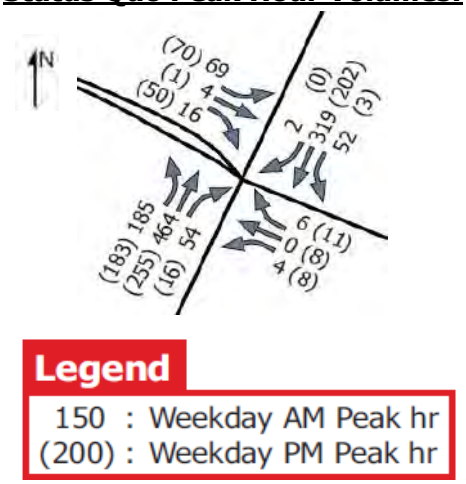
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | B | 11 | 0.41 | Good overall level of operation |
| Scenario 2 | Existing Geometry | AM | B | 11 | 0.46 | Good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 14 | 0.59 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | C | 16 | 0.67 | Acceptable overall level of operation |
| Scenario 4 | Possible Geometry | AM | B | 11 | 0.25 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | B | 14 | 0.56 | Good overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 16 | 0.63 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | C | 25 | 0.83 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | PM | E | 38 | 0.96 | Poor overall level of operation |
| Scenario 4 | Possible Geometry | PM | B | 12 | 0.30 | Good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **Yes** |

## D.7.15 Pierneef Blvd & Reitz Street Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled Intersection with free-flow along Pierneef Blvd;
- **North (Pierneef Blvd)**: One shared through and left turning lane and one shared through and right turning lane;
- **South (Pierneef Blvd):** One shared through and left turning lane and one shared through and right turning lane;
- **East (Reitz Street):** One shared through, left turning and right turning lane;
- **West (Reitz Street):** One shared through and right turning lane and one left turning slip-way;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Pierneef Blvd & Reitz Street**

Detailed Results: **Annexures H1 – H10**

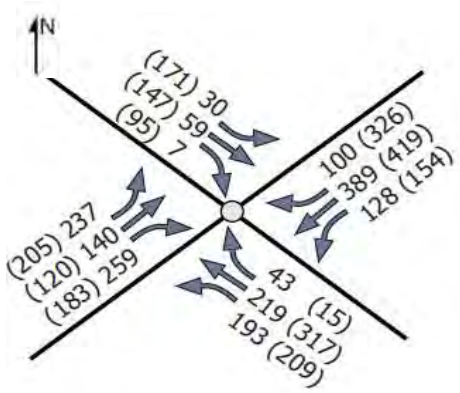
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | C | 25 | 0.02 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | AM | D | 29 | 0.02 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | AM | E | 46 | 0.04 | Acceptable level of operation in terms of capacity |
| Scenario 4 | Existing Geometry | AM | F | 62 | 0.07 | Acceptable level of operation in terms of capacity |
| Scenario 4 | Possible Geometry | AM | A | 5 | 0.36 | Very good overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 16 | 0.01 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 17 | 0.01 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | C | 21 | 0.01 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | PM | C | 24 | 0.01 | Acceptable overall level of operation |
| Scenario 4 | Possible Geometry | PM | A | 7 | 0.26 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **Yes** |

## D.7.16 Pierneef Blvd & Jim Fouche Road Intersection

**Existing Geometry & Control:**

- 4-legged double circulating traffic circle;
- **North-West (Jim Fouche Road)**: dual lane approach;
- **South-East (Jim Fouche Road):** dual lane approach;
- **North-East (Pierneef Blvd):** dual lane approach;
- **South-West (Pierneef Blvd):** dual lane approach;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **Pierneef Blvd & Jim Fouche Road**

Detailed Results: **Annexures H1 – H10**

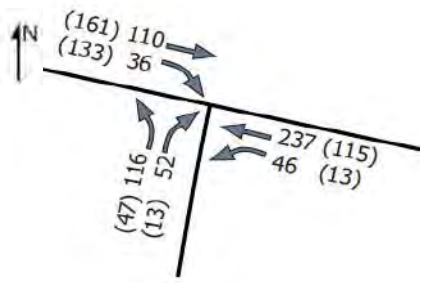
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | A | 8 | 0.49 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | AM | A | 9 | 0.57 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 13 | 0.77 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | C | 18 | 0.91 | Acceptable overall level of operation |
| Scenario 1 | Existing Geometry | PM | B | 11 | 0.69 | Good overall level of operation |
| Scenario 2 | Existing Geometry | PM | B | 14 | 0.79 | Good overall level of operation |
| Scenario 3 | Existing Geometry | PM | C | 22 | 0.89 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | PM | C | 32 | 0.93 | Acceptable overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.17 Henley Road & Cleeve Road Intersection

**Existing Geometry & Control:**

- All-way Stop Controlled T-intersection;
- **South (Cleeve Road):** One shared left turning and right turning lane;
- **East (Henley Road):** One shared through and left turning lane;
- **West (Henley Road):** One short through lane and a shared through and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Henley Road & Cleeve Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

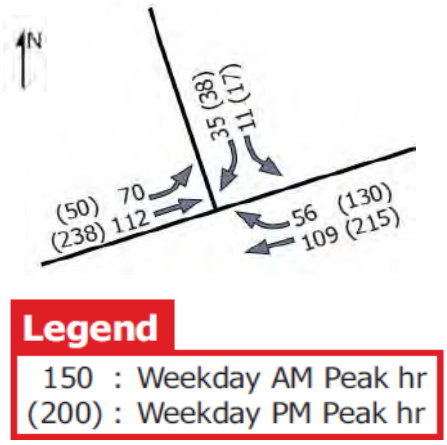
| Scenario | Geometry & Control | Peak | Overall | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | A | 10 | 0.38 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | AM | B | 10 | 0.43 | Good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 12 | 0.54 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 13 | 0.62 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | A | 9 | 0.22 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | PM | A | 9 | 0.25 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | PM | A | 10 | 0.31 | Very good overall level of operation |
| Scenario 4 | Existing Geometry | PM | A | 10 | 0.35 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.18 Road R551 & Ewelme Road Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled T-intersection with free-flow along R551;
- **North (Ewelme Road):** One shared left turning and right turning lane;
- **East (R551):** One shared through and right turning lane and one short through lane;
- **West (R551):** One through lane and a short left turning lane;

**Status Quo Peak Hour Volumes:**




**Intersection Aerial View:**




**Analysis Results & Conclusion** | Intersection: **R551 & Ewelme Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

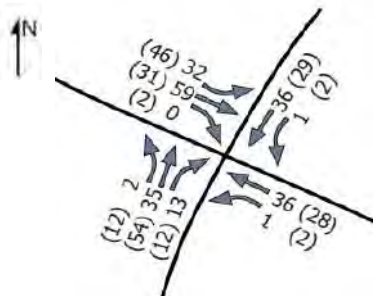
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | B | 11 | 0.06 | Good overall level of operation |
| Scenario 2 | Existing Geometry | AM | B | 11 | 0.07 | Good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 12 | 0.09 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 13 | 0.11 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | C | 16 | 0.11 | Acceptable overall level of operation |
| Scenario 2 | Existing Geometry | PM | C | 18 | 0.14 | Acceptable overall level of operation |
| Scenario 3 | Existing Geometry | PM | C | 24 | 0.22 | Acceptable overall level of operation |
| Scenario 4 | Existing Geometry | PM | D | 29 | 0.29 | Acceptable overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.19 Jim Fouche Road & Uitvlugt Road Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled T-intersection with free-flow along Uitvlugt Road;
- **North (Uitvlugt Road):** One shared through and right turning lane and one short shared through and left turning lane;
- **South (Uitvlugt Road):** One shared through and right turning lane and one short shared through and left turning lane;
- **East (Jim Fouche Road):** One shared through, left turning and right turning lane;
- **West (Jim Fouche Road):** One shared through, left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**




**Analysis Results & Conclusion** — Intersection: **Jim Fouche Road & Uitvlugt Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

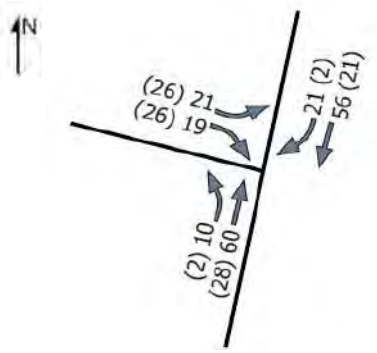
| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | v/$c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | B | 10 | 0.08 | Good overall level of operation |
| Scenario 2 | Existing Geometry | AM | B | 10 | 0.09 | Good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 11 | 0.11 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 11 | 0.13 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | B | 10 | 0.04 | Good overall level of operation |
| Scenario 2 | Existing Geometry | PM | B | 10 | 0.05 | Good overall level of operation |
| Scenario 3 | Existing Geometry | PM | B | 11 | 0.06 | Good overall level of operation |
| Scenario 4 | Existing Geometry | PM | B | 11 | 0.07 | Good overall level of operation |
| **Improvements Required (Yes/No)** | | | **No** | | | |

## D.7.20 Anchovy Road & Garfish Road Intersection

**Existing Geometry & Control:**

- Priority Stop Controlled T-intersection with free-flow along Anchovy Road;
- **North (Anchovy Road):** One shared through and right turning lane;
- **South (Anchovy Road):** One shared through and left turning lane;
- **West (Garfish Road):** One shared left turning and right turning lane;

**Status Quo Peak Hour Volumes:**




**Legend**

150 : Weekday AM Peak hr
(200) : Weekday PM Peak hr

**Intersection Aerial View:**







**Analysis Results & Conclusion** Intersection: **Anchovy Road & Garfish Road**

Detailed Results: **Annexures H1 – H4 & H6 – H9**

| Scenario | Geometry & Control | Peak | Stop Approach | | | Comment |
|---|---|---|---|---|---|---|
| | | | LOS | Delay(s) | $v/c_{max}$ | |
| Scenario 1 | Existing Geometry | AM | A | 10 | 0.03 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | AM | A | 10 | 0.03 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | AM | B | 10 | 0.04 | Good overall level of operation |
| Scenario 4 | Existing Geometry | AM | B | 10 | 0.04 | Good overall level of operation |
| Scenario 1 | Existing Geometry | PM | A | 9 | 0.03 | Very good overall level of operation |
| Scenario 2 | Existing Geometry | PM | A | 9 | 0.03 | Very good overall level of operation |
| Scenario 3 | Existing Geometry | PM | A | 9 | 0.04 | Very good overall level of operation |
| Scenario 4 | Existing Geometry | PM | A | 9 | 0.05 | Very good overall level of operation |
| **Improvements Required (Yes/No)** | | | | | | **No** |

## D.7.21 Possible Intersection Upgrades

Using the results from the intersection capacity analyses as a guideline, out of the 20 intersections that were analysed, the following 7 intersections have been flagged as key intersections that would require possible improvements due to the current and/or estimated peak hour future traffic demand:

- **INTERSECTION 8:** Johan Le Roux Road & Gourlay Street
- **INTERSECTION 9:** Springbok Road & Meyer Road
- **INTERSECTION 11:** Road R551 & Morris Road
- **INTERSECTION 12:** Pierneef Boulevard & Viljoen Avenue
- **INTERSECTION 13:** Johan Le Roux Road & Galloway Street
- **INTERSECTION 14:** Pierneef Boulevard & Mimosa Drive
- **INTERSECTION 15:** Pierneef Boulevard & Reitz Street

Refer to **Chapter H** for cost estimates for the above projects.

*Table 9: Possible Capacity Upgrades at Analysed Intersections*

| Intersection No. | Possible Capacity Upgrades | Upgrade Priority |
|---|---|---|
| 8 | All four approaches of this all-way stop controlled intersection only consist of a single lane approach, which would not be sufficient to accommodate the peak hour traffic volumes in the long term. The most logical upgrade to implement would be a proper single circulating traffic circle with an outside diameter of at least 32m which also has the added benefit of lower maintenance costs as opposed to traffic signals that may become subject to theft/vandalism.<br><br>As an alternative, traffic signals could also be considered which could further trigger the implementation of additional auxiliary turning lanes at the intersection. | Long Term |
| 9 | All four approaches of this all-way stop controlled intersection consist of a full shared through and right turning lane accompanied by a short left turning lane. This geometry, however, will not be sufficient to accommodate the peak hour traffic volumes in the short term. The most logical upgrade to implement would be a proper double circulating traffic circle with an outside diameter of at least 45m similar to what has been implemented at the intersection between Pierneef Blvd & Jim Fouche Road.<br><br>As an alternative, traffic signals could also be considered which could further trigger the implementation of additional auxiliary turning lanes at the intersection. | Short Term |

| Intersection No. | Possible Capacity Upgrades | Upgrade Priority |
|---|---|---|
| 11 | Due to the high volume of vehicles travelling on Road R551, the signalization of this intersection as well as the implementation of auxiliary turning lanes would be required to meet the expected traffic demand through the intersection in the short term.<br>Prior to the signalization of this intersection (including all the other intersections listed in this table), queue length surveys should be performed in order to determine whether signals are warranted in terms of the requirements of the *SARTSM (Vol. 3)*. | Short Term |
| 12 | If the current all-way stop geometry is kept as the intersection's control, queuing is expected to occur on the southern, eastern and western approaches.<br>It can further be mentioned that the alignment of each approach isn't up to standards (i.e., skew). Therefore, to improve and rectify the overall operation of the intersection, it is proposed to implement a single circulating with an outside diameter in the order of 30m. | Short Term |
| 13 | Due to the high volume of vehicles travelling on Johan Le Roux Road, the signalization of this intersection is proposed. The signalization could further trigger the implementation of auxiliary turning lanes to meet the expected traffic demand through the intersection in the long term. | Long Term |
| 14 | Due to the high volume of vehicles travelling on Pierneef Boulevard, the signalization of this intersection is proposed.<br>The signalization could further trigger the implementation of auxiliary turning lanes to meet the expected traffic demand through the intersection in the long term. | Long Term |
| 15 | Due to the high volume of vehicles travelling on Pierneef Boulevard, the signalization of this intersection is proposed.<br>The signalization could further trigger the implementation of auxiliary turning lanes to meet the expected traffic demand through the intersection in the medium term. | Medium Term |

## D.8 PROJECT IDENTIFICATION & PRIORITIZATION

Based on site visits and taking into account the information presented in this document, road projects have been identified and categorized under four main categories based on its priority/urgency.

General projects which are not linked with a specific road or intersection have also been identified. These general projects will be continuous projects that will be relevant in the short, medium and long term to improve the overall quality of the road network.

- **Short Term Projects**: 0 – 5 years
- **Medium Term Projects**: 5 – 15 years
- **Long Term Projects**: 15 – 20 years
- **General Projects**

With regard to the various identified road projects, high level cost estimations have been provided for budgeting purposes. It is important to note that these cost estimations are provided based on the cost of constructing these upgrades based on the current average rates for construction.

Therefore, for any projects that will be implemented in the medium to long term, factors such as inflation that will influence the cost need to be accounted for.

These cost estimations also do not take into account factors such as unfavourable soil conditions that could increase the cost of construction.

## D.9 CONCLUSION AND RECOMMENDATIONS

### D.9.1 Future Traffic Volume Forecast

The analysis of the traffic data that was available suggests that the traffic within the Midvaal Local Municipality as a whole **is increasing at a rate of approximately 2% per annum.** Considering that the population is steadily increasing as shown by the census data, it is reasonable to assume that the traffic will continue to escalate annually as well.

For the traffic forecast model, the following year periods stretching over a period of 20 years, in five-year intervals, were considered as part of the traffic forecast model:

- Estimated 2024 Status Quo Traffic Volumes
- Estimated 2029 Future Base Traffic Volumes
- Estimated 2034 Future Base Traffic Volumes
- Estimated 2039 Future Base Traffic Volumes
- Estimated 2044 Future Base Traffic Volumes

It can be seen that with each 5-year interval, Category A marginally increases while Category D experiences a marginal downward trend which was expected. Given that if a road experience sustained traffic growth, it will eventually exceed the threshold of its current category and graduate to the next category.

Based on **Chart B** the following insights can be seen for the estimated data ranging for the periods of 2024 - 2044:

- The Category A link roads will increase the most with approximately 6% from 20% to 26%
- The Category B link roads will increase with approximately 2% from 24% to 26%
- The Category C link roads will decrease the most with approximately 5% from 31% to 26%
- The Category D link roads would decrease marginally by approximately 3% from 26% to 23%.

# CHAPTER E : FUTURE DEMAND ASSESSMENT (STORMWATER)

## E.1 STORMWATER

### E.1.1 General

The building of roads, parking areas, the erection of buildings and the general improvement of land associated with development all have a direct impact on the hydraulic properties of the towns/townships in the Midvaal Local Municipality area of jurisdiction. By removing natural grass veld and replacing this with impermeable roofs or less permeable surfaces, the stormwater runoff properties are significantly altered.

The construction of piping systems and channelisation of natural watercourses routes the runoff of stormwater more effectively through a developed area, but at a greater velocity and in greater volumes than previously experienced in these catchment areas.

By altering the natural stormwater flow properties, a need arises for stormwater management while minimising the negative impacts of development.

In ***Clause 19 of the National Water Act (Act 36 of 1998)*** the prohibition of pollution is addressed. *"if pollution of a water resource occurs or might result from activities on land, the person who controls, occupies or uses the land in question is responsible for taking measures to prevent pollution of water resources".*

### E.1.2 Purpose of Stormwater Management

The principles on which stormwater management is based are as follows:

- The need to protect the health, welfare and safety of the public and to protect property from flood hazards by safely routing and discharging stormwater.
- The quest to improve the quality of life of affected communities.
- The opportunity to conserve water and make it available to the public for beneficial uses.
- The responsibility to preserve the natural environment.
- The need to strive for a sustainable environment while pursuing economic development.
- The desire to provide optimum methods of controlling runoff in such a way that the main beneficiaries pay in accordance with their potential benefits.
- The need to minimise the influence of faecal contamination in stormwater runoff.

While these goals may be reflected in other disciplines – and indeed may even be in apparent conflict with one another – specific objectives supporting these overall goals need to be identified by the planning team for each particular project.

### E.1.3 Stormwater Infrastructure

#### E.1.3.1 Current Infrastructure Within Urban and Rural Area's

Midvaal Local Municipality does not currently have a Stormwater Bylaw or Stormwater Management Policy in place. It is recommended that such documents be compiled in accordance with the principles discussed in section E1.4 below.

Besides piped drainage, the various urban and rural areas rely to a large extent on surface drainage of stormwater, by means of roads and additional infrastructure such as unlined and lined channels.

The stormwater infrastructure can best be described as aged. In a number of cases, capacity problems are also experienced, due in large part to the accumulation of debris in the pipes and surface drains. This debris (gravel, silt, refuse, etc.) should be removed so that the stormwater systems can function efficiently.

It is recommended that a stormwater maintenance plan be implemented, and this report will provide guidelines for the successful implementation of a maintenance plan (See **Chapter K**).




*Drawing 4: Extraction from Vaal Marina Urban Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)*




*Drawing 5: Extraction from Sicelo Urban and Rural Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)*




*Drawing 6: Extraction from Sicelo Urban Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)*




*Drawing 7: Extraction from Meyerton Urban Stormwater Infrastructure (Very Minimal to No Stormwater Infrastructure)*

## E.1.4 Proposed Stormwater Infrastructure

The proposed stormwater infrastructure will be discussed below, under the following headings respectively:

- Urban stormwater infrastructure
- Rural stormwater infrastructure
- Stormwater quality considerations

### E.1.4.1 Proposed Urban Stormwater Infrastructure

It is recommended that in future urban stormwater runoff be accommodated by a **Dual Stormwater System**.

This implies that the runoff from **minor storms**, with a recurrence interval of typically 1:5 years, will be captured and conveyed by a stormwater reticulation system consisting of kerb inlets, field or grid inlets connected by a stormwater pipe system which conveys the runoff to convenient discharge points, such as natural water courses. This stormwater reticulation network is referred to as the **Minor System**.

The runoff from **major storm events**, which are far less frequent, will be conveyed to the discharge points by the urban road and road reserve networks when the stormwater pipes are running full. The residential roads must have a crossfall which is opposite to the fall of the terrain in order to:

- Increase the hydraulic capacity of the channel which is formed by the road and lower kerb.
- Prevent road surface runoff from flowing into the driveways and flooding the lower laying properties.

Special care must be taken at **local low points**, which can cause flooding of properties if not discharged properly. As the road channel here cannot act as a conduit to accommodate runoff of recurrence intervals larger than 1:5year, it is recommended that the discharge pipes and/or channels draining the local low points will be designed for a recurrence interval of 1:25year to prevent potential flooding of properties. **(See Annexure O)**

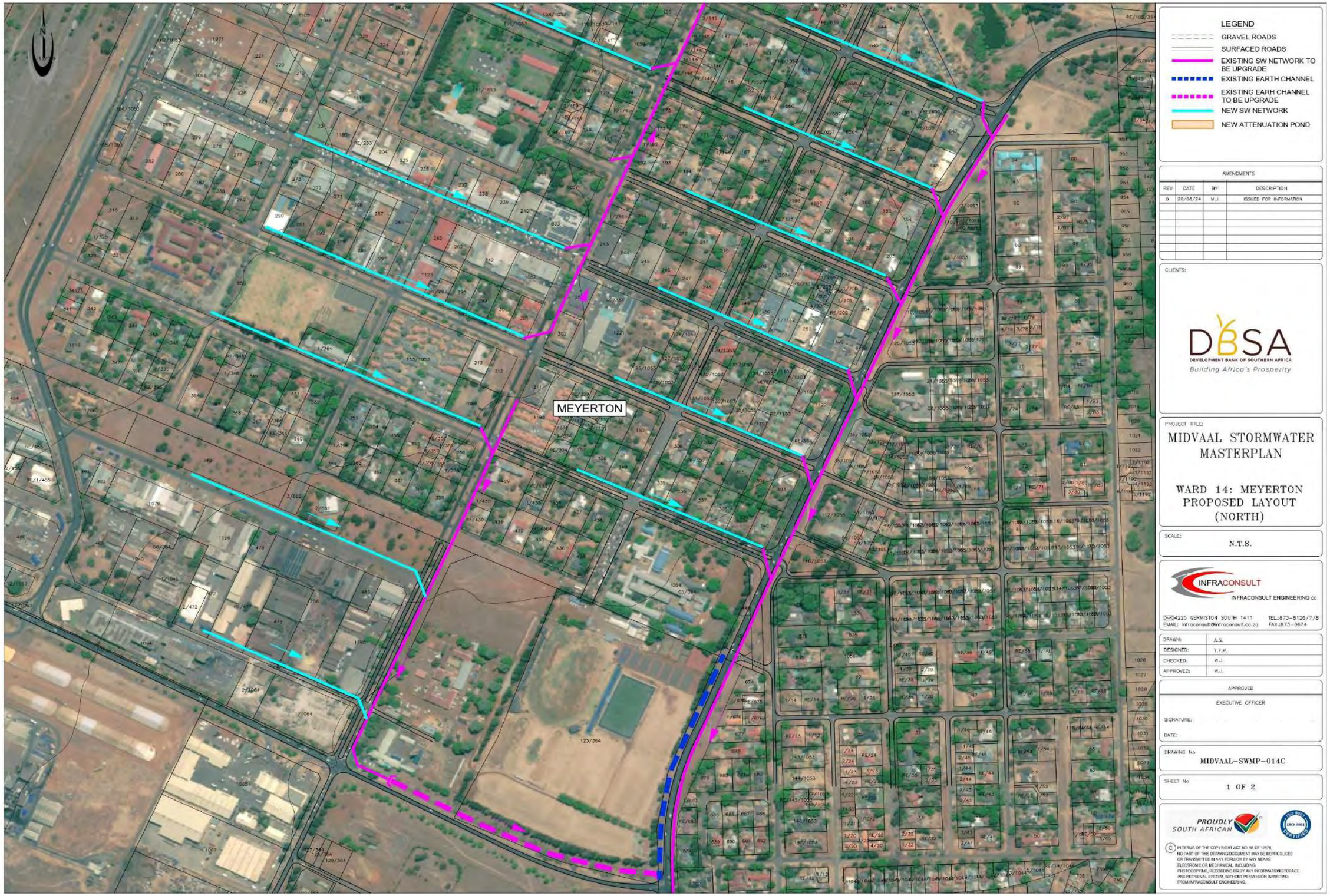
See below the Typical Stormwater Management Plan proposed for Urban Areas that includes Major, Minor and attenuation facilities.




*Drawing 8: Extraction from Stormwater Provision Recommended in Urban Areas*




*Drawing 9: Extraction from Stormwater Provision Recommended in Urban Areas*




*Drawing 10: Extraction from Stormwater Provision Recommended Major System in CBD Areas*

The following considerations must be taken into consideration:

- **Capacity of kerb inlets:**
  It is suggested to use lockable stormwater grids as kerb inlet cover. This will increase the capacity of the kerb inlets in case the kerb overtops at the lowest point of the road. An inlet length of 4.0m is desirable. On gradients, a wider and depressed roadside channel of at least 2.0m in length should be provided in order to increase the efficiency of the kerb inlet.

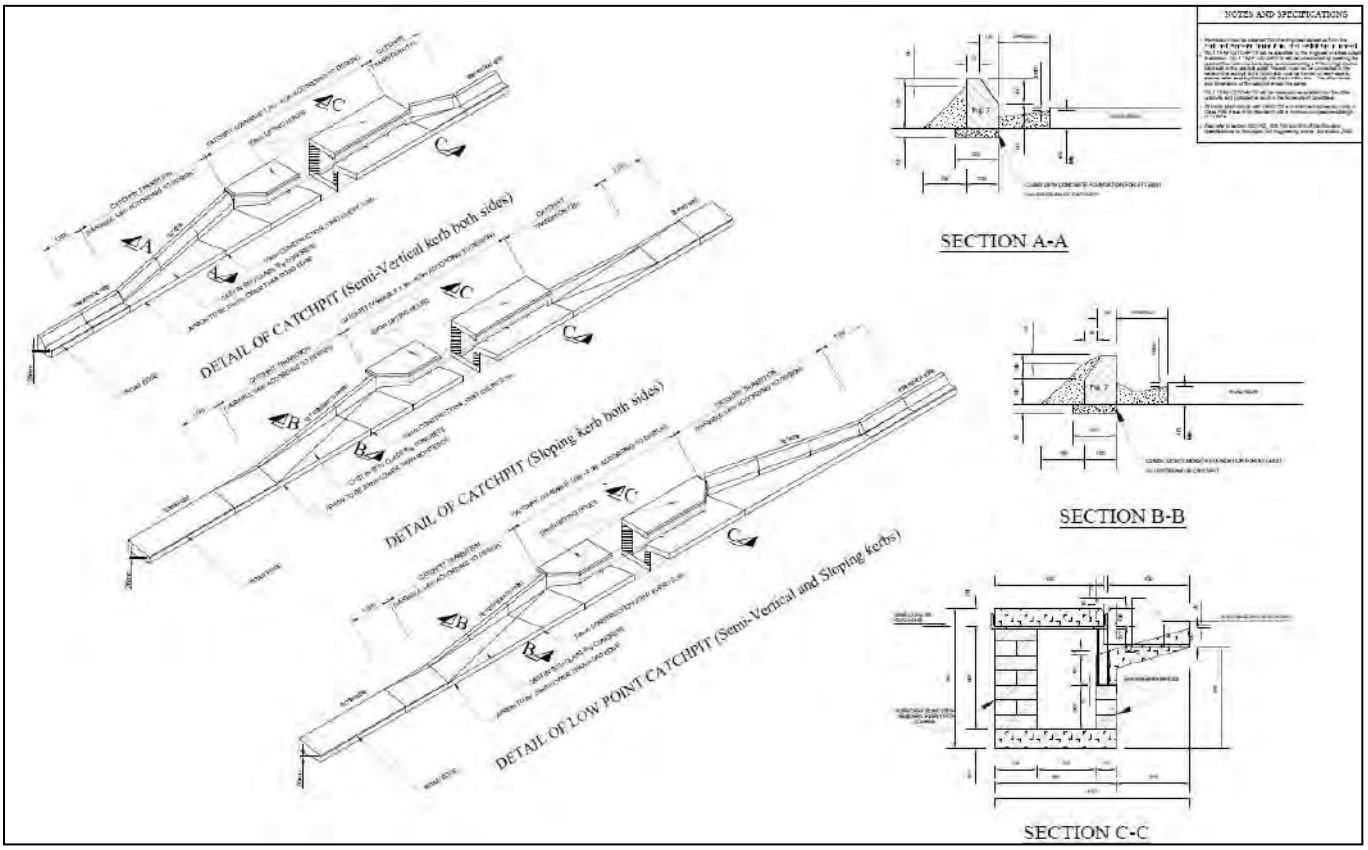



*Figure 54: Typical Kerb Inlet Details*

For implementing an efficient kerb inlet, the following improvements are proposed:

- Inlet length to be 4.0m minimum.
- 450mm wide lowered roadside channel before the start of the inlet. This will increase the height of the inlet weir.
- Lockable grid cover for kerb inlets at low points. The grids will increase the capacity once the cover slab starts topping over.

- **Design recurrence interval:**
  As the road cannot provide extra capacity at low points it is proposed to use a recurrence interval of 1:10year to 1:20year, depending on the type of buildings which are threatened with flooding.

- **Registration of servitude for the outfall pipe:**
  The servitude should be preferable be 3.0m wide. The absolute minimum width should be 2.0m. A dual drainage system should be used in the servitude and a stormwater pipe and including stone pitched stormwater channel should be constructed in the servitude.

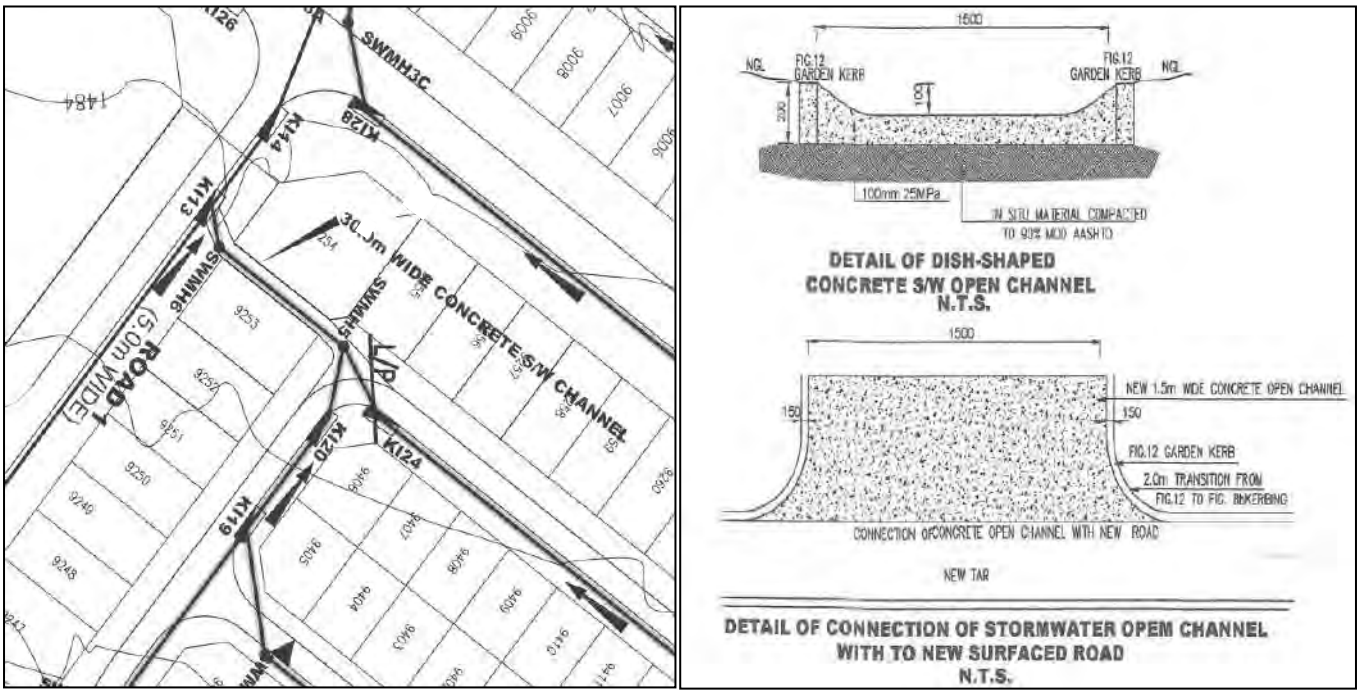



*Figure 55: Example of Servitude and Concrete Channel*

- **Proper discharge point:**
  An energy dissipation structure and erosion should be provided at discharge points in order to protect the natural watercourses.

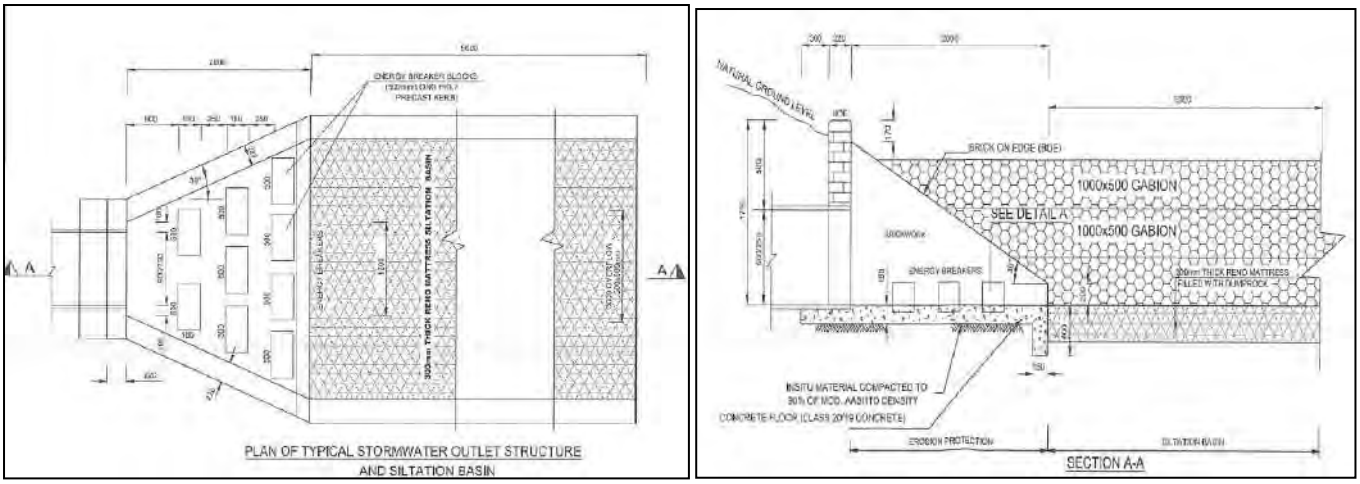



*Figure 56: Typical Stormwater Outlet Structure with Siltation Basin*

- **Proposed subsoil drains**
  In areas where wet conditions prevail, it is proposed to use subsoil drains to keep down the groundwater level below the road layer works. One subsoil drain on the higher side of the terrain is proposed for the local residential roads and two subsoil drains are proposed on either side of the road for the wider roads such as collector, arterial and industrial roads. The slotted pipes in the subsoil drains will discharge the groundwater at stormwater outlet points.

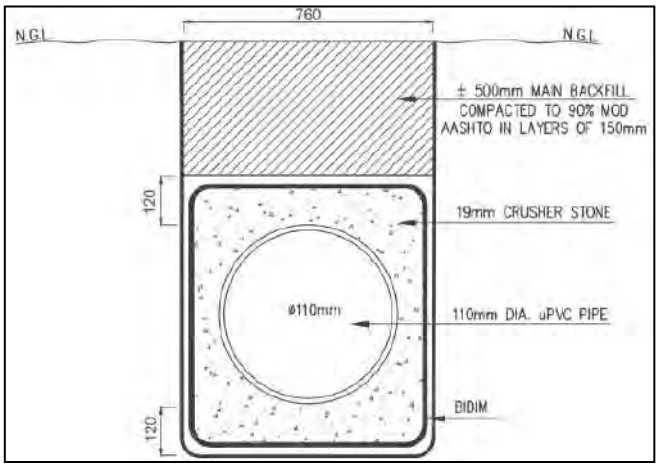



*Figure 57: Typical Subsoil Drainage Detail*

- **Proposed drainage layer in wetlands**
  As the soil is permanently soaked in the wetlands special care needs to be given, besides the subsoil drains, to keep the layer works dry. It is proposed to provide a drainage layer of a thickness of 300mm to 500mm under the layer works. The drainage consists of dump rock wrapped in a strong geofabric. The 160Ø slotted pipes will discharge into convenient points such as stormwater outlets and watercourses.

| LAYER NUMBER | THICKNESS | MATERIAL DESCRIPTION | CLASSIFICATION | COMPACTION MOD AASHTO (min) | PI (max) | GM (min) | CBR % (min) |
|---|---|---|---|---|---|---|---|
| 1 | 25mm | CONTINUOUSLY GRADED STANDARD TPA ASPHALT | – | – | – | – | – |
| 2 | 150mm | BASE | G2 | 98% (APPARENT DENSITY) | – | – | – |
| 3 | 150mm | SUBBASE | C4 | 95% | 6 | 1.5 | 35 |
| 4 | 500mm | ROADBED (DUMP ROCK) | – | – | – | – | – |

**PROPOSED ROAD LAYERWORKS (WITH DUMP ROCK)**

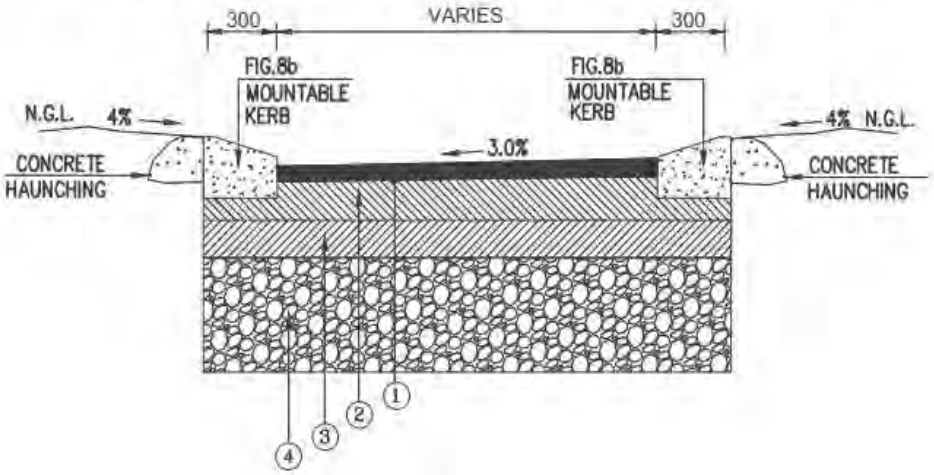



*Figure 58: Typical Road with Dump Rock Layer*

### E.1.4.2 Pipe

Stormwater pipes must have a minimum diameter of 600mm to prevent blockages and make cleaning/ maintenance easier.

### E.1.4.3 Peak Flow Attenuation

It is recommended to implement a policy of stormwater peak flow attenuation for new developments to be constructed in the future. The new developments will increase the area of impervious surface, which will cause increased runoff and a lower time of concentration. This will put an additional load on the stormwater system.

As the stormwater system will be designed for the current land use only, the developers will be requested to provide facilities for on-site stormwater attenuation. This implies that an attenuation dam/reservoir has to be constructed at the lowest point of the site, from which the accumulated runoff will be released by means of an outlet control structure, at a rate similar to that of the previous, undeveloped condition.

### E.1.4.4 Design of Attenuation Dam / Reservoir

Two types of attenuation reservoirs are commonly used, below the advantages and disadvantages of each will be discussed:

1. **Attenuation tank**:
   - Advantages:
     - Takes up less space as internal roads can be constructed over the tank and no side slopes are used.
   - Disadvantages:
     - Difficult and inconvenient to access and therefore difficult to maintain.
     - Sedimentation will take place and this will accumulate over time, reducing the capacity of the tank. As a result, the required peak flood attenuation will not take place.
     - Environmentally unfriendly.

2. **Open attenuation pond**:
   - Advantages:
     - Easy to clean out sediments if designed properly.
     - Easy to maintain.
     - Can be incorporated into the landscaping of the site.
   - Disadvantages:
     - Takes up site land which otherwise would have been developed.
     - Ponds can fail during major rainstorms if it is not properly designed.
     - Environmentally friendly if properly designed.

### E.1.4.5 Design of Open Attenuation Pond

The Design of an open attenuation pond includes the following components:

- Energy dissipation zone at each inlet point to break the energy of the inflowing water and prevent erosion.
- Forebay at each inlet point for sediments such as sand & gravel to settle on the bottom and solid waste to be removed. Easy access to the sedimentation zone has to be provided for maintenance works. Once the sediment has settled and is removed from the sedimentation bay it should be disposed of at a landfill site and not to be thrown down the existing watercourse or river.
- Extended detention pond designed to allow for nutrient rich pollutants, such as nitrate and phosphorus, to settle, typically 24h.

- Emergency overflow with concrete lining. The crest of the Emergency Overflow should be 0.5m below the crest of the embankment. Adequate erosion protection has to be provided at the bottom of the emergency overflow.

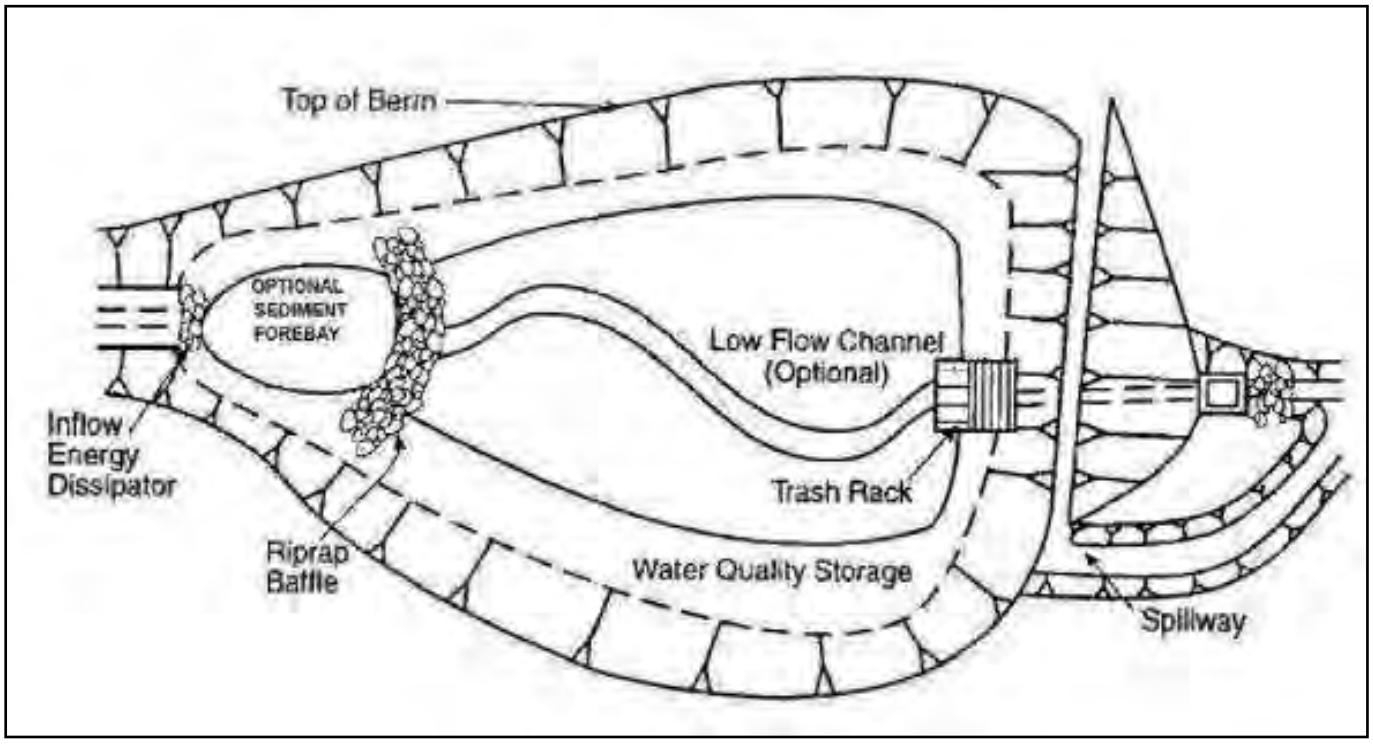
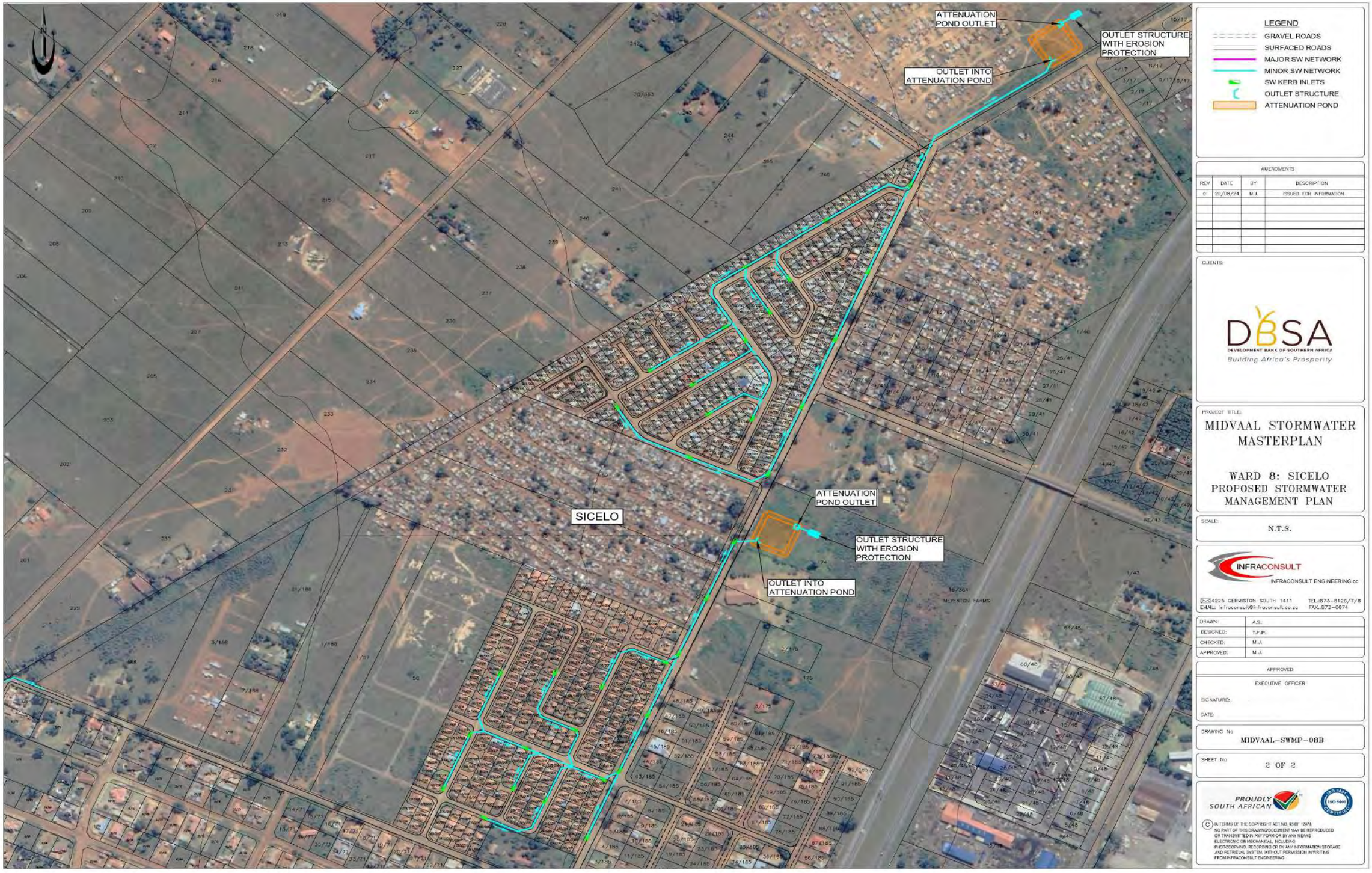



*Figure 59: Example of an Attenuation Pond Design*

It is recommended to use open attenuation ponds only. This will facilitate maintenance procedures and will provide a visual check of whether maintenance is being performed.

## E.2 RURAL STORMWATER INFRASTRUCTURE DESIGN

In order to mitigate the stormwater, run- off in rural areas it is proposed that the following possible stormwater infrastructure be investigated. However note, that this should only be taken as interim measures while the formalisation of townships are in progress or should funds not be available for the implementation of urban stormwater infrastructure standards.




*Drawing 11: Extraction from Stormwater Provision Recommended in Urban and Rural Areas*

## E.2.1 Proposed Culverts

All river/stream crossings shall have culvert crossings implemented, either pedestrian only or pedestrian and vehicular crossings. Below are a few examples of culvert crossings within the Midvaal area.




*Figure 60: Example of a Culvert bridge implemented at a low point*



*Figure 61: Two examples of Culvert bridges implemented on an internal road and provincial road respectively.*

## E.2.2 Proposed Road Drainage Channels

Where stormwater runoff deteriorates the road surface to a level that is unacceptable for ease of movement, it is recommended that concrete drainage channels be implemented, as this is a relatively quick and cost effective method to improve the levels of service of a town and its residents.



*Figure 62: Example of a Concrete drainage channel implemented next to a surfaced road.*

## E.2.3 Proposed Discharge Point

An energy dissipation structure and erosion should be provided at discharge points in order to protect the natural watercourses.

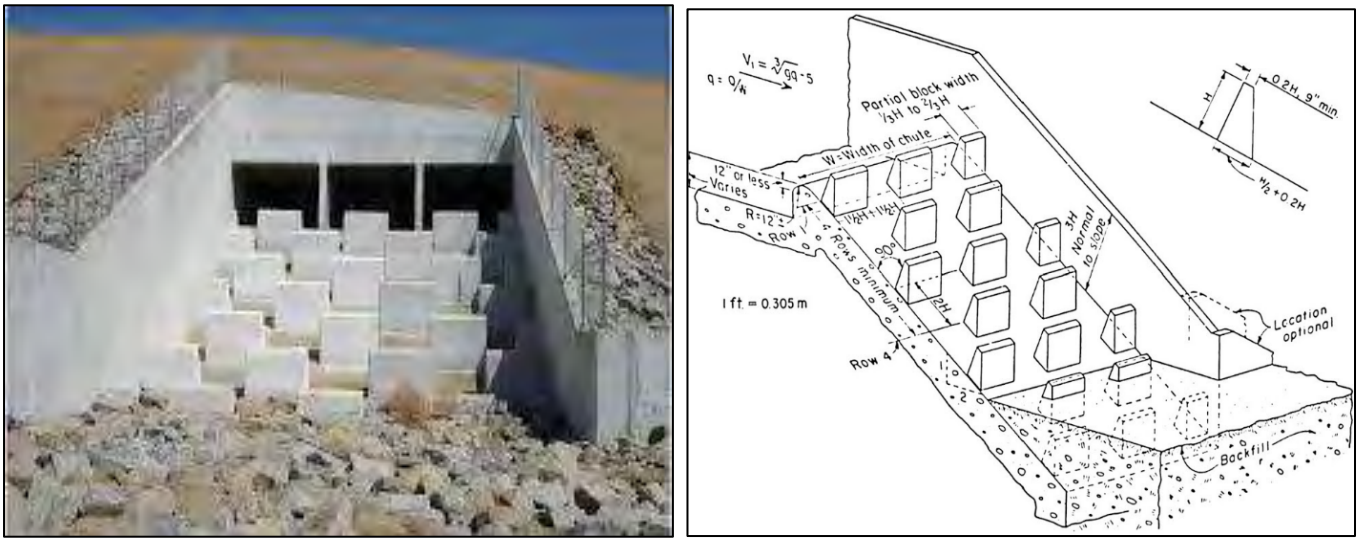



*Figure 63: Typical Example of Energy Dissipation Structure*

## E.3 STORMWATER QUALITY CONSIDERATIONS

### E.3.1 Protection of Rivers

It is recommended to manage the quality of the stormwater runoff as most of the runoff will be eventually conveyed to the estuaries situated at the river mouths.

Stormwater treatment close to the source of pollution is recommended. This will imply measures such as grease and oil traps at industrial sites and sedimentation bays at residential and commercial developments.

### E.3.2 Water Quality Volume

The Water Quality Volume is referred to as the runoff volume which typically needs to be captured and treated in order to remove 80% of the pollutants out of the cumulative rainwater storms. The treatment is by sedimentation. Once the sediment has settled and is removed from the sedimentation bay it should be disposed of at a landfill site and not to be thrown down the existing watercourse or river.

The recurrence interval of a storm event used for the determination of the water quality is typically from 0.5year to 1year.

## E.4 CONCLUSION

It is evident from the Existing Situation Analysis that Midvaal Local Municipality has minimal to low stormwater Infrastructure networks available within Urban and Rural Areas.

The main focus of this Stormwater Master Plan was to consolidate and coordinate all the planning actions of Midvaal Local Municipality. The purpose was to present an acceptable infrastructure development plan to the Municipality in order to assist with the implementation of projects that will ensure the improvement and sustainability of the current stormwater infrastructure.

The Midvaal Local Municipality Master Plan should be seen as the first step in a continuous process consisting of:

- Project identification, normally based on a recognised problem or need,
- Preliminary design of project solution,
- Inclusion of project in database and on maps,
- Prioritisation of projects,
- Allocation of funding and project execution,
- Updating of project status in database and on maps, and
- Development of an asset management programme for all the infrastructure.

The above process should be integrated into the normal operation of the Technical Department of Midvaal Local Municipality.

# CHAPTER F : FUTURE DEMAND ASSESSMENT (FLOODLINES)

## F.1 INTRODUCTION

The purpose of this report is to provide a desktop regional flood risk assessment using the Regional Maximum Flood method compiled by Kovacs 1988 using the dataset from TR 137 manual and data from the Department of Water and Sanitation.

Several existing developments are situated within floodplains and new developments are planned along various rivers in Midvaal Local Municipality in the Gauteng Province. Therefore, A need was identified to carry out a desktop study to obtain regional 1:50 year and 1:100-year reduced RMF (Regional Maximum Flood) floodline study to aid in quantifying current problem areas and ensure that future developments are not prone to unacceptable flooding. This section of the report deals with the floodline analysis carry out by the PSP in a detailed 1:50 year and 1:100-year floodline study for the entire Midvaal Local Municipality. Relevant details are given in this report.

The principal objective of this project is to determine the regional 1:50 and 1:100 Year floodlines along rivers within Midvaal Local Municipality. The floodlines were determined based on the current watercourse conditions. The catchment hydrology was determined by characterising the hydrological and hydraulic parameters of the catchment.

The catchment parameters were then used to generate the peak flow data (i.e.1:50 and 1:100-year flood peaks) using the Regional Maximum Flood method. The peak flow data and other relevant information were entered into the backwater model HECRAS to produce the results on the flooding extent along the riverbanks.

## F.2 BACKGROUND

The study area is situated within the Midvaal Local Municipality in the Gauteng province. The watercourses, Vaal River, Langkuilspruit, Rietspruit, Blesbokspruit, Natalspruit and all their tributaries drain runoff from the peri-urban areas into Vaal Dam. The watercourse is fairly well defined with a variation of light, moderate and thick vegetation. Most of the watercourses run in rural areas but the main Langkuil River runs in parts of Meyerton and some tributaries and major rivers also run through developed areas.

*Table 10: River Type and Location*

| River Type and Location | Model Representation |
|---|---|
| Perennial Rivers | RED ---------- |
| Tributary Rivers | ORANGE ---------- |
| Secondary Tributary Rivers | GREEN ---------- |

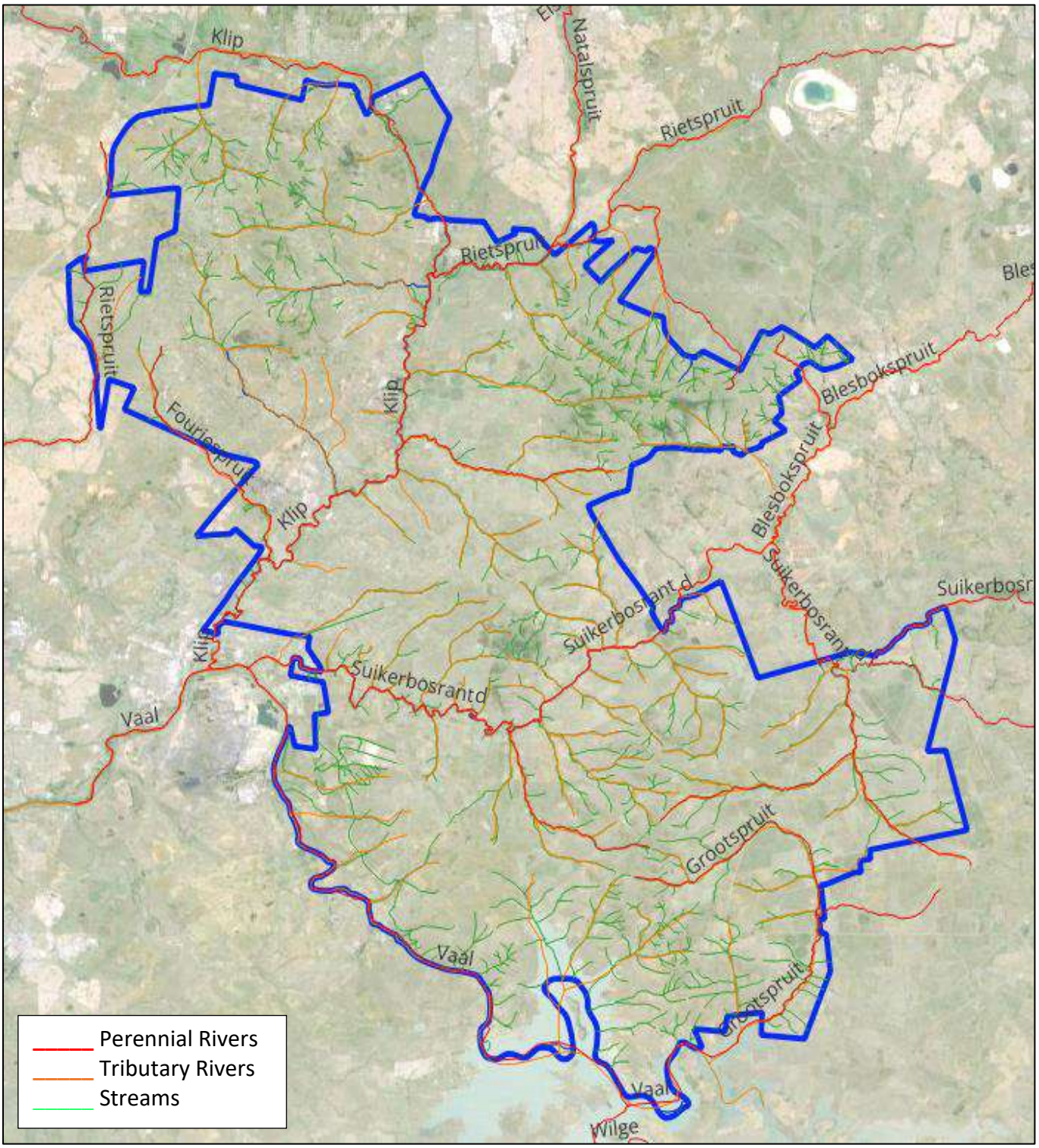



*Figure 64: Indication of Perennial Rivers and Tributary Rivers*

## F.3 LEGAL REQUIREMENTS

The **1:100-year** floodline is required in terms of the National Water Act, Act 36 of 1998, Chapter 14 Part 3 as given below.

***144.*** *"For the purposes of ensuring that all persons who might be affected have access to information regarding potential flood hazards, no person may establish a township unless the layout plan shows, in a form acceptable to the local authority concerned, lines indicating the maximum level likely to be reached by flood waters on average once in every 100 years."*

## F.4 REGIONAL FLOODLINE DETERMINATION

The floodlines were determined based on the current watercourse conditions. The catchment hydrology was determined by characterising the hydrological and hydraulic parameters of the catchment. The catchment parameters were then used to generate the peak flow data (i.e.1:50 and 1:100-year flood peaks) using Regional Maximum Flood method.

The peak flow data and other relevant information were entered into the backwater model HECRAS to produce the results on the flooding extent along the riverbanks.

In Summary, the Regional Floodlines were determined, using the following steps:

- Delineating the Catchments and Sub-catchments.
- Estimation of the Peak Flow.
- Estimation of the flood peaks.
- Modelling the Floodlines using the HECRAS Software suite.

### F.4.1 Catchment and Sub-Catchment Delineation

For the purpose of this study catchment delineation was conducted using the Archydro tool. Arc-Hydro is a model developed for building hydrologic information systems to synthesize geospatial and temporal water resource data that support hydrologic modelling and analysis. The model is developed as an extension or Add-on to ArcGIS software.

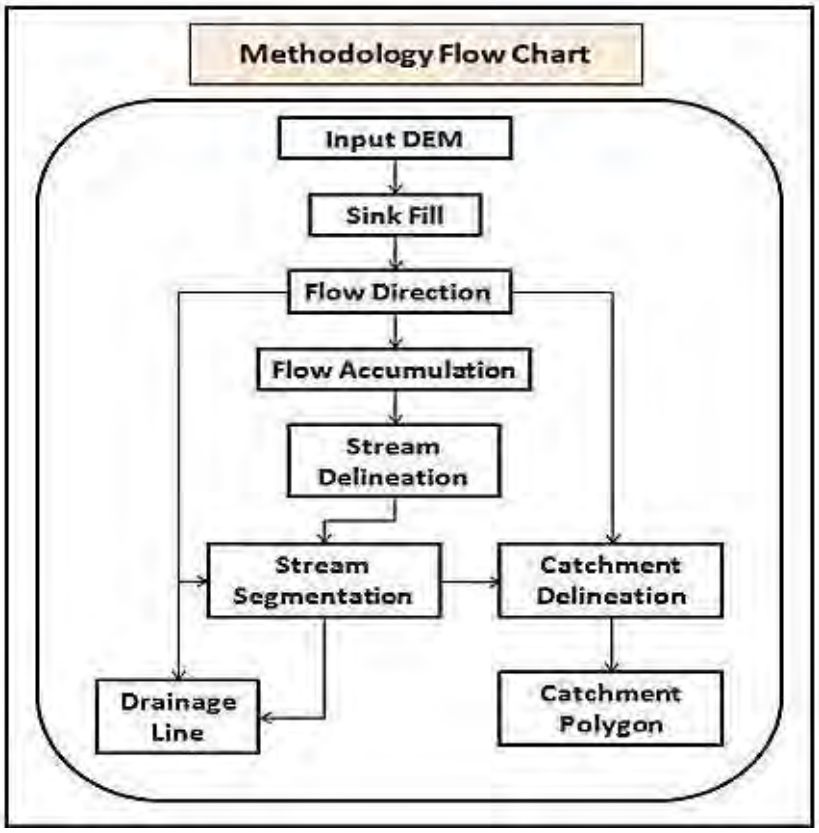



*Figure 65: Methodology Flow Chart*

*Table 11 : Catchment Area of Midvaal LM*

| River Segment | Approximate Catchment Area (km²) |
|---|---|
| Study Area (Midvaal LM) | 1 723 |
| Contributing Catchments | 45 000 |

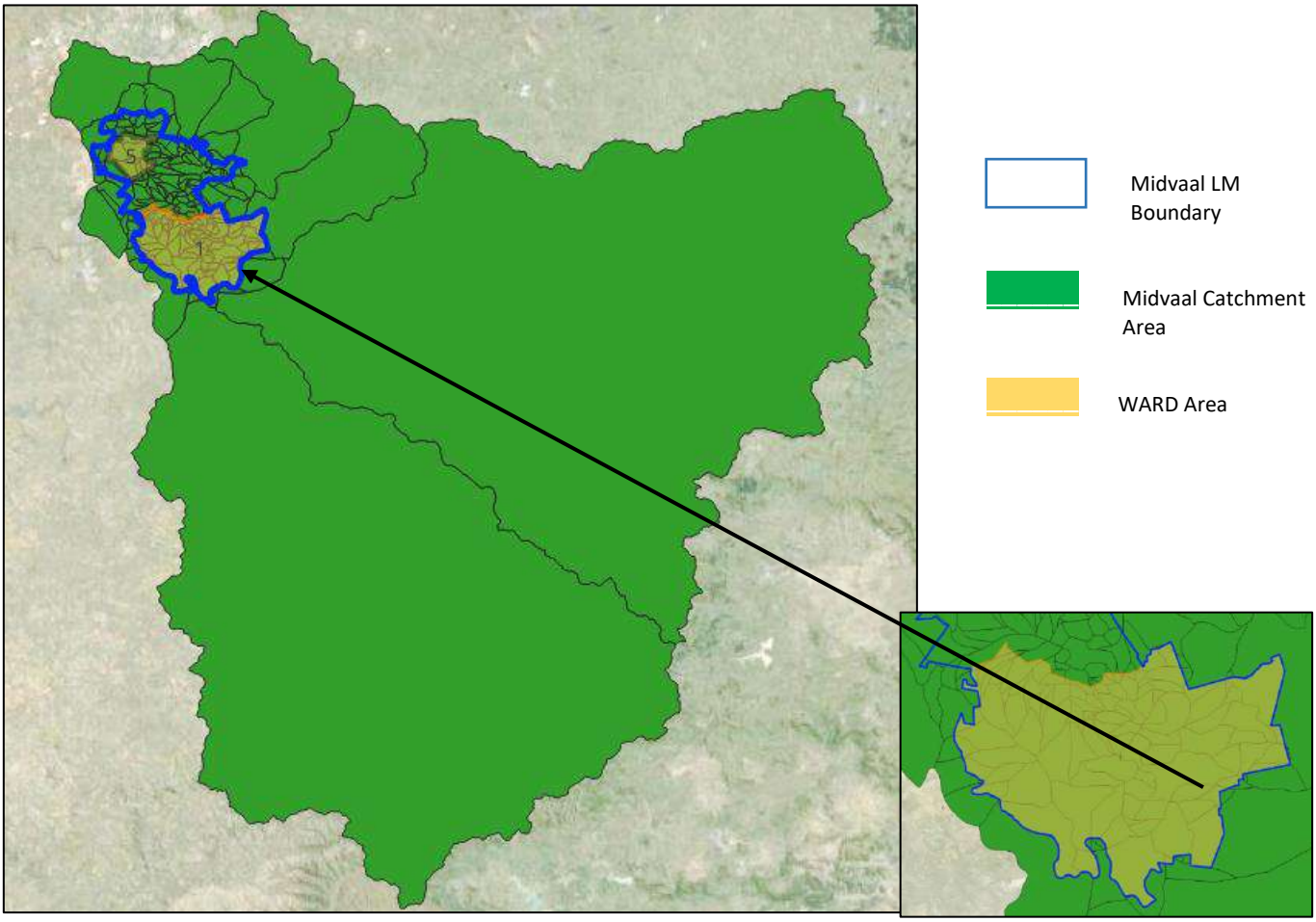



*Figure 66: Sub-Catchment Areas of Midvaal LM*

A summary of Catchment data is presented in **Annexure O.**

## F.4.2 Peak Flow Estimation Using Regional Maximum Flood Study Method

To obtain an estimation of regional flood peaks along watercourses within the Midvaal area, a simple but yet robust method based on the Regional Maximum Flood manual (TR137) compiled by Z Kovacs in December 1988 for the Department of Water Affairs.

The regional maximum flood (RMF) is an empirically established upper limit of flood peaks that can be reasonably expected at a given site. The proposed method for the estimation of RMF is a revised and updated version of Departmental Technical Report TR 105 published in 1980.

The method is based on maximum flood peaks recorded since 1856 at more than 500 sites in Southern Africa. The relative flood peak magnitude is expressed by the Francou-Rodier regional coefficient K. Eight maximum flood peak regions were delimited by a joint consideration of K, maximum observed 3-day

rainfall and catchment characteristics. The respective K envelope lines (Ke) were established by taking into account the number and quality of data.

The RMF can be instantly, calculated if the geographic position of the site and its effective catchment area are known. Owing to its consistency the RMF compares favourably with results obtained by other methods. It is also shown that flood peaks in the 50-to-200-year recurrence interval can be estimated from RMF.

In this approach, maximum flood peaks observed in a hydrologically homogeneous region are plotted against the catchment area and an envelope curve is drawn for the points which is then considered as the upper limit of expected flood peaks, Qmax.

The general algebraic expression of envelope curves is:

$$Q\text{max} = CAx$$

Where $A$ is the catchment area and

C, $x$ are regional constants.

This equation is based on the RMF Equation Table from TR137 compiled by Kovacs in 1988.

It should be noted that the common shortcomings of the empirical approach are:

- Uncertainty regarding the boundaries of homogeneous regions. This is a common drawback of all regional approaches in hydrology.
- Very large and very small catchments often cannot be accounted for by the regional approach because of unusual hydrological features.
- The empirical equations of maximum flood peak envelope curves dating from the period before 1960 lacked physical meaning. Consequently, their justified application was restricted to well defined areas.
- The method is expected to render the best results for catchment sizes approximately between 300 km² and 20 000 km². In both the small and large catchments, one is confronted with the inherent weakness of all regionally based methods, namely that the characteristics of these catchments cannot be easily expressed by one common regional factor, in this case, Ke.

### F.4.3 Estimation of 50 Year To 200 Year Flood Peaks from RMF

A simple, unorthodox analysis of the K value and the representative period (N) is entirely independent flood peaks has provided coefficients which represent the 50 year to 200 year peaks as fractions of RMF. For the purpose of this study only the 50 and 100-year peaks were computed for this study area.

Once all the peak flows were computed for the entire Midvaal Local Municipality area, then these peaks were used in the Hydraulic modelling of all watercourses bounded by Midvaal Local Municipality. The first step was to compute the flow levels for a reduced RMF100 flood and then merge the final polygon with a 32m buffer to create an open pace buffer along all the watercourses in the Midvaal area.

This helps to compute the estimated likely floodline that may occur along the rivers in Midvaal Local Municipality which excludes the impact of all crossings (Bridges, culverts, weirs, obstructions, pedestrian crossings, causeways, dam walls, etc).

It should also be noted that the peak flows are based on the RMF calculation thus the accuracy of these floodlines is meant for planning purposes only and should never be used for any detailed design planning.

## F.4.4 Example of a RMF calculation

Step 1 – Determine the region where the catchment falls under (in this case Region 5)
Step 2 – Refer to the table which equation to use for a specific catchment area
(120 km² $Q$ = $A$ 0.5 x 100 equating to 1200.5 x 100 = 1095.45 which is RMF peak flow this value is then reduced to 1:50 and 1:100 as per the table to give 201.4 for 1:50 and 265.5 for a 1:100 year flood event) for further clarification.

The TR137 manual is attached in **Annexure O**.

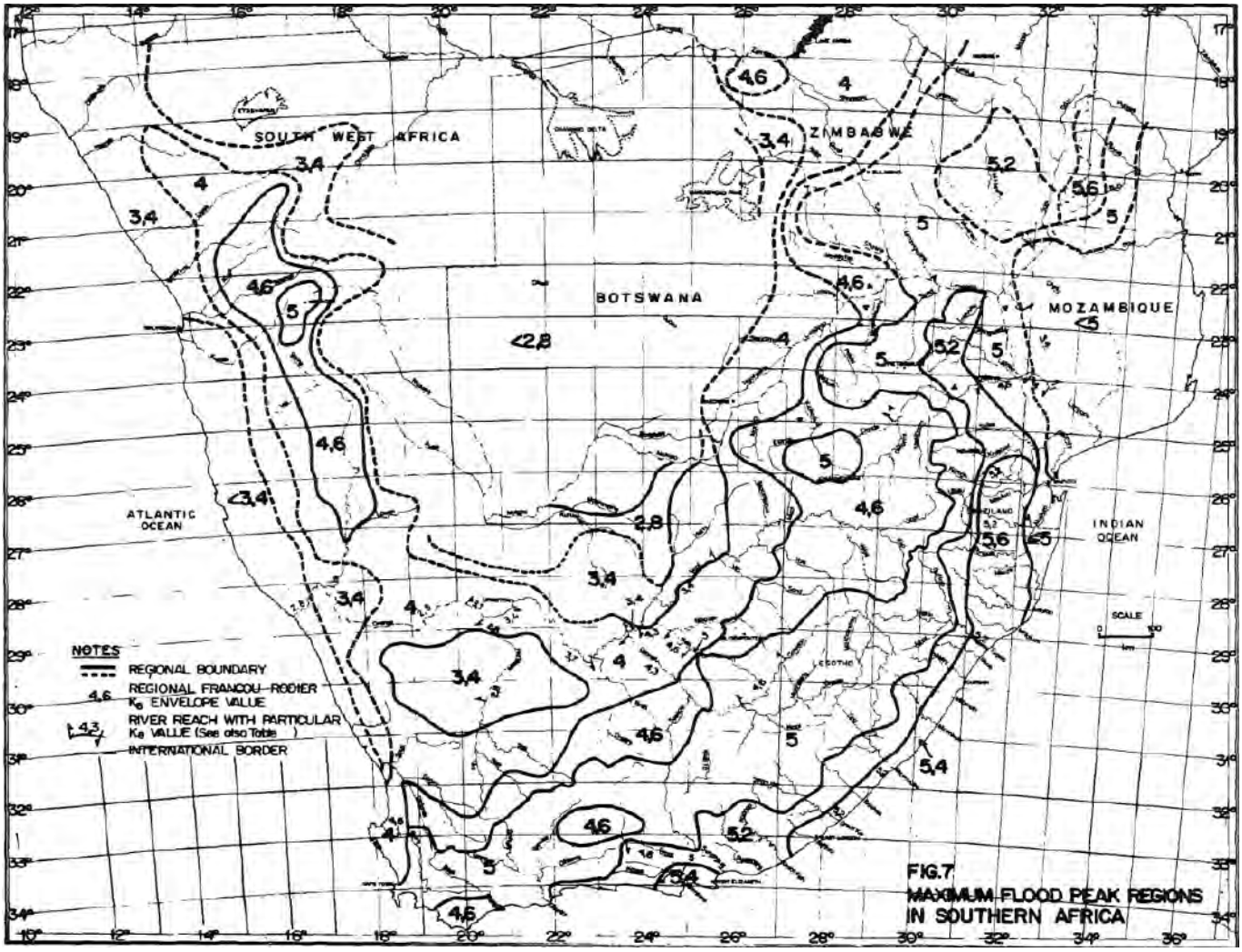


*Figure 67: RMF Regions*

APPENDIX 7: $Q_T$/MAF RATIOS FOR DIFFERENT CATCHMENT AREAS IN SOUTH WEST AFRICA AND ZIMBABWE

| COUNTRY | REGION | RETURN PERIOD T(years) | $K_T$ | EFFECTIVE CATCHMENT AREA, $A_e$ (km²) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ≤10* | 30* | 100 | 300 | 1000 | 3000 | 10000 | 30000 | 100000 |
| SOUTH WEST AFRICA | 5 | 50 | 4,50 | 0,562 | 0,534 | 0,501 | 0,529 | 0,562 | 0,594 | 0,631 | | |
| | | 100 | 4,70 | 0,708 | 0,686 | 0,661 | 0,683 | 0,708 | 0,732 | 0,759 | | |
| | | 200 | 4,85 | 0,841 | 0,828 | 0,813 | 0,826 | 0,841 | 0,855 | 0,871 | | |
| | 4,6 | 50 | 4,14 | 0,589 | 0,561 | 0,530 | 0,558 | 0,589 | 0,620 | 0,654 | 0,690 | 0,727 |
| | | 100 | 4,34 | 0,741 | 0,721 | 0,699 | 0,719 | 0,741 | 0,763 | 0,787 | 0,811 | 0,835 |
| | | 200 | 4,48 | 0,871 | 0,860 | 0,848 | 0,860 | 0,871 | 0,883 | 0,895 | 0,909 | 0,920 |
| | 4 | 50 | 3,50 | 0,562 | 0,562 | 0,562* | 0,529 | 0,562 | 0,595 | 0,631 | 0,666 | 0,710 |
| | | 100 | 3,66 | 0,676 | 0,676 | 0,676* | 0,648 | 0,676 | 0,703 | 0,731 | 0,759 | 0,793 |
| | | 200 | 3,77 | 0,767 | 0,767 | 0,767* | 0,746 | 0,767 | 0,788 | 0,809 | 0,829 | 0,856 |
| | 3,4 | 50 | 2,88 | 0,550 | 0,550 | 0,550* | 0,517 | 0,550 | 0,585 | 0,619 | 0,656 | 0,696 |
| | | 100 | 3,01 | 0,639 | 0,639 | 0,639* | 0,610 | 0,639 | 0,669 | 0,698 | 0,729 | 0,762 |
| | | 200 | 3,13 | 0,733 | 0,733 | 0,733* | 0,711 | 0,733 | 0,758 | 0,779 | 0,803 | 0,828 |
| ZIMBABWE** | 5,2 | 50 | 4,65 | 0,531 | 0,502 | 0,468 | 0,497 | 0,531 | 0,564 | 0,603 | 0,640 | |
| | | 100 | 4,86 | 0,676 | 0,652 | 0,625 | 0,649 | 0,676 | 0,702 | 0,731 | 0,759 | |
| | | 200 | 5,03 | 0,822 | 0,807 | 0,791 | 0,806 | 0,822 | 0,838 | 0,855 | 0,871 | |

* Guessed ratios

** In region 5 use the same ratios as in South Africa

*Figure 68: Effective Catchment Area*

## F.4.5 HECRAS Software Modelling

The 1:50 and 1:100-year floodlines were determined along the river within the study area. The HECRAS model was used to estimate the expected high-water levels and determine the corresponding floodline.

The Model is a standard backwater model which has been widely used throughout the world. The basic computational procedure of HECRAS for steady and unsteady flow is based on the solution of the one-dimensional energy equation and wave equation respectively. Energy losses are evaluated by friction and contraction/expansion.

The momentum equation may be used in situations where the water surface profile is rapidly varied. These situations include hydraulic jumps, hydraulics of bridges, and evaluating profiles at river confluences.

The model has been developed by the USA Army Corps of Engineers – Hydrologic Control Centre and has successfully been used in South Africa.

The following main parameters were established:

- River cross sections.
- Sections at road, rail crossings and dimensions of the bridges and culverts.
- River roughness (depending on lining, and vegetation).
- River slope.
- Backwater levels from dams and any weirs within the river.
- Peak flow rates as determined in hydrology study.

The above input parameters were then entered into the HECRAS model which calculates the water levels at different sections along the river. The model was run in both supercritical and sub-critical modes thereby considering existing control structures which cause a damming-up effect and flow restriction.

The 5m survey data was entered into the HECRAS model. All “natural cross sections” were abstracted from the DEM (Digital Elevation Model).

*Table 12: Calculated Floodline Results*

| Description | Total |
|---|---|
| | |
| River segments | **212** |
| Number of Catchments | **212** |
| Total Catchment area (km2) | **45 000** |
| Number of cross sections | **3 842** |

The main parameters of the model are summarized in **Table 13** below.

*Table 13 : HECRAS Model Main Parameters*

| Parameter | Average Value/Selection | Reason |
|---|---|---|
| Manning 'n' | 0.012 to 0.06 (main flow channel) | Defined channel with vegetation and artificial channels |
| | 0.08 to 0.03 (floodplains) | Moderate vegetation (mainly grass) and thick vegetation |
| Boundary conditions | Normal flow depth | Control structures present |
| Flow regime | Mixed flow | Slope and cross section changes requiring super and sub-critical flow regimes |

The HECRAS model cross-sections were named in accordance with the defined River Referencing System (RRS) that was developed for this study. The HECRAS model was then used in conjunction with the GIS program, Arc Map (With 3-D Analyst and Spatial Analyst extensions).

GEO-RAS was used to create cross sections and other geometrical data for use in HECRAS and was used to export water surface data from HECRAS into a GIS database. This was then used to create flood maps showing the expected 1:50-year and 1:100-year floodlines for the above river conditions and combinations thereof.

### F.4.6 Floodlines

A steady flow HEC-RAS flood analysis model (one dimensional hydraulic model) was developed for the watercourse within the study area. Floodlines on river sections are analysed to evaluate risks associated with potential flooding of infrastructure and protection of natural resources. Legislation guides the minimum requirements for the placement of infrastructure in relation to a natural watercourse.

***Section 144*** of the NWA which deals with residential developments was considered in the study. The act states that *"no residential establishment may take place within the floodlines indicating the maximum level likely to be reached by floodwaters, on average, once in every 100 years."*

Therefore the 1 in 100-year recurrence interval floodline was estimated for the proposed development. **Figure 69** depicts the methodology applied to complete the floodline analysis.

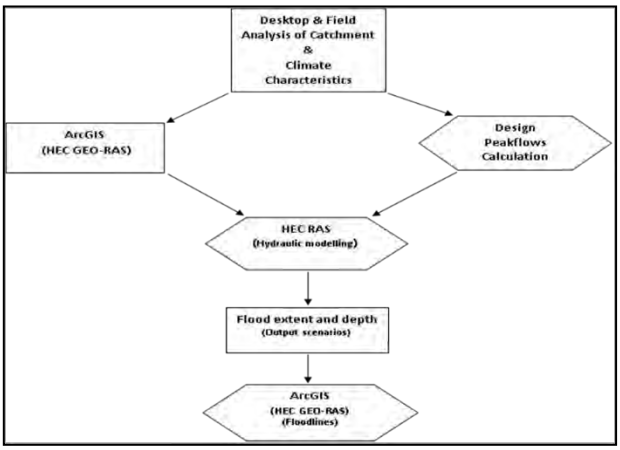



*Figure 69: Floodline Methodology*

The floodlines were simulated for the proposed conditions.

## F.4.7 Cross Section Overlay

The HECRAS model was entered with the current conditions excluding existing culverts, typical river geometry is shown in **Figure 70**.

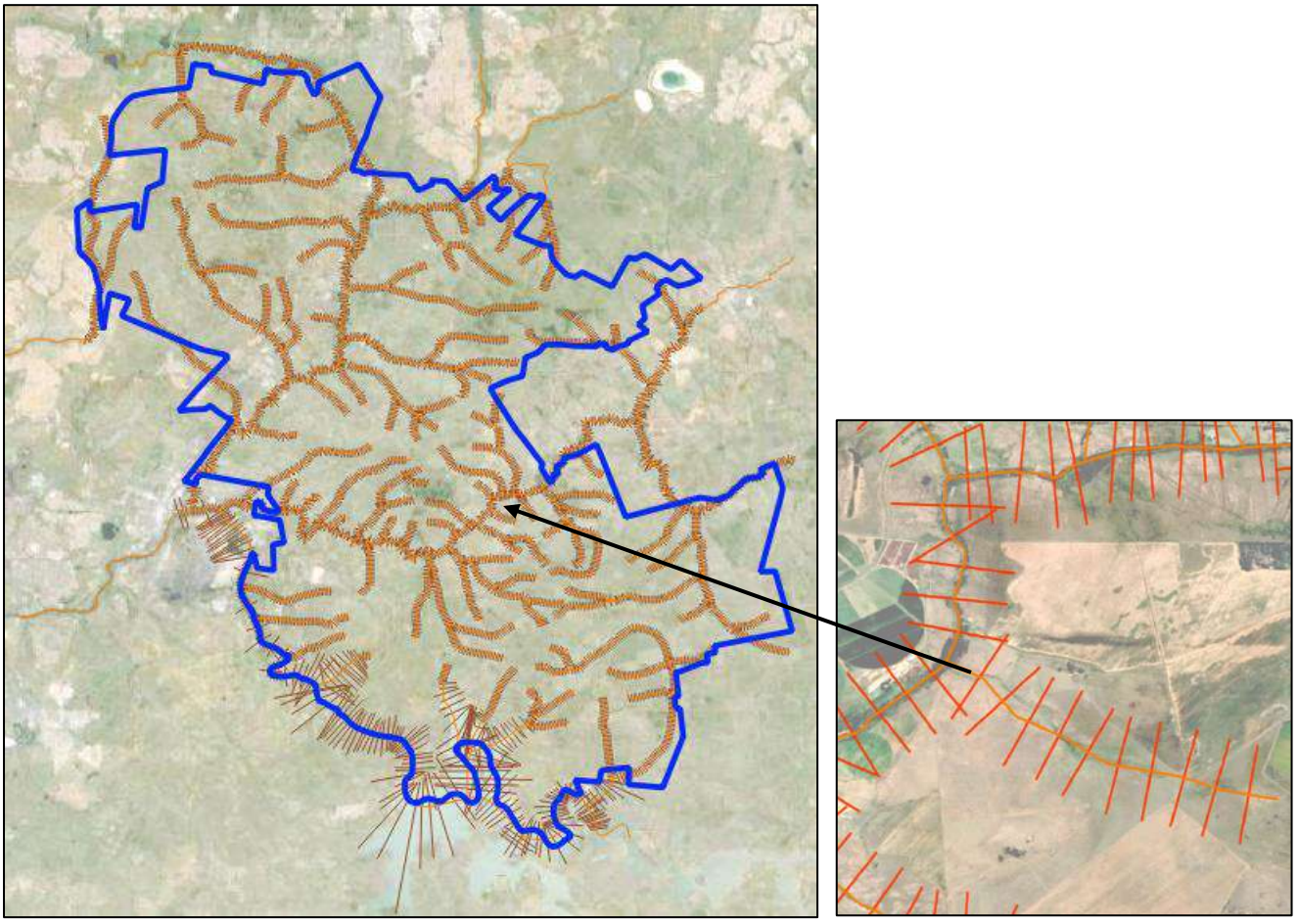


*Figure 70: HECRAS Typical Cross Sections Geometry Layout*

## F.5 TOWNSHIP (VILLAGE) FLOODLINE DETERMINATION

Should the need arise for the development of more accurate floodlines, especially in Township Developments, the following factors should be taken into consideration.

### F.5.1.1 Site Visits

The main purpose of a site visit is to determine the catchment characteristics from the on-site observations and to obtain details of the typical land cover. From the observations made during the site visit as well as using the available topographical information, the satellite images on Google Earth and the aerial imagery, the land use information can be assumed.

### F.5.1.2 Catchment Characteristics

The catchment characteristics required for the study included the following:

- the longest drainage path and associated catchment area.
- the effective contributing area of the residential area.
- the time of concentration (Tc – time it takes for the drop of water that travels the longest route in the catchment).
- the mean slope of the river and catchment slopes; and
- soil permeability and land use cover.
- The general topography was determined using the 5m contours obtained from the national geo special instituted.

### F.5.1.3 Impact of Development on Natural Drainage Systems

It is widely recognised that developments impact negatively on natural drainage systems in several ways, including:

- Reduced permeability of catchment areas by introduction of impervious surfaces such as streets and buildings. This results in increased catchment run-off volumes.
- The introduction of efficient stormwater drainage results in reduced catchment response times with contaminant's increased downstream flow.
- Alteration to the natural flow regimes in river systems resulting in both geomorphologic (e.g. channel/bank erosion) and aquatic ecosystem changes over time.
- Deteriorating water quality because of industrial fallout, fertilisers and other pollutants that are conveyed by stormwater systems directly to receiving water bodies, without any attempt to ameliorate in route; and
- Accumulation of litter, sediment and any non-degradable material that lands in the watercourse downstream.

These guidelines require greater cognisance to be taken of natural hydrological patterns and systems in the development of stormwater management systems and that the potential negative impacts highlighted above are reduced as far as is practically possible.

For this study, it was used to determine peak flow rates and volumes based on the various input parameters described below:

- **Rainfall data**
  Rainfall is the primary driver related to flood events. It is the most important element and is considered the main component related to determining design floods in an area.

  Design storm rainfall was determined based on a minute-by-minute grid developed by Smithers for the entire Southern African region. The analysis was based on the “Design Rainfall Estimation in South Africa” (DRE) program developed by JC Smithers and RE Schulze (2002).

The program implemented procedures from the Water Research Commission (WRC) project entitled "Rainfall Statistics for Design Flood Estimation in South Africa" (WRC Project K5/1060).

- **Soil Type Determination**
  An important parameter of previous areas is the soil type which can consist of either clayey soils (high run-off potential) or sandy soils (low run-off potential).

  The types of soils within the Sedibeng District were determined based on standard geological maps set up by the Agricultural Research Council, Institute for Soil, Climate and Water for South Africa. Type C soil was used for these models.

The hydrologic soil groups are shown in the **Table 14** below:

*Table 14: Hydrological Soil Type*

| Hydrologic Soil Group | Description |
|---|---|
| A | Soils having a high infiltration rate consisting mainly of sand and gravel |
| B | Soils having moderate infiltration rates consisting of material having mainly fine to moderately coarse texture |
| A/B | Soils having a high to medium infiltration rate |
| C | Soils having a low infiltration rate consisting of material with a moderately fine to fine texture (This Study falls within this category) |
| B/C | Soils having a moderate to low infiltration rate |
| D | Soils having a very low infiltration rate consisting mainly of very fine to clayey material |
| C/D | Soils having a low to very low infiltration rate |

- **Land-use categories**
  Another important component for the model is the land-use, different kinds of development leads to varying infiltration rates for the ground due to the area that is being altered from a certain level of permeability to either a more permeable or less permeable depending on the type of development.

  The roofs were manually digitised, and the streets were separated from normal servitudes and stands to get percentage previous against non-pervious. This was also used in calculating curve number in conjunction with Soil Type C for the area for permeability of soils.

## F.6 CONCLUSIONS

The following is concluded:

- The floodlines are to be used only for regional planning purposes only.
- For the existing conditions very, few developments fall within a flooded area.
- Some existing infrastructures are affected by both 1:100-year and 1:50-year flood events.
- The flooded area inside the floodplain has shallow depths and thus low risk.

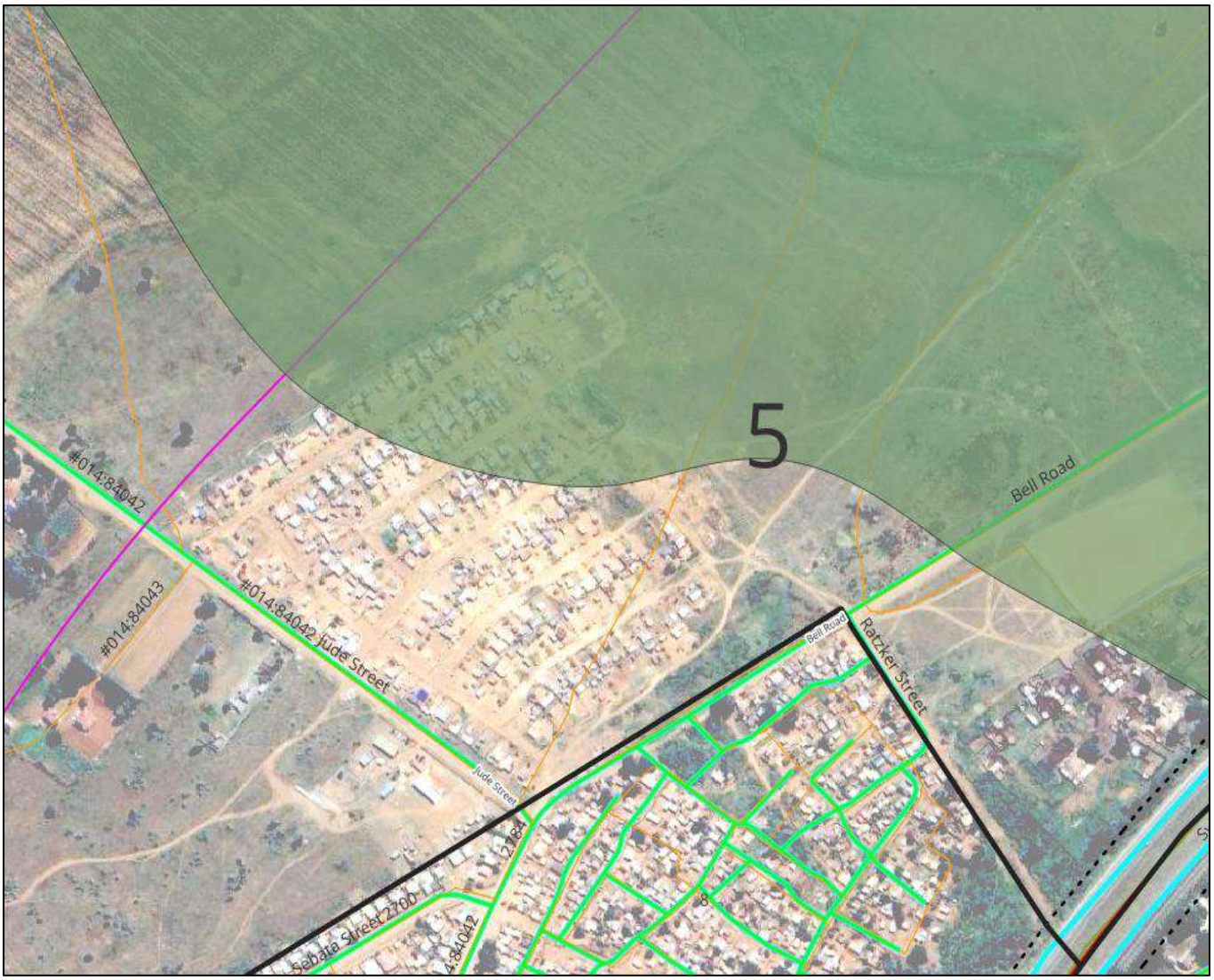
## F.7 RECOMMENDATIONS

The following is recommended:

- Floodline data to be used for planning purposes only.
- No new developments are to be situated within the 1:50-year floodline area and floor levels to be above the 1:100-year flood level.
- Alternative positioning of the ervens that are found within a flood plain should be investigated.
- Any specialist studies including the environmental compliance studies that might be needed must be done in consultation with relevant authorities.
- The floodlines be revised should watercourse and/or control structures be modified in the future and detailed floodlines to be computed to include the effect of control structures such as bridges and culverts.

As per the **Floodline Layout 1** below (extracted from our Main Floodline Layout(s)) the rural area properties are being constructed within the floodline area and discussions should take place with the communities to prevent properties from being constructed within these areas.

Due to the size of the GIS system that was built by the PSP, the information containing all flood risk areas will be provided to Midvaal Local Municipality in a separate volume to this report to identify these areas.




*Floodline Layout 1: Ward 5 Properties within Floodlines*

# CHAPTER G : INSTITUTIONAL ARRANGEMENTS AND REQUIRED AUTHORIZATIONS

## G.1 INTRODUCTION

Institutional Arrangements and Required Authorizations refer to the framework of organizations, roles, and processes that are necessary for the effective implementation of a project, program, or regulatory framework. These arrangements ensure that all stakeholders are properly coordinated, and that all legal and procedural requirements are met.

By developing the Midvaal Local Municipality **Roads and Stormwater Masterplan**, several **institutional arrangements** and **required authorizations** had to be in place to ensure the project aligns with legal, environmental, technical, and administrative standards. These arrangements also ensure coordination between various government bodies, agencies, and stakeholders, and facilitate the implementation and management of the infrastructure.

### G.1.1 Institutional Arrangements

In phase 1 and during the project different roles, responsibilities, and relationships between different entities involved in planning, approving, executing, and managing the Midvaal Local Municipality Roads and Stormwater Master Plan had to be considered to complete the project successfully. **(See Chapter C)**

#### G.1.1.1 Project Steering Committee

The Project Steering Committee (PSC) was established which consist of all relevant stakeholders from:

- Midvaal Local Municipality
- DBSA
- Project Service Provider (Infraconsult Engineering)
- Sedibeng District Municipality
- Provincial and National Department of Transport (i.e. Gauteng Department of Roads and Transport, SANRAL)
- Provincial Department of Human Settlement (if so required)
- CoGHSTA
- MISA

The above PSC structure was responsible for the following institutional arrangements, i.e:

- Review and Approval of Intermediate Progress Reports
- Statutory input and authorizations into Draft and Final Roads and Stormwater Master Plan.
- Overview of Codes and Standards used and referenced during compilation of Reports.

#### G.1.1.2 Supporting Agencies

In the process of developing the Midvaal Local Municipality Final Roads and Stormwater Master Plan, the following Stakeholders were engaged:

- Gauteng Department of Roads and Transport (Gautrans)
- Sedibeng District Municipality
- Midvaal LM Technical Department (Roads and Stormwater)
- Midvaal LM Operations and Maintenance Officials.

#### G.1.1.3 Stakeholder Engagements

Effective implementation of the model required collaboration and data-sharing among various stakeholders, including authorities, transport agencies, and other relevant bodies. Establishing such a collaboration faced challenges to conflict of interests.

Obtaining buy-in from the public for the model's implementation and potential outcomes was crucial as the complains registers that was provide by Midvaal Local Municipality had to be investigated by addressing concerns or perceptions about data privacy or potential disruptions due to transportation changes is essential. Given the need for surveys on the public's travel patterns that their cooperation was essential.

#### G.1.1.4 Coordination Bodies

Using the functional road classification model, the local municipality can identify some key roads which fall under the jurisdiction of Gautrans which they can take ownership of in the future. These roads might even be gravel roads that are not on the short-term agenda for Gautrans to upgrade to formalised asphalted roads or they could be asphalted roads in poor conditions that require rehabilitation and maintenance.

It is suggested that the jurisdiction of the roads be transferred to Midvaal Local Municipality. This would then enable the municipality to upgrade/rehabilitate and maintain these roads themselves. Such an occurrence will impact both Gautrans as well as Midvaal Local Municipality as Gautrans road network would be reduced while Midvaal Local Municipality's road network would be increased.

## G.2 REQUIRED AUTHORIZATIONS

Various legal and regulatory authorizations will be needed for the implementation of the Midvaal Roads and Stormwater Master Plan and to ensure that it complies with national, regional, and local laws and policies. **(See Chapter K)**

### G.2.1 Environmental Impact Assessment (EIA)

- **Environmental Clearance**
  An EIA may be required for large-scale infrastructure projects, especially for stormwater and drainage works, which can affect natural water systems, ecosystems, and biodiversity. The EIA typically includes an assessment of potential environmental impacts and the measures needed to mitigate them.

- **Permits for Water Management**
  Stormwater infrastructure must adhere to national water quality standards and water management policies. This may include permits for managing stormwater runoff, discharge into watercourses, or the diversion of natural streams.

### G.2.2 Land Use and Zoning Approvals

The implementation of the master plan must comply with local land use zoning regulations and urban planning codes. Any proposed roadways or stormwater infrastructure may require rezoning, or a land use change approval from the local government.

### G.2.3 Road Construction Permits

- **Road Design Approvals**
  The road and transportation plans must meet design standards for road safety, traffic flow, and environmental considerations (e.g., noise, air quality).

- **Traffic Impact Assessments (TIA)**
  In some cases, especially for large-scale developments or urban road systems, a Traffic Impact Assessment (TIA) may be required to ensure the new infrastructure can handle traffic volumes and improve transportation efficiency.

### G.2.4 Stormwater and Drainage Permits

- **Stormwater Management Plan (SWMP) Approval**
  This may be a standalone requirement or part of the EIA. It focuses on ensuring that the stormwater infrastructure meets best practices in managing flood risks, water quality, and environmental protection.

- **Floodplain Management and Flood Risk Assessment**
  Any construction in flood-prone areas will require additional flood risk assessment and compliance with floodplain management regulations.

### G.2.5 Utility and Infrastructure Permits

Approvals are needed for the relocation, alteration, or construction of utilities affected by the projects, including water, sewage, electricity, and telecommunications infrastructure.

### G.2.6 Health and Safety Regulations

- **Construction and Safety Permits**
  Compliance with construction safety standards, including worker safety and the prevention of accidents during construction.

- **Public Health Approval**
  Ensuring the public health implications of the stormwater system, particularly in urban environments, are addressed, especially regarding waterborne diseases, pollution, and flooding.

### G.2.7 Public Consultation and Transparency

- **Consultation Process**
  Depending on local legislation, a public consultation process may be mandated, especially if the master plan impacts local communities, involves significant land acquisition, or requires substantial environmental mitigation measures.

- **Public Disclosure**
  There may be a legal requirement for publishing notices, holding public meetings, or otherwise making plans available to the public.

### G.2.8 Public Private Partnerships Approvals

If the project involves private sector participation or financing through a PPP model, approvals from relevant public entities or legislative bodies may be required to ensure that the terms of the agreement comply with public sector regulations.

### G.2.9 Other Considerations

- **Social Impact Assessment (SIA)**
  In cases where the project could displace communities, cause significant social disruption, or alter land use patterns, an SIA may be required.

- **Climate Resilience and Adaptation Plans**
  Particularly in regions prone to extreme weather events, a plan addressing the resilience of roads and stormwater systems to climate change (e.g., increased rainfall, flooding) may be needed.

- **Funding and Budget Approvals**
  Securing the necessary financial resources and authorizations from national, regional, or municipal budgeting authorities is often a prerequisite before proceeding with construction.

## G.3 CONCLUSION

To successfully develop and implement a Roads and Stormwater Master Plan, it is crucial to navigate the complex of institutional arrangements and obtain all necessary authorizations. This includes the cooperation of multiple agencies and stakeholders, adherence to environmental, safety, and land use regulations, and securing public and political support. Coordination across these areas ensures that the project is well-designed, legally compliant, and socially and environmentally responsible.

See **Chapter C**, **Chapter K** and **Chapter L** for the implementation of the roads and stormwater master plan where we point out our current deficiencies and hierarchy of the Department and proposed certain amendments to build capacity in terms of manpower, planr, software,etc.

The PSP will also provide a training workshop to all relevant departments within Midvaal Local Municipality to implent the GIS system and how to clearly and effectively use the Final Roads and Stormwater Master Plan.

# CHAPTER H : PROJECT PRIORITIZATION AND COST ESTIMATES

## H.1 PROJECT IDENTIFICATION & PRIORITIZATION

Based on site visits and taking into account the information presented in this document, road projects have been identified and categorized under four main categories based on their priority/urgency.

General projects which are not linked with a specific road or intersection have also been identified. These general projects will be continuous projects that will be relevant in the short, medium and long term to improve the overall quality of the road network.

- **Short Term Projects**: 0 – 5 years
- **Medium Term Projects**: 5 – 15 years
- **Long Term Projects**: 15 – 20 years
- **General Projects**

With regard to the various identified road projects, high level cost estimates have been provided for budgeting purposes. It is important to note that these cost estimates are provided based on the cost of constructing these upgrades based on the current average rates for construction. Therefore, for any projects that will be implemented in the medium to long term, factors such as inflation that will influence the cost need to be accounted for. These cost estimates also do not take into account factors such as unfavourable soil conditions that could increase the cost of construction.

With all the priority projects investigated and selected, and then refined to a lower amount including the life-threatening/emergency projects as indicated by Midvaal Local Municipality. These projects are estimated in more detail in section H 1.8 Midvaal Local Municipality Refined Priority Projects.

### H.1.1 Possible Projects From Site Visits (Road Links)

During site visits to the area, strategic road links of importance have been identified which require attention in the form of formalizing/ rehabilitating of the roads. The formalization of a road link refers to the upgrading of an informal gravel road to an asphalted/ paved road while the rehabilitation of a road refers to an asphalted road in a poor condition that requires resurfacing.

As per **Annexure I**, a typical road section of the layer works for asphalted Class 2-5 roads have been provided. It is recommended that these specifications be used for any road formalizations or new roads that will be constructed in the future for Class 5, 4, 3 and 2 roads or alternatively specified by the relevant authority. The estimated unit cost (per meter of road) associated with the formalization or rehabilitation of these classes of roads is provided as follows:

- Formalization of Class 5 roads (5m wide): **R 8 600 per meter**
- Formalization of Class 4 roads (6m wide): **R14 500 per meter**
- Formalization of Class 3 roads (7m wide): **R21 000 per meter**
- Formalization of Class 2 roads (7.4m wide): **R28 000 per meter**
- Rehabilitation of existing paved roads (single carriageway): **R 2 100 per meter**

Applying these unit rates to the length of the identified links which need to be upgraded, a high-level cost estimation (excluding VAT & professional fees) is provided in **Table 18** at the end of this section.

**Eye of Africa:** With reference to **Annexure J**, Carina Road / Hibiscus Road, travels between Bronk Drive to the west (which leads to the R82) and Cayman Road to the north-east (which leads to the R550 and

Eye of Africa). The indicated section of road, however, is currently a gravel road of ±2.6km in length that would benefit from being upgraded into an asphalted road. Since the surrounding area is fairly undeveloped, this link road can become a useful Class 4 collector road (see **Annexure A**) as more developments start to unfold in the area. This upgrade is considered as a **medium-term project**.

**Waterval-Walkerville (Road K154) Link Upgrade:** With reference to **Annexure K**, approximately 1.7km to the west of the R59 & R550 interchange, Road R550 transitions into a gravel road all the way up to Road R82 for a road length of about 11km. It is important to note, however, that this section of road will ultimately be replaced with the K154 Class 2 provincial road which follows a slightly different alignment to that of the current gravel road. Therefore, to implement an asphalted road for this link which connects the Waterval-area with the Walkerville-area would be a substantial upgrade since the asphalted road should be constructed according to the K154's alignment and not the current alignment of the R550.

It is expected that this road is key to further unlocking the development potential of the vacant land situated to the north and south of the K154, respectively. Consultation with Gautrans would also be required since the K154 future Class 2 road is under provincial jurisdiction. The length of the K154 to be constructed is ±10.5km in length.

With reference to the *Possible Projects from the Basic Road Model* section, a large section (6.7km) of the same road (R550) has been identified to be upgraded into an asphalted road based on its traffic volumes (Link MLM_64) as well. This confirms that the K154 upgrade would be appropriate for the area and is considered to be a **short-term project**.

**Sicelo:** With reference to **Annexure L**, Jude Street which is approximately 2.63km in length, is a gravel road that travels between Bell Road to the east and South Road to the north and it is proposed that this road be upgraded into an asphalted/paved road up to municipal standards due to its strategic importance. Currently, this road is accommodating low traffic volumes but is expected to become an important Class 4 collector (see **Annexure A**) in the near future as Sicelo expands further to the north since this road leads to Bell Road which in turn also leads to the higher order Road R551 (Johan Le Roux Road).

One known planned development which will greatly benefit from this upgrade is Sicelo Ext. 6 (situated on Langkuil Portion Ext 77). This is a large mixed-use development comprising Residential, Business, Educational and Institutional land-uses which will all make use of Jude Street since this road travels directly past the south-eastern boundary of this township. The formalization of Jude Street would therefore benefit this development as well as any other future development in the area given its strategic importance. The formalization of Jude Street is considered as a **short term upgrade**.

Furthermore, South Road in its current state (i.e. fairly narrow paved road, with a moderate pavement design, which is only intended to serve the local small holdings and undeveloped rural surrounds, is not a high order road, although its functionality is important at this stage, especially in light of the limited paved roads to the northwest of the R59. South Road is strategically located in the area, which allows it the potential to become an important Class 3 road (See **Annexure A**) in the **long term upgrade**.

It can also be noted that it will form an intersection with the planned future K210. Subsequently, the upgrading of South Road between Jude Street and Randvaal Road (R557) is proposed as a medium term project when more developments in the area (also to the north and west of South Road) trigger that traffic demand. Such an upgrade would then involve its full upgrade to a Class 3 status between Randvaal Road and at least Jude Street, which has a length of ±5.85km.

**Henley-On-Klip:** With reference to **Annexure M**, the residents of Henley-On-Klip situated on the eastern side of the Kliprivier currently only have two possible crossings to get to the main western side of Henley-on-Klip: via Iffley Road/ Winchester Road to the north or via Road 551 to the south (by using Gordon Road). It would also appear that a third crossing via Wargrave Road used to be in existence, but has since been closed off due to the Kliprivier which has completely flooded the road. Gordon Road leading towards the R551 exists in the form of an informal gravel road but from Etna Road to the north, the road is in fact asphalted.

As seen in **Annexure M**, the T-intersection between Gordon Road & R551 forms a staggered intersection with the Uitvlugt Road & R551 T-intersection. The Uitvlugt Road T-intersection, however, has been implemented at its approved position according to the future K174's planning.

Thus, as part of formalizing Gordon Road, it is proposed that the existing Gordon Road & R551 intersection be closed off and that Gordon Road be implemented at its correct position according to the K174's planning i.e., opposite Uitvlugt Road as indicated. Gordon Road is proposed to be formalized up to municipal standards between the R551 and Etna Road (±1.1km in length) since this is a strategic link that residents can use to either travel to Meyerton or the main western section of Henley-on-Klip. Furthermore, Eaton Road, which is the main north-south minor arterial road serving the eastern part of Henley-on-Klip, exists as an informal gravel road (±1.4km in length) between Windsor Avenue & Winchester Road. It is recommended that this section of road be upgraded into an asphalted road (Class 3 standards). These upgrades are considered as **medium term projects**.

**Rusoord Secondary School:** With reference to **Annexure N**, Road D478 (district road) in an eastbound direction from its T-intersection with Road D1884 transitions from an asphalted road into a gravel road. Along this gravel road, however, an existing school namely Rusoord Secondary School, takes access from this gravel road. Considering that pedestrians walk along this road (including scholars due to the school), it is proposed that the asphalted road of Road D1884 be extended past the school (for a length of ±2.4km) as indicated (Class 3 standards).

This would improve the safety of pedestrians as proper signage and road markings can be implemented at the school results in a safer overall environment around the school premises. The implementation of a bus stop at the school access should also be considered. This upgrade is considered as a **short term project**.

### H.1.2 Possible Projects Based On Traffic Analyses

Based on the capacity analyses undertaken with PTV Vistro, 7 out of the 20 intersections that had been scrutinized would require upgrades based on either the status quo traffic or future background traffic growth applied to the status quo traffic. The following intersections have been identified for possible road & intersection upgrades:

- **Johan Le Roux Road & Gourlay Street Intersection:**
  Implementation of a traffic circle or traffic signals (Intersection 8 from Analyses)
  [Long Term Project];
- **Springbok Road & Meyer Road Intersection:**
  Implementation of a traffic circle or traffic signals (Intersection 9)
  [Short Term Project];
- **Road R551 & Morris Road Intersection:**
  Implementation of traffic signals & geometric upgrades (Intersection 11)
  [Short Term Project];
- **Pierneef Boulevard & Viljoen Avenue Intersection:**

Implementation of a traffic circle (Intersection 12) [Short Term Project];

- **Johan Le Roux Road & Galloway Street Intersection:** Implementation of traffic signals (Intersection 13) [Long Term Project];
- **Pierneef Boulevard & Mimosa Drive Intersection:** Implementation of traffic signals (Intersection 14) [Long Term Project]; and
- **Pierneef Boulevard & Reitz Street Intersection:** Implementation of traffic signals (Intersection 15) [Medium Term Project].

### H.1.3 Possible Projects From Basic Road Model

Using the Basic Road Model, additional road links have been identified as possible projects which can be undertaken in the form of upgrading gravel road links to asphalted roads. The criteria used to identify these links are based on the road categorization as discussed under the Status Quo Traffic Demand Model section. If a road link is categorized as a Category C link or higher and the road is a gravel road, then this specific link has been identified as a possible project that could be implemented. Using the available data (refer to **Annexure F**), the following three links have been identified:

- **MLM_49**: ±2.5km section of gravel road situated on Road D1220 which currently is a Category D link that is estimated to become a Category C link by 2039 (Medium Term Project);
- **MLM_64**: ±6.7km section of gravel road situated on Road D1313 (Road R550) which currently is a Category B link (Short Term Project) [This project is superseded by the proposed K154 link upgrade mentioned under the *Possible Projects from Site Visits (Road Links)* section];
- **MLM_92**: ±2.0km section of gravel road situated on Road D2062 which currently is a Category D link that is estimated to become a Category C link by 2039 (Medium Term Project);

### H.1.4 Future Projects From SDF & Precinct Plans

Apart from the newly identified upgrades as proposed in the previous sections, some road & intersection upgrades have also been identified in the SDF & precinct plans for Meyerton, Henley-On-Klip and Sicelo which are listed in **Table 15,16 and 17** below. General comments with regards to these upgrades from a traffic engineering/ geometric design point of view are also provided.

*Table 15: Meyerton CBD Upgrades from Precinct Plans*

| Proposed Upgrade | Comment |
|---|---|
| Signalization of Pierneef Boulevard & Loch Street | The signalization of these intersections is appropriate, but it should only be implemented if the critical queue lengths at the stop approaches of the intersections successfully meet the warrants for traffic signals as per the *SARTSM (Vol. 3)*. |
| Signalization of Pierneef Boulevard & Shippard Street | |
| Signalization of Pierneef Boulevard & Carvalho Street | |
| Geometric Upgrades at Meyer Road & Joubert Street | The implementation of geometric upgrades will benefit this intersection should the road reserve allow for it. Signals can also be considered at this intersection in the long-term. |
| **Proposed Upgrade** | **Comment** |

| | |
|---|---|
| Implementation of a Traffic Circle at Loch Street & Holliday Street | At all these intersections where traffic circles have been proposed, the intersecting roads consists of dual carriageway roads separated by median islands. Since the road reserve at these intersections are limited, the provision of a proper double circulating traffic circle with adequate deflections will not be possible and the only possible traffic circle would be a smaller single circulating traffic circle such as the one found at Galloway Street & Loch Street. With this geometry, the two lanes per direction will have to be choked down to a single lane per direction in the vicinity of the traffic circle which in essence would reduce the capacity of the intersection. The existing traffic volumes at these intersections should therefore be taken into consideration prior to the implementation of a traffic circle. |
| Implementation of a Traffic Circle at Galloway Street & Carvalho Street | |
| Implementation of a Traffic Circle at Shippard Street & Galloway Street | |
| Implementation of a Traffic Circle at Meyer Road & Shippard Street | |
| Implementation of a Traffic Circle at Meyer Road & Boet Kruger Street | |

**HENLEY ON KLIP**

*Table 16: Henley on Klip Upgrades from Precinct Plans*

| Proposed Upgrade | Comment |
|---|---|
| Proposed Placemaking Traffic Circle on Henley Drive & Springbok Road | The proposed placemaking circle's location is in fact situated on a bridge and not at an intersection and should therefore not be implemented as it would require the bridge to be widened without creating any additional capacity. |
| Proposed Extension of the Avenue up to the intersection of Henley Drive & Bokmakierie Road as well as the implementation of a traffic circle at this intersection | The proposed link is not recommended since there is already an intersection between The Avenue & Henley Drive which serves the same purpose as the proposed extension. The traffic circle can be implemented since it would provide some traffic calming on Henley Drive as well as creating more gaps for vehicles on Bokmakierie Road to merge onto Henley Drive. |
| Proposed Traffic Circle at St Davids Road & The Avenue | The implementation of a traffic circle at these intersections are supported provided that the traffic volumes through these intersections requires additional capacity to be created. |
| Proposed Traffic Circle at Windsor Road & Eaton Road | |
| Proposed Traffic Circle at Wargrave Road & Ewelme Road | |
| Proposed Traffic Circle at Ewelme Road & Henley Drive | |

**SICELO**

*Table 17: Sicelo Updates from Precinct Plans*

| Proposed Upgrade | Comment |
|---|---|
| Implementation of a Class 3 road through Sicelo linking with Alma Road | With reference to Annexure A & L, the proposed Class 3 road actually traverses the Sicelo Ext. 6 development and can therefore not be fully implemented as initially planned. As a good alternative, the upgrading of South Road into a Class 3 road as discussed under *Possible Projects from Site Visits (Road Links)* is proposed which in fact would serve a similar purpose. |

## H.1.5 General Projects

### H.1.5.1 Transfer of Road Jurisdiction from Gautrans to Midvaal Local Municipality

Using the functional road classification model, the local municipality can identify some key roads which fall under the jurisdiction of Gautrans which they can take ownership of. These roads might even be gravel roads that are not on the short-term agenda for Gautrans to upgrade to formalized asphalted roads or they could be asphalted roads in poor condition that require rehabilitation and maintenance.

Therefore, it is suggested that the jurisdiction of the roads be transferred to Midvaal Local Municipality. This would then enable the municipality to upgrade/rehabilitate and maintain these roads themselves. Such an occurrence, by definition, will impact both Gautrans as well as Midvaal Local Municipality as Gautrans' road network would be reduced while Midvaal Local Municipality's road network would be increased.

### H.1.5.2 Improving Road Safety

To minimize vehicle related accidents road safety can be improved continuously by the municipality.

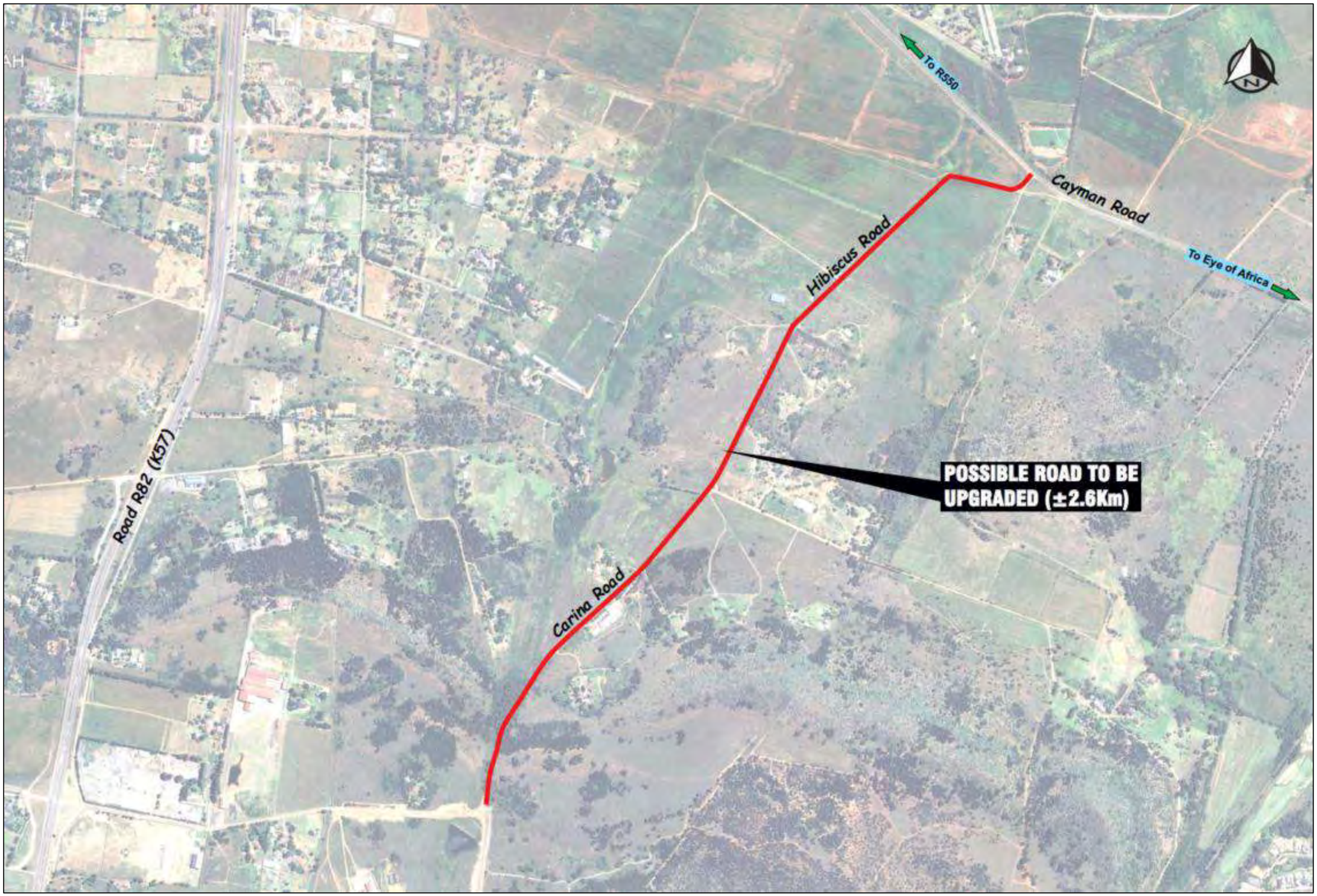
This includes, but is not only limited to, the following activities:

- Repairing potholes in existing asphalted roads;
- Providing adequate road markings and road signage along asphalted roads;
- Maintaining the vegetation growing adjacent to key roads to an adequate length. This assists with the visibility (sight distance) for road users.

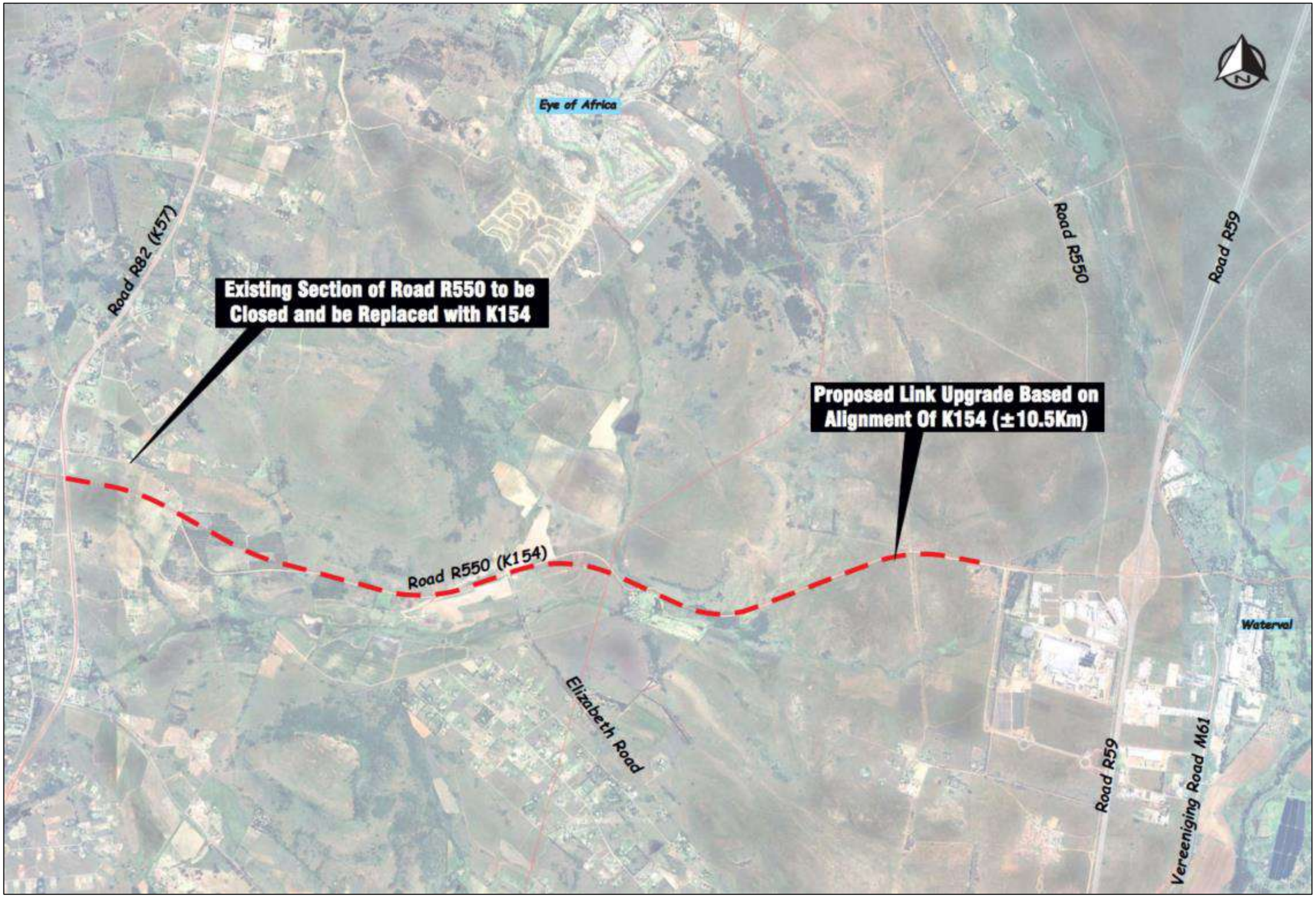
Furthermore, the municipality should also consider the undertaking of Road Safety Audits. A Road Safety Audit is a formal examination of a future or existing road/ traffic project/ any project where interaction with road users takes place, in which an independent, qualified examination team reports on the accident potential and safety performance of the project.

## H.1.6 Summary and Priority of Projects

A summary of the projects identified in the previous sections is provided in **Table 18** below. Starting with the highest priority projects, the short, medium and long-term projects are listed in terms of priority. The estimated costs (excluding VAT & professional fees) for these projects have also been provided.




*Drawing 12: Possible Road to be Upgraded Hibiscus Road*



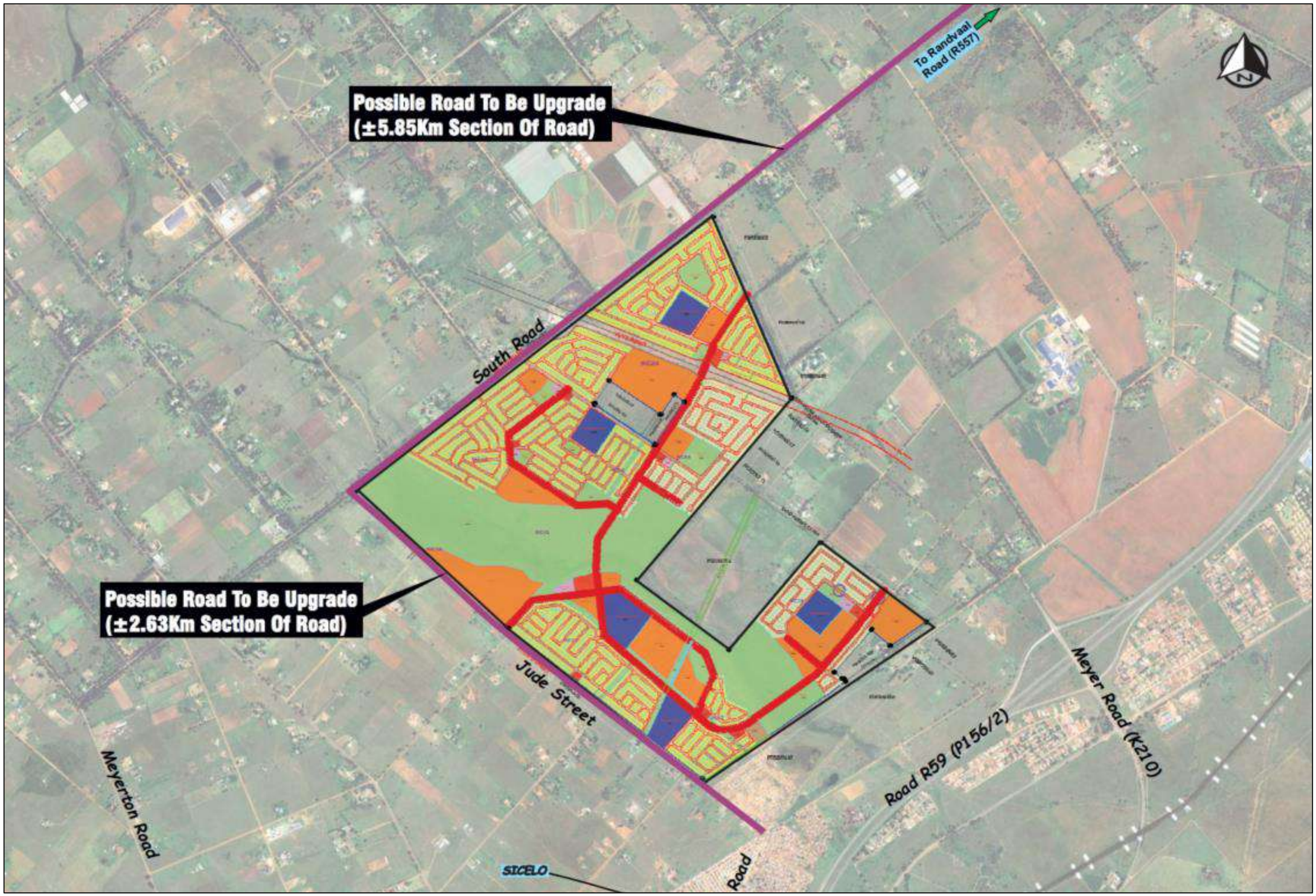

*Drawing 13: Proposed Link Upgrade Alignment of K154*




*Drawing 14: Possible Road to be Upgraded Road D478*




*Drawing 15: Possible Road Upgrades (Eaton and Gordon Road)*




*Drawing 16: Possible Road Upgrades for New Developments*

## H.1.7 General Projects / Maintenance Projects (Gravel and Surfaced Roads)

In order to quantify the General / Maintenance Projects this report looks at the Midvaal Local Municipality from a WARD Perspective to identify the Gravel and Surfaced Roads. After the identification of the Gravel and Surfaced Roads the roads were prioritised as shown in **Figure 72** and **Figure 73** as follows:

- Priority 1 (0-5yrs),
- Priority 2 (5-10yrs)
- Priority 3 (10 -20yrs).

The basic criteria used for the Prioritisation of Gravel and Surfaced Roads, include the following but are not limited to:

### H.1.7.1 Priority 1

- High population density
- Extremely Poor ride quality (for example rocky roads)
- Mountainous Topography
- High need for access to Schools, Clinics and Business
- Hindered by the presence of rivers.

### H.1.7.2 Priority 2

- Poor ride quality
- Accessible Terrain
- Access to Residences
- Hindered by the presence of streams.

### H.1.7.3 Priority 3

- Recent work done to improve usability.
- Access gained from Provincial or District Roads
- Flat Terrain
- Good Ground Conditions
- No possibility of flooding

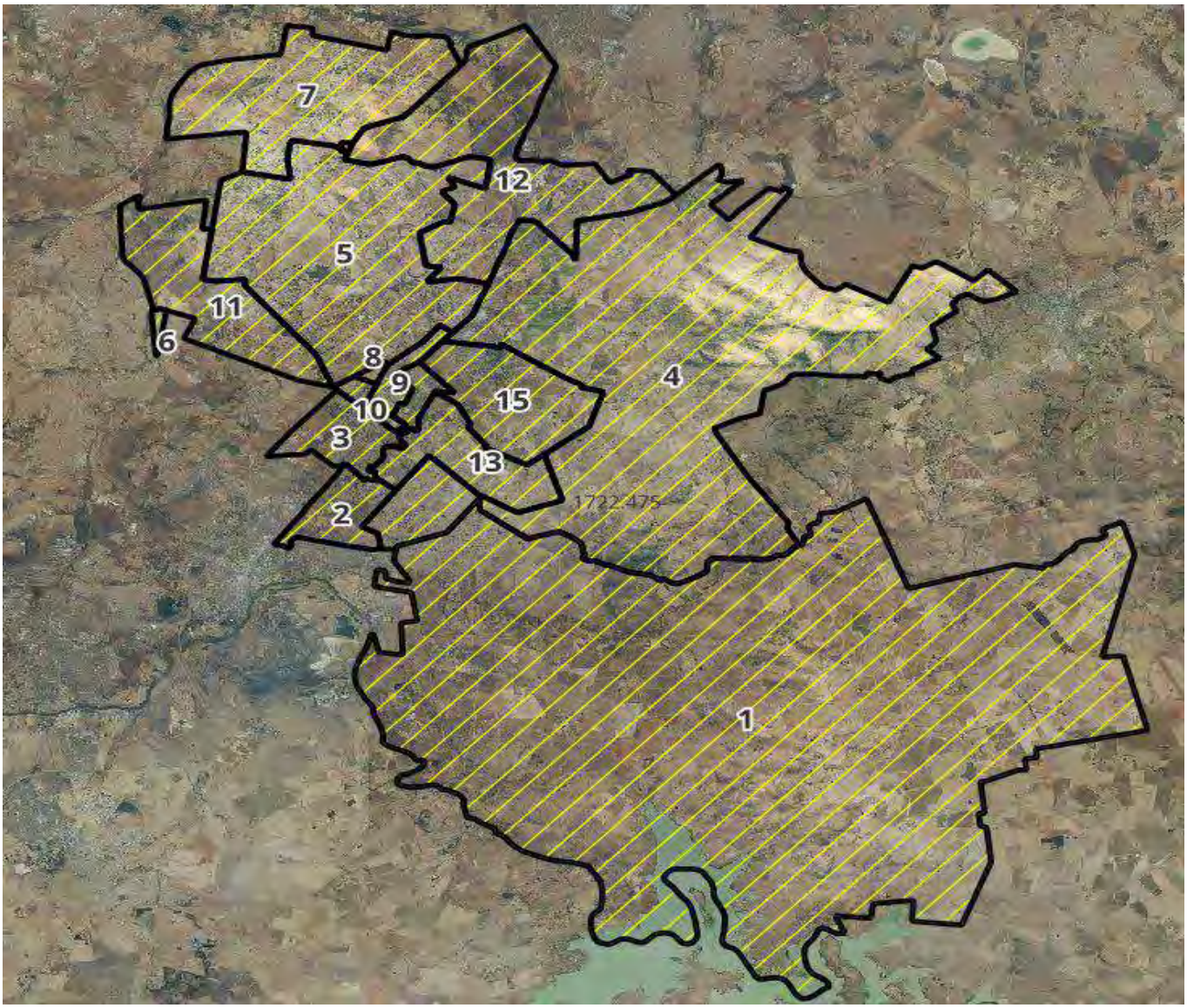



*Figure 71: Midvaal Local Municipality 15 Wards*

As previously established Midvaal Local Municipality consists of 15 Wards as follows:

*Table 19: WARDS Landmarks and Street Names*

| Ward Number | Landmark | Street Name |
|---|---|---|
| **Ward 1** | Kudung Middle School (Nooitgedacht), Vaal Marina Community Hall, Mooilande AH | Maribou, R54, R549 |
| **Ward 2** | Risiville Laerskool, Glen Donald AH | Brockett |
| **Ward 3** | Rothdene, Meyerton South | Sybrand van Niekerk R59 |
| **Ward 4** | Daleside, Homelands AH, Koolfontein AH | Winchester R551 |
| **Ward 5** | Drumblade AH, Highbury | Joan |
| **Ward 6** | Lakesides | St Patrick |
| **Ward 7** | Aloe Ridge Primary School | Loes R82 |
| **Ward 8** | Sicelo White House | Bell |
| **Ward 9** | Meyerton Town Hall | Meyer |
| **Ward 10** | Sicelo Stadium | Johan le Roux R551 |

| Ward Number | Landmark | Street Name |
|---|---|---|
| **Ward 11** | Walkerville Golf Club, De Deur Primary School | R82 |
| **Ward 12** | Zwartkopjes, Klipview AH, Kliprivier | Sybrand van Niekerk R59 |
| **Ward 13** | Voorwaarts Laerskool | Boundary |
| **Ward 14** | Dr Malan High School | Verwoerd R551 |
| **Ward 15** | Randvaal, Henley on Klip | Ewelma, Kliprivier R551 |

The total length of Gravel Roads within Midvaal Local Municipality is calculated to be 4004km (Farm and Municipal Roads) and was prioritised from Priority 1, Priority 2, Priority 3 and Priority 4 and then determined per ward, as can be seen from **Figure 72**.

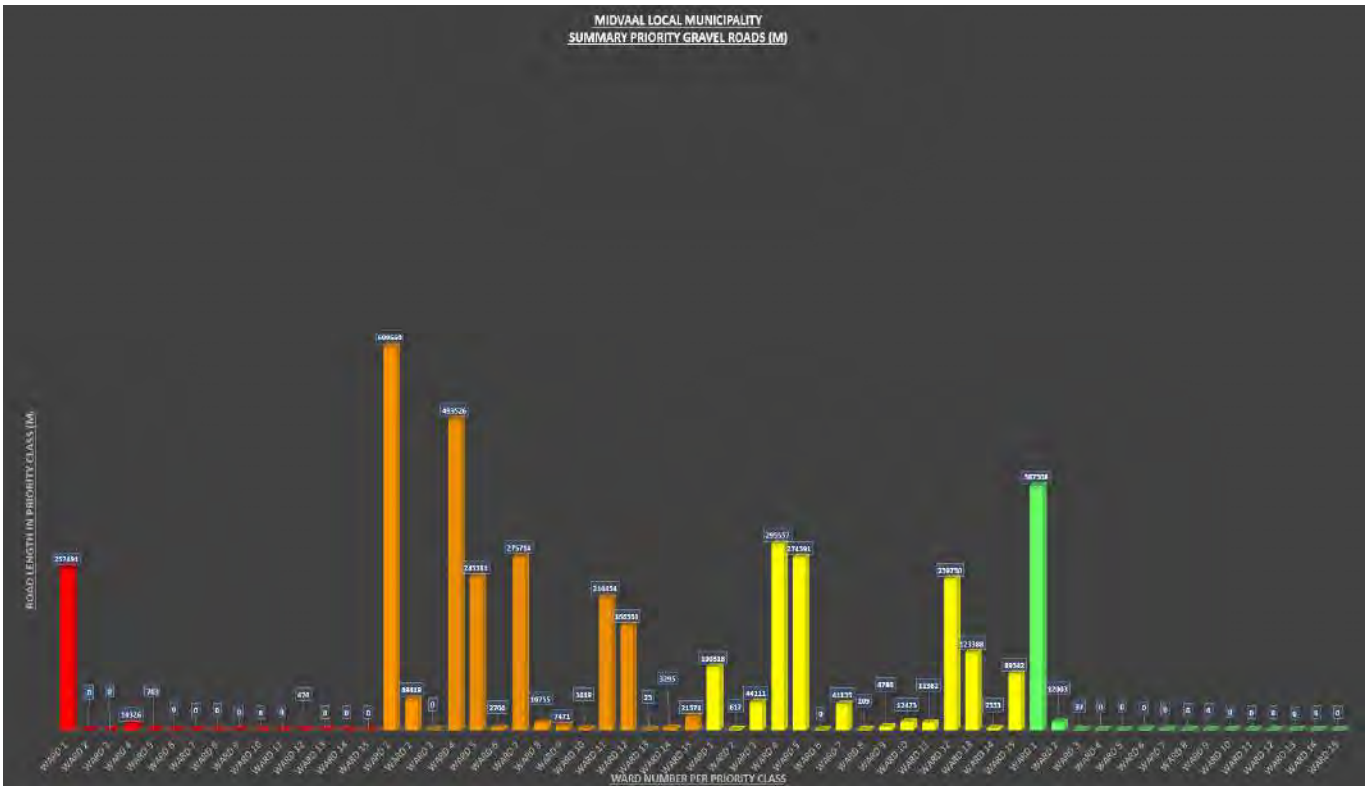



*Figure 72: Midvaal Local Municipality - Ward Gravel Roads Prioritised*

Analysing **Figure 72** Gravel Roads the following can be concluded:

- **Ward 1** – Consists of 1354km of gravel roads whereby:
  257km of roads fall within Priority 1,
  609km falls within the priority 2,
  100km falls within the priority 3, and
  387km falls within the priority 4 roads.

- **Ward 2** – Consists of 62km of gravel roads whereby:
  49km of roads falls within Priority 2,
  0.617km falls within Priority 3, and
  12km falls within Priority 4 roads.

- **Ward 3** – Consists of 44.2km of gravel roads whereby:
  44.1km falls within the Priority 3,
  0.097km falls within the Priority 4 roads.

- **Ward 4** – Consists of 800km of gravel roads whereby:
  10.3km falls within the Priority 1,
  493km falls within the Priority 2, and
  295km falls within the priority 3 roads.

- **Ward 5** – Consists of 520km of Gravel roads whereby:
  0.703km falls within Priority 1,
  243km falls within Priority 2, and
  275km within Priority 3 roads.

- **Ward 6** – Consists of 2.7km of Gravel roads whereby:
  2.7km of gravel roads fall within Priority 2 roads.

- **Ward 7** – Consists of 316km of Gravel roads whereby:
  275km falls within Priority 2, and
  41km falls within Priority 3 roads.

- **Ward 8** – consists of 10.9km of Gravel roads whereby:
  10.7km falls within Priority 2, and
  0.205km falls within Priority 3 roads.

- **Ward 9** – Consists of 12.9km of Gravel roads whereby:
  7.4km falls within Priority 2, and
  4.7km falls within Priority 3 roads.

- **Ward 10** – Consists of 14km of Gravel roads whereby:
  1.6km falls within Priority 2, and
  12.4km falls within Priority 3 roads.

- **Ward 11** – consists of 221km of Gravel roads whereby:
  210km falls within Priority 2, and
  11km falls with Priority 3 roads.

- **Ward 12** – Consists of 406km of Gravel roads whereby:
  0.407km falls within Priority 1,
  166km falls within Priority 2, and
  239km falls within Priority 3 roads.

- **Ward 13** – Consists of 123km of Gravel roads whereby:
  0.023km falls within Priority 2, and
  123km falls within Priority 3 roads.

- **Ward 14** – Consists of 5.6km of Gravel roads whereby:
  3.2km falls within Priority 2, and
  2.3km falls within Priority 3 roads.

- **Ward 15** – Consists of 110km of Gravel roads whereby:
  21km falls within Priority 2, and
  89km falls within Priority 3 roads.

The total length of Asphalt Roads within Midvaal Local Municipality is calculated to be 1200km and was prioritised from Priority 1, Priority 2, Priority 3 and Priority 4 and then determined per ward, as can be seen from **Figure 73**.

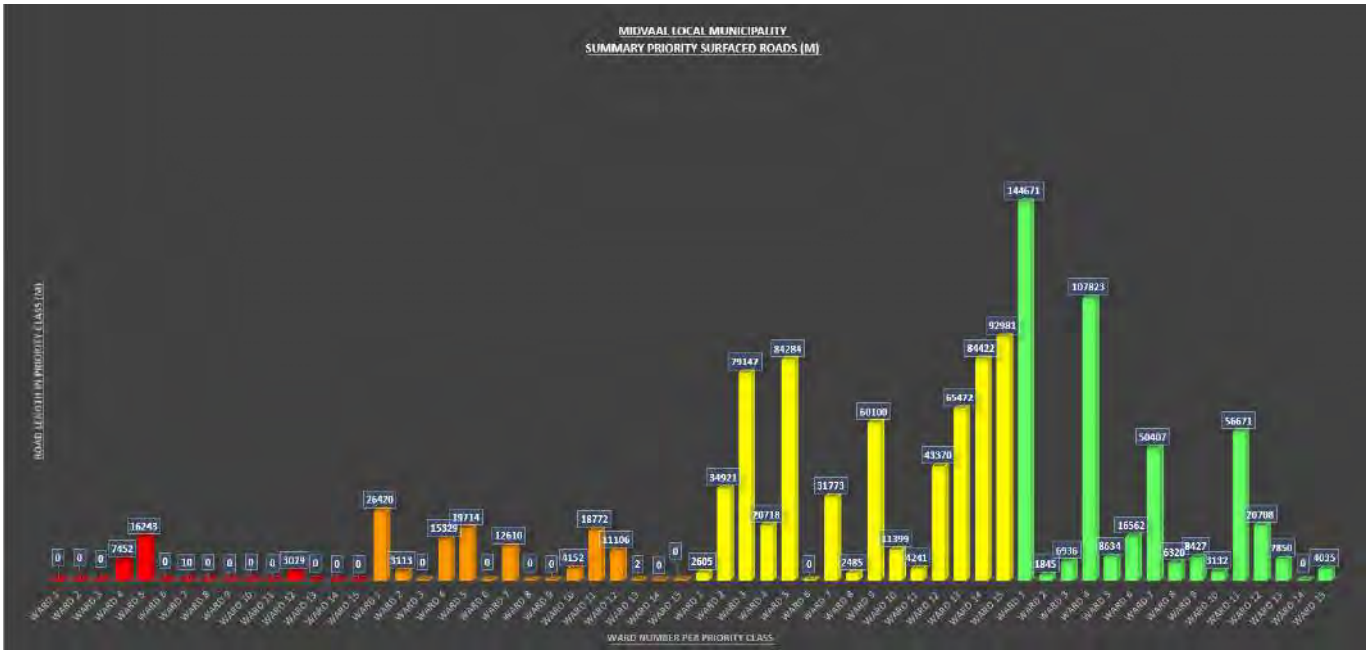



*Figure 73: Midvaal Local Municipality - Ward Surfaced Roads Prioritised*

Analysing **Figure 73** Surfaced Roads the following can be concluded:

- **Ward 1** – Consists of 174km of surfaced roads whereby:
  26km of roads fall within Priority 2,
  2.6km fall within priority 3, and
  144km fall within priority 4.

- **Ward 2** – Consists of 39.8km of surfaced roads whereby:
  3.1km of roads falls within Priority 2,
  34km falls within Priority 3, and
  1.8km falls within Priority 4 roads.

- **Ward 3** – Consists of 86km of surfaced roads whereby:
  79km falls within the Priority 3, and
  6.9km falls within the Priority 4 roads.

- **Ward 4** – Consists of 151km of surfaced roads whereby:
  7.4km falls within the Priority 1,
  15.3km falls within the Priority 2,
  20.7km falls within the priority 3, and
  107.8km falls within the Priority 4 roads.

- **Ward 5** – Consists of 129km of surfaced roads whereby:
  16.2km falls within Priority 1,
  19.7km falls within Priority 2,
  84.2km within Priority 3, and
  8.6km falls within the Priority 4 roads.

- **Ward 6** – Consists of 16.5km of surfaced roads whereby:
  16.5km of falls within Priority 4 roads.

- **Ward 7** – Consists of 163km of surfaced roads whereby:
  10km falls within Priority 1
  12.6km falls within Priority 2 roads,
  31.7km within Priority 3, and
  50.4km falls within Priority 4 roads.

- **Ward 8** – consists of 8.7km of surfaced roads whereby:
  2.4km falls within Priority 3 and
  6.3km falls within Priority 4 roads.

- **Ward 9** – Consists of 70km of surfaced roads whereby:
  60.1km falls within Priority 3, and
  8.4km falls within Priority 4 roads.

- **Ward 10** – Consists of 18.5km of surfaced roads whereby:
  4.1km falls within Priority 2,
  11.3km falls within Priority 3 roads, and
  3.1km falls within Priority 4 roads.

- **Ward 11** – consists of 80km of surfaced roads whereby:
  18.7km falls within Priority 2,
  4.2km falls with Priority 3, and
  56.6km falls within Priority 4 roads.

- **Ward 12** – Consists of 78km of surfaced roads whereby:
  3km falls within Priority 1,
  11.1km falls within Priority 2,
  43.3km falls within Priority 3, and
  20.7km falls within Priority 4 roads.

- **Ward 13** – Consists of 73km of surfaced roads whereby:
  0.002km falls within Priority 2,
  65.4km falls within Priority 3, and
  7.8km falls within Priority 4 roads.

- **Ward 14** – Consists of 84.4km of surfaced roads whereby:
  84.4km falls within Priority 3 roads.

- **Ward 15** – Consists of 96km of surfaced roads whereby
  92km falls within Priority 3, and
  4km falls within Priority 4 roads.

### H.1.7.4 Using GIS to Identify Priority Gravel and Surfaced Roads

In order to identify the Gravel and Surfaced Roads visually, snapshots of the GIS Graphic Modelling Software can be seen in **Figures 74 – 78**.

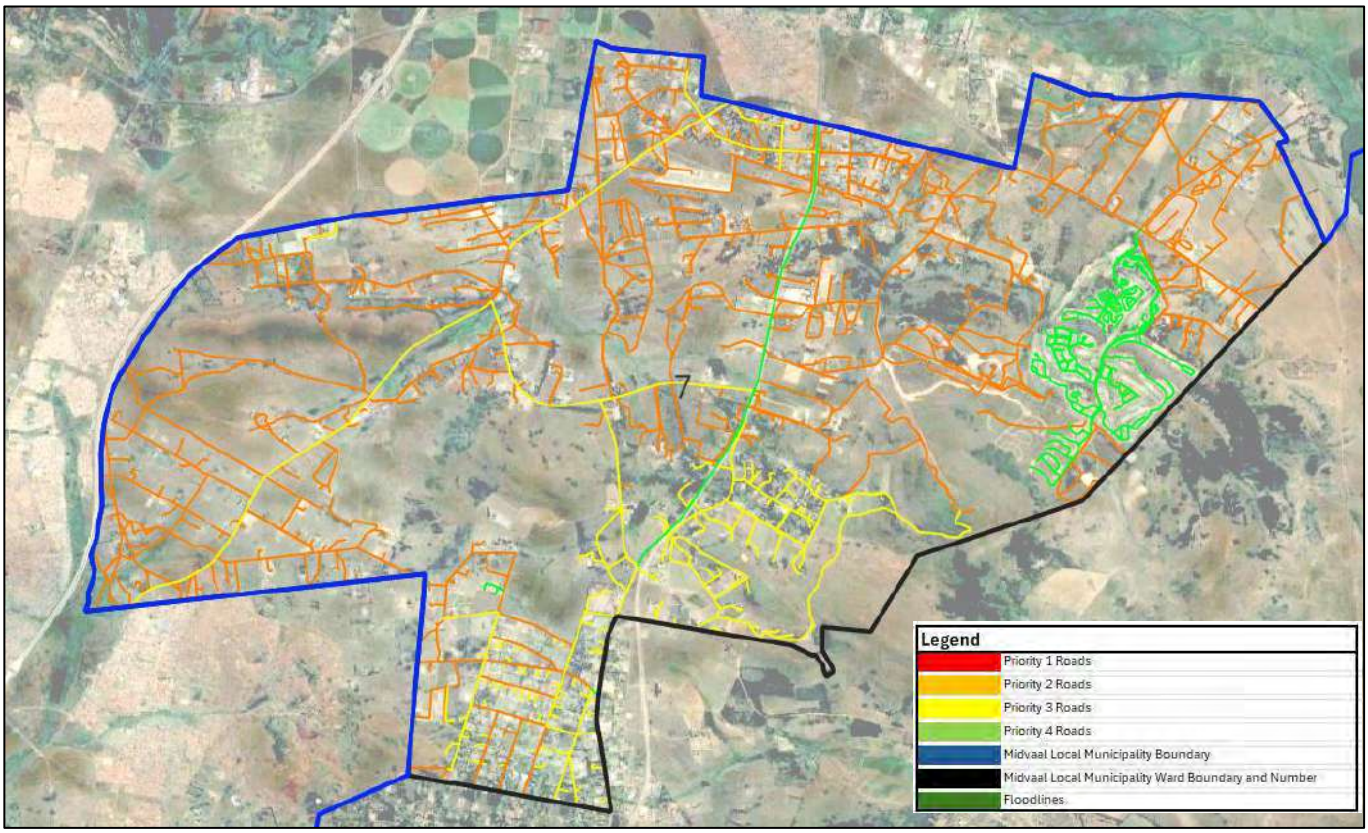



*Figure 75: GIS Representation of Ward 7 and Prioritised Gravel Roads*

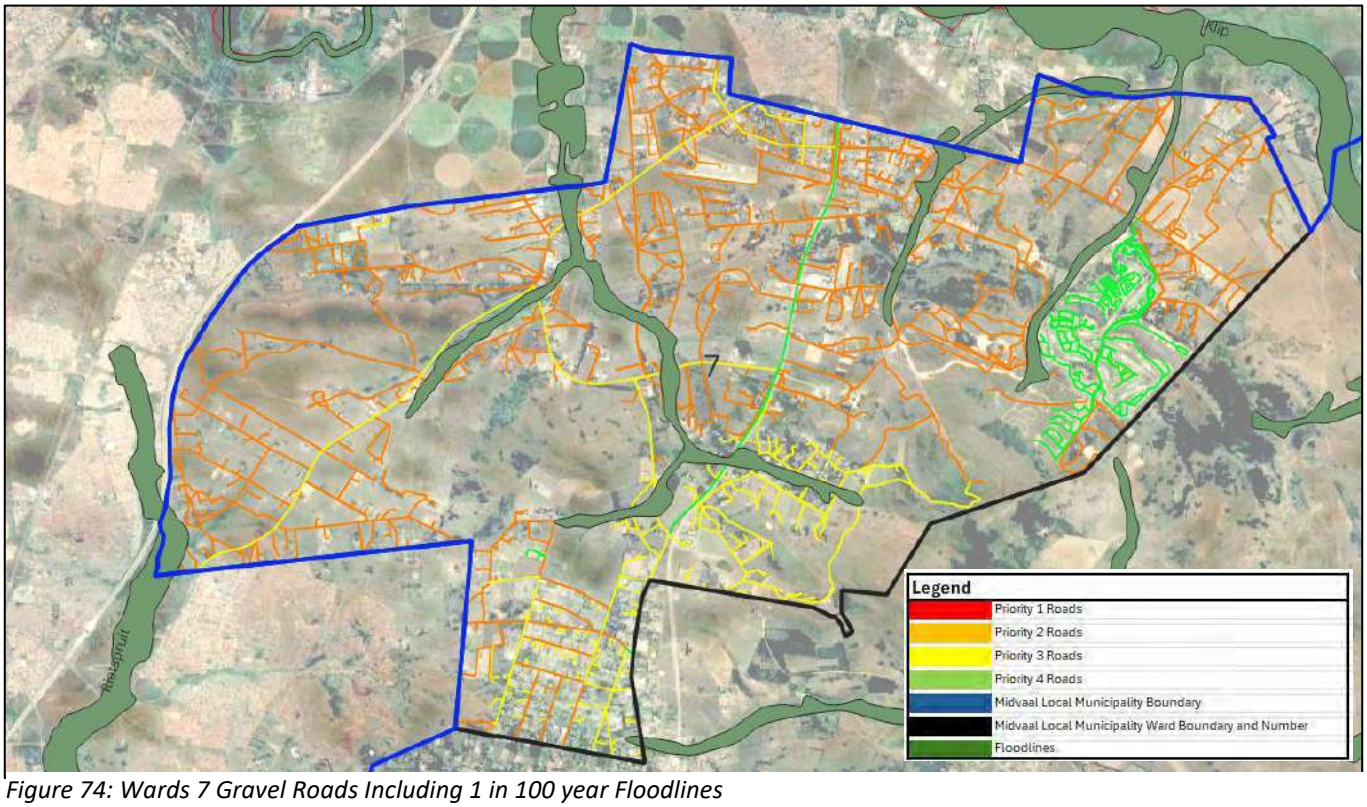



*Figure 74: Wards 7 Gravel Roads Including 1 in 100 year Floodlines*

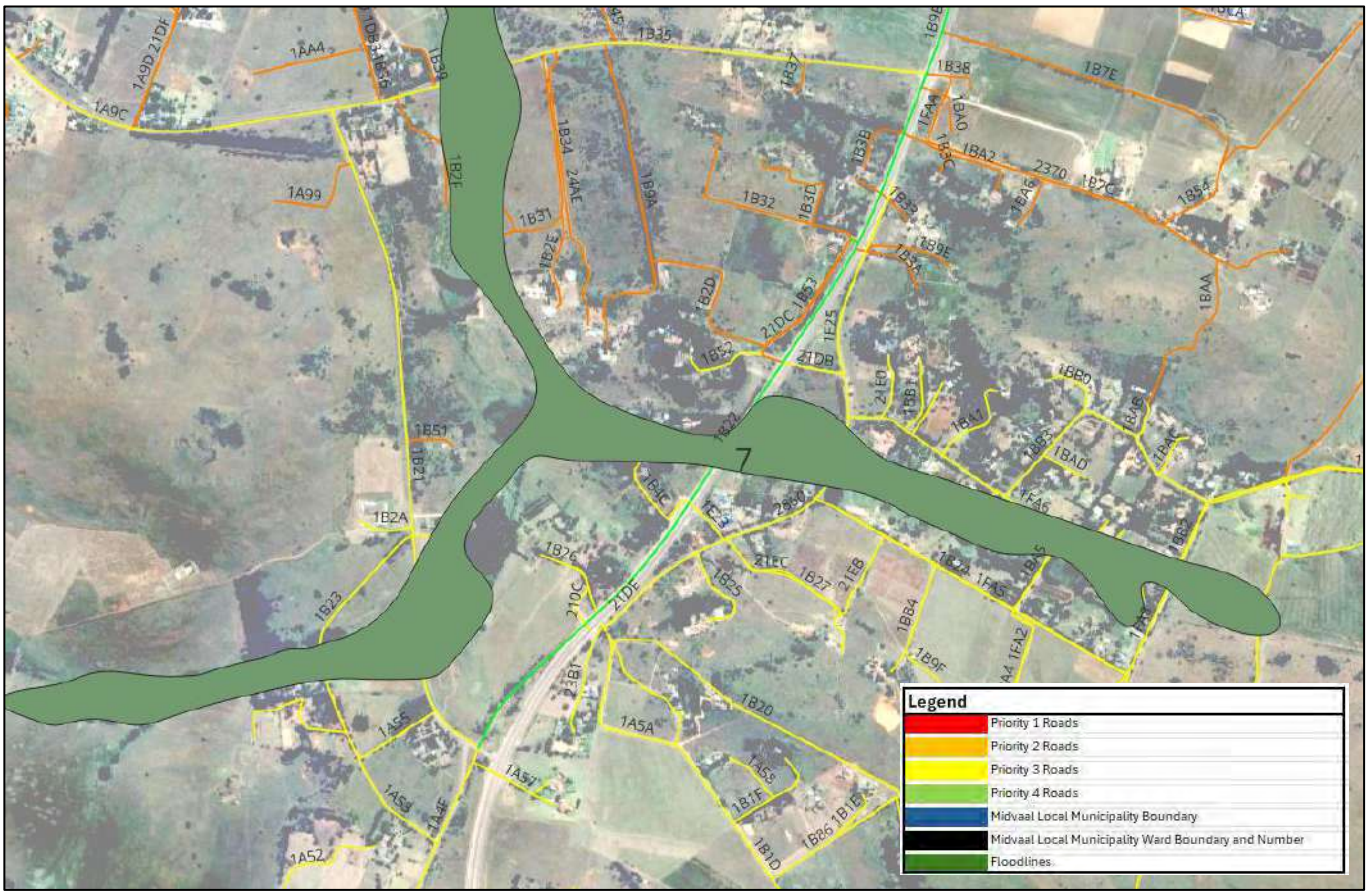



*Figure 76: Ward 7 Prioritised Gravel Roads - Road Selection Named*

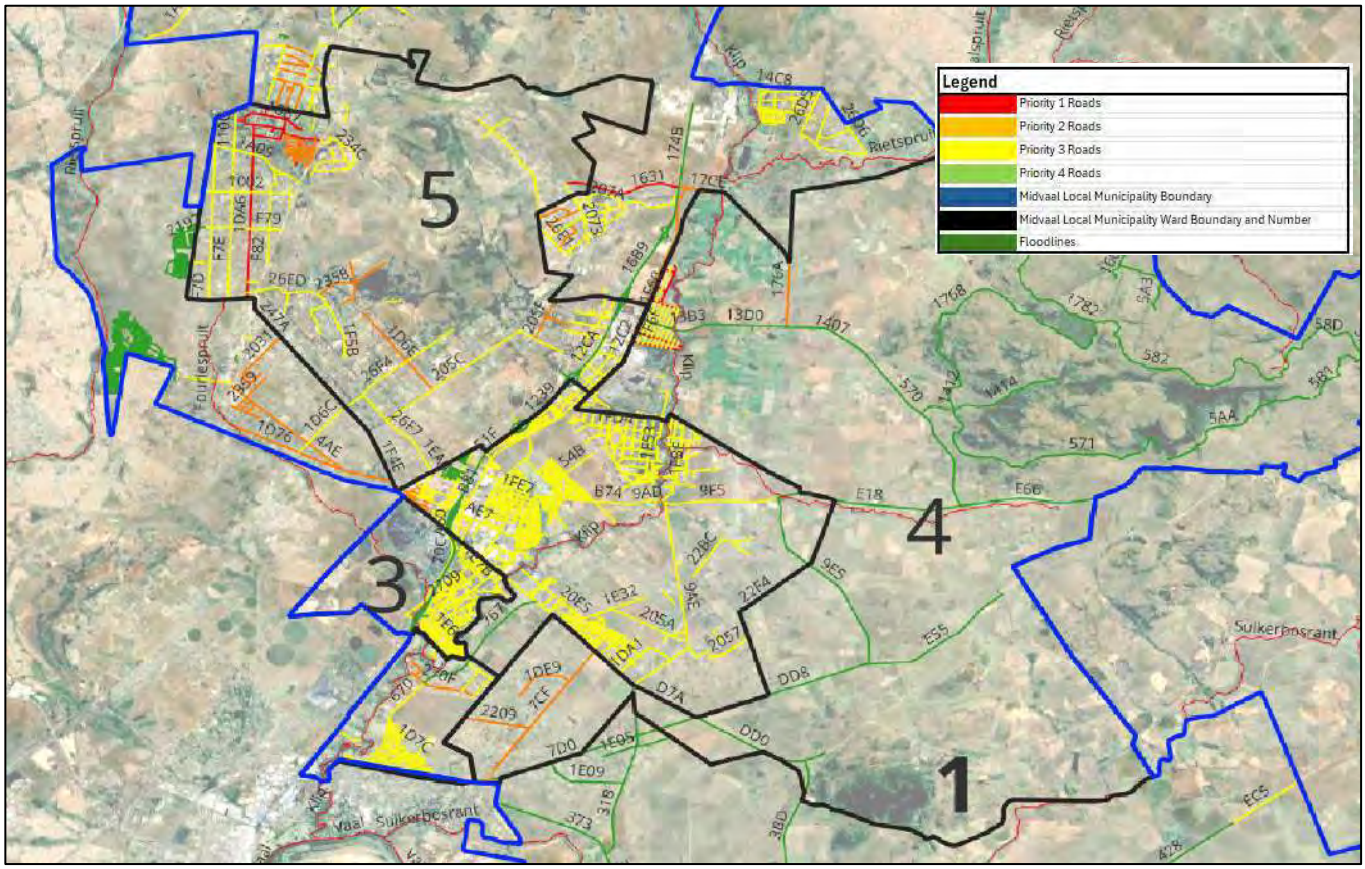



*Figure 77: Ward 1, 3, 4 and 5 Prioritised Gravel Roads - Road Selection Named*

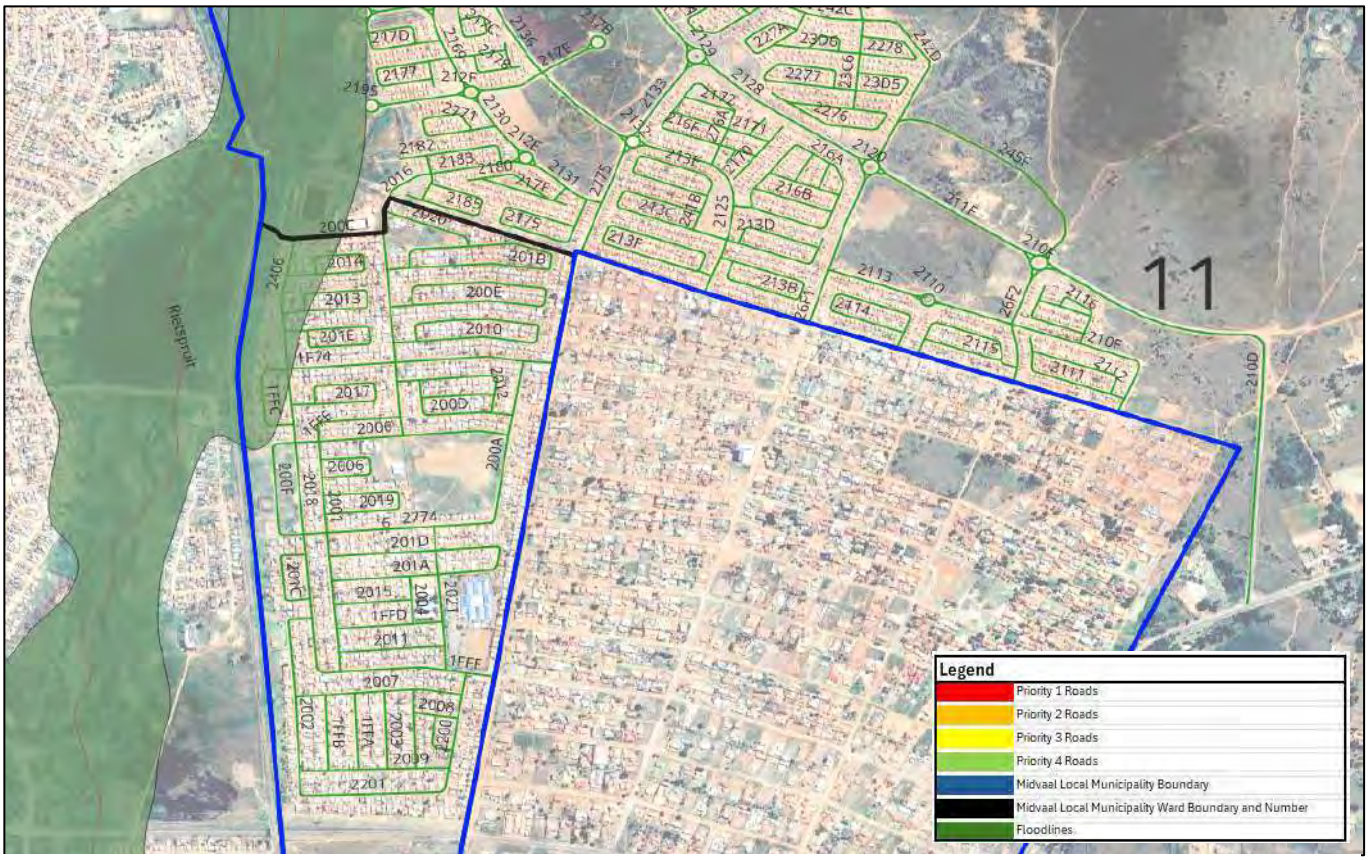



*Figure 76: Ward 11, Lakeside Surfaced Roads - Road Selection Name and Floodline*

### H.1.7.5 Cost Estimate Assumptions and Rates (Gravel and Surface Roads)

In order to quantify a high-level cost estimate for the Gravel and Surface Roads the minimum Levels of Service requirements were computed for three main scenarios namely Gravel Road Refurbishment, Construction of an Asphalt Road Surface including Stormwater and Reseal of Existing Asphalt Roads.

In the below tables, a rate per meter length of roads were calculated for the three main scenarios, with the following assumptions:

- The base year for all rates is 2024 and no inflation nor escalation were incorporated.
- It is purely an estimated construction cost, and VAT and Preliminary and General items were excluded. It was assumed that construction would be done in house.
- All plant required to perform the activities are in place (Excl. Maintenance Costs of the Plant).
- Road widths were assumed to be uniform throughout the projects (In a real-world scenario, the road widths would be a mix of widths based on the function of the road).
- Ideal Ground Conditions are prevalent (Hard-rock, Wet Ground conditions were excluded)
- Operators are sufficiently in place and trained.
- Townplanning and the registration of Surveyor General Plans is a prerequisite for the Construction of Asphalt Roads Incl. Stormwater.
- Detail Design by a competent and registered Engineer were excluded for the Construction of Asphalt Roads.
- The position of Culvert was determined and cost per unit were indicated.
- Subsoil rates will be provided for more detailed estimates.
- Dump rock layer rates will be provided for more accurate estimation.

See **Annexure P** for complete Cost Estimate Calculation

### H.1.8.1 Conclusion Urban Surfaced Roads and Stormwater Projects

Analysing **Table 28** above it can be concluded that Midvaal Local Municipality, for the near future 5 years must budget approximately 29 million Rand for the maintenance of Residential G1 (4.0m) Gravel Roads.

Should funding become available and town planning has been completed, Midvaal Local Municipality should budget approximately 1.5 Billion rand for the construction of Asphalt Roads with Stormwater Infrastructure from Gravel Roads.

An estimated amount (Priority 1) of 86 Million rand is to be budgeted for culverts in the rural areas.

Funding needs to be requested for upgrading of plant and operators to carry out regular maintenance.

All gravel roads to have earth drains to reroute surface flow within the rural areas.

### H.1.8.2 Conclusion Urban Surfaced Roads and Stormwater Projects

Regular maintenance to be done on surface roads and existing stormwater infrastructure such as:

- Regular fixing of potholes.
- Cleaning of Channel and debris in roads.
- Cleaning of kerb inlets by removing debris and rubbish.
- Fixing of Kerb Inlets cover slabs and steel frames.
- Were low points occurring on surface roads to construct kerb openings for surface water to drain.
- To construct culverts at low points for runoff stormwater to runoff freely.
- Construct Attenuation ponds.
- Construct more discharge points with stormwater structures with siltation basins and energy brakers to prevent erosion.
- Lifting of kerb Inlets when roads are re-surfaced

Midvaal Local Municipality Draft Integrated Development Plan 2024/25 (IDP) were investigated to identify the background of the municipality and to formalise the estimated cash flow projections. It was noted in the IDP the different types of projects that are planned within the municipality and that there is a clear indication of which areas will be upgraded in the future. There was also inadequate information regarding operations and maintenance of roads and stormwater infrastructure. In **Annexure A** of the IDP 2024/25 the list of projects was investigated and will be refined in the cash flow projection summary sheet with the PSP's priority projects. In **Annexure B** of the IDP 2024/25 only concentrates on new developments with population demand within the municipal area.

These projects were then estimated and projected for the next 5 years to provide Midvaal Local Municipality and sponsor DBSA with a clear view of their future planning. These priority projects identified in Chapter H need to be incorporated into the updated IDP including and allowing participation in the IDP process, portfolio meetings, and mayoral committee to support the technical teams within the municipality.

# CHAPTER I : FUNDING AND IMPLEMENTATION ARRANGEMENTS

## I.1 MUNICIPAL REVENUE

The Midvaal Local Municipality's revenue comprises of operating revenue which includes property taxes, services charges, operating grants and capital revenues which consist of capital grants, borrowings and internally generated revenue. Therefore, stable sources of revenue are one of the key factors that support the sound financial position of the municipality. In addition to the need to grow the municipality's revenue by increasing its tax base, other means for securing funding for council projects must be explored in a variety of ways.

The municipality does not have the capacity of financing the ever-increased capital projects requirements. Sources of capital are already stretched with limited scope for further borrowing, consumer pressure to restrict tariff and tax increases and little likelihood of a structural upward adjustment in grant allocations. For the municipality to continue improving the quality of services provided to its citizens it needs to generate the required revenue. The Midvaal Local Municipality is faced with development backlogs and poverty. The expenditure required to address these challenges will inevitably always exceed available funding, hence difficult choices have to be made in relation to tariff increases and balancing expenditures against realistically anticipated revenues.

The capital and operating funding sources available to municipalities are (National Treasury, 2011):

- Rates on property
- Services charges / fees
- Other taxes, levies or duties
- Administrative fees
- Fines
- Borrowings
- Equitable Share allocation
- Conditional grants from national government
- Conditional grants from provincial government
- The municipality's Indigent Policy and rendering of free basic services
- Growth in the municipality and continued economic development

The funding framework applicable to local municipalities is indicated in the diagram below:

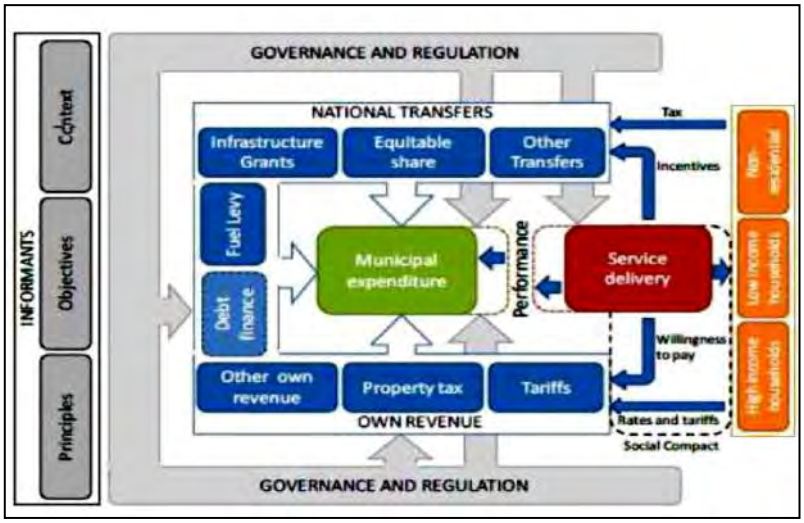



*Figure 77: Funding Framework*

Municipalities may borrow funds from the financial markets to finance part of the economic infrastructure portion of their capital budget (National Treasury, 2011). This suggests that whilst grant funding sources could be used to fund infrastructure that is provided for poor households, it may be possible to raise debt on the capital markets for the portion of the infrastructure that is provided to higher income households and commercial entities as these entities should be able to pay for the services provided. A municipality's capacity to borrow is a function of sound financial management and choice of infrastructure projects (National Treasury, 2011).

## I.2 REVENUE RAISING STRATEGIES

The following are some of the more significant programmes that have been identified:

a) The annual review and implementation of the credit control and debt collection policy. This policy and the relevant procedures detail all areas of customer care, credit control and debt collection of amounts billed to customers, including procedures for non-payment.

b) The annual review and maintenance of a uniform tariff policy. This policy will ensure that fair tariffs are charged in a uniform manner throughout the municipal area.

c) The annual review and maintenance of an indigent policy. This policy defines the qualification criteria for an indigent household and the level of free basic services enjoyed by indigent households.

d) The annual review and maintenance of a property rates policy. This will ensure that a fair rates policy and an updated valuation roll are applied to the entire municipal area and will aim to ensure that all properties are included in the municipality's records. Furthermore, the policy will ensure that valuations are systematically carried out for all properties on a regular basis. The valuation roll should be implemented and if it is not happening the process of appointing a valuer for the compilation of the new valuation roll should start.

e) Prescribed debt should be considered for write-off on an annual basis.

## I.3 CAPITAL FINANCING STRATEGIES AND PROGRAMMES

The following are some of the more significant programmes that have been identified:

a) The annual review and implementation of a borrowing policy. This policy will ensure that any borrowings taken by the municipality will be done in a responsible manner and that the repayment and servicing of such debt will be affordable.

b) The annual review and implementation of a policy on donor funding.

c) The development of a capital investment framework.

## I.4 EXPLANATORY MEMORANDUM TO THE ALLOCATIONS SET OUT IN THE ATTACHED SCHEDULE

This Gazette is published in terms of the Division of Revenue Act, 2023, (Act No. 5 of 2023) (DoRA) as amended by the Division of Revenue Amendment Act, 2023 (Act No. 24 of 2023) (DoRAA) and provides information regarding the adjustment of allocations to municipalities in the 2023/24 financial year**.** This is necessitated by the need for the stopping and re-allocation of conditional grants to municipalities and is in terms of sections 18 and 19 of DoRA, as amended.

## I.5 STOPPING AND RE-ALLOCATION: SCHEDULE 4B AND 5B (DIRECT)

The stopping and re-allocation of conditional grants is done in terms of sections 18 and 19 of the 2023, as amended, against municipalities that reported significant. Underperformance as of midyear i.e. 31 December 2023, and non-compliance against conditional grants frameworks and the provisions of the Act against their 2023/24 allocations.

The purpose of sections 18 and 19 of the 2023 DoRA is to avoid transferring more funds to municipalities that are sitting with unspent transferred funds, avoid fiscal dumping, address possible misuse of conditional grant funds, and to support fast-moving projects in- year with additional funding to accelerate the implementation of those projects and service delivery in those municipalities. The stopping however does not imply that projects should stop, rather municipalities should reprioritise to accelerate against their committed, and implementation-ready projects. Only projects that are not ready for implementation in the current year are affected by the stopping process as transferring more funds could lead to the misuse of conditional grants. It also of no use to transfer funds to municipalities which are not going to spend the funds by year end.

The stopping and re-allocation process provides that municipalities that are showing accelerated performance could be considered for additional funding, and the ones that are underperforming could have their funds stopped in the current year. These municipalities will be supported in future when their performance improves.

Ten capital grants are being affected by the stopping and re-allocation process namely; the Water Services Infrastructure Grant (WSIG 5B), Regional Bulk Infrastructure Grant (RBIG 5B), Public Transport Networks Grant (PTNG), Urban Settlements Development Grant (USDG), Informal Settlements Upgrading Partnership Grant (ISUPG), Neighbourhood Development Partnership Grant (NDPG 5B and 6B), Integrated National Electrification Programme (INEP 5B and 6B), Municipal Infrastructure Grant (MIG), Rural Road Assets Management Systems Grant (RRAMS) and the Integrated Urban Development Grant (IUDG).

From a capacity building perspective, the Energy Efficiency and Demand Side Management (EEDSM), the Expanded Public Works Programme (EPWP), and the Programme and Project Preparation Support Grant (PPPSG) are the three capacity building grants affected by sections 18 and 19 of DoRA.(Division of Revenue Amendment Act, 2023 (Act No.24 of 2023) (DoRAA)

## I.6 MIDVAAL LOCAL MUNICIPALITY CAPITAL EXPENDITURE AND FUNDING

Midvaal Local Municipality is responsible for funding a variety of activities. This includes the development of infrastructure to ensure the provision of municipal services. This chapter of the report details the capital expenditure and revenue sources.

## I.7 CAPITAL EXPENDITURE

Capital expenditure relates to the funding that is used to develop infrastructure for the provision of services in a municipality. This can be the building of new assets, renewal of existing assets or the upgrading of existing assets. This is usually a difficult task as municipalities have to ensure that existing assets are maintained, whilst also ensuring the eradication of any service delivery backlogs.

### I.7.1.1 Analysis of capital expenditure

It looks like Midvaal will mainly use its capital expenditure below on infrastructure services and for the 2023/24 financial year more than 70% of the capital budget will be allocated to the Engineering Services department.

### I.7.1.2 Capital Expenditure Funding

The capital budget for Midvaal Local Municipaity will be funded as follows:

*Table 59: Midvaal Local Municipality Capital Budget*

| Funding Source | Budget 2024/2025 | Budget 2025/2026 | Budget 2026/2027 |
|---|---|---|---|
| Capital LGFMG | R 1 800 000.00 | R 2 000 000.00 | R 2 020 000.00 |
| Capital EPWP | R 1 619 000.00 | - | - |
| Capital INEP (MUN) | R 29 888 000.00 | R 16 500 000.00 | R 17 000 000.00 |
| Capital MIG | R 172 049 000.00 | R 185 364 000.00 | R 130 414 000.00 |
| Capital Monetary WSIG | R 32 599 000.00 | R 21 519 000.00 | R 22 509 000.00 |
| Neighbourhood Technical Assistance | R 100 000.00 | R 100 000.00 | R 100 000.00 |
| Neighbourhood Capital | R 10 000 000.00 | R 10 000 000.00 | R 1 000 000.00 |
| Total | | | |

(National Treasury/DoRA 2023)

The inability to renew/maintain existing assets presents a huge risk to the municipality, as without renewal/maintenance the lifespan of these assets is significantly reduced. The ultimate result of not renewing/maintaining existing assets includes constant breakdowns and failure, which in the long run will impact negatively on the Municipality's ability to deliver services.

## I.8 Challenges faced by municipalities

Some of the problems that municipalities need to address in managing the roads and stormwater infrastructure include:

- Inappropriate prioritisation in allocating budgets: Prioritisation of new infrastructure happens at the expense of maintaining existing assets.

- Maintenance budgets: These are often treated as discretionary budget line items and are the first to be cut to realise savings. Municipalities need to be constantly investing in the refurbishment of their infrastructure and ensuring that ageing assets are upgraded timeously.
- Non-integrated housing developments: These occur because provinces are not working closely with municipalities to plan the location of new housing developments, as a result, houses get built where the support road infrastructure does not exist.
- Excavations by other service providers and illegal practices: These excavations damage the road infrastructure, as does overloading of heavy transport vehicles.
- Loss of key technical staff: Often key staff are not replaced or they are replaced by less qualified staff. A recent survey by the South African Institute of Civil Engineering revealed that 79 of the 231 local municipalities had no civil engineers, technologists or technicians on their permanent staff.
- Lack of asset lifecycle planning capability: Maintenance of roads and stormwater infrastructure is mainly done on an ad-hoc basis as there is no proper base for planning and budgeting for planned maintenance of infrastructure. Vehicle overloading and breaches of road safety regulations continue to be major problems.

## I.9 CAPITAL FUNDING SOURCES

Capital expenditure within a municipal environment can be funded by different mechanisms. This includes grant funding, debt funding and internally generated funds.

Capital funding sources are expected to be largely by transfers from the national fiscus. In the current MTREF Midvaal Local Municipality will receive funding via MIG and INEP. Historically, the Municipality has funded a portion of the capital budget via internally generated funds however, there are no projections for internally generated funds from 2018/19 to 2020/21. This aspect should be investigated as the Municipality cannot sustainably be funded through grants only, without revenue generation.

Public-Private Partnerships (PPPs) are a funding option that is able to leverage private sector funders and skills. This would provide an opportunity for the Municipality to enter into long term concession agreements to Design, Build, Operate and Finance projects but will require alignment to National Treasury procurement processes. In addition, PPPs are mostly suited to large projects that generate revenue, such as water, electricity and toll roads projects. However, PPPs can still be structured on a non-revenue generating project if the Municipality has other sources of income to repay the private sector investment.




*Graph 1: Midvaal Local Municipality Capital Expenditure and Funds Sources*

## I.10 POSSIBLE GRANT FUNDING AND BORROWING

- **Rural Roads Asset Management Systems Grant (RRAMS)**:
  The Rural Roads Asset Management Systems Grant was established to assist district municipalities in establishing Road Asset Management Systems and collect roads, bridges and traffic data on municipal road networks. The outcomes of the grant are improved data on municipal roads to guide municipal investment decisions, as well as, reduced operational expenditure.

  The RRAMS allocation at the District Municipality is inadequate (R2 million) to make a meaningful contribution to the local municipalities.

- **Borrowing:**
  The strong capital market in South Africa (commercial banks and other lending institutions like the Development Bank of Southern Africa provides an additional instrument to access financial resources. However, the municipality may not borrow to balance its operating budget and to finance any operating expenditure. Midvaal should have a policy in place that ensures borrowing in a responsible way. In order to access this market, the municipality will continue to maintain accurate and appropriate financial accounting and reporting systems and ensure that enough cash is generated to honour repayment commitments.

  The manner in which the municipality manages debt or takes on new debt to finance investment activities will have a significant impact on the solvency and long-term viability of the municipality. Midvaal should aim at a maximum borrowing level of external loans that will not exceed 40% of the total operating revenue over the short and medium term. New borrowings are recommended for the 2022/2023 financial year as well as the outer years of the budget. The borrowings can also be used to finance new infrastructure as well as new operational vehicles.

- **Infrastructure Skills Development Grant:**
  The Infrastructure Skills Development Grant is a capacity building grant that aims to create a sustainable pool of young professionals with technical skills related to municipal services,

such as water, electricity and town planning. The grant places interns in municipalities that can be hired by the municipality at the end of their internship period. (National Treasury, 2018).

Its strategic goal is to develop infrastructure delivery management capacity within municipalities by creating a long term and sustainable pool of registered professionals with built environment and related technical skills (engineering, town planning, architecture, quantity surveying, and geographic information system and project management skills).

The grant's purpose is to recruit unemployed graduates in municipalities to be trained as per the requirements of the relevant Statutory Councils within the built environment. The outcome statements should develop technical capacity within local government to enhance infrastructure related performance.

Trained graduates with built environment qualifications (national diplomas and degrees) in line with Statutory Council requirements will definitely Increase the number of qualified and professionally registered technical experts appointed in municipalities to improve infrastructure planning and implementation within municipalities

#### I.10.1.1 How to apply

The Municipality should write a business plan that must demonstrate that the municipality has projects that can support graduates. Interested municipalities must submit a 3 year business plan for assessment by the National Treasury.

On the road -to- registration Candidates must have a national diploma or degree in the built environment from tertiary education institutions i.e. Universities or Universities of Technology and Municipalities must register graduates as candidates with the relevant Statutory Councils within 2 weeks of intake.

Municipalities must provide training as per the road-to-registration requirements of the relevant Statutory Councils and Municipalities must submit evidence of graduate registration to the National Treasury when graduates have qualified and are registered as professionals.

Mentoring must be provided by registered professionals in the same field as the graduates -in training and the full names and proof of registration of the mentor must be submitted to the National Treasury.

- **Expanded Public Works Programme Integrated Grant for Municipalities:**
  Its strategic goal is to provide Expanded Public Works Programme (EPWP) incentive funding to expand job creation efforts in specific focus areas, where labour intensive delivery methods can be maximised.

The purpose is to incentivise municipalities to expand work creation efforts through the use of labour intensive delivery methods in the following identified focus areas, in compliance with the EPWP guidelines:

- **Road maintenance and the maintenance of buildings**
- **Low traffic volume roads and rural roads**
- **Basic services infrastructure, including water and sewer reticulation, sanitation, pipelines etc (excluding bulk infrastructure)**

The programme is implemented through municipalities using Incentive Agreements, project lists, creation of FTEs and work opportunities

#### I.10.1.2 How to apply

The Municipality should present a detailed business plans that comply with the project selection criteria determined in the EPWP grant manual, the EPWP guidelines set by the Department of Public Works (DPW) and the Ministerial Determination updated annually on 1 November each year.

Eligible municipalities must sign a funding agreement with the DPW before the first grant disbursement, with their final EPWP project list attached.

Municipalities must report quarterly on all EPWP projects via DPW's EPWP reporting system. Reports must be loaded on the EPWP reporting system within 15 days after the end of every quarter in order for progress to be assessed.

Municipalities must maintain beneficiary and payroll records as specified in the audit requirements in the EPWP grant manual.

- **Public Transport Network Grant:**
  Its strategic goal is to support the National Land Transport Act (Act No. 5 of 2009) and Public Transport Strategy (PTS) and Action Plan in promoting the provision of accessible, reliable and affordable integrated municipal public transport network services.

  Its purpose is to provide funding for **accelerated construction and improvement of public and non-motorised transport infrastructure that forms part of a municipal integrated public transport network and to support the planning, regulation, control, management and operations of financially sustainable municipal public transport network services.**

  The priority is to implement an Improved public transport network infrastructure and services that are functioning optimally, safe, convenient, affordable, well managed and maintained and which are accessible to an increasing percentage of the population of urban municipalities and contribute to more spatially efficient urban areas.

## I.11 Network Infrastructure Component

Public transport network infrastructure including dedicated lanes, routes and stops /shelters, stations, depots, signage and information displays, control centres and related information technology, fare systems and vehicles (if DoT approves use of grant funds to purchase vehicles), Non –Motorised Transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.)

Plans and detailed design related to IPTN infrastructure and operations Projects must be based on a financially sustainable IPTN operational plan (including detailed financial modelling and universal design access plans) approved by the municipal council.

Projects must support an integrated network approach as defined in the National Land Transport Act(NLTA) and the PTS and municipalities must manage operations to progressively achieve the standard of service defined in the PTS within available resources.

Payments will be conditional on the attainment of milestones specified in the grant allocation letter to each municipality from the Department of Transport (DoT). Milestones are based on the approved IPTN operational plans of cities and are defined after consultation with municipalities.

All public transport infrastructure and services funded through this grant must ensure that there is provision for the needs of special categories of passengers (including disabled, elderly and pregnant passengers) in line with the requirements of section 11(c) (xiv) of the NLTA.

#### I.11.1.1 How to apply

Allocations for this grant are made for two components, with separate conditions applicable to each component as set out below. Funds gazetted for one component can be shifted to another component if approved by National Treasury, after consultation with the DoT. Municipalities must submit business plans based on sound IPTN operational plans and allocations will include formula -based and incentive elements. The revised allocation method will be consulted on as part of the second phase of the review of local government infrastructure grants.

#### I.11.1.2 Process for approval of business plans

- Municipalities must submit a technical report for each project to the regional office.
- Regional offices must assess and approve technical reports.
- Municipalities must prepare business plans based on the approved technical reports and lastly Municipalities must submit implementation plans.

(Division of Revenue Amendment Act, 2023 (Act No.24 of 2023) (DoRAA).

## I.12 Budget Facility for Infrastructure (BFI)

Treasury on call for proposals for consideration by Budget Facility for Infrastructure (BFI) by 27 Mar 2024

A call for proposals for consideration by the budget facility for infrastructure National Treasury has published a Call for Proposals for consideration by the Budget Facility for Infrastructure (BFI). The BFI is a reform established in 2016 to support the execution of priority infrastructure projects and programmes through a more rigorous planning, appraisal, and selection process.

This Call for Proposals was announced by the Minister of Finance during the 2024 Budget Speech. The National Treasury intends to utilise this BFI Window to develop a pipeline of projects and programmes to test alternative financing and funding models. Public institutions are being invited to submit proposals in respect of projects and programmes that will form part of this pipeline. Public institutions that qualify to submit proposals include those in the National, Provincial and Municipal spheres of government as well as Public Entities.

The primary purpose of this BFI Special Window is to close funding gaps and provide viability gap funding for projects and programmes that will leverage private sector financing and technical assistance.

The Call for Proposals is open to projects and programmes that are undertaken under alternative financing and delivery mechanisms and private sector participation frameworks such as Public-Private Partnerships (PPPs) and concessions. To be eligible, proposals should closely follow the BFI Guideline for this Window which can be accessed here 2024 BFI Special Window Guideline (National Treasury 2024).

For enquiries email: media@treasury.gov.za

- For the 2025 MTEF: Submissions from public institutions in support of large infrastructure projects and/or programmes that require budget allocations over the MTEF are invited. The proposal should consist of a primary submission and supporting documentation. The closing date for submissions is 14 July 2024.
- All proposals that required direct budget support in the 2024 MTEF are expected to be shovel ready (immediate procurement, contracting and construction).

### I.12.1.1 What Is The Budget Facility For Infrastructure (BFI)?

The BFI is a reform to the budget process that seeks to support the execution of national priority projects and programmes by establishing specialised structures, procedures and criteria for committing fiscal resources to public infrastructure proposals.

The aim is to support quality public investments through effective development, robust appraisal, sustainable financing and appropriate contracting arrangements, and credible execution.

The BFI aims to:

- Ensure that full life-cycle costs are explicitly considered in planning, adequately budgeted for and anticipated in future budgets; and
- Capacitate government officials to understand the characteristics of large infrastructure proposals, engage with technical aspects of the proposals and use standard methods of appraisals.

The facility considers budget submissions in respect of new and existing national priority projects and programmes.

### I.12.1.2 Budget Facility For Infrastructure Process Flow

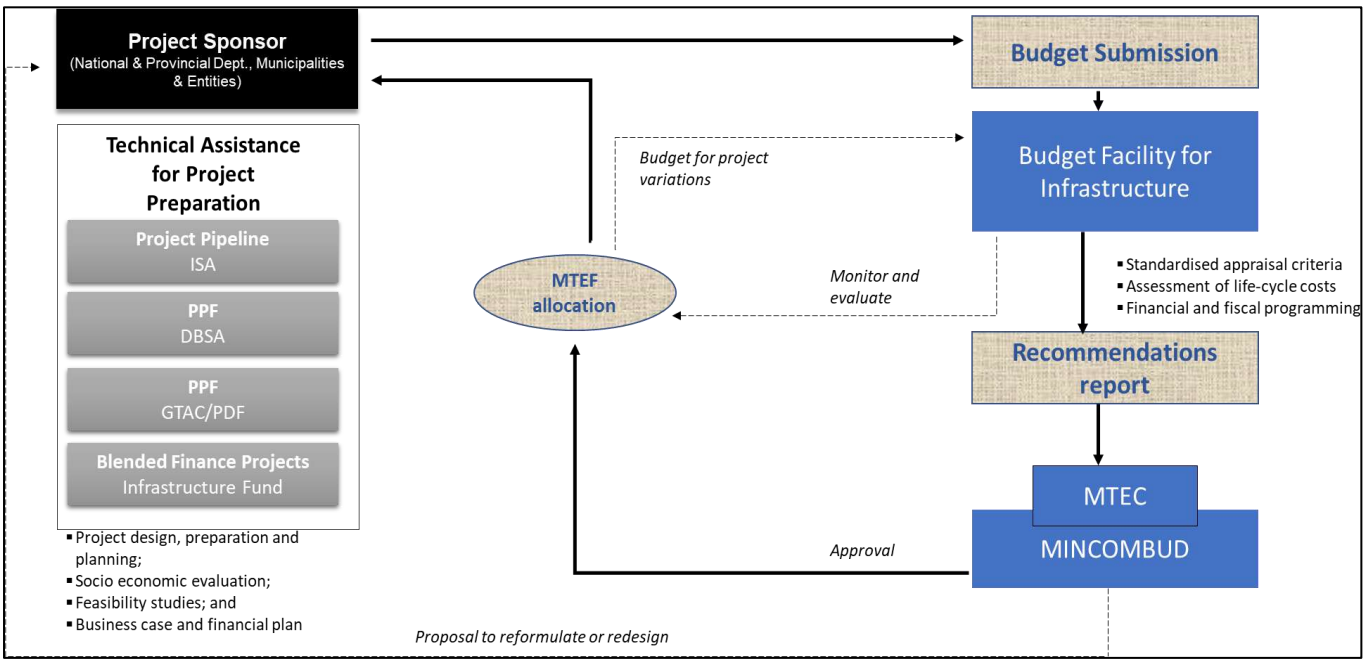



*Figure 78: Budget Facility Process Flow Diagram*

### I.12.1.3 Budget Facility For Infrastructure Analytical Process

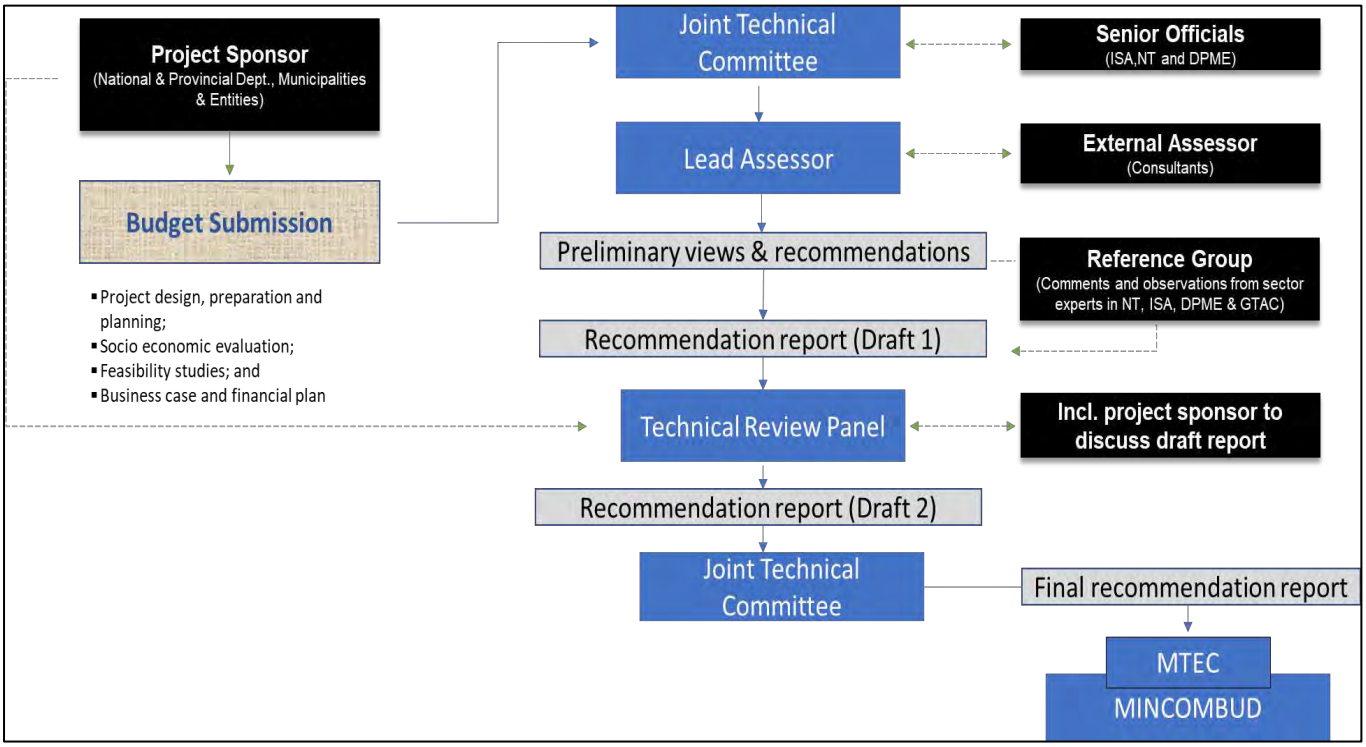



*Figure 79: Budget Facility Analytical Process Flow Diagram*

### I.12.1.4 Requirements for Submission

The BFI will consider submissions from public institutions in respect of infrastructure proposals that meet the following minimum requirements:

1. Clearly identified as a national priority by the Presidential Infrastructure Coordinating Council and designated as Strategic Integrated Project or a priority as provided in the National Infrastructure Plan 2050 (NIP 2050).

2. The project/programme must receive endorsement and written support from the relevant national department(s), where applicable. The letter of support should be signed by the Director-General of the national department or any person to whom the function has been delegated (letter of delegation should be attached). The letter should include endorsement from the national department that the funds, if approved, will flow through the department, either as a conditional grant or on the departmental vote.

3. Very large (a minimum total project cost of R1 billion for projects and R3 billion for programmes) and strategic interventions. These are interventions that will have substantial long-term impacts on economic growth, social equity and employment creation.

4. Provide clear justification and rationale for allocating funding from the fiscus by providing a completed Cost Benefit Analysis or Cost Effectiveness Analysis.

5. A transparent Budget Statement that indicates that dedicated and appropriate funding sources have been considered. The BFI should be the last port of call and therefore, sponsors must demonstrate the extent to which alternative and conventional funding sources have been explored and deployed prior to approaching the BFI.

6. Projects and programmes to be submitted must be in the following sectors: Energy, Water and Sanitation, Transport, Digital Communications; Human Settlements, Agriculture and Agro- processing, Health, Education and Municipal infrastructure. With regards to Municipal Infrastructure, priority will be given to water and sanitation, energy and bulk infrastructure projects.

   Smaller capital projects, programmes or asset acquisitions that are below the specified threshold (R1 billion for projects and R3 billion for programmes) will not be considered by the facility. These proposals should form part of the institution's main budget submission in terms of the main MTEF guidelines that will be published later this year.

### I.12.1.5 Criteria To Be Considered In The Submission Of Proposals

The submission should be a summary of the following elements:

1. A description of the project or programme – brief summary of the key information.

2. A brief description of the prioritisation and approval process undertaken by the sponsoring institution resulting in the project or programme being a national priority and a clear justification or rationale for the proposal.
3. Justification of the project/programme: description of the status-quo, the challenges that the proposed intervention seeks to resolve and their extent. And demand analysis.
4. The objectives, outcomes and targets that the proposal seeks to achieve.

5. A summary of the technical options considered and the rationale for the preferred choice.

6. A socio-economic analysis comprising a summary of the CBA or CEA clearly showing the estimates of economic costs and benefits associated with the intervention and anticipated social and distributional impacts.

7. A budget statement that highlights the estimated capital, operations and maintenance costs over the intervention's full lifecycle; the proposed funding sources and funding requirements per source, cashflow projections; and contingent liability statement where applicable. The statement will include:

   - An expenditure statement
   - A funding statement
   - A cash-flow statement
   - Contingent liability statement

8. Risk Assessment – identify, describe, group key risks into major risk categories, use a risk matrix to assign the likelihood of occurrence and quantify the impacts on the project/programme, and provide risk mitigation strategies.
9. The procurement statement and plan associated with the proposal.
10. Institutional and operational readiness to implement the proposal with clear governance arrangements in place.

### I.12.1.6 Format of submission

- The primary submission is a concise summary of the proposed project or programme, not longer than 20 pages. It should be a high-level analysis, explaining the problem, the alternatives that have been considered to solve the problem, and the assumptions, constraints, risks, costs, and timeframes involved in implementing a chosen solution.
- All the documentation and data that supports the primary submission should also be submitted in electronic format. The supporting documentation cannot substitute for the primary submission.
- For projects/programmes that are deemed to be shovel-ready, it is assumed that a recent feasibility study covering the financial, economic, social and institutional appraisal of the project has been completed and this should be attached to the primary submission.
- Projects that fail to complete the primary submission in terms of the guidelines provided will not be considered.
- The detailed guideline can be accessed on the National Treasury website.

(https://www.treasury.gov.za/publications/guidelines/2023%20LargeInfraBudgetGuideline%20-%20NTDS%20(003).pdf)

### I.12.1.7 Common Reasons Why Submissions Fail To Meet The BFI Appraisal Requirements

- Some proposals do not proceed beyond the pre-screening assessment: Not large enough, not aligned with national priorities; not in targeted sectors of priority; and not shovel ready.
- With respect to programmes, combination of components/projects that are not necessarily related to each other just to meet the cost threshold or are at different stages of development without phasing in implementation.
- Some proposals may meet the key requirements of the BFI, but inadequate information is submitted to enable the appraisal team to do a thorough assessment of the project/programme.
- There are proposals that may fully meet the key requirements of the BFI, submit adequate information but do not proceed beyond the pre-screening assessment stage because of broader sectoral, policy, institutional, etc. issues that cannot be resolved by the BFI.

- Proposals proceed to detailed technical analysis but are not recommended for fiscal support.

https://www.gtac.gov.za/resource/common-reasons-why-submissions-fail-to-meet-bfi-appraisal-requirements/

## I.13 CONCLUSION:

Historically, Midvaal Local Municipality has funded the capital expenditure programme through a combination of grants, public contributions and internally generated funds. The municipality is projecting an increase in transfers to fund their capital expenditure programme but has not budgeted for internally generated funds over the MTREF. This could be a conservative budget provided by the municipality or highlight that the municipality would not be able to generate a surplus on the operating budget to fund the capital expenditure. It is also important to note that the municipality has not projected to incur any debt to enhance their capital expenditure programme.

Persistent underspending could be a result of under resourced municipalities. This institutional challenge will need to be resolved as this can lead to the under-delivery of services even if funding can be secured.

## I.14 CONCLUSION: CAPITAL BUDGET

The RRAMS allocation at the District Municipality is inadequate (R2 million) to make a meaningful contribution to the local municipalities.

Capital funding sources are expected to be largely by transfers from the national fiscus.
In the current MTREF Midvaal Local Municipality will receive funding via MIG and INEP. Historically, the Municipality has funded a portion of the capital budget via internally generated funds however, there are minimal projections for internally generated funds from 2018/19 to 2020/21. This aspect should be investigated as the Municipality cannot sustainably be funded through grants only, without revenue generation.

Public-Private Partnerships (PPPs) are a funding option that is able to leverage private sector funders and skills. This would provide an opportunity for the Municipality to enter into long term concession agreements to Design, Build, Operate and Finance projects but will require alignment to National Treasury procurement processes. In addition, PPPs are mostly suited to large projects that generate revenue, such as water, electricity and toll roads projects. However, PPPs can still be structured on a non-revenue generating project if the Municipality has other sources of income to repay the private sector investment.

## I.15 MIDVAAL LOCAL MUNICIPALITY OPERATING BUDGET

Midvaal Local Municipality is required to ensure that services are provided in a sustainable manner. This section of the report details the operating expenditure and revenue for the municipality.

## I.16 OPERATING EXPENDITURE

Operating expenditure occurs at two levels in the municipality. The first is at the global municipal level, and the second is within each unit of the municipality (Roads and Stormwater, Water Services, etc.). The operating expenditure at Midvaal Local Municipality indicated in the graph below.




*Graph 2: Midvaal Local Municipality Total Expenditure*

National Treasury has indicated that repairs and maintenance should be 8% of the carrying value of the asset. This is significantly below the targeted norm provided by Treasury and suggests that repairs and maintenance will need to be reprioritised as this could increase the impairment of useful assets.

## I.17 OPERATING REVENUE

Municipalities have several potential sources of operating revenues. This includes property rates, service charges and operating transfers. The operating revenue streams of Midvaal Local Municipality are presented below.




*Graph 3: Midvaal Local Municipality Total Revenue*

***Equitable Share:***

*The Local Government equitable share is an unconditional transfer that supplements the revenue that local municipalities can raise themselves. The equitable share provides funding for municipalities to deliver free basic services to poor households and subsidises the cost of administration and other core services for those municipalities that have the least potential to cover the costs from their own revenues (National Treasury, 2018). The equitable share allocation to a municipality is based on a formula that utilises demographic and other data.*

However, this would need to be considered with the affordability and cash flow position of the Municipality.

- The Municipality has attracted public contributions from large institutions to fund the capital expenditure programme. It may be possible to attract similar institutions for Roads and Stormwater projects that could provide enhanced access to their facilities. The potential benefits to the institutions are enhanced access, as well as lower operating costs on vehicles.

- The allocation towards repairs and maintenance for infrastructure does need to be increased. The Municipality runs the risk of existing infrastructure failing prior to the end of their expected useful life as insufficient maintenance is undertaken. This could negatively impact service delivery. Institutionally, the Municipality has to consider enhancing revenue collection mechanisms as this will enhance its ability to service debt and increase allocations towards operations and maintenance.

Institutionally, the Municipality should consider alternative revenue enhancing mechanisms such as VAT apportionment issues, and improved collections methods for both rates and taxes as well as electricity. Because when done properly, these are normally good sources of revenue needed by municipalities. The municipality should, as part of enhanced revenue collection initiatives, make sure that proper property valuations are undertaken periodically to make sure that they are charging the right rates and taxes all the time as this will enhance their cash flow position. The Municipality should also consider institutional challenges that could result in the underspending of capital budgets, as underspending is detrimental to service delivery and funders alike. Municipality should engage a service provider to assist with these alternative revenue enhancing mechanisms.

- The Municipality should start looking at various private sector funding programs both locally and abroad. Programs such as **Public-Private Partnerships (PPPs)** are funding options which are available to leverage private sector funders and skills. This would provide an opportunity for the Municipality to enter into long term concession agreements to Design, Build, Operate and Finance projects but will require alignment to National Treasury procurement processes. In addition, PPPs are mostly suited to large projects. The Treasury Act allows municipalities to issue debt instruments such as Municipal Bonds to finance their capital expenditure. However this goes with good corporate governance, good risk management as well as a healthy balance sheet and cash flows. In line with debt funding through the issuance of Municipal Bonds, we recommend that the Municipality should check with National Treasury if they could enter into private placement programs (PPP). These are other sources of funding with first-tier international banks which could be utilized to secure funding for infrastructure and the introduction and development of mega industries within the municipality. Industrial development of the municipality will, in addition, assist municipality with more revenues as more people will be residing in the area and paying for rendered services. We recommend that Midvaal Local Municipality should consider this other funding routes. Since these are specialized funding methods, the services of the professional service provider will be necessary.

- The President of the Republic has established a program called the **Sustainable Infrastructure Development Program for South Africa (SIDSA)**, previously headed by Dr Ramokgopa, the former Mayor of Tshwane Metro now appointed as the Minister of Electricity.

The aim of the Sustainable Infrastructure Development Program for South Africa (SIDSA) is to assist the South African Government in addressing its Medium Term Strategic Framework and the Strategic Development Plan which seeks to improve the conditions of life of South Africans by addressing poverty and unemployment, as well as contributing to enhancing regional economic integration in the South African Development Community (SADC) Region.

In his opening statement when launching the program, the President of the Republic said
***"Government will consider adopting policies that have a short-term impact on job creation and trade to facilitate economic recovery from the COVID-19 pandemic. We are deliberating stimulus packages that boost the government's infrastructure spending in projects that reactivate the economy; creating financing instruments that provide liquidity, bridge financing, or debt restructuring instruments as well as guarantee products and funds. The SIDSA process has prioritized the network industries, namely: energy, water, transport and ICT infrastructure for investment. These sectors have proven to have a superior multiplier effect, introduce greater efficiencies in the economy, lead to spatial justice, and have the capacity to adsorb supply-side skills…."***

Given the above statement by the President, we advise that perhaps Midvaal Local Municipality should, through the provincial office, apply for such funding from SIDSA. We are aware that provinces are submitting their respective proposals for infrastructure funding through to SIDSA and some provinces are lacking behind in submitting theirs.

## I.20 SUMMARY AND FURTHER RECOMMENDATIONS

In summary the following is a list of possible funding avenues to be explored by Midvaal LM, Roads and Stormwater related projects:

- DBSA (Development Bank of South Africa), the municipality can approach DBSA to assist with some of the required funding.
- With the help of professional service providers Municipality should consider projects which could be financed through Public Private Partnerships (PPPs),
- We recommend the Municipality apply for an Infrastructure Skills Development Grant (ISDG), as this will help both by employing interns and reducing unemployment.
- Because Midvaal Local Municipality's jurisdiction encompasses a large rural footprint, it will qualify for Rural Roads Assets Management Systems Grant (RRAMS), we therefore recommend that the municipality apply for such funds.
- We recommend the municipality approach local commercial and Private Banks (First National Bank, ABSA, Standard Bank, etc.) to establish possible long-term funding, even though our banks are very strict and no-flexible.
- We recommend the Municipality to check with National Treasury if they would be allowed to get funding through private placement programs with international first-tier banks etc.
- Municipality collects and pays a lot of VAT (input and output tax), perhaps it is time to start engaging the services of a tax expert to assist in claiming such funds from SARS. The focus should be on finding innovative ways of assisting municipalities in identifying risk, optimizing VAT recoveries and minimizing unnecessary VAT leakage. Maybe permission should be obtained from Treasury as there was a moratorium on this exercise in some other municipalities due to abuse.
- Start engaging the services of the service provider to put together an enterprise-wide revenue enhancement framework which will help to improve municipal revenue (these will include: collection, property valuations, etc.).
- Municipality should consider issuing a debt instrument after improving and/or implementing good corporate governance and risk management.

- It is highly recommended for the Municipality to see if SIDSA can fund some of the infrastructure in this report.
- Cooperative Governance and Traditional Affairs (Vote 4), Schedule 5, Part B, offers Infrastructure Urban Development Grant (IUDG) to municipalities the purpose of which is:

  a) To support spatially aligned public infrastructure investment that will lead to functional and efficient urban spaces and ultimately unlock growth;
  b) To provide funding for public investment in infrastructure for the poor and to promote increased access to municipal own sources of capital finance in order to increase funding for public investment in economic infrastructure;
  c) To ensure that public investments are spatially aligned and to promote the sound management of the assets delivered. We therefore recommend that Midvaal Local Municipality should consider applying for such grants as they will assist a lot in the infrastructure development program.

The funding to be sourced will address all capital expenditure including plant and machinery where necessary. The funding will come in different forms depending on the funding institution, e.g. It could be loans, grants, investments or hybrid and each will come with its own terms and conditions which may not be the same. If it happens to be loans, bank/funders charge different rates to different customers depending on the banks' policy and risk classification of the customer, e.g. it could be from prime to prime+, or from LIBOR or EUBOR. Overseas institutions usually don't go beyond 5% on their rates.

## I.21 FUNDING POSSIBILITIES FOR PROCUREMENT OF PLANT

In summary, the following is a list of possible funding avenues to be explored by Midvaal LM, procurement instead of plant rental:

- DBSA (Development Bank of South Africa),
- Sedibeng District Municipality,
- Private Banks (First National Bank, ABSA, Standard Bank, etc.).
- Plant manufacturers (Sales agreement)

## I.22 LOAN REPAYMENT ANALYSIS

The report makes the following projected loan repayment of Projects, based on a preliminary analysis.

Annual interest rate: 7.0%

Loan period of: 5years

Number of Payments per annum: 12

Start date of loan: 03 February 2025

See below figures which indicate the Loan Repayment value for an example **Rural** project:

**Rural Development**

| Entre Value | |
|---|---|
| Loan Amount | R 5312 400.00 |
| Annual Interest Rate | 7.00% |
| Loan Period in Years | 5 |
| Number of Payments Per Year | 12 |
| Start Date of Loan | 03/02/2025 |
| Optional Extra Payments | R - |

| Loan Summary | |
|---|---|
| Scheduled Payment | R 105 191.89 |
| Scheduled Number of Payments | 60 |
| Actual Number of Payments | 5 |
| Total Early Payments | R - |
| Total Interest | R 8 582.38 |

| | |
|---|---|
| Lender Name: | Midvaal Local Municipality |
| Project Name: | Midvaal Road Upgrade |
| Town: | Sicelo |
| Ward No.: | WARD 10 |

See the below figures which indicate the Loan Repayment value for an example **Urban** project:

**Urban Development**

| Entre Value | |
|---|---|
| Loan Amount | R 8592 731.48 |
| Annual Interest Rate | 7.00% |
| Loan Period in Years | 5 |
| Number of Payments Per Year | 12 |
| Start Date of Loan | 03/02/2025 |
| Optional Extra Payments | R - |

| Loan Summary | |
|---|---|
| Scheduled Payment | R 170 146.38 |
| Scheduled Number of Payments | 60 |
| Actual Number of Payments | 3 |
| Total Early Payments | R - |
| Total Interest | R 5 817.79 |

| | |
|---|---|
| Lender Name: | Midvaal Local Municipality |
| Project Name: | Midvaal Road Upgrade |
| Town: | Meyerton |
| Ward No.: | WARD 3 |

## I.23 LOCAL GOVERNMENT BUDGETS AND EXPENDITURE REVIEW

Funding and expenditure on road infrastructure and maintenance. Funding the municipal roads network. Municipalities receive intergovernmental transfers in line with the Division of Revenue Act and this includes the local government equitable share, which is an unconditional grant. Municipalities might therefore decide to use a portion of the local government equity share to finance road infrastructure projects, guided by their own needs and priorities. Municipal internally generated funding should also be used to finance road infrastructure.

For many municipalities, the most significant source of road infrastructure funding is the municipal infrastructure grant (MIG). The grant is aimed at assisting municipalities to deliver basic infrastructure to poor communities. Another major source of funding for road infrastructure at the municipal level is the public Transport Infrastructure and systems grant (PTIS), which is a conditional grant administered by the Department of Transport. The grant provides for the planning, establishment, construction and improvement of new and existing public transport infrastructure and non-motorised transport infrastructure systems.

For many of the poor and rural municipalities, the public works programmes implemented by both national and provincial departments of public works serve as an important means of developing roads within their jurisdictions.

## I.24 Municipal expenditure on road infrastructure and maintenance

Maintaining the municipal road infrastructure includes routine maintenance, upgrading and rehabilitation activities, all of which require planning and adequate budgets. It is difficult to get a clear picture of consolidated municipal expenditure on road infrastructure (including stormwater infrastructure) and maintenance, due to the previous budgeting reporting formats.

## I.25 Policy and funding developments in the roads sector

In the execution of its mandate, the Department of Transport has identified the following strategic priority outcomes and key policy developments for the medium term in relation to roads:

- *Development of an effective and integrated infrastructure network that serves as a catalyst for social and economic development:*
  This will be achieved by ensuring maintenance and the strategic expansion of the road network.

- *Development of road asset management and preservation policy:*
  This will begin to effectively support the implementation of the road infrastructure strategic framework of South Africa. Furthermore, it will ensure that road authorities conduct road condition surveys regularly and use road asset management systems in planning for investments. This will allow optimum decisions to be taken on increasing the asset lifespan of roads, reducing transport costs, and improving accountability and expenditure outcomes.

# CHAPTER J : REGISTRATION OF MIG PROJECTS

## J.1 INTRODUCTION

As part of Contract 352/2022 for the compilation of the Roads and Stormwater Master Plan for the Midvaal Local Municipality (MLM), the PSP (Infraconsult Engineering) were tasked to identify three (3) projects and achieve Notice of Registration with the Municipal Infrastructure Grant (MIG).

Therefore, the PSP indicated around 25 priority projects within the future demand assessment report that was discussed in PSC meeting no. 06.

Midvaal Local Municipality then indicated 3 priority projects as follows:

- WARD 6 Lakeside Stormwater Open channel/Culvert System
- WARD 14 Meyerton Intersection at DR Malan High School Stormwater System
- WARD 1 VAAL MARINA Entrance Road Upgrade



*Priority 1: WARD 6 Lakeside Stormwater Open Channel/Culvert System*




*Priority 2: WARD 14 Meyerton Intersection at DR Malan High School*




*Priority 3: WARD 1 VAAL MARINA Entrance Road Upgrade*

## J.2 RECOMMENDATION

It is herewith recommended that Midvaal Local Municipality consider the above proposal by the PSP and advise on the way forward for possible implementation upon consultation with both the sponsor (DBSA) and PSP.

# CHAPTER K OPERATIONS AND MAINTENANCE PLAN

## K.1 INTRODUCTION

An Asset Maintenance Plan is a strategic document which contains a systematic approach towards the maintenance of Midvaal Local Municipality Roads and Stormwater assets in-order to increase and enhance the effective use of the municipality's physical assets.

Through effective maintenance, the risk of future financial burdens and operational malfunctioning of municipal assets will be minimised. Poor maintenance of assets results in unavoidable damages and deterioration of the asset condition and, as a result major repairs or to some extent capital replacement of the asset is required. Neglect of maintenance obligations can also give rise to safety hazards and the municipality may be found legally liable for any injuries and damages to citizen's properties.

Thus it is believed that through regular expenditure of small amounts of repairs and maintenance funds will optimise the expected useful life of Infrastructure Assets and thus become cost-effective than large injections of capital every 3 years or more towards capital replacement of assets due to unplanned and or lack of maintenance.

## K.2 SCOPE OF THE MAINTENANCE PLAN

The Asset Maintenance Plan applies to municipal building assets with associated fixed plant and equipment. It includes building fabric and structure, fixed plant and equipment that are part of a building's services, civil works (roads & paved areas) and site services (electricity and storm-water drainage systems).

The Asset Maintenance Plan only applies to immovable assets for which Midvaal Local Municipality have been assigned responsibility and ownership. It does not apply to site services owned by the District Municipality (Water Services Authority) and movable assets.

Immovable assets are commonly described as "infrastructure assets". While there is no universally accepted definition of infrastructure assets, these assets usually display some or all of the following characteristics:

(a) they are part of a system or network;
(b) they are specialised in nature and do not have alternative uses;
(c) they are immovable; and
(d) they may be subject to constraints on disposal.

## K.3 ROADS MAINTENANCE PLAN IMPLEMENTATION STRATEGY

### K.3.1 Introduction

Road maintenance is essential in order to preserve the road in its originally constructed condition, protect adjacent resources and user safety against road hazards that may arise due to poor maintenance and provide efficient, convenient & smooth travel along the road. Improper maintenance may result in rapid deterioration of the road structure and ultimately collapse to a point requiring a total reconstruction.

### K.3.2 Road Maintenance Types

Effective maintenance is achieved through efficient scheduling of resources, proper planning and application of road maintenance types. These road maintenance types are classified as follows:

- **Routine Road maintenance –** refers to the day-to-day operational activities to keep the asset in a smooth and trafficable operational manner (repair of potholes, surface crack repairs, cleaning of drains, repairing leaks, etc.) and forms part of the annual operating budget.
- **Preventative Road maintenance -** Its purpose is to extend the life of the road and to keep it looking and riding, as much as possible, in like-new condition. The work performed under the preventive maintenance program is called chip sealing, slurry sealing and resurfacing. The purpose is to stop water from entering the roadway, which causes early breakup of the road surface. The useful life of roads can be extended from 20 up to as much as 100 years if, on a regularly scheduled basis, small breaks are fixed and a seal coat or resurfacing is done before more severe damage occurs.
- **Special maintenance –** is mostly applicable when a portion of the road structure or surface requires total reconstruction even though it may still be within or not even close to 50% of its remaining useful life. This usually occurs due to the failure of underlying layers and underground water rising which results in surface layer pumping.
- **Reconstruction/rehabilitation maintenance** - reconstruction involves removing the entire portion of the roadway and replacing it with new layers. This maintenance activity usually occurs when the condition of the roadway or street reaches a point where preventive maintenance is no longer cost-effective. – Access roads that are totally dilapidated.

The applicable road maintenance type should be performed prior the road begins to break up even when the road surface is still in good condition.

### K.3.3 Community Awareness and Road Maintenance

Road users and respective communities have a vital role towards preserving the road network infrastructure from being damaged through unattended oil & diesel spillages, fire burning and illegal diversion of surface stormwater runoff. Therefore, providing general awareness to the public on the value and importance of preserving the roads network infrastructure is essential towards ensuring that the design lifespan (expected useful life) is not disturbed or reduced.

### K.3.4 Road Maintenance Legislative Requirements

The Road Management Act 2004 requires the Council in this case Midvaal Local Municipality (the Road Authority as per section 37 (1), ii - iv) to inspect, repair and maintain Public Roads (section 40) for which it is the Road Authority.

This applies to any part of a public road which is:

- a roadway,
- a pathway,
- a road shoulder, or
- road infrastructure, for which the Council is the Road Authority.

The municipality as the Road Authority may in terms of:

- Section 41 (1) determine the standard to which it will construct, inspect, maintain and repair its road infrastructure. In relation to inspections, it may also determine the inspection intervals.

- Section 41 (2) (c) in relation to maintenance determine the maintenance programs, the maintenance work to be performed in the course of regular maintenance and the standard to which the maintenance is to be performed.
- Section 41 (2) (d) determine in relation to the repair of defects reported or found on inspection.
- Section 41 (3) may during the undertaking of the above actions conduct repairs, erect warning signs or reduce or remove risk.

## K.3.5 Successful Implementation of a Routine Road Maintenance Plan

The Routine Road Maintenance Plan establishes key routine road maintenance practices for Council managed roads including:

- Current Maintenance Situation
- Complaints
- Inspections
- Emergency Works
- Responsive Maintenance (Gravel Roads)

### K.3.5.1 Current Maintenance Situation

The municipality is currently experiencing a huge backlog on road maintenance to the extent that some of the roads have reached their lifespan. The backlog is gradually being addressed through capital funds and MIG.

The municipality should develop a Roads Maintenance Programme which is mostly affected by emergency response due to the current maintenance backlog and recent floods that have greatly damaged most of the municipal gravel roads. This is due to the Municipal Area being prone to flooding and lack of a proper storm-water drainage system. Therefore, the current response is mainly to address emergency and corrective maintenance including response to community complaints.

The latter plant & equipment are in fairly good condition but inadequate to meet the current road maintenance demand and backlog.

The municipality is currently having under its plant and machinery ownership as shown below:

***Table 60**: Midvaal Local Municipality Current Plant List*

**Midvaal Local Municipality Current Surfaced Plant and Operators List**

| NO. | DESCRIPTION | REGISTRATION / ASSET NUMBER | ODOMETER / HOUR METER READING | WORKING? YES OR NO | STATUS / REMARK |
|---|---|---|---|---|---|
| 1 | UD - 6m$^3$ Tipper Truck | VCG483GP | - | NO | WORKSHOP |
| 2 | UD Single Cab 4 Ton truck | PYG439GP | - | NO | WORKSHOP |
| 3 | UD Single Cab 4 Ton truck | TKT539GP | - | NO | WORKSHOP |
| 4 | Nissan Single Cab LDV | RXL266GP | - | NO | WORKSHOP |
| 5 | Hino Single Cabe 4 Ton truck | BY51GPGGP | 132406 | YES | SKEW BACK BUMPER. EXHAUST BRAKE NOT WORKING |
| 6 | CAT TLB | DC26RKGP | - | NO | WORKSHOP |
| 7 | Isuzu Double Cab Tipper 4 Ton truck | DK76BPGP | - | NO | WORKSHOP |
| 8 | Isuzu Water Bowser truck 12 000 litres | FC74YVGP | 108780 | YES | REAR TYRE WORN. CRACKS ON WINDSCREEN |
| 9 | Isuzu Single Cab LDV | FT60JFGP | 154435 | YES | BROKEN BRAKE LIGHT COVER. CRACKS ON WINDSCREEN |
| 10 | Bell motor grader | HG18ZSGP | 5231,2 | YES | ONE LIGHT NOT WORKING |
| 11 | Isuzu Single Cab bakkie | HK38WSGP | 109047 | YES | BROKEN BRAKE LIGHT COVER. |
| 12 | Isuzu Double Cab 4 Ton truck | HL33VVGP | 71410 | YES | SEAT COVER DAMAGE. CRACKS ON WINDSCREEN. |
| 13 | Isuzu Double Cab 4 Ton truck | HX60LMGP | 63495 | YES | DAMAGE ON BACK BUMPER. 2 X INNER TYRES WORN. |
| 14 | MAN Water Bowser Truck 12 000 litres | HH59VHGP | - | NO | REAR TYRE WORN. WHEEL ALIGNMENT AND BROKEN STEPS ON LEFT |
| 15 | CAT TLB | JR21RKGP | 237912 | YES | BROKEN WINDOW ON RIGHT SIDE. BROKEN BRAKE LIGHT AND OLD BUCKET BUSHES |
| 16 | Nissan NP200 LDV | KD77DNGP | 41365 | YES | |
| 17 | Ford Ranger Double Cab | KC18VSGP | 058475 | YES | LOOSE BUMPER ON RIGHT SIDE. BROKEN BRAKE LIGHT COVER ON RIGHT. |
| 18 | Isuzu Double Cab LDV | KR10RJGP | 28150 | YES | PLUG CUP BROKEN. CRACKS ON WINDSCREEN |
| 19 | Trailer | HL69LDGP | - | NO | BROKEN TOWBAR. NO JACKWHEEL. PUNCHER ON RIGHT. NO DISC. |
| 20 | Trailer | SJC459GP | - | NO | NO JACKWHEEL AND DISC |
| 21 | Trailer | PKX197GP | - | NO | NO LICENSE DISC. NO JACKWHEEL AND CHEVRON |
| 22 | Trailer | HL69KTGP | - | NO | NO JACKWHEEL AND LICENSE |
| 23 | Trailer | HL69KMGP | - | YES | NO JACKWHEEL |
| 24 | Trailer | FV24ZVGP | - | NO | NO JACKWHEEL AND LICENSE DISC |
| 25 | Trailer | WZS654GP | - | NO | FADED NUMBER PLATE. PUNCHER ON LEFT SIDE. NO JACKWHEEL AND DISC. |
| 26 | Trailer | DD72RDGP | - | NO | NO DISC |
| 27 | Old Road Marking Machine | 88370 | - | NO | WORKSHOP |
| 28 | New Road Marking Machine | 92531 | - | YES | |

**Midvaal Local Municipality Current Surfaced Plant and Operators List**

### K.3.5.2 Inspections

The Municipality should develop a systematic inspection process, including unscheduled inspections in response to the community's advice these are conducted routinely after heavy or consistent rains; on call from public; emergency inspections.

The inspections will identify defects and key maintenance items such as storm defects or lack of stormwater infrastructure.

The maintenance items identified will be assessed, prioritised and added to maintenance works programs, to ensure that the high-risk maintenance items are attended to in order of priority, taking into account road hierarchy and traffic volumes.

*Table 61 : Priorities vs Response Times*

| Priorities | Incidents | Response time | Completion |
|---|---|---|---|
| Priority 1 (Emergencies) | • endanger life orrepresent a serious health & safety risk<br>• cause serious disruption to the operation of a building<br>• cause extensive damage to property | 12 Hrs | 48 Hrs |
| **Priorities** | **• Incidents** | **Response time** | **Completion** |
| Priority 2 (Urgent) | • represent a lesser health & safety risk<br>• cause disruption to the operation of the building/business<br>• cause minor damage toproperty | 48 Hrs | 4 Days |
| Priority 3 (Routine) | Incidents that are routine or non-essential in nature and can normally be undertaken at any time. | 7 Days from Issue | 14 Days from Issue |

The Municipal Road section staff will report any risk or maintenance issues they may observe as they move around the Municipality in the course of their duties. Municipality's inspectors will respond to urgent works generally within the most appropriate time upon receipt of a report.

| | | | | | |
|---|---|---|---|---|---|
| **Assessor** | | **Date** | | **Ward** | |
| **Village** | | **Street name** | | **Coordinates** | |
| **Type of area** | | **Road type** | | **Length of road (Km)** | |
| **COMMENTS ON THE GENERAL DESCRIPTION OF THE ROAD** | | | | | |
| **Road Profile** | Is it very good (<2%) or good (>2%) or flat or uneven or very uneven. | | **Provide description** | | |
| **Drainage from the road** | Is the road above or level or below ground level | | | | |
| **Description of the problem/ sketch plan/ attach photo** | | | | | |
| **Recommended remedial actions** | | | | | |
| ***PROPOSED MAINTENANCECATEGORY:*** Specify _____<br><br>***Backlog Maintenance***: maintenance that is necessary to prevent the deterioration of the asset.<br>***Corrective Maintenance*:** the actions performed, as a result of failure, to restore an item or asset to its original condition, as far as practicable.<br>***Planned maintenance:*** maintenance work to prevent failure of the asset during or within its life cycle.<br>***Preventive Maintenance*:** the actions performed to retain an item or asset in its original condition as far as practicable by providing systematic inspection, detection and prevention of incipient failure.<br>***Emergency corrective maintenance:*** is outside routine maintenance and works programs that must be initiated immediately for health, safety, security, hazard reasons or that may result in the rapid deterioration of the property plant or equipment if not undertaken.<br>***Deferred Maintenance***: maintenance planned to be carried out in the current financial year but due to shortage of funds or unforeseen circumstances is not carried out and added to the Backlog Maintenance awaiting attention. | | | | | |
| **Projected timelines of response:** | | | | | |
| ..... ..... **Signature by Assessor Date** | | | ..... ..... **Signature by Manager Date** | | |

*Figure 80: Inspection Sheet Example*

### K.3.5.3 Complaints

Complaints and reports from the community should be recorded on a Complaints Register. A qualified or competent road official should be assigned to conduct a visual inspection to determine the extent of damage or defect within 3 working days. See the example of a Complaints Register Template below.

*Table 62 : Complaints Register Template*

| No | DATE RECEIVED | INITIALS & SURNAME | CONTACT | COMPLAINT | ASSIGNED OFFICIAL'S NAME | START DATE | DURATION (DAYS) | DATE COMPLETED |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | | | | | | |

### K.3.5.4 Emergency Works

Emergency works will among other things include traffic incidents management, floods, storms and potential spillages (oil & diesel) that may undermine and damage the surface layers.

The response to emergency work shall take precedence over some of the activities planned on the Roads Maintenance Programme including inspections and may to some extent affectthe timeframes set on the approved Roads Maintenance Programme.

### K.3.5.5 Responsive Maintenance (Gravel Roads)

Responsive maintenance is performed in response to received community complaints, municipal staff reports and others. This method of maintenance takes precedence in the Rural areas consisting of large extents of gravel roads.

## K.3.6 Successful Implementation of a Routine Stormwater Maintenance Plan

### K.3.6.1 Introduction

Technical Services Division or Directorate of Midvaal LM undertakes the function of inspecting and maintaining all the municipal owned stormwater systems within the municipal area. The droughts and floods have increased in frequency with greater volatility in weather patterns which leads to stormwater facilities requiring more frequent unblocking.

Technical Services of Midvaal Local Municipality has the:

- Right of entry on any property within its jurisdictional area to perform safety inspectionsof potential flooding.
- Right to question and take steps to prevent illegal activities by citizens that may lead to stormwater control and management being jeopardised and as a result causing floodingto municipal and privately owned properties.

### K.3.6.2 Understanding the Status Quo of Midvaal LM

The Roads Technician & Team Supervisor of the Technical Services Division or Directorate takes full responsibility towards the management of inspections and maintenance of the components that make up the drainage system of Midvaal Local Municipality. This processalso includes the removal of manmade obstructions that prohibit smooth flow of stormwater runoff.

### K.3.6.3 Stormwater Infrastructure inspections

Subsurface System Inspections

- Inspection of the subsurface system will determine what repair or maintenance is needed.
- Inspection and cleaning will typically be performed at the same time.
- The condition of associated structures will be evaluated, and the information will bereported to the Technical Manager.

- Repairs or replacement will be scheduled and performed as per the departmentalStormwater Maintenance Programme
- Removal of miscellaneous debris and sediment will be performed at the time of theinspection or will be scheduled for completion in a timely manner.

Surface System Inspections

- Inspection of the surface system will include functional and aesthetic needs.
- Functional maintenance is important for performance and safety reasons.
- Aesthetic is important primarily for public acceptance of stormwater facilities.
- The removal of debris, sediment, overgrown or weedy vegetation and erosionconditions will be evaluated and rectified accordingly.
- Conditions of structures such as inlets/outlets, culverts, causeways, gabion structures, concrete dish drains and associated head walls will be evaluated and reported to the Technical Manager if corrective action is required.

*Table 63 : Stormwater System - Frequency of Inspections*

| SYSTEM CATEGORIES | DESCRIPTION | INSPECTION & MAINTENANCE TYPE | FREQUENCY |
|---|---|---|---|
| **Manholes** (Catch-pits) | A manhole is a structure that allows access into a closed conduit. Manholes can be located in the roadway and greenbelts areas of a development. | • Inspect for damaged or missing block and mortar<br>• Inspect for derby within the structure<br>• Typical cleaning<br>• Problem areas as determined by the Municipality shall be cleaned | Annually/after heavy rains |
| **Closed Conduit** | A closed conveyance designed to carry stormwater runoff, which includes culvert, closed drains and pipes. | • Typical cleaning of closed drains and stormwater pipes ranging from 300mm to 1200mm in diameter.<br>• Culvert cleaning<br>• Video inspections *(Future capital plans)*<br>• Problem areas as determined by the Municipality shall be cleaned | Annually & in response to blockages/ after heavy rains |
| **Basin Outlet Structures** | Outlet structures are used toregulate storm water discharge from detention ponds & basins into receiving waterways or an offsite storm system | • Check inlets and outlets for clogging<br>• Clean inlets and outlets as necessary.<br>• Remove sediment if accumulation reaches 1m & above or if re- suspension is observed<br>• Inspect pipes to verify that the outlet is not damaged | Annually & when necessary/after heavy rains |
| **Gutters &kerbing** | Are located in paved/surfaced roadways to convey stormwater into manholes, catch basins & other associated inlets. | • Inspections for debris, sand, leaves and any other sediment types.<br>• Street and kerbing sweeping<br>• Replacement of damaged sections and kerbing. | In conjunction with Roads Maintenance Programme or other |

### K.3.6.4 Emergency Works

Disaster management/ community services jointly with Technical Services takes the responsibility for responding to Emergency Requests for assistance with drainage problems,such as flooding, on municipal and private properties within a reasonable period not exceeding 24 hours.

### K.3.6.5 Complaints

Complaints and reports from the community should be recorded on a Complaints Register. A qualified or competent road official should be assigned to conduct a visual inspection to determine the extent of damage or defect within 3 working days. See the example of a Complaints Register under Routine Road Maintenance.

# CHAPTER L : IMPLEMENTING A PAVEMENT MANAGEMENT SYSTEM (PMS)

## L.1 INTRODUCTION TO PMS

A road network needs to be regularly assessed and maintained to meet the needs of the road user as a safe and efficient means of travel. Neglect to do so will result in not only loss of life, injuries and damage, but also increased vehicle operating costs leading to spiralling consumer costs and inflation. The effect of a deteriorating road on the cost of operating a vehicle is illustrated in the graph below. Research carried out in SA and abroad has also demonstrated that delaying road maintenance is false economy, because the longer such maintenance is left undone, the higher the eventual cost to restore the road to an acceptable condition. An essential tool and systematic procedure specifically intended to assist road authorities in optimising the maintenance of their road networks is a PMS.

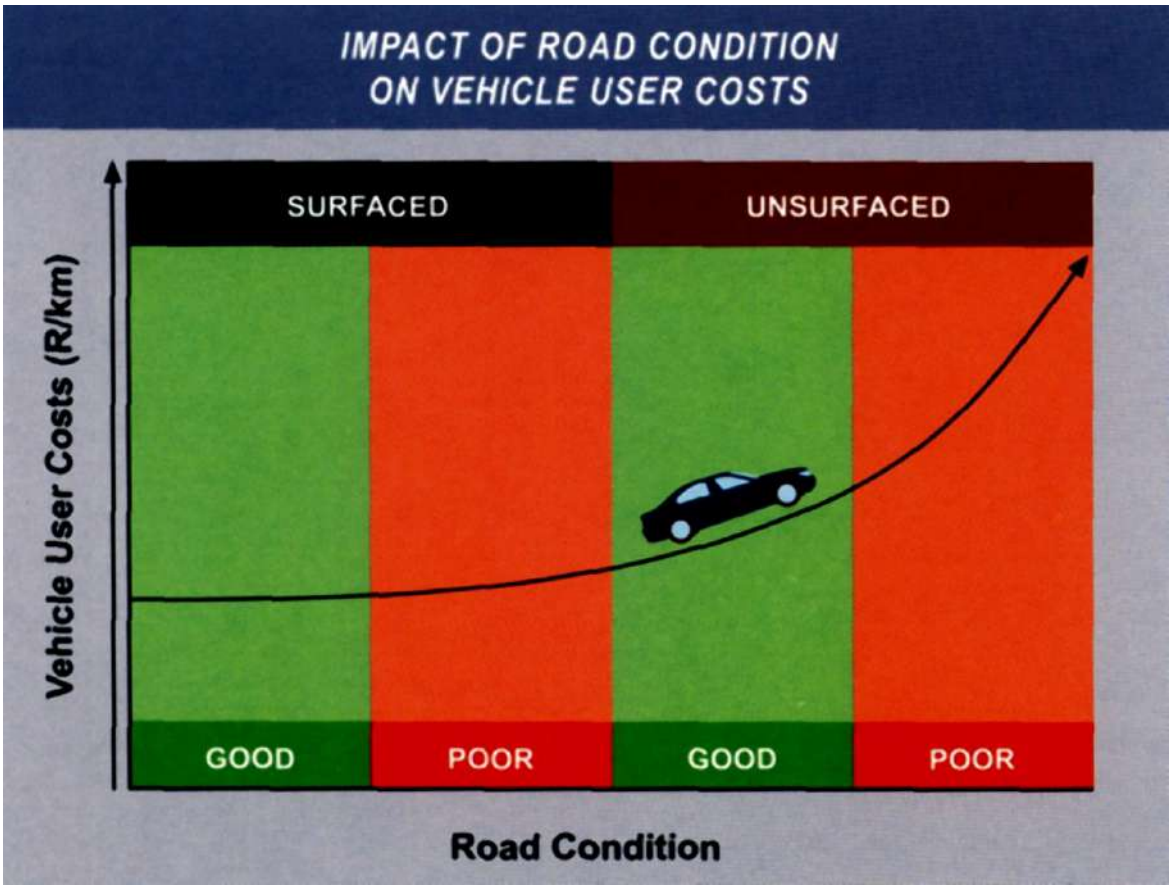



*Figure 81: Impact of Road condition on vehicle user costs (Sabita Info Sheet #8)*

## L.2 PMS AS PART OF A ROAD MANAGEMENT SYSTEM (RMS)

The Technical Recommendations of Highways (TRH) or TRH22 of 1994 defines a Road Management System (RMS) as a set of procedures aimed at maximising the of a road network.

These procedures are used by the managers of the road network, with the aid of computerised facilities, to produce information and evaluate alternative strategies in a specific analysis period and to incorporate feedback mechanisms regarding the various attributes, criteria and constraints involved in optimising the following:

- Maintenance of existing facilities.
- Improving facilities to required standards (according to changing circumstances and demands).
- Establishing new facilities when needed.

## L.3 RMS SUBSYSTEMS

The planning function of management is addressed by the Road Management System, which comprises the following main sub-systems (Report 589/1, 1989):

- Pavement Management System (PMS).
- Geometric Management System (GMS).
- Gravel Road Management System (GRMS) & Unpaved Road Management System (URMS)
- Maintenance Management System (MMS).
- Bridge Management System (BMS).
- Traffic counting procedures and systems.
- Accident reporting procedures and systems.
- New road management system. (i.e. system of planned new roads with priorities)

## L.4 DEFINITION OF PMS

A PMS can be defined as the systematic and effective definition of the state of a collection of roads and a coordinated set of activities, all directed toward achieving the best value possible for the available public funds in the interests of and economical transport by road.

## L.5 PMS COMPONENTS

Most formal definitions of a PMS agree on the following key components:

- **Road Inventory.**
  The fundamental framework of a PMS is a description of the road network, including road status and function, the pavement structure type, usage (traffic) and past surveillance and action programmes.
- **Pavement condition surveys.**
  Regular, planned inspections of the road surface to record items such as the riding quality (evenness) of the road surface, and the degree and loss of texture all of which will facilitate the timely and appropriate remedial or pre-emptive actions to be adopted.
- **Database for recording all related pavement information.**
  Databases should enable the orderly storage and retrieval of information in formats that will facilitate analysis of the performance of the network and, hence, appropriate intervention programmes.
- **Analysis scheme.**
  Analysis schemes are those rules used to interpret data in meaningful ways. Outputs would typically comprise performance prediction, life-cycle costing analysis and optimisation of rules.
- **Decision criteria.**
  Decision criteria are those rules developed to guide pavement management decisions. As PMS has evolved, decision criteria have become more complex and now account for items such as user delay, vehicle operating costs and, in limited cases, environmental and societal effects.
- **Implementation procedures.**
  Implementation procedures are those methods used to apply management decisions to roadway sections.

### L.5.1 PMS Road Inventory

Certain road inventory information could be recorded or verified on site for each segment. This information is fully described in TMH 22 and may include the items described in **Table 64** below.

These items are necessary to be included in a GIS Database.

*Table 64: PMS Road Inventory items*

| ITEM | DESCRIPTION |
|---|---|
| Road Number / Road Name: | **Rural:** MR16 (Main Road 16)<br>**Urban:** Nelson Mandela Drive |
| Section Number / Link: | **Rural:** MR16/10 (Main Road 16, Section 10).<br>**Urban:** A link is usually the length of road or street from one intersection or interchange to the next. |
| Segment Start and End: | **Rural:** Start and end distance of the segment for which one assessment rating (See Table A.3) is recorded, to the nearest 0.01 km.<br>**Urban:** Physical description of the segment start and end points i.e. street names (if no kilometre distances are available) |
| Name of Assessor: | Used for quality assurance purposes. |
| Date: | Date of the assessment YYYY/MM/DD |
| Segment Length: | Length of segment to the nearest 0.01 km.<br>Urban: length is measured from mid intersection to mid intersection. |
| Segment Width: | Average width recorded to the nearest 0.1m. For unpaved roads, the width of the travelled way must be recorded. |
| Untraveled Way Width: | The average width of the untraveled way must be recorded to the nearest 0.1m. |
| Start Time: | Time at start of the assessment for the road number. |
| End Time: | Time at end of assessment for the road number. |
| Direction of assessment: | **Rural:** Direction of Increasing or decreasing kilometres.<br>**Urban:** North / East / South / West |
| Road Classification: | The road is classified according to the TRH 26 RCAM. |
| Ownership: | The level of authority being National, Provincial or Local. |
| Terrain: | **Flat** - The route mostly follows level areas with few inclines and grades less than 3%.<br>**Rolling -** Grades are approximately 4% -7% with some curves.<br>**Mountainous -** Grades are typically more than 7% with numerous sharp curves. |
| Node Type | Intersection: **X**,<br>T-Junction: **T**, T-Junction Left: **TL**, T-Junction Right: **TR**,<br>Towns/Villages: **V**, Change of Pavement: **CP**,<br>Start of Paved Segment: **SP**,<br>End of Paved Segment: **EP**,<br>Borders/Boundaries: **BO**,<br>Max. Segment Length used as segment end: **MX**,<br>No Node- Start of Segment: **ST**, No Node – End of Segment: **EN** |

### L.5.1.1 Segment Lengths

It is not the purpose of the assessment to identify uniform sections of distress on the road and to complete an assessment form for each of these uniform sections. The road network should be evaluated according to the standard segment lengths that are given it is recommended that the authority predefined segments over their complete network, and not leave this to the individual assessors. This will ensure improved consistency from one assessment to the next.

*Table 65: Segment Lengths for Different Road Pavement Types*

| Type of Road Pavement | Standard Assessment Length (km) | |
|---|---|---|
| | Rural | Urban |
| Flexible | 2.0 | Block lengths (max 0.5 km) |
| Concrete | 0.2 | 0.2 |
| Block | 0.2 | 0.2 |
| Unpaved | 5.0 | Block lengths (max 0.5 km) |
| **Note** : Assessment lengths should not exceed ± 50% of standard | | |

## L.5.2 Implementing Pavement Condition Surveys

Pavement condition surveys shall be based on Technical Methods for Highways (TMH):

### L.5.2.1 Procedure for pavement visual assessment

The procedure for visual assessment is limited by the following criteria:

- Visual assessment should preferably be carried out in or towards the end of the rainy season and in the cooler months.
- Surveys should be completed within limited periods (preferably two to three months). Based on experience the average daily length of survey for rural roads should not exceed 100km for paved roads, 150 km for gravel roads and 20km for urban roads.
- The assessors shall drive at a speed of less than 20km/h, and they shall drive on the shoulder.

Assessments can be carried out by one certified assessor or one certified assessor and an assistant. Assistants should be used when complexity or safety are an issue. If the assistant is a certified assistant assessor, then the assistant assessor is expected to carry out the assessments with the assessor providing guidance and checking quality. The accuracy of the assessor's rating will be influenced by the frequency of stops made to examine the road.

When the road is wet, it is difficult to observe distress, and this leads to erroneous ratings; visual surveys shall therefore be carried out under dry conditions only. Similarly, when a road is under construction, assessment will only be carried out on completed sections of the new road and available portions of the existing road. The reason why certain segments cannot be assessed should be recorded on the relevant assessment form.

During the visual assessment of a segment, dots must be made on the assessment form in the appropriate positions to indicate the degree of any type of distress that is observed. At the end of a segment, these dots are used to mark an average degree and extent of distress for each type of defect. After completing the form, the assessor should also check road segment inventory information.

Paved shoulders (untraveled ways) are inspected as part of the road surface. The assessment should cover the full paved width. On multi-lane roads, the assessment should concentrate on the worst lane, which typically is the slow lane.

### L.5.2.2 Training of Pavement Visual Assessors

Training of candidate-assessors must be undertaken before the Visual Assessor Accreditation. This training should be presented by an accredited trainer who have at least 5 years of continuous assessment experience. A list of accredited trainers can be obtained from COTO.

First time candidates wishing to become assessors must have at least 2 years of appropriate road engineering experience and/or an S3 or Further Education and Training (FET) qualification in civil engineering. First time candidates must have a thorough understanding of the manuals before they start the training.

The training programme must include the following theoretical and practical aspects:

- An overview of the objectives of the visual assessment together with a brief description of the data processing procedures and applications of the final results.
- An overview of the method of assessment, including descriptions of various types of distress and ratings for each type. The use of colour slides to show examples is recommended.
- An overview of the format of the assessment sheets.
- The practical training consists of both combined assessments and practical informal testing. Combined assessments should cover three or four segments per pavement type, preferably showing different degrees of distress.

  The method of rating should be discussed, and the ratings compared at the end of each segment between candidate and accredited trainer. If a candidate's ratings are not acceptable after these segments, then additional segments should be rated together until there is a thorough understanding of the assessments. Once candidate achieves thorough understanding, then practical informal testing should cover three or four segments per pavement type.

  For these sections the candidate and the accredited trainer will individually rate each segment and compare results at end of each segment. If a candidate's ratings are not acceptable after these segments, then additional segments should be rated together until there is a thorough understanding of the assessments.

### L.5.2.3 Accreditation of Pavement Visual Assessors and Assistants

A national Visual Assessor Accreditation will be held annually. The accreditation programme will be for each pavement type will include the following:

- A written test to check on the candidates/assessor's knowledge of the standard visual assessment manual. Only candidates/assessors who pass these tests should be allowed to participate in the practical testing.
- The candidates/assessors should individually assess at least 10 road segments per pavement type showing varying degrees of distress. The results of these assessments must be within the criteria prescribed by the trainer.

The accreditation will be for each pavement type and shall remain valid for a 3-year period provided that the assessor successfully carries out regular assessments each year. Only Accessors who have a valid accreditation will be allowed to carry out visual assessments.

### L.5.2.4 Procedures to be followed during Pavement Visual Assessments.

The following procedures should be adhered to. This is not a complete list, and the relevant legislation should be complied with:

- Weekly safety checklists.
- Monthly inspections.
- Timely notices of violations.
- Up to date permission forms for accessing roads and using hazards lights and markers.
- Written procedure for routine inspection

- Formal listing of elements that constitute safe driving:
  - Maximum number of hours in a duty period set at 8.
  - Operating times set to between daybreak and sunset.
  - Scheduled breaks every 3 hours.

- Formal elements for vehicle safety:
  - Regular preventative maintenance checks.
  - Regular checks on vehicles' safety equipment.
  - Formal reports to supervisors on any shortcomings.
  - Obeying the rules of the road at all times.

- Formal elements of PPE:
  - Regular checks on the condition of PPE.
  - Routine training of PPE usage.
  - Medical aid kit always available and always kept fully stocked.

### L.5.2.5 Equipment and Inventory to be Used During Pavement Visual Assessment

**Table 66** outlines the basic equipment needed for visual assessment.

*Table 66: Basic Pavement Visual Assessment Equipment*

| Vehicle Mounted | Comments | Actions |
|---|---|---|
| Flashing light | Amber or yellow rotating, strobe or LED light | Beware of slow moving vehicle, which may stop suddenly and unexpectedly |
| Signs | Black text on yellow background (adhesive or magnetic) | Usually "Road Inspection" |
| Permission Letter | Letter from relevant authority | Permission to assess roads in a certain area and for a predetermined time |
| | | |
| **Personal protection equipment** | **Comments** | **Actions** |
| Footwear | Closed shoe. | No bare feet to minimise injury and reduce driving accidents |
| Safety Apparel | High visibility clothing or vests | Worn at all times when inspecting roads to alert road users of pedestrian on travelled way |
| | | |
| **Equipment** | **Comments** | **Actions** |
| Maps of road network | Scale and detail to suit assessments | Size to suit assessments, usually A2 or A3 in size |
| Measuring Wheel | Short distance, low accuracy measuring | To measure width of road |
| Screw driver | Road surfacing assessments | Used to extract surfacing stone |
| Geological pick | Unpaved road assessments | Digging and loosening gravel |
| Stationery | | |

### L.5.2.6 Visual Assessment of Flexible Pavements

**a) Current surfacing**

If required by the authority, the assessor records the surfacing type currently visible on the surface by using one of the abbreviations from the shortlist in **Table 67**. If necessary, other codes specified by the individual road authorities could be added to the list.

*Table 67: TRH 14 Codes for Different Surfacing Types*

| Code | Description |
|---|---|
| **AC** | Asphalt surfacing - continuously-graded. |
| **AG** | Asphalt surfacing - gap-graded. |
| **AS** | Asphalt surfacing – semi-gap-graded. |
| **AO** | Asphalt surfacing - open-graded. |
| **S1** | Surface Treatment – single seal |
| **S2** | Surface Treatment – multiple seal |
| **S3** | Sand Seal |
| **S4** | Cape Seal / Single seal and slurry |
| **S5** | Slurry Seal |

**b) Macro Texture**

The macro texture, especially the texture depth, plays an important role in skid resistance under wet conditions. The macro texture depends on the aggregate size and the quantity of binder in the layer. The macro texture can be expressed as fine, fine-medium, medium, medium-coarse or coarse, or varying, if it varies across the width of the road.

**c) Voids**

The size of the aggregate and the quantity of binder have a direct influence on the available interconnected surface voids in a surfacing.

**d) Surfacing failures**

Surface failure is the loss of the aggregates and binder in the surfacing layer and therefore results in the exposure of the underlying layer. Surfacing failure excludes structural failures.

Typical examples of surfacing failure are surface related potholes caused by:

- Delamination of the surfacing due to surfacing hardening and cracking.
- Loss of the surfacing due to poor seal construction.
- Localised loss of surfacing due to poor bonding with the underlying layer.
- Distress due to salt damage to the surfacing, and
- Mechanical damage.

**e) Surfacing patching**

Surfacing patching can be described as minor patching with no distinct joint cuts on asphalt patches. Patches that are cut square or with distinct square edges are deemed structural.

**f) Surfacing cracks**

Surfacing cracking relates to cracking only in the bituminous surfacing. Surface cracks are more commonly found in dense surfacing such as sand seals, slurry seals and are more easily observable on finely textured surfaces.

Surface treatments older than about eight years may have areas of crocodile cracking over most of the road width, especially the fast lane on multi-lane highways. Surfacing cracks are normally not confined to the wheel paths, as is the case with traffic associated crocodile cracks. This behavioural feature should be used to help distinguish surface cracks from crocodile cracks.

**g) Aggregate loss**

Aggregate loss is the loss of the surfacing aggregate, usually because of traffic abrasion. Aggregate loss is mostly construction related and occurs shortly after construction or during the first cold period/winter due to insufficient binder, wrong grade of binder, contaminated stone aggregates or aggregates with poor adhesion properties.

In the case of thin surface treatments, aggregate loss could eventually result in exposure of the underlying layer (then defined as a surfacing failure), and if this is an unbound base layer, potholing will occur. In the case of asphalt surfacing, the surfacing gradually disintegrates and eventually cracks, spalls, and deteriorates into potholes.

In assessing the degree of aggregate loss, the following must be considered:

- A single surface treatment consists of one layer of single-size stone aggregates and consequently any aggregate loss exposes the underlying layer. In the case of multiple

surface treatments, ravelling is characterised by loss of the fine aggregates on the surface, followed by loss of the larger aggregates in successively exposed layers. Asphalt surfacing's consists of a mixture of aggregates of various sizes and often also include a final layer of pre-coated aggregates.

- Tell-tale signs of aggregate loss can be seen on the side of the road. However, the aggregate at the side of the road may be evidence of previous aggregate loss. The loss of excess aggregate ("over-chipping") should not be regarded as aggregate loss.

**h) Binder condition (Dry/Brittle)**

Bituminous binders in surface treatments and asphalts become dry and brittle with time. In surface treatments, with relatively thick films, there is an initial loss of the lighter, more volatile oils and aromatics and an increase in oxidation of the surface of the film. These oxidised products partially dissolve in water and tend to shrink, exposing fresh surfaces after each rainfall, allowing the oxidation to penetrate deeper into the binder film.

**i) Surface deformation (Shoving)**

This is a common defect in urban areas at intersections where acceleration and/or braking forces of trucks cause shoving of the surfacing. Surface deformation can occur in the longitudinal and or transverse directions.

**j) Block cracks**

Block cracks are normally caused by the shrinkage of treated (stabilised) pavement layers. The cracks are not confined to the wheel paths. The cracks have a definite block pattern, although the longitudinal and transverse cracks do not always meet.

Block cracks do not necessarily indicate a significant deterioration of the pavement, but a potential for deterioration. Traffic action may lead to the formation of secondary cracks, which could eventually lead to severe distress.

**k) Longitudinal Cracks**

These cracks are not restricted to the wheel paths and may be due to poor construction techniques, settlement of embankments or active clay subgrades. These are line cracks running longitudinally along the pavement. Although these cracks are not normally caused by traffic, traffic action or lack of maintenance may cause them to deteriorate further.

**l) Slip Cracks**

These cracks are related to the movement of embankments and to embankment foundations. They often occur in circular/parabolic patterns and are not restricted to wheel paths. The cracks may occur at embankments and approaches to bridges and box culverts. These cracks normally require major routine maintenance and, if left unattended, may lead to road failure, especially in the case of high embankments.

**m) Transverse cracks**

Transverse cracks are line cracks across the pavement. They are often the first manifestation of shrinkage in a cement-stabilised base or subbase. Transverse cracks can also be a sign of temperature-associated fatigue and seasonal effects. They are normally not related to structural problems, but further deterioration of the pavement may occur with the ingress of water through the cracks. These cracks often also occur at drainage structures or where services have been installed subsequent to initial construction by the pavement layers. They could indicate poor compaction of the material in the immediate vicinity of the cracks.

**n) Crocodile (fatigue) cracks**

Crocodile cracking is often limited to the wheel paths. Crocodile cracks normally occur as a result of fatigue failure of surfacing or base layers and are related to the inability of the pavement to carry the traffic load. They may also occur in the wheel paths of dry brittle surfacing layers caused by traffic action. In such cases there is initially no sign of rutting but this can occur if the cracks permit the ingress of water into the pavement layers. Crocodile cracks also occur in isolated patches where failure is caused by poor drainage and sealed in moisture.

In some cases, crocodile cracking could start as fine, irregular longitudinal cracks in the wheel paths which grow progressively closer and eventually interconnect to form the familiar crocodile pattern. These initially fine, irregular longitudinal cracks should however be classified as longitudinal cracks for the purpose of the assessment. Crocodile cracking also occurs as secondary cracking around primary line cracks.

Surface treatments older than about eight years may have areas of cracking with crocodile pattern over most of the road width, and not just confined to the wheel paths, especially the fast lane on multi- lane highways. In these cases the cracking is more likely surfacing cracking resulting from binder shrinkage. Surfacing cracks are normally not confined to the wheel paths, as is the case with traffic associated crocodile cracks. This behavioural feature should be used to help distinguish surface cracks from crocodile cracks. However, when in doubt, record the distress as crocodile cracking.

**o) Pumping**

Pumping occurs when pore pressure under traffic loading pump fine material from within the pavement to the surface, normally through existing cracks. Pumped out fines are visible along the cracks on the surfacing and there is usually a thin layer of fines next to the cracks after recent rains. Pumping of fines is affected by rainfall and cracks should therefore be inspected carefully for signs of pumping.

**p) Rutting**

Rutting results from compaction or deformation through the action of traffic and is limited to the wheel paths. When the rutting is fairly wide and even shaped, the problem is normally in the lower pavement layers. When rutting is narrower and more sharply defined, the problem normally lies within the upper pavement layers.

**q) Undulation/ Settlement**

Undulation is a wavy form of deformation of the type usually associated with the settlement (especially differential settlement) of embankments at culverts and bridges or mole activity. It is often associated with adverse foundation conditions, e.g. in-situ foundation materials with a slow rate of consolidation or heaving clays affected by changes in moisture conditions.

**r) Potholes**

Potholes (loss of material from the base layer) refer to structural failures and exclude surfacing failures.

Potholes are generally a secondary form of distress that develops from cracking or extreme loss of aggregate and progress from the top of the road downwards. They are traffic induced and normally develop from structural cracking in the wheel paths. Moisture enters into the pavement resulting in potholes.

**s) Functional Assessment**

Comfort, safety and speed of travel are the variables which define the level of service a road user generally perceives.

The functional features used to define this perception are:

- **Roughness (Riding Quality)**
  The roughness of a pavement is defined as the extent to which road users, through the medium of their vehicles, experience a ride that is smooth and comfortable, or bumpy and therefore unpleasant or perhaps unsafe.

- **Skid Resistance**
  Skid resistance is the ability of the road surface to prevent skidding when wet, in all manoeuvres executed by vehicles.

- **Surface drainage**
  The surface drainage of a road is a measure of the general ability of the road to keep the riding surface clear of water. This is related to the speed at which water runs off during rain and to the extent of the ponding of water during and after rain. It is an important factor which affects the skid resistance and the volume of water sprayed on to other vehicles. The function of good surface drainage is also to keep the road surface clear of grit washed onto the road from the verges.

- **Side drainage**
  Although a side drainage problem is not a pavement distress type and therefore not an indication of pavement condition, problems with the side drains could lead to premature pavement failure. Side drainage problems could include overgrown side drains, blocked side drains, or non-existent side drains.

- **Unpaved Shoulder Condition**
  The unpaved shoulder is rated in terms of the availability of the shoulder as a safe recovery area. Several problems might render the unpaved shoulder unsafe, for example the erosion of the shoulder by water, wearing out by traffic, level differences between edge of carriageway and shoulder, the width of the shoulder is too narrow, the cross-sectional slope of the shoulder is too steep, or sight distances are obstructed by overgrown vegetation.

- **Edge defects**
  Edge defects are more common on narrow roads due to traffic moving closer to the edges, and are categorised as follows:

  - Edge breaks are caused by the breaking away of the surfacing at the outside edges of the surfacing. This is often due to poor unpaved shoulder maintenance.
  - Short transverse cracks are initiated at the edge of the road and migrate inwards.
  - Longitudinal cracking within 300mm of the edge of the road.
  - Drop-off caused by erosion.

### L.5.2.7 Visual Assessment of Unpaved Roads

The following items will be used as guidelines pertaining specifically to the visual condition assessment of unpaved roads.

Unpaved roads can be categorised into three types:

- Tracks
- Earth roads
- Gravel roads (formed roads with imported gravel wearing course)




*Figure 82: Types of Unpaved Roads*

Visual assessments on unpaved roads should preferably be carried out in the dry season, as many of the important defects are not easily identified when the road is wet. During network level assessments, the **assessors should drive at a speed not exceeding 40 km/h** when gathering data and should include at least one stop on each segment for a closer assessment of the material quality, layer thickness and general performance. The assessment of defects is generally restricted to the trafficked portions of the road and excludes the shoulders and windrows left during blading.

***Regular assessment of the unpaved road network is required for strategic and tactical planning purposes within the Unpaved Road Management System (URMS).***

The following aspects shall be included in the visual assessment of Earth and Gravel Roads:

- **Gravel Quality and Influencing Factors**
  The performance of an unpaved road depends primarily on the quality of the gravel used to construct the wearing course. The properties contributing to good gravel are particle size distribution and cohesion. The gravel should have a range of particle sizes ranging from very fine up to about 40 mm in order to provide a strong framework of stones interlocked by a tight matrix of fines. An excessive number of large stones results in poor riding quality and difficulties with maintenance. The fines need to have some plasticity to provide cohesion when dry. However, plasticity should not be so high that the road becomes slippery and impassable when wet.

  **a) Gravel properties**
  Evaluation of the gravel quality (to perform well as a wearing course) provides valuable information to estimate specific properties for utilisation in performance models. The minimum requirement is to classify the materials in terms of their appropriateness to carry the load and to provide a good and maintainable wearing course:

- **Maximum Size**
  Maximum size refers to the maximum stone size of the wearing course material visible on the surface of the road. The material size categories that are typically used are: > 50mm, 25 – 50mm, 13 – 25mm, and < 13mm.

- **Grading**
  Grading refers to the material classification.

- **Plasticity**
  This is an indication of the amount of clay in the gravel.

**b) Gravel quantity / Gravel layer thickness.**
The gravel layer thickness is categorised into 5-layer thickness categories.

**c) Exposed subgrade**
The in-situ sub-grade material is often unsuitable as a wearing course and results in accessibility problems and shear failures. In flat areas, drainage of water away from the road will be retarded.

**d) Subgrade quality**
Subgrade quality refers to the strength of the sub-grade or additional layers supporting the wearing course.

**e) Potholes**
Potholes are round or elongated depressions in the road surface. The potholes, which affect vehicles the most, are those between 250 and 1 500mm in diameter with a depth of more than 50 to 75 mm.

**f) Corrugations**
Corrugations can be either “loose” or “fixed”. Loose corrugations consist of parallel alternating crests of loose, fine-sandy material and troughs of compacted material at right angles to the direction of travel. Fixed corrugations on the other hand consist of compacted crests and troughs of hard, fine sandy-gravel material.

**g) Rutting**
Ruts are parallel depressions of the surface in the wheel paths. They generally form as a result of loss of gravel from the wearing course by traffic abrasion. Ruts are assessed in terms of their capacity to retain water using a visual estimate of their average depth.

**h) Loose Material**
Loose material (finer than 26mm) is formed by the ravelling of the wearing course gravel under traffic. This may be distributed over the full width of the road but more frequently, it is concentrated in windrows between the wheel tracks, or alongside the travelled portion of the road.

**i) Stoniness**
Stoniness is the relative percentage of material embedded in the road that is larger than a recommended maximum size (usually 37.5mm).

**j) Erosion**

Erosion is the loss of surfacing material caused by the flow of water over the road. The result of erosion is run-off channels which, when occurring transversely, result in extreme roughness and dangerous driving conditions, and when occurring longitudinally (on grades), form deep "ruts". Transverse or diagonal erosion channels can be quantified by their depth and width.

**k) Functional Parameters**

Functional Parameters must also be included in an Unpaved/ Gravel Maintenance System and will be described briefly. Functional performance parameters, impacting on the road user safety and costs are:

- Skid resistance/ slipperiness.
- Road roughness (riding quality) Trafficability
- Dust.
- Drifts/ drainage/ wash-away.
- Road shape defined as "Drainage on the road".
- Road level and effective side drainage.

### L.5.3 Database for recording all related pavement information.

In order for the Pavement Management & Unpaved/ Gravel Management Systems to be effective a database and graphical interface should be set up and continuously managed. The Database should contain all the parameters recorded as identified by the implementation of a PMS & Gravel Management System. The Graphical interface should be centralised and a base platform such as GIS should be used. Both the database and GIS graphical tools will provide an efficient and effective way for high level management and financial planning to be done.

## L.6 CONCLUSION OF PMS/RMS TO BE IMPLEMENTED

Once all the formal requirements are met in terms of TMH22 a PMS or rather a Road Management System which includes Asphalt and Gravel Roads shall be implemented. In this report, a basic PMS were implemented since no current PMS systems were available to update.

## L.7 RECOMMENDED FUTURE ROAD DESIGN GUIDELINES

In this section of the report, the future road design guidelines to be implemented are summarised below:

### L.7.1 Layerworks

The layerworks mentioned below in **Table 68** have been determined for cost estimation purposes only. It is expected that the existing subgrade can contain poorly graded sand which will imply a low bearing capacity. Clayey material can be expected in the wetland areas. The layerworks were determined for each road class from the structural design catalogue shown in TRH4 and UTG3. The following layer works designs are proposed for cost estimation purposes:

*Table 68: Proposed Road Layerworks*

| LOCAL RESIDENTIAL |
|---|
| 30mm Continuously graded Asphalt |
| 150mm G2 Basecourse, compaction 88% AARD |
| 150mm C4 Stab. Subbase course, compaction 96% AASHTO |
| 150mm Selected layer, compaction 93% AASHTO |
| 150mm in situ roadbed, compaction 90% MOD AASHTO |
| **COLLECTOR** |
| 40mm Continuously graded Asphalt |
| 150mm G2 Basecourse, compaction 88% AARD |
| 200mm C4 Stab. Subbase course, compaction 96% AASHTO |
| 150mm Selected layer, compaction 93% AASHTO |
| 150mm in situ roadbed, compaction 90% MOD AASHTO |
| **ARTERIAL** |
| 40mm Continuously graded Asphalt |
| 150mm G2 Basecourse, compaction 88% AARD |
| 150mm C3 Stab. Subbase course, compaction 96% AASHTO |
| 150mm C4 Stab. Subbase course, compaction 95% AASHTO |
| 150mm Selected layer, compaction 93% AASHTO |
| 150mm in situ roadbed, compaction 90% MOD AASHTO |
| **INDUSTRIAL** |
| 40mm Continuously graded Asphalt |
| 150mm G2 Basecourse, compaction 88% AARD |
| 150mm C3 Stab. Subbase course, compaction 96% ASSHTO |
| 200mm Stab. C4 Subbase course, compaction 95% AASHTO |
| 150mm Selected layer, compaction 93% AASHTO |
| 150mm in situ roadbed, compaction 90% MOD AASHTO |

****Note**

It should be noted that the final layer works will be determined after soil tests at each road have been undertaken as part of the detailed design procedure. The layer works mentioned in the tables are compiled for cost estimation purposes only.

## L.7.2 RECOMMENDED PAVEMENT GEOMETRY

### L.7.2.1 Standards

The geometric standards recommended in this report are in accordance with the Urban Transport guidelines series for Urban Arterial (UTG1), Collector (UTG5) and Local Residential Streets (UTG7) issued by the Committee of Urban Transportation Authorities.

### L.7.2.2 Road Width

It is recommended to standardize the road widths in accordance with the class of the Road where possible. In many instances it is difficult to widen the road because of the limited road reserve width, conditions of the terrain and accesses and the presence of existing services.

**Table 69** below shows the recommended lane widths:

*Table 69: Recommended and Existing Lane Widths*

| | LANE WIDTH (m) | | | | | |
|---|---|---|---|---|---|---|
| **ROAD CLASS** | **RECOMMENDED** | **MINIMUM** | **OBSERVED** | | | |
| Industrial | 8,0 | 8,0 | 8,0 | 7,0 | 6.5 | |
| Arterial | 8,0 | 7,5 | 8,0 | 7,0 | | |
| Collector | 8,0 | 7,0 | 7,0 | 6,0 | 5,5 | |
| Major residential | 6,0 | 5,5 | 6,0 | 5,5 | 5,0 | 4,5 |
| Minor residential | 5,5 | 4,5 | 5.5 | 5.0 | 4.5 | 4.0 |
| Access cul-de-sac | 5,5 | 4,5 | 4.5 | 4.0 | 3,5 | |
| Access strip, driveway | 4,0 | 3,0 | 3,5 | 3.0 | | |

### L.7.2.3 Crossfall

The recommended typical crossfall is 3% and a single crossfall is recommended for local major and minor residential roads. A cambered crossfall is recommended for wider roads such as Industrial, Arterial and Major collector roads.

### L.7.2.4 Vertical Alignment

The absolute minimum gradient for a kerbed road is 0.5%. Bearing construction tolerances in mind it is desirable to keep the minimum gradient at 0.7%. This will also improve the road surface runoff velocities and flooded width.

Vertical sag curves in residential low speed roads, especially kerbed roads, in flat terrain have to be kept as short as possible in order to keep the length of the flat section of the vertical curve to a minimum.

The maximum gradient of residential roads is determined by the fall of the existing terrain as the primary function of residential roads is to provide access to the properties. Short sections with a gradient of 18% are acceptable.

The maximum gradients of major roads are mainly governed by the road class and the percentage of heavy traffic. Reference is made to the UTG documents in this regard.

### L.7.2.5 Kerbing

Fig.3 barrier (heavy duty) kerbs, as specified by SANS 927, are recommended.

The minimum recommendation for Residential roads is one Fig.3 kerb on the low side and a concrete edge beam, precast or in situ, on the high side of the road. The higher-class roads are to kerbed on both sides. It is recommended to use Fig.7 for traffic islands such as median island and slip lane islands.

### L.7.2.6 Stormwater Drainage

It was observed at the site inspections that ponding occurs often at low points of the road due to dysfunctional stormwater infrastructure or to a lack of space to discharge.

Special care will be taken at the low points with regards to:

- Capacity of kerb inlets. It is suggested to use lockable stormwater grids as kerb inlet cover. This will increase the capacity if the kerb inlets in case the kerb overtops at the lowest point of the road. An inlet length of 4.0m is desirable. On gradients a wider and depressed roadside channel pf at least 2.0m in length should be provided in order to increase the efficiency of the kerb inlet.
- Design recurrence interval. As the road cannot provide extra capacity at low points it is proposed to use a recurrence interval of 1:10y to 1:20y, depending of the type of buildings which are threatened with flooding.
- Registration of servitude for the outfall pipe. The servitude should be preferable be 3.0m wide. The absolute minimum width should be 2.0m. A dual drainage system should be used in the servitude: A stormwater pipe and a stone pitched stormwater channel on top should be constructed in the servitude.
- Proper discharge point: An energy dissipation structure and erosion should be provided at discharge points in order to protect the natural watercourses.

### L.7.2.7 PROPOSED BRIDGES

The following is proposed with regards to the existing river crossings:

- All low water river crossings to be replaced with high bridges accommodating vehicles and pedestrians. The pedestrians are to walk on a walkway separated from the roadway. An Allowance for an 8.0m wide bridge deck has been made in the cost estimates. The bridges are to be designed for a 1:100y flood with minimum of 1.0m freeboard in order to avoid debris striking the bridge deck and causing damage.
- The embankments of the approaches are to be protected against erosion by stone pitching or dump rock which is designed to withstand the velocities and turbulence up to storms of a recurrence interval 1:100y.
- If a vehicular bridge cannot be provided due to cost and/or time restraints, it is recommended to construct a pedestrian bridge in parallel to the existing bridge structure to provide a safe crossing for school children and pedestrians until the time that a high bridge accommodating vehicles and pedestrians is constructed.

# CHAPTER M RISK MANAGEMENT

## M.1 RISKS AND RISK MITIGATION

The following are possible risks identified by the PSC from the onset of the project: (but not limited to):

| Item | POSSIBLE RISK'S BEFORE PROJECT KICK OFF | MIDVAAL ASSISTANCE DURING PROJECT |
|---|---|---|
| 1 | Limited information for the development of the RSWMP | Midvaal LM issued the PSP with sufficient information. |
| 2 | Lack of infrastructure data and information from the Municipality and other stakeholders. | Midvaal LM issued sufficient infrastructure information to the PSP. |
| 3 | Restricted access to on-site areas for collation of As-Built Data. | Midvaal LM did provide access to all area and some as-built information that was available. |
| 4 | Insufficient stakeholder involvement. | PSC was scheduled and always available. |
| 5 | Delays by the Municipality and other stakeholders in providing relevant information. | Midvaal LM issued information on time as requested by PSP. |
| 6 | Unclear information and parameters from relevant stakeholders. | Midvaal LM information was very clear and support was always available. |
| 7 | Organisational changes within Midvaal Local Municipality. | No changes in Midvaal LM |
| 8 | Unsafe river crossings and the lack of culverts. | River Crossings could be crossed but need some inprofment. |
| 9 | The lack of floodline data available. | PSP provided Floodline information and investigated areas that was indicated by Midvaal LM. |

## M.2 FUTURE AND CURRENT RISK MANAGEMENT MATRIX

The following is a very preliminary summary and assessment of the actual management strategy for the mitigation of the above-mentioned risks:

*Table 70: Tabulated Risk Management Matrix*

| RISK RANKING | DESCRIPTION OF RISK | LIKELIHOOD OF RISK (1 = VERY UNLIKELY) ( 5 = VERY LIKELY) | SEVERITY OF RISK ON IMPLEMENTATION OF PROJECT (1 = LOW SEVERITY) (5 = EXTREME SEVERITY) | POSSIBLE MITIGATION MEASURES |
|---|---|---|---|---|
| 1 | Limited information / data available from Midvaal LM and others | 5 | 1 | - DBSA to assist PSP<br>- PSP to be deployed to MLM offices<br>- More site visits required<br>- Could lead to extra time required |
| 2 | Restricted access to on-site areas for collation of As-Built data | 4 | 2 | - MLM to intervene by providing resources<br>- PSP to provide additional resources on site<br>- Could lead to extra time |
| 3 | Delays by Midvaal LM and others in providing relevant information | 3 | 1 | - PSP to provide up front list of requirements<br>- PSP to follow up regularly<br>- DBSA to intervene |
| 4 | Unclear information and parameters from relevant stakeholders | 3 | 2 | - PSP to pro-actively manage data request-and-receipt procedures<br>- Inform MLM timeously of any discrepancies |

| | | | | |
|---|---|---|---|---|
| **6** | **Insufficient stakeholder engagement** | **2** | **1** | **- MLM and DBSA Management team to intervene promptly.** |
| **7** | **Lack of Culvert crossings** | **4** | **1** | **PSP to identify priority projects during following phases of the project.** |
| **8** | **Lack of Floodline data available** | **5** | **1** | **Floodlines were compiled during this phase of the project.** |

It can hereby be confirmed that most if not all the above risks were identified timeously and dealt with in a satisfactory manner with the assistance of the entire PSC.

## For and on behalf of Infraconsult Engineering:

_____

**Infraconsult Engineering cc**
**Mr. M.J Jansen**
**PrEng M Eng (Cum Laude) B Eng FSAICE**
**Managing Director**

## Approved and Accepted by:

**(i)** _____

**MIDVAAL LOCAL MUNICIPALITY – Municipal Manager**

**(ii)** _____

**DBSA – Planning Head**

# ANNEXURE A: *FUNCTIONAL ROAD CLASSIFICATION*

*SEE ELECTRONIC FOLDER*

# ANNEXURE B: *EXTRACT FROM MIDVAAL LOCAL MUNICIPALITY SDF*

*SEE ELECTRONIC FOLDER*

# ANNEXURE C: *TRAFFIC DATA USED FOR TRAFFIC GROWTH*

*SEE ELECTRONIC FOLDER*

# ANNEXURE D: *BASIC ROAD MODEL (2024 CATEGORIZATION BASED ON TRAFFIC DATA)*

*SEE ELECTRONIC FOLDER*

# ANNEXURE E: *BASIC ROAD MODEL (2044 CATEGORIZATION BASED ON TRAFFIC DATA)*

*SEE ELECTRONIC FOLDER*

# ANNEXURE F: *TRAFFIC MODEL FORECAST DATA*

*SEE ELECTRONIC FOLDER*

# ANNEXURE G: *LOCALITY PLAN FOR ANALYSED KEY INTERSECTIONS*

*SEE ELECTRONIC FOLDER*

# ANNEXURE H: RESULTS OF THE PTV VISTRO INTERSECTION CAPACITY ANALYSES

*SEE ELECTRONIC FOLDER*

# ANNEXURE I: TYPICAL ROAD SECTION OF LAYER WORKS

*SEE ELECTRONIC FOLDER*

# ANNEXURE J: AERIAL VIEW: CARINA ROAD / HIBISCUS ROAD UPGRADE

*SEE ELECTRONIC FOLDER*

# ANNEXURE K: AERIAL VIEW: ROAD K154 ROAD UPGRADE BETWEEN WATERVAL 7 WALKERVILLE

*SEE ELECTRONIC FOLDER*

# ANNEXURE L: AERIAL VIEW: SOUTH ROAD & JUDE STREET ROAD UPGRADE IN SICELO

*SEE ELECTRONIC FOLDER*

# ANNEXURE M: AERIAL VIEW: ORDON ROAD & EATON ROAD UPGRADE IN HENLEY-ON-KLIP

*SEE ELECTRONIC FOLDER*

# ANNEXURE N: AERIAL VIEW: ROAD D478 UPGRADE NEAR RUSOORD SECONDARY SCHOOL

*SEE ELECTRONIC FOLDER*

# ANNEXURE O: FLOODLINES

*SEE ELECTRONIC FOLDER*

# ANNEXURE P: MIDVAAL LOCAL MUNICIPALITY MASTER COST ESTIMATES

*SEE ELECTRONIC FOLDER*

# ANNEXURE Q: MIDVAAL LOCAL MUNICIPALITY MAPBOOK

*SEE ELECTRONIC FOLDER*

MIDVAAL
LOCAL MUNICIPALITY

# Final 2026/2027 Integrated Development Plan (IDP) Review

# Annexure Q: 2026-2027 Workplace Skills Plan

LGSETA
CREATING GREATER IMPACT

MIDVAAL LOCAL MUNICIPALITY - L780739100-25
P.O. Box 9 Meyerton 1960
n/a
1960
Gauteng

| Workplace Skills Plan And Annual Training Report | |
|---|---|
| Reference Number | L780739100-25 |
| ATR/WSP Period | 2025 |
| Workplace Skills Plan Report Period | 1 May 2025 - 30 April 2026 |
| Annual Training Report Period | 1 May 2024 - 30 April 2025 |
| Closing Date | 4/30/2025 |
| Submitted | YES |
| Date Submitted | 1/1/0001 12:00:00 AM |

Administrative Details

| Workplace Skills Plan And Annual Training Report | |
|---|---|
| Name of Municipality/Entity | MIDVAAL LOCAL MUNICIPALITY |
| Skills Development Levy (SDL) No | L780739100 |
| Demarcation Code | DC42 |
| Municipal_Type | Local Municipality |
| Sic Code | 91202 |
| Contact Person | MZWAKHE NHLAPO |
| Telephone | 0163607479 |
| Fax | 0163660634 |
| Physical address | Corner Mitchell & Junius Street<br>Meyerton 1960<br><br>1960 |
| Postal address | P.O. Box 9 Meyerton 1960<br>n/a<br><br>1960 |
| Province | Gauteng |

## B1. Employee Summary

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-111101-1 | MANAGERS | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 0 |
| 2021-1 | 2021-111101-2 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-111101-8 | MANAGERS | 6 | 0 | 0 | 5 | 6 | 0 | 0 | 5 | 22 | 1 | 0 | 0 | 0 | 1 | 2 | 10 | 10 | 22 | 0 |
| 2021-1 | 2021-111101-9 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-111203-5 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-111204-1 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-112101-7 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121101-10 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121101-3 | MANAGERS | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 |
| 2021-1 | 2021-121101-8 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-121201 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121201-1 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121202-1 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121202-7 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-1 | 2021-121204 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-1 | 2021-121301-1 | MANAGERS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 |
| 2021-1 | 2021-121901 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-1 | 2021-121902 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121902-1 | MANAGERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-121905-1 | MANAGERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| 2021-1 | 2021-132102-5 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-132104 | MANAGERS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-132301-2 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-132402 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-133102-4 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-134401-4 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 | 2021-134904 | MANAGERS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-1 | 2021-134919 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 |
| 2021-1 | 2021-143108-7 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| MANAGERS Totals | | | 19 | 0 | 1 | 8 | 20 | 2 | 0 | 15 | 65 | 1 | 0 | 0 | 0 | 1 | 4 | 42 | 19 | 65 | 0 |
| 2021-2 | 2021-213201-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-213302-5 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-214101-14 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-214102-3 | PROFESSIONALS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-214105 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-214201-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-214201-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-214202-5 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-214301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-214502-3 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-215101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-215103 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-215103-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-215104-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-216101-3 | PROFESSIONALS | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |
| 2021-2 | 2021-216201- | PROFESSIONALS | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | | | | | | | | | | | | | | | | | | |
| 2021-2 | 2021-216401-1 | PROFESSIONALS | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 8 | 1 |
| 2021-2 | 2021-216401-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 2021-2 | 2021-216401-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 |
| 2021-2 | 2021-216401-9 | PROFESSIONALS | 4 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 9 | 0 |
| 2021-2 | 2021-216402 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-216604 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-222101 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-222104-6 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-222116 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-226301 | PROFESSIONALS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 0 |
| 2021-2 | 2021-226301-3 | PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-2 | 2021- | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 226302-3 | | | | | | | | | | | | | | | | | | | | |
| 2021-2 | 2021-226302-6 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| 2021-2 | 2021-226302-9 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-241101 | PROFESSIONALS | 11 | 0 | 1 | 0 | 4 | 0 | 0 | 2 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 1 | 18 | 0 |
| 2021-2 | 2021-241102-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-241104-4 | PROFESSIONALS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 2021-2 | 2021-241202 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-241301-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-242207 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-242208-1 | PROFESSIONALS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-242301 | PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-242304-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-242304-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-242307 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-242401-6 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-243103 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-243103-4 | PROFESSIONALS | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| 2021-2 | 2021-243201 | PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-243201-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-243201-5 | PROFESSIONALS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| 2021-2 | 2021-243203-4 | PROFESSIONALS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-243402 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-251101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-251101-1 | PROFESSIONALS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-251101-10 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-251101-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-251301-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-252301-9 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-252302-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-252901 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-261101-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-261102-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 |
| 2021-2 | 2021-261107 | PROFESSIONALS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-262201 | PROFESSIONALS | 9 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 3 | 9 | 3 | 15 | 0 |
| 2021-2 | 2021-262201-15 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021- | PROFESSIONALS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 263501 | | | | | | | | | | | | | | | | | | | | |
| 2021-2 | 2021-263501-5 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-263502-3 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-2 | 2021-263510 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-263510-1 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-263512 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-265101-1 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-265904-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| PROFESSIONALS Totals | | | 70 | 4 | 4 | 4 | 44 | 2 | 2 | 10 | 140 | 1 | 0 | 0 | 0 | 1 | 36 | 88 | 16 | 140 | 1 |
| 2021-3 | 2021-311201 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-311217 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 | 2021-311302-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-3 | 2021-311302-9 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-311501 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-311601-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-312101-10 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-3 | 2021-312103-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-3 | 2021-312103-4 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 |
| 2021-3 | 2021-312103-6 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-313201-7 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 |
| 2021-3 | 2021-313201-8 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-313202-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021- | TECHNICIANS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 313203 | AND ASSOCIATE PROFESSIONALS | | | | | | | | | | | | | | | | | | | |
| 2021-3 | 2021-313501-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 6 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 3 | 19 | 0 |
| 2021-3 | 2021-335905-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 | 2021-341201-2 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 | 2021-342203 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 | 2021-351201-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 | 2021-351201-3 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| 2021-3 | 2021-351301 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 14 | 0 | 0 | 0 | 29 | 1 | 0 | 2 | 46 | 0 | 0 | 0 | 0 | 0 | 22 | 19 | 5 | 46 | 0 |
| 2021-4 | 2021-411101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-411101-12 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-411101-13 | CLERICAL SUPPORT WORKERS | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 |
| 2021-4 | 2021-411101-19 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-4 | 2021-411101-5 | CLERICAL SUPPORT WORKERS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| 2021-4 | 2021-411101-9 | CLERICAL SUPPORT WORKERS | 22 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 1 | 8 | 19 | 3 | 30 | 0 |
| 2021-4 | 2021-412101 | CLERICAL SUPPORT WORKERS | 4 | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 3 | 10 | 0 |
| 2021-4 | 2021-422202-3 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-422206 | CLERICAL SUPPORT WORKERS | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 |
| 2021-4 | 2021-422301 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 |
| 2021-4 | 2021-422501-16 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-422601 | CLERICAL SUPPORT WORKERS | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 |
| 2021-4 | 2021- | CLERICAL | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 422901 | SUPPORT WORKERS | | | | | | | | | | | | | | | | | | | |
| 2021-4 | 2021-431101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-431101-1 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-431101-10 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 |
| 2021-4 | 2021-431101-12 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-431101-2 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-431101-5 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 9 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 2 | 16 | 0 |
| 2021-4 | 2021-431101-8 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-4 | 2021-431101-9 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-431203 | CLERICAL SUPPORT | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | WORKERS | | | | | | | | | | | | | | | | | | | |
| 2021-4 | 2021-431301 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-432101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-432101-15 | CLERICAL SUPPORT WORKERS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 |
| 2021-4 | 2021-432101-4 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-432201-4 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-441101 | CLERICAL SUPPORT WORKERS | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 |
| 2021-4 | 2021-441101-18 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-441202-3 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-4 | 2021-441501-4 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-441501-8 | CLERICAL SUPPORT WORKERS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-441601 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-441601-3 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 2021-4 | 2021-441602-1 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-4 | 2021-441603-2 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-441605-8 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-4 | 2021-441903-1 | CLERICAL SUPPORT WORKERS | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 7 | 0 |
| 2021-4 | 2021-441903-7 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 |
| CLERICAL SUPPORT WORKERS Totals | | | 76 | 3 | 1 | 15 | 34 | 1 | 0 | 0 | 130 | 1 | 0 | 0 | 1 | 2 | 36 | 80 | 14 | 130 | 0 |
| 2021-5 | 2021-515301 | SERVICE AND SALES WORKERS | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 5 | 0 |
| 2021-5 | 2021-515302-1 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-5 | 2021-523102-2 | SERVICE AND SALES WORKERS | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 6 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-5 | 2021-524401 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| 2021-5 | 2021-532904 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-5 | 2021-541101 | SERVICE AND SALES WORKERS | 7 | 0 | 0 | 1 | 41 | 0 | 0 | 5 | 54 | 0 | 0 | 0 | 0 | 0 | 19 | 35 | 0 | 54 | 0 |
| 2021-5 | 2021-541101-1 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 |
| 2021-5 | 2021-541101-7 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-5 | 2021-541101-8 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-5 | 2021-541101-9 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 6 | 0 |
| 2021-5 | 2021-541201 | SERVICE AND SALES WORKERS | 3 | 0 | 0 | 2 | 10 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 17 | 0 |
| 2021-5 | 2021-541201-1 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 |
| 2021-5 | 2021-541201-11 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-5 | 2021- | SERVICE AND | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 541201-12 | SALES WORKERS | | | | | | | | | | | | | | | | | | | |
| 2021-5 | 2021-541201-3 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-5 | 2021-541201-7 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-5 | 2021-541202-12 | SERVICE AND SALES WORKERS | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 8 | 0 |
| 2021-5 | 2021-541404-2 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 |
| 2021-5 | 2021-541901 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 |
| 2021-5 | 2021-541902 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-5 | 2021-541902-2 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-5 | 2021-542203-6 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| SERVICE AND SALES WORKERS Totals | | | 24 | 1 | 0 | 4 | 80 | 1 | 0 | 19 | 129 | 1 | 0 | 0 | 0 | 1 | 30 | 83 | 16 | 129 | 0 |
| 2021-6 | 2021-641403-3 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AND RELATED TRADES WORKERS | | | | | | | | | | | | | | | | | | | |
| 2021-6 | 2021-642601 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 |
| 2021-6 | 2021-642601-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-6 | 2021-642605-2 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-6 | 2021-642702-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-6 | 2021-651302- | SKILLED AGRICULTURAL, | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3 | FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | | | | | | | | | | | | | | | | | | | |
| 2021-6 | 2021-653101-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-6 | 2021-653302 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 |
| 2021-6 | 2021-653306 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-6 | 2021-671101 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 5 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-6 | 2021-671101-4 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 |
| 2021-6 | 2021-671101-6 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-6 | 2021-671102 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-6 | 2021-671202 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 2021-6 | 2021-671301-6 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TRADES WORKERS | | | | | | | | | | | | | | | | | | | |
| 2021-6 | 2021-684401 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 3 | 0 | 0 | 0 | 27 | 0 | 0 | 5 | 35 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 5 | 35 | 0 |
| 2021-7 | 2021-711201-22 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 8 | 0 |
| 2021-7 | 2021-711201-33 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 |
| 2021-7 | 2021-711202-7 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 2 | 12 | 0 |
| 2021-7 | 2021-718905-10 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-7 | 2021-732101-7 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-7 | 2021-733201 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 2 | 17 | 0 |
| 2021-7 | 2021-733201-3 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 2021-7 | 2021-733201-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 2 | 11 | 0 |
| 2021-7 | 2021-733204-1 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-7 | 2021-733209-1 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-7 | 2021-733210 | PLANT AND MACHINE | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | OPERATORS AND ASSEMBLERS | | | | | | | | | | | | | | | | | | | |
| 2021-7 | 2021-733210-4 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-7 | 2021-734101-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 9 | 0 |
| 2021-7 | 2021-734205 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 |
| 2021-7 | 2021-734206 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-7 | 2021-734206-2 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-7 | 2021-734214-3 | PLANT AND MACHINE OPERATORS AND | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ASSEMBLERS | | | | | | | | | | | | | | | | | | | |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 4 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 11 | 57 | 11 | 79 | 0 |
| 2021-8 | 2021-811201-2 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-8 | 2021-811201-4 | ELEMENTARY OCCUPATIONS | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 7 | 0 |
| 2021-8 | 2021-811201-7 | ELEMENTARY OCCUPATIONS | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 4 | 19 | 0 |
| 2021-8 | 2021-812901-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 1 | 14 | 0 |
| 2021-8 | 2021-821102-1 | ELEMENTARY OCCUPATIONS | 2 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 7 | 16 | 0 |
| 2021-8 | 2021-821502-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-8 | 2021-831102 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-8 | 2021-831301-10 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-8 | 2021-831301-11 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2021-8 | 2021-831301- | ELEMENTARY OCCUPATIONS | 12 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 4 | 29 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9 | | | | | | | | | | | | | | | | | | | | |
| 2021-8 | 2021-831302 | ELEMENTARY OCCUPATIONS | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 2 | 13 | 0 |
| 2021-8 | 2021-831306-2 | ELEMENTARY OCCUPATIONS | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 |
| 2021-8 | 2021-831306-3 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 0 |
| 2021-8 | 2021-831313 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 |
| 2021-8 | 2021-833303 | ELEMENTARY OCCUPATIONS | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 11 | 0 |
| 2021-8 | 2021-861101-4 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-8 | 2021-861101-5 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 |
| 2021-8 | 2021-861101-6 | ELEMENTARY OCCUPATIONS | 11 | 0 | 0 | 0 | 38 | 0 | 0 | 1 | 50 | 1 | 0 | 0 | 0 | 1 | 18 | 27 | 5 | 50 | 0 |
| 2021-8 | 2021-861201 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |
| 2021-8 | 2021-861202 | ELEMENTARY OCCUPATIONS | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 |
| 2021-8 | 2021-861301 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-8 | 2021-862202 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-8 | 2021-862202-5 | ELEMENTARY OCCUPATIONS | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 18 | 0 |
| 2021-8 | 2021-862918-1 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 |
| 2021-8 | 2021-862918-13 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 2 | 17 | 0 |
| 2021-8 | 2021-862918-3 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 |
| 2021-8 | 2021-862919-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| ELEMENTARY OCCUPATIONS Totals | | | 68 | 0 | 0 | 0 | 172 | 1 | 0 | 4 | 245 | 1 | 0 | 0 | 0 | 1 | 72 | 139 | 34 | 245 | 0 |
| Totals | | | 278 | 8 | 6 | 31 | 481 | 8 | 2 | 55 | 869 | 5 | 0 | 0 | 1 | 6 | 220 | 529 | 120 | 869 | 1 |

## B2. Interns Funded By Others Summary

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| CLERICAL SUPPORT WORKERS Totals | | | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Totals | | | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |

## B3. LGSETA Funded Interns Summary

## B4. WIL Funded Interns Summary

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-216604 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-226301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-226302-6 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-243103 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-243103-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-263510 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-2 | 2021-265101-1 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| PROFESSIONALS Totals | | | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 |
| 2021-3 | 2021-311501 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| 2021-3 | 2021-351201-3 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| 2021-4 | 2021-441601-3 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total | Non-SA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-441602-1 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| CLERICAL SUPPORT WORKERS Totals | | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 |
| Totals | | | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 14 | 0 |

## C1. Qualification Profile

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-111101-1 | MANAGERS | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2021-1 | 2021-111101-2 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-111101-8 | MANAGERS | 0 | 0 | 2 | 6 | 8 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 22 |
| 2021-1 | 2021-111101-9 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-111203-5 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-1 | 2021-111204-1 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-1 | 2021-112101-7 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-1 | 2021-121101-10 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121101-3 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-1 | 2021-121101-8 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-121201 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121201-1 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121202-1 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-1 | 2021-121202-7 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121204 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121301-1 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 5 |
| 2021-1 | 2021-121901 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121902 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121902-1 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121905-1 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 2021-1 | 2021-132102-5 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-132104 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-132301-2 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-1 | 2021-132402 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-133102-4 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-134401-4 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-134904 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 2021-1 | 2021-134919 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-1 | 2021-143108-7 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MANAGERS Totals | | | 0 | 0 | 2 | 7 | 12 | 9 | 12 | 10 | 6 | 7 | 0 | 0 | 65 |
| 2021-2 | 2021-213201-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-213302-5 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214101-14 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214102-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-214105 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214201-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214201-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214202-5 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-214502-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-215101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-215103 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-215103-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-215104-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-216101-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 2021-2 | 2021-216201- | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 | | | | | | | | | | | | | | |
| 2021-2 | 2021-216401-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 8 |
| 2021-2 | 2021-216401-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2021-2 | 2021-216401-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-2 | 2021-216401-9 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2021-2 | 2021-216402 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-216604 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-222101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-222104-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-222116 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-226301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 2021-2 | 2021-226301-3 | PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2021-2 | 2021- | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 226302-3 | | | | | | | | | | | | | | |
| 2021-2 | 2021-226302-6 | PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-2 | 2021-226302-9 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-241101 | PROFESSIONALS | 0 | 0 | 0 | 1 | 1 | 3 | 8 | 5 | 0 | 0 | 0 | 0 | 18 |
| 2021-2 | 2021-241102-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-241104-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 3 |
| 2021-2 | 2021-241202 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-241301-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242207 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242208-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242304-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-242304-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242307 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242401-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-243103 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-243103-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2021-2 | 2021-243201 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-243201-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-243201-5 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 2021-2 | 2021-243203-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-243402 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-251101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-251101-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-251101-10 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-251101-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-251301-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-252301-9 | PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-252302-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-252901 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-261101-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-261102-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 |
| 2021-2 | 2021-261107 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-262201 | PROFESSIONALS | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 7 | 2 | 0 | 0 | 0 | 15 |
| 2021-2 | 2021-262201-15 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021- | PROFESSIONALS | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 263501 | | | | | | | | | | | | | | |
| 2021-2 | 2021-263501-5 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-263502-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-263510 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-263510-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-263512 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-265101-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-265904-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PROFESSIONALS Totals | | | 0 | 0 | 0 | 4 | 12 | 26 | 48 | 36 | 12 | 2 | 0 | 0 | 140 |
| 2021-3 | 2021-311201 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-311217 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-311302-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-3 | 2021-311302-9 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-311501 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-311601-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-312101-10 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-312103-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-3 | 2021-312103-4 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-3 | 2021-312103-6 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-313201-7 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 2021-3 | 2021-313201-8 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-313202-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021- | TECHNICIANS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 313203 | AND ASSOCIATE PROFESSIONALS | | | | | | | | | | | | | |
| 2021-3 | 2021-313501-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 2 | 3 | 3 | 5 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2021-3 | 2021-335905-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-341201-2 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-342203 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-351201-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-3 | 2021-351201-3 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-3 | 2021-351301 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 0 | 3 | 5 | 7 | 10 | 6 | 11 | 3 | 1 | 0 | 0 | 0 | 46 |
| 2021-4 | 2021-411101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-411101-12 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-411101-13 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-4 | 2021-411101-19 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-4 | 2021-411101-5 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-4 | 2021-411101-9 | CLERICAL SUPPORT WORKERS | 0 | 0 | 1 | 5 | 17 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 30 |
| 2021-4 | 2021-412101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 10 |
| 2021-4 | 2021-422202-3 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-422206 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2021-4 | 2021-422301 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-4 | 2021-422501-16 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-422601 | CLERICAL SUPPORT WORKERS | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-4 | 2021- | CLERICAL | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 422901 | SUPPORT WORKERS | | | | | | | | | | | | | |
| 2021-4 | 2021-431101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-1 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-10 | CLERICAL SUPPORT WORKERS | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-4 | 2021-431101-12 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-2 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-5 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 3 | 0 | 2 | 7 | 4 | 0 | 0 | 0 | 0 | 16 |
| 2021-4 | 2021-431101-8 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-9 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431203 | CLERICAL SUPPORT | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | WORKERS | | | | | | | | | | | | | |
| 2021-4 | 2021-431301 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-432101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-432101-15 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 2021-4 | 2021-432101-4 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-432201-4 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 8 |
| 2021-4 | 2021-441101-18 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441202-3 | CLERICAL SUPPORT WORKERS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441501-4 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441501-8 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-441601 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441601-3 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 2021-4 | 2021-441602-1 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441603-2 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441605-8 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441903-1 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| 2021-4 | 2021-441903-7 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| CLERICAL SUPPORT WORKERS Totals | | | 0 | 1 | 5 | 25 | 40 | 20 | 22 | 16 | 1 | 0 | 0 | 0 | 130 |
| 2021-5 | 2021-515301 | SERVICE AND SALES WORKERS | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2021-5 | 2021-515302-1 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-523102-2 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-5 | 2021-524401 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-5 | 2021-532904 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-541101 | SERVICE AND SALES WORKERS | 0 | 2 | 9 | 9 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 2021-5 | 2021-541101-1 | SERVICE AND SALES WORKERS | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-5 | 2021-541101-7 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-541101-8 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-541101-9 | SERVICE AND SALES WORKERS | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2021-5 | 2021-541201 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 2 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 17 |
| 2021-5 | 2021-541201-1 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2021-5 | 2021-541201-11 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-5 | 2021- | SERVICE AND | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 541201-12 | SALES WORKERS | | | | | | | | | | | | | |
| 2021-5 | 2021-541201-3 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-541201-7 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-541202-12 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2021-5 | 2021-541404-2 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-5 | 2021-541901 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-5 | 2021-541902 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-5 | 2021-541902-2 | SERVICE AND SALES WORKERS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-5 | 2021-542203-6 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SERVICE AND SALES WORKERS Totals | | | 2 | 4 | 16 | 24 | 51 | 15 | 16 | 0 | 1 | 0 | 0 | 0 | 129 |
| 2021-6 | 2021-641403-3 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AND RELATED TRADES WORKERS | | | | | | | | | | | | | |
| 2021-6 | 2021-642601 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2021-6 | 2021-642601-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-6 | 2021-642605-2 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-6 | 2021-642702-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-6 | 2021-651302- | SKILLED AGRICULTURAL, | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3 | FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | | | | | | | | | | | | | |
| 2021-6 | 2021-653101-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-6 | 2021-653302 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-6 | 2021-653306 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-6 | 2021-671101 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-6 | 2021-671101-4 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-6 | 2021-671101-6 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-6 | 2021-671102 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-6 | 2021-671202 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-6 | 2021-671301-6 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TRADES WORKERS | | | | | | | | | | | | | |
| 2021-6 | 2021-684401 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 0 | 2 | 7 | 4 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 35 |
| 2021-7 | 2021-711201-22 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2021-7 | 2021-711201-33 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-7 | 2021-711202-7 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 4 | 0 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2021-7 | 2021-718905-10 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-7 | 2021-732101-7 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-7 | 2021-733201 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 3 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 2021-7 | 2021-733201-3 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-7 | 2021-733201-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 2021-7 | 2021-733204-1 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-7 | 2021-733209-1 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-7 | 2021-733210 | PLANT AND MACHINE | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | OPERATORS AND ASSEMBLERS | | | | | | | | | | | | | |
| 2021-7 | 2021-733210-4 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-7 | 2021-734101-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 2021-7 | 2021-734205 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-7 | 2021-734206 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-7 | 2021-734206-2 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-7 | 2021-734214-3 | PLANT AND MACHINE OPERATORS AND | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ASSEMBLERS | | | | | | | | | | | | | |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 12 | 15 | 17 | 18 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 79 |
| 2021-8 | 2021-811201-2 | ELEMENTARY OCCUPATIONS | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-8 | 2021-811201-4 | ELEMENTARY OCCUPATIONS | 0 | 0 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2021-8 | 2021-811201-7 | ELEMENTARY OCCUPATIONS | 2 | 2 | 2 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 2021-8 | 2021-812901-1 | ELEMENTARY OCCUPATIONS | 1 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 2021-8 | 2021-821102-1 | ELEMENTARY OCCUPATIONS | 5 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 2021-8 | 2021-821502-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-8 | 2021-831102 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-8 | 2021-831301-10 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-8 | 2021-831301-11 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-8 | 2021-831301- | ELEMENTARY OCCUPATIONS | 6 | 8 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9 | | | | | | | | | | | | | | |
| 2021-8 | 2021-831302 | ELEMENTARY OCCUPATIONS | 3 | 1 | 0 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 |
| 2021-8 | 2021-831306-2 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2021-8 | 2021-831306-3 | ELEMENTARY OCCUPATIONS | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2021-8 | 2021-831313 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-8 | 2021-833303 | ELEMENTARY OCCUPATIONS | 1 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 2021-8 | 2021-861101-4 | ELEMENTARY OCCUPATIONS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-8 | 2021-861101-5 | ELEMENTARY OCCUPATIONS | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-8 | 2021-861101-6 | ELEMENTARY OCCUPATIONS | 7 | 6 | 13 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 2021-8 | 2021-861201 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-8 | 2021-861202 | ELEMENTARY OCCUPATIONS | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2021-8 | 2021-861301 | ELEMENTARY OCCUPATIONS | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-8 | 2021-862202 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | Below NQFLevel | NQF Level 1 | NQF Level 2 | NQF Level 3 | NQF Level 4 | NQF Level 5 | NQF Level 6 | NQF Level 7 | NQF Level 8 | NQF Level 9 | NQF Level 10 | Other | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-8 | 2021-862202-5 | ELEMENTARY OCCUPATIONS | 0 | 0 | 1 | 4 | 10 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| 2021-8 | 2021-862918-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2021-8 | 2021-862918-13 | ELEMENTARY OCCUPATIONS | 2 | 1 | 4 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 2021-8 | 2021-862918-3 | ELEMENTARY OCCUPATIONS | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-8 | 2021-862919-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| ELEMENTARY OCCUPATIONS Totals | | | 31 | 32 | 47 | 71 | 55 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 245 |
| Totals | | | 45 | 57 | 99 | 160 | 210 | 87 | 114 | 67 | 21 | 9 | 0 | 0 | 869 |

## D1. Employee Movement Between 1 May 2025 - 30 April 2026

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 - | 2021-111204-1 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-1 - | 2021-121905-1 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-1 - | 2021-111203-5 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| MANAGERS Totals | | | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 1 |
| 2021-2 - | 2021-241101 | PROFESSIONALS | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 3 |
| 2021-2 - | 2021-263510 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-226302-6 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-243103 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-216604 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-265101-1 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-243103-4 | PROFESSIONALS | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 |
| 2021-2 - | 2021- | PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 226301 | | | | | | | | | | | | | | | | | | | | | | |
| 2021-2 - | 2021-242307 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-261101-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-263512 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-242304-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-251101-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-216201-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-265904-2 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-214101-14 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 - | 2021-241104-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 |
| 2021-2 - | 2021-261102-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 |
| 2021-2 - | 2021- | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 215101 | | | | | | | | | | | | | | | | | | | | | | |
| 2021-2 - | 2021-262201 | PROFESSIONALS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 |
| 2021-2 - | 2021-243203-4 | PROFESSIONALS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| PROFESSIONALS Totals | | | 16 | 2 | 0 | 0 | 12 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 30 | 0 | 9 | 21 |
| 2021-3 - | 2021-311501 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 - | 2021-351201-3 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 |
| 2021-3 - | 2021-313203 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 - | 2021-313201-7 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 0 |
| 2021-3 - | 2021-311601-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-3 - | 2021-313202-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 |
| 2021-3 - | 2021-312103-6 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 13 | 0 | 1 | 12 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 - | 2021-441602-1 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 - | 2021-441601-3 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 - | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 0 |
| 2021-4 - | 2021-411101-9 | CLERICAL SUPPORT WORKERS | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 5 | 0 | 3 | 2 |
| 2021-4 - | 2021-432101-15 | CLERICAL SUPPORT WORKERS | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 2 | 1 |
| 2021-4 - | 2021-411101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 - | 2021-422202-3 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 - | 2021-412101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 - | 2021-431101-1 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 - | 2021-431101-12 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 - | 2021-431101-10 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 - | 2021-411101-13 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 - | 2021-441903-7 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| CLERICAL SUPPORT WORKERS Totals | | | 13 | 1 | 0 | 2 | 6 | 0 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 1 | 11 | 11 | 0 | 22 | 0 | 6 | 16 |
| 2021-5 - | 2021-541202-12 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 5 | 0 |
| 2021-5 - | 2021-541101 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 8 | 0 |
| SERVICE AND SALES WORKERS Totals | | | 1 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 13 |
| 2021-6 - | 2021-642601 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-7 - | 2021-734206-2 | PLANT AND MACHINE OPERATORS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AND ASSEMBLERS | | | | | | | | | | | | | | | | | | | | | |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| 2021-8 - | 2021-862918-13 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 5 | 0 |
| 2021-8 - | 2021-831306-2 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 6 | 0 |
| 2021-8 - | 2021-861101-6 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 8 | 0 |
| 2021-8 - | 2021-831302 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 0 |
| 2021-8 - | 2021-812901-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 |
| 2021-8 - | 2021-862919-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 |
| 2021-8 - | 2021-811201-4 | ELEMENTARY OCCUPATIONS | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 3 | 0 |
| 2021-8 - | 2021-862202-5 | ELEMENTARY OCCUPATIONS | 4 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 13 | 4 | 0 | 17 | 0 | 17 | 0 |
| 2021-8 - | 2021-821502-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-8 - | 2021-862918-3 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| ELEMENTARY OCCUPATIONS Totals | | | 8 | 0 | 0 | 0 | 41 | 1 | 0 | 1 | 51 | 0 | 0 | 0 | 0 | 0 | 35 | 16 | 0 | 51 | 0 | 1 | 50 |
| 2021-1 | 2021-111203-5 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 |
| MANAGERS Totals | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-226301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-241101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-242304-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-2 | 2021-261102-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| PROFESSIONALS Totals | | | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 1 | 3 |
| 2021-3 | 2021-313202-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 | 2021-432101-15 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-4 | 2021-431101- | CLERICAL SUPPORT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10 | WORKERS | | | | | | | | | | | | | | | | | | | | | |
| CLERICAL SUPPORT WORKERS Totals | | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 |
| 2021-5 | 2021-523102 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| 2021-5 | 2021-541101 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 4 | 0 |
| 2021-5 | 2021-541201-11 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| SERVICE AND SALES WORKERS Totals | | | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 1 | 5 |
| 2021-6 | 2021-671101-4 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| 2021-7 | 2021-734101-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-8 | 2021- | ELEMENTARY | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Non-South Africans | Never Worked | Graduates |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 862202-5 | OCCUPATIONS | | | | | | | | | | | | | | | | | | | | | |
| 2021-8 | 2021-812901-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-8 | 2021-862918-13 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| 2021-8 | 2021-861101-4 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| ELEMENTARY OCCUPATIONS Totals | | | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 4 |
| Totals | | | 52 | 3 | 0 | 4 | 89 | 2 | 0 | 4 | 154 | 1 | 0 | 0 | 0 | 1 | 93 | 60 | 1 | 154 | 0 | 131 | 23 |

## D2. Employee Turnover Between 1 May 2025 - 30 April 2026

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Resigned | Retired | Retrenched | Medical Reasons | Dismissed | Death | End of Contract | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-111203-5 | MANAGERS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-1 | 2021-121101-3 | MANAGERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| MANAGERS Totals | | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-2 | 2021-215101-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-215301-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-226301 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 2021-2 | 2021-241101 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242304-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-242307 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-2 | 2021-261102-4 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PROFESSIONALS Totals | | | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 |
| 2021-3 | 2021- | TECHNICIANS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | F I | FW | MA | MC | M I | MW | Total | DA | DC | D I | DW | Total | < 35 | 35 - 55 | > 55 | Total | Resigned | Retired | Retrenched | Medical Reasons | Dismissed | Death | End of Contract | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 313202-1 | AND ASSOCIATE PROFESSIONALS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021-3 | 2021-341201-4 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-4 | 2021-411101-9 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2021-4 | 2021-412101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-10 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-432101-15 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-4 | 2021-441903-7 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| CLERICAL SUPPORT WORKERS Totals | | | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 2021-5 | 2021-523102 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Resigned | Retired | Retrenched | Medical Reasons | Dismissed | Death | End of Contract | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-5 | 2021-541101 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | 7 |
| 2021-5 | 2021-541201-11 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SERVICE AND SALES WORKERS Totals | | | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 9 | 6 | 0 | 0 | 0 | 1 | 0 | 2 | 9 |
| 2021-6 | 2021-671101-4 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-7 | 2021-733210-4 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-7 | 2021-734101-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2021-8 | 2021- | ELEMENTARY | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | F A | F C | F I | F W | M A | M C | M I | M W | Total | D A | D C | D I | D W | Total | < 35 | 35 - 55 | > 55 | Total | Resi gned | Ret ired | Retr enched | Med ical Rea sons | Dism issed | Death | End of Cont ract | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 811201-4 | OCCUPATIONS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021-8 | 2021-811201-7 | ELEMENTARY OCCUPATIONS | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| 2021-8 | 2021-812901-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2021-8 | 2021-831301-9 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 2021-8 | 2021-831302 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2021-8 | 2021-831306-3 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-8 | 2021-861101-4 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-8 | 2021-861101-6 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 3 |
| 2021-8 | 2021-861201 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-8 | 2021-862202-5 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-8 | 2021-862918- | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | < 35 | 35 - 55 | > 55 | Total | Resigned | Retired | Retrenched | Medical Reasons | Dismissed | Death | End of Contract | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021-8 | 2021-862918-3 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| ELEMENTARY OCCUPATIONS Totals | | | 6 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 9 | 21 | 1 | 5 | 0 | 2 | 4 | 7 | 2 | 21 |
| Totals | | | 14 | 0 | 0 | 3 | 29 | 3 | 0 | 5 | 54 | 0 | 0 | 0 | 0 | 0 | 10 | 28 | 16 | 54 | 24 | 11 | 0 | 2 | 5 | 7 | 5 | 54 |

## E1. Planned Training Budget for 1 May 2025 - 30 April 2026

| Funding Source | Planned Training Budget - Employed | Planned Training Budget - Unemployed | Actual Expenditure - Employed | Actual Expenditure - Unemployed | Committed Expenditure - Employed | Committed Expenditure - Unemployed |
|---|---|---|---|---|---|---|
| Mandatory Grant Funds | 1099000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Outstanding Mandatory Grant Funds From Previous Year | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Discretionary Grants Funds | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Additional Funding (Municipality/Entity, Donor Funds, Other Government Funds etc) | 0.00 | 2000000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Totals | 1099000.00 | 2000000.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## E2. Total Planned Training Beneficiaries for 1 May 2025 - 30 April 2026

| LGSETA Strategic Focus Area | Municipal Key Performance Area | Main IDP Priority Linked to Key Performance Area | Female - Employed | Male - Employed | Total | Female - Unemployed | Male - Unemployed | Total |
|---|---|---|---|---|---|---|---|---|
| Promoting Sound Financial Management & Financial Viability | Municipal Financial Viability and Management | MUNICIPAL FINANCIAL VIABILITY & MANAGEMENT-MFMA | 11 | 4 | 15 | 2 | 3 | 5 |
| Enhancing Good Governance, Leadership and Management Capabilities | Good Governance and the linking of democracy | Good Govenance and Leadership management | 0 | 0 | 0 | 0 | 0 | 0 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | BASIC SERVICE DEIVERY & INFRASTRUCTURE DEVELOPMENT | 82 | 78 | 160 | 0 | 0 | 0 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | MUNICIPAL TRANSFORMATION & INSTITUTIONAL DEVELOPMENT | 28 | 22 | 50 | 0 | 0 | 0 |
| Promoting Spatial Transformation and Inclusion | Sustainable Local Economic Development | SUSTAINABLE LOCAL ECONOMIC DEVELOPMENT | 0 | 15 | 15 | 0 | 0 | 0 |
| Totals | | | 121 | 119 | 240 | 2 | 3 | 5 |

## E3. Total Actual Adult Education and Training beneficiaries to be trained from 1 May 2025 - 30 April 2026

| AET Level | Female LGSETA funded - Employed | Female Other funded - Employed | Male LGSETA funded - Employed | Male Other funded - Employed | Total | Female LGSETA funded - Unemployed | Female Other funded - Unemployed | Male LGSETA funded - Unemployed | Male Other funded - Unemployed | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

## E4. Total Planned Workplace Training systems beneficiaries from 1 May 2025 - 30 April 2026

| Type | Female Beneficiaries | Male Beneficiaries | Total | Total number of training interventions | Total number of training interventions funded by LGSETA |
|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 |

## E5. NUMBER OF PLANNED TRAINING BENEFICIARIES BY OCCUPATION CATEGORY, GENDER, POPULATION GROUP, DISABILITY AND AGE for 1 May 2025 - 30 April 2026 - EMPLOYED

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-1 | 2021-111204-1 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-1 | 2021-132104 | MANAGERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| MANAGERS Totals | | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-2 | 2021-214102-3 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-214502-3 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-215103 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-216101-3 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-216201-2 | PROFESSIONALS | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-2 | 2021-216401-1 | PROFESSIONALS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-2 | 2021-216401-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-2 | 2021-216402 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-226301 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-226301-3 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-226302-9 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-241101 | PROFESSIONALS | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 |
| 2021-2 | 2021-241102-2 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-241202 | PROFESSIONALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-242207 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-242307 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-243201-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-243203-4 | PROFESSIONALS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-251101-7 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-252302-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-261101-6 | PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-261102-4 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-2 | 2021-262201 | PROFESSIONALS | 9 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 3 | 9 | 3 | 15 |
| 2021-2 | 2021-262201-15 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-263510-1 | PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| PROFESSIONALS Totals | | | 27 | 1 | 0 | 2 | 15 | 0 | 0 | 1 | 46 | 1 | 0 | 0 | 0 | 1 | 11 | 32 | 3 | 46 |
| 2021-3 | 2021-311217 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-3 | 2021-311601-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-3 | 2021-312103-4 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 2021-3 | 2021-313202-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-3 | 2021-313501-5 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 2021-3 | 2021- | TECHNICIANS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 342203 | AND ASSOCIATE PROFESSIONALS | | | | | | | | | | | | | | | | | | |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 1 | 9 |
| 2021-4 | 2021-411101 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 | 2021-411101-5 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-4 | 2021-411101-9 | CLERICAL SUPPORT WORKERS | 17 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 6 | 12 | 2 | 20 |
| 2021-4 | 2021-412101 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2021-4 | 2021-422206 | CLERICAL SUPPORT WORKERS | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 2021-4 | 2021-422301 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 |
| 2021-4 | 2021-422601 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 | 2021-422901 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 2021-4 | 2021-431101-10 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-4 | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 2021-4 | 2021-431101-8 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-4 | 2021-432101-15 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 | 2021-441101 | CLERICAL SUPPORT WORKERS | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 |
| 2021-4 | 2021-441601 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-4 | 2021-441603-2 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-4 | 2021-441903-1 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 2021-4 | 2021-441903-7 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| CLERICAL SUPPORT WORKERS Totals | | | 38 | 0 | 0 | 6 | 7 | 0 | 0 | 0 | 51 | 1 | 0 | 0 | 1 | 2 | 15 | 33 | 3 | 51 |
| 2021-5 | 2021-515301 | SERVICE AND SALES WORKERS | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 5 |
| 2021-5 | 2021-524401 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-5 | 2021-532904 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-5 | 2021-541101 | SERVICE AND SALES WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-5 | 2021-541202-12 | SERVICE AND SALES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| SERVICE AND SALES WORKERS Totals | | | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 1 | 9 |
| 2021-6 | 2021-642601 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-6 | 2021-642605-2 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-6 | 2021-642702-10 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-6 | 2021- | SKILLED | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 653101-10 | AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | | | | | | | | | | | | | | | | | | |
| 2021-6 | 2021-653302 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2021-6 | 2021-653306 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-6 | 2021-671101 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-6 | 2021-671101-6 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | WORKERS | | | | | | | | | | | | | | | | | | |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 10 |
| 2021-7 | 2021-711201-22 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 |
| 2021-7 | 2021-711202-7 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 9 |
| 2021-7 | 2021-733201 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 |
| 2021-7 | 2021-733201-3 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-7 | 2021-733201-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 2021-7 | 2021-733209-1 | PLANT AND MACHINE OPERATORS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AND ASSEMBLERS | | | | | | | | | | | | | | | | | | |
| 2021-7 | 2021-733210-4 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-7 | 2021-734101-8 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 9 |
| 2021-7 | 2021-734206 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-7 | 2021-734206-2 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 2 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 6 | 30 | 2 | 38 |
| 2021-8 | 2021-811201-4 | ELEMENTARY OCCUPATIONS | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 5 |
| 2021-8 | 2021-811201-7 | ELEMENTARY OCCUPATIONS | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 16 |
| 2021-8 | 2021-831301- | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 10 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9 | | | | | | | | | | | | | | | | | | | |
| 2021-8 | 2021-831302 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 2021-8 | 2021-831306-3 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-8 | 2021-861101-5 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 2021-8 | 2021-861101-6 | ELEMENTARY OCCUPATIONS | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 4 | 10 | 4 | 18 |
| 2021-8 | 2021-861201 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-8 | 2021-861202 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-8 | 2021-861301 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-8 | 2021-862202 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-8 | 2021-862202-5 | ELEMENTARY OCCUPATIONS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-8 | 2021-862918-13 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 5 |
| 2021-8 | 2021-862919-1 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| ELEMENTARY OCCUPATIONS Totals | | | 34 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 1 | 0 | 0 | 0 | 1 | 11 | 44 | 12 | 67 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Totals | | | 112 | 1 | 0 | 8 | 109 | 0 | 0 | 2 | 232 | 4 | 0 | 0 | 1 | 5 | 50 | 158 | 24 | 232 |

# E6. List of learning interventions by name - Employed

| LGSETA Strategic Focus Area | Municipal Key Performance Area | Skills Gap | Type of learning intervention | Programme Name | Programme Code | OFO Code | Occupational Category | Name of learning intervention (Other) | Work Experience | NQF Level | Funded By | Number trained in this learning intervention |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Report Writing | Short Programmes (non-credit bearing) | Report Writing | SP0281 | 2021-112101-1 Senior / Lead Independent Non-executive Director | 2021-1 MANAGERS | REPORT WRITING | MIDDLE MANAGEMENT | NQF Level 4 | Mandatory Grant | 20 |
| Promoting Sound Financial Management & Financial Viability | Municipal Financial Viability and Management | Finance Resource Management | Skills Programmes (credit bearing) | Further Education and Training Certificate: Municipal Finance and Administration | 50372 | 2021-241101 General Accountant | 2021-2 PROFESSIONALS | MFMA | MIDDLE & SENIOR MANAGEMENT LEVELS | NQF Level 6 | Other | 14 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Supervisory | Short Programmes (non-credit bearing) | Supervisory | SP0319 | 2021-242402-13 Business Leadership / Executive Coach | 2021-2 PROFESSIONALS | SUPERVISORY TRAINING | MIDDLE MANAGEMENT | NQF Level 3 | Mandatory Grant | 20 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | Library Management | Short Programmes (non-credit bearing) | | | 2021-262201 Librarian | 2021-2 PROFESSIONALS | CODING & ROBOTICS | LIBRARIANS | NQF Level 4 | Other | 20 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Excel | Short Programmes (non-credit bearing) | Computer Skills Advanced Training | SP0069 | 2021-411101-9 Administration Clerk / Officer | 2021-4 CLERICAL SUPPORT WORKERS | ADVANCED EXCEL TRAINING | CLERKS | NQF Level 3 | Mandatory Grant | 10 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Events Management | Short Programmes (non-credit bearing) | Office Administration | SP0225 | 2021-411101-9 Administration Clerk / Officer | 2021-4 CLERICAL SUPPORT WORKERS | EVENTS MANAGEMENT TRAINING | ADMIN CLERKS | NQF Level 3 | Mandatory Grant | 10 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | Facilities Management Skills | Short Programmes (non-credit bearing) | Facilities Management Skills | SP0126 | 2021-515301 Caretaker | 2021-5 SERVICE AND SALES WORKERS | FACILITY MANAGEMENT TRAINING | CARETAKERS | NQF Level 3 | Mandatory Grant | 10 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Customer Care/Client Services Skills | Short Programmes (non-credit bearing) | Customer Care/Client Services Skills | SP0090 | 2021-524401-5 Customer Contact Centre Salesperson | 2021-5 SERVICE AND SALES WORKERS | CUSTOMER CARE TRAINING | SERVICE WORKERS & CLERKS | NQF Level 2 | Mandatory Grant | 20 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Fleet Management | Short Programmes (non-credit bearing) | Fleet Management | SP0133 | 2021-653101 Automotive Motor Mechanic | 2021-2 PROFESSIONALS | FLEET MANAGEMENT TRAINING | MECHANICS | NQF Level 2 | Mandatory Grant | 8 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Drone Operational Skills | Short Programmes (non-credit bearing) | | | 2021-711201-22 Machine Operator (Stone Cutting or Processing) | 2021-7 PLANT AND MACHINE OPERATORS AND ASSEMBLERS | TLB OPERATOR TRAINING | DRIVERS | NQF Level 2 | Mandatory Grant | 10 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Conflict Resolution | Short Programmes (non-credit bearing) | Conflict Management | SP0071 | 2021-711202-7 Machine Engraver | 2021-7 PLANT AND MACHINE OPERATORS AND ASSEMBLERS | CONFLICT MANAGEMENT TRAINING | DRIVERS | NQF Level 2 | Mandatory Grant | 20 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Tractor Driving | Short Programmes (non-credit bearing) | Tractor Driving | SP0340 | 2021-734101-8 Tractor Driver | 2021-7 PLANT AND MACHINE OPERATORS AND ASSEMBLERS | TRACTOR DRIVING TRAINING | DRIVERS | NQF Level 1 | Mandatory Grant | 10 |

| LGSETA Strategic Focus Area | Municipal Key Performance Area | Skills Gap | Type of learning intervention | Programme Name | Programme Code | OFO Code | Occupational Category | Name of learning intervention (Other) | Work Experience | NQF Level | Funded By | Number trained in this learning intervention |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | Crane Truck Operating | Short Programmes (non-credit bearing) | Cherry Picker | SP0050 | 2021-734402-1 Fork Truck Operator | 2021-7 PLANT AND MACHINE OPERATORS AND ASSEMBLERS | CHERRY PICKER OPERATION TRAINING | MACHINE OPERATORS | NQF Level 2 | Mandatory Grant | 10 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | Cleaning Skills | Short Programmes (non-credit bearing) | Cleaning Skills | SP0052 | 2021-811201-4 Office Cleaner | 2021-8 ELEMENTARY OCCUPATIONS | CLEANING & HYGIENE | GENERAL WORKERS | NQF Level 2 | Mandatory Grant | 20 |
| Promoting Spatial Transformation and Inclusion | Sustainable Local Economic Development | Road Maintenance | Short Programmes (non-credit bearing) | Road Maintenance | SP0289 | 2021-831306-2 Road Worker | 2021-8 ELEMENTARY OCCUPATIONS | ROAD MARKING & PAINTING TRAINING | GENERAL WORKERS | NQF Level 1 | Mandatory Grant | 10 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | Environmental Health | Short Programmes (non-credit bearing) | | | 2021-862202-5 General Worker | 2021-8 ELEMENTARY OCCUPATIONS | RPL - ENVIRONMENTAL HEALTH TRAINING | GENERAL WORKERS | NQF Level 2 | Mandatory Grant | 20 |
| Promoting Spatial Transformation and Inclusion | Sustainable Local Economic Development | Technical Skills | Skills Programmes (credit bearing) | Welding | SPCB0773 | 2021-862918-13 Electrical Helper | 2021-8 ELEMENTARY OCCUPATIONS | BASIC WELDING TRAINING | GENERAL WORKERS | NQF Level 4 | Mandatory Grant | 5 |
| Totals | | | | | | | | | | | | 237 |

## E7. NUMBER OF PLANNED TRAINING BENEFICIARIES BY OCCUPATION CATEGORY, GENDER, POPULATION GROUP, DISABILITY AND AGE for 1 May 2025 - 30 April 2026 - UNEMPLOYED

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-2 | 2021-241106 | PROFESSIONALS | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| PROFESSIONALS Totals | | | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| Totals | | | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |

## E8. List of learning interventions by name - Unemployed

| LGSETA Strategic Focus Area | Municipal Key Performance Area | Skills Gap | Type of learning intervention | Other Skills Gap | OFO Code | Programme Code | Programme Name | Name of learning intervention (Other) | Work Experience | NQF Level | Funded By | Number trained in this learning intervention - Females | Number trained in this learning intervention - Males |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Promoting Sound Financial Management & Financial Viability | Municipal Financial Viability and Management | Finance Resource Management | Qualifications | | 2021-241106 Accountant in Practice | 50372 | Further Education and Training Certificate: Municipal Finance and Administration | MFMA | ACCOUNTING CLERKS-INTERNS | NQF Level 6 | Other | 2 | 3 |
| Totals | | | | | | | | | | | | 2 | 3 |

## F1. Reporting on Training Expenditure for 1 May 2024 - 30 April 2025

| Funding Source | Planned Training Budget - Employed | Planned Training Budget - Unemployed | Actual Expenditure - Employed | Actual Expenditure - Unemployed | Committed Expenditure - Employed | Committed Expenditure - Unemployed |
|---|---|---|---|---|---|---|
| Mandatory Grant Funds | 1433000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Additional Funding(Municipality/Entity, Donor funds, Other Government Funds, etc.) | 0.00 | 1113000.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Totals | 1433000.00 | 1113000.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## F2. Total Actual Training Beneficiaries from 1 May 2024 - 30 April 2025

| LGSETA Strategic Focus Area | Municipal Key Performance Area | Main IDP Priority Linked to Key Performance Area | Female - Employed | Male - Employed | Total | Female - Unemployed | Male - Unemployed | Total |
|---|---|---|---|---|---|---|---|---|
| Enhancing Good Governance, Leadership and Management Capabilities | Good Governance and the linking of democracy | Good Govenance and Leadership management | 5 | 4 | 9 | 0 | 0 | 0 |
| Promoting Sound Financial Management & Financial Viability | Municipal Financial Viability and Management | MUNICIPAL FINANCIAL VIABILITY & MANAGEMENT-MFMA | 6 | 3 | 9 | 1 | 0 | 1 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | BASIC SERVICE DELIVERY AND INFRASTRUCTURE DEVELOPMENT | 10 | 38 | 48 | 5 | 18 | 23 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | PROMOTE MUNICIPAL TRANSFORMATION & INSTITUTIONAL DEVELOPMENT | 7 | 21 | 28 | 0 | 0 | 0 |
| Promoting Spatial Transformation and Inclusion | Sustainable Local Economic Development | PROMOTE SUSTAINABLE LOCAL ECONOMIC DEVELOPMENT | 9 | 31 | 40 | 0 | 0 | 0 |
| Totals | | | 37 | 97 | 134 | 6 | 18 | 24 |

## F3. Total Actual Adult Education and Training beneficiaries as at 1 May 2024 - 30 April 2025

| AET Level | Female LGSETA funded - Employed | Female Other funded - Employed | Male LGSETA funded - Employed | Male Other funded - Employed | Total | Female LGSETA funded - Unemployed | Female Other funded - Unemployed | Male LGSETA funded - Unemployed | Male Other funded - Unemployed | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## F4 Total Actual Workplace Training systems beneficiaries as at 1 May 2024 - 30 April 2025

| Type | Female Beneficiaries | Male Beneficiaries | Total | Total number of training interventions | Total number of training interventions funded by LGSETA |
|---|---|---|---|---|---|
| Totals | 0 | 0 | 0 | 0 | 0 |

## F5. NUMBER OF BENEFICIARIES BY OCCUPATION CATEGORY, GENDER, POPULATION GROUP, DISABILITY AND AGE for 1 May 2024 - 30 April 2025 - EMPLOYED

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-6 | 2021-653101 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-6 | 2021-653101-8 | SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| SKILLED AGRICULTURAL, FORESTRY, FISHERY, CRAFT AND RELATED TRADES WORKERS Totals | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2021-4 | 2021-411101-9 | CLERICAL SUPPORT WORKERS | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| CLERICAL SUPPORT WORKERS Totals | | | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 |
| 2021-3 | 2021-311801-7 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-2 | 2021-262202-3 | PROFESSIONALS | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PROFESSIONALS Totals | | | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 |
| 2021-7 | 2021-734206-3 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 2021-1 | 2021-112101-5 | MANAGERS | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| MANAGERS Totals | | | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| 2021-3 | 2021-311301-2 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-8 | 2021-821502-1 | ELEMENTARY OCCUPATIONS | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| ELEMENTARY OCCUPATIONS Totals | | | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 |
| 2021-1 | 2021-132405 | MANAGERS | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2021-1 | 2021-112101-4 | MANAGERS | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 |
| MANAGERS Totals | | | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 |
| 2021-7 | 2021-734205-1 | PLANT AND MACHINE OPERATORS | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AND ASSEMBLERS | | | | | | | | | | | | | | | | | | |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 |
| 2021-3 | 2021-862918-1 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 2021-5 | 2021-541201 | SERVICE AND SALES WORKERS | 5 | 0 | 0 | 2 | 16 | 1 | 0 | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 8 | 27 |
| SERVICE AND SALES WORKERS Totals | | | 5 | 0 | 0 | 2 | 16 | 1 | 0 | 3 | 27 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 8 | 27 |
| 2021-3 | 2021-862918-15 | TECHNICIANS AND ASSOCIATE PROFESSIONALS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| TECHNICIANS AND ASSOCIATE PROFESSIONALS Totals | | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 2021-8 | 2021-861101-4 | ELEMENTARY OCCUPATIONS | 9 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 40 |
| ELEMENTARY OCCUPATIONS Totals | | | 9 | 0 | 0 | 0 | 30 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 40 |
| 2021-7 | 2021-734213 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 2021-4 | 2021- | CLERICAL | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 432102 | SUPPORT WORKERS | | | | | | | | | | | | | | | | | | |
| CLERICAL SUPPORT WORKERS Totals | | | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| 2021-8 | 2021-831301-2 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| ELEMENTARY OCCUPATIONS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 2021-4 | 2021-441601-3 | CLERICAL SUPPORT WORKERS | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| CLERICAL SUPPORT WORKERS Totals | | | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 2021-7 | 2021-734402-1 | PLANT AND MACHINE OPERATORS AND ASSEMBLERS | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| PLANT AND MACHINE OPERATORS AND ASSEMBLERS Totals | | | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| 2021-8 | 2021-831306 | ELEMENTARY OCCUPATIONS | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| ELEMENTARY OCCUPATIONS Totals | | | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| Totals | | | 34 | 0 | 1 | 2 | 90 | 1 | 0 | 6 | 134 | 0 | 0 | 0 | 0 | 0 | 27 | 98 | 9 | 134 |

# F6. List of learning interventions by name - Employed

| LGSETA Strategic Focus Area | Municipal Key Performance Area | OFO Code | Skills Gap | Other Skills Gap | Type of learning intervention | Programme Code | Programme Name | Name of learning intervention (Other) | NQF Level | Funded By | Number of Male Beneficiaries | Number of Female Beneficiaries | Total Beneficiaries |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-311801-11 Mechanical Draughtsperson | Mechnical Services | | Skills Programmes (credit bearing) | SPCB0058 | Auto Electrical | AUTO ELECTRICAL BASIC TRAINING | NQF Level 4 | Mandatory Grant | 2 | 0 | 2 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-714204-6 Extruding Machine Operator | Drone Operational Skills | | Short Programmes (non-credit bearing) | SP0083 | Crane Truck Operating | GRADER OPERATOR | NQF Level 2 | Mandatory Grant | 4 | 1 | 5 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-411101-9 Administration Clerk / Officer | Computer Literacy | | Short Programmes (non-credit bearing) | SP0225 | Office Administration | MS OFFICE REFRESHER | NQF Level 3 | Mandatory Grant | 7 | 3 | 10 |
| Promoting Sound Financial Management & Financial Viability | Municipal Financial Viability and Management | 2021-243203-8 Manager Corporate Communications | Finance Resource Management | | Skills Programmes (credit bearing) | | | MFMA | NQF Level 6 | Other | 3 | 6 | 9 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-734301-4 Crane Driver | Road Maintenance | | Short Programmes (non-credit bearing) | SP0083 | Crane Truck Operating | BOBCAT TRAINING | NQF Level 2 | Mandatory Grant | 2 | 0 | 2 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-311301-2 Electrical Instrument Technician | Troubleshooting | | Skills Programmes (credit bearing) | SPCB0668 | Standards - Electrical | 88KV ELECTRICAL TRAING | NQF Level 5 | Mandatory Grant | 2 | 0 | 2 |
| Enhancing Good Governance, Leadership and Management Capabilities | Good Governance and the linking of democracy | 2021-214101-10 Automation and Control Engineer | Fleet Management | | Short Programmes (non-credit bearing) | SP0133 | Fleet Management | FLEET MANAGEMENT TRAINING | NQF Level 4 | Mandatory Grant | 2 | 0 | 2 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-861101-6 Waste Removalist | Drone Operational Skills | | Short Programmes (non-credit bearing) | SP0083 | Crane Truck Operating | ASPHALT CUTTING TRAINING | NQF Level 2 | Mandatory Grant | 1 | 3 | 4 |
| Promoting Spatial Transformation and Inclusion | Sustainable Local Economic Development | 2021-862202-5 General Worker | Environmental Health | | Short Programmes (non-credit bearing) | | | RPL-ENVIRONMENTAL PRACTICE | NQF Level 1 | Mandatory Grant | 31 | 9 | 40 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-831301-9 Road Construction / Maintenance Labourer | Drone Operational Skills | | Short Programmes (non-credit bearing) | SP0083 | Crane Truck Operating | SKIP TRUCK OPERATOR TRAINING | NQF Level 2 | Mandatory Grant | 4 | 0 | 4 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | 2021-541201 Traffic Officer | Traffic Safety | | Skills Programmes (credit bearing) | | | REGULATION 21 REFRESHER TRAINING | NQF Level 4 | Mandatory Grant | 20 | 7 | 27 |
| Enhancing Good Governance, Leadership and Management Capabilities | Good Governance and the linking of democracy | 2021-134402 Community Development Manager | Protocol Management | | Short Programmes (non-credit bearing) | SP0255 | Protocol and Diplomacy Training | PROTOCOL & DIPLOMACY | NQF Level 5 | Mandatory Grant | 0 | 5 | 5 |

| LGSETA Strategic Focus Area | Municipal Key Performance Area | OFO Code | Skills Gap | Other Skills Gap | Type of learning intervention | Programme Code | Programme Name | Name of learning intervention (Other) | NQF Level | Funded By | Number of Male Beneficiaries | Number of Female Beneficiaries | Total Beneficiaries |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-831306-2 Road Worker | Road Maintenance | | Short Programmes (non-credit bearing) | SP0289 | Road Maintenance | LAYING OF KERBS | NQF Level 1 | Mandatory Grant | 1 | 2 | 3 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-831306-2 Road Worker | Road Maintenance | | Short Programmes (non-credit bearing) | SP0109 | Drone Operational Skills | ROLLER COMPACTOR OPERATOR TRAINING | NQF Level 2 | Mandatory Grant | 4 | 0 | 4 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-831306-2 Road Worker | Bricklaying | | Short Programmes (non-credit bearing) | SP0033 | Bricklaying | LAYING OF PAVING BRICKS | NQF Level 2 | Mandatory Grant | 0 | 1 | 1 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-311501-1 Automotive Engineering Technician | Mechanic Artisan Assistant Development | | Skills Programmes (credit bearing) | SPCB0546 | Practical Upskilling for Motor Mechanics | AUTO ELECTRICAL TRAINING | NQF Level 5 | Mandatory Grant | 1 | 0 | 1 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-311501-1 Automotive Engineering Technician | Mechanic Artisan Assistant Development | | Skills Programmes (credit bearing) | SPCB0191 | Diesel Mechanic Skills | DIESEL MECHANIC TRAINING | NQF Level 5 | Mandatory Grant | 2 | 0 | 2 |
| Enhancing Infrastructure and Service Delivery | Basic Service Delivery and Infrastructure Development | 2021-432101-9 Stores Coordinator | Office Management | | Skills Programmes (credit bearing) | | | OVERHEAD CRANE OPERATING | NQF Level 3 | Mandatory Grant | 2 | 0 | 2 |
| Enhancing Municipal Planning | Municipal Transformation and Institutional Development | 2021-441601-3 Recruiting / Recruitment Clerk | Recruitment and Selection training | | Short Programmes (non-credit bearing) | SP0279 | Recruitment and Selection training | RECRUITMENT & SELECTION TRAINING | NQF Level 5 | Mandatory Grant | 3 | 0 | 3 |
| Enhancing Good Governance, Leadership and Management Capabilities | Good Governance and the linking of democracy | 2021-111207-7 Director General (DG) | Legislation and Regulations | | Skills Programmes (credit bearing) | SPCB0488 | New Legislation and Regulatory Framework Skills | LEGAL LIABILITY TRAINING | NQF Level 5 | Mandatory Grant | 2 | 1 | 3 |
| Totals | | | | | | | | | | | 93 | 38 | 131 |

## F7. NUMBER OF BENEFICIARIES BY OCCUPATION CATEGORY, GENDER, POPULATION GROUP, DISABILITY AND AGE for 1 May 2024 - 30 April 2025 - UNEMPLOYED

| Occupational Category | OFO Code | Occupation | FA | FC | FI | FW | MA | MC | MI | MW | Total | DA | DC | DI | DW | Total | <35 | 35 to 55 | >55 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2021-8 | 2021-861301 | ELEMENTARY OCCUPATIONS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| ELEMENTARY OCCUPATIONS Totals | | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-4 | 2021-431101-6 | CLERICAL SUPPORT WORKERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| CLERICAL SUPPORT WORKERS Totals | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 2021-8 | 2021-831306-2 | ELEMENTARY OCCUPATIONS | 5 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 |
| ELEMENTARY OCCUPATIONS Totals | | | 5 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 |
| Totals | | | 6 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 |

## F8. List of learning interventions by name - Unemployed

| OFO Code | Occupation | Type of learning intervention | Learning intervention | Name of learning intervention (Other) | NQF Level | Funded By | Number trained in this learning intervention - Female | Number trained in this learning intervention - Male |
|---|---|---|---|---|---|---|---|---|
| 2021-431101-6 Accounting Clerk | Accounting Clerk | Qualifications | Certificate: Municipal Financial Management | MFMA | NQF Level 6 | Other | 1 | 0 |
| Accounting Clerk Totals | | | | | | | 1 | 0 |
| 2021-831306-2 Road Worker | Road Worker | Short Programmes (non-credit bearing) | Crane Truck Operating | ASPHALT CUTTING TRAINING | NQF Level 2 | Mandatory Grant | 0 | 1 |
| 2021-831306-2 Road Worker | Road Worker | Short Programmes (non-credit bearing) | Roadworks Construction | MANHOLE CONSTRUCTION | NQF Level 2 | Mandatory Grant | 1 | 4 |
| 2021-831306-2 Road Worker | Road Worker | Short Programmes (non-credit bearing) | Bricklaying | LAYING OF KERBS | NQF Level 2 | Mandatory Grant | 2 | 5 |
| 2021-831306-2 Road Worker | Road Worker | Short Programmes (non-credit bearing) | Bricklaying | LAYING OF PAVING BRICKS | NQF Level 2 | Mandatory Grant | 2 | 7 |
| Road Worker Totals | | | | | | | 5 | 17 |
| 2021-734213 Road Roller Operator | Road Roller Operator | Short Programmes (non-credit bearing) | | ROLLER COMPACTOR OPERATOR TRAINING | NQF Level 2 | Mandatory Grant | 0 | 1 |
| Road Roller Operator Totals | | | | | | | 0 | 1 |
| Totals | | | | | | | 10 | 34 |